STELLENBOSCH
STELLENBOSCH • PNIEL • FRANSCHHOEK

MUNICIPALITY • UMASIPALA • MUNISIPALITEIT

Ref no.3/4/2/5

2023-09-08

MAYORAL COMMITTEE MEETING

WEDNESDAY, 2023-09-13 AT 10:00

TO	The Executive Mayor, Ald G Van Deventer
	The Deputy Executive Mayor, Cllr J Fasser
COUNCILLORS	JC Anthony
	R du Toit P Johnson J Joon
	X Kalipa
	L Nkamisa
	R Pheiffer
	C van Wyk
	J Williams

Notice is hereby given that a Mayoral Committee Meeting will be held via **MS Teams** on **Wednesday, 2023-09-13 at 10:00** to consider the attached agenda.

EXECUTIVE MAYOR, ALD GM VAN DEVENTER

CHAIRPERSON

AGENDA

MAYORAL COMMITTEE MEETING

2023-09-13

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STELLENBOSCH
STELLENBOSCH • PNIEL • FRANSCHHOEK

MUNICIPALITY • UMASIPALA • MUNISIPALITEIT

Ref no.3/4/2/5

2023-08-16

MINUTES

MAYORAL COMMITTEE MEETING:

2023-08-16 AT 10:00

MINUTES

MAYORAL COMMITTEE MEETING

2023-08-16

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PRESENT: Deputy Executive Mayor,J Fasser **(Chairperson)**

Councillors: JC Anthony
R du Toit
P Johnson
J Joon
X Kalipa
L Nkamisa
R Pheiffer
C van Wyk
J Williams

Also Present: Councillor P Crawley (Chief Whip)
W Petersen (MPAC Chairperson)

Officials: Municipal Manager (G Mettler (Ms))
Director: Corporate Services (A de Beer (Ms))
Director: Community & Protection Services (G Boshoff)
Acting Director: Infrastructure Services (J Fullard)
Chief Financial Officer (K Carolus)
Director: Planning and Economic Development (A Barnes)
Audit Executive (L Krige)
Senior Administration Officer (B Mgcushe (Ms))

****

1.	**OPENING AND WELCOME**

The Chairperson, Deputy Executive Mayor welcomed everyone present at the Mayoral Committee Meeting.

2.	**COMMUNICATION BY THE CHAIRPERSON**

It is the month of August, where we as South Africans commemorate more than 20 000 woman who marched to the Union Building on the 9th of August1956 in protest against pass laws to women.

Therefor our Month-long celebration of women's month aims to raise awareness about women's struggle for gender equality and their rights.
We are tremendously proud of the success of Banyana Banyana Soccer team and the Spar Proteas Netball team that represented us at the world Cup's in their respected field.

We also extend our congratulations to our new Miss South Africa, Miss Natasha

Joubert, and we know she is very passionate about the education of young people in our country.

Therefor in concussion, I want to wish all women in our Municipal area a blessed and Happy Women's Month.

Thank you.

3.	DISCLOSURE OF INTERESTS

NONE

4.	APPLICATIONS FOR LEAVE OF ABSENCE

The following applications for leave of absence were approved in terms of the Rules and Order By-law of Council: -

Executive Mayor, Ald GM Van Deventer

Director : Infrastructure Services (S Chandaka)

5.	CONFIRMATION OF PREVIOUS MINUTES

The minutes of the Mayoral Committee Meeting held on 2023-07-19 were **confirmed as correct without any amendments.**

6.	STATUTORY MATTERS

6.1	SDF / IDP / BUDGET TIME SCHEDULE / PROCESS PLAN FOR 2024/25

Collaborator No: **754168**
IDP KPA Ref No: **Good Governance and Compliance**
Meeting Date: **16 August 2023**

1. SUBJECT:SDF / IDP / BUDGET TIME SCHEDULE / PROCESS PLAN FOR 2024/25

2. PURPOSE

To table to the Council for consideration and approval the SDF / IDP / Budget Time Schedule / Process Plan for 2024/25, attached as **ANNEXURE A.**

3. DELEGATED AUTHORITY

Council.

4. EXECUTIVE SUMMARY

Each municipality is legally required to adopt a time schedule listing the key activities and deadlines 10 months before the start of the new financial year.

The Spatial Development Framework (SDF) / Integrated Development Plan (IDP) / Budget Time Schedule / Process Plan for 2024/25 outlines the key strategic activities and public participation processes that will guide the planning, drafting, and adoption of the **1st Amendment of the 5th Generation IDP 2022 – 2027**, the **2nd Review of the 5th Generation IDP 2022 – 2027** and the Medium – Term Revenue Expenditure Framework (Budget) for the period 2024/25 – 2026/27.

The SDF / IDP / Budget Time Schedule / Process Plan for 2024/25 is, therefore, compiled in terms of Section 21(b) of the Local Government: Municipal Finance Management Act, 2003 (Act No. 56 of 2003) (MFMA), which states that "the mayor of a municipality **must** – at least **10 months** before the start of the budget year table in the municipal council a time schedule outlining key deadlines for –

(i) the preparation, tabling and approval of the annual budget;
(ii) the annual review of-
  (aa) the integrated development plan in terms of section 34 of the Municipal Systems Act; and
  (bb) the budget-related policies;

(iii) the tabling and adoption of any amendments to the integrated development plan and budget-related policies; and
(iv) any consultative processes forming part of the processes referred to in subparagraphs (i), (ii) and (iii)

The SDF / IDP / Budget Time Schedule / Process Plan for 2024/25 is also compiled in terms of Section 29 of the Local Government: Municipal Systems Act, 2000 (Act No. 32 of 2000) (MSA).

Section 29(1) of the MSA specifies that:

The process followed by a municipality to draft its integrated plan, including its consideration and adoption of the draft plan, must-

(a) be in accordance with a predetermined programme specifying timeframes for the different steps;
(b) through appropriate mechanisms, processes and procedures established in terms of Chapter 4, allow for:
  (i) the local community to be consulted on its development needs and priorities;
  (ii) the local community to participate in the drafting of the integrated development plan; and
  (iii) organs of state, including traditional authorities and other role players to be identified and consulted on the drafting of the integrated development plan;
(c) provide for the identification of all plan and planning requirements binding on the municipality in terms of national and provincial legislation; and
(d) be consistent with any other matters that may be prescribed by regulation.

The municipality will start with an amendment process of the 5th Generation IDP 2022 – 2027 to incorporate the amendments of the municipal Spatial Development Framework (mSDF) adopted by the Council in June 2023 in the IDP. The 21 days public participation period for public comment and input on the 1st Amendment of the 5th Generation IDP 2022 – 2027 will commence on **28 August 2023** and close on **18 September 2023**.

The key activities for the 1st Amendment of the 5th Generation IDP 2022 – 2027 are highlighted in light blue on the mSDF/ IDP / Budget Time Schedule / Process Plan for 2024/25.

Below is a summary of the key activities for the 1st Amendment of the 5th Generation IDP 2022 – 2027:

Description	Legislative Requirements	Due date
Submit the **draft proposed amendments to the IDP to MayCo** taking into consideration the requirements of the Municipal Planning and Performance Management Regulations to recommend to the Council	MSA 32 - Section 34 (b) MPPMR - Reg. 3	**16 August 2023**
Submit the **proposed draft IDP amendments,** taking into consideration the requirements of the Municipal Planning and Performance Management Regulations to the **Council** for approval for the purpose of obtaining public comment **(21 days)**	MSA 32 - Section 34 (b) MPPMR - Reg. 3	**23 August 2023**
Advertise the **proposed draft IDP amendments** for a period of **21 days** to allow for public comment on the municipal website and local newspaper	MPPMR Regulation 15(3)	**28 August 2023**
Period for public comment on the **proposed draft IDP amendments** for a period of **21 days**	MPPMR Regulation 15(3)	**28 August 2023 - 18 September 2023**
Submit the **proposed draft IDP Amendments** to the MEC, Provincial Treasury, National Treasury and other affected organs of state within **10 working days** after the Council approval	MSA - Section 29	**01 September 2023**

Submit the **draft IDP Amendment** to the District Municipality for input within **10 working days** after Council approval	MSA - Section 29(3)(b) MPPMR - Reg. 3(6)	**01 September 2023**
Submit the **final amended IDP to the Council** for adoption together with the memorandum in terms of Reg. 3	Regulation 3(1) ff the MSA Regulations	**25 October 2023**
Place the **adopted IDP Amendment** on the municipal website	MFMA - Sec 75 (1)(2) MSA - Sec 21A and 21B	**30 October 2023**
Submit a copy of the **adopted IDP Amendment** to the MEC for local government as well as Provincial Treasury, National Treasury and District Municipality within **10 days of the adoption or amendment of the plan**	MSA Section 32(1)(a):	**3 November 2023**
Give notice to the public of the adoption of the amended IDP **(within 14 days of the adoption of the plan)** and place hard copies in libraries and ward offices	Sec 25(4)(a)(b)	**07 November 2023**

A full review of the 5th Generation IDP 2017 – 2022 will be done as per the normal IDP review process. This public participation process for the **2nd Review of the 5th Generation IDP 2022 - 2027** will comprise the period **Monday, 4 September – Tuesday, 26 September 2023 (23 days)**, and the consultation on the draft 2nd Review of the 5th Generation IDP 2022 – 2027 and Budget will commence in **April 2024 (period of 21 days)** to allow all members of the community and stakeholders to provide written inputs and oral representations that the municipality must consider in reviewing the IDP.

RECOMMENDATIONS FROM THE EXECUTIVE MAYOR, IN CONSULTATION WITH THE EXECUTIVE MAYORAL COMMITTEE, TO COUNCIL: 2023-08-16: ITEM 6.1

(a) that the Council adopts the SDF / IDP / Budget Time Schedule / Process Plan for 2024/25 for the compilation of the annual budget in terms of Section 21(1) of the MFMA and Section 29 of the MSA, to guide the planning, drafting and adoption of the 1st Amendment of the 5th Generation IDP 2022 – 2027 and the 2nd Review of the 5th Generation IDP 2022 – 2027, attached as **ANNEXURE A**; and

(b) that an advertisement is placed on the official website of the municipality and in the local newspaper notifying the public of the adopted SDF / IDP / Budget Time Schedule / Process Plan for 2024/25.

FOR FURTHER DETAILS CONTACT:

NAME	Geraldine Mettler
POSITION	Municipal Manager
DIRECTORATE	Office of the Municipal Manager
CONTACT NUMBERS	021 808 8025
E-MAIL ADDRESS	geraldine.mettler@stellenbosch.gov.za
REPORT DATE	01 August 2023

6.2	DRAFT 1st AMENDMENT OF THE 5th GENERATION INTEGRATED DEVELOPMENT PLAN (IDP) 2022 – 2027

Collaborator No: 754256
IDP KPA Ref No: Good Governance and Compliance
Meeting Date: 16 August 2023

1. SUBJECT: DRAFT 1st AMENDMENT OF THE 5th GENERATION INTEGRATED DEVELOPMENT PLAN (IDP) 2022 – 2027

2. PURPOSE

To table to Council for consideration:

(a) Memorandum in terms of Regulation 3(2)(a) of the Municipal Planning and Performance Management, 2001, attached as **ANNEXURE A**; and

(b) The draft 1st Amendment of the 5th Generation IDP 2022 – 2027, attached as **ANNEXURE B,** is to be released for public comments.

3. DELEGATED AUTHORITY

Council.

4. EXECUTIVE SUMMARY

The Stellenbosch Municipality concluded an extensive process to amend the municipal Spatial Development Framework (*m*SDF), which was finalised and approved in June 2023. The *m*SDF is regarded as a core component of the IDP, as noted in Section 26(e) of the Local Government: Municipal Systems Act, 2000 (Act No. 32 of 2000) (MSA), and as a critical developmental tool as an enabler for development. Hence, the *m*SDF must be incorporated into the IDP to give expression to its developmental importance.

RECOMMENDATIONS FROM THE EXECUTIVE MAYOR, IN CONSULTATION WITH THE EXECUTIVE MAYORAL COMMITTEE, TO COUNCIL: 2023-08-16: ITEM 6.2

(a) that Council approve the Memorandum in accordance with Regulation 3(2)(a) of the Municipal Planning and Performance Management Regulations, 2001, attached as **ANNEXURE A**;

(b) that the draft 1st Amendment of the 5th Generation IDP 2022 – 2027 of Stellenbosch Municipality be approved in terms of Section 34(b) of the MSA to obtain public input and comments, attached as **ANNEXURE B**;

(c) that an advertisement be placed on the official website of the municipality and the local newspaper notifying the public that the draft 1st Amendment of the 5th Generation IDP 2022 – 2027 is open for public input and comments for a period of 21 days; and

(d) that the Memorandum in terms of Regulation 3(2)(a) of the Municipal Planning and Performance Management, 2001 and the draft 1st Amendment of the 5th Generation IDP 2022–2027 be submitted to the Western Cape: Department of Local Government, Western Cape: Provincial Treasury, and the Cape Winelands District Municipality.

FOR FURTHER DETAILS CONTACT:

NAME	Geraldine Mettler
POSITION	Municipal Manager
DIRECTORATE	Office of the Municipal Manager
CONTACT NUMBERS	021 – 808 8025
E-MAIL ADDRESS	geraldine.mettler@stellenbosch.gov.za
REPORT DATE	04 August 2023

6.3	MONTHLY FINANCIAL STATUTORY REPORTING: DEVIATIONS FOR JULY 2023

Collaborator No:
IDP KPA Ref No: **Good Governance and Compliance**
Meeting Date: **16 August 2023**

1. SUBJECT: MONTHLY FINANCIAL STATUTORY REPORTING: DEVIATIONS FOR JULY 2023

2. PURPOSE

To comply with Regulation 36(2) of the Municipal Supply Chain Management Regulations and Section 36 of the Supply Chain Management Policy 2023/2024 to report the deviations to Council.

3. DELEGATED AUTHORITY

Council

FOR NOTING.

4. EXECUTIVE SUMMARY

Regulation 36(2) of the Municipal Supply Chain Management Regulations and Section 36 of the Supply Chain Management Policy (2023/2043) stipulate that SCM deviations be reported to Council. In compliance thereto, this report presents to Council the SCM deviations that occurred during July 2023.

RECOMMENDATIONS FROM THE EXECUTIVE MAYOR, IN CONSULTATION WITH THE EXECUTIVE MAYORAL COMMITTEE, TO COUNCIL: 2023-08-16: ITEM 6.3

that Council notes that there were no deviations listed for the month of July 2023.

NAME	Dalleel Jacobs
POSITION	***Senior Manager Supply Chain Management***
DIRECTORATE	***Finance***
CONTACT NUMBERS	***021 808 8137***
E-MAIL ADDRESS	***Dalleel.jacobs@stellenbosch.gov.za***
REPORT DATE	07 August 2023

6.4	ADJUSTMENTS BUDGET (ROLL-OVER) 2023/2024

Collaborator No:
IDP KPA Ref No: **Good Governance and Compliance**
Meeting Date: **16 August 2023**

1. SUBJECT: ADJUSTMENTS BUDGET (ROLL-OVER) 2023/2024

2. PURPOSE

Is to present the adjustments budget roll-over for the 2023/2024 financial year to Council for approval.

3. DELEGATED AUTHORITY

FOR APPROVAL BY MUNICIPAL COUNCIL

EXECUTIVE SUMMARY

Attached as **APPENDIX 1** is an executive summary by the Accounting Officer.

RECOMMENDATIONS FROM THE EXECUTIVE MAYOR, IN CONSULTATION WITH THE EXECUTIVE MAYORAL COMMITTEE, TO COUNCIL: 2023-08-16: ITEM 6.4

(a) that the Adjustments Budget for 2023/2024 as set out in **APPENDIX 1-4**, be approved;

(b) that the Adjustments Budget Tables as prescribed by the Budgeting and Reporting Regulations, as set out in **APPENDIX 3**, be approved; and

(c) that the Service Delivery and Budget Implementation Plan be adjusted accordingly inclusive of the non-financial information (performance measurement).

FOR FURTHER DETAILS CONTACT:

NAME	**MONIQUE STEYL**
POSITION	***SENIOR ANAGER: FINANCIAL MANGEMENT SERVICES***
DIRECTORATE	***FINANCIAL SERVICES***
CONTACT NUMBERS	***021 808 8512***
E-MAIL ADDRESS	***Monique.Steyl@stellenbosch.gov.za***
REPORT DATE	***08 August 2023***

7.	**CONSIDERATION OF ITEMS BY THE EXECUTIVE MAYOR: [ALD G VAN DEVENTER]**

7.1	**PROTECTION SERVICES: (PC: CLLR R PHEIFFER)**

NONE

7.2	**SPORTS, YOUTH AND CULTURE: [PC: CLLR JC ANTHONY]**

NONE

7.3	CORPORATE SERVICES: (PC: CLLR L NKAMISA)

7.3.1	PROPOSED LEASE AGREEMENT: ERF 5342, 137 DORP STREET, STELLENBOSCH: COGNITO

Collaborator No:
IDP KPA Ref No: **Good Governance**
Meeting Date: **16 August 2023**

1. SUBJECT: PROPOSED LEASE AGREEMENT: ERF 5342, 137 DORP STREET, STELLENBOSCH: COGNITO

2. PURPOSE

To consider an application from Cognito to enter into a Lease Agreement with Stellenbosch Municipality, in terms of where they would be able to use a portion of Council-owned property for outdoor dining purposes.

3. DELEGATED AUTHORITY

In terms of the approved System of Delegations the Executive Mayor, in consultation with the Executive Mayoral Committee, has the delegated Authority to consider applications for Lease Agreements, up to a contract value not exceeding R5M and not exceeding a period of 10 years.

4. EXECUTIVE SUMMARY

An application to use a portion of the street reserve for Outdoor Dining purposes has been received from the owner of Cognito operating from Erf 5342, Stellenbosch. The application is in line with the provisions /requirements of the Outdoor Dining Policy and is supported by the Engineering Department. Under 6.2.1 are photos showing how the area is currently being used. The applicant does not currently have any lease agreement or previous encroachment agreement with the municipality and is currently nor paying rent for the use of the space. We served the applicant with a letter requesting that they apply for the outdoor dining lease to ensure compliance.

They have not specified a requested time for the lease or provided a diagram to indicate the area that they are interested in however they have already erected a wooden deck on the premises which is currently in use and can be seen on the photographs under Figure 3. The current area of the wooden deck is 40m². The pavement on that side of the road is paved to about 1.3 meters excluding the water ditch (leivoor). Cognito has put up a deck that Is not approved by planning and demarcation with wood that is set alongside the paved area leaving around 1 meter open on the sidewalk for unobstructive pedestrian use. In the case of the Meraki application approval was granted for an initial period of 3 years.

The Executive Mayor, in consultation with the Executive Mayoral Committee, must now consider the application.

EXECUTIVE MAYORAL COMMITTEE: 2023-08-16: ITEM 7.3.1

RESOLVED

(a) that the land as indicated on Fig 1 and 2, situated at 137 Dorp Street, measuring approximately 40m² in extent, be identified as land not needed to provide the minimum level of basis municipal services during the period that the rights are awarded;

(b) that approval for an initial lease for a period of 3 years with the option of a renewal be approved subject to the following conditions:

(i) That the applicants submit building plans for the deck and ensure that 1,5 meter is left open for pedestrian use. If the plans are not in line with the building regulations it must be broken down completely.

(ii) That heritage permission be requested from Heritage Western Cape

(iii) Council is indemnified against all possible 3rd party claims.

(iv) The municipality or other public service provider must not be prohibited from maintaining, repairing, upgrading and / or installing new public services with-in the encroached area.The deck or portion of the deck must be removable to gain access to the leased area, as and when required by the Municipality or other public service provider. For planned maintenance, repairs, upgrades or new installations, the applicant will be provided with a 5-day written notice, to remove the deck or portion of the deck for the Municipality or any other public service provider to gain access. For emergency works the applicant will be required to remove the deck or portion of the deck immediately for the municipality or other public service provider to gain access. The applicant to re-install the deck once the works on the public services are complete.The cost for the removal and re-installation for the deck will be for the account of the applicant.

(v) The municipality reserves the right to end the lease agreement when the need arises, i.e. when the leased area is required for municipal or other public services purposes or when the applicant refuses to remove the deck when given notice by the Municipality.

(c) that the Municipal Manager be authorised to determine the rental amount and escalation.

FOR FURTHER DETAILS CONTACT:

NAME	**Annalene de Beer**
POSITION	***Director: Corporate Services***
DIRECTORATE	***CORPORATE SERVICES***
CONTACT NUMBERS	***021-8088073***
E-MAIL ADDRESS	***Annalene.debeer@stellenbosch.gov.za***
REPORT DATE	***2023/07/25***

7.3.2	REPEAL OF STAFF ATTRACTION AND RETENTION POLICY OF 2008 AND THE GUIDELINES ON NEGOTIATION OF REMUNERATION (WITHIN THE NATIONAL NEGOTIATED FRAMEWORK) FOR THE RETENTION AND ATTRACTION OF STAFF

Collaborator No:
IDP KPA Ref No: **Good Governance**
Meeting Date: **16 August 2023**

1. SUBJECT: REPEAL OF STAFF ATTRACTION AND RETENTION POLICY OF 2008 AND THE GUIDELINES ON NEGOTIATION OF REMUNERATION (WITHIN THE NATIONAL NEGOTIATED FRAMEWORK) FOR THE RETENTION AND ATTRACTION OF STAFF

2. PURPOSE

To request Council to repeal the Staff Attraction and Retention Policy of 2008 and the guidelines on negotiation of remuneration (within the national negotiated framework) for the retention and attraction of staff.

3. DELEGATED AUTHORITY

The delegated authority for approval of policies is Council.

4. EXECUTIVE SUMMARY

On 23 September 2008 Council approved a Staff Attraction and Retention policy and on 24 April 2019 the Guidelines on Negotiation of Remuneration (within the national negotiated framework) for the retention and attraction of staff. Part of these documents contained provisions about the scarcity allowance. Council approved the Recruitment and Selection policy in June 2022 with implementation date of 1 July 2022. The provisions of the Recruitment and Selection Policy has now absorbed the scarcity allowance as well as the provisions around the retention of staff. When the Recruitment and Selection Policy was approved the resolution did not contain the provision that the previous policies are abolished/repealed.

Although it is common cause that a latter decision would replace an earlier one when dealing with the same issue the scarcity allowance was the subject of an arbitration and the arbitrator found that he is if the view that the 2008 policy still stands despite the provisions contained in the recruitment and selection policy. The administration therefore does not agree with the award made. To ensure however that there is no ambiguity around the 2008 policy and guidelines we are requesting that the policy and guidelines and any decision made in terms of that policy or guidelines or otherwise be repealed and that the provisions of the Recruitment and Selection Policy of June 2022 replace the provisions that are repealed. The recruitment and selection policy has been consulted extensively in the LLF prior to council approving it.

RECOMMENDATIONS FROM THE EXECUTIVE MAYOR, IN CONSULTATION WITH THE EXECUTIVE MAYORAL COMMITTEE, TO COUNCIL: 2023-08-16: ITEM 7.3.2

that the following policies/guideline be repealed and abolished as the provisions of the Recruitment and Selection policy of June 2022 replaced it:

(i) Staff Attraction And Retention Policy Of 2008;

(ii) Guidelines On Negotiation Of Remuneration (within the National Negotiated Framework) For The Retention And Attraction Of Staff

(iii) All previous Recruitment and Selection Policies

(iv) Probation policy dated 25 February 2015

(v) Succession Planning and Career Pathing Policy dated 25 February 2015

(vi) Any decisions taken under the abovementioned policies/guidelines

NAME	*Annalene De Beer*
POSITION	*Director Corporate Services*
DIRECTORATE	*Corporate Services*
CONTACT NUMBERS	*021-808 8018*
E-MAIL ADDRESS	*Annalene.DeBeer@stellenbosch.gov.za*
REPORT DATE	*10 August 2023*

7.4	FINANCIAL SERVICES: (PC: CLLR J FASSER)

7.4.1	CONTRACTS HAVING FUTURE BUDGETARY IMPLICATIONS – MUNICIPAL VALUER

Collaborator No: 754220
IDP KPA Ref No: Good Governance and Compliance
Meeting Date: 16 August 2023

1. SUBJECT: CONTRACTS HAVING FUTURE BUDGETARY IMPLICATIONS – MUNICIPAL VALUER

2. PURPOSE

Council to approve in terms of Section 33(1) (c) MFMA, the contract to be entered into between the Municipality and the Municipal Valuer for the compilation of the General Valuation Roll to be implemented on 1 July 2025.

3. DELEGATED AUTHORITY

Council to approve.

4. EXECUTIVE SUMMARY

A process as envisaged in Section 33, MFMA, is to be followed in order for the Municipality to enter into a contract having budgetary implications beyond the three years covered in the current financial year's budget.

This process has been initiated and is to be concluded by the Council considering this report and adopting the relevant resolution.

RECOMMENDATIONS FROM THE EXECUTIVE MAYOR, IN CONSULTATION WITH THE EXECUTIVE MAYORAL COMMITTEE, TO COUNCIL: 2023-08-16: ITEM 7.4.1

(a) that Council notes the Municipality's intention to enter a contract with a Municipal Valuer that will have future budgetary implications;

(b) that Council notes that the Municipality's intention to enter into a contract with a Municipal Valuer that will have future budgetary implications was advertised in terms of Section 33, MFMA and that no comments were received;

(c) that the views and recommendations of National Treasury, Provincial Treasury and the Departments responsible for Local Government were solicited and that no reasons for opposing the contract were received;

(d) that the Council is satisfied that the Municipality will derive a financial benefit from the contract in the form of cost savings;

(e) that the contract attached as **APPENDIX 1** is accepted and approved; and

(f) that the Municipal Manager be authorised to sign the contract on behalf of the municipality.

FOR FURTHER DETAILS CONTACT:

NAME	*H Mitchell*
POSITION	*Senior Manager Revenue and Expenditure*
DIRECTORATE	*Finance*
CONTACT NUMBERS	*021 808 8016*
E-MAIL ADDRESS	*Henry.Mitchell@stellenbosch.gov.za*
REPORT DATE	*10 August 2023*

7.5	**HUMAN SETTLEMENTS: (PC: CLLR R DU TIOT)**

NONE

7.6	INFRASTRUCTURE SERVICES : (PC : CLLR P JOHNSON)

7.6.1	PROPOSED IMPLEMENTATION OF A ONE-WAY SYSTEM ALONG PIET RETIEF AND KOCH STREETS

Collaborator No: 753995
IDP KPA Ref No: Good Governance
Meeting Date: 16 August 2023

1. SUBJECT: PROPOSED IMPLEMENTATION OF A ONE-WAY SYSTEM ALONG PIET RETIEF AND KOCH STREETS

2. PURPOSE

That Council takes note of this report and approves the proposals contained herein.

3. DELEGATED AUTHORITY

Municipal Council

4. EXECUTIVE SUMMARY

Developments and population growth have resulted in increases in vehicular traffic which in turn leads to congestion on the road network. The Municipality has in the past and continues to implement measures that would mitigate congestion, however upgrades and improvements to the road network are still required.

The Municipality has recently received a request from the community to consider the implementation of a one-way system along Piet Retief and Koch Streets.

The implementation of one-way systems has the potential to reduce congestion and improve traffic flow. It is also advantages in that it has negligible cost implications, however one-way systems must be backed with supporting analysis.

The Department therefore proposes that an analysis be carried out to determine all impacts associated with the proposed one-way system. The analysis should include the identification and mitigation of any undesirable impacts. It is expected that the analysis will be concluded in three months, thereafter the results of the analysis will be tabled before Council for further consideration.

RECOMMENDATIONS FROM THE EXECUTIVE MAYOR, IN CONSULTATION WITH THE EXECUTIVE MAYORAL COMMITTEE, TO COUNCIL: 2023-08-16: ITEM 7.6.1

(a) that Council resolves that a traffic analysis be carried out to confirm that the proposed one-way system will improve traffic flow; and

(b) that Council resolves that, on conclusion of the analysis, the results of the analysis be brought back to Council for further consideration; and

(c) that consultation with Provincial authorities take place should it be necessary.

7.6.2	REQUEST TO PRIORITISE THE DUALLING OF THE BRIDGE IN DIE LAAN

Collaborator No: 753994
IDP KPA Ref No: Green and Sustainable Valley
Meeting Date: 16 August 2023

1. SUBJECT: REQUEST TO PRIORITISE THE DUALLING OF THE BRIDGE IN DIE LAAN

2. PURPOSE

That Council takes note of this report and approves the proposals contained herein.

3. DELEGATED AUTHORITY

Municipal Council

4. EXECUTIVE SUMMARY

The limited number of vehicle crossings over the Eerste River and particularly the single lane bridge over the Eerste River on “Die Laan” near Coetzenberg Stadium contributes to traffic congestion.

The Municipality has recently received a request from the community to prioritise and implement an additional bridge in “Die Laan”, due to the heavy congestion experienced.

The department supports the implementation of an additional bridge, that would accommodate two (2) lanes of vehicular traffic. The need was previously identified and is listed as a project for implementation in approved planning documentation.

The Department therefore proposes that budgets be made available in the 2024- 2025 financial year budget process to commence with the designs of the additional bridge. Once designs are completed and approvals are in place, the department proposes that budget be made available for the implementation of an additional two-lane bridge.

RECOMMENDATIONS FROM THE EXECUTIVE MAYOR, IN CONSULTATION WITH THE EXECUTIVE MAYORAL COMMITTEE, TO COUNCIL: 2023-08-16: ITEM 7.6.2

(a) that Council takes note of this report and approves the proposals contained herein.

(b) that Council considers making budget available in the 2024-2025 financial year for the designs for an additional bridge, designs must take into account the heritage aspects of the existing bridge.

(c) that Council, after designs are completed and approvals are in place, considers making budget available for the implementation of the additional bridge.

7.6.3	STATUS REPORT ON THE ALTERNATIVE ENERGY GENERATION (AEG) INITIATIVES – AUGUST 2023

Collaborator No: 754250
IDP KPA Ref No: Good Governance
Meeting Date: 16 August 2023

1. SUBJECT: STATUS REPORT ON THE ALTERNATIVE ENERGY GENERATION (AEG) INITIATIVES – AUGUST 2023

2. PURPOSE

To inform Council about the progress with the different energy-related projects in the Municipality in order to ultimately reduce the impact of Electricity Loadshedding on the Municipality.

3. DELEGATED AUTHORITY

For notification by the Municipal Council.

4. EXECUTIVE SUMMARY

The Municipality is investigating a number of initiatives to reduce the impact of load shedding, namely:

a. Initial application submitted to Eskom to be considered for Load Shedding mitigation.
b. The successful appointment of a Lead Consulting Project Management Firm and in-house project manager.
c. The successful tender and award of the supervisory control and data acquisition (SCADA) Telemetry system contract in July 2023.
d. Council approval obtained and advertisement of three possible land parcels for public comment, for possible use for the alternative energy plant construction site.
e. Investigation of solar photovoltaic and battery storage to ensure business continuation at critical Municipal buildings and critical water and wastewater treatment plants.
f. The Western Cape Government Municipal Energy Resilience project and municipal pool buying initiative.
g. Possible establishment of an internal solar plant.
h. Analysis and current preparation of a Request for Proposals for alternative energy Independent Power producers (IPP's).

RECOMMENDATIONS FROM THE EXECUTIVE MAYOR, IN CONSULTATION WITH THE EXECUTIVE MAYORAL COMMITTEE, TO COUNCIL: 2023-08-16: ITEM 7.6.3

that Council notes the progress of the Alternate Energy Generation initiatives and studies.

FOR FURTHER DETAILS CONTACT:

NAME	**Shane Chandaka**
POSITION	***Director Infrastructure Services***
DIRECTORATE	***Infrastructure Services***
CONTACT NUMBERS	***021 808 8815***
E-MAIL ADDRESS	shane.chandaka@***stellenbosch.gov.za***
REPORT DATE	***7 August 2023***

7.7	PARKS, OPEN SPACES AND ENVIRONMENT: (PC: J WILLIAMS)

7.7.1	ESTABLISHMENT OF A MEMORIAL PARK, CULCATTA ON FARM 29, NORTH OF KOELENHOF

Collaborator No:
IDP KPA Ref No: **Good Governance and Compliance**
Meeting Date: **16 August 2023**

1. SUBJECT: ESTABLISHMENT OF A MEMORIAL PARK, CULCATTA ON FARM 29, NORTH OF KOELENHOF

2. PURPOSE

Is to Provide progress on the establishment of a Memorial Park (Culcattabos).

3. DELEGATED AUTHORITY

Council

4. EXECUTIVE SUMMARY

During 2023 Stellenbosch Municipality commenced with the appointing of a consultant for the Design, Construction & Construction Monitoring of a Memorial Park on Remainder Farm No.29 (CULCATTA). The project is managed under the leadership of the PMU of the municipality.

RECOMMENDATIONS FROM THE EXECUTIVE MAYOR, IN CONSULTATION WITH THE EXECUTIVE MAYORAL COMMITTEE, TO COUNCIL: 2023-08-16: ITEM 7.7.1

that Council takes note of the report.

FOR FURTHER DETAILS CONTACT:

NAME	**Albert van der Merwe**
POSITION	**Senior manager Community Services**
DIRECTORATE	**Community and Protection Services**
CONTACT NUMBERS	**021 808 8165**
E-MAIL ADDRESS	**albert.vandermerwe@stellenbosch.gov.za**
REPORT DATE	**29 June 2023**

7.8	**PLANNING AND LOCAL ECONOMIC DEVELOPMENT AND TOURISM :(PC: CLLR C VAN WYK)**
7.8.1	**AUTHORISE THE MUNICIPAL MANAGER TO START THE PRESCRIBED PUBLIC PARTICIPATION PROCESS AS PER CHAPTER 4 OF THE MUNICIPAL ASSEST TRANSFER REGULATIONS, WITH THE VIEW OF FOLLOWING A TENDER / CALL FOR PROPOSAL PROCESS FOR OUTSOURCING THE MANAGEMENT / USE OF CLOETESVILLE, IDAS VALLEY AND KLAPMUTS INFORMAL TRADING HUBS**

Collaborator No: **754146**
IDP KPA Ref No: **Good Governance**
Meeting Date: **16 August 2023**

1. SUBJECT:TO AUTHORISE THE MUNICIPAL MANAGER TO START THE PRESCRIBED PUBLIC PARTICIPATION PROCESS AS PER CHAPTER 4 OF THE MUNICIPAL ASSEST TRANSFER REGULATIONS, WITH THE VIEW OF FOLLOWING A TENDER / CALL FOR PROPOSAL PROCESS FOR OUTSOURCING THE MANAGEMENT / USE OF CLOETESVILLE, IDAS VALLEY AND KLAPMUTS INFORMAL TRADING HUBS

2. PURPOSE

To obtain Council's authorisation for the Municipal Manager to start the prescribed public participation process as per Chapter 4 of the Municipal Asset Transfer Regulations, with the view of following a tender / call for proposal process in order to outsource the management / use of the Cloetesville, Idas Valley and Klapmuts Informal Trading Hubs.

3. DELEGATED AUTHORITY

Council

4. EXECUTIVE SUMMARY

The Cloetesville, Idas Valley and Klapmuts Informal Trading hubs continues to be underutilised. It is of critical importance that the Municipality adopts the correct strategy and operational model for the Informal Trading Hubs in order to bring benefit to the community.

This will include possible mixed – use outcomes and appointing a suitable capacitated operator that will have the financial resources and operational experience to deliver sustainable and relevant facilities that will serve the real needs within the community.

RECOMMENDATIONS FROM THE EXECUTIVE MAYOR, IN CONSULTATION WITH THE EXECUTIVE MAYORAL COMMITTEE, TO COUNCIL: 2023-08-16: ITEM 7.8.1.

(a) that Council authorises the Municipal Manager to start the Public Participation Process as per Chapter 4 of the Asset Transfer Regulations with the intention of following an appropriate process for the outsourcing and management of the Cloetesville, Idas Valley and Klapmuts Informal Trading Hubs;

(b) the item will return to council after the public participation process for a final decision and

(c) that the Municipal Manager be authorised to conclude the contract or agreement after (a) above is finalised in terms of the applicable Act /Regulation.

7.9	**COMMUNITY SERVICES:(PC: CLLR X KALIPA)**

NONE

7.10	**RURAL MANAGEMENT: (PC: CLLR J JOON)**

NONE

7.11	MUNICIPAL MANAGER

7.11.1	DECISIONS TAKEN BY DIRECTORATES IN TERMS OF DELEGATED AUTHORITY FROM 1 APRIL 2023 UNTIL 30 JUNE 2023

Collaborator No:
IDP KPA Ref No: **Good Governance and Compliance**
Meeting Date: **16 August 2023**

1. SUBJECT: DECISIONS TAKEN BY DIRECTORATES IN TERMS OF DELEGATED AUTHORITY FROM 1 APRIL 2023 UNTIL 30 JUNE 2023

2. PURPOSE

To report to Council on the decisions taken by the Municipal Manager and the Directors in terms of Council's System of Delegations for the period 1 April 2023 until 30 June 2023, in compliance with Section 63 of the Local Government: Municipal Systems Act, read in conjunction with the System of Delegations as approved by Council.

3. DELEGATED AUTHORITY

Municipal Council.

4. EXECUTIVE SUMMARY

In view of the legislative stipulations, attached is a summary as **ANNEXURE 1** of decisions taken by each Directorate. The report is for noting purposes.

The report outlines the delegations exercised by the various Senior Managers as delegated by Council.

RECOMMENDATIONS FROM THE EXECUTIVE MAYOR, IN CONSULTATION WITH THE EXECUTIVE MAYORAL COMMITTEE, TO COUNCIL: 2023-08-16: ITEM 7.10.1.

that Council takes note of the decisions taken for the period 1 April 2023 until 30 June 2023, by the following Section 56 Managers:

- Municipal Manager – Ms G Mettler (1 April 2023 – 30 June 2023)
- Chief Financial Officer – Mr K Carolus (1 April 2023 – 30 June 2023)
- Director Infrastructure Services – Mr S Chandaka (1 April 2023 – 30 June 2023)
- Director Planning and Economic Development – Mr A Barnes (1 April 2023 – 30 June 2023)
- Director Corporate Services – Ms A de Beer (1 April 2023 – 30 June 2023)
- Director Community and Protection Services – Mr G Boshoff (1 April 2023 – 30 June 2023).

FOR FURTHER DETAILS CONTACT:

NAME	N Tshefu
POSITION	Manager
DIRECTORATE	Office of the Municipal Manager
CONTACT NUMBERS	021 808 8025
E-MAIL ADDRESS	nomie.tshefu@stellenbosch.gov.za
REPORT DATE	24 July 2023

7.11.2	THE 4th SOUTH AFRICAN – GERMAN PEER LEARNING NETWORK WORKSHOP AND FUTURE ENGAGEMENTS

Collaborator No:
IDP KPA Ref No: **Good Governance and Compliance**
Meeting Date: **16 August 2023**

1. SUBJECT: THE 4th SOUTH AFRICAN – GERMAN PEER LEARNING NETWORK WORKSHOP AND FUTURE ENGAGEMENTS

2. PURPOSE

To report back to Council on the 3rd Network Meeting *South African – German Peer Learning Network Workshop* that was hosted by Stellenbosch Municipality in terms of Council Item 11.11.3 of the 6th Council meeting of 27 July 2022.

To obtain Council's permission to attend the 4th South African - German Peer Learning Network and a hospitation as well as further engagements that are linked to the partnership.

3. DELEGATED AUTHORITY

In terms of 9.2 of the Cost Containment Policy 2019, only the municipal council in a Council Meeting can approve the international travel for any official or political bearer.

4. EXECUTIVE SUMMARY

Stellenbosch Municipality is part of the IUDF Intermediate City Support Programme which is being implemented in partnership with the Cooperative Governance and Traditional Affairs (COGTA)and the South African-German City Network. Dialogues for Urban Change (D4UC) is a project implemented by the Deutsche Gesellschaft für Internationale Zusammenarbeit (GIZ) GmbH on behalf of the Federal Ministry for Housing, Urban Development and Building (BMWSB). It is framed by the visions for sustainable cities included in the New Urban Agenda, the UN's Sustainable Development Goal 11, the New Leipzig Charter, and the German National Urban Development Policy. D4UC aims at bringing these ideas and approaches into the daily practice of cities by creating an environment for mutual learning among practitioners of urban development. The core of the D4UC project are three city networks from partners in the USA, Ukraine, South Africa and Germany. The feedback to Council will deal with the following:

4.1 The extended learning opportunities beyond the eight participating cities during the Stellenbosch learning Network engagement;

4.2 The nomination of Senior Manager: Protection Services and Senior Manager: Asset Management & Systems, Development Services & Project Management Unit (PMU) that will represent Stellenbosch Municipality;

4.3 Council take note that only two selected participants that have been part of the previous meetings will be financed by GIZ. This includes the cost for accommodation, transport (air tickets economy class, ground transport in Germany);

4.4 Council to cover the cost in terms of hospitation in Nuremberg (6th - 7th and

13th -16th October 2023) for 4 nights, visa costs and take care of any further travel related costs (daily allowances, local transport to and from airport). See attached as **APPENDIX 1;** and

4.5 Council take note that there will be further engagements linked to the partnership that will entail financial implications.

RECOMMENDATIONS FROM THE EXECUTIVE MAYOR, IN CONSULTATION WITH THE EXECUTIVE MAYORAL COMMITTEE, TO COUNCIL: 2023-08-16: ITEM 7.10.2

(a) that Council note the feedback report with regards to the 3rd South African – German Peer Learning Network workshop that was held in Stellenbosch;

(b) that Council approves the request for attendance of the 4th South African – German peer learning network workshop and a hospitation by Germany from 6 - 20 October 2023;

(c) that Council approves the hospitation in Nuremberg (6th - 7th and 13th - 16th October 2023) for 4 nights, visa costs and take care of any further travel related costs (daily allowances, local transport to and from airport); and

(d) that Council approves all further engagements linked to the partnership that will entail financial implications.

FOR FURTHER DETAILS CONTACT:

NAME	Geraldine Mettler
POSITION	Municipal Manager
DIRECTORATE	Municipal Manager
CONTACT NUMBERS	021 808 8025
E-MAIL ADDRESS	Municipal.manager@stellenbosch.gov.za
REPORT DATE	8 August 2023

8.	REPORTS SUBMITTED BY THE EXECUTIVE MAYOR

NONE

9.	URGENT MATTERS

NONE

10.	MATTERS TO BE CONSIDERED IN-COMMITTEE

The meeting adjourned at 10:48

CHAIRPERSON: ……

DATE: ……

Confirmed on ……

6.	**STATUTORY MATTERS**

6.1	**MONTHLY FINANCIAL STATUTORY REPORTING: DEVIATIONS FOR AUGUST 2023**

Collaborator No:
IDP KPA Ref No: **Good Governance and Compliance**
Meeting Date: **13 September 2023**

1. SUBJECT: MONTHLY FINANCIAL STATUTORY REPORTING: DEVIATIONS FOR AUGUST 2023

2. PURPOSE

To comply with Regulation 36(2) of the Municipal Supply Chain Management Regulations and Section 36 of the Supply Chain Management Policy 2023/2024 to report the deviations to Council.

3. DELEGATED AUTHORITY

Council

FOR NOTING.

4. EXECUTIVE SUMMARY

Regulation 36(2) of the Municipal Supply Chain Management Regulations and Section 36 of the Supply Chain Management Policy (2023/2024) stipulate that SCM deviations be reported to Council. In compliance thereto, this report presents to Council the SCM deviations that occurred during August 2023.

5. RECOMMENDATION

that Council notes the deviations as listed for the month of August 2023.

6. DISCUSSION / CONTENTS

6.1. Background/Legislative Framework

The regulation applicable is as follows:

GNR.868 of 30 May 2005: Municipal Supply Chain Management Regulations

Deviation from and ratification of minor breaches of, procurement processes

36. (1) A supply chain management policy may **allow the accounting officer**—
(*a*) To **dispense with the official procurement processes** established by the policy and to procure any required goods or services through any convenient process, which may include direct negotiations, but only—
(i) in an emergency;
(ii) if such goods or services are produced or available from a single provider only;
(iii) for the acquisition of special works of art or historical objects where specifications are difficult to compile;

(iv) acquisition of animals for zoos; or
(v) in any other exceptional case where it is impractical or impossible to follow the official procurement processes; and
(*b*) to ratify any minor breaches of the procurement processes by an official or committee acting in terms of delegated powers or duties which are purely of a technical nature.

(2) The accounting officer must record the reasons for any deviations in terms of sub regulation (1) (*a*) and (*b*) and **report them to the next meeting of the council**, or board of directors in the case of a municipal entity and include as a note to the annual financial statements.

6.2. Discussion

Reporting the deviations as approved by the Accounting Officer for August 2023:

The following deviations were approved with the reasons as indicated below:

DEVIATION NUMBER	CONTRACT DATE	NAME OF CONTRACTOR	CONTRACT DESCRIPTION	REASON	SUBSTANTIATION WHY SCM PROCESS COULD NOT BE FOLLOWED	TOTAL CONTRACT PRICE R
D/SM 01/24	04/08/2023	Sanitech a division of Waco	Provision of hygienic services for Stellenbosch Municipality	Exceptional case and it is impractical or impossible to follow the official procurement processes	The provision of hygiene services to the Municipality is vital for the health and safety of the staff and the public that utilise Municipal facilities, specifically the ablution facilities. Over the years, the Municipality outsourced such services successfully via the tendering process and this year was no different. Tender BSM 81/20 lapsed on 30 June 2023. A new tender was advertised (BSM 99/23) on 2 June 2023 with a closing date of 3 July 2023. The intention was to appoint a new service provider during the month of July 2023. The municipality received 9 bids, but none of the bidders was compliant with the pre-qualification conditions and the tender was subsequently cancelled. A new tender process is underway and will take up to three months for a service provider to be appointed.	R121,602,18 (Incl.VAT) Monthly Fee

					The new service provider must install products like hand sanitiser holders, toilet roll holders and sanitary bins, hand towel holders and it is not practical and possible to follow the normal procurement process whilst running the tender process again. It is envisaged that the new tender will be awarded in three months, hence the deviation to appoint a service provider will only be applicable from 1 August 2023 till 31 October 2023 or until a new service provider is appointed. Sanitech a division of Waco Africa provided the hygienic services for the period 1 July 2020 till 30 June 2023. Their sanitary equipment is still installed in the Municipality's ablution facilities. It is impractical to follow another process to appoint a service provider whilst we readvertise the tender.	

6.3 **<u>Legal Implications</u>**

The regulation applicable is:

GNR.868 of 30 May 2005: Municipal Supply Chain Management Regulations: Deviations from and ratification of minor breaches of, procurement processes.

6.4 **<u>Staff Implications:</u>**

No staff implications

6.5 **<u>Previous / Relevant Council Resolutions:</u>**

None

6.6 Risk Implications

That the market may not be tested.

The measures in place to deal with deviations mitigate the risk to an acceptable level. The auditor general also audit the deviations during the yearly audit.

6.7 Comments from Senior Management:

The item was not circulated for comment except to Municipal Manager

6.7.1 Municipal Manager

Supports the recommendations.

FOR FURTHER DETAILS CONTACT:

NAME	Dalleel Jacobs
POSITION	***Senior Manager: Supply Chain Management***
DIRECTORATE	***Financial Services***
CONTACT NUMBERS	***021 808 8528***
E-MAIL ADDRESS	***Dalleel.Jacobs@stellenbosch.gov.za***
REPORT DATE	07 September 2023

7.	**CONSIDERATION OF ITEMS BY THE EXECUTIVE MAYOR: [ALD G VAN DEVENTER]**

7.1	**PROTECTION SERVICES: (PC: CLLR R PHEIFFER)**

NONE

7.2	**SPORTS, YOUTH AND CULTURE: [PC: CLLR JC ANTHONY]**

NONE

7.3	**CORPORATE SERVICES: (PC: CLLR L NKAMISA)**

7.3.1	**PROPOSED LEASE AGREEMENT: ERF 2539 KAYAMANDI: ZUSIPHE RESTAURANT**

Collaborator No: **755707**
IDP KPA Ref No: **Good Governance**
Meeting Date: **13 September 2023**

1. SUBJECT: PROPOSED LEASE AGREEMENT: ERF 2539 KAYAMANDI: ZUSIPHE RESTAURANT

2. PURPOSE

To consider an application from Blueprint SA the owners of Zusiphe Restaurant, to enter into a Lease Agreement with Stellenbosch Municipality, in terms whereof they would be able to use a portion of Council-owned property for outdoor dining purposes.

3. DELEGATED AUTHORITY

In terms of the approved System of Delegations the Executive Mayor, in consultation with the Executive Mayoral Committee, has the delegated Authority to consider applications for Lease Agreements, up to a contract value not exceeding R5M and not exceeding a period of 10 years.

The approval of lease agreements of three (3) years and less has been delegated to the Municipal Manager.

4. EXECUTIVE SUMMARY

An application to use a portion of the street reserve for Outdoor Dining purposes has been received from Blueprint SA, the owner of Zusiphe Restaurant situated on erf 2539, Kaya Mandi. The application is supported by the Engineering Department. Under 6.2.1 is a photograph of the outdoor area to be used. The applicant does not have a current lease agreement or previous encroachment agreement with the municipality and is currently not paying for the use of the area. They have not specified a requested time for the lease and the area they are interested in is 9m². They have also filed a diagram indicating the proposed area as well as a photograph indicating the area. The area is situated away from the sidewalk and therefore complies with the requirements for the area of 1.5m to be left open for pedestrian use.

The department can support the application if they ensure a 1,5-meter area that is open for pedestrian use.

5. RECOMMENDATIONS

(a) that the land as indicated on Fig 1and 2, measuring approximately 9m². in extent, be identified as land not needed to provide the minimum level of basis municipal services during the period that the rights are awarded;

(b) that the in-principle approval be considered for an initial period of 3 years with the option of a renewal subject to the following conditions:

(i) That no permanent structure or deck be erected without the prior written consent of council, including approved building plans.

(ii) Council is indemnified against all possible 3rd party claims.

(iii) The municipality or other public service providers must not be prohibited from maintaining, repairing, upgrading and / or installing new public services within the leased area. For planned maintenance and repairs, upgrades or new installations, the applicant will be provided with a 5-day written notice to remove all furniture for the municipality and any other public service provider to gain access. For emergency work the applicant will be required to remove everything immediately for the municipality or other public service providers to gain access.

(iv) The municipality reserves the right to end the lease agreement when the need arises, i.e. when the leased area is required for municipal or other public services purposes or when the applicant refuses the municipality or other public service providers access if required.

(a) that the Municipal Manager be authorised to determine the rental amount and escalation.

6. DISCUSSION / CONTENT

6.1 Background

6.1.1 Application for encroachment

An application was received from Blueprint SA, the owner Zusiphe Restaurant situated on 2539 Kaya Mandi, to enter into an agreement with Stellenbosch Municipality in terms whereof they would be able to use a portion of Council-owned property for outdoor dining purposes. A copy of the application is attached as **APPENDIX 1**. A diagram is attached as **APPENDIX 2**. The extent of the area is approximately 9m². They have also filed six consent letters from neighbor's and same are attached hereto as **APPENDIX 3**.

6.2 DISCUSSION

6.2.1. Locality and context

Erf 2539, Kaya Mandi is located in Watergang Street in Kaya Mandi, as shown on Fig 1.and Fig 2, below. Fig 3 are photographs of the current area being used for outdoor dining purposes.



Fig 1. Location and context



Fig 2 .Extent of area



Fig 3. Current area being used for Outdoor Dining purposes

6.2.2 Legal requirements

6.2.2.1 Municipal Asset Transfer Regulations

In terms of Section 36 of the Municipal Asset Transfer Regulation, when considering an application for an approval of a right to use municipal property, the following needs to be taken into account, *inter alia*-:

a) whether the capital asset may be required for the municipality's own use during the period for which the right is to be granted;

b) the extent to which any compensation to be received for the right, together with the estimated value of improvements or enhancements to the asset, will result in a significant financial benefit to the municipality;

c) the (possible) risks and rewards associated with the use in relation to the municipality's interests;

d) Any comments received from the local community, and

e) compliance with the legislative regime applicable to the proposed granting of the right.

6.2.2.2 Stellenbosch **By-Law on Roads and Streets**

In terms of section 4 of the Stellenbosch By-Law on Roads and Streets, no person may, **without prior written permission of the Municipality**, cause an encroachment on a street, sidewalk or road reserve forming part thereof.

6.2.2.3 Property Management policy

Section 9 2.2 deals with deviations from the competitive process, and reads as follows:

The Municipal Council **may dispense with the competitive processes** established in this policy and may enter into a Private Treaty Agreement through any convenient process, which may include direct negotiations, including in response to an unsolicited application, but only in the following circumstances, and only after having advertised Council's intention so to act. Should any objections be received as a consequence of such a notice, such objections first be considered before a final decision is taken to dispense with the competitive process established in this policy. However, should any objections, be received from potential, competitive bidders, then a public competitive process must be followed. The advertisement referred to above should also be served on adjoining landowners, where the Municipal Manager is of the opinion that such transaction may have a detrimental effect on such adjoining landowner(s):

(h) where encroachment applications are received from adjoining owners, including applications for outdoor dining permits, subject to approved tariff structure.

6.2.2.4 Outdoor Dining Policy

6.2.2.4.1 Policy Objective

To regulate the use of sidewalks or road reserves for the purpose of outdoor dining and trading, and the temporary use of Public Places for commercial ventures and displays.

6.2.2.4.2 Suitable Locations

Outdoor cafes, restaurants and traders may apply for lease agreements where local conditions are favorable for their operation, including areas of Council e.g. road reserves, sidewalks, Public Open Spaces. All applications in locations of a high pedestrian usage, e.g. a retail center, will be required to take pedestrian needs into consideration.

6.2.2.4.3 Assessment Criteria

The most important local conditions to be considered when an application for lease of the road reserve area is received will be those issues pertaining to pedestrian (including pedestrians who are using wheelchairs, baby prams or are visually impaired) and vehicular circulation, convenience and safety of patrons and the general public, existing streetscape elements and residential amenity. The ground surface must be sufficiently level to support a proper layout and safe use.

6.2.2.4.4 Layout

The style, layout and orientation of furniture should be chosen according to the extent and shape of the available space of the leased area.

The size of an outdoor cafe or placement of any object on the sidewalk will depend on the width of the sidewalk.

6.2.2.4.5 Defined Area

The applicant will be required to define the area with appropriate markers. (ie a single galvanized steel nail inserted in between the pavers, or a paint spot no larger than 5cm in diameter placed at the corners of the defined area in a semi- permanent paint) to the satisfaction of Council.

6.2.2.4.6 Lease Conditions

The applicant must comply with the conditions set out in the lease agreement and this policy. The Lease will be for a period of not more than 5 years with an option to renew. These conditions would also generally require that the local environmental factors be reviewed annually and adjustments to the lease agreement may be required.

If the lease agreement that is entered into is seen as not providing long term rights there is no need to advertise the proposed agreement for public input/comments or objections. Should the municipality receive any complaints the lease agreement may be terminated due to the objections.

6.3 Financial Implications

In terms of the current, approved tariff structure for outdoor dining lease agreements a monthly fee of R150.00 per square meters is charged and in this case R 1 350.00 (incl. of VAT) is applicable and an escalation of 6% is recommended.

6.4 Legal Implications

The legal implications are discussed under 6.2.2 above. As the proposed term of the lease agreement is three (3) years and when the value of the lease and property is taken into account the asset transfer regulations are not applicable as it is not seen as long-term rights on council property that are being given.

6.5 Staff Implications

No additional staff implications.

6.6 Previous / Relevant Council Resolutions

SPECIAL COUNCIL MEETING: 2022-06-22: ITEM 9.2.5 RESOLVED (nem con)

(a) that Council takes note of the intended communication to the public;

(b) that Council takes note that all restaurants and businesses will be given notice to apply / re-apply for a lease to use council property for outdoor dining purposes; and

(c) that the approval of the leases of three (3) years and less be delegated to the Municipal Manager for approval.

6.7 Risk Implications

The risks are addressed in the item.

6.8 Comments from Senior Management

6.8.1 Director: Infrastructure Services

- The Municipality concludes an agreement with the applicant, detailing the conditions of approval.
- Leased area is zoned as road reserve and cannot be enclosed - to exclude the public, the municipality or other services provider from accessing the area.
- Ensure public risk and liability insurance is in place to cover 3rd party claims.
- Council is indemnified against all possible 3rd party claims.
- The municipality or other public service provider must not be prohibited from maintaining, repairing, upgrading and / or installing new public services with-in the leased area.
- The municipality reserves the right to end the lease agreement when the need arises, i.e. when the encroached space is required for municipal or other public services purposes.

6.8.2 Director: Planning and Economic Development

No comments received. In previous items it was noted that the overlay zone is still out on public participation and that item is serving on the September round of meetings.

6.8.3 Chief Financial Officer

No comments received other than what is contained under the financial implications.

6.8.4 Director: Community Services

No comments received.

6.8.5 Municipal Manager

Supports approval subject to compliance with the provisions for outdoor dining.

ANNEXURES: 1. Application

2. Sketch

3. Consent letters

ANNEXURE 1

STELLENBOSCH
STELLENBOSCH • PNIEL • FRANSCHHOEK
MUNICIPALITY • UMASIPALA • MUNISIPALITEIT

APPLICATION FOR LEASE OF MUNICIPAL LAND APPLICATION FORM

A: APPLICANT'S DETAILS

Name : Blueprint SA, represented by D.A. Pienaar

Physical address: 44 Neptune Street
Elsies River

Postal code: 7490

Mailing address: 44 Neptune Street,
Elsies River

Postal code: 7490

E-mail address: danny@blueprintsa.com

Telephone: 0822986122

Cell phone: 0645205117

B: PROPERTY DETAILS OF APPLICANT

Erf/farm number : 2539

Suburb: KAYAMANDI

Town: STELLENBOSCH

C: PROPERTY DETAILS OF LEASE AREA

Erf/farm number : STREET SIDEWALK ADJACENT TO ERF 2539

Suburb: KAYAMANDI

Town: STELLENBOSCH

Area of encroachment: 9 m²

***** To be supplemented with a sketch-plan with dimension in m²

D: TYPE OF APPLICATION:

Please mark the appropriate block

For commercial purposes, other than for parking	X
For commercial parking purposes,	
For residential parking purposes	
For non-commercial purposes (such as garden purposes, gates,ect)	
For projecting structures onto street reserves	
For projecting structures onto other council-owned land	
Other: please provide description:	

Brief description of application: To use the sidewalk for commercial use such as patio seating for dining purposes related to the restaurant.

Motivation: The internal floor area is very limited and since the covid pandemic the customers prefer for more open air seating.

……

E: LIST OF ATTACHEMENTS AND SUPPORTING DOCUMENTS

Please mark the appropriate box

Special Power of Attorney, where Applicant is not the owner	x
Diagram of proposed area of the lease area	x
Letters of consent (affected neighbours)	x
Application fee (non-refundable)	

I hereby certify that the information supplied in this application form is correct and that I am property authorized to make this application.



Applicant's signature: …… Date: 7/03/2023…..

Full name: Daniel Pienaar ……..

FOR OFFICIAL USE

- The application was considered on ……..by……
- The application was

	APPROVED		NOT APPROVED

Conditions (if any): ……

……

……

Applicant was informed of outcome on ……..

…… ……

SIGNATURE OF RESPONSIBLE OFFICIAL **DATE**

Name:……

***If approved**

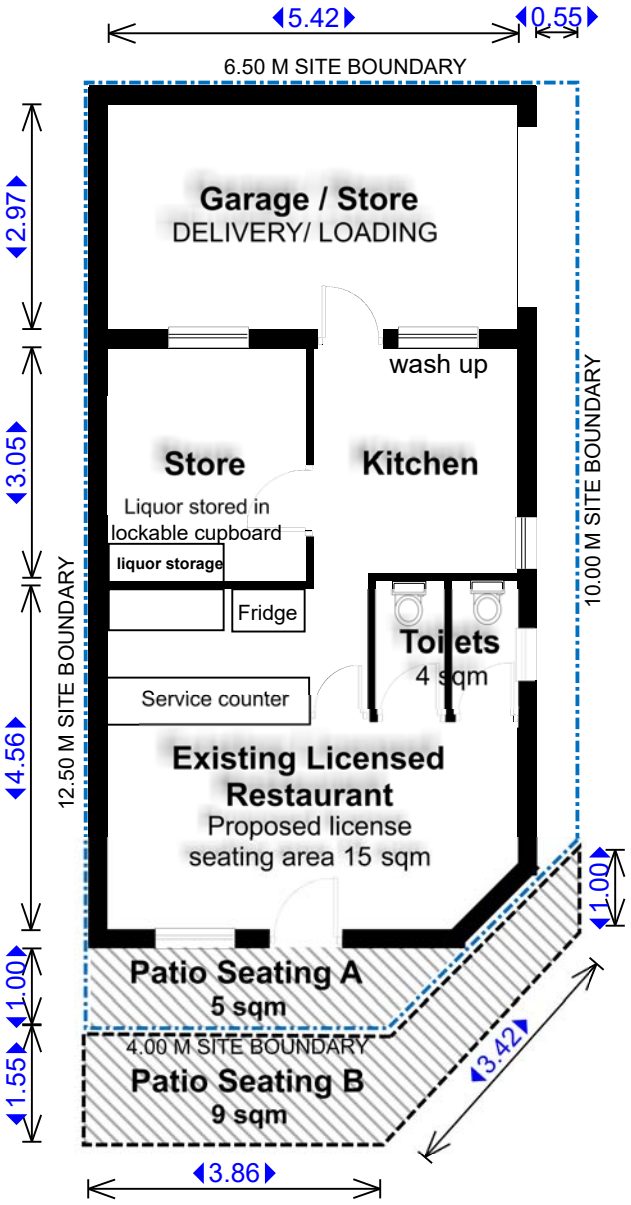
- ☐ Encroachment fee paid
- ☐ Lease Agreement signed
- ☐ Agreement/Permit processed on Contract Management System

…… ……

SIGNATURE OF RESPONSIBLE OFFICIAL **DATE**

Name:……

ANNEXURE 2



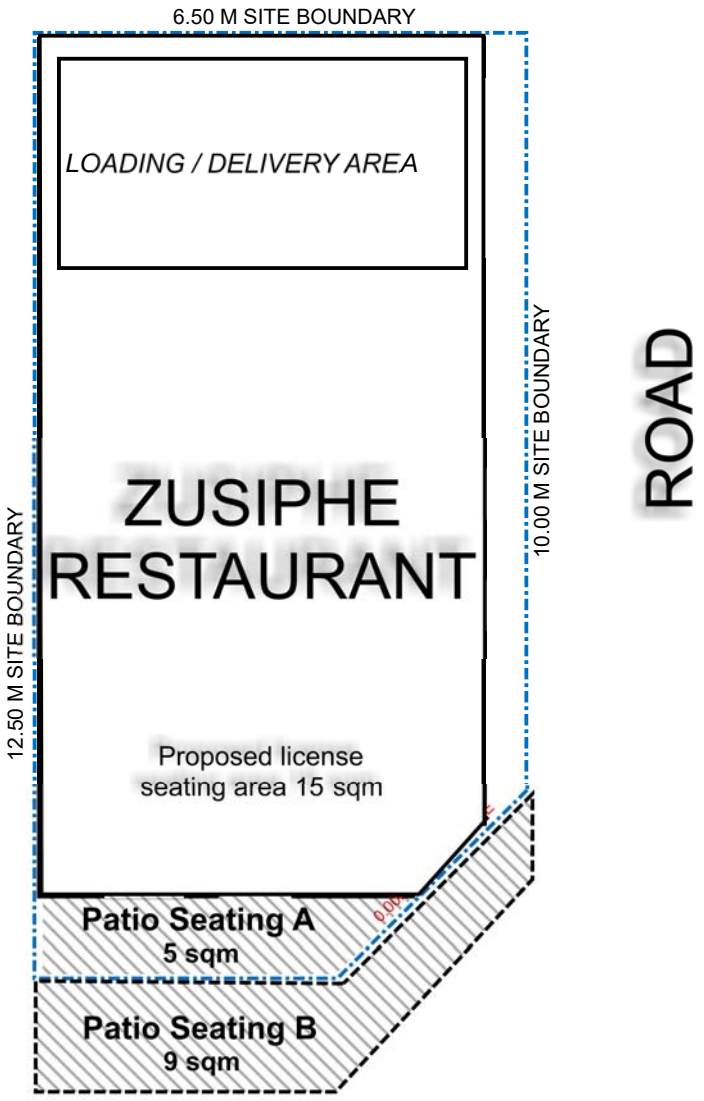
Ground Storey Layout Plan

1:100

blueprintsa

T – 082 2986122
E - danny@blueprintsa.com
W – www.blueprintsa.com

Premises Name:
ZUSIPHE RESTAURANT
Address :
2539 WATERGANG ROAD, KAYAMANDI, STELLENBOSCH
Date measured: 26/10/2022
Drawn by: D. Pienaar



Site Plan

blueprintsa
T – 082 2986122
E - danny@blueprintsa.com
W – www.blueprintsa.com

Premises Name:
ZUSIPHE RESTAURANT
Address :
2539 WATERGANG STREET, KAYAMANDI, STELLENBOSCH
Date measured: 26/10/2022
Drawn by: D. Pienaar

ANNEXURE 3

The Presiding Officer
Contract Management
Corporate Services
Stellenbosch Municipality

APPLICATION TO LEASE MUNICIPAL LAND/ SIDE WALK FOR COMMERICAL USE SUCH AS PATIO DINING SEATING FOR ZUSIPHE RESTAURANT

We the registered owner(s) Katy Mdala,

of (address) 2857 Watergang, Kayamandi, Stellenbosch

Hereby have no objection to the use of the sidewalk for commercial use for ZUSIPHE RESTAURANT.

- We have no objection to application as ZUSIPHE RESTAURANT is a respected and well run business in our area.
- Mrs Sondezawa Fufukile is an respected member of the community.
- The business within walking distance offers a convenience for the residents and creates employment opportunities for the community.

Signed by registered owner : K Mdala

Contact number : .....

Date : 22/02/2023

The Presiding Officer
Contract Management
Corporate Services
Stellenbosch Municipality

APPLICATION TO LEASE MUNICIPAL LAND/ SIDE WALK FOR COMMERICAL USE SUCH AS PATIO DINING SEATING FOR ZUSIPHE RESTAURANT

We the registered owner(s) ..Zola Vanana.....,

of (address) 2540 Watergang Kayamand Stellenbosch

Hereby have no objection to the use of the sidewalk for commercial use for ZUSIPHE RESTAURANT.

- We have no objection to application as ZUSIPHE RESTAURANT is a respected and well run business in our area.
- Mrs Sondezawa Fufukile is an respected member of the community.
- The business within walking distance offers a convenience for the residents and creates employment opportunities for the community.

Signed by registered owner : Z. Vanana

Contact number : 0780650106

Date : 22/02/2023

The Presiding Officer
Contract Management
Corporate Services
Stellenbosch Municipality

APPLICATION TO LEASE MUNICIPAL LAND/ SIDE WALK FOR COMMERICAL USE SUCH AS PATIO DINING SEATING FOR ZUSIPHE RESTAURANT

We the registered owner(s) ...Manwabisi Zulu.....,

of (address) ...2542 Watergang.....,

Hereby have no objection to the use of the sidewalk for commercial use for ZUSIPHE RESTAURANT.

- We have no objection to application as ZUSIPHE RESTAURANT is a respected and well run business in our area.
- Mrs Sondezawa Fufukile is an respected member of the community.
- The business within walking distance offers a convenience for the residents and creates employment opportunities for the community.

Signed by registered owner : .....

Contact number : 0719654216

Date : 22/02/2023

The Presiding Officer
Contract Management
Corporate Services
Stellenbosch Municipality

APPLICATION TO LEASE MUNICIPAL LAND/ SIDE WALK FOR COMMERICAL USE SUCH AS PATIO DINING SEATING FOR ZUSIPHE RESTAURANT

We the registered owner(s) Lulama Tembani,

of (address) 2832 Watergang, Kayamandi, Stellenbosch.

Hereby have no objection to the use of the sidewalk for commercial use for ZUSIPHE RESTAURANT.

- We have no objection to application as ZUSIPHE RESTAURANT is a respected and well run business in our area.
- Mrs Sondezawa Fufukile is an respected member of the community.
- The business within walking distance offers a convenience for the residents and creates employment opportunities for the community.

Signed by registered owner : .....

Contact number : 083 697 4918

Date : 22/02/2023

The Presiding Officer
Contract Management
Corporate Services
Stellenbosch Municipality

APPLICATION TO LEASE MUNICIPAL LAND/ SIDE WALK FOR COMMERICAL USE SUCH AS PATIO DINING SEATING FOR ZUSIPHE RESTAURANT

We the registered owner(s) Khayakazi Malibongwe Siletile

of (address) 2524 Watergang Kayamandi Stellenbosch

Hereby have no objection to the use of the sidewalk for commercial use for ZUSIPHE RESTAURANT.

- We have no objection to application as ZUSIPHE RESTAURANT is a respected and well run business in our area.
- Mrs Sondezawa Fufukile is an respected member of the community.
- The business within walking distance offers a convenience for the residents and creates employment opportunities for the community.

Signed by registered owner : .....

Contact number : 063 402 6891

Date : 22/02/2023

7.3.2	**PROPOSED LEASE AGREEMENT: ERF 11220 (CNR CHURCH AND ADRINGA STREETS), ROME IN A BITE**

Collaborator No: **755703**
IDP KPA Ref No: **Good Governance**
Meeting Date: **13 September 2023**

1. SUBJECT: PROPOSED LEASE AGREEMENT: ERF 11220 (CNR CHURCH AND ADRINGA STREETS), ROME IN A BITE

2. PURPOSE

To consider an application from Rome in a Bite, to enter into a Lease Agreement with Stellenbosch Municipality, in terms whereof they would be able to use a portion of Council-owned property for outdoor dining purposes.

3. DELEGATED AUTHORITY

In terms of the approved System of Delegations the Executive Mayor, in consultation with the Executive Mayoral Committee, has the delegated Authority to consider applications for Lease Agreements, up to a contract value not exceeding R5M and not exceeding a period of 10 years.

The approval of lease agreements of three (3) years and less has been delegated to the Municipal Manager.

4. EXECUTIVE SUMMARY

An application to use a portion of the street reserve for Outdoor Dining purposes has been received from the owner of Rome in a Bite trading of erf 11220, Stellenbosch. The application is not in line with the provisions / requirements of the Outdoor Dining Policy and is not supported by the Infrastructure Department. There is not 800m left next to the street for car doors to open. They will have to move their seating arrangements to next to the shop front and leave the 1.5 m area next to the road open for outdoor dining. That will then also accommodate the 800 cm required to open car doors. Under 6.2.1 are photos showing how area is currently being used. The photos were taken by property management. The applicant does have an encroachment agreement for an area of 30 m² with the municipality and they are paying for the current use of the area. We served the applicant with a letter requesting that they apply for the outdoor dining lease to ensure compliance. The encroachment will be cancelled when the lease is concluded.

They have not specified a requested time for the lease and the area they are interested in is 30 m². The applicant has provided a diagram for the current use and they have also indicated that they wish to apply for a new structure to be erected so that the area can be used during winter and rainy seasons. The structure to cover the area will have to conform to the height specifications so people can easily walk underneath that.

The department cannot support the application as per the current use but can support an application provided that they make the changes as proposed to move their dining area to next to the shopfront and leaving a 1, 5-meter area open next to the curb.

5. RECOMMENDATION

For consideration.

6. DISCUSSION / CONTENT

6.1 Background

6.1.1 Application for lease

An application was received from Rome in a Bite to enter into an agreement with Stellenbosch Municipality in terms whereof they would be able to use a portion of Council-owned property for outdoor dining purposes. A copy of the application is attached as **APPENDIX 1**. The extent of the proposed lease area is approximately 30m². A diagram is attached hereto as **APPENDIX 2**.

6.2 DISCUSSION.

6.2.1. Locality and context

Erf 11220, Stellenbosch is located at the corner of Church and Adringa Streets, Stellenbosch, as shown on Fig 1.and Fig 2, below as well as photographs of how area is currently used under Fig 3.



Fig 1. Location and context



Fig 2 .Extent of area







Fig. 3 Current area used for outdoor dining

6.2.2 Legal requirements

6.2.2.1 Municipal Asset Transfer Regulations

In terms of Section 36 of the Municipal Asset Transfer Regulation, when considering an application for an approval of a right to use municipal property, the following needs to be taken into account, *inter alia*-:

a) whether the capital asset may be required for the municipality's own use during the period for which the right is to be granted;

b) the extent to which any compensation to be received for the right, together with the estimated value of improvements or enhancements to the asset, will result in a significant financial benefit to the municipality;

c)the (possible) risks and rewards associated with the use in relation to the municipality's interests;

d)Any comments received from the local community, and

e) compliance with the legislative regime applicable to the proposed granting of the right.

6.2.2.2 Stellenbosch **By-Law on Roads and Streets**

In terms of section 4 of the Stellenbosch By-Law on Roads and Streets, no person may, **without prior written permission of the Municipality**, cause an encroachment on a street, sidewalk or road reserve forming part thereof.

6.2.2.3 Property Management policy

Section 9 2.2 deals with deviations from the competitive process, and reads as follows:

The Municipal Council **may dispense with the competitive processes** established in this policy, and may enter into a Private Treaty Agreement through any convenient process, which may include direct negotiations, including in response to an unsolicited application, but only in the following circumstances, and only after having advertised Council's intention so to act. Should any objections be received as a consequence of such a notice, such objections first be considered before a final decision is taken to dispense with the competitive process established in this policy. However, should any objections, be received from potential, competitive bidders, then a public competitive process must be followed. The advertisement referred to above should also be served on adjoining landowners, where the Municipal Manager is of the opinion that such transaction may have a detrimental effect on such adjoining landowner(s):

(h)where encroachment applications are received from adjoining owners, including applications for outdoor dining permits, subject to approved tariff structure.

6.2.2.4 Outdoor Dining Policy

6.2.2.4.1 Policy Objective

To regulate the use of sidewalks or road reserves for the purpose of outdoor dining and trading, and the temporary use of Public Places for commercial ventures and displays.

6.2.2.4.2 Suitable Locations

Outdoor cafes, restaurants and traders may apply for lease where local conditions are favorable for their operation, including areas of Council e.g. road reserves, sidewalks, Public Open Spaces. All applications in locations of a high pedestrian usage, e.g. a retail center, will be required to take pedestrian needs into consideration.

6.2.2.4.3 Assessment Criteria

The most important local conditions to be considered when an application for lease of the road reserve area is received will be those issues pertaining to pedestrian (including pedestrians who are using wheelchairs, baby prams or are visually impaired) and vehicular circulation, convenience and safety of patrons and the general public, existing streetscape elements and residential amenity. The ground surface must be sufficiently level to support a proper layout and safe use.

6.2.2.4.4 Layout

The style, layout and orientation of furniture should be chosen according to the extent and shape of the available space of the leased area.

The size of an outdoor cafe or placement of any object on the sidewalk will depend on the width of the sidewalk.

6.2.2.4.5 Defined Area

The applicant will be required to define the area with appropriate markers. (ie a single galvanized steel nail inserted in between the pavers, or a paint spot no larger than 5cm in diameter placed at the corners of the defined area in a semi- permanent paint) to the satisfaction of Council.

6.2.2.4.6 Lease Conditions

The applicant must comply with the conditions set out in the lease agreement and this policy. The lease will be for a period of not more than 5 years with an option to renew. These conditions would also generally require that the local environmental factors be reviewed annually and adjustments to the lease agreement may be required.

If the lease agreement that is entered into is seen as not providing long term rights there is no need to advertise the proposed agreement for public input/comments or objections. Should the municipality receive any complaints the lease agreement may be terminated due to the objections.

6.3 Financial Implications

In terms of the current, approved tariff structure for outdoor dining lease agreements a fee of R150 per m² is charged on a monthly basis which means that the monthly rental will be R 4500.00 (incl. of VAT) and an escalation of 6% is recommended.

6.4 Legal Implications

The legal implications are discussed under 6.2.2 above. As the proposed term of the lease agreement is three (3) years and when the value of the lease and property is taken into account the asset transfer regulations are not applicable as it is not seen as long-term rights on council property that are being given.

6.5 Staff Implications

No additional staff implications.

6.6 Previous / Relevant Council Resolutions

SPECIAL COUNCIL MEETING: 2002-06-22: ITEM 9.2.5 RESOLVEND (nem con)

(a) That council takes note of the intended communication to the public;

(b) That Council takes note that all restaurants and business will be given notice to apply / re-apply for a lease to use council property for outdoor dining purposes; and

(c) That the approval of the leases of three (3) years and less be delegated to the Municipal Manager for approval.

6.7 Risk Implications

The risks are addressed in the item.

6.8 Comments from Senior Management

6.8.5 Director: Infrastructure Services

- The Municipality concludes an agreement with the applicant, detailing the conditions of approval.
- Leased area is zoned as road reserve and cannot be enclosed - to exclude the public, the municipality or other services provider from accessing the area.
- Ensure public risk and liability insurance is in place to cover 3rd party claims.
- Council is indemnified against all possible 3rd party claims.

- The municipality or other public service provider must not be prohibited from maintaining, repairing, upgrading and / or installing new public services with-in the leased area.

- The municipality reserves the right to end the lease agreement when the need arises, i.e. when the leased space is required for municipal or other public services purposes.

- Areas outside of the leased area must remain free from any obstruction to pedestrian movements.

6.8.6 Director: Planning and Economic Development

No comments received. In resent similar items that served before Mayco it was noted that the Outdoor Dining Overlay Zone is out for comment and that item is supposed to serve in the September round of meetings.

6.8.7 Chief Financial Officer

No comments received other than what is captured under the financial implications.

6.8.8 Director: Community Services

No comments received.

6.8.5 Municipal Manager

Support the recommendations provided that compliant.

ANNEXURES: 1. Application

2. Diagram

FOR FURTHER DETAILS CONTACT:

NAME	**Annalene de Beer**
POSITION	***Director: Corporate Services***
DIRECTORATE	***CORPORATE SERVICES***
CONTACT NUMBERS	***021-8088073***
E-MAIL ADDRESS	***Annalene.debeer@stellenbosch.gov.za***
REPORT DATE	***2023-08-31***

ANNEXURE 1

STELLENBOSCH
STELLENBOSCH • PNIEL • FRANSCHHOEK
MUNICIPALITY • UMASIPALA • MUNISIPALITEIT

APPLICATION FOR LEASE OF MUNICIPAL LAND APPLICATION FORM

A: APPLICANT'S DETAILS

Name :	ROME IN A BITE
Physical address:	Cnr Church and Adringa Streets Stellenbosch CBD
	Postal code:……..
Mailing address:	As Above
	Postal code:……..
E-mail address:	fabioficoroni@gmail.com
Telephone:	021 886 5123.
Cell phone:	073 621 5104

B: PROPERTY DETAILS OF APPLICANT

Erf/farm number :	Erf 11220
Suburb:	Stellenbosch CBD
Town:	Stellenbosch.

C: PROPERTY DETAILS OF LEASE AREA APPLYING FOR

Erf/farm number :	Erf 11220

Suburb: Stellenbosch CBD

Town: Stellenbosch

Area applying for 30m²

***** To be supplemented with a sketch-plan with dimension in m²

D: TYPE OF APPLICATION:

Please mark the appropriate block

For commercial purposes, other than for parking	x
For commercial parking purposes	
For residential parking purposes	
For non-commercial purposes	
For projecting structures onto street reserves	
For projecting structures onto other council-owned land	
Other: please provide description:	

Brief description of application: Application for use of municipal land for

Outdoor Dining purposes.

Motivation:…

We have been making use of the sidewalk for outdoor dining purposes since 2012. The restaurant was called Fabios and we have been paying for the use of the municipal land for a couple of years. We wish to continue using the outside area for trading purposes, as well as the area in front of the shop next door which belongs to my wife. We further wish to erect a structure so that we can use the area during rain and winter time.

E: LIST OF ATTACHEMENTS AND SUPPORTING DOCUMENTS

Please mark the appropriate box

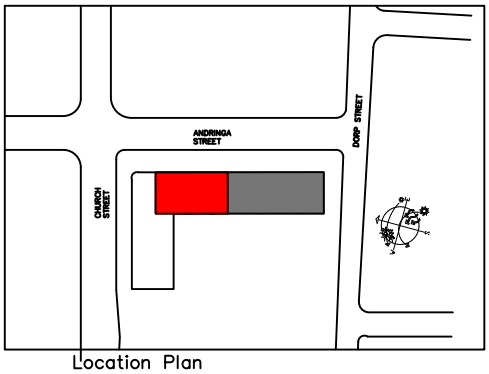
Special Power of Attorney, where Applicant is not the owner	☐
Diagram of proposed area of the lease area	x
Letters of consent (affected neighbours)	x
Application fee (non-refundable)	☐

I hereby certify that the information supplied in this application form is correct and that I am property authorized to make this application.

Applicant's signature: Fabio Ficoroni Date: ……

Full name: Fabio Ficoroni

ANNEXURE 2



Location Plan

27 **STUDIO**

Arch.Riccardo Panzeri Pr. Arch. 2012
(M.Arch, Univ, Venice-ITA)

Stellenbosch
p.o. box 7254 stellenbosch 7599
South Africa

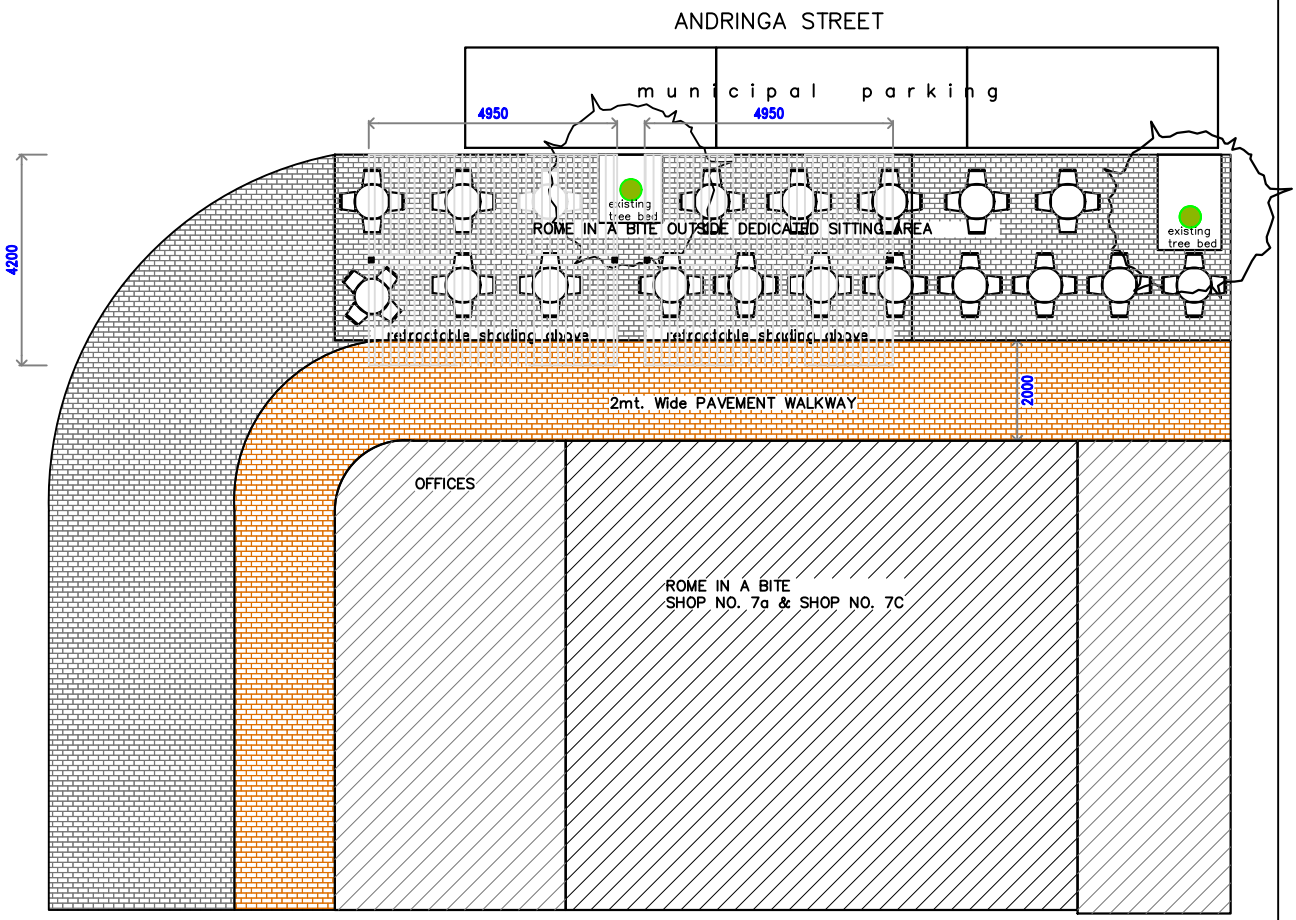
cell +27 82 374 9832
riccardo@27studio.co.za

CLIENT
ROME IN A BITE
VALENCE TRADING PTY(LTD)

Drawing
NO. 7 ANDRINGA STREET
SHOP NO. 7a & c
EXTERNAL FIXED SHADE ELEMENT
COVERING OUTSIDE SEATING AREA

PRINT A4 SCALE 1:100

Drawing No.	Revision	Date
S-1002	01	12.08.2022





EXISTING UMBRELLAS



PROPOSED RETRACTABLE SHADING DEVICE

7.3.3	REVIEW OF STELLENBOSCH MUNICIPAL HONOURS BYLAW

Collaborator No:
IDP KPA Ref No: **Good Governance and Compliance**
Meeting Date: **13 September 2023**

1. SUBJECT: REVIEW OF STELLENBOSCH MUNICIPAL HONOURS BYLAW

2. PURPOSE

To review the Stellenbosch Municipal Honours By-Law of 2002 and make a recommendation to Council.

3. DELEGATED AUTHORITY

Council

4. EXECUTIVE SUMMARY

The Stellenbosch Municipal Council in 2002 promulgated The Municipal Honours and Medals By-Law in terms of which Council can recognise and consider persons for exceptional achievements or rendering of exceptional; meritorious service on the interest of the municipality attached as **APPENDIX 1**. The bylaw is twenty years old and needs to be revised. Attached as **APPENDIX 2** is a draft bylaw that on request of the Executive Mayor was placed on the agenda of the Corporate Services section 80 committee on 1 August 2023. The draft revised bylaw was discussed by the Committee and the Speaker who was invited to the meeting. The committee requested the Chairperson and the Director Corporate Services to discuss some aspects with the Speaker. The discussion took place and the final draft is now brought back to the Executive Mayor as advise as she requested for consideration.

5. RECOMMENDATIONS

CORPORATE SERVICES COMMITTEE: 2023-08-01: ITEM 6.2
RESOLVED

(a) that 4) iv – vi to be removed;

(b) that 4 iv) be replaced to read that a Councillor who served 3 full consecutive terms as a normal Councillor without appearing in front of a disciplinary hearing, be awarded 5 additional points; and

(c) that the word"s "Executive Mayor be removed from 4 iii) as the Executive Mayor is comprehensively covered in other provisions.

6. DISCUSSION / CONTENTS

6.1 Discussion:

The Stellenbosch Municipal Council in 2002 promulgated The Municipal Honours and Medals By-Law in terms of which Council can recognise and consider persons for exceptional achievements or rendering of exceptional, meritorious service on the interest of the municipality. The bylaw is twenty years old and needs to be revised. Attached is a draft bylaw that on request of the Executive Mayor was placed before

the section 80 committee. The draft revised bylaw was discussed by the Committee and the Speaker who was invited to the meeting. The committee requested the Chairperson and the Director Corporate Services to discuss some aspects with the Speaker. The discussion took place and the final draft is now brought back to the Executive Mayor as advise as she requested for consideration.

6.2 Financial Implications

The manufacturing of medals and hosting of ceremonial events must be funded through the approved budget annually.

6.3 Legal Implications

The content and recommendations comply with Council policies and legislation.

6.4 Staff Implications

No additional staff implications

6.5 Previous / Relevant Council Resolutions:

Approval of the BYLAW in 2002

6.6 Risk Implications

The risks have been addressed in the item.

Recommendations by the Section 80 Corporate Services Committee to the Executive Mayor:

CORPORATE SERVICES COMMITTEE: 2023-08-01: ITEM 6.2

RESOLVED

(a) that 4) iv – vi to be removed;

(b) that 4 iv) be replaced to read that a Councillor who served 3 full consecutive terms as a normal Councillor without appearing in front of a disciplinary hearing, be awarded 5 additional points; and

(c) that the word"s "Executive Mayor be removed from 4 iii) as the Executive Mayor is comprehensively covered in other provisions.

ANNEXURES:
Appendix 1: Honours Bylaw 2002
Appendix 2: Final Draft Reviewed Honours Bylaw 2023

NAME	Annalene de Beer
POSITION	Director
DIRECTORATE	Corporate Services
CONTACT NUMBERS	021 808 8018
E-MAIL ADDRESS	Annalene.deBeer@stellenbosch.gov.za
REPORT DATE	5 September 2023

APPENDIX 1

STELLENBOSCH MUNICIPAL HONOURS BY-LAW

BY-LAW

To provide for Municipal honours, the conferral thereof, the amendment of conferral, of Municipal honours, and to provide for matters incidental thereto.

PREAMBLE

WHEREAS section 156(5) of the Constitution of the Republic of South Africa, Act No 108 of 1996, in general authorise a municipality to exercise any power concerning a matter reasonably necessary for, or incidental to, the effective performance of its functions;

WHEREAS section 186(9) and (10) of the Municipal Ordinance 1974 (No 20 of 1974), in particular, authorise a municipality to confer the freedom of the municipality on a person or to present a medal, memento, address or other commemorative token to persons;

WHEREAS section 156(2) of the Constitution of the Republic of South Africa authorise a municipality to make by-laws for the effective administration of the matters which it has the right to administer;

WHEREAS it is desirable to take into consideration and recognise persons for exceptional achievements or the rendering of exceptionally meritorius service in the interest of the municipality; and

WHEREAS this needs to be done in an orderly manner;

Be it, therefore, enacted by the Council of the Stellenbosch Municipality.

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1. Definitions

2. Municipal Honours

3. Conferral of Municipal Honours

4. Annulment of Conferral of Municipal Honours

5. Municipal Honours Advisory Panel

6. Criteria for the bestowing of Municipal Honours

7. Warrants

8. Short Title and Date of Commencement

1. DEFINITIONS

1. "*The Council*" means the political structure of Stellenbosch Municipality in terms of section (4) of the Establishment Notice (P.N. 489/2000) as contemplated in section 18 of the Municipal Structures Act.

2. "*Stellenbosch Municipality*" means the municipality established in terms of section (4) of the Establishment Notice (P.N. 489/2000).

3. "*Municipal Manager*" means the person that is the head of administration and also accounting officer for the municipality, appointed in terms of section 82 of the Municipal Structures Act, Act 117 of 1998.

4. "*Councilor*" means a member of the Municipal Council of Stellenbosch Municipality.

5. "*Municipality*" for the purposes of section 7 means:

   (a) the Municipality of Stellenbosch established by Provincial Notice 489 of 2000 dated 22 September 2000;

   (b) any municipality established under the provision of the Local Government Transition Act, 1993;

   (c) any municipality established under the provisions of the Municipal Ordinance, 1974 or any previous ordinance providing for the establishment of a municipality;

   (d) any council or committee established under the provisions of the Black Local Authorities Act, 1982;

   (e) any management committee established under the provisions of Provincial Ordinance No 6 of 1963.

6. "*Employee*" means an employee of Stellenbosch Municipality and shall for the purposes of section 6(8) include commencement service at one of the following established municipalities:

   Stellenbosch Municipality
   Franschhoek Municipality
   Pniel Local Council
   Boland District Municipality
   Winelands District Council
   Western Cape Metropol Council
   Stellenbosch Divisional Council.

2. MUNICIPAL HONOURS

2. (1) There are the following Municipal honours for Stellenbosch Municipality:

(a) freedom of the Municipality or freedom of the town of Stellenbosch, Franschhoek or Pniel;

(b) honourary citizenship of the Municipality of Stellenbosch;

(c) illuminated address of the Municipality or illuminated address of the town of Stellenbosch, Franschhoek or Pniel;

(d) Aldermanship certificate;

(e) a Council's commendation certificate;

(f) a Mayor's commendation certificate; and

(g) certificate for long or outstanding service with the Council.

2. (2) There are the following medal for the Stellenbosch Municipality:

(a) the Simonsberg medal (gold) for exceptional achievement or for performing an act of bravery within the Municipal area of Stellenbosch;

2. (3) The Mayor is the patron of the Municipal honours as described in section (1) and (2).

3. CONFERRAL OF MUNICIPAL HONOURS

3. (1) The Mayor, after of approval of Council may confer municipal honours on any person and may make a posthumous conferral of a municipal honour.

4. ANNULMENT OF CONFERRAL OF MUNICIPAL HONOURS AND MEDALS

4. (1) The Mayor, after approval of Council may annul the conferral of a Municipal honour if the holder of the honour has performed any action or has behaved in a manner which harmed the interest of the Municipality of Stellenbosch, or otherwise has become unworthy of the Municipal honour concerned.

4. (2) The Mayor shall, in annulling the conferral of a Municipal honour in terms of subsection (1), do so in accordance with the advice of the panel referred to in section 5.

5. MUNICIPAL HONOURS ADVISORY PANEL

5. (1) The Mayor must obtain advise on the conferral, annulment or restoration of Municipal honours from an advisory panel, consisting of:

(a) a maximum of five (5) councillors, broadly representative of the council, appointed by council; and

(b) a maximum of five (5) people, highly respected by and who are broadly representative of the people of Stellenbosch Municipality, appointed by Council, if Council so wishes.

5. (2) The advisory panel shall meet at the request of the Mayor.

6. CRITERIA FOR THE BESTOWING OF MUNICIPAL HONOURS

6. (1) The freedom of the Municipality or the freedom of the town of Stellenbosch, Franschhoek or Pniel will be conferred:

(a) a non-resident person or organisation, when such a person or organisation is worthy of such an honour in the opinion of Council;

(b) if approved by Council by way of a broad consensus. The freedom of the Municipality or of a town shall not be conferred on an active politician.

6. (2) Honorary citizenship of the Municipality of Stellenbosch will be conferred:

(a) on a person of national and/or international stature residing in Stellenbosch Municipality for a period of at least 25 years, when such person is worthy of such an honour in the opinion of Council;

(b) on such a person if unanimously approved by Council at a Special Council Meeting. Alternatively when approved by Council by way of a broad consensus.

(c) Honourary citizenship will not be conferred on an active politician.

6. (3) An illuminated address of the municipality or an illuminated address of the town of Stellenbosch, Franschhoek or Pniel will be conferred:

(a) on a person when such person is worthy of such an honour in the opinion of Council;

(b) if approved by Council by a two-thirds majority vote;

6. (4) Aldermanship will be conferred on a serving Councillor of Stellenbosch Municipality:

(a) who has served on one or more municipalities within the Republic of South Africa for a total period of 20 years. Such terms of office need not be consecutive;

(b) upon the assumption of the office of Mayor. This criterium does not apply to acting Mayors or acting chairperson of Council. Such title shall be removed if such Councillor does not serve the Council for a full term of office as Mayor;

(c) who obtains the minimum of 20 points on the following scale:

(i) one point for each completed year served as a Councillor on any municipality; plus

(ii) one additional point for each completed year service as a member of the executive of any municipality or as chairperson of a standing committee or portfolio committee of such municipality; plus

(iii) one additional point for each completed year service as a deputy mayor of a municipality; plus

(iv) two additional points for each completed year served as a mayor or chairperson of any municipality; plus

(v) two additional points for each completed year served as a member of the executive committee or chairperson of a standing committee of the Stellenbosch Municipality subsequent to 5 December 2000; plus

(vi) three additional points for each completed year served as deputy mayor or speaker of the Stellenbosch Council.

6. (5) Any current serving Councillor who is of the view that he/she qualifies for Aldermanship, should notify the Municipal Manager in writing, together with the necessary details to the satisfaction of the Municipal Manager. The Municipal Manager shall make a recommendation to Council, after having considered all the relevant details. The Municipal Manager shall for the purpose of this by-law create an appropriate database of all current serving councillors of the Council of Stellenbosch as from 5 December 2000.

6. (6) The Councils recommendation certificate will be conferred;

(a) a resident of Stellenbosch Municipality when such person is worthy of such an honour in the opinion of Council;

(b) if approved by Council;

6. (7) The Mayor's recommendation certificate will be conferred on:

(a) a resident of Stellenbosch Municipality; and

(b) in the sole discretion of the Mayor.

6. (8) A certificate for long outstanding service with the Council will be conferred on an employee:

(a) who has served the municipality for a period of 25 years, on condition that such an employee has not been found guilty of misconduct for a period of 10 years prior to his/her 35th year of service.

6. (9) A medal will be conferred on a resident of Stellenbosch Municipality when:

(a) such person is worthy of such an honour in the opinion of Council; and

(b) if approved by Council by way of a broad consensus.

7. WARRANTS

The Mayor together with the other members of Council may, by special Council decision and after publication thereof in the Provincial Gazette, issue warrants for the better carrying out of the objects of this by-law and in particular, but without prejudice to the generality of the foregoing, relating to:

(a) the keeping and administering of the Municipal honours referred to in section 1;

(b) the keeping of a register of Municipal honours conferred;

(c) the replacement of lost or stolen Municipal honours and the charges, therefor;

(d) the publication of an annual Municipal honours list;

(e) the wearing of Municipal medals;

(f) benefits and privileges of Alderman;

(g) rules regarding the annulment and restoration of provincial honours;

(h) the issuing of accompanying certificates;

(i) the lay-out/description of Municipal honours/medals; and

(j) the protocol regarding the handing over of Municipal honours.

8. SHORT TITLE

This by-law is called the Stellenbosch Municipal Honours By-law and takes effect on date of publication thereof.

APPENDIX 2

STELLENBOSCH
STELLENBOSCH • PNIEL • FRANSCHHOEK
MUNISIPALITEIT • UMASIPALA • MUNICIPALITY

STELLENBOSCH MUNICIPALITY
MUNICIPAL HONOURS BY-LAW

PREAMBLE

To provide for Municipal honours, the conferral thereof, the amendment of conferral, of Municipal honours, and to provide for matters incidental thereto

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AND WHEREAS this needs to be done in an orderly manner;

THEREFORE, enacted by the Council of the Stellenbosch Municipality.

DRAFT

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DRAFT

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(a) the Municipality of Stellenbosch established by Provincial Notice 489 of 2000 dated 22 September 2000 and amended by Provincial notice 118/2021 dated 15 October 2021;

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DRAFT

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(a) who has served on one or more municipalities within the Republic of South Africa for a total period of 20 years. Such terms of office need not be consecutive;

(b) upon the assumption of the office of Mayor. This criterium does not apply to acting Mayors or acting chairperson of Council. Such title shall be removed if such Councillor does not serve the Council for a full term of office as Mayor;

(c) who obtains the minimum of 20 points on the following scale:

(i) one point for each completed year served as a Councillor on any municipality; plus

(ii) one additional point for each completed year service as a member of the executive of any municipality or as chairperson of a standing committee or portfolio committee of such municipality; plus

(iii) one additional point for each completed year service as an ~~Executive Mayor, Dd~~eputy M~~m~~ayor, Speaker or Council Whip of a municipality; ~~plus~~

Commented [ADB1]: The committee felt that due to (b) above it is unclear why the Executive Mayor should be listed here.

iv) a Councillor who served 3 full consecutive terms as a normal Councillor without appearing in front of a disciplinary hearing, be awarded 5 additional points.

(IV) (~~two additional points for each completed year served as a mayor or chairperson of any municipality; plus~~

(V) ~~two additional points for each completed year served as a member of the executive committee or chairperson of a standing committee of the Stellenbosch Municipality subsequent to 5 December 2000; plus~~

(IV) ~~three additional points for each completed year served as deputy mayor or speaker of the Stellenbosch Council.~~

(5) Any current serving Councillor who is of the view that he/she qualifies for Aldermanship, should notify the Municipal Manager in writing, together with the necessary details to the satisfaction of the Municipal Manager. The Municipal Manager shall make a recommendation to Council, after having considered all the relevant detail. The Municipal Manager shall for the purpose of this by-law create an appropriate database of all current serving councillors of the Council of Stellenbosch as from 5 December 2000.

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(a) resident of Stellenbosch Municipality when such person is worthy of such an honour in the opinion of Council;

(b) if approved by Council;

(7) The Mayor's recommendation certificate will be conferred on:

(a) a resident of Stellenbosch Municipality; and

(b) in the sole discretion of the Mayor.

(8) A certificate for long outstanding service with the Council will be conferred on an employee:

(a) who has served the municipality for a period of 25 years, on condition that such an employee has not been found guilty of misconduct for a period of 10 years prior to his/her 35th year of service.

(9) A medal will be conferred on a resident of Stellenbosch Municipality when:

(a) such person is worthy of such an honour in the opinion of Council; and

(b) if approved by Council by way of a broad consensus.

7.PROCLAMATION

The Mayor together with the other members of Council may, by special Council decision and after publication thereof in the Provincial Gazette, issue a proclamation for the better carrying out of the objects of this by-law and in particular, but without prejudice to the generality of the foregoing, relating to:

(a) the keeping and administering of the Municipal honours referred to in section 1;

(b) the keeping of a register of Municipal honours conferred;

(c) the replacement of lost or stolen Municipal honours and the charges, therefor;

(d) the publication of an annual Municipal honours list;

(e) the wearing of Municipal medals;

(f) benefits and privileges of Alderman;

(g) rules regarding the annulment and restoration of provincial honours;

(h) the issuing of accompanying certificates;

(i) the lay-out/description of Municipal honours/medals; and

(j) the protocol regarding the handing over of Municipal honours.

8.SHORT TITLE

This by-law is called the Stellenbosch Municipal Honours By-law and takes effect on date of publication thereof.

7.3.4	**TERMINATION OF LONG-TERM LEASE AGREEMENT FOR FARM 377B, STELLENBOSCH: KIRSTEN EIENDOMTRUST**

Collaborator No: **755751**
IDP KPA Ref No: **Good Governance and Compliance**
Meeting Date: **13 September 2023**

1. SUBJECT: TERMINATION OF LONG-TERM LEASE AGREEMENT FOR FARM 377B, STELLENBOSCH: KIRSTEN EIENDOMTRUST

2. PURPOSE

To obtain Council-approval for the termination of the long-term lease agreement for Farm 377B, Stellenbosch currently being rented by Kirsten Eiendomstrust as the municipality needs the land for a sewerage pipeline.

3. DELEGATED AUTHORITY

Council

4. EXECUTIVE SUMMARY

On 27 March 1986 the municipality and Goedvertrouw Boerdery (Pty) Ltd entered into a lease agreement in respect of Farm 377B, Stellenbosch. The initial lease period was from 1 April 1982 to 31 March 2007. On 15 November 2000 an extension to the lease agreement was entered into between the municipality and Kirsten Eiendomstrust whereby it was agreed that the lease agreement will extend for a further 25 years from 01 April 2007 to 31 March 2032. He is currently paying R41 948.46 per annum to lease the 16.27 hectare. This decision was taken before the current municipality (Stellenbosch Municipality WC024) was proclaimed. The election was held on 1 December 2000 and writer could not find a resolution of Council in that respect.

The municipality is currently in negotiations with various farm owners in respect of the registration of a servitude and access to a sewerage pipeline that runs through numerous farms, including Farm 377B. The majority of the farm owners have agreed to the registration of a servitude over their property and the servitude registrations are currently at the deeds office. A valuation report was done by Pendo Property Valuers to determine the monetary value to be paid to the different farmers.

A memorandum of Agreement incorporating the calculations of the valuator was drafted and provided to the tenant for signature, however the tenant refuses to accept and sign same. The sewerage line was finalised on Farm 377B at the end of 2021 and the tenant had since then refused access to the Farm for inspections and maintenance.

In terms of Clause 18.1.5 of the lease agreement the municipality has the right to terminate the agreement should the property be needed for any *bona fide* municipal purposes. As the municipality needs access to the pipeline and it is an essential service and we the Lessee is not prepared to co-operate to release the area where the pipeline is situated from the current lease agreement without the payment of money in relation to alleged loss of income plus interest thereon. The municipality does not pay interest unless a court compels us to. The municipality is further of the view that the lessee has no right to claim any loss of income. The offer originally made was withdrawn and even without interest that offer originally made would have meant that the municipality pay him the equivalent of around 7 years rental for a very

small piece of land along a fence line. The municipality was always prepared and still is to reimburse the lessee for the fence that was damaged when the pipeline was installed. Given the unwillingness of the lessee to allow us access unless the receives an amount of money over and above the fence repair it is recommended that the whole lease be terminated and that Council then decide if they want to lease the area (without the sewerage pipeline) again at a market related rental to someone.

5. RECOMMENDATION

For consideration.

6. DISCUSSION / CONTENT

6.1 Background

6.1.1 Farm 377B, Stellenbosch

The municipality is the registered owner of Farm 377B, Stellenbosch. On 27 March 1986 the municipality and Goedvertrouw Boerdery (Pty) Ltd entered into a lease agreement in respect of Farm 377B, Stellenbosch. The initial lease period was from 1 April 1982 to 31 March 2007. A copy of the lease agreement is attached hereto as **APPENDIX 1.**

On 15 November 2000 an extension to the lease agreement was entered into between the municipality and Kirsten Eiendomstrust whereby it was agreed that the lease agreement will extend for a further 25 years from 01 April 2007 to 31 March 2032. A copy of the agreement is attached hereto as **APPENDIX 1.**

The municipality is currently in negotiations with various farm owners in respect of a sewerage pipeline that runs through numerous farms, including Farm 377B. A valuation report was done by Pendo Property Valuers to determine the monetary to be paid to the farmers. A copy of the valuation report is attached hereto as **APPENDIX 2**.

In terms of the valuation report the tenant on Farm 377B is entitled to renumeration in the amount of R192 533.00 which amount consists of the following:

a)	Loss of income	R 151 233.00
b)	Cost to replace fencing:	R 41 300.00

The valuation was done at the end of 2020 and an offer was made to include a 12% increase in value from 1 January 2021 to 30 June 2023. A further 10% *solatium* and 15% VAT was added bringing the total offer to the tenant to R323 845.32.

A memorandum of Agreement was drafted and provided to the tenant for signature, however the tenant refuses to accept and sign same. A copy of the Memorandum of Agreement is attached hereto as **APPENDIX 3.** This offer has been withdrawn.

The tenant also refuses access to the premises for inspections and service of the line.

In terms of Clause 18.1.5 of the lease agreement the municipality has the right to terminate the agreement should the property be needed for any *bona fide* municipal purposes. As the municipality has exhausted all avenues to reach an agreement with the tenant of Farm 377B the only way forward will be to terminate the lease agreement.

6.2 DISCUSSION

6.2.1 Location and context

The property under discussion is situated at Goedvertrouw Boerdery between Techno Park and De Zalze Estate.



Fig 1: Farm 377B, Stellenbosch.

6.3 FINANCIAL IMPLICATION

The registration of the servitudes over the land of owners who has signed the agreements and whose registrations are with the deeds office amounts to R970 075.47.

The tenant is currently paying R41 948.46 per annum for 16,27 hectare which will escalate to R44 100.65 per year, which payment will be due in March 2024. Mr Kirsten and one other landowner has refused to sign the papers for the registration of the servitude. Cost to replacement of the fencing R 41 300.00.

6.4 LEGAL IMPLICATIONS

The lease agreement will be terminated in terms of Clause 18.1.5 which reads as follows:

“18.1 Die verhuurder kan, sonder om afbreuk te doen aan enige bepaling of vereiste van hierdie ooreenkoms, met spesifieke verwysing na die bepalings van subklousule 2.4 en 11.3 hiervan, en nadat ‘n skriftelike kennisgwing op die huurder gedien is, hierdie ooreenkoms beeingig –

18.1.1 ……

18.1.2 ……

18.1.3 ……..

18.1.4 ……..

18.1.5 indien die eiendom in sy geheel of gedeeltelik vir *bona fide* munisipale doeleindes, waarby dorpstigting ingesluit is, benodig word: Met dien verstande dat 'n grasieperiode van hoogstens een (1) jaar in die gevalle in 18.1.1, 18.1.2, 18.1.3, 18.1.4 en 18.1.5 genoem aan die huurder verleen word, ten einde die huurder in staat te stel om die oeste wat op daardie stdium uitstaande mag wees te in, op voorwaarde dat die huurder gedurende die grasieperiode aan al die bepalings en vereistes van hierdie ooreenkoms, of ander voorwaardes wat die verhuurder in hierdie verband mag stel moet voldoen, by gebreke waarvan die toegestane grasieperiode sonder verdere kennisgewing deur die verhuurder in heroorweging geneem sal word."

As Farm 377B is registered in the name of the municipality we do not give the lessees consent to register a servitude over our own land. We do, however, need permission to get access that is currently being refused unless we pay the lessee the offered amount plus interest. and amount of The Notice will therefore be given to the tenant to vacate the premises not later than one year from the date of termination notice.

The asset transfer regulations came into existence in 2008.

6.5 STAFF IMPLICATIONS

No additional staff implications.

6.6. PREVIOUS COUNCIL RESOLUTIONS

This decision was taken before the current municipality (Stellenbosch Municipality WC024) was proclaimed. The election was held on 1 December 2000 and writer could not find a resolution of Council in that respect.

6.7 RISK IMPLICATIONS

This may lead to a court dispute.

6.8 INPUTS FROM DIRECTORATES

The item was not circulated for comments.

ANNEXURES: **Appendix 1: Lease Agreement and Extension of agreement**
Appendix 2: Valuation certificate
Appendix 3: Memorandum of agreement (withdrawn)

FOR FURTHER DETAILS CONTACT:

NAME	***Annalene de Beer***
POSITION	***Director: Corporate Services***
DIRECTORATE	***Corporate Services***
CONTACT NUMBERS	***021-8088073***
E-MAIL ADDRESS	***annalene.debeer@stellenbosch.gov.za***
REPORT DATE	***2023-09- 07***

APPENDIX 1

A9/5/1
12/4/19

12/4/19

MEMORANDUM VAN HUUROOREENKOMS

aangegaan tussen

DIE RAAD VAN DIE MUNISIPALITEIT STELLENBOSCH

en

GOEDVERTROUW BOERDERY (EDMS.) BPK.

MEMORANDUM VAN HUUROOREENKOMS

Aangegaan tussen

I. DIE RAAD VAN DIE MUNISIPALITEIT STELLENBOSCH

waarna daar voorts as die verhuurder verwys word en wat vir die toepassing van hierdie ooreenkoms deur die dienende burgemeester en stadsklerk verteenwoordig word, enersyds;

en

II .....JOHAN FREDERIK KIRSTEN.....
.....
*as synde die gevolmagtigde verteenwoordigende direkteur(e) (ingevolge 'n direksiebesluit gedateer .....17/3/82... waarvan 'n afskrif as bylae B aangeheg is) van die maatskappy .....

GOEDVERTROUW BOERDERY (Edms) Bpk

na wie daar voorts as die huurder verwys word, andersyds.

NADEMAAL die verhuurder die eienaar is van die landgoed bekend as .....Gedeelte 377 B.....
.....
soos nader aangedui op die aangehegte kaart, en waarna daar voorts as die eiendom verwys word;

EN NADEMAAL die verhuring van die eiendom aan die huurder goedgekeur is op 'n vergadering van die stadsraad gehou op .17. November 1981.
.(Item 21.).....

WESHALWE kom die verhuurder en huurder ooreen en getuig hulle mits dese soos volg:

1. TERMYN VAN VERHURING

1.1 Hierdie ooreenkoms neem 'n aanvang op die ..1..ste... dag van .April..... 1982 en sluit af op die .31..ste. dag van .Maart..... 2097., dog is steeds onderworpe aan die bepalings van subklousules 2.4, 11.3, klousule 18 en die bepalings van Bylae "A" hiervan.

*Skrap wat nie van toepassing is nie.

1.2 Voor afloop van die eerste huurtermyn in subklousule 1.1 vermeld, maar nie later nie dan ses (6) maande voor die verskryking daarvan, sal daar weer, inagnemend die keuse van die huurder om die huur, onderworpe aan die bepalings en voorwaardes van hierdie ooreenkoms, vir 'n verdere termyn van vyf-en-twintig jaar te verleng, of om so 'n verlenging van die hand te wys, van nuuts af beding word oor enige aspek rakende die kontrak.

2. HUURGELD EN MUNISIPALE BELASTING

2.1 Die Huurder betaal voor of op die ..1st.. dag van ..April..... 19.82.. by die kantoor van die Stadstesourier die huurgeld vir die bedrag van R.1301,60...., (welke bedrag bereken is vir die tydperk vanaf die datum waarop die ooreenkoms 'n aanvang neem tot die 31ste dag van Maart wat daarop volg) en daarna jaarliks voor of op die 31ste dag van Maart van elke daaropvolgende jaar die huurgeld soos bereken volgens die huurgeldtariefformule wat as Bylae "A" hierby aangeheg is: Met dien verstande dat huuraanpassings ooreenkomstig die huurgeldtariefformule met ingang van 1 April 1985 sal geskied op die basis soos in Bylae "A" uiteengesit.

2.2 Die verhuurder kan, indien nodig, vereis dat die huurder 'n bankwaarborg of ander garansie verskaf wat vir die verhuurder aanneemlik is ten opsigte van die huurgeld wat betaalbaar is vir enige aantal jare, en in die geval van 'n huurder wat 'n maatskappy is word dit aanvaar dat die direkteure in die maatskappy skriftelik, gesamentlik en afsonderlik aanspreeklikheid sal aanvaar vir die huurgeld wat betaalbaar is vir enige aantal jare.

2.3 Enige huurgeld wat nà die vervaldatum in subklousule 2.1 vermeld deur die huurder aangebied word ten opsigte van enige jaar, indien die verhuurder dit aanvaar, is onderworpe aan 'n rente wat maandeliks bereken sal word volgens 'n standaardrentekoers soos deur die Munisipale Ordonnansie, Ordonnansie nommer 20 van 1974, òf enige vervanging òf wysiging daarvan òf enige ander toepaslike ordonnansie van tyd tot tyd bepaal ten opsigte van elke maand of gedeelte daarvan.

2.4 Dit is 'n spesiale voorwaarde van hierdie ooreenkoms dat die verhuurder die reg voorbehou om die verhuring summier te kansel= leer, sonder enige verdere skriftelike kennisgewing, indien die huurder sou versuim om enige verskuldigde huurgeld binne sewe dae vanaf die vervaldatum te vereffen, en so 'n kansellering affekteer generwyse die reg van die verhuurder om enige bedrag wat die huurder skuld geregtelik van hom te vorder nie.

2.5 Indien die Munisipale Raad van die Munisipaliteit van Stellen= bosch sou besluit om belastings op die eiendom te hef, sal die huurder verantwoordelik wees vir die betaling daarvan vanaf 'n datum en onderworpe aan die voorwaardes en vereistes soos bepaal mag word in terme van die Munisipale Ordonnansie, Ordon= nansie nr. 20 van 1974, of enige vervanging of wysiging daarvan, of enige ander toepaslike ordonnansie.

3. AFDELINGSRAADBELASTINGS

Die huurder onderneem om alle belastings wat deur die afdelingsraad op die eiendom gehef word, regstreeks aan daardie owerheid te betaal.

4. MYN- EN ANDER REGTE

Die verhuurder behou voor alle regte op metale, minerale, steenkool, klip van alle soorte, klei en gruis, met inbegrip van die reg van toegang tot die eiendom te alle tye om sodanige metale, minerale of steenkool te myn of om klei, gruis en klip te verwyder, onderworpe aan 'n vermindering van die huurgeld in verhouding tot die oppervlakte wat deur die verhuurder vir sodanige mynwerk of verwydering terug= geneem word.

5. BESKERMING VAN BOME

5.1 Alle bome, wingerde of dergelike verbeteringe op die verhuurde perseel bly die eiendom van die verhuurder en mag nie deur die huurder beskadig of verwyder word nie.

5.2 Die huurder moet die geskrewe toestemming van die verhuurder vooraf verkry vir die verwydering van enige bome, wingerde en dergelike verbeteringe op 'n terrein wat hy vir verbouing nodig het, en as sodanige toestemming verleen word, behou die verhuurder die reg voor om oor die hout vir sy eie voordeel te beskik.

5.3 Die verhuurder behou die reg voor om deur sy amptenare perio= dieke inspeksies van bome, wingerde en dergelike verbeteringe op die eiendom uit te voer en om sodanige stappe ter beskerming daarvan te doen as wat hy nodig mag ag.

5.4 Die verhuurder behou die reg voor om self enige bome op die eiendom wat nie deur die huurder aangeplant is nie, te kap en te verwyder, en hiervoor het hy vrye toegang tot die eiendom.

5.5 Die huurder onderneem om geen mak wingerdstokke op die eiendom te plant nie, en enige wynkwota wat deur die Ko-operatiewe Wijnbouwers Vereniging van Zuid-Afrika Beperkt, aan die eiendom toegeken is, mag onder geen omstandighede met enige ander kwota gekonsolideer word nie, tensy die verhuurder dit vooraf goedkeur, met of sonder bepaalde voorwaardes.

6. WATERBRONNE

6.1 Die verhuurder waarborg geen voorraad van oppervlakte- of onder= grondse water nie.

6.2 Die huurder onderneem om nie met fonteine of met die natuurlike vloei van oppervlakte afloopwater in te meng nie deur kanale, vore of damme te bou of om enige ander werke uit te voer sonder die voorafverkreë skriftelike toestemming van die verhuurder nie, en vir die toepassing van hierdie subklousule is 'n opinie van die betrokke Staatsdepartemente en/of onderafdelings daarvan bindend en finaal.

6.3 Die verhuurder behou die reg voor om water op die eiendom op te gaar of om die gebruik van water uit fonteine of strome te beperk, indien sodanige opgaring of beperking na sy mening noodsaaklik is ter beskerming van die regte van derde partye.

6.4 Die huurder onderneem om alle strome, fonteine of opgaardamme teen besoedeling te beskerm, en om sodanige instruksies uit te voer as wat die verhuurder periodiek te dien einde mag uitreik.

7. GRONDBEWARING

7.1 Die huurder onderneem om die eiendom te gebruik deur die verbouing van die grond op 'n versigtige en sorgsame wyse, en ook om verswakking van die natuurlike vrugbaarheid en kwaliteit teen te werk.

7.2 Die huurder onderneem om gronderosie teen te werk en om stiptelik uitvoering te gee aan die bepalings van enige grondbewaringskema wat volgens wet op die eiendom van toepassing mag wees, en te dien einde behou die verhuurder die reg voor om periodieke instruksies uit te reik.

7.3 Die verhuurder behou die reg voor om sodanige werke uit te voer as wat hy nodig mag ag vir die bestryding van gronderosie, en wel op die koste van die huurder as laasgenoemde versuim om dit op die verhuurder se versoek te doen.

7.4 Die huurder onderneem om geen sand, grond of gruis vanaf die eiendom vir verkoping of gebruik elders te verwyder nie.

7.5 Die huurder onderneem om toe te sien dat geen vullis, rommel of afval op die eiendom gestort word nie.

8. SKADELIKE GEWASSE

8.1 Die huurder onderneem om die eiendom van skadelike gewasse wat kragtens die Wet op Onkruid, nr. 42 van 1937, of enige vervanging of wysiging daarvan of enige ander toepaslike wet, geproklameer is, skoon te hou.

8.2 Die verhuurder behou die reg voor om sodanige stappe as wat hy dienlik mag ag, te doen ter verwydering van dergelike geproklameerde onkruid, en wel op die koste van die huurder ingeval laasgenoemde versuim om dit op die verhuurder se versoek te doen.

9. BRANDBESTRYDING

9.1 Die huurder onderneem om die uiterste sorg uit te oefen ter beskerming van die eiendom teen veldbrande, en die verhuurder kan vereis dat die huurder op sy eie koste sodanige brandpaaie bou as wat die verhuurder nodig mag ag.

9.2 Die huurder is aanspreeklik vir vergoeding aan die verhuurder vir brandskade aan bome of ander plante op die eiendom wat aan die verhuurder behoort, en sodanige skade word deur 'n taksateur wat deur die verhuurder aangestel is, wie se bevinding bindend is, aangeslaan.

10. OMHEINING

10.1 Die huurder is verantwoordelik vir die oprigting en koste van enige omheining wat hy vir die beskerming van sy oeste of diere op die eiendom nodig mag ag.

10.2 Omheining wat deur die huurder opgerig word, kan binne een maand na die afloop van die huurooreenkoms verwyder word, maar die verhuurder kan uitstel vir sodanige verwydering verleen totdat die eiendom weer verhuur is om onderhandelinge met die opvolger vir die verkoping of oordrag daarvan moontlik te maak met dien verstande dat die verhuurder eienaar van sodanige omheining word indien geen finale reëlings binne sestig dae vanaf die datum van herverhuring deur die huurder getref is nie, en in so 'n geval is die huurder nie geregtig tot enige vergoeding vir die omheining wat aldus deur hom verbeur is nie.

11. ONDERVERHURINGS, SESSIES OF OORDRAGTE, ENS.

11.1 Die huurder sal nie hierdie huurooreenkoms sedeer of oordra nie, en onderverhuur nie die eiendom of enige deel daarvan sonder die voorafverkreë skriftelike toestemming van die verhuurder nie.

11.2 Die verhuurder kan 'n sertifikaat as bewys vereis dat die maat= skappy wat 'n huurder is, wel as 'n maatskappy geregistreer is.

11.3 Waar 'n huurder tot sterwe kom, sal die erfgenaam wat sy boerdery oorneem geregtig wees om die huurkontrak vir die onverstreke deel van die huurtermyn oor te neem, onderworpe aan die verhuur= der se reg om 'n oordrag te weier indien daar na sy mening, 'n goeie rede vir die weiering is, in welke geval die huurkontrak beëindig word: Met dien verstande dat 'n grasieperiode van hoogstens een (1) jaar aan die huurder verleen word, ten einde hom in staat te stel om die oeste wat op daardie stadium uit= staande mag wees te in, op voorwaarde dat die huurder gedurende dié grasieperiode aan al die bepalings en vereistes van hierdie ooreenkoms, of ander voorwaardes wat die verhuurder in hierdie verband mag stel moet voldoen, by gebreke waarvan die toegestane grasieperiode sonder verdere kennisgewing deur die verhuurder in heroorweging geneem sal word.

11.4 'n Gewaarmerkte afskrif van enige akte van sessie, oordrag of onderverhuring moet deur die huurder aan die verhuurder verstrek word.

11.5 By verandering van die beherende aandeelhouding in 'n maatskappy wat 'n huurder is ôf by verandering van direkteure ôf by likwi= dasie van die maatskappy ôf ingeval die maatskappy onder gereg= telike bestuur geplaas word, bly die oorspronklike borge ten behoewe van die maatskappy gesamentlik en afsonderlik en as mede-hoofskuldenaars teenoor die verhuurder aanspreeklik, tensy die verhuurder op skriftelike aansoek van die huurder toestem tot vervanging van sodanige borge.

12. GEBOUE EN STRUKTURELE VERBETERINGE

12.1 Enige gebou of strukturele verbeteringe wat op die eiendom by die aanvang van die huurooreenkoms bestaan, of mettertyd gedurende die huurtermyn opgerig mag word, sal deur die huurder op sy eie koste hetsy binne of buite in 'n goeie toestand gehou word en wel tot die bevrediging van die verhuurder, en indien die huurder versuim om dit te doen, kan die verhuurder sodanige reparasies as wat hy nodig mag ag, laat aanbring terwyl die huurder vir die uitgawe aanspreeklik bly.

12.2 Geen nuwe gebou, struktuur of ander permanente verbetering sal op die eiendom aangebring, opgerig of uitgevoer word sonder die voorafverkreë skriftelike toestemming van die verhuurder nie, en sonder dat bouplanne ten opsigte van sodanige verbeteringe vooraf deur die verhuurder goedgekeur is nie en laasgenoemde kan gelas dat sodanige gebou, struktuur of verbetering wat inderdaad sonder sy skriftelike goedkeuring en toestemming opgerig, aangebring of gebou is deur die huurder op sy eie koste verwyder word.

12.3 Goedgekeurde verbeteringe van 'n permanente aard sal deur die huurder op sy eie risiko aangebring of opgerig word.

12.4 Die verhuurder sal enige geboue of ander verbeteringe wat by die aanvang van die huurtermyn op die eiendom is teen skade verseker en sodanige versekering instand hou: Met dien verstande dat die huurder verantwoordelik sal wees vir die volle kostes verbonde aan sodanige versekering, en die verhuurder sal derhalwe die premies direk van die huurder vorder.

12.5 Indien die verhuurder kontant van 'n versekeringsmaatskappy sou ontvang ter vergoeding van 'n eis ten opsigte van skade aan enige verbetering op die eiendom soos in klousule 12.4 van hierdie ooreenkoms genoem, kan hy die verbetering herstel of die kontant hou, na gelang hy dit dienlik ag.

12.6 Behuising kan, met behoud van die bepalings van subklousules 12.1, 12.2, 12.3 en 12.4 van hierdie ooreenkoms aan werkers wat die huurder op die eiendom in diens het, met inbegrip van hul onmiddellike afhanklikes, op die eiendom voorsien word, onderworpe aan die voorafverkreë skriftelike toestemming van die verhuurder, en die stiptelike nakoming van die bepalings en vereistes van die toepaslike wetgewing met betrekking tot die inwoning en verblyf van Anderskleuriges en/of Swartes op die eiendom.

Enige plakkery op die eiendom is ten strengste verbode.

12.7 Die huurder sal geen reg of aanspraak hê of vergoeding kan eis ten opsigte van verbeteringe, met inbegrip van landbou= kundige verbeteringe wat tydens die huurtermyn op die eiendom aangebring is nie, en die verhuurder behou die reg voor om, by beëindiging van hierdie ooreenkoms ingevolge die bepalings van subklousules 1.1, 2.4, 18.1.1, 18.1.2 en 18.2 of andersins volgens sy eie diskresie en goeddunke te besluit of die verhuur= der bereid is om die huurder enigsins te vergoed vir sodanige verbeteringe. Voorts kan die verhuurder in die alternatief toestem tot die verwydering van enige verbetering binne 'n tydperk soos deur die verhuurder voorgeskryf, by gebreke waar= van die huurder enige reg op verwydering van sodanige ver= beteringe of enige verdere aanspraak van watter aard ookal sal verbeur, ten gevolge waarvan die betrokke verbeteringe sonder enige aard van vergoeding die eiendom van die verhuurder word.

13. BAKENS

13.1 Deur die huurooreenkoms te onderteken erken die huurder dat hy bewus is van die werklike ligging van alle bakens wat die eiendom se grense bepaal en enige onkunde of misverstand aan sy kant in hierdie verband raak nie die geldigheid van die huurooreenkoms of maak hom nie geregtig tot 'n vermindering van die huurgeld of tot kompensasie in enige vorm nie.

13.2 Indien enige baken wat die grense van die eiendom bepaal na ondertekening van hierdie ooreenkoms nie gevind kan word nie, is die huurder aanspreeklik vir alle opmetings- en ander kostes verbonde aan die herplasing van sodanige baken.

14. PAAIE

Die huurder onderneem om alle bestaande paaie op die eiendom in 'n goeie toestand te hou, en voorts om geen verdere paaie te bou of oop te maak sonder die voorafverkreë skriftelike toestemming van die verhuurder nie.

15. INSPEKSIES

Die gemagtigde amptenare van die verhuurder kan te enige tyd die eiendom betree om sodanige inspeksies as wat hulle nodig mag ag, uit te voer en om vas te stel of die voorwaardes en bepalings van die huurooreenkoms stiptelik nagekom word.

16. ADVERTENSIETEKENS

Die huurder sal geen advertensietekens hoegenaamd op die eiendom oprig nie, en sal ook nie toelaat dat sulke tekens opgerig word sonder die voorafverkreë skriftelike toestemming van die verhuurder nie.

17. ERFDIENSBAARHEID EN VERJARING

17.1 Die huur is onderworpe aan enige erfdiensbaarheid wat aan die eiendom kleef, en as dit te eniger tyd sou blyk dat die verhuurder nie daartoe geregtig was om die eiendom of enige deel daarvan te verhuur nie, het die huurder geen eis vir skadevergoeding behalwe dat die huurgeld pro rata verminder word ten opsigte van daardie deel van die eiendom wat nie vir okkupasie of gebruik deur die huurder beskikbaar is nie.

17.1 Die huurder erken hiermee dat hy geen aanspraak op eiendomsreg by wyse van verjaring en ten opsigte van die eiendom wat ver= huur word sal verkry nie.

18. OPSEGGING EN BEëINDIGING VAN HUUROOREENKOMS

18.1 Die verhuurder kan, sonder om afbreuk te doen aan enige be= paling of vereiste van hierdie ooreenkoms, met spesifieke verwysing na die bepalings van subklousules 2.4 en 11.3 hiervan, en nadat 'n skriftelike kennisgewing op die huurder gedien is, hierdie ooreenkoms beëindig -

18.1.1 indien die huurder versuim om enige voorwaarde of bepaling ten opsigte van hierdie ooreenkoms na te kom, óf

18.1.2 indien die verhuurder daarvan oortuig is dat die huur= der die grond op onbehoorlike of onverantwoordelike wyse benut; óf

18.1.3 indien die verhuurder daarvan oortuig is dat die huurder deur sy handelinge op eie eiendom 'n oorlas vir ander uit= maak; ôf

18.1.4 indien die huurder teenstydig met enige bepaling van die Dorpsaanlegskemaregulasies van die Munisipaliteit van Stellenbosch afgekondig by P.K. 73 van 1979.07.20, soos gewysig, of enige vervanging of wysiging daarvan optree; ôf

18.1.5 indien die eiendom in sy geheel of gedeeltelik vir bona fide munisipale doeleindes, waarby dorpstigting ingesluit is, benodig word: Met dien verstande dat 'n grasieperiode van hoogstens een (1) jaar in die gevalle in 18.1.1, 18.1.2, 18.1.3, 18.1.4 en 18.1.5 genoem aan die huurder verleen word, ten einde die huurder in staat te stel om die oeste wat op daardie stadium uitstaande mag wees te in, op voorwaarde dat die huurder gedurende dié grasie= periode aan al die bepalings en vereistes van hierdie ooreenkoms, of ander voorwaardes wat die verhuurder in hierdie verband mag stel moet voldoen, by gebreke waarvan die toegestane grasieperiode sonder verdere kennisgewing deur die verhuurder in heroorweging geneem sal word.

18.2 die huurder kan, sonder om afbreuk te doen aan enige bepaling of vereiste van hierdie ooreenkoms, met spesifieke verwysing na subklousules 2.1, 2.3 en klousule 22, hiervan, en nadat 'n skriftelike kennisgewing van ses (6) maande deur die huurder aan die verhuurder gegee is, hierdie ooreenkoms beëindig.

19. SKADELOOSSTELLING

Die huurder onderneem hierby om die verhuurder te vrywaar en gevry= waar te hou teen alle gedinge, stappe, eise, vorderings, koste, skadevergoeding en uitgawes wat gehef, gebring of gemaak mag word teen die verhuurder of wat die verhuurder mag betaal, opdoen of aan= gaan as gevolg van enige handeling aan die kant van die huurder, sy werknemers of persone wat onder sy beheer handel.

20. KOSTE VAN OOREENKOMS

Alle kostes wat deur die verhuurder aangegaan is vir die voorberei= ding en opstel van hierdie ooreenkoms, plus die koste van die ver= huringsadvertensie, opmetingskoste, registrasiekoste en ander toe= vallige uitgawes sal deur die huurder gedra word, en die huurder kan nie die korrektheid van die bedrag wat deur die verhuurder in hierdie verband geëis word, betwis nie. Die huurder moet by onderteken= ing hiervan 'n deposito betaal soos deur die verhuurder bepaal ten op sigte van die kostes hierbo vermeld.

21. HOF VAN JURISDIKSIE

Die verhuurder en die huurder kom ooreen dat die Landdroshof van Stel= lenbosch wat jurisdiksie oor die persoon van die huurder, ingevolge die Wet op Landdroshowe nr. 32 van 1944 het, ook jurisdiksie sal hê ten opsigte van enige aksie of proses wat uit hierdie ooreenkoms mag ontstaan.

22. INVORDERINGSKOSTE

Indien die verhuurder opdrag aan sy prokureurs sou gee om enige gelde wat kragtens hierdie ooreenkoms betaalbaar is, op die huurder te verhaal, is die huurder aanspreeklik vir die betaling van alle koste deur die verhuurder in hierdie verband aangegaan, bereken op 'n prokureur/kliënt basis, insluitende sodanige heffings wat be= taalbaar is kragtens regulasie 62 van die Wet op Prokureursordes nr. 41 van 1975, of enige vervanging of wysiging daarvan, of enige soortgelyke heffings.

23. DOMICILIUM CITANDI ET EXECUTANDI

Die domicilium citandi et executandi van die huurder vir die toe=passing van hierdie ooreenkoms is:

.....GOEDVERTROUW..... Posbus 2299...

.....STELLENBOSCH.....

.....; en

dié van die verhuurder: .....

.....

.....

24. WYSIGING OF VERLENGING

Hierdie ooreenkoms, insluitende enige wysiging of verlenging of die sedering daarvan is, bo en behalwe die goedkeuring van die ver=huurder, onderworpe aan die goedkeuring van die Administrateur van die Kaapprovinsie.

ALDUS GEDAAN EN UITGEVOER te STELLENBOSCH op hede die 27..... dag van ..Maart..... 19.86.., IN DIE AANWESIGHEID VAN DIE ONDERGETEKENDE GETUIES:

I. TEN BEHOEWE VAN DIE VERHUURDER:

P.J. Lombard
.....BURGEMEESTER

1. B. Suppel.....

.....
STADSKLERK

2. Zieberbeg.....

II. .....JF Kruis.....

NMS GOEDVERTROUW BOERDERY (EDMS) BEPERK.

1. Bedeker.....

2. .....

JCB/cr

BYLAE "A"

BELEID EN TOEPASSING VAN DIE HUURGELDTARIEFFORMULE

1. Vir die doeleindes van hierdie ooreenkoms en die toepassing van die huurgeldtariefformule word:

   1.1 ALLE grond as onontwikkelde grond beskou, in welke geval die volgende woordbepaling van toepassing sal wees:

   "Onontwikkelde grond" - beteken grond soos in sy natuurlike staat, met of sonder natuurlike plantegroei, waarop geen spesifieke struike of gewasse voorkom en verbou word met die doel om dit te oes nie; en

   1.2 "Aanvangshuurgeld" soos volg omskryf:-

   *1.2.1 R80,00 (tagtig rand) per hektaar per jaar;

   õf

   *1.2.2 R..... per ha per jaar synde die tenderprys wat deur die verhuurder aanvaar is;

   õf

   *1.2.3 die reeds aangepaste huurgeld soos op die voorafgaande aanpassingsdatum deur die verhuurder vasgestel.

2. Met ingang van 1982.04.01 word die aanvangshuurgeld ten opsigte van alle onontwikkelde grond wat in terme van hierdie ooreenkoms verhuur word op R80,00 per ha per jaar vasgestel: Met dien verstande dat die verhuurder die reg voorbehou om, indien tenders vir verhuring ingewin word, ook tenders te aanvaar ten opsigte waarvan die tenderprys verskil met die genoemde aanvangshuurgeld van R80,00 per ha per jaar, onderworpe daaraan dat die tenderprys van die aanvaarde tender in ooreenstemming met die huurgeldtariefformule in paragraaf 4 hiervan gemeld, aangepas sal word.

3. Aanpassings van die aanvangshuurgeld sal op die eerste (1^{e}) dag van April van elke termyn van drie (3) jaar volgens die huurgeldtariefformule genoem in paragraaf 4 geskied: Met dien verstande dat 1 (een) April 1982 die aanvangsdatum is vir die berekening van die eerste drie (3) jaar termyn en 1 April 1985 die datum waarop die eerste (1) huuraanpassing volgens die gemelde huurgeldtariefformule in werking tree en van toepassing gemaak word.

4. Die huurgeldtariefformule behels 'n drie-jaarlikse aanpassing van huurgeld en sodanige aanpassing is die aanvangshuurgeld plus 40% van die persentuele verandering in die Verbruikersprysindeks (VPI) van die RSA oor 'n 3 jaar termyn.

   Met ander woorde as -

/.....

* skrap indien nie van toepassing.

BYLAE B

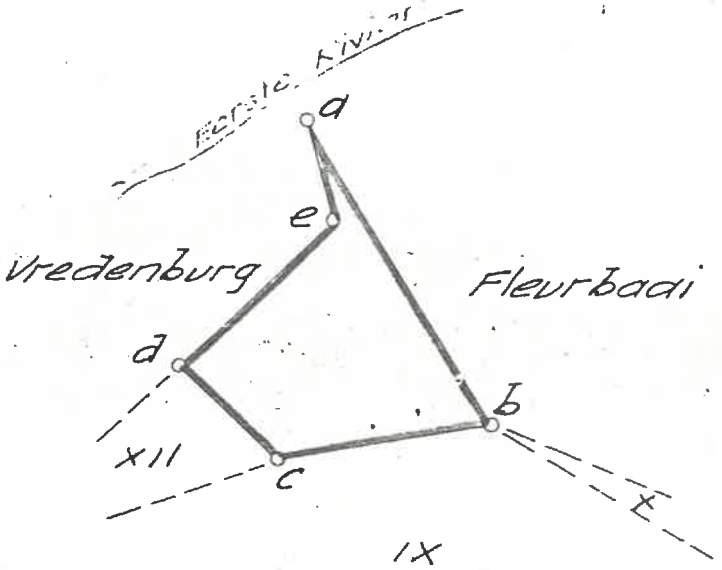
NOTULE VAN 'N VERGADERING VAN DIE DIREKSIE VAN GOEDVERTROUW BOERDERY (EIENDOMS) BEPERK GEHOU TE GOEDVERTROUW OP 17 MAART 1982 OM 10 UUR VOORMIDDAG

BESLUIT

Dat mnr J F Kirsten hiermee gemagtig word om enige dokumente namens die maatskappy te onderteken in verband met die huurooreenkoms tussen die maatskappy en die Munisipaliteit van Stellenbosch.

Gesertifiseer 'n ware uittreksel.

J F KIRSTEN
DIREKTEUR



Skaal: 1/15000

Die figuur a.b.c.d.e stel voor

16,27 hektaar (19 Morg) (benaderd tot die naaste half morg) grond synde

Munisipale Huurgrond Perseel (ou NR) XI NUWE NR 377B

gelee in die Munisipaliteit en Afdeling Stellenbosch

Provinsie Kaap die Goeie Hoop.

Opgestel deur my Junie 1961

Landmeter.

Oorspronklike Kaart

Nr. 9131/1957

T.A Stel. F.5-34

Burgermeester

Klerk

Getuie 1. S. Luppel 2 Liebenberg

Huurder

Getuie 1. Badenhorst

ADDENDUM TOT HUURKONTRAK

AANGESIEN Die Stadsraad van die Munisipaliteit van Stellenbosch as die Verhuurder enersyds en .....J.F. KIRSTEN..... as synde die gevolmagtigde verteenwoordigende direkteur (ingevolge 'n direksiebesluit gedateer ....17/3/82... waarvan 'n afskrif as Bylae C aangeheg is) van die maatskappy .....GOEDVERTROUW BOERDERY (Edms) Bpk.....
.....
as die Huurder andersyds, op die .1ste. dag van April..... 19.82. 'n huurkontrak ten opsigte van .....gedeelte 377/B..... (hierna die eiendom genoem) aangegaan het (hierna die oorspronklike kontrak genoem):

EN AANGESIEN gemelde partye die oorspronklike kontrak wens te wysig:

DERHALWE kom gemelde partye hierna soos volg ooreen:

1. Dat klousule 1.2 van die oorspronklike huurkontrak in toto geskrap word.

2. Dat die huurgeldtariefformule wat as Bylae A tot die oorspronklike huurkontrak aangeheg is in toto met die aangehegte Bylae B vervang word.

ALDUS GEDAAN EN UITGEVOER TE STELLENBOSCH OP HEDE DIE 29e DAG VAN JANUARIE 1985, IN AANWESIGHEID VAN DIE ONDERGETEKENDE GETUIES:

1. TEN BEHOEWE VAN DIE VERHUURDER: 27/3/86.

P. J. Lombard
.....
BURGEMEESTER

1. D. Beppel
.....

.....
STADSKLERK

2. Liebenberg
.....

2. TEN BEHOEWE VAN DIE HUURDER:

J F Kirsten
.....
vm Goedvertrouw Boerdery (Edms) Bpk.

1. J F Kirsten
.....

2. .....

* * * * * *

BELEID EN TOEPASSING VAN DIE HUURGELDTARIEFFORMULE

1. Vir die doeleindes van hierdie ooreenkoms en die toepassing van die huurgeldtariefformule word:

   1.1 ALLE grond as onontwikkelde grond beskou, in welke geval die volgende woordbepaling van toepassing sal wees:

   "Onontwikkelde grond" - beteken grond soos in sy natuurlike staat, met of sonder natuurlike plantegroei, waarop geen spesifieke struike of gewasse voorkom en verbou word met die doel om dit te oes nie; en

   1.2 "Huurgeld" en "Aanvangshuurgeld" soos volg omskryf:-

   1.2.1 vir die huurperiode tot 31 Maart 1985 is die "huurgeld", wat kragtens hierdie huurooreenkoms verskuldig en betaalbaar is, R80.00 per ha per jaar: Met dien verstande dat vir die berekening van huurgeldaanpassings kragtens paragraaf 3 hieronder, die "aanvangshuurgeld" op R110.00 per ha per jaar vasgestel word; en

   1.2.2 vir die huurperiode 1 April 1985 tot 31 Maart 1988 is die "huurgeld" die aanvangshuurgeld soos in paragraaf 1.2.1 hierbo omskryf plus die aanpassing soos in paragraaf 3 hieronder beoog (welke aanpassings vir die periode 1 April 1982 tot 31 Maart 1985 gemaak word).

2. Aanpassings van die aanvangshuurgeld sal op die eerste (1e) dag van April van elke termyn van drie (3) jaar volgens die huurgeldtarief-formule genoem in paragraaf 3 geskied: Met dien verstande dat 1 (een) April 1985 die aanvangsdatum is vir die berekening van die volgende drie (3) jaar termyn en 1 April 1988 die datum waarop die volgende huuraanpassing volgens die gemelde huurgeldtariefformule in werking tree en van toepassing gemaak word.

3. Die huurgeldtariefformule behels 'n drie-jaarlikse aanpassing van huurgeld en sodanige aanpassing is die aanvangshuurgeld plus 50% van die persentuele verandering in die Verbruikersprysindeks (VPI) van die RSA oor 'n 3 jaar termyn.

   Met ander woorde as -

   X = aanvangshuurgeld,

   Y_2 = stand van die VPI op 30 Junie van die jaar wat die aanpassings-datum (nl 1 April) voorafgaan

   Y_1 = stand van die VPI op 30 Junie drie jaar vantevore

   $Y = \left(\frac{(Y_2 - Y_1)}{Y_1}\right) 100$ = persentuele verandering in die stand van die VPI oor die 3 jaar termyn,

   sal die formule, vir berekeningsdoeleindes, soos volg daaruit sien:

   $X + X \left(\frac{50}{100} Y\right)$

4. Die toepassing van die huurgeldtariefformule in paragraaf 3 hierbo is onderworpe daaraan dat die Huurder of die Verhuurder gedurende die eerste ses (6) jaar periode beginnende op 1 April 1982, maar nie later nie dan 6 maande voor die afloop daarvan, vertoë kan rig en onderhandel vir die hersiening van die huurgeldtariefformule.

* * * * * * * * *

VERLENGING VAN HUURKONTRAK

AANGESIEN die STADSRAAD van die MUNISIPALITEIT VAN STELLENBOSCH as die Verhuurder enersyds en

~~GOEDVERTROUW BOERDERY (EDMS) BPK~~ KIRSTEN EIENDOMSTRUST as Huurder andersyds

'n huurooreenkoms aangegaan het vir 'n periode van 25 (vyf-en-twintig) jaar wat op 2032-03-31 ten einde loop, ten opsigte van 'n gedeelte van Plaas 377B groot ongeveer 16,27 ha;

EN AANGESIEN genoemde partye die huurooreenkoms vir 'n verdere termyn van 25 (vyf-en-twintig) jaar wens aan te gaan.

WESHALWE kom die partye soos volg ooreen:

1. dat die volgende huurtermyn van 25 (vyf-en-twintig) jaar 'n aanvang sal neem op 2007-04-01 en ten einde loop op 2032-03-31, volgens die Raadsbesluit van 1999-11-29, item 7.2; en

2. die voorwaardes van die bestaande huurooreenkoms bly van krag.

GETEKEN te STELLENBOSCH hierdie 15e dag van November 2000.

AS GETUIE

1. .....

2. .....

.....

HUURDER

GETEKEN te STELLENBOSCH hierdie 15 dag van NOVEMBER 2000.

AS GETUIE

1. .....

2. .....

.....

UITVOERENDE HOOF/STADSKLERK

DEPARTEMENT VAN PLAASLIKE BESTUUR

PROVINSIALE GEBOU, WAALSTRAAT,
PRIVAATSAK X[illegible] KAAPSTAD [illegible]

PROVINCIAL ADMINISTRATION
OF THE CAPE OF GOOD HOPE

DEPARTMENT OF LOCAL GOVERNMENT

PROVINCIAL BUILDING, WALE STREET,
PRIVATE BAG X[illegible] CAPE TOWN [illegible]

Die Stadsklerk
Posbus 17
STELLENBOSCH
7600

TELEX / TELEX: WITBH
TELEGRAM / TELEGRAM: PROVADMIN
TELEFOON / TELEPHONE: 45-9326
NAVRAE / ENQUIRIES: Mnr. Van der Merwe
VERWYSING / REFERENCE: AA.105/82/4
DATUM / DATE: 5-5-1983

Meneer

VERHURING VAN MUNISIPALE PLASE

1. U skrywe 12/4 van 24 Februarie 1983 verwys.

2. Die Administrateur het, ingevolge artikel 124(2)(c) van Ordonnansie 20 van 1974, magtiging aan u Raad verleen om die huurtermyne van 41 munisipale plase waarna verwys word in Munisipale Kennisgewing no. 58 gedateer 26 Maart 1982 te verleng vir 'n periode van 25 jaar teen 'n aanvangshuurgeld vir R80 per ha vir die eerste jaar terwyl 'n basis van 'n meer ekonomiese huurgeld asook 'n beter formule vir die jaarlikse aanpassing van die huurgeld om toegepas te word na die eerste 12 maande intussen verder ondersoek word, en na voltooiing waarvan die onvoltooide tydperk van voormelde huurkontrak onderworpe sal wees aan sodanige huurgeldformule.

3. Hierdie magtiging is onderhewig aan die voorwaardes hierby aangeheg en dat die Raad homself tevrede stel dat hy die reg het om die plase te verhuur.

Die uwe

AvdM/HS DIREKTEUR: PLAASLIKE BESTUUR

APPENDIX 2

PENDO
PROPERTY VALUERS

15 December 2020

Mr. A.N. van Taak
JG Afrika (Pty) Ltd
14 Central Square
Pinelands
7405

VALUATION CERTIFICATE

Determination of the fair compensation for the
Jamestown Bulk Outfall Sewer Pipeline over the following farms located in the
STELLENBOSCH REGISTRATION DIVISION

I, the undersigned, Johan Klopper, Professional Valuer registered in terms of the Property Valuer's Profession Act, 2000 (Act No 47 of 2000) do hereby certify that I have inspected and valued the below mentioned properties. As a result of my inspection, research and evaluation it is my opinion that the fair compensation for portions of land required for the construction of pump stations and pipeline servitude over the following farms, as at 7 December 2020, amounts to:

Farm 284/Rem	Market rate (pipeline servitude)	R 60 000 / Ha	(R 6 / m^2)
	Financial loss	R 5 400	
	Cost of repairs to access roads	R 100 594	
Lease Farm 377A	Financial loss	R 95 177	
	Re-establishment cost of vineyards	R 76 550	
Lease Farm 377B	Loss of income	R 151 233	
	Cost to replace fencing	R 41 300	
Farm 386	Market rate (pipeline servitude – arable land 100%)	R 400 000 / Ha	(R 40 / m^2)
	Market rate (pipeline servitude – arable land)	R 120 000 / Ha	(R 12 / m^2)
	Market rate (pipeline servitude – fallow land)	R 60 000 / Ha	(R 6 / m^2)
	Financial loss	None noted	
Farm 388	Market rate (Pump station)	R 150 000 / Ha	(R 15 / m^2)
	Market rate (pipeline servitude – arable land 100%)	R 400 000 / Ha	(R 40 / m^2)
	Market rate (pipeline servitude – arable land)	R 120 000 / Ha	(R 12 / m^2)
	Market rate (pipeline servitude – fallow land)	R 45 000 / Ha	(R 4.50 / m^2)
	Cost reinstate access road	R 195 840	
	Cost to replace fencing	R 84 018	
Farm 1040/4	Market rate (Pump station)	R 600 000 / Ha	(R 60 / m^2)
	Market rate (pipeline servitude)	R 180 000 / Ha	(R 18 / m^2)
	Financial loss	None noted	
	Cost to replace fencing	R 94 440	
Farm 1469	Market rate (Pump station)	R 200 000 / Ha	(R 20 / m^2)
	Financial loss	None noted	

Signed at Stellenbosch this 15th day of December 2020.

J. Klopper
Professional Valuer
Registration Number: 6372/0

APPENDIX 3

MEMORANDUM VAN OOREENKOMS

Aangegaan deur en tussen

STELLENBOSCH MUNISIPALITEIT
Stadshuis, Pleinstraat, Stellenbosch
Epos: mm@stellenbosch.co.za
Tel: 021 808 8025
Hierin verteenwoordig deur **Garaldine Lezette Mettler**, in haar hoedanigheid as Munisipale Bestuurder, behoorlik daartoe gemagtig.
(hierin later genoem "**die Munisipaliteit**")
synde die Eienaar van
Plaas Nommer 377, In die Munisipaliteit en Afdeling van Stellenbosch, Provinsie Wes-Kaap, Grootte 78, 6779 (Ag en Sewentig komma Ses Sewe Sewe Nege) hektaar, Gehou te Transportakte nommer T36696/2006 ("titelakte")
(hierin later genoem **"die Eiendom"**)

en

KIRSTEN EIENDOMSTRUST
Registrasienommer: IT1223/1994
Goedvertrouw Plaas, Vlottenburg, Stellenbosch
Epos: kalie@induku.co.za
Tel: 082 557 0872
Hierin verteenwoordig deur **Karel van Heerden Kirsten**, in sy hoedanigheid as Trustee, behoorlik daartoe gemagtig.
(hierin later genoem "**die Huurder**")

NADEMAAL die Munisipaliteit van voorname is om 'n openbare riool pyplyn, tesame met gepaardgaande infrastruktuur, oor die Eiendom (soos van toepassing) en omringende eiendomme, te installeer en/of reeds geïnstalleer het.

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NOU DERHALWE KOM DIE PARTYE AS VOLG OOREEN:

1. OMSKRYWING VAN DIE RIOOL PYPLYN

1.1 Die Munisipaliteit is van voorneme om ‘n openbare riool pyplyn oor die Eiendom aan te lê (en/of alreeds geïnstalleer het), en die riool pyplyn van **5,00m (vyf meter)** wyd vir doeleindes daarvan benodig, welke riool pyplyn algemeen bekend staan as die Jamestown Uitvalriool Pyplyn.

(hierin genoem “**die Pyplyngebied” / “die Riool Pyplyn**”)

1.2 Die Huurder verleen hiermee goedkeuring, aan die Munisipaliteit, sy kontrakteur en agente om die Eiendom langs praktiese roetes te betree om die riool pyplyn en gepaardgaande infrastruktuur (soos van toepassing op die Eiendom) te installeer, en te onderhou soos beoog in klousule 3 hieronderaan, in die posisie soos aangedui op die aangehegte Diagram gemerk as Aanhangsel A.

2 VERGOEDING

2.1 Die Munisipaliteit onderneem om die Huurder te vergoed as volg:

2.1.1 `n Eenmalige, enkelbedrag van R323 845.32 BTW ingesluit, soos aangedui op die aangehegte Aanhangsel B, betaalbaar aan die Huurder op dag van registrasie van die onderskeie riool serwitute teen die onderskeie titelaktes van die relevante eiendomme van die geskakelde transaksies in terme van klousule 8.11 van die Ooreenkoms, alternatiewelik, op datum van registrasie van die eerste riool serwituut ten opsigte van die geskakelde transaksies ten gunste van Stellenbosch Munisipaliteit, onderhewig aan die ondertekening van hierdie Ooreenkoms.

3 STANDAARD VOORWAARDES

3.1 Die volgende standaard voorwaardes word hiermee ooreengekom:

3.1.1 Die behoorlik gemagtigde verteenwoordigers van die Munisipaliteit sal ‘n ewigdurende reg van redelike en ongehinderde toegang en toegangsroete tot die Riool Pyplyn en omliggende gebied hê ten einde die Riool Pyplyn en gepaardgaande infrastruktuur op te rig en te inspekteer, onderhou, herstel, vernuwe, vervang met ’n ander, of om die Riool Pyplyn gebied te verskuif, op so ’n wyse as wat die Munisipaliteit, in sy uitsluitlike oordeel van tyd tot tyd, mag goed dink of nodig ag, met voorafgaande kennisgewing aan die Huurder, en onderhewig aan klousule 3.1.3 hieronderaan; en die Munisipaliteit, sy kontrakteurs of agente, sal die reg hê om die nodige voertuie te gebruik, en/of die nodige masjinerie aan te wend vir enige werk wat gedoen moet word en wat betrekking het op die Riool Serwituut binne die Riool Pyplyn en die omliggende gebied.

3.1.2 Die Munisipaliteit, sy kontrakteurs, agente of behoorlik gemagtigde verteenwoordigers het toegang tot die Eiendom om die Riool Pyplyn en gepaardgaande infrastruktuur op te rig, te inspekteer, te onderhou en te herstel, te vernuwe, te vervang met ’n ander, die Riool Pyplyn te

verskuif of enige ander *bona fide* doel wat met die Riool Pyplyn en omliggende gebied verband hou, onderhewig aan voorafgaande kennisgewing aan die Huurder en verder onderhewig aan klousule 3.1.3 hieronderaan.

3.1.3 Die Munisipaliteit sal in die uitoefening van vermelde regte, redelike stappe neem om vooraf met die Huurder te konsulteer en om die Eiendom te beveilig teen skade of besering aan enige persoon daaruit voortspruitend en herstelwerk aan die oppervlakte van die grond waarop die Riool Pyplyn en omliggende gebied geleë is op `n behoorlike en bevredigende wyse te verrig.

3.1.4 Die Munisipaliteit onderneem om die Huurder se oeste, landbouprodukte en heinings sover redelik doenlik te beskerm, om werk verrig op so wyse en op sodanige tye sodat die Huurder nie in die gewone gebruik van die Eiendom gesteur sal word nie, en onderneem om die Huurder vooraf in kennis te stel van die voorgenome werk of herstelwerk wat verrig gaan word, tensy `n noodsituasie dit onmoontlik maak om vooraf te konsulteer.

3.1.5 Ten einde voorsiening te maak vir die uitoefening deur die Munisipaliteit van die regte hierdeur verleen deur die Huurder, mag geen geboue of strukture van permanente aard hoegenaamd opgerig word op enige gedeelte daarvan binne of op vermelde Riool Pyplyn en omliggende gebied nie.

3.1.6 Vir die nodige beskerming van die Riool Pyplyn en omliggende gebied, sal die Huurder nie toegelaat word om enige uitgrawings te maak of werk te verrig wat die Riool Pyplyn en omliggende gebied kan beskadig of dit onbedek laat of dit blootlê of om die grond binne die Riool Pyplyn se omliggende gebied te skeur nie.

3.1.7 Die Huurder sal die reg van vrye toegang tot enige gedeelte van die Riool Pyplyn geniet, en sal ook daarop geregtig wees om sy/haar normale landbou aktiwiteite te verrig binne die gebied van die Riool Pyplyn, op die spesifieke voorwaarde dat die Munisipaliteit, met inagneming van die terme van hierdie Ooreenkoms nie verantwoordelik gehou sal word deur die Huurder vir enige skade voortspruitend uit die berowing van die Huurder se reg tot vrye toegang tot ‘n gedeelte van die Riool Pyplyn deur die Munisipaliteit in die uitoefening van sy regte, soos afgelei uit hierdie Ooreenkoms, en verder dat die Munisipaliteit nie verantwoordelik gehou sal word vir enige skade voortspruitend uit die vernietiging of beskadiging van enige landbougewasse wat in die gebied van die Riool Pyplyn groei of vir die beskadiging voortspruitende uit die lê van die Riool Pyplyn of die daaropvolgende herstelwerk of die vervanging van die Riool Pyplyn, wanneer nodig nie, tensy daar regtens bewys kan word dat die direkte oorsaak van die skade was as gevolg van die Munisipaliteit se doen en / of late.

3.1.8 Die Huurder is nie geregtig om enige bome, plante of struike met penwortelstelsel te plant binne die Riool Pyplyn se omliggende gebied nie.

3.1.9 Die Munisipaliteit onderneem om die Huurder, of ‘n gematigde verteenwoordiger van die Huurder, in kennis te stel van kritieke foute, en die Munisipaliteit onderneem verder om binne ‘n

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redelike tyd te reageer en herstelwerk uit te voer om skade, soos riool storting op die Eiendom te verhoed, soos per klousules 3.1.3 en 3.1.4 hierbo.

4. VERWERKING VAN PERSOONLIKE INLIGTING

4.1 Die Huurder stem toe dat die Munisipaliteit alle kategorieë persoonlike inligting mag verwerk en versamel tot die mate wat sodanige versameling en/of verwerking nodig is om:

4.1.1 aksies uit te voer vir die sluiting en uitvoering van hierdie ooreenkoms en die Notariële Akte;

4.1.2 die Huurder se wettige belange te beskerm; en

4.1.3 die Munisipaliteit se regmatige belange na te streef.

4.2 Dit is die Huurder se verantwoordelikheid om die Munisipaliteit in te lig van enige veranderinge aan die aard en kwaliteit van al sodanige kategorieë persoonlike inligting wat aan die Munisipaliteit verskaf word.

4.3 Die Munisipaliteit onderneem om alle praktiese stappe moontlik te neem om die integriteit van al die Huurder se persoonlike inligting te verseker, te beveilig, en relevant en van gehalte te bly.

4.4 Die Munisipaliteit onderneem om nie enige van die Huurder se persoonlike inligting verder te verwerk nie, tensy sodanige verdere verwerking versoenbaar is met die oorspronklike doel waarvoor dit ingesamel is.

4.5 Die Munisipaliteit onderneem om nie enige van die Huurder se persoonlike inligting in die Munisipaliteit se besit te hou vir langer as wat nodig is vir die bereiking van die doel waarvoor die inligting ingesamel of daarna verwerk is, sonder die Huurder se toestemming nie, tensy sodanige bewaring deur die wet vereis word.

5. KONTRAKBREUK

5.1 Indien 'n Party (die “Nie-Nakomende Party”) enige kontrakbreuk pleeg in terme van hierdie Ooreenkoms en versuim om sodanige kontrakbreuk binne 14 (veertien) werksdae, (die “Kennisgewingtydperk”) na ontvangs van `n skriftelike kennisgewing wat vereis dat die kontrakbreuk reggestel moet word, reg te stel, dan is die Party wat die kennisgewing gee (die "Benadeelde Party") geregtig, na sy keuse, om:

5.1.1 onmiddellike spesifieke nakoming te eis deur die Nie-Nakomende Party van die verpligtinge wat hy verbreek het, met of sonder om skadevergoeding te eis; of

5.1.2 kanselleer hierdie ooreenkoms, met of sonder om skadevergoeding te eis, in welke geval skriftelike kennisgewing van die kansellasie aan die Nie-Nakomende Party gegee sal word, en die kansellasie sal in werking tree op die datum waarop die kennisgewing gegee word.

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5.2 Onderhewig aan die ander bepalings van hierdie klousule, is die Benadeelde Party se remedies in terme van hierdie klousule sonder benadeling van enige ander remedies waarop die Benadeelde Party in die wet geregtig mag wees.

5.3 In die geval waar 'n party (“die onskuldige party”) aksie moet neem in enige bevoegde Hof om enige van sy belange of regte ingevolge hierdie Ooreenkoms te beskerm, of om enige van sy regte ingevolge hierdie Ooreenkoms af te dwing, sal die wanbetalende party aanspreeklik wees om die onskuldige party te betaal vir alle koste wat die onskuldige party in hierdie verband aangegaan het, insluitende al die regskostes wat die onskuldige party sy regsverteenwoordiger betaal, bereken op 'n skaal soos tussen prokureur en eie kliënt wanneer die dienste van 'n prokureur gebruik word.

6. <u>DOMICILIUM CITANDI ET EXECUTANDI</u>

6.1 Die Partye kies as hulle *domicilium citandi et execu*tandi vir alle doeleindes kragtens hierdie ooreenkoms, hetsy ten opsigte van hofverrigtinge, kennisgewings of ander dokumente of mededelings van welke aard ook al, die adresse soos aangedui op die aanvang (eerste bladsy) van die ooreenkoms.

6.2 Enige kennisgewing of mededeling wat ingevolge hierdie ooreenkoms gegee moet word of toegelaat word om gegee te word, is slegs geldig en effektief indien dit skriftelik is, maar dit sal bevoeg wees om per epos kennis te gee.

6.3 Enigeen van die Partye kan deur kennisgewing aan enige ander Party die fisiese- of e-posadres gekies as sy *domicilium citandi et executandi* ten opsigte van daardie Party verander tot 'n ander fisiese- of e-posadres, met dien verstande dat die verandering effektief word teenoor daardie geadresseerde op die 10de (tiende) dag vanaf die datum waarop die kennisgewing geag word deur die geadresseerde ontvang te gewees het.

6.4 Enige kennisgewing aan 'n Party (tensy die teendeel bewys word):

6.4.1 gestuur per voorafbetaalde geregistreerde pos in 'n korrek geadresseerde koevert na hom by sy *domicilium citandi et executandi* sal geag word ontvang te gewees het op die 7de (sewende) dag nadat dit gepos is;

6.4.2 per hand afgelewer aan 'n verantwoordelike persoon gedurende gewone sake-ure by sy *domicilium citandi et executandi* op 'n Besigheidsdag, word geag op die dag van aflewering ontvang te gewees het; of

6.4.3 per epos versend na sy verkose e-posadres, word geag ontvang te gewees het op die dag van versending.

6.5 Ondanks enigiets tot die teendeel hierin vervat, is 'n skriftelike kennisgewing of mededeling wat werklik ontvang is deur 'n Party voldoende skriftelike kennisgewing of mededeling aan hul

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ondanks dat dit nie aan hul gestuur is of by hul afgelewer is by hul gekose *domicilium citandi et executandi* nie.

7. GESKILBESLEGTING

7.1 **Onderhandeling**

7.1.1 Indien enige dispuut, meningsverskil of eis ontstaan tussen die Partye ("die dispuut") in verband met die ooreenkoms, stem die Partye ooreen dat hul onmiddellik 'n poging sal aanwend om die dispuut by wyse van onderhandeling op te los. Die bepalings van hierdie klousule se sub-klousules sal nie van toepassing wees indien die dispuut deur wyse van deskundiges opgelos moet word nie.

7.1.2 Onderhandeling behels dat een van die Partye aan die ander Party 'n skriftelike uitnodiging rig om te ontmoet en in goeie trou poog om die dispuut op te los binne 14 (veertien) dae vanaf die datum van die skriftelike uitnodiging.

7.1.3 Die Partye sal deur hul verteenwoordigers verteenwoordig word en die verteenwoordiger sal:

7.1.3.1 ten volle ingelig word oor alle aspekte aangaande die dispuut;

7.1.3.2 toegelaat word om vergesel te word deur enige Partye wie in die verteenwoordiger se opinie waarde kan voeg tot die onderhandelinge of bystand kan bied tot die oplossing van die dispuut; en

7.1.3.3 oor die nodige mandaat beskik om te onderhandel en 'n skikkingsooreenkoms aan te gaan.

7.1.4 Die dispuut sal slegs as afgehandel beskou word indien die skikkingsooreenkoms op skrif vasgestel word en deur beide Partye onderteken word.

7.2 **Mediasie**

7.2.1 Indien die dispuut nie opgelos is by wyse van sodanige onderhandelinge binne 14 (veertien) dae vanaf die datum van aflewering van die skriftelike uitnodiging soos uiteengesit in klousule 7.1 hierbo nie, sal die Partye die dispuut onderwerp aan mediasie.

7.2.2 Die Partye sal, by wyse van ooreenkoms, 'n mediator nomineer.

7.2.3 In die geval dat die Partye nie ooreenkoms bereik tot die identiteit van die mediator binne 14 (veertien) dae vanaf die datum waarop die dispuut aan mediasie onderwerp is nie, sal die Partye die dispuut onderwerp aan mediasie in ooreenstemming met die mediasiereëls van die Arbitration Foundation of Southern Africa ("AFSA"). In die geval, sal die mediator deur AFSA aangestel word.

7.2.4 Die dispuut tussen die Partye, waarop die mediasie gerig is, sal slegs as afgehandel beskou

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word indien die Partye (met die hulp van die mediator) hul ooreenkoms in skrif vasstel en dit onderteken.

7.2.5 Die mediator sal:

7.2.5.1 gemagtig wees om met enige van die Partye te ontmoet, hetsy gesamentlik of afsonderlik;

7.2.5.2 geen informasie wat as vertroulik beskou word, deur een van die Partye, openbaar aan die ander Party, sonder die uitdruklike voorafgaande toestemming van daardie Party, nie;

7.2.5.3 onafhanklik optree en sal verder verplig wees om:

7.2.5.3.1 enige handelinge of verhouding wat moontlik 'n invloed mag hê op die uitkoms van die mediasie, te openbaar; asook

7.2.5.3.2 enige handeling of verhouding te openbaar wat moontlik beskou kan word as redes waarom hy nie onafhanklik sal kan optree in die fasilitering van die dispuut nie;

7.2.5.3.3 geregtig wees, ongeag die bepaling van 7.3.1, om die Partye skriftelik aan te moedig om voort te gaan met die mediasie waar hy van die opinie is dat 'n voortgesette proses 'n redelike en realistiese vooruitsig op sukses het;

7.2.6 Alle kommunikasie deur die Partye aan die mediator asook onder mekaar tydens en in verbinding met die mediasieproses word sonder benadeling van enige van die Partye se regte gedoen, en vorm deel van *bona fide* skikkingsonderhandeling;

7.2.7 Die Partye sal die mediasieproses, asook enige uitlating deur die mediator (indien enige) vertroulik hou;

7.2.8 Die mediator sal nie verplig word deur die Partye om enige feit wat deur hom bekom is tydens die mediasie te openbaar nie en die Partye doen onherroeplik afstand van hul regte (indien enige) om die mediator as getuie te gebruik oor wat geskied het gedurende, asook in verbinding, met die mediasie;

7.2.9 Elkeen van die Partye sal hul eie kostes dra in terme van die mediasieproses en sal in gelyke dele aanspreeklik wees vir die kostes van die mediator.

7.3 **Arbitrasie**

7.3.1 Indien die dispuut nie opgelos is by wyse van sodanige mediasie binne 14 (veertien) dae vanaf die datum van aanstel van die mediator nie, sal die Partye die dispuut onderwerp aan arbitrasie in ooreenstemming met die arbitrasiereëls van die Arbitration Foundation of Southern Africa (“AFSA”).

7.3.2 'n Arbiter/s sal deur AFSA aangestel word.

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7.3.3 Die besluit van die arbiter/s sal, in die afwesigheid van 'n klaarblyklike dwaling of bedrog, finaal en bindend op die Partye wees en uitvoering sal gegee word daaraan en mag 'n bevel van die hof gemaak word.

7.3.4 Die Partye kom ooreen dat enige arbitrasieproses onder hierdie ooreenkoms (insluitend soos dit van tyd tot tyd gewysig word) mag (tot die mate wat die arbitrasie tribunaal dit toepaslik vind in die omstandighede) gekonsolideer word of saam verhoor word voor dieselfde arbitrasie tribunaal.

7.4 **Oorheersende bepalings**

7.4.1 Geen bepalings in hierdie klousule sal enige van die Partye verhinder om tussentydse of dringende regshulp aan te vra van 'n hof met bevoegde jurisdiksie nie.

7.4.2 Die geskilbeslegtingsproses sal in privaat en in Afrikaans gehou word en sal vertroulik gehou word deur die Partye.

7.4.3 Die mediasie en arbitrasie sal in Stellenbosch gehou word, tensy op skrif anders ooreengekom word tussen die Partye.

7.4.4 Die bepalings van die geskilbeslegtingsproses sal bindend wees op die Partye se opvolgers in titel, trustees, eksekuteure, likwidateurs en gevolmagtigdes.

7.4.5 Hierdie klousule sal die ooreenkoms oorleef in enige en alle gevalle.

7.5 **Kostes**

7.5.1 Elke Party sal hul eie kostes dra vir die onderhandeling (klousule 7.1), asook vir die mediasie (klousule 7.2), maar sal in gelyke dele aanspreeklik wees vir die kostes van die arbiter, ongeag die uitkoms van die arbitrasie.

7.5.2 Die kostes van die arbitrasie sal deur die arbiter bepaal word.

8. <u>ALGEMEEN</u>

8.1 **Geen vennootskap of agentskap nie:** Niks in hierdie Ooreenkoms sal geag word om 'n vennootskap tussen die partye te stel of enige van die partye as die agent van die ander party vir enige doel te vorm nie.

8.2 **Algehele Ooreenkoms:** Hierdie ooreenkoms is die algehele ooreenkoms tussen die partye en geen verdere waarborge, voorstellings en ondernemings buite die ooreenkoms sal van krag wees nie.

8.3 **Wysiging:** Enige wysiging of ooreengekome kansellasie of afstanddoening van enige van die bepalings van hierdie ooreenkoms het nie enige krag of uitwerking nie, tensy dit op skrif gestel

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is en deur beide Partye onderteken is.

8.4 **Toegewings:** Geen toegewing wat deur 'n party verleen word, sal 'n afstanddoening van enige van daardie party se regte ingevolge hierdie ooreenkoms uitmaak nie; dienooreenkomstig sal daardie party nie belet word as gevolg van die feit dat hy sodanige toegewing verleen het, om enige regte teen die ander party uit te oefen wat in die verlede mag ontstaan het of wat in die toekoms mag ontstaan nie.

8.5 **Afsonderlikheid:** Elkeen van die bepalings van hierdie ooreenkoms sal as afsonderlike bepalings en voorwaardes beskou word en in die geval dat hierdie ooreenkoms deur enige wetgewing of enige wysiging daaraan geraak word, of indien die bepalings hierin vervat kragtens daardie wetgewing of andersins, geag word te wees onwettig, ongeldig, verbode of onafdwingbaar, dan sal enige sodanige bepalings slegs oneffektief wees in die mate van die onwettigheid, ongeldigheid, verbod of onafdwingbaarheid en sal elk van die oorblywende bepalings hiervan ten volle van krag bly asof die onwettige, ongeldige, verbode of onafdwingbare bepaling nie deel hiervan was nie.

8.6 **Kostes:** Elke party sal sy/haar eie koste en uitgawes betaal wat deur hulle aangegaan word in verband met die onderhandeling en aangaan van hierdie ooreenkoms.

8.7 **Neutrale konstruksie:** Neutrale konstruksie, uitsluiting van die *contra proferentem*-reël: Die partye erken hiermee dat hierdie ooreenkoms billik tussen hulle, op armlengte onderhandel is, en dat die finale bepalings daarvan die produk is van die partye se onderhandelinge en dienooreenkomstig sal die bepalings van hierdie ooreenkoms nie vertolk word teen 'n party op grond daarvan dat sodanige party enige, of die meerderheid, van die bepalings opgestel het of daarvoor verantwoordelik was nie.

8.8 **Jurisdiksie:** Beide partye kom ooreen tot die jurisdiksie van die Landdroshof ten opsigte van alle regsgedinge wat verband hou met hierdie ooreenkoms.

8.9 **Wetgewing:** Hierdie Ooreenkoms sal in alle opsigte beheer word deur en vertolk word in ooreenstemming met die reg van die Republiek van Suid-Afrika, en alle dispute, aksies en ander aangeleenthede in verband daarmee sal in ooreenstemming met sodanige wetgewing bepaal word.

8.10 **Goeie trou:** Die partye onderneem om altyd in goeie trou op te tree ten einde die uitvoering van die ooreenkoms te bewerkstellig.

8.11 **Geskakelde ooreenkoms:** Hierdie ooreenkoms is geskakel met die ooreenkomste van die aangrensende en omringende grondeienaars, op wie die Riool Pyplyn in geheel ‘n impak het, maar die registrasie van die onderskeie Riool Serwitute kan afsonderlik geskied.

8.12 **Eweknieë**: Hierdie Ooreenkoms kan in enige aantal eweknieë uitgevoer word wat almal saam een en dieselfde ooreenkoms sal uitmaak, en enige Party kan hierdie Ooreenkoms aangaan

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deur 'n eweknie uit te voer.

DUS GEDOEN en ONDERTEKEN te _____ op die _____ dag van _____ 2023, in die teenwoordigheid van die ondergetekende getuies:

AS GETUIES:

1. _____

2. _____

_____

Vir en namens **die Munisipaliteit**

behoorlik daartoe gemagtig

Hoedanigheid: **Munisipale Bestuurder**

Volle name: **Garaldine Lezette Mettler**

DUS GEDOEN en ONDERTEKEN te _____ op die _____ dag van _____ 2023, in die teenwoordigheid van die ondergetekende getuies:

AS GETUIES:

1. _____

2. _____

_____

Vir en namens **die Huurder**

behoorlik daartoe gemagtig

Hoedanigheid: **Trustee**

Volle name: **Karel van Heerden Kirsten**

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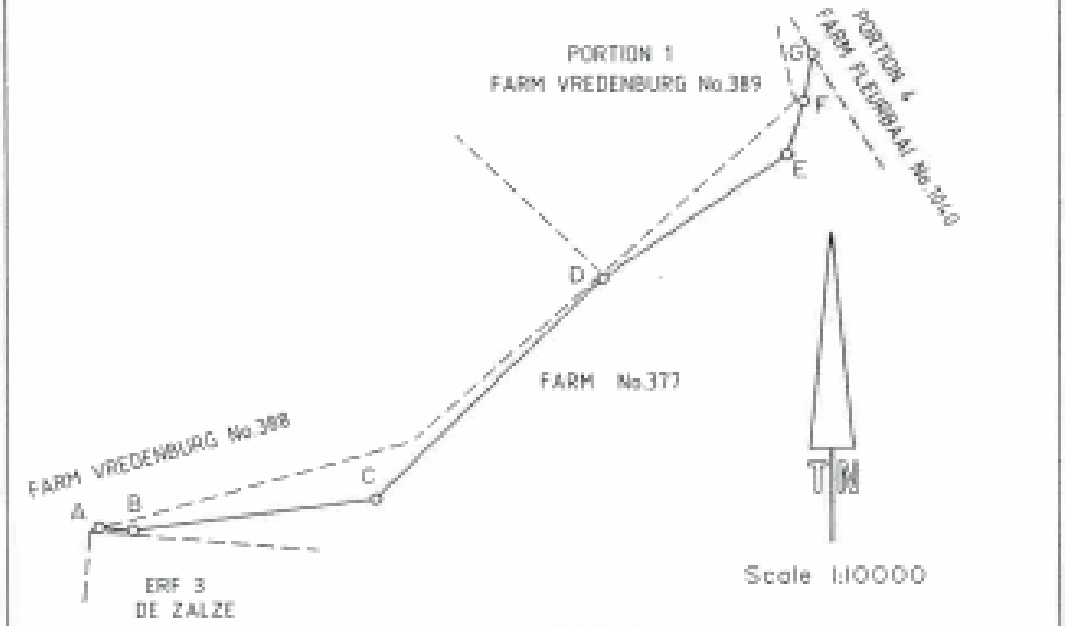
"AANHANGSEL A"

CERTIFIED COPY FOR REGISTRATION
FOR SURVEYOR-GENERAL .....
DATE 11 MAY 2021

DIESEL AND MUNNS, LAND SURVEYORS, SOMERSET WEST/GEORGE | SERVITUDE DGM.

SIDES Metres		DIRECTIONS		CO-ORDINATES Y System WG 19° X		
		Constants:		± 0,00	+3 700 000,00	
AB	56,36	271 39 40	A	+ 17 551,26	+ 59 999,85	
BC	372,51	262 27 50	B	+ 17 494,92	+ 60 001,48	
CD	491,59	224 37 00	C	+ 17 125,63	+ 59 952,63	
DE	342,77	234 57 20	D	+ 16 789,36	+ 59 602,69	
EF	88,20	196 18 10	E	+ 16 499,74	+ 59 405,87	
FG	76,82	189 59 10	F	+ 16 474,98	+ 59 321,21	
			G	+ 16 461,66	+ 59 245,55	
		S34B	⊕	+ 15 264,69	+ 57 467,70	
		U34B	⊕	+ 16 033,75	+ 57 708,60	

S.G. No.
671/2021
Approved
for Surveyor-General
2021/05/10



Description of Beacons
16mm iron peg: A,G
PVC pipe filled with concrete projecting: B,C,D,F
Drill-hole in concrete: E

EXEMPT FROM PROVISIONS OF ACT 70 OF 1970
SECTION 1(c)

Exempt i.t.o. Section ...24...
of Municipal Land Use Planning Bylaw
Ref: ...2845...
Date: ...2021-03-09...

The line A B C D E F G

represents the center line of a Sewer Pipeline Servitude 5,00m wide over the Remainder of Farm No. 377

Situate in the Municipality of Stellenbosch
Administrative District of Stellenbosch
Province of Western Cape

Surveyed in November to December 2020 by me

J Lake Land Surveyor (PLS 0328)

This diagram is annexed to	The original diagram is	File No. Stel.377 V3
No. dated i.f.o.	No.9131/1957	S.R. No. 426/2021
Registrar of Deeds	annexed to Deed of Grant No. Stel F.5-34	Comp:BHSZ-3'(M3169) LPI C0670000

SERVITUDE DGM. 671/2021

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“AANHANGSEL B”

DIE MUNISIPALITEIT	**:**	**STELLENBOSCH MUNISIPALITEIT**
DIE HUURDER	**:**	**KIRSTEN EIENDOMSTRUST**
DIE EIENDOM	**:**	**PLAAS NO 377B, STELLENBOSCH**

Pendo Waardasie van die Eiendom gedateer 15 Desember 2020	R192 533.00
12% jaarlikse saamgestelde opgeloopte waarde van die Eiendom bereken vanaf 1 Januarie 2021 tot 30 Junie 2023	R63 471.20
10% *Solatium*	R25 600.42
BTW @ 15%	R42 240.70
TOTAAL	**R323 845.32**

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7.3.5	**RETURN ITEM COMMENTS RECEIVED AFTER PUBLIC PARTICIPATION PROCESS: INFORMATION STATEMENT: TRANSVALIA COMPLEX**

Collaborator No:
IDP KPA Ref No: **Good Governance and Compliance**
Meeting Date: **13 September 2023**

1. SUBJECT: RETURN ITEM COMMENTS RECEIVED AFTER PUBLIC PARTICIPATION PROCESS: INFORMATION STATEMENT: TRANSVALIA COMPLEX

2. PURPOSE

To inform Council about the comments that was received after the public participation process with the publication of the information statement regarding potential developments at the Transvalia Complex and for Council to resolve on the way forward.

3. DELEGATED AUTHORITY

Council must consider the matter.

4. EXECUTIVE SUMMARY

The Transvalia complex as it is commonly known consists of erven 825, 1123, 1125, 1130, 1133, 1128, 1129, 1124, 1134, 1142 and 1160. Erven 1125 and 1130 is used as a street and provides access to the private erven situated adjacent to it. Erf 825 provides access to the Stelkor complex and is mainly used for parking for the middle of town as the Checkers centrum lies across the street.

The “Dorp Street flats” currently rented to the IEC (unit 1) and used as office space for the Informal Settlements Department and some of Infrastructure Directorate (PMU) staff, are situated along Dorp Street and is located on portions of erven 1123, 1133, 1128, 1134, 1142. These buildings are heritage buildings and to make any changes to them will require approval from Heritage Western Cape. All heritage approvals will have to be obtained.

Any development will have to take the need of parking into account and will have to not only supply parking for the development, but also the same amount of parking that is currently available to the residents and visitors that make use of the parking area will still have to be available to the public. The areas that are used as streets and to provide access should ideally be subdivided from any area that is put out for development, consolidated, and not form part of any development proposals.

The development requirements for the area within which the erven are situated must be considered as far as height and depth of any underground development is concerned. It must compliment the architectural character of Stellenbosch and be sensitive to the historic character of the existing buildings. The Municipality does not want to dispose of the erven in question by selling them, but rather providing a long-term lease to the developer that will be doing the development that will fit into the business district and will contribute to the economic upliftment of the area like for example restaurants, tourist accommodation.

As the development will mean additional traffic on that corner a traffic impact study will probably be required. How pedestrians can be incorporated, and the non-motorised transport plan must be indicated in any proposal. The development must maximise the economic development opportunities in the area and stimulate economic activity within the town and therefore allow for business, tourism, and accommodation. The erven will likely

need to be rezoned and any application in this regard will have to follow the normal process. The information statement was published in July 2023 with a closing date of 22 August 2023. (**ANNEXURE 1).** Several enquiries were made and arrangements were made with the property management section to visit the area. We received three (3) inputs. **(ANNEXURE 2).** There were no objections to the proposals in the information statement.

The IEC lease one of the units for office space.

Should Council resolve to continue with the proposal as on 23 November 2022 a tender will be put out. The tender will be awarded subject to a final decision by Council to dispose of the property and the item will be brought back to council at that stage.

5. RECOMMENDATIONS

(a) that Council identifies the erven 825, 1123, 1125, 1130, 1133, 1128, 1129, 1124, 1134, 1142 and 1160 is not needed for Municipal Services;

(b) that Council in principle approve of the disposal of the property to a qualified bidder sourced through a competitive supply chain process through a long-term lease; and

(c) that the tender specifications comply with the submissions in the information statement that was published and the content of this item.

6. DISCUSSION

6.1 Background

The Transvalia complex as it is commonly known consists of erven 825, 1123, 1125, 1130, 1133, 1128, 1129, 1124, 1134, 1142 and 1160. A copy of the map indicating the erven is attached as (**APPENDIX 1**). It is located within the central business district of Stellenbosch town and in the historic core of Stellenbosch. The front part adjacent to Dorp Street is zoned for general residential purposes and the “Dorp Street flats” is currently used as office space whilst unit 1 is leased to the IEC.

6.2 Discussion

Erven 1125 and 1130 is used as a street and provides access to the private erven situated adjacent to it. Erf 825 provides access to the Stelkor complex and is mainly used for parking for the middle of town as the Checkers centrum lies across the street. It is unclear why some of the erven was not consolidated especially the portions used for a road and access to other erven.

The “Dorp Street flats” currently rented to the IEC (unit 1) and used as office space for the Informal Settlements Department and some of Infrastructure Directorate (PMU) staff, are situated along Dorp Street and is located on portions of erven 1123, 1133, 1128, 1134, 1142. These buildings are heritage buildings and to make any changes to them will require approval from Heritage Western Cape.

Any development will have to take the need of parking into account and will have to not only supply parking for the development, but also the same amount of parking that is currently available to the residents and visitors that make use of the parking. The areas that are used as streets and to provide access should ideally be subdivided from any area that is put out for development, consolidated and not form part of any development proposals.

The development requirements for the area within which the erven are situated must be considered as far as height and depth of any underground development is concerned. It must compliment the architectural character of Stellenbosch and be sensitive to the historic

character of the existing buildings. The Municipality does not want to dispose of the erven in question by selling them, but rather providing a long-term lease of 30 years to the developer that will be doing the development.

As the development will mean additional traffic on that corner a traffic impact study will probably be required. How pedestrians can be incorporated, and the non-motorised transport plan must be indicated in any proposal. The development must maximise the economic development opportunities in the area and stimulate economic activity within the town and therefore allow for business, tourism, and accommodation. The erven will likely need to be rezoned and any application in this regard will have to follow the normal process.

This complex was the subject of the infamous tender 34 and an initial decision by Council to sell the erven to Fusion Properties was not proceeded with on 23 April 2014. Fusion Properties instituted legal action against the Municipality after Council resolved not to continue with the sale and the provisional award of the tender, to the amount of R32 115 000 for alleged damages. The court case has still not been resolved.

The information statement was published in July 2023 with a closing date of 22 August 2023. (**ANNEXURE 1).** Several enquiries were made and arrangements were made with the property management section to visit the area. We received three (3) inputs. Inputs were received from Stellenbosch Interest Group; Attebury and Kamnandi Group - **ANNEXURE 2**. There were no objections to the proposals in the information statement.

6.2.2 Ownership

The ownership of the property's vests in Stellenbosch Municipality.

6.3 Financial Implications

In 2010 it was valued at R16 050 000 and the sell-out value was determined at R161 893 915 over three and a half years. The residual value was determined at R20 900 000. The properties that council resolve to form part of the lease will have to be re-evaluated as no reliance can be placed on the more than 10-year-old valuations.

6.4 Legal Implications

This complex was part of tender 34 and an in-principle decision by Council to sell the erven under discussion to was not proceeded with on 23 April 2014. Fusion Properties, to whom the bid was provisionally awarded, instituted legal action against the Municipality after Council resolved not to continue with the sale, to the amount of R32 115 000 million for alleged damages. The court case has still not been resolved.

In terms of Regulation 34, a municipality may grant a right to use, control or manage a capital asset only after:

"1)a) The accounting officer has, in terms of Regulation 35, concluded a public participation process regarding the proposed granting of the right; and

b) The municipal Council has approved in principle that the right may be granted.

2) Sub-regulation (1)(a) must be complied with only if:

a) the capital asset in respect of which the proposed right is to be granted has a value in excess of R10m; and

b) a long-term right is proposed".

"3) a) Only a Municipal Council may authorise the public participation process referred to in sub-regulation (a)

b) a request to the Municipal Council for the authorisation of a public participation process must be accompanied by an Information Statement, stating:*

i) the reason for the proposal to grant a long term right to use, control or manage the relevant capital asset;

ii) any expected benefit to the municipality that may result from the granting of the right;

iii) any expected proceeds to be received by the municipality from the granting of the right; and

iv) any expected gain or loss that will be realised or incurred by the municipality arising from the granting of the right".

Council also needs to resolve on whether the properties are needed for Municipal Functions before there can be a decision to dispose of them either through selling or a long-term lease.

Council is currently leasing unit 1 of the Dorp Street complex to the IEC and is in the process of renewing the lease agreement.

Staff from Informal Settlements Department and Infrastructure Directorate (PMU) is temporarily using the other units for office accommodation and some changes and upgrades were done to accommodate them.

6.5 Staff Implications

The staff that currently use the buildings as temporary office accommodations will have to be relocated. There are no other staff implications.

6.6 Previous / Relevant Council Resolutions

9TH COUNCIL MEETING: 2022-11-23: ITEM 11.3.3

RESOLVED (majority vote)

(a) that Council provisionally identifies the erven 825, 1123, 1125, 1130, 1133, 1128, 1129, 1124, 1134, 1142 and 1160 is not needed for Municipal Services; and

(b) that the information statement be approved for public participation.

Cllrs RB Hendrikse; C Noble and M Van Stade requested that their votes of dissent be minuted.

6.7 Risk Implications

The risks are addressed through the item.

6.8 Comments from Senior Management

No new comments were requested as this is a return item. The comments contained in the previous item were as follows:

6.8.1 Director Planning and Economic Development

The development potential of the existing structures is limited whilst the retention of the "parking area" is critical in terms of its location in the centre of town and its role as public parking is self-explanatory. Should Council succeed in closing Church Street and other streets, in future, this public parking area will become even more important as it is in walking distance of all amenities and mostly tourist related business in the centre of the town.

6.8.2 Director Infrastructure Services

Infrastructure Services has no objection to the wording of the Information Statement above. Possible Traffic Impact Assessment (TIA) and consideration to the Non-Motorised Transport (NMT) principles are contained in the body of the text.

6.8.3 Director Financial Services

The item is supported. A service provider will be appointed to determine the market related rental.

6.8.4 Director Community and Protection Services

None received.

6.8.4 Municipal Manager

Supports the item.

ANNEXURES:

Annexure 1: Information statement

Annexure 2: Comments received.

FOR FURTHER DETAILS CONTACT:

NAME	**Annalene de Beer**
POSITION	***Director***
DIRECTORATE	***Corporate Services***
CONTACT NUMBERS	***021-8088018***
E-MAIL ADDRESS	***Annalene.deBeer@stellenbosch.gov.za***
REPORT DATE	***2023-09-07***

ANNEXURE 1

STELLENBOSCH
STELLENBOSCH • FNIEL • FRANSCHHOEK
MUNICIPALITY • UMASIPALA • MUNISIPALITEIT

INFORMATION STATEMENT IN RELATION TO A LONG TERM LEASE OF PORTIONS OF THE TRANSVALIA COMPLEX (ERVEN 825, 1123, 1125, 1130, 1133, 1128, 1129, 1124, 1134, 1142 and 1160 STELLENBOSCH)

1. PURPOSE

The purpose of this statement is to provide the prescribed information in terms of regulation 34 and 35 of the Asset Transfer Regulations, published in terms of Section 168 of the Local Government: Municipal Finance Act (R878, 22 August 2008), to the public to provide input on during the public participation process.

2. BACKGROUND

2.1 Existing Contractual arrangements

Stellenbosch Municipality owns erven 825, 1123, 1125, 1130, 1133, 1128, 1129, 1124, 1134, 1142 and 1160, Stellenbosch and is currently leasing unit 1 of the "Dorpstreet flats" to the IEC.

It has been a long time vision of the Municipality to use the land in a manner to create economic activity in the historic centre of Stellenbosch. Some of the erven is also providing access to adjacent private properties as well as parking at the Stelkor centre. Due to the historic area it is situated in any proposed development will have to take that into account.

3. DISCUSSION

3.1 Public Participation Process

Council intend to request proposals to lease the land on a long term lease to an entity/person to develop which development must include parking for the development as well as the same amount of parking currently available to the public, tourist accommodation, other tourist attractions like a restaurant taking the historic area and the historic nature of the existing buildings into account. Permission will have to be obtained for the development and any possible changes to the historic buildings from Heritage Western Cape. No office accommodation is intended as part of the development proposals.

The public may submit written inputs on the term of the lease as well as the proposed development that is intended before a final decision is made.

In terms of the Asset Transfer Regulations, before Council can make a decision on whether to make rights on Municipal property available to a party, the Municipal Manager must first conduct a public participation process in terms of the provisions of the MFMA.

The item that served before Council on 23 November 2022 is available on the website for perusal.

3.2 Information Statement

In terms of regulation 35, the Municipal Manager, when making public the proposal to grant the relevant long term right(s), must also make available the Information Statement referred to in regulation 34.

In terms of regulation 34 an Information Statement must consist of the following:

i) the reason for the proposal to grant a long-term right to use, control or manage the relevant capital asset;
ii) any expected benefit to the municipality that may result from the granting of the right;
iii) Any expected proceeds to be received by the municipality from the granting of right; and
iv) Any expected gain or loss that will be realised or incurred by the municipality arising from the granting of the right.

3.2.1 Reason(s) for proposal to grant a long term right to use, control or manage the relevant capital asset

The Transvalia complex has long been regarded as ideal opportunity to bring some economic upliftment of the area. It is situated in the centre of the historic area in Stellenbosch and the need for some tourist accommodation and other tourist attractions will benefit the greater Stellenbosch town.

3.2.2 Expected benefits to the municipality that may result from the granting of the right

The facilities will provide much needed space for economic activity like tourist accommodation, restaurants and parking for visitors to Stellenbosch. The residents can also benefit from using the facilities.

3.2.3 Expected proceeds to be received by the Municipality form the granting of the right

The erven will be much more efficiently used bringing economic activity to the area and will remain in the ownership of the municipality. Money from the leasing of the erven and the development will benefit the whole of the municipality.

3.2.4 Expected gain or loss that will be realised or incurred by the municipality arising from the granting of the right.

The aim of the proposed long-term lease is to use the facilities that is already there namely the "Dorpstreet flats" as possible tourist accommodation in an friendly amended form with the permission of Heritage Western Cape and provide better and safer parking to residents visiting the area as well as for the development in line of policies. The third party will be responsible for the costs of the development and all the upkeep of the area and facilities as well as security around the area.

3.3 Location and context



3.4 Public Comment invited:

The public are herewith invited to provide input/comment/alternative proposals to the municipality on the intended proposal to request proposals for the development of The "Transvalia complex (erven 825, 1123, 1125, 1130, 1133, 1128, 1129, 1124, 1134, 1142, and 1160 Stellenbosch) on the basis of a long term lease with the objective of creating an economic upliftment in the area by creating tourist facilities including a restaurant and tourist accommodation as well as enough parking for the development and the current parking on the site for the public. Comment must reach the offices of the Municipality on or before 22 August 2023 and must be addressed to the Municipal Manager via email at Municipal.Manager@stellenbosch.gov.za, Any queries can be directed to Me A de Beer @ (021) 808 8018 or Annalene.deBeer@stellenbosch.gov.za

Proof Proof

ANNEXURE 2

Belangegroep Stellenbosch Interest Group

interestgroupstellenbosch@gmail.com

2023-08-22

Municipal Manager
Stellenbosch
Municipal.manager@stellenbosch.gov.za

Dear Madam

Proposed Long Term Lease: Transvalia (Erven 825, 1123, 1125, 1130,1133, 1128, 1129, 1124, 1134, 1142 and 1160

The Stellenbosch Interest Group supports the proposal in principle. Attention must be given to the very high significance of the historic buildings and the central position of the area within the historic core. The tender document must clearly state appropriate parameters relating to bulk, height, building lines etc, as well as guidelines relating to architectural design and landscaping. A heritage architect and landscape planner must be appointed.

Your attention is drawn to the fact that final plans for the development will have to be approved by Heritage Western Cape.

Kind regards

Patricia Botha
(Chairperson)

ATTERBURY

slee +co

22 August 2023

Dear MM,

RE : INTEREST IN THE LONG-TERM LEASE OF PORTIONS OF THE TRANSVALIA COMPLEX

I hereby confirm our firm interest to participate in the process and possibility to enter into an agreement with the Stellenbosch municipality to redevelop and manage the said property. Firstly, we would like to commend the municipality for starting a process on this land, as we strongly believe in the potential of this iconic site which is currently under-utilized.

Atterbury will be working in partner with Slee & Co on this opportunity. Both Atterbury and Mr. Johann Slee are current owners of property in Dorpstraat and have a vested interest and passion for the historic hub of this iconic town. Atterbury is the owner of La Gratitude Herehuis (2nd oldest building in Stellenbosch and National monument) and Mr. Slee is the owner of Dorpstraat 101. Both these properties were restored over the last couple of years. Atterbury is also a co-owner of the ISA Carstens residence which is adjacent to the Transvalia complex.

We have successfully entered into various long-term leases over the years and understand the model. The term of the lease is however important. The longer the term, the more investment capital can be utilized to unlock the most potential and value. Although a 99year lease is preferred, we would only consider leases that are longer than 50 years.

It is further proposed that a monthly rental is payable to the municipality which is based on a fixed percentage of the income received from users.

In terms of use we would consider the following:

- Restoring the existing buildings for retail and restaurant uses on ground floor with the possibility of "hotel" type uses as well. The site has the potential to create a "Dorpsplein" in the quad area between the existing buildings and the parking at the back. The first floors will predominantly be utilized for short term accommodation, albeit hotel use or more self-catering, short-term use.
- It would be preferred to add some additional bulk above the garages for hotel or residential uses
- Possible parking deck to be considered – depending on the feasiblity. Obviously replace any existing parking and add required parking for additional bulk
- There is also the possibility to move the whole ISA Carstens campus of circa 3 000m² from its current location on Pleinstraat to this site. This will be dependent on the municipality's appetite for additional bulk on the site.

We do realize the historic sensitivity of these buildings and are aware of the heritage processes that would need to be followed. Together we have a track record of creating very nice spaces whilst respecting the heritage value of Stellenbosch and specifically Dorpstraat. A lot of in-depth reports and studies would need to be conducted to do a proper proposal.

Please include us in any further communication in this regard. We are more than happy to engage with the municipality to further explore this opportunity and find a workable solution that can benefit both parties, as well as the broader community of Stellenbosch and the tourism industry.

For more information on Atterbury or Slee & Co, please visit our websites:
www.atterbury.co.za
www.slee.co.za

Kind Regards,

Gerrit van den Berg

17 August 2023

Ms Geraldine Mettler
Municipal Manager
Stellenbosch Municipality
Municipal.Manager@stellenbosch.gov.za
ATTENTION: The Municipal Manager

PROPOSAL FOR THE TRANSVALIA HERITAGE SITE TRANSFORMATION INTO A SOUTH AFRICAN FLAVOURED MIXED-USE DEVELOPMENT IN STELLENBOSCH

Executive Summary:
We are pleased to present a comprehensive proposal for the transformation of a historic heritage site in Stellenbosch into a vibrant mixed-use development that celebrates the rich cultural heritage of South Africa while meeting the needs of modern urban life. This project aims to create a destination that encompasses traditional South African flavours, ambience, and crafts, while offering a blend of culinary experiences, a tourist business Hub, backpacker accommodations, and a special retail zone for local businesses. Our proposal aligns with the vision of preserving the past while embracing the future, creating a unique destination that appeals to both locals and tourists.

Project Overview:

- **Site Selection:** The heritage site, with its historic significance and central location in Stellenbosch, provides an ideal canvas for the development's implementation. The project will meticulously preserve and restore the site's architectural heritage, ensuring the integration of modern infrastructure while maintaining its historical integrity.

- **Culinary Enrichment:** The heart of the development will feature a cluster of restaurants, each offering a specific traditional South African flavour. From Cape Malay cuisine to braais (barbecues) celebrating local meats, visitors will embark on a culinary journey that showcases the diverse tastes of South Africa. The restaurants will be designed to reflect the unique ambience of different regions within the country, fostering an immersive experience.

- **Tourist Business Hub:** The development will house a state-of-the-art tourist business Hub that provides a hub for information, bookings, and concierge services. This Hub will serve as a gateway to Stellenbosch and its surroundings, offering visitors a seamless experience while exploring the area.

Tel: +27 82 9555 950, Fax: +27 86 642 5082, Email:johann@dowhatyoulove.co.za, Web: http://www.kamnandi.com
La Gratitude, Dorp Straat, Stellenbosch, 7600

- **Backpacker Accommodations:** To cater to budget-conscious travellers, the project will include a contemporary and comfortable backpacker accommodation facility. The design will prioritize sustainability and cultural immersion, allowing travellers to engage with local traditions and customs.
- **Local Business Retail Zone:** A dedicated retail zone will be established within the development, exclusively showcasing products crafted by local businesses. This area will act as a platform for artisans, designers, and entrepreneurs to sell their wares, fostering economic growth within the community.

Project Benefits:

1. **Cultural Celebration:** The project will celebrate South Africa's rich cultural heritage, providing a space for locals and tourists alike to immerse themselves in the country's traditions and flavours.
2. **Economic Empowerment:** The local business retail zone will bolster the local economy by promoting entrepreneurship and small-scale industries, creating jobs and supporting local artisans.
3. **Tourism Attraction:** The development's unique offering of culinary diversity, cultural experiences, and convenient tourist services will elevate Stellenbosch's position as a must-visit destination.
4. **Historical Preservation:** Through meticulous restoration, the project will preserve the historical significance of the heritage site, ensuring that its stories continue to be told for generations to come.

Implementation and Timeline:

1. **Design and Planning:** 6 months
2. **Permitting and Approvals:** 3 months
3. **Restoration and Construction:** 12 months
4. **Interior Fit-out and Retail Setup:** 3 months (concurrent)
5. **Marketing and Pre-launch Activities:** 6 months (concurrent)

Phase 2: Parking Area Upgradation

In addition to the comprehensive proposal outlined above, we recognize the importance of addressing the parking needs to ensure the success of the mixed-use development in Stellenbosch. As part of a phased approach, Phase 2 will focus on the enhancement and expansion of the parking area to accommodate the influx of visitors that the vibrant new destination is expected to attract.

Project Overview:

- **Parking Expansion:** The parking area upgradation will include the expansion of the existing parking facility to accommodate a higher number of vehicles. The design will prioritize efficient space utilization while maintaining a seamless flow of traffic within the development.

- **Aesthetic Integration:** The parking area will be seamlessly integrated into the overall design aesthetic of the development, ensuring that it complements the heritage site's architecture and the cultural atmosphere of the destination.
- **Sustainability Measures:** The upgradation will incorporate sustainable features such as solar-powered lighting, rainwater harvesting, and permeable paving to align with modern environmental standards.

Benefits:

1. **Visitor Convenience:** Adequate and well-organized parking facilities will enhance the visitor experience, encouraging longer stays and repeat visits.

2. **Traffic Flow:** The expanded parking area will alleviate congestion in the vicinity and ensure a smooth traffic flow, benefiting both visitors and the local community.

3. **Environmental Considerations:** The integration of sustainable features will contribute to the development's eco-friendliness and align with global efforts towards sustainability.

Conclusion:

The proposed mixed-use development will transform a heritage site in Stellenbosch into a dynamic and culturally immersive destination, offering a blend of culinary experiences, a tourist business Hub, backpacker accommodations, and a platform for local businesses. This project aligns with Stellenbosch's commitment to preserving its rich history while embracing progress and innovation.

The addition of Phase 2, which focuses on the upgrading and expansion of the parking area, underscores our commitment to providing a comprehensive solution that caters to the needs of visitors and residents alike. By addressing parking concerns, we aim to create a well-rounded, accessible, and sustainable mixed-use development that seamlessly integrates cultural experiences, culinary delights, retail opportunities, and essential amenities.

This phased approach ensures that every aspect of the development is carefully considered and executed to contribute positively to Stellenbosch's economic growth, tourism appeal, and community enrichment. We appreciate the opportunity to present this extended vision and are eager to collaborate on realizing this transformative project.

We believe that this development will contribute significantly to the local economy, tourism, and community growth while becoming a source of pride for both residents and visitors. We look forward to the opportunity to work collaboratively and bring this visionary project to life.

Yours sincerely



Johann Grobler
Director
Kamnandi Developments (Pty) Ltd

The essence of life is planting a tree, knowing you will never sit in its shade.

Tel: +27 82 9555 950, Fax: +27 86 642 5082, Email:johann@dowhatyoulove.co.za, Web: http://www.kamnandi.com
La Gratitude, Dorp Straat, Stellenbosch, 7600

7.4	**FINANCIAL SERVICES: (PC: CLLR J FASSER)**

NONE

7.5	**HUMAN SETTLEMENTS: (PC: CLLR R DU TIOT)**

NONE

7.6	**INFRASTRUCTURE SERVICES : (PC : CLLR P JOHNSON)**

7.6.1	**REQUEST FOR APPROVAL OF THE 2023-2028 COMPREHENSIVE INTEGRATED TRANSPORT PLAN**

Collaborator No:
IDP KPA Ref No: **Good Governance and Compliance**
Meeting Date: **13 September 2023**

1. SUBJECT: REQUEST FOR APPROVAL OF THE 2023-2028 COMPREHENSIVE INTEGRATED TRANSPORT PLAN

2. PURPOSE

To approve the 2023-2028 Comprehensive Integrated Transport Plan.

3. DELEGATED AUTHORITY

Municipal Council.

4. EXECUTIVE SUMMARY

The Provincial Minister of Transport and Public Works had designated Stellenbosch Municipality as a Type 1 Planning Authority, in terms of the National Land Transport Act 2009. Stellenbosch Municipality must therefore compile a Comprehensive Integrated Transport Plan (CITP). Comprehensive Integrated Transport Plan (CITP's) are valid for a five-year period, are overhauled / reviewed every 5 years and are updated annually.

The Comprehensive Integrated Transport Plan (CITP) presents the municipality's long-term transport vision and objectives, as well as providing the strategy that would enable the municipality to realize its transport vision.

The Draft Comprehensive Integrated Transport Plan was tabled at Council on the 29 March 2023, where Council accepted the Draft Comprehensive Integrated Transport Plan. The Draft Comprehensive Integrated Transport Plan was advertised for public comment on the 6 April 2023, the comment period closed on the 12 May 2023.

Public engagements are essential to the successful development of a Comprehensive Integrated Transport Plan. To achieve a fully inclusive public participation process, several consultative discussions were held with interested and affected parties, provision was made for 2 (two) open days where the public was invited to attend and provide inputs, a 30-day comment period was also provided where comment could be submitted on the Draft Comprehensive Integrated Transport Plan.
A considerable number of comments were received from the public when the Draft Comprehensive Integrated Transport Plan was advertised for public comments.

Comments were reviewed and assessed, to address comments received relevant information was included in the Plan (these are highlighted in yellow) and for further clarification, feedback on comments was provided in **APPENDIX F**. Comments received and feedback to these comments are summarized in the attached **APPENDIX F.**

The Directorate has the view that the final document incorporates all relevant inputs from the engagements held and duly addresses comments received when the Draft CITP was advertised for public comment.

Favourable comments were also received on the Draft Transport Vision namely:

Stellenbosch Municipality has an integrated, effective and sustainable transport system, which unlocks economic opportunities and is accessible, safe, reliable and affordable to all communities serviced by the Municipality.

5. RECOMMENDATIONS

(a) that Council takes note that, following extensive consultation sessions, the Draft Comprehensive Integrated Transport Plan was published for public comment;

(b) that Council adopts the Transport Vision;

(c) that Council notes the comments received, and the Directorates view; and

(d) that Council approves the 2023-2028 Comprehensive Integrated Transport Plan.

6. DISCUSSION / CONTENTS

6.1 Background

The Provincial Minister of Transport and Public Works had designated Stellenbosch Municipality as a Type 1 Planning Authority, in terms of the National Land Transport Act 2009, Stellenbosch Municipality must therefore compile a Comprehensive Integrated Transport Plan (CITP). CITP's are valid for a five-year period, are overhauled / reviewed every 5 years and are updated annually.

The Comprehensive Integrated Transport Plan (CITP) presents the municipality's long-term transport vision and objectives, as well as provide the strategy that would enable the municipality to realize its transport vision.

The Draft Comprehensive Integrated Transport Plan was tabled at Council on the 29 March 2023, where Council accepted the Draft CITP. The Draft Comprehensive Integrated Transport Plan was advertised for public comment on the 6 April 2023, the comment period closed on the 12 May 2023.

6.2 Discussion

Public engagements are essential to the successful development of a Comprehensive Integrated Transport Plan. To achieve a fully inclusive public participation process, the several consultative discussions were held with interested and affected parties, provision was made for 2No. open days where the public was invited to attend and provide inputs, a 30-day comment period was also provided where comment could be submitted on the Draft Comprehensive Integrated Transport Plan.

The following public participation process was followed:

1. Engagements

1.1 Context Setting and Current realities (understanding needs, gaps and issues)

- Workshop 1 – 6 April 2022 – various Departments of Stellenbosch Municipality
- Workshop 2 – 4 May 2022 – Stellenbosch Taxi Association (TA) & Kayamandi TA
- Workshop 3 – 3 May 2022 – officials from PRASA, US, CWDM, WCP

1.2 Feedback on Future Transport Solutions (strategic approach and projects)

- Workshop 4 – 29 November 2022 – Feedback session to the TA & Kayamandi TA
- Workshop 5 – 29 November 2022 – Feedback session to Internal Stellenbosch Departments
- Workshop 6 – 30 November 2022 - officials from PRASA, US, CWDM, WCP

2. Open Days

Two open days for the public and any interested and affected party to attend, held in Stellenbosch and in Franschhoek.

3. Advertisement of Draft CITP for Public Comment

A considerable number of comments were received from the public when the Draft Comprehensive Integrated Transport Plan was advertised for public comments.

Comments were reviewed and assessed, to address comments received relevant information was included in the Plan (these are highlighted in yellow) and for further clarification, feedback on comments was provided in Appendix F. Comments received and feedback to these comments are summarized in the attached **APPENDIX F.**

The Directorate has the view that the final document incorporates all relevant inputs from the engagements held and duly addresses comments received when the Draft Comprehensive Integrated Transport Plan was advertised for public comment.

Favourable comments were also received on the Draft Transport Vision namely:

Stellenbosch Municipality has an integrated, effective and sustainable transport system, which unlocks economic opportunities and is accessible, safe, reliable and affordable to all communities serviced by the Municipality.

6.3 <u>Financial Implications</u>

Project cost estimates are high level estimates, further approval processes, such as project prioritizations, budget and municipal approval processes are required before any listed project / intervention is taken forward by the Municipality.

6.4 Legal Implications

The recommendations in this report comply with Council's policies and will ensure Municipal compliance in terms of the National Land Transport Act 2009.

6.5 Staff Implications

This report has no additional staff implications to the Municipality.

6.6 Previous / Relevant Council Resolutions:

Previous Comprehensive Integrated Transport Plans including its annual updates had been approved by Council, as well as by the Provincial Minister of Transport and Public Works.

COUNCIL MEETING: 2023-03-29: ITEM 11.6.7

RESOLVED

a) that Council notes that extensive consultations had been carried out with the public and with interested and affected parties;

b) that Council takes note of the proposed draft transport vision;

c) that the Draft Comprehensive Integrated Transport Plan (CITP), attached as

ANNEXURE A, be accepted;

d) that Council grants approval for the draft CITP to be published for public comment

e) that the comments received from the public be considered before approval of the CITP; and

f) that the CITP, once approved by council, be submitted to the Provincial Minister of Transport and Public Works for final approval.

6.7 Risk Implications

This report addresses risks associated with Transport within the Municipal area, and endeavours to mitigates such risk.

6.8 Comments from Senior Management:

6.8.1 *Municipal Manager:*

Supports item

No other inputs were requested.

ANNEXURES

Annexure A: 2023 – 2028 CITP for Stellenbosch

Incorporating:

- **Appendix A: Public Transport Plan**
- **Appendix B: Detailed Traffic Surveys Oct/Nov 2022**
- **Appendix C: Stellenbosch Infrastructure Services 10-Year Budget**
- **Appendix D: Short-Term NMT Projects for Stellenbosch Municipality**
- **Appendix E: STB RMP Proposed Road Projects (including Provincial Road projects)**
- **Appendix F: Summary of Comments Received and Responses**

FOR FURTHER DETAILS CONTACT:

NAME	Shane Chandaka
POSITION	***Director***
DIRECTORATE	***Infrastructure Services***
CONTACT NUMBERS	***021 808 8213***
E-MAIL ADDRESS	***Shane.chandaka@stellenbosch.gov.za***
REPORT DATE	***8 September2023***

ANNEXURE A

B/SM 13/21-66.2: REVIEW OF THE STELLENBOSCH COMPREHENSIVE INTEGRATED TRANSPORT PLAN

Stellenbosch CITP 2023 – 2028 – Final Draft 3

5 September 2023

Delivering a better world

Quality information

Prepared by	Checked by	Verified by	Approved by
Study Team	Nina Otto	Chris Britz	Nina Otto

Revision History

Revision	Revision date	Details	Authorized	Name	Position

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Acronyms

1LM	FIRST- AND LAST MILE
4IR	FOURTH INDUSTRIAL REVOLUTION
ACSA	AIRPORTS COMPANY OF SOUTH AFRICA
AI	ARTIFICIAL INTELIGENCE
AM	ANTE MERIDIEM (BEFORE NOON)
ATC	ADAM TAS CORRIDOR
AVT	AUTONOMOUS VEHICLE TECHNOLOGY
BAR	BASIC ASSESSMENT REPORT
BRT	BUS RAPID TRANSIT
CBD	CENTRAL BUSINESS DEVELOPMENT
CCTV	CLOSE CIRCUIT TELEVISION
CITP	COMPREHENSIVE INTEGRATED TRANSPORT PLAN
COVID-19	CORONAVIRUS DISEASE 2019
CWDM	CAPE WINELANDS DISTRICT MUNICIPALITY
DITP	DISTRICT INTEGRATED TRANSPORT PLA
DoI	DEPARTMENT OF INFRASTRUCTURE
DORA	DIVISION OF REVENUE ACT
DOT	DEPARTMENT OF TRANSPORT
DTPW	DEPARTMENT OF TRANSPORT AND PUBLIC WORKS
EA	ENVIRONMENTAL AUTHORISATION
EIA	ENVIRONMENTAL IMPACT ASSESSMENT
EMME/4	EMME/4 RANSPOR
ETA	ESTIMATED TIME OF ARRIVAL
EV	ELECTRICAL VEHICLE
FIFA	FEDERATION OF INTERNATIONALE DE FOOTBALL ASSOCIATION
GABS	GOLDEN ARROW BUS SERVICES
GDP	GROSS DOMESTIC PRODUCT
GHG	GREEN HOUSE GAS
HEALTHNET	HEALTH NON-EMERGENCY TRANSPORT
HOV	HIGH OCCUPANCY VEHICLE
IDP	INTEGRATED DEVELOPMENT PLAN
IoT	INTERNET OF THINGS
IPTN	INTEGRATED PUBLIC TRANSPORT NETWORK
ITP	INTEGRATED TRANSPORT PLAN
IUDF	INTEGRATED URBAN DEVELOPMENT FRAMEWORK
LED	LOCAL ECONOMIC DEVELOPMENT
LGES	LOCAL GOVERNMENT EQUITABLE SHARE
LITP	LOCAL INTEGRATED TRANSPORT PLAN
LRT	LIGHT RAIL TRANSIT
MAAS	MOBILITY AS A SERVICE
MBT	MINI-BUS TAXIS
MEC	MEMBER OF EXECUTIVE COUNCIL
MFMA	MUNICIPAL FINANCE MANAGEMENT ACT
MIG	MUNICIPAL INFRASTRUCTURE GRANT
MOU	MEMORANDUM OF UNDERSTANDING
MSA	MUNICIPAL SYSTEMS ACT
MSDF	METROPOLITAN SPATIAL DEVELOPMENT FRAMEWORK
MTEF	MEDIUM TERM EXPENDITURE FRAMEWORK
NATMAP	NATIONAL TRANSPORT MASTER PLAN
NDC	NATIONALLY DETERMINED CONTRIBUTION
NDOT	NATIONAL DEPARTMENT OF TRANSPORT
NFC	NEAR FIELD COMMUNICATION
NGO	NON-GOVERNMENT ORGANISATION

NLTA	NATIONAL LAND TRANSPORT ACT
NMT	NON-MOTORISED TRANSPORT
O-D	ORIGIN-DESTINATION
OL	OPERATING LICENCE
OLP	OPERATING LICENCE PLAN
OLS	OPERATING LICENCE STRATEGY
PM	POST MERIDIEM (AFTER MIDDAY)
PPP	PUBLIC-PRIVATE PARTNERSHIP
PRE	PROVINCIAL REGULATING ENTITY
PTMF	PROVINCIAL TRANSPORT MANAGEMENT FORUM
PTNG	PUBLIC TRANSPORT NETWORK GRANT
PLTF	PROVINCIAL LAND TRANSPORT FRAMEWORK
PPTIF	PROVINCIAL PUBLIC TRANSPORT INSTITUTIONAL FRAMEWORK
PSDF	PROVINCIAL SPATIAL DEVELOPMENT FRAMEWORK
PSTP	PROVINCIAL SUSTAINABLE TRANSPORT PROGRAMME
PT	PUBLIC TRANSPORT
PTP	PUBLIC TRANSPORT PLAN
PTSN	PUBLIC TRANSPORT SERVICE NETWORK
PV	PRIVATE VEHICLE
RFID	RADIO FREQUENCY IDENTIFICATION
RMP	ROADS MASTER PLAN
RSC	REGIONAL SERVICES COUNCIL
SALGA	SOUTH AFRICAN LOCAL GOVERNMENT ASSOCIATION
SAPS	SOUTH AFRICAN POLICE SERVICES
SB	STELLENBOSCH
SBCITP	STELLENBOSCH COMPREHENSIVE INTEGRATED TRANSPORT PLAN
SDF	SPATIAL DEVELOPMENT FRAMEWORK
SDP	SITE DEVELOPMENT PLAN
SM	STELLENBOSCH MUNICIPALITY
SMSDF	STELLENBOSCH MUNICIPALITY SPATIAL DEVELOPMENT FRAMEWORK
SRA	STELLENBOSCH RATE PAYERS ASSOCIATIN
SSW	SOMERSET WEST
SU	STELLENBOSCH UNIVERSITY
TCT	TRANSPORT FOR CAPE TOWN
TDM	TRANSPORT DEMAND MODEL
TOD	TRANSIT ORIENTED DEVELOPMENT
WCG	WESTERN CAPE GOVERNMENT

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1 INTRODUCTION

1.1 Legal Basis for the Preparation of Integrated Transport Plans

Stellenbosch Municipality has been designated as a Type 1 Planning Authority and therefore a Comprehensive Integrated Transport Plan (CITP) needs to be prepared, updated and overhauled in terms of the National Land Transport Act 2009.

In terms of Government Gazette No. 881, National Land Transport Act 2009, Minimum Requirements for the Preparation of Integrated Transport Plans, 26 July 2016, CITPs are to be prepared every 5 years. CITPs need to present the Municipality's long-term transport vision and objectives, as well as provide strategy that would enable the Municipality to realise its transport vision. Once the first ITP had been prepared, selected aspects are to be updated on an annual basis, synchronised with the annual updating of the Integrated Development Plan (IDP). A complete overhaul of an ITP needs to be done very 5 years.

The last CITP for Stellenbosch Municipality was prepared for the period 2016-2020, with the last annual update completed in June 2020. A review of the CITP for the period 2023 to 2028 commenced in January 2022 and this update represents a 5 yearly **Overhaul**. The overhauling of the CITP requires, *inter alia*, that:

- every aspect of the previous CITP must be re-examined to see if it is still up to date,
- the previous CITP revised and updated where necessary and relevant new aspects added,
- a new Transport Register be prepared,
- reflect new revisions of the Municipality's Spatial Development Framework (SDF),
- provide a revised Public Transport Plan dealing with the restructuring of the public transport network of services, and
- provide an update of progress made with previously proposed action plans and projects and propose additional plans and projects.

1.2 Purpose of the CITP

Generally, transportation planning is strategic in nature and focussed on the longer-term outcomes as derived from national, provincial and local policies and inputs and guides the restructuring and development of the transportation network and services. The desired outcomes of the CITP include:

- Improved mobility, access and travel times;
- Reduction of congestion and parking challenges;
- Affordability of transport to all users of the system, and
- An increased use of non-motorised transport (NMT).

Further, these outcomes need to be pursued in the context of promoting environmental sustainability, social inclusion, improved traveller security and integration with land use development. Resilience in relation to changes in the external environment, as well as the efficiency benefits offered by technological advancement and development are also important considerations in planning the future municipal transport system.

Transformation of a municipal transportation network takes time and requires substantial investment and resources to develop significant pieces of infrastructure. Given the fact that the CITP is a plan for a 5-year period, there needs to be a realistic view and understanding of what can be done and implemented within this timeframe and with the resources and budgets available. However, the manner in which the municipal transportation network is developed over the next 5 years should not prevent or preclude the restructuring thereof in pursuit of the longer-term vision and objectives for transport in Stellenbosch.

1.3 Area Covered by the Stellenbosch CITP

Stellenbosch Local Municipality covers approximately 830 km^2 and forms part of the Cape Winelands District (CWDM) municipal area and borders the Drakenstein, Breede Valley and Theewaterskloof Local Municipalities as well as the Cape Town Metropolitan Municipality on the West as shown in Figure 1-1.



Figure 1-1: Stellenbosch Local Municipality Locality

The municipal area includes the towns of Stellenbosch and Franshoek, as well as the settlements of Klapmuts, Koelenhof, Kylemore, Johannesdal, Pniel, Jamestown and Raithby as shown in Figure 1-2. The 2020 Socio-economic Profile published by the Western Cape Government (WCG) and quoting 2019 figures, indicate the Municipality has a population of 193 000 inhabitants and contains 49 000 households. 80% of the population is between the ages of 15 and 65. The population is projected to grow to 210 000 by 2024. Close to 90 000 of the Municipality's inhabitants stays in the town of Stellenbosch and its suburbs, whereas 18 000 stays in Franschhoek. The average household size is 3.7 persons, with the population density of the Municipality being 232 people/km^2.

The town of Stellenbosch is linked to the N1 in the north by the R44 and to Somerset West in the south. The R310 links it to Cape Town Metro in the west and Groot Drakenstein in the north-east. Franschhoek is connected to the rest of the municipal area by the R45.

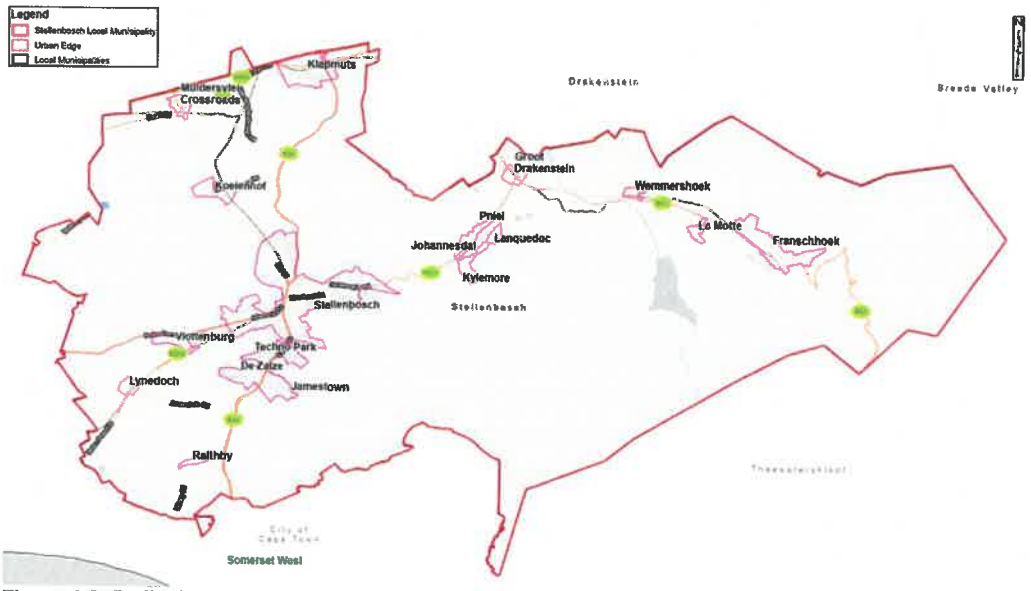


Figure 1-2: Stellenbosch Local Municipality

A railway line and commuter service link the town of Stellenbosch to Paarl, just across the northern municipal border and extends to Cape Town.

1.4 Institutional and Organisational Arrangements

The Western Cape Provincial Land Transport Framework underwent its most recent upgrade in 2016. The Province is currently in the process of appointing a team to do a new update. The Province is part of the stakeholder engagement process of the CITP overhaul.

The District Integrated Transport Plan, which addresses transportation in the Cape Winelands District which Stellenbosch forms part of, must be prepared by the Cape Winelands District Municipality (CWDM). The coordination and integration of this DITP and the Stellenbosch CITP is therefore important. The District Municipality also has a shared responsibility for municipal roads in the district as a whole, as well as regulating road-based passenger transport services in the district. The District Municipality formed part of the stakeholder process.

The Municipal Council have adopted the 5th generation Integrated Development Plan (IDP) 2022-2027 in August 2022, which contains a section on transportation. Alignment between the CITP and IDP is essential and needs to be coordinated, as the IDP provide the basis for the annual municipal budget.

PRASA plans and operates the commuter rail services between Stellenbosch and neighbouring municipalities. Although a route network of scheduled long- and short-distance road-based public transport services was included as one of the key strategies in the CITP 2016-2020, at present no scheduled and/or subsidised road transport services are operated within the Municipality.

The following Municipal partnerships have been established and relate to Transportation:

- ICLEI (International Council for Local Environmental Initiatives) - A partnership between the City of Cape Town, ECLEI and Stellenbosch Municipality to discuss developments in Transport, Waste and Electricity Generation, towards ensuring sustainability.
- IPC (Integrated Planning Committee) - The IPC is a working group between the City of Cape Town, Stellenbosch, Saldanha Bay, Overstrand, Theewaterskloof, and Drakenstein Municipality that discuss all transport related matters to effectively promote regional planning;
- LTAB (Land Transport Advisory Board) - is a partnership between political leaders to discuss Land Transport related matters that affect transport in the area.
- The Mobility Forum and NMT Working Group - this group was established to discuss transport related matters that affect the Stellenbosch municipal area, including all relevant governmental institutions and other role-players.
- NMT (Non-motorised Transport Working Group) -
- WCG Department of Environmental Affairs and Development Planning – A partnership around the implementation of the Adam Tas Corridor Catalytic initiative.
- Western Cape Department of Public Works, Roads and Transport – As part of the Provincial Sustainable Transport Programme (PSTP) the Western Cape Department of Public Works, Roads and Transport identified Stellenbosch as a priority municipality for the development of a sustainable transport system. The emphasis will be the development of a public transport system. The emphasis will be the development of a public transport system and the development of infrastructure to improve non-motorised transport.

1.5 Liaison and Communication Mechanisms

- Periodic meetings with internal municipal departments
- Periodic meetings held with Provincial Roads Department
- Periodic meetings held with the University of Stellenbosch
- Taxi Liaison Committee meetings are periodically held
- Stake Holder Consultations and Public Participation during the Annual Updates of the CITP
- Periodic Meetings with the NMT Working Group
- Municipal Processes such as the public participation processes of the IDP

1.6 Contents of the ITP

The contents and format of the overhauled CITP 2023-2028 for Stellenbosch Municipality complies with the Minimum Requirements for the Preparation of Integrated Transport Plans, 26 July 2016 and consists of the following chapters:

- Chapter 2 – a summary of relevant and applicable policy directives and legislation that enabled the review and potential update of the longer-term transport vision and objectives for Stellenbosch Municipality;
- Chapter 3 – a description of the transport system within the Stellenbosch Municipal area, which also forms the core of the Transport Register;

- Chapter 4 – a summary of the relevant SDFs and the inter-action between land use development and transport;
- Chapter 5 – provides for a description of transport user needs assessment, which is largely based on the stakeholder engagement process;
- Chapters 6 to 11 – the review, update and development of new plans and strategies for the various components of the Stellenbosch transport network and services;
- Chapter 12 – a summary of the existing funding strategy and budgets, and
- Chapter 13 – provides a description of the stakeholder engagement and consultation process.

In addition to providing transport vision statement and objectives, a preferred longer-term transport scenario and a future transport concept are also described in Chapter 2, which provides the basis for the strategies and projects contained in Chapters 6 to 11.

During this overhaul of the CITP, limited additional surveys and counts were done and most of the information contained in the Transport Register was either taken from the last CITP update or from data collected prior subsequently, but not forming part of the overhaul process. A CITP overhaul process often is based on outputs from a travel demand forecast model, which would then form the basis for certain proposals and projects put forward in such a plan. Modelling and analytical assessments were done during the development of the Roads Master Plan and the Municipality is currently in the process of further updating its transport model. The scope for the overhaul and development of the CITP 2023 - 2028 did not include travel demand forecast modelling and therefore options put forward were not tested in a more quantitative manner.

Many projects identified for implementation in the CITP have been identified through IDP processes. Extensive engagements were held to align transport and planning strategies, as transport needs must be accounted for during municipal planning processes. The CITP largely provides for transport solutions, initiatives and projects at a conceptual level and proposals will be further developed as separate individual projects. This will include engagement, public participation and approval processes as part of these respective projects.

The most significant new development initiative that will in future have a significant impact on the transport system in Stellenbosch is the Adam Tas Corridor (ATC), as described in Chapter 4. The Adam Tas Local SDF was adopted in 2021 and it therefore was key to assess the transport proposals contained in this local SDF, as well as to consider the impact that this development will have on the Stellenbosch transport system and the manner in which the development of the transport system can best support and unlock this development initiative.

2 TRANSPORT VISION & OBJECTIVES

2.1 Introduction

The Transport Vision and Objectives for the Stellenbosch Municipality needs to be:

- Aligned with the latest National and Provincial Policy and Legislation;
- Aligned with Transport Vision(s) and Objectives of the Western Cape Province as expressed in its latest Provincial Land Transport Framework (PLTF), the Cape Winelands District Municipality, as well as the transport related policies and objectives in the Stellenbosch Municipality Integrated Development Plan (IDP) 2022-2027;
- Promote and support the integration of transport and land use development as put forward in the SDF/s);
- Be underpinned by policies and strategies applicable to transportation and aimed at promoting of sustainability;
- Take cognisance of latest technological advancements to improve the efficiency of transport;
- Consider needs identified through the Stakeholder Engagement process, and
- Address gaps and deficiencies in the municipal transport system.

2.2 Context Setting

As part of setting the context for the development of the ***Vision and Objectives***, the legislation and policies applicable to transportation in Stellenbosch is summarised below, as well as the general vision(s), policy statements and objectives contained in the various transportation planning frameworks and plans developed at the national, provincial and district municipal level. The mode specific objectives are mostly provided and expanded on in the mode specific chapters.

The background and transport context in this Chapter is further extended with a summary of the legislation, policies and strategies developed at various spheres of government, with the aim of promoting sustainability.

2.2.1 Legislation

The purpose and scope of the National Land Transport Act (NLTA) of 2009 is:

- to further the process of transformation and restructuring the national land transport system initiated by the Transition Act;
- to give effect to national policy;
- to prescribe national principles, requirements, guidelines, frameworks and national norms and standards that must be applied uniformly in the provinces and other matters contemplated in Section 146 (2) of the Constitution, and
- to consolidate land transport functions and locate them in the appropriate sphere of government.

The NLTA further prescribes in *Chapter 4 – Transport Panning* of the Act, that land transport planning must be integrated with the land development and land use planning processes, and the integrated transport plans required by this Act are designed to give structure to the function of municipal planning mentioned in Part B of Schedule 4 to the Constitution, and must be accommodated in and form an essential part of integrated development plans, with due regard to legislation applicable to local government, and its integrated transport plan must form the transport component of the integrated development plan of the Municipality.

Types of plans required by this Act includes:

- A National Land Transport Strategic Framework prepared by the Minister;
- Provincial Land Transport Frameworks prepared by the MECs, and
- Comprehensive Integrated Transport Plans prepared by planning authorities.

The Municipality of Stellenbosch is subject to the requirement of item c) above which is to develop an integrated transport plan. This requirement will be complied with by means of the Comprehensive Integrated Transport Plan (CITP) development.

The NLTA Minimum Requirements for the Preparation of Integrated Transport Plans of 2016 further stipulates the desired outcomes of an Integrated Transport Plan (ITP or CITP) and guides the planning authorities to understand which improvements are needed to achieve these desired outcomes, as summarised below. The desired outcomes of ITPs are improved accessibility, reduction of congestion, improved affordability of transport, improvement of travel times, increased use of NMT and solving problems relating to parking.

The improvements needed to achieve the desired outcomes of the ITPs, are:

- Proactive Transport planning;
- Facility planning;
- Better informed law enforcement;
- Infrastructure planning (road and rail upgrades required etc.);
- Integration of public transport services, and
- Land-use/spatial planning.

2.2.2 Policy

The National Transport Policy White Paper presents the broad goal of transport in South Africa to be the smooth and efficient interaction that allows society and the economy to assume their preferred form.

The White Paper's vision for South African transport is a system which will: "Provide safe, reliable, effective, efficient, and fully integrated transport operations and infrastructure which will best meet the needs of freight and passenger customers at improving levels of service and cost in a fashion which supports government strategies for economic and social development whilst being environmentally and economically sustainable".

The following broad goals are set by the National Government's transport policy to achieve this vision:

- To support the goals of the Reconstruction and Development Programme for meeting basic needs, growing the economy, developing human resources, and democratising decision-making;
- To enable customers requiring transport for people or goods to access the transport system in ways which best satisfy their chosen criteria;
- To improve the safety, security, reliability, quality, and speed of transporting goods and people;
- To improve South Africa's competitiveness and that of its transport infrastructure and operations through greater effectiveness and efficiency to better meet the needs of different customer groups, both locally and globally;
- To invest in infrastructure or transport systems in ways which satisfy social, economic, or strategic investment criteria, and
- To achieve the above objectives in a manner which is economically and environmentally sustainable and minimises negative side effects.

The policy further expands on specific goals and objectives for the following six areas grouped into *Infrastructure* and *Operation and Control* as listed below:

- Infrastructure
  - Transport infrastructure (all modes)
- Operation and Control
  - Land passenger transport;
  - Land freight transport;
  - Civil aviation;
  - Maritime transport, and
  - Road traffic and safety.

The Revised White Paper of the National Transport Policy reformulated the vision for South African Transport in the 2017 draft as follows:

"A transport system that provides equitable and reliable access for all in an economically and environmentally sustainable manner to advance inclusive growth and competitiveness of the country."

This vision will be achieved if the government succeeds to provide a transport system that can/will:

- Facilitate the movement of goods and people;
- Enable equitable access to personal economic opportunities and social services;
- Support economic and environmental sustainability and inclusive growth, and
- Advance national, regional, and global competitiveness of the country.

To achieve this, there must be adequate supply of transport infrastructure and services in relation to demand. Furthermore, for the users of transport, the supply should be **accessible, cost effective, time efficient and reliable, safe and secure.**

The 2017 draft revision White Paper concluded that the policy goals and objectives of 1996 are still relevant today.

2.2.3 Western Cape Provincial Land Transport Framework (PLTF) – 2016/17-2020/21

As for all plans and frameworks, the PLTF strategy for coordinating provincial transport across all modes and sectors was developed in alignment with the following:

- A legal framework;
- A strategic and policy framework, and
- The "status quo" for transport in the Western Cape.

In considering these listed strategy outputs the following goals and respective objectives have been developed for the PLTF:

- PLTF-1: Establish and operationalise a Provincial Transport Management Forum (PTMF) to manage and coordinate trans-modal and transversal transport across the Western Cape
  - Appoint the core and second-tier groups;
  - Finalise the entity name, mission and mandate, modus operandi;
  - Review the PLTF strategic goals and KPIs, and amend as required;
  - Institute PLTF monitoring and reporting from the outset, and
  - Assess organisational options, whether legal/regulatory enablement of the PTMF is necessary and take appropriate action.
- PLTF-2: Develop a transversal plan to promote transport safety and security for road, rail and NMT
  - Develop a road safety plan addressing issues such as compliance with road safety regulations, education and awareness;
  - Develop a rail safety plan covering the network, stations and intermodal interchanges;
  - Develop a plan to ensure regulatory compliance for vehicles, covering registration, licencing, overloading;
  - Develop a plan for collective management of unrest occurrences, e.g. MBT/Bus conflict, other civil unrest affecting transport, and
  - Develop an NMT masterplan and ensure it is incorporated appropriately at all levels of government. Ensure that it promotes commuter safety and mobility, via provision of dedicated NMT facilities, e.g. cycle paths, pedestrian paths, bridges, signals.
- PLTF-3: Promote and coordinate integrated transport
  - Monitor IPTN progress at MyCiTi and GoGeorge;
  - Develop strategies for implementing the actual "integration" across more modes, e.g. integrate route scheduling and fare management across Metrorail, other non-contracted bus services, MBTs, and
  - Develop lower budget IPTN-equivalents for less affluent municipalities/districts.
- PLTF-4: Develop transport plans to respond to rural socio-economic challenges and development objectives
  - Review the draft PPTIF proposal and finalise the rural transport development approach and plan;

- Ensure that appropriate aspects of the NMT masterplan are incorporated in all rural transport plans and transport development projects, and
- Review options to assume control of "scholar transport" and integrate with public transport to improve efficiency.

- PLTF-5: Develop key trans-modal strategies to promote economic efficiencies within transport
  - Develop a strategy to promote a shift from private to public transport;
  - Develop a strategy to promote a shift of freight from road to freight rail;
  - Focus infrastructure maintenance on highest priority road and rail networks, and
  - Develop coordination mechanisms within spatial, road and rail planning to improve commuter access to public transport.
- PLTF-6: Optimise transport fund sourcing and allocation
  - Review transport funding priorities, and revise funding allocation as required;
  - Ensure all available State funding sources are fully exploited, via rigorous socio-economic analysis and substantiation;
  - Explore alternative funding sources, e.g. strategic partnerships, special grants, green technology opportunities, and
  - Identify opportunities to optimise funding by applying demand management and user-pay principles.
- PLTF-7: Roll out the PLTF strategic goals and objectives to all transport entities.
  - Identify the PLTF goals and objectives that are applicable to each transport entity (e.g. PRASA, Metrorail, TCT, and District & Local Municipalities;
  - Incorporate the PLTF goals into current and future transport plans, and
  - Monitor and ensure implementation.

2.2.4 District Integrated Transport Plan (DITP) of Cape Winelands

The Cape Winelands District Integrated Transport Plan for 2016 – 2021 contains the district and local municipalities vision for transport.

"***Innovative Mobility***" was the Transport Vision as stated in the previous DITP of 2011-2016 and has remain the same for the 2016-2021 plan. The vision is supported by the mission statement of "***A sustainable transport system which provides access for social and economic opportunity***", which suggests that sustainable transport is a system with low negative environmental impacts yet high positive social value, and which supports efficient economic development. The Cape Winelands District Integrated Transport Plan proposes how to translate these principles into practical applications.

2.2.5 Stellenbosch Municipality 5th Generation Integrated Development Plan 2022-2027 (IDP)

Stellenbosch introduced the One Plan (20-30 Years), which is a strategic plan put in place to strengthen and enhance the IDP. The IDP is to be reviewed on in a 5-year cycle, based on progress made with the implementation of the One Plan, updates to the SDF, Sectoral Plans, Infrastructure Plans and Financial Strategies. The CITP is one of the sectoral plans that forms part of this 5-year update cycle, with the IDP providing a guiding framework for the next CITP update and the CITP update to be taken into the following IDP as one of the sectoral plans.

The Vision of Stellenbosch is portrayed in terms of Figure 2-1, where Stellenbosch Municipal area is envisaged as an Integrated **"Valley of Opportunity and Innovation"**. The vision is supplemented by the mission of the Municipality; to deliver cost-effective services that will provide the most enabling environment for civil and corporate citizens. In order to achieve the vision and mission, 5 Strategic Focus Areas were identified as outlined in this figure.



Figure 2-1: Vision and Strategic Focus Areas for the Greater Stellenbosch

The following key priorities in the latest IDP have relevance to the integrated transport planning for Stellenbosch, namely:

- Fostering a customer centric approach to basic services;
- E-governance (SMART CITY) – Stellenbosch and partners are in the process of planning for the first smart city in the Cape Winelands – with a view to optimise existing infrastructure;
- Critical road infrastructure upgrades are required from a safety and developmental point of view;
- The Adam Tas Corridor Development – an excellent private-public partnership for sustainable urban development and inclusive growth, and
- Continuing to improve on a safer environment, through adding to our existing cameras and surveillance networks, as well as supporting and creating more neighbourhood watches.

The IDP indicate that the manner that the vision should be translated for transport and addressed in the CITP is shown in Figure 2-2.

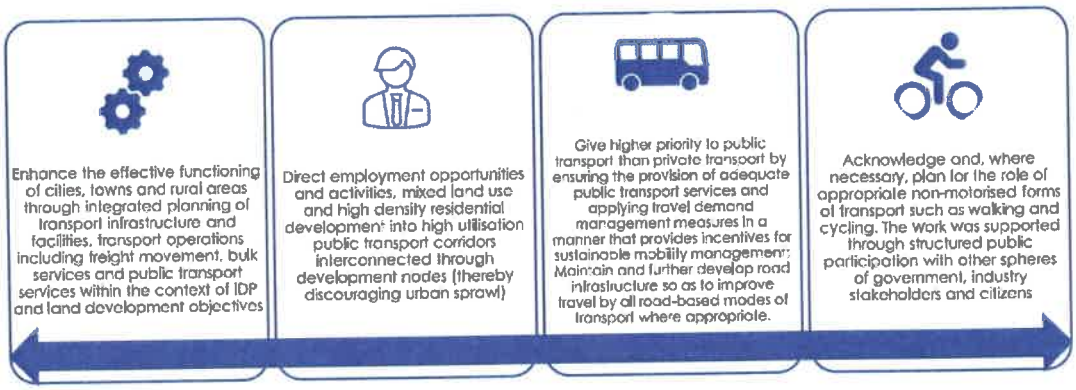


Figure 2-2: Translation of the Vision into the development of the Transport System

More specifically aimed at making progress towards the realisation of Vision from a transport perspective, the IDP proposed the following four strategic transport interventions, which is unpacked more extensively in Figure 2-3:

- ***Towards a Car-Free Living*** – refers to strategies that encourage more effective modes of travel such as public transport, NMT, and other mechanisms to increase the number of passengers per vehicle
- ***Travel Demand Management*** - refers to strategies that manage overall demand for travel during peak periods, such as congestion pricing and parking management
- ***Infrastructure and Operational Enhancements*** - refer to capacity improvements to transport infrastructure but only as part of the overarching transport philosophy in Stellenbosch, and
- ***Optimal Land Use and Interconnected nodes*** - refers to integrated land use and transport planning, which supports and promotes transit orientated development (TOD).

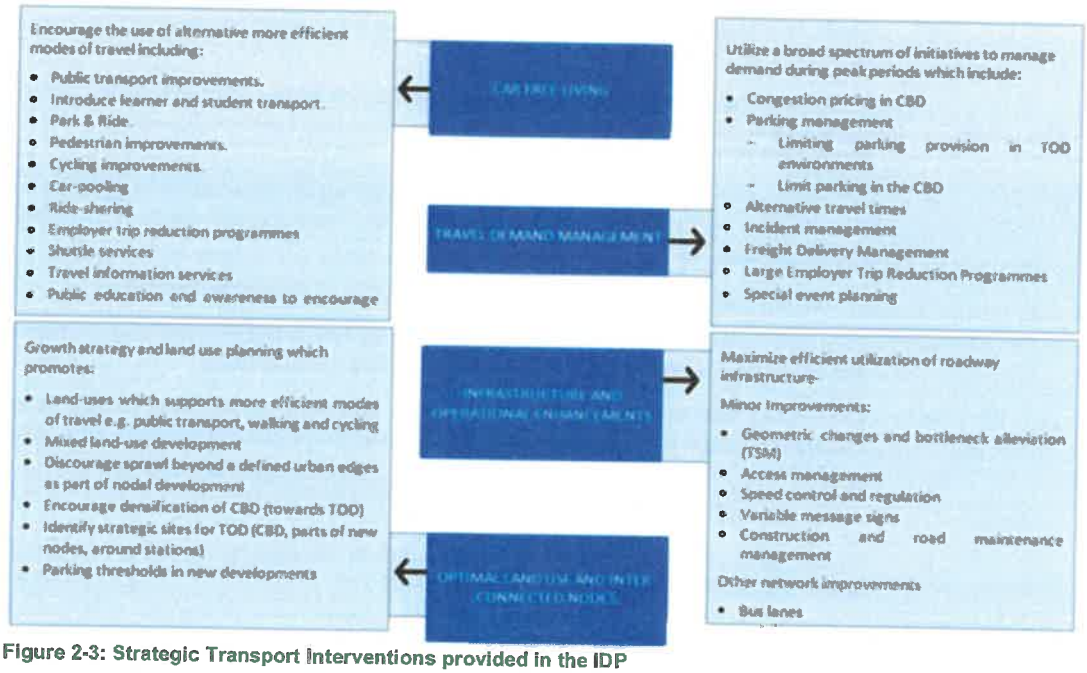


Figure 2-3: Strategic Transport Interventions provided in the IDP

2.2.6 Previous Stellenbosch Municipality CITP(s)

The previous CITP for the Municipality of Stellenbosch echoes the Strategic Focus Areas of the IDP and enhances the transport elements of the various focus areas. The key action areas that were identified to expand the IDP Strategic Focus Areas to include transportation is as follows:

- Road infrastructure improvements;
- Effective public transport system;
- Walking and cycling network improvements;
- Freight network improvements;
- Travel demand management, and
- Streamlined governmental and administrative processes to facilitate the implementation of much needed transport solutions.

The key action areas as listed above were further focused on key areas of implementation action for transport in within the Stellenbosch Municipality and includes:

- A well-functioning road network with good regional access;
- An effective public transport system with good regional access and local public transport, and
- A walkable and cyclable centre of town.

2.2.7 Stellenbosch SDF

The Stellenbosch SDF of 2019 aims to achieve the following:

- Enable a vision for the future of regions and places that is based on evidence, local distinctiveness and community derived objectives;
- Translate this vision into a set of policies, priorities, programmes, and land allocations together with the public-sector resources to deliver them;
- Create a framework for private investment and regeneration that promotes economic, environmental and social well-being for a specific region or area, and
- Coordinate and deliver the public-sector components of this vision with other agencies and processes to ensure implementation.

Listed below are the specific spatial policies to support the MSDF concept and settlements plans:

- Maintain and grow the assets of the Stellenbosch Municipality's natural environment and farming areas;
- Respect, preserve and grow our cultural heritage, the legacy of physical artefacts and intangible attributes of society inherited from past generations maintained in the present and preserved for the benefit of future generations;
- Direct growth to areas of lesser natural and cultural significance. Allow future opportunity to build on existing infrastructure investment, on the opportunity inherent in these systems when reconfigured, augmented or expanded;
- Clarify and respect the different roles and potentials of existing settlements;
- Ensure a balance approach to transport in Stellenbosch Municipality, that appropriately serves regional mobility needs and local level accessibility improvements;
- Develop all settlements as balanced, inclusive, appropriately serviced, communities, negotiable through NMT and exhibiting a positive relationship with surrounding nature and agricultural land;
- Actively seek conditions to enable the private and community sectors to align their resources and initiatives with the MSDF principles and proposals, and
- Focus major development energy in Stellenbosch Municipality on a few catalytic development areas that offer extensive, inclusive opportunity.

2.2.8 Promotion of Sustainable Transport

Sustainable Transport is the planning and provision of services and infrastructure for the mobility of people and goods in a manner that is safe, accessible, and affordable for all. Sustainable Transport is efficient and resilient, while minimising the environmental impact and advancing economic and social development to benefit today's and future generations. Sustainable Transport aligns fully with key imperatives of poverty alleviation and reduced inequality and is therefore key to achieving a **Just Transition.**

The specific approaches contributing to Sustainable Transportation includes the:

1. **Society** - where Sustainable Transport will facilitate equitable and safe access to opportunities;
2. **Economy** - where Sustainable Transport will be affordable and support a vibrant economy inclusive of growth. and
3. **Environment** - where Sustainable Transport will limit the impact on the environment.

The above three pillars should be applied for the integration of urban and land use planning with transportation and can be achieved by implementation of the spheres of NMT, Public Transport, Travel Demand Management and Transport Oriented Development.

Applicable legislation and policies to take into consideration in the vision and objectives to develop Sustainable Transportation include:

- Green Transport Strategy 2018 – 2050;
- Nationally Determined Contribution (NDC), and
- WCG 2019 Greater Cape Metro Regional Spatial Implementation Framework.

The abovementioned documentation is summarised as follow:

- Green Transport Strategy 2018 – 2050

  The transport Sector contributes 10.8% (cities +/-40%) SA's Green House Gas (GHG) emissions and the strategy is therefore integral to achieving the National Development Contribution (NDC) targets for reducing GHG emissions. The stated Goal is: "... ***substantially reduce GHG emissions and other environmental impacts from transport sector by 2050***". This can be achieved by having at least a 20% migration of persons/passengers from private to public transport and NMT and 30% migration of freight from road to rail.

- Nationally Determined Contribution (NDC)

  The Presidential Climate Commission (2021) provides the overarching approach to reducing GHG emissions to stay below 2°C and achieve a Nett Zero worldwide by 2050. The Energy Sector will be the initial focus leading up to 2030 whereafter the Transport Sector will follow. It should be ensured that current planning does not lock out opportunities to shift.

- WCG 2019 Greater Cape Metro Regional Spatial Implementation Framework

  The framework provides long term strategic direction and coordination to the overall growth, spatial development, land use management, and conservation. The framework sets out the region's spatial agenda through 9 levels including *Integrated Transport and Mobility.* The specific strategies to be developed for include:

  - Regional Public Transport;
  - NMT;
  - Freight Logistics, and
  - Freeways.

Some changes in the external environment to consider in the planning of Sustainable Transportation include:

- The Climate Change dialogue that is rapidly shifting;
- The concept of 15-Minute Cities where all amenities are within a 15 – 20 minute walking or cycling distance;
- The need to consider NMT (walking and cycling) and Public Transport and not only Electric Vehicles as key enablers in reducing GHGs;
- The recognition of the need for a Just Transition addressing inequality issues in the accessing of opportunities, and
- The implications of evolving technology supporting the **Active Mobility** space such as e-bikes, pedelecs, e-scooters, cargo bikes and so forth.

2.2.9 The Fourth Industrial Revolution (4IR)

The Fourth Industrial Revolution (4IR) can be described as the application of technology to merge the physical and digital world. The 4IR is characterized by the speed at which is it evolving and its presence in almost every industry and country. As a result of the 4IR the world experiences the transformation of entire systems of production, management, and governance. Breakthroughs in fields such as artificial intelligence (AI), robotics, the Internet of Things (IoT), autonomous vehicles, 3-D printing, nanotechnology, biotechnology, materials science, energy storage, and quantum computing to list a few (Schwab, 2016).

The 4IR has an impact on businesses, the government, people, but most importantly for this study an impact on transportation and the future of it.

A 4IR product/development that can be classified as one of the outcomes with most significant impact on the transportation system is Autonomous Vehicle Technology (AVT). AVT is the idea of a vehicle that is fully automated with no human control required. It is expected that the use of AVT will result in operational efficiencies, lower freight costs, improved fuel efficiency and reduced delivery times. An example is where AI and IoT based radar, laser and camera systems allow freight vehicles to navigate pathways so as to effectively reduce any dysfunctionalities or accidents while optimizing fuel consumption (Ranawat, 2020).

Some beneficial key changes took place in the way an ordinary consumer interacts with the transportation industry because of Artificial Intelligence. These changes include (Ranawat, 2020):

- The introduction of smart cashless and cardless payment using radiofrequency identification (RFID) or near field communication (NFC) that can be applied in various scenarios;
- Secure booking systems that are enhancing mobility as a service for instance Uber, and
- Multi-channel Customer Assistance, AI and IoT have enabled mobility service authorisers to convey transport related information with consumers including Estimated Time of Arrival (ETA) and virtual assistants.

With the automation of systems, it became possible to optimise transport operations more efficiently than before as high-quality data and analytics significantly became available and improve transportation planning through increased visibility. With the new access to rich data generated daily it became possible to anticipate demand, plan more effectively and track distribution in real time (Logistics & Transport, 2020).

Even though South African logistics and transportation companies are still exploring innovations from the Second and Third Industrial Revolutions, a solid foundation needs to be created to support the implementation of 4IR technology.

2.3 Vision

The stakeholder participation process engaged participant on the importance on matters and aspects directly and indirectly related to transportation in Stellenbosch. The outcome of this process is in summarised

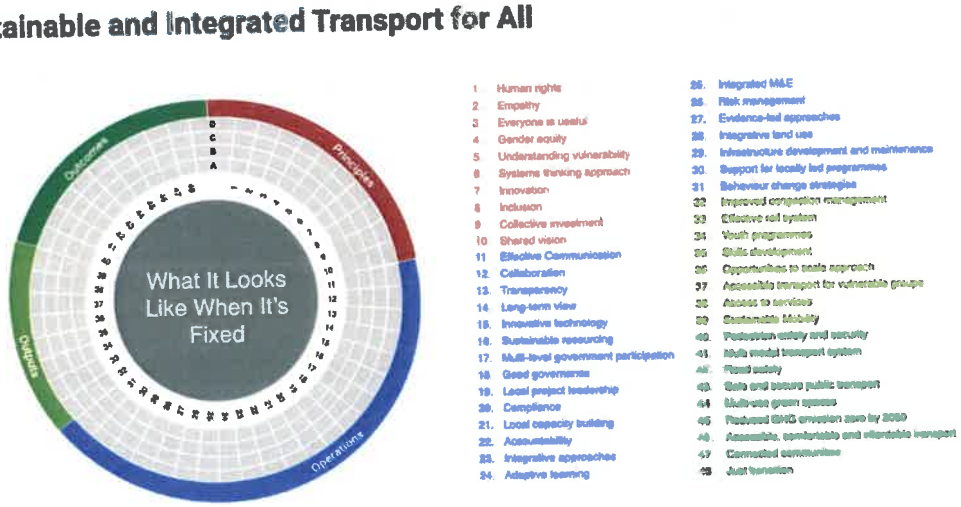


Figure 2-4.

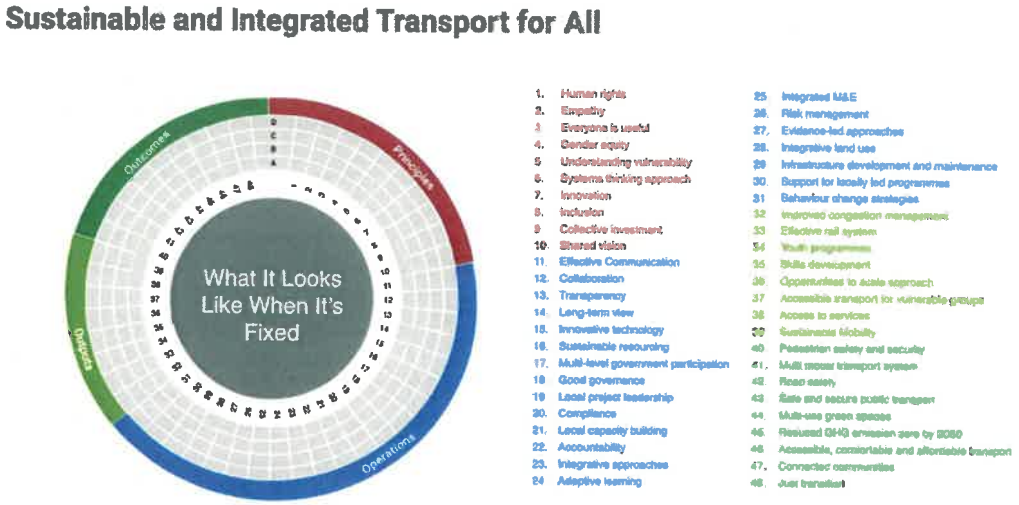


Figure 2-4: Stakeholder Engagement and Participation Process Summary

It can be concluded that transport is not an end in itself, but a facilitator of wellbeing and property, giving people access to opportunities such as work, health, education and social and recreational activities. A well-functioning transport system facilitates equitable access to key opportunities and services.

Taking cognisance of the existing policy and legislative framework summarised in sections above, identified user needs and the stakeholder engagement process, the proposed Vision for transport for Stellenbosch Municipality is as follows:

Stellenbosch Municipality has an integrated, effective and sustainable transport system, which unlocks economic opportunities and is accessible, safe, reliable and affordable to all communities serviced by the Municipality.

2.4 Objectives

Pursuant in achieving the Vision and addressing user needs, issues and gaps, the following Objectives for the transport system for Stellenbosch Municipality over the next 5 years and beyond are proposed:

Sustainable Mobility for All

1. Adequate mobility and inclusion of all communities, road users and pedestrian groups:
   - Commuters;
   - Scholars and Students;
   - Tourists, and
   - Mobility impaired and persons with disabilities.
2. All mobility options available to travellers are:
   - Safe;
   - Accessible;
   - protects the environment, and
   - preserves heritage.

Land Use and Transport Integration

1. Densification at public transport nodes and along key transport corridors;
2. Higher density housing developments within or close to the core and nodes, well served by public transport;
3. Diversify types of land use at new nodes to reduce travel, and
4. Mixed use developments well served by NMT.

Road Infrastructure & Parking

1. Provides adequate capacity and safe mobility of all modes of transport on all routes, roads and streets;
2. Reduced congestion;
3. Minimises the impact of through traffic;
4. Reduce the impact of extensive on-street parking of private vehicles;
5. Parking developments that tie-in with and promotes the use of public transport;
6. Acceptable maintenance;
7. Include Universal Design principles, and
8. Maintains the character and heritage of the Stellenbosch and Franschhoek Towns.

Public & Non-motorised Transport

1. Affordable, safe, secure and attractive public transport services;
2. Access to all communities and areas within the municipal boundary;
3. Enhance the role of commuter rail;
4. Safe and convenient first- and last mile (1LM) travel of public transport users;
5. Safe and convenient infrastructure & facilities for travellers using NMT as a primary mode, and
6. Promote car free living in the Stellenbosch Municipal area.

Freight Transport

1. Designated, controlled and policed freight route through the Municipal Area,
2. Routes for transportation of hazardous freight, and
3. Efficient over-load control.

Safety & Security

1. Prioritise safety and security of all users;
2. Monitored, controlled, and executed;
3. Behaviour change programmes to improve mutual consideration of different road users, and
4. A gendered lens on safe mobility.

Institutional, Funding and Communication

1. Integrated Planning that has broad buy-in and is achievable, understandable, and communicable;
2. Transport budget allocations in line with future vision for the municipal transportation system;
3. Inter-governmental collaboration and coordination;
4. Partnerships with private sector;
5. Programmes, projects and plans include innovation, introduction of technologies that will promote efficiency and sustainability, and
6. Communication strategy and responsive and accountable feedback loops between users and the Municipality.

2.5 Preferred Future Transport Scenario

2.5.1 Scenario Development

A preferred scenario was developed to guide the strategies, implementation plans and key projects for the CITP. The process commenced with the identification of a number of high-level scenarios that were narrowed down to the following two scenarios:

- **Scenario 1: Improved Current Trajectory**
- **Scenario 2: Focussed Investment on Public Transport and Non-motorised Transport**

These two scenarios were further unpacked, assessed and measure against the transport Vision and Objectives, in order to decide on a preferred scenario. Based on the assessment, it is proposed that the Scenario 2, with a focus on public and non-motorised transport, is the preferred approach to be taken by the Municipality in the further development of its transport system.

Although the two scenarios are not mutually exclusive and Scenario 1 could be a first step and provide a basis for pursuing Scenario 2, there is a risk with following such an approach, as the Municipality may remain locked into very much a "business as usual" scenario, which could then impact on its ability to change tack towards a more public transport and non-motorised transport investment focus later.

The preferred scenario is aligned and in support of the future transport system as described in a number of strategies and plans already adopted by the Municipality, which articulates its support for more focussed investment in public and non-motorised transport, such as:

Strive towards car-free living in Stellenbosch

A traffic management approach that favours more vulnerable road users, the introduction of measures to reduce traffic flow in the CBD and develop more pedestrian-friendly or pedestrianised streets in the CBD, should be pursued.

This approach can only really be successful if it is underpinned by a CBD public transport distribution service.

Achieve a modal shift in the Stellenbosch CBD towards public transport, walkability and cyclability

Achieving a modal shift towards public transport, walking and cycling will require that streets must be transformed into vibrant pedestrian-friendly space with supporting land use, sidewalks that are universally accessible, traffic management in favour of pedestrians, cycling and public transport.

Parking in the CBD reduced over time by introducing differential parking tariffs with more affordable parking at the outskirts of the CBD.

Creating dignified living spaces in previously disadvantaged areas

Pedestrian footways/paths and cycle networks are required to connect people to civic amenities, schools, public transport facilities and markets. These should be quality environments, bringing dignity to the public space.

2.5.2 Description of Key characteristics of the preferred scenario

The key characteristics of the preferred scenario, Focussed Investment on Public Transport and Non-motorised Transport, are described as follows:

Mobility for All

- Roads and streets are for all (not only private vehicles) with selected streets dedicated to walking and cycling with vehicular access restricted/not allowed;
- Travellers within the municipal area have a variety of viable and safe mobility choices, ranging from NMT, public transport, MAAS options and private vehicles;
- Travellers exercise a wider variety of mobility choices than for choice users only relying on their private vehicles;
- Congestion is reduced as a result of travellers making different choices;
- More commuters travelling from outside the Municipality to work in Stellenbosch use public transport to do so;
- In addition to using mini-bus taxi services, commuters also use scheduled public transport available on certain key routes and within core areas;
- Travellers that cannot afford any other transport, use well developed and safe NMT facilities;
- Residents living in new decentralised nodal developments on core public transport routes can rely on scheduled public transport to commute to work, go to university, school, etc.;

- Students mostly use park-&-ride facilities, shuttle bus services or walk/cycle between the university and their places of residence;
- Although many scholars are picked up and dropped off at schools by private vehicles, other modes are available to them to travel conveniently and safely to school and back, such as walking and cycling;
- Tourists mostly use private vehicles and MAAS to access the Stellenbosch Town, but then use park-&-ride facilities, shuttle bus services or NMT to move around, and
- The elderly and people with physical disabilities have very limited mobility options.

Sustainable Transport

- A significant reduction in transport related green-house emissions is due to both a reduction in the need to travel and a shift towards sustainable modes;
- Travel is reduced due to the integration of land use and transport throughout the Municipality;
- Shift from private to public transport by choice-users has and is taking place as a result of viable and safe public transport and/or MAAS options;
- Shift from motorised to non-motorised transport is taking place because of improved NMT infrastructure and facilities, and
- Behaviour change strategy being implemented.

Land-use & Transport Integration

- The need to travel is reduced by more mixed-use land use development;
- Development of the transport network and land use development is better integrated, with the main driver being sustainability;
- Adam Tas corridor development continues as planned and is supported by scheduled public transport services along key routes;
- Continued densification within the Urban Edges and focus on brownfield redevelopment;
- New high density housing developments is supported by scheduled public transport services;
- Existing higher density housing areas to be expanded through land-use diversification to better support need for convenience, commercial and public facilities, and
- Transit -Oriented development nodes are established around transport nodes (for instance at rail stations) where modal transfers can be facilitated.

Road Infrastructure & Parking

- The road network is developed and redeveloped such that streets within Stellenbosch Town, provide for different types of functionalities, some providing for

higher levels of mobility for private vehicles and others providing more for access, public transport and specifically NMT;

- Upgrades, redevelopment and development of roads makes adequate allowance for all mode of transport (cross-section, servitude boundary to boundary, urban design);
- Bypass road options for through traffic are developed and evaluated through a strategic environmental assessment;
- Parking requirements related to new development are scaled down in favour of public transport and NMT facilities considering all socio-economic and environmental costs/benefits;
- Park-&-ride facilities have been developed to serve the Stellenbosch Town and Franschhoek;
- On-street parking has been reduced and/or taken away on certain functionality type streets;
- Where available, on-street parking has been made more expensive to encourage motorists to park-&-ride and/or use NMT, and
- Continued and improved road maintenance.

Public Transport

- Commuter rail is reintroduced and provides a viable public transport option for both captive and choice users to areas surrounding/outside the Municipality;
- Commuter rail is expanded (possibly including LRT between SSW and SB on current line);
- Provincially subsidised bus services are extended to link areas from outside the Municipality, not served by rail;
- A scheduled shuttle service link park-&-ride facilities with key destinations with the Town CBD and University (dedicated US student shuttle service was absorbed into this service) – also in Franschhoek;
- Scheduled public transport services link key nodes within the municipal area, including the Town CBD, i.e. Adam Tas Corridor and Jamestown;
- Unscheduled public transport, mainly mini-bus taxis provide for the demand for public transport where scheduled services do not exist, and
- Student transport – evaluating re-introduction of e-scooters (may be e-bikes) as on campus mobility platform.

Non-motorised Transport

- Pedestrianisation of some streets in the Stellenbosch Town CBD;
- Further development of bike paths and pedestrian routes linking outlying communities and neighbourhoods with economic opportunities within the Municipality;
- Expanded NMT essential infrastructure, including previously "missing links";
- Pedestrian routes are well integrated at public transport interchanges;
- Cycle facilities within Stellenbosch Town, along with bicycle parking and safe storage;
- A bike-sharing scheme has been introduced;
- Improved NMT facilities around schools, with scholars walking and bicycling, and
- Decluttered sidewalks to promote NMT and Universal Access as part of urban design.

Freight Transport

- Whilst freight by road remains the main transport mode, the role of rail in this respect is re-evaluated;
- Strategic freight network;
- Klapmuts truck-stop development;
- Effective overloading control, backed by law enforcement (weigh-in-motion mats)/technology introduction;
- Regulated and enforced routes for the transportation of dangerous goods, and
- First and last mile services – EV support.

Safety & Security of Travellers

- Behaviour change programmes to improve mutual consideration of different road users;
- Stellenbosch municipal area is a 24/7 complete user-friendly town;
- Road safety and awareness is improved;
- Security is improved at public transport ranks, interchanges and major NMT routes throughout the Municipality;
- Safety training for taxi associations and taxi drivers;
- Safety dialogues between taxi associations, taxi drivers and potential new users;
- Safe and healthy sanitation at public transport ranks;
- Safety grading system for public transport;
- Vulnerable road users are prioritised at points of intersection;
- Speed limited and traffic calming around schools;
- Visible policing;
- Urban design which includes safety-in-design considerations;
- Perceptions of safety (personal public safety) and security is significantly improved;
- A gendered lens on safety and security, and
- Map and respond to user patters, elderly, youth, people with disabilities, women and children.

Technological Advancement & Innovation

- Traffic management systems and information available for traffic and congestion management;
- Technology applied for commuter safety at interchanges and key NMT routes;
- Technological advancement in vehicle propulsion systems reduce emissions;
- Public charging facilities are available for EVs in collaboration with private sector, and
- Preparing to introduce new technology into transportation system (autonomous vehicles, 4IR and big data, electric vehicles and charging stations, e-bikes/scooters for hire, also student focussed).

Funding

Additional funding allocated and secured through partnerships with public and private entities for;

- the development and improvement of NMT infrastructure and facilities in general, but specifically along provincial routes, as well as at and around new private developments, and
- public charging facilities available for electric vehicles, in partnerships with the private sector.

Institutional Arrangements & Communication

- Communication mechanism focusses on behaviour change and accountability framework through relationship building and trust (culture of mutual respect, high expectations and trust). It should include a clear public engagement and education programme;
- SDPs include provision for public transport (where applicable) and NMT;
- Zoning implications such as building lines and parking requirements consider the safe NMT infrastructure and facilities;
- TIAs are based on person trips (not vehicle trips) and include NMT;
- Municipal by-laws are aligned with IDP strategic objectives;
- Partnerships for the development and management of transportation with the various sectors of government, as well as the private sector are in existence;
- Development and implementation of communication strategy in support of the scenarios;
- Responsive and accountable feedback loops between users and city;
- Development and implementation of communication in support of the scenarios, and
- Responsive and accountable feedback loops between users and the city.

Preservation of Heritage

Balanced approach is followed towards mobility and preservation of heritage, specifically with consideration given to the development of NMT infrastructure.

2.6 Future Transport Concept

To provide a framework and guidance to the mode specific strategies and plans contained in Chapters 6 to 11 of the CITP, the Vision, objectives and preferred transport scenario were translated into a Future Transport Concept consisting of a number of building blocks that will enable the future development of public and non-motorised focussed integrated transport system for Stellenbosch Municipality. The Concept and its building blocks are:

1. Development of **park-&-ride facilities** for travellers traveling to Stellenbosch from outside the municipal area, with e-vehicle charging facilities
2. Introduction of **scheduled shuttle services**, linking:
   - park-&-ride facilities;
   - Krigeville school precinct;
   - key nodes: Kayamandi, Stellenbosch CBD, University, rail stations and higher-density residential areas;
   - higher-density corridors, such as Adam Tas Corridor, and
   - to Somerset-West (as a later phase).
3. Reinstatement and expansions of **commuter rail** (possible additional stations in ATC)
4. Partial or full **pedestrianisation of some streets** within the Stellenbosch Town CBD and Franschhoek
5. Establishment of a **"core" bicycle network** with related infrastructure and facilities with the introduction of a Bike Sharing Scheme
6. Development and **redevelopment of streets and roads**, which provides for different types of functionality, some providing more for access, public transport and NMT and others providing for higher levels of mobility for private vehicles
7. **Reduced on-street parking**
8. Needs of the elderly and people with disabilities as pedestrians are catered for in the development and redevelopment of streets (layout and cross-section, fence-to-fence)
9. **HOV facilities** and public transport priority measures on arterials, such as the R44
10. **Bypass road options** for through traffic be considered
11. **Integrated traveller safety and security framework** in place with active monitoring and management through application of technology
12. **Deployment of ITS solutions** to promote convenient travel, TDM, information sharing, public transport ticketing, freight vehicle over-load control, etc.

3 TRANSPORT REGISTER

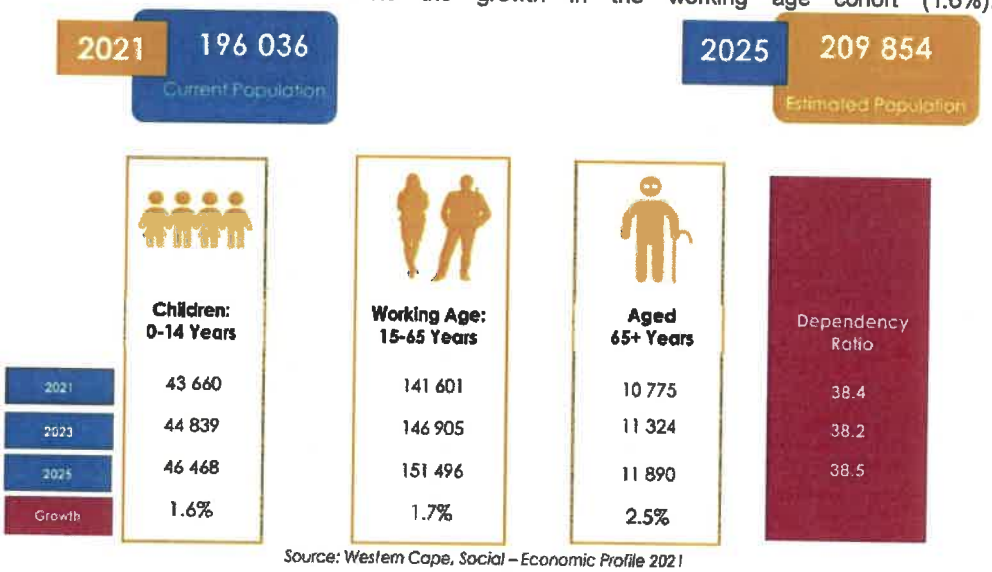
The objective of the Transport Registry is to provide an overview of the current land transport system operations within Stellenbosch Municipality. It reflects various aspects of the area which include demographics, the transport system status quo, system management, performance levels, and the status and condition of transport facilities. This will assist in understanding the transport system, as well as its ability to meet the needs of the community by providing effective and efficient transport services and infrastructure.

The register will further assist in pinpointing the shortcomings and identifying strengths, weaknesses, and opportunities.

3.1 Demographic and Socio-Economic Characteristics of Stellenbosch Municipality

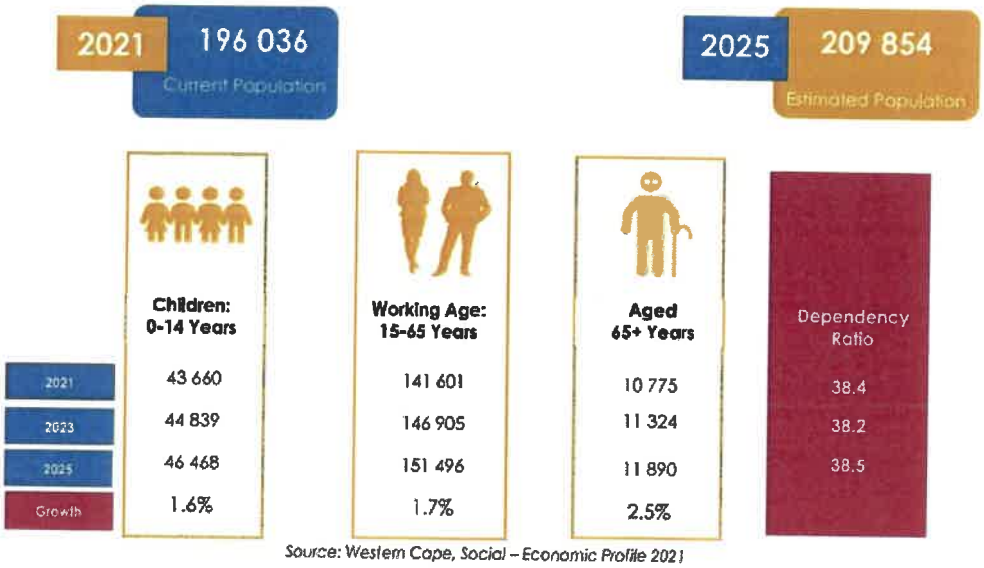
3.1.1 Population

Stellenbosch's population totals 196 036 persons in 2021, and is expected to increase to 209 854 by 2025, equating to an average annual growth rate of 1.7 % for the period. Stellenbosch has an ageing population. The highest growth for the aged cohort is an average annual rate of 3.6% for the period 2021 to 2025. This is more than double the growth in the working age cohort (1.6%).



Source: Western Cape, Social – Economic Profile 2021

Figure 3-1 has been taken from the IDP 2022-2027.



Source: Western Cape, Social – Economic Profile 2021

Figure 3-1: Age Cohorts and Dependency Ration

3.1.2 Population Density

Stellenbosch has a population density of 234 people / km².

3.1.3 Learner growth rate and schools

Learner enrolment in the Stellenbosch area increased with the same rate as population as the growth rate (1.7%). There are 39 schools in the Stellenbosch area.

3.1.4 Health Facilities

In 2020, the Stellenbosch municipal area had 8 primary healthcare facilities which comprise of 7 fixed clinics and 1 community day care centre. There is also a district hospital, 9 ART treatment sites and 13 TB clinics.

3.1.5 Income Levels

The Gross Domestic Product (GDPR) per capita is on a downward trend across most local municipal areas. The Gini-coefficient (measuring income inequality) has worsened in the Stellenbosch Municipal area and increase from 0.614 in 2014 to 0.631 in 2020.

3.1.6 Basic Service Delivery

Access to affordable transportation is not currently measured in basic service delivery and is believed to be a gap in the approach to service delivery as access to public facilities and amenities is facilitated by affordable transportation.

3.1.7 Economic Growth and Employment

In 2019, the economy of the Stellenbosch Municipal area was valued at R 16.759 billion (current prices) and employed 78 449 people. The economy is expected to decline with 6.7% (and even more due to the impacts of loadshedding) with a significant number of jobs being lost.

The finance, insurance, real estate, business services and wholesale and retail trade, catering and accommodation and manufacturing are the main drivers of the Stellenbosch economy. The former two grew by 2.4% and 2.1% respectively between 2015 and 2019. The largest decline is expected in the construction industry which is expected to decline by 19.8%.

It is estimated that total employment in 2020 was expected to be 73 790 workers of which 73.6% is in the formal sector while 26.4% is informally employed. The average growth for the formal sector is 0.4% and for the semi-skilled sector 0.5%. Low-skilled employment contracted at an average annual rate of 1.4% per annum. Overall, formal and informal employment contracted by 0.4% and 2.1% respectively between 2016 and 2020 (and is expected to continue or the contraction rate may even increase.

3.2 General Overview of the Transportation System

3.2.1 Modal split

The 2016 CITP indicated a vehicle modal split with a high bias towards private "light" vehicles. However, the more recent National Household Travel Survey of 2020 (Department of Statistics, 2020) data was analysed at a Transport Zone level, to try and get more up to date information on transport in Stellenbosch. Table 3.1 shows the modal split for the Transport Analysis Zones that constitute the Stellenbosch area.

Table 3.1: Modal Split for Stellenbosch

Description	Percentage
Train	4
Bus	0.5
Taxi	63
Car/bakkie/truck/lorry driver	28
Car/bakkie/truck/lorry passenger	2
Walk	1
Total	**100**

3.2.2 Public Transport System

In the absence of passenger rail services in Stellenbosch at present, public transport in Stellenbosch Municipality consists mainly of minibus-taxi services and limited services by Golden Arrow Bus Service (GABS). The minibus-taxi operators transport the majority of commuters not only within the Municipality's boundaries but also between areas from outside of the Municipality such as Somerset West, Kuils River, and Paarl. There is a large prevalence of unlicenced minibus-taxi operators operating on routes within the Municipality. Golden Arrow Bus Services provides 6 services into and out of Stellenbosch. Passenger rail services were provided by Metrorail, a member of PRASA, and provided a minimal passenger service of around two trains per peak hour, stopping at seven train stations within the Stellenbosch municipal boundaries.

Stellenbosch University (SU) provides a weekday shuttle service exclusively for students and staff between various campus and parking facilities. Tygerberg resident students are also able to book a shuttle seat in advance between the Tygerberg and Stellenbosch campus.

Other public transport services include the long-distance commercial bus services provided by, Translux, and Intercape and on-demand transport services provided by e-hailing companies such as Uber. There are also various tourist related transport services. (Update of the Comprehensive Integrated Transport Plan (CITP) for Stellenbosch Municipality, 2020).

3.2.3 Institutional and Organisational Structure of the Public Transport Industry

As indicated above, the minibus-taxi is the main mode of public transport in Stellenbosch. The industry in Stellenbosch has organised itself into three associations:

- Stellenbosch Taxi Association;
- Franschhoek Taxi Association, and
- Kayamandi Taxi Association.

There are also limited scheduled bus services in Stellenbosch Municipality. These are operated by Golden Arrow Bus Services (GABS) in terms of an operating contract with the WCG.

The passenger rail service, (currently not operating in Stellenbosch) is operated by Metrorail a division of PRASA.

Although Stellenbosch Municipality does not have direct control over these management entities, it is important for them to foster good relationships with transparent and regular liaison.

3.2.4 Minibus Taxis

Minibus taxis provide unscheduled flexible services that can adapt to transport demand. This makes it the dominant public transport mode in Stellenbosch. Minibus taxi vehicles do not display routes, origin, destination, or fares. Fares are paid in cash. The capacity of minibus taxis ranges between 12-16 (Update of the Comprehensive Integrated Transport Plan (CITP) for Stellenbosch Municipality, 2020).

The main minibus taxi hubs in Stellenbosch Municipality include Stellenbosch, Kayamandi, Franschhoek and Klapmuts. Figure 3-2 shows the taxi ranks within Stellenbosch Municipality (Update of the Comprehensive Integrated Transport Plan (CITP) for Stellenbosch Municipality, 2020).



Figure 3-2: Taxi Ranks within Stellenbosch University

(Source: Update of the Comprehensive Integrated Transport Plan for Stellenbosch Municipality, 2020)

The passenger volumes at the various taxi ranks were observed during surveys in 2019. The counts only include AM and PM peaks (Update of the Comprehensive Integrated Transport Plan (CITP) for Stellenbosch Municipality, 2020).

Table 3.2 reflects the minibus-taxi passenger volumes.

Table 3.2: Minibus Passenger Volume

Rank	W/day	%	Fri	%	Sat	%	All pay	%	Total	%
Bergzight	3568	42	4599	47	2988	44	4726	55	15972	47
Kayamandi	1835	21	1842	19	1417	21	2023	24	7118	21
Du Toit Station	1023	12	1140	12	967	14	1116	13	4246	13
Stellenbosch Station	1058	12	1141	12	212	3			2411	7
Franschhoek	590	7	562	6	617	9			1769	5
Klapmuts WC			103	1				8	103	
Klapmuts	481	6	373	4	596	9	671		11	6
Total	**8645**		**9760**		**6797**		**8536**		**13374**	

It was identified that minibus routes in Stellenbosch were problematic. Table 3.3 shows the various problems, together with the best way forward.

Table 3.3: Minibus Route Problems and Solutions

Minibus Taxi Route Problem	Best Way Forward
• Inaccurate and lack of correlation or consistency between all database sources i.e. PRE database, taxi associations, and municipality making it difficult to verify the actual number of routes • Routes were established more than 20 years ago; they are therefore no longer relevant with new or changing land use • Road network and other infrastructure changes (consolidation of ranks) have occurred making route descriptions no longer valid • No correlation or accuracy of the number of OLs • Not accurate vehicle registration numbers or owner information • No maps of routes make it difficult to confirm actual route alignments • There are duplicate or multiple route numbers between the same origin and destinations (OD) pair	• Multiple route numbers for the same O-D pair were consolidated into one route number • Where there were minor route variations or "vias" between the same O-D pair these were included in the one route number with a few road link options • Where the B destination was a neighbourhood without a rank the route was modified to allow collection and feeding within the boundaries of the neighbourhood • Route numbers that were no longer viable due to a shift in rank location or lack of demand were deleted. • The final consolidated route description took into account all route variations between O-Ds as well as the actual routes recorded as part of the onboard surveys.

Table 3.4 and Table 3.5 summarise the revised route structure for local routes. These changes were made based on the above principles. This revision allowed for a consolidation of routes between the same O-D. A total of 16 local routes which serve the following local neighbourhood destinations and towns within the municipal area.

- Between Stellenbosch and Kayamandi, Idasvalley, Cloetesville, Jamestown, Koelenhof, Vlottenburg, Lynedoch Station, Devon Valley, Elsenberg, Jonkershoek and the R310;
- Between Stellenbosch and Klapmuts, Pniel, Kylemore, Lanquedoc, Franschhoek;
- Between Franschhoek and surrounding residential areas and farms, and
- Between Klapmuts and surround residential areas, Simondium and Muldersvlei and Elsenburg.

Table 3.4: Revised Local Routes for Stellenbosch Municipality

TA	New #	Route Name	Consolidate Route #s	Route Numbers Removed
Stellenbosch 9 routes	656	Stellenbosch - Idasvalley	656, 657, 658, 659, 660, 661,	630, 631, 632, 633, 634, 635, 705, 706, 707, 916, 917, 942
	665	Stellenbosch - Cloetesville	665	636, 637, 666, 702, 703, 704
	670	Stellenbosch - Jamestown	670,671	638, 639, 782, 783
	662	Stellenbosch - Koelenhof	662	
	663	Stellenbosch - Vlottenburg/ Lynedoch Station/Devon Valley	663, 664, 672	
	667	Stellenbosch - Kylemore/ Pniel/ Lanquedoc	902, 903, 667, 668,754	
	675	Stellenbosch - Jonkershoek	675	
	673	Stellenbosch-Elsenburg	673a, 673b, 674a, 674b, A63	
	Y48	Stellenbosch-R310	Y48, Y49, Y50	
Franschhoek 5 routes	A96	Franschhoek - Franschhoek Plase		
	G60	Klapmuts- Stellenbosch via Muldersvlei	G58, G60	
	G61	Klapmuts - Simondium		
	M59	Klapmuts - Klapmuts		
	Z47	Franschhoek - Stellenbosch		
Kayamandi 1 route	676	Stellenbosch - Kayamandi	676, 677, 722, 723, 813, 814, 815	

Table 3.5: Revised Inter-Municipal Routes for Stellenbosch Municipality

TA	New #	Route Name	Consolidate Route #s	Route Numbers Removed
Stellenbosch 2 routes	669	Stellenbosch – Somerset West	669, 741, T43	
	A88	Stellenbosch – Kuils River		
Franschhoek 4 routes	755	Franschhoek - Paarl	755, 873	
	G15	Klapmuts - Paarl	G15, G57	
	G59	Klapmuts-Dandarach Farms Paarl		
	N42	Franschhoek - Paarl Mall		
Kayamandi 2 routes	N12	Stellenbosch (DuToit) –Bellville (long distance rank)		
	Q80	Kayamandi-Lwandile		

Table 3.6 shows the routes that serve each rank.

Table 3.6: Routes serving the Various Ranks in Stellenbosch

No.	Facility Name	Destinations Local / Commuter (C); Inter-Municipal (IM); Long Distance (LD)	Route Nos per Rank
1.	Bergzicht	C: Idasvalley, Cloetesville, Jamestown, Koelenhof, Vlottenburg/ Lynedoch Station/Devon Valley, Kylemore/ Pniel/ Lanquedoc, Jonkershoek, Elsenburg, Kayamandi IM: Somerset West,	656, 665, 670, 662, 663, 667, 675, 673, Y48, 676
2.	Kayamandi	Stellenbosch CBD	676

No.	Facility Name	Destinations Local / Commuter (C); Inter-Municipal (IM); Long Distance (LD)	Route Nos per Rank
3.	Du Toit	IM: Lwandile, Bellville LD: Eastern Cape destinations	N12, Q80
4.	Stellenbosch Station	IM: Somerset West, Kuils River	669, A88
5.	Franschhoek	C: Franschhoek Plase, Stellenbosch IM: Paarl, Paarl Mall	A96, Z47
6.	Klapmuts Winelands Centre	C: Stellenbosch via Muldersvlei, Simondium, Klapmuts IM: Dandarach Farms (Paarl)	G60, G61, M59
7.	Klapmuts	C: Stellenbosch via Muldersvlei, Simondium, Klapmuts IM: Dandarach Farms (Paarl)	G60, G61, M59

Table 3.7 and Table 3.8 summarise the distances per route. It also summarises the average 1-way route distance for all routes serving a particular rank as well as the average speed and estimated turnaround time for these group of routes.

Table 3.7: Distance and Average Travel Time per Local Route

TA	New #	Route Name	Average 1-way Route distance [km]	Avg. Speed	Turn-around Time [hh:mm]
Stellenbosch	669	Stellenbosch – Somerset West	20.5	59	00:35
	A88	Stellenbosch – Kuils River	No data		
Franschhoek	755	Franschhoek - Paarl	36.3	61	01:00
	G15	Klapmuts - Paarl	17.4	56	00:31
	G59	Klapmuts-Dandarach Farms Paarl	Na data		
	N42	Franschhoek - Paarl Mall	34.2	70	00:49
Kayamandi	N12	Stellenbosch (DuToit) –Bellville (long distance rank)	25.6	64	00:40
	Q80	Kayamandi-Lwandile	26.3	53	00:50

Table 3.8: Distance and Average Travel Time per Inter-municipal Route

TA	New #	Route Name	Average 1-way Route distance [km]	Avg. Speed	Turn-around Time [hh:mm]
Stellenbosch	656	Stellenbosch - Idasvalley	5.9	28	00:21
	665	Stellenbosch - Cloetesville	10.5	38	00:27
	670	Stellenbosch - Jamestown	8.5	31	00:27
	662	Stellenbosch - Koelenhof	24.0	62	00:39
	663	Stellenbosch - Vlottenburg/ Lynedoch Station/Devon Valley	10.9	78	00:14
	667	Stellenbosch - Kylemore/ Pniel/ Lanquedoc	16.5	57	00:29
	675	Stellenbosch - Jonkershoek	3.0	25	00:12
	673	Stellenbosch-Elsenburg	16.9	41	00:41
	Y48	Stellenbosch-R310	18.0	95	00:19
Franschhoek	A96	Franschhoek - Franschhoek Plase	No data		
	G60	Klapmuts- Muldersvlei- Stellenbosch	8.8	52	00:17
	G61	Klapmuts - Simondium	22.6	42	00:54
	Z47	Franschhoek - Stellenbosch	8.9	40	00:22
Kayamandi	676	Stellenbosch - Kayamandi	22.6	42	00:54

Passenger waiting times usually serves as a measure or indicator for service quality. The average waiting time was recorded at the various ranks. It is based on the time a person enters the queue and when the vehicle departs. Table 3.9 summarises the average waiting time during peak periods at the various ranks. Typically, the average waiting time during peak hour ranges from 1 minutes to 54 minutes. The analysis shows that Bergzicht station has the longest wait time of 54 minutes. On average Klapmuts Winelands Centre has the highest waiting time of 25.50 minutes and Franschhoek Rank has the least waiting time of 4.72 minutes.

Table 3.9: Average Passenger Waiting Time

Rank Number	Rank Name	Average Wait Time During Peak Hour (minutes)
1	Bergzicht	14.34
2	Franschhoek Rank	4.72
3	Kayamandi	7.91
4	Du Toit	8.14
5	Klapmuts	14.10
6	Klapmuts Winelands Centre	25.50
7	Stellenbosch Station	10.95
8	**Average Waiting Time**	**9.60**

The general services characteristics of the minibus-taxi operations in Stellenbosch as conveyed by the taxi associations during the stakeholder consultation process are summarised as follows:

- Peak: 6am - 9am and 2pm – 5pm;
- These patterns are fairly regular patterns due to daily commuters;

- Age of typical passengers during peak period 18 – 45;
- Off-peak show much less predictable usage patterns;
- Mix of ages, sometimes older passengers above 60 (on social grant days mostly), and
- R44 route is quieter on Mondays when many restaurants are closed.

During the stakeholder consultations held with the minibus-taxi associations on 3 May 2022, the associations indicated that people are using e-hailing services and lift clubs because they collect at drop them at their destination. These services are reliable and convenient, users perceive them as safe. The taxi associations indicated that they have a schedule that taxis follow. Stellenbosch Taxi Association taxis leave every half an hour from ranks between 9am and 5pm, even if they are not full while Kayamandi Association indicated that from 6am their taxis depart every 15 minutes from ranks even if not full.

The associations further indicated that they have not fully recovered from the impact of COVID-19. They have lost 40% of their income since COVID-19 as some people have lost their jobs, others are working from home and people opt for lift clubs or e-haling services to minimise the risk of contracting COVID-19. Many operators have had vehicles repossessed as they could not keep up with repayments. The representatives indicated that they are experiencing an increase in the number of people who are using their services as a result of an increase in petrol prices. They have also shared that there are more people using public transport around social grant collection dates.

3.2.5 Commuter Bus Services

Golden Arrow runs limited services into and out of Stellenbosch as shown in Table 3.10. It was indicated by the company that certain services had to be cancelled owing to a reduction in subsidy from the provincial Department of Transport.

Table 3.10: Commuter Bus Service in Stellenbosch[1]

Code	Origin	Destination	Distance	Days	Times
MKC2	Stellenbosch	Town Centre	57.2	MO-FR	17H00
MKC6	Stellenbosch	Town Centre	63.6	Cancelled	
MKC7	Town Centre	Stellenbosch	63.3	Cancelled	
MKC8	Town Centre	Stellenbosch	63.6	Cancelled	
MKC9	Town Centre	Stellenbosch	61	Mon-Fri	05H30
RRB5	Macassar	Somerset West	26.4	Cancelled	
RSA2	Stellenbosch	City	62	Cancelled	
RSA3	City Golden Acre D Line	Stellenbosch	62	Cancelled	
RSA4	Stellenbosch	City	63.3	Mon-Fri	05h00
RSA5	City Golden Acre D Line	Stellenbosch	64.1	Mon-Fri	17h10
RUG2	Kuils River Term	Polkadraai	12.8	SAT	11h30
RUG3	Polkadraai	Kuils River Term	12.9	SAT	08h25

Detailed route descriptions are provided in Appendix A.

3.2.6 University Shuttle Services

During weekdays, Stellenbosch University offers shuttle services for students and staff to and from various campus destinations to decentralised parking facilities. This service focuses on the following needs:

- Transport between the general parking areas on the edge of campus and central campus during the day;
- Transport to and from service divisions and departments on the edge of campus (e.g. Food Science and Welgevallen), to and from central campus, and
- Transport of congress attendees to and from the general parking areas on the edge of campus.

[1] e-mail correspondence received from Mr Eckhard Scholtz, Schedules Manager at GABS, on 24 May 2022.

Tygerberg students can book the services between the campus collection point and a nearby shopping centre, currently Tyger Valley between Monday and Wednesday, and to Parow Centre on Thursdays (Update of the Comprehensive Integrated Transport Plan (CITP) for Stellenbosch Municipality, 2020). The daily central campus service runs between 07:00 -17:30 and a booked evening service is available from 18:00 to 02:00. The service focuses on transport from parking areas to campus, transport from departments to and from the central campus, and the transport of congress attendees to and from the general parking areas (Update of The Comprehensive Integrated Transport Plan (CITP) For Stellenbosch Municipality, 2020).

In 2017 The University also offered a night shuttle service to Kayamandi. This service operates twice a day, namely at 18:00 and 20:00 (https://www.matiemedia.org/night-shuttle-service-kayamandi-fully-operational/)

3.2.7 Rail

3.2.7.1 Infrastructure and Services

The rail network in the Western Cape is extensive and provides linkages between various points within the province. The Stellenbosch municipal railway system consists of 18km of railway line. There are seven (7) railway stations in the municipal area namely Klapmuts, Muldersvlei Koelenhof, Du Toit, Stellenbosch, Vlottenburg, and Lynedoch (Update of the Comprehensive Integrated Transport Plan (CITP) for Stellenbosch Municipality, 2020). The stations can be seen in Figure 3-3.

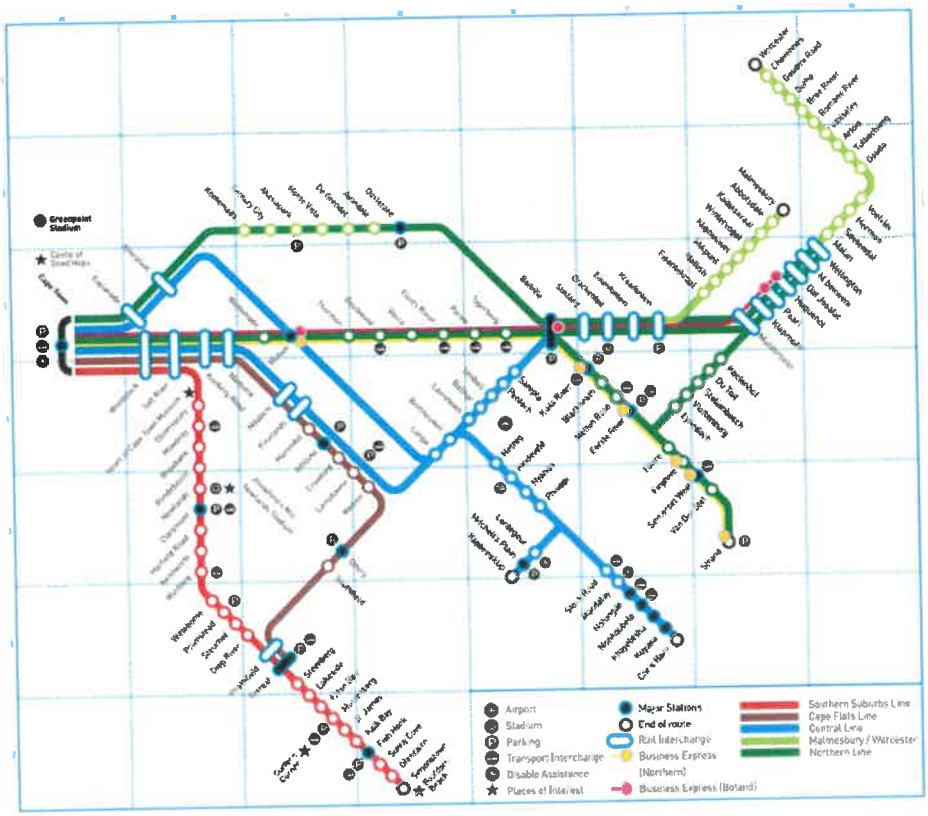


Figure 3-3: Railway line in Stellenbosch

(Source: Comprehensive Integrated Transport Plan for Stellenbosch Municipality, 2016)

At present (May 2022) there are no railway services running in the Stellenbosch municipal area. However, there were limited rail services in operation during the previous update of the CITP (Update of the Comprehensive Integrated Transport Plan (CITP) for Stellenbosch Municipality, 2020), with the rail services originating from the northern line through the Stellenbosch Municipal area, with two trains per peak hour. From Monday to Friday, 25 trains operated daily, in each direction whereas Saturday and Sunday 15 and 13 trains operated respectively.

Table 3.11 shows the outdated fares for rail as of 2015.

Table 3.11: Rail Rates

Station	km Zone	Single		Week		Month	
		Metro Plus	Metro	Metro Plus	Metro	Metro Plus	Metro
Lynedoch	30/40	R15.50	R9.50	R127	R61	R394	R184
Vlottenburg	41 – 135	R18.50	R12	R152	R78	R471	R239
Stellenbosch	41 – 135	R18.50	R12	R152	R78	R471	R239
Du Toit	41 – 135	R18.50	R12	R152	R78	R471	R239
Koelenhof	41 – 135	R18.50	R12	R152	R78	R471	R239
Muldersvlei	41 – 135	R18.50	R12	R152	R78	R471	R239
Klapmuts	41 – 135	R18.50	R12	R152	R78	R471	R239

The rates are based on km zoning pricing, with distances ranging between 136-200km.

As per rail passenger surveys conducted in 2007 and 2012, there was a substantial reduction in rail ridership with a decrease of 13%. This data is outdated, and this figure could be considerably higher. Table 3.12 illustrates the decrease in rail ridership (Update of the Comprehensive Integrated Transport Plan (CITP) for Stellenbosch Municipality, 2020).

Table 3.12: Rail Ridership

Station	Boarding		Alighting		% Difference 2007 to 2012
	2007	2012	2007	2012	
Klapmuts	1692	1468	1646	1426	**-13.3%**
Muldersvlei	3919	3713	3213	3722	**4.2%**
Koelenhof	651	686	576	614	**5.9%**
Du Toit	2808	2863	2589	2695	**3.0%**
Stellenbosch	2209	2471	2553	2286	**-0.1%**
Vlottenburg	448	482	505	544	**7.7%**
Lynedoch	653	624	793	811	**-0.8%**

Although there are at present no rail services running, stakeholders such as the Municipality has expressed views that the public transport system in the Stellenbosch area must have a rail component so that communities have access to such rail options where warranted.

3.2.7.2 Planned re-introduction of rail services in Stellenbosch

At a meeting with PRASA's Western Cape Regional Management on 8 April 2022, firm plans and timelines for the re-introduction of passenger rail services in Stellenbosch were shared with the project team. According to this plan the following actions and timelines are applicable:

- Full services started on 31 March 2022 on the Northern Corridor, from which the line to Stellenbosch branches off;
- PRASA is in contact with Transnet as the owner of the line to repair the damage to OHTE infrastructure on the Paarl line;
- PRASA is aiming to reintroduce services from Bellville to Eerste River by June 2022 and then from Eerste River to Muldersvlei by from 1 September 2022;
- PRASA aims to introduce services based on the same timetables and fare structure as before the cessation of services, and
- Diesel locomotives will be considered if electric traction is not feasible in the short term.

PRASA also expressed the desire to work closely with Stellenbosch Municipality to determine demand levels and ensuring effective service delivery. It was also indicated that PRASA was aware of the proposed initiatives on the redevelopment of the Adam Tas corridor which proposes the redevelopment of the Van der Stel sportsground and the possibility of relocating the station towards the sportsground. However, no formal communication has been directed to PRASA in this regard. PRASA expressed the

clear desire to become part of this (and other) TOD initiatives in a structured and co-ordinated manner. they did express the view that this initiative.

With regards to the rail line infrastructure PRASA indicated that there is sufficient space in the current rail reserve for the doubling of the Eerste River to Strand line, but this development is totally dependent on demand on the section.

3.2.8 Other Public Transport

Other Public Transport include long-distance and cross-border transport, non-motorised transport (NMT), and health transport services.

3.2.8.1 Long-Distance and Cross-Border Transport

In the recent past, three (3) commercial bus services provided services to and from Stellenbosch, namely Greyhound, Translux, and Intercape (Update of the Comprehensive Integrated Transport Plan (CITP) for Stellenbosch Municipality, 2020). However, Greyhound announced in February 2021 that all services in South Africa will be ceased.

The operators mainly travel on the national routes (N1, N2, and N3) between major cities. The Translux bus currently operates along four routes through Stellenbosch which depart from the Stellenbosch Station while Intercape operates from Cape Town on routes throughout South Africa and to neighbouring countries. (Update of the Comprehensive Integrated Transport Plan (CITP) for Stellenbosch Municipality, 2020). Langeberg Bus Service also offers services into and from Stellenbosch to various destinations in the Western Cape.

3.2.8.2 Tourist Services

There are various operators that offer tourist services in and around Stellenbosch. Table 3.13 shows the schedules and tour types offered by three tour bus operators in the Stellenbosch Area (Stellenbosch and Franschhoek CBD Tour Bus Study, 2018)

Table 3.13: Tour Bus Operators

Tour		Days	Departure Time	Return Time
Cape Explorer	Full-day	Monday, Wednesday, Friday, Saturday	08:25 to 09:00	17:30
Hylton Ross	Full-day	Weekdays and weekends	08:00	18:00
Hylton Ross	Half-day	Weekdays and weekends	13:45	18:00
Springbok Atlas	Full-day	Weekdays and weekends	08:30	17:00
Springbok Atlas	Half-day	Weekdays and weekends	14:00	18:00

Apart from the above tour operators, there are also operators like Stellenbus Tours, Sunbird Tours, A2B Tours, Oak Leaf Shuttles, Wynland Toere, Camino Tours and Stellenbosch Wine Tours to name a few. There is also a Guided Bike Tour of Stellenbosch service.

Table 3.14 shows the inbound and outbound tour bus movements for the period 16 May – 22 May 2018. It should be noted that these volumes are pre-COVID-19 and are also outside traditional high traffic periods such as the Easter Weekend (Stellenbosch and Franschhoek CBD Tour Bus Study, 2018).

Table 3.14: Daily Tour Bus Screen-Line Counts: Stellenbosch

Direction	Wed, 16 March 2018	Thu, 17 May 2018	Fri, 18 May 2018	Sat, 19 May 2018	Sun, 20 May 2018	Mon, 21 May 2018	Tue, 22 May 2018
Inbound	55	49	79	53	27	56	39
Outbound	39	37	79	63	27	63	56
Total	94	86	158	116	54	119	95

3.2.9 Non-Motorised Transport (NMT)

NMT includes walking, cycling, animal-drawn vehicles, wheelchairs, and all other transport that does not utilise a motor or engine for movement. The most common forms of NMT in Stellenbosch are walking and cycling. Figure 3-4 shows the definition of NMT (Update of the Comprehensive Integrated Transport Plan (CITP) for Stellenbosch Municipality, 2020)

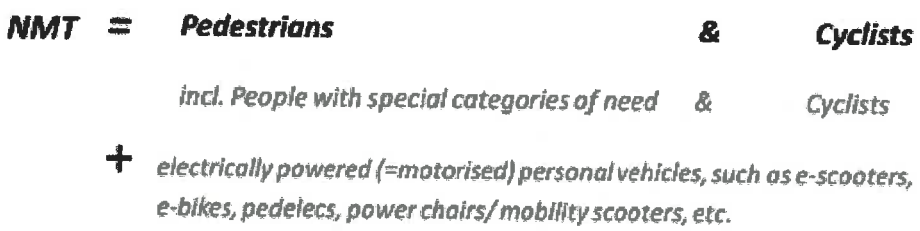


Figure 3-4: NMT Definition

Stellenbosch has a very attractive environment for NMT, as it has a walkable CBD with short distances between residential areas. The demand for NMT transport is further increased due to the University of Stellenbosch being within the CBD where students primarily walk between venues. There are 120 km of sidewalks and 30km of cycle infrastructure which makes up 80% of NMT infrastructure in Stellenbosch Municipality. More than half of the infrastructure is in the town of Stellenbosch (Update of the Comprehensive Integrated Transport Plan (CITP) for Stellenbosch Municipality, 2020).

Although the CBD is relatively pedestrian-friendly the ever-increasing traffic and parking in the CBD as well as old street infrastructure with no dropped kerbs pose a threat for disabled people using wheelchairs and people using trolleys/ prams, skateboarders, and cyclists.





Figure 3-5 and Figure 3-6 show the NMT infrastructure in Stellenbosch Municipality (Update of The Comprehensive Integrated Transport Plan (CITP) For Stellenbosch Municipality, 2020).

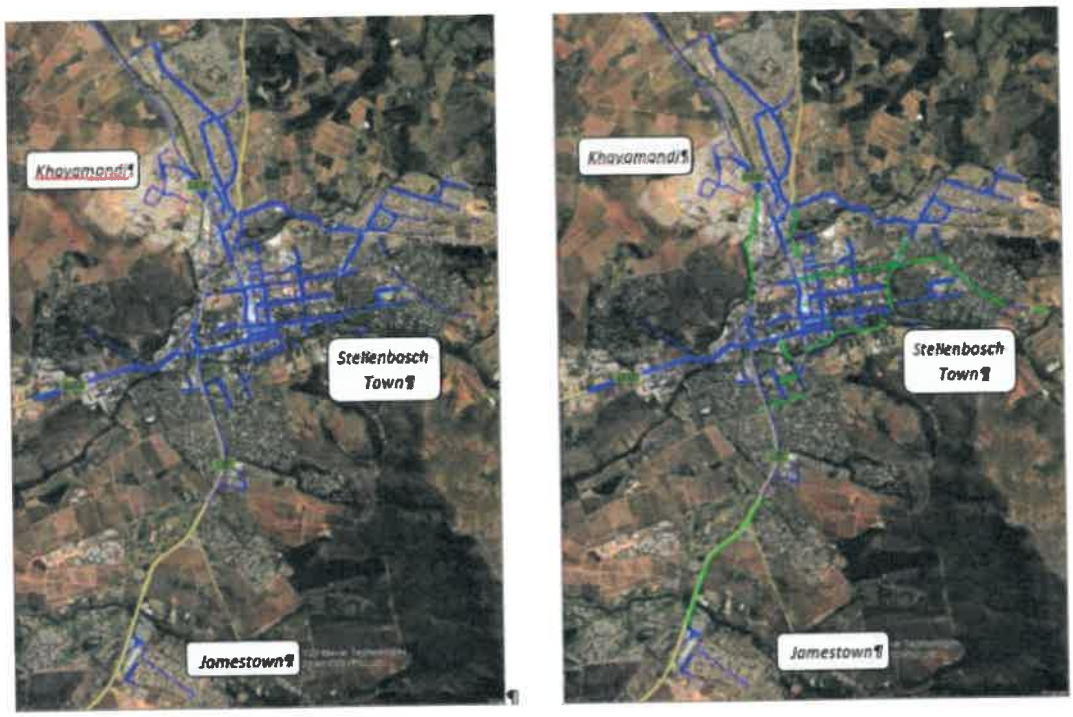


Figure 3-5: Existing Sidewalk Infrastructure in Stellenbosch with Cycle Facilities (Green)



Figure 3-6: Existing Sidewalk Facilities in Kylemore/Pniel/Franschhoek and Existing Cycle Facilities (Green)

Around 30% of roads in the Municipality have sidewalks, however, cycle infrastructure has shared facilities with pedestrians and in many cases, sidewalks are too narrow and lack continuity (i.t.o condition and connectivity) (Update of the Comprehensive Integrated Transport Plan (CITP) for Stellenbosch Municipality, 2020).

3.2.10 Health Transport Services

The HealthNET (Health non-emergency Transport) provides a provincial function for non-emergency patients between home and facilities. Bookings are made online through the provincial health care facility (hospital/clinic). There is a total of 90 HealthNet vehicles operational in the Western Cape. Table 3.15 shows the list of Healthcare Facilities and Locations in Stellenbosch Municipality (Update of the Comprehensive Integrated Transport Plan (CITP) for Stellenbosch Municipality, 2020).

Table 3.15: List of Healthcare Facilities and Locations in Stellenbosch Municipality

Healthcare Facility Name	Location/Address

Aan-het-Pad Clinic	6851 Long Street, Cloetesville, 7600
Cloetesville CDC	c/o Bell and Tennant Street, Cloetesville, 7600
Devon Valley Mobile 1	Helshoogte Road, Idas Valley, 7600
Dirkie Uys Street Satellite Clinic	Dirkie Uys Street, Franschhoek, 7690
Don and Pat Bilton Clinic	5 Pajora Way, Jamestown, 7600
Franschhoek Mobile 1	Dirkie Uys Street, Franshhoek, 7690
Groendal Clinic	1 Stiebeuel Straat, Franshhoek, 7690
Groot Drakenstein Mobile 1	19 Skoolstraat, Kylemore, 7680
Idas Valley clinic	Helshoogte Road, Idas Valley, 7600
Kayamandi Clinic	56 Bassi Street, Kayamandi, Stellenbosch, 7600
Klapmuts Clinic	342 Merchant Street, Klapmuts, 7600
Koelenhof Mobile 1	6852 Long Street, Cloetesville, 7600
Kylemore Clinic	19 Skoolstraat, Kylemore, 7680
Simondium Clinic	Watergate Road, Simondium, 7670
Simondium Mobile Clinic	Watergate Road, Simondium, 7670
Stellenbosch Hospital	80 Merriman Street, Stellenbosch, 7600

3.2.11 Learner Transport Services

Apart from the Western Cape Department of Education's learner transport contract services, private operators also provide specific learner transport to several schools in and around Stellenbosch. Such operators include (but are not limited to) the following:

- GEM Shuttles and Transport (Pty) Ltd and Stubbs Tours (Stellenbosch and Pniel);
- Somerset West Bus Fund;
- Eljosa;
- Trisvana Charter and Scholar Services;
- Bettina Shuttle, and
- P Jagers Transport.

3.2.12 Levels of satisfaction with aspects of the transport system and different modes

The NHTS (2020)[2] asked households to indicate their levels of satisfaction with the various public transport modes. Table 3.16 to Table 3.18 show the satisfaction levels of households in Stellenbosch, with each table highlighting the top five issues that households are not satisfied with.

[2] data for the NHTS were collected mid-Jan to mid-March 2020, i.e. pre-COVID-19.

Table 3.16: Household Satisfaction (Metrorail)

Metrorail				
	#	Description	Satisfaction	Value[3]
TOP 5 ISSUES	1	The travel time by train	Dissatisfied	3,2
	2	The punctuality of trains	Dissatisfied	3,2
	3	The level of crowding in the train	Dissatisfied	3,2
	4	The frequency of trains during peak period	Dissatisfied	3,1
	5	The facilities at the stations e.g. Toilets, Offices	Dissatisfied	3,1
	6	The frequency of trains during off-peak period	Dissatisfied	3,1
	7	The train service overall	Dissatisfied	3,1
	8	Security on the walk to/from the station	Dissatisfied	3,0
	9	Security on the train	Dissatisfied	3,0
	10	Security at stations	Dissatisfied	3,0
	11	Safety from accidents	Dissatisfied	3,0
	12	The distance between the train station and your home	Dissatisfied	2,7
SATISFIED	13	The train fares	Satisfied	2,3

(Source: NHTS, 2020)

Table 3.17: Household Satisfaction (Minibus-taxi)

Minibus-taxi				
	#	Description	Satisfaction	Value
TOP 5 ISSUES	1	The level of crowding in the taxis	Dissatisfied	2,7
	2	The facilities at the taxi ranks e.g. Shelters	Dissatisfied	2,7
	3	The waiting time for taxis	Dissatisfied	2,6
	4	Safety from accidents	Dissatisfied	2,6
	5	The frequency of taxi during off-peak period	Dissatisfied	2,5
SATISFIED	6	The taxi fares	Satisfied	2,4
	7	Security at the taxi ranks	Satisfied	2,4
	8	Behaviour of the taxi drivers towards passengers	Satisfied	2,4
	9	The frequency of taxi during peak period	Satisfied	2,4
	10	The taxi service overall	Satisfied	2,4
	11	Roadworthiness of taxis	Satisfied	2,4
	12	The travel time by taxi	Satisfied	2,4
	13	Security on the taxis	Satisfied	2,4
	14	Security on the walk to/from the taxi rank	Satisfied	2,3
	15	The distance between the taxi rank/route and your home	Satisfied	2,1

[3] Very satisfied = 1 / Satisfied = 2 / Dissatisfied = 3 / Very dissatisfied = 4

(Source: NHTS, 2020)

Table 3.18: Household Satisfaction (Bus)

Bus[1]				
	#	Description	Satisfaction	Value
SATISFIED	1	The facilities at the bus stops e.g. shelters	Satisfied	2,4
	2	The distance between the bus stop and your home	Satisfied	2,2
	3	Security on the walk to/from the bus stop	Satisfied	2,2
	4	Availability of information	Satisfied	2,2
	5	The travel time by bus	Satisfied	2
	6	Security on the buses	Satisfied	2
	7	Behaviour of the bus drivers towards passengers	Satisfied	2
	8	The bus service overall	Satisfied	2
	9	Security at the bus stops	Satisfied	1,8
	10	The level of crowding in the bus	Satisfied	1,8
	11	Safety from accidents	Satisfied	1,8
	12	The frequency of buses during peak period	Satisfied	1,8
	13	The frequency of buses during off-peak period	Satisfied	1,8
	14	The punctuality of buses	Satisfied	1,8
	15	The bus fares	Satisfied	1,8

(Source: NHTS, 2020)

[1] Interpret with caution as the sample size is only 5.

3.2.13 Average travel times

Table 3.19 indicates the average household travel times as recorded during the NHTS (2020). For walking, the average walking time to use public transport is reflected.

Table 3.19: Average Household Travel Times by mode of transport

Description	Values in minutes	
	Stellenbosch	South Africa

Trip purpose	Work	35	45
	Food and grocery shops	18	19
	Other shops[1]	34	97
Walking time to Public Transport	Train	30	
	Bus	12	
	Taxi	17	
	Average	**20**	

[1] For example, furniture or clothing shops

3.2.14 Main public transport problems and issues

In this section the main transport problems and issues are presented based on two main sources of information. General problems and issues as identified by households during the NHTS (2020) are discussed in Section 3.3.9.1 and the issues identified during the first set of stakeholder engagements (April and early May 2022) are presented in Section 3.3.9.2.

3.2.14.1 Transport problems identified by Households

Households were asked to indicate the two main issues they have with transportation. The following are their answers *ranked from most frequently reported to least frequently reported.* The top concerns are accessibility followed by safety as shown in Table 3.20.

Table 3.20: Transport problems identified by Households (NHTS, 2020).

Issue	Description	Value[1]
1	No buses available	1,609587083
2	No taxis at specific times e.g. late at night	1,758052308
3	Congestion	1,773643932
4	Reckless driving by taxi drivers	1,795727861
5	Crime	1,827836179
6	Trains are not reliable	1,830560928
7	No trains available	1,863039273
8	Overload	1,879875536
9	Parking	1,920780422
10	Trains too far	1,947657893
11	Rude drivers	1,960541586
12	Taxis too expensive	1,970515516

[1] Where 1 = Yes and 2 = No. Therefore, the closer to 1, the more of an issue.

3.2.14.2 Transport problems identified during the stakeholder consultation process

During peak traffic, congestion levels along arterial roads are high. This is especially problematic for minibus taxis, since public transport users' trips typically involve several chains, and therefore are already longer in duration than private transport users' journeys. In addition, minibus taxis must load and off-load passengers along the route, resulting in further delays. Minibus taxi association leaders have expressed strong desire for dedicated HOV (high occupancy vehicle) lanes to be added along key arterial roads to alleviate this issue.

Increasingly students are contributing to traffic congestion levels in Stellenbosch, since there have been relaxations of parking eligibility criteria by Stellenbosch University (previously first year students were not permitted to park on campus, however, this policy was withdrawn). Since Stellenbosch University does not have sufficient parking on campus to accommodate students' vehicles, most students park in streets and parking lots in and around Stellenbosch (exacerbated by reduction from R8 per hour to R4 per hour due to political pressure exerted after the initial increase to R8).

There are not enough laybys/dedicated stopping bays for minibus taxis in central parts of Stellenbosch.

Relocation of the "Die Braak" minibus taxi rank (which was very centrally located) to Bergzicht means that most passengers do not disembark at the rank, but rather in the street close to the old "Die Braak" rank, where minibus taxis are no longer permitted, but do so anyway due to the needs of their passengers. In addition, those passengers who then need to return home via taxi must walk an additional kilometre to get to Bergzicht (which is far especially when carrying shopping).

Stellenbosch University indicated that in response to protests and disruption caused by minibus taxi operators, university properties which were accessed by students via university operated shuttles were sold. The minibus taxi operators argued that the shuttles were encroaching on their routes and taking business away from them. The shuttle service was however for students/staff only, and not a paid for service.

Criminal syndicates in the area have vandalised and stolen significant amounts of copper cabling and signalling equipment along Metrorail lines servicing the Municipality, therefore despite travel demand returning post-COVID-19, service cannot resume.

Roads are automobile oriented, with inadequate provisions for NMT modes. This is especially problematic for school children and parents, who are not adequately protected from motorised traffic. In addition, those wanting to use push scooters and skateboards on public roads are in contravention of by-laws. Stellenbosch Municipality plans to implement NMT facility upgrades in historic centre have been met with resistance from residents, due to heritage concerns.

In the post-COVID-19 era, many restaurants continue to have outdoor dining tables on the sidewalks, however this further reduces space for pedestrians. Proposals to remove parking bays to extend sidewalks have been put forward by the Municipality, but some business owners in the area are strongly opposed to this, due to their concern that reduced street parking will result in a reduction in customers/patrons.

Many higher order roads fall partially under the jurisdiction of the Municipality, and partially under the jurisdiction of provincial government. A lack of coordination means that maintenance along these roads, particularly along portions under the jurisdiction of provincial government, is poor. Compounding the issue is incompatibility in terms of infrastructure specifications of the two spheres of government. For example, while the Municipality uses LED lighting, the province still uses sodium lighting.

Littering was cited as a major concern at taxi ranks, deterring potential choice users of minibus taxis further, and likely motivating captive users to seek alternative/private transport modes as their financial circumstances improve.

Property developers are constrained by current legislated minimum parking requirements even in central parts of Stellenbosch, hampering potential for densification through mixed-use redevelopment.

It is understood that much of the traffic congestion during peak periods is a result of through-traffic, rather than vehicles starting/ending their journey within Stellenbosch (it is for this reason that several bypasses are being planned).

A lack of affordable central housing was identified to be a primary contributing factor for high levels of commuting by those who work in Stellenbosch (but who are unable to afford to live in Stellenbosch). Similarly, schools are far from most outlying residential areas, increasing the need for travel.

Most planned affordable and low-income housing projects are greenfield developments in peripheral locations, which would perpetuate the need for longer distance travel. Some of the planned smaller affordable housing projects in more central areas have been heavily resisted by property owners in these areas (including the mayor), due to fears that such development would reduce property values in the area.

A lack of adequate provision for the circulation of vehicles in informal settlements makes it challenging for motorised public transport to service these areas. In addition, fire and rescue services are often unable to access these sites during emergencies, resulting in far larger scales of damage that there might have been otherwise.

Suspected extortion rackets are operating at some minibus taxi ranks, whereby vehicles and their occupants are "held hostage" by rent seekers, who only allow vehicles to depart once a ransom has been paid. In addition, it is alleged that sometimes drivers who are members of one association prevent drivers who belong to competing associations from entering taxi ranks.

3.3 Roads and Traffic

The Stellenbosch Municipal Area is located within the district municipality of Cape Winelands, both municipalities included in the Western Cape Province. This placement indicates that the roadway infrastructure and associated traffic conditions of the roadways within the Stellenbosch Municipal boundary are shared (to an extent) between authorities. Within this chapter, Chapter 3.4, a summary of

the roadways and associated conditions with specific regard to the Municipality of Stellenbosch is provided.

3.3.1 Road Network and Infrastructure

The total road network of Stellenbosch Municipality totals to 312 km of which the town of Stellenbosch consists of 160.1 km access roads and 52.9 km collector roads. The next largest extent of road network is Franschhoek (32.2 km) and then Klapmuts (20.8 km). Table 3.21 illustrates the kilometres of the Stellenbosch Municipality road network by functional class (Review of the Comprehensive Integrated Transport Plan (CITP) for Stellenbosch Municipality, June 2020).

Table 3.21: Kilometres of Stellenbosch Municipality Road Network by Functional Class

	Functional Class (road length in km) – Source 2020 CITP Review				
Town	Arterial	Distributor	Collector	Access	Total
Devonvale	0.0	0.0	0.0	7.8	7.8
Franschhoek	0.0	0.0	2.9	29.3	32.2
Klapmuts	0.0	0.0	0.0	20.8	20.8
Kylemore	0.0	0.0	0.7	6.0	6.7
La Motte	0.0	0.0	0.0	4.6	4.6
Lanquedoc	0.0	0.0	1.6	7.1	8.7
Meerlust	0.0	0.0	0.0	1.0	1.0
Pniel	0.0	0.0	0.0	10.6	10.6
Raithby	0.0	0.0	0.0	2.8	2.8
Stellenbosch	4.0	0.0	52.9	160.1	217.0
TOTAL	**4.0**	**0.0**	**North 58.1**	**250.4**	**312.5**

The major roads serving the town of Stellenbosch can be defined as a radial network, combining in the central town to form a single north/south route through the town – the R44/Adam Tas Road, which is largely under provincial control, whilst the Municipality is responsible for a section through Stellenbosch – refer to Figure 3-7. Three routes from the north and east plus three from the south and west feed into the central Adam Tas Road. This major road layout resulted from the topography of the area and the farming activities to the west. It does confirm that **the R44** is the access route with the highest significance in the Municipality, which is confirmed by the modelling results from the 2019 Stellenbosch RMP – refer to Figure 3-8. The R44 forms a southerly link to Somerset West, as well as a northerly link to Paarl. The six major routes serving central Stellenbosch from the surrounding areas are:

- M12/Adam Tas Road - a westerly link to the City of Cape Town;
- R310/Adam Tas Road – a westerly link to the City of Cape Town;
- R44 south – a southerly link to Somerset West;
- R310/Helshoogte Road – an easterly link to Franschhoek;
- R44 north – a northerly link to Klapmuts and Paarl, and
- R304/Klipheuwel Road – a northerly link to the N1 freeway and also Cape Town.

The most important secondary routes for central Stellenbosch are those providing access into the town (from the major network):

- Dorp Street – Access from Adam Tas to central town;
- Merriman Street – Access from Adam Tas to central town;
- Bird Street – Access from R304 and northern areas to central town;
- Van Reede/Piet Retief – Access from R44 and southern areas to central town, and
- Cluver Street – Access from the R310 to central town.

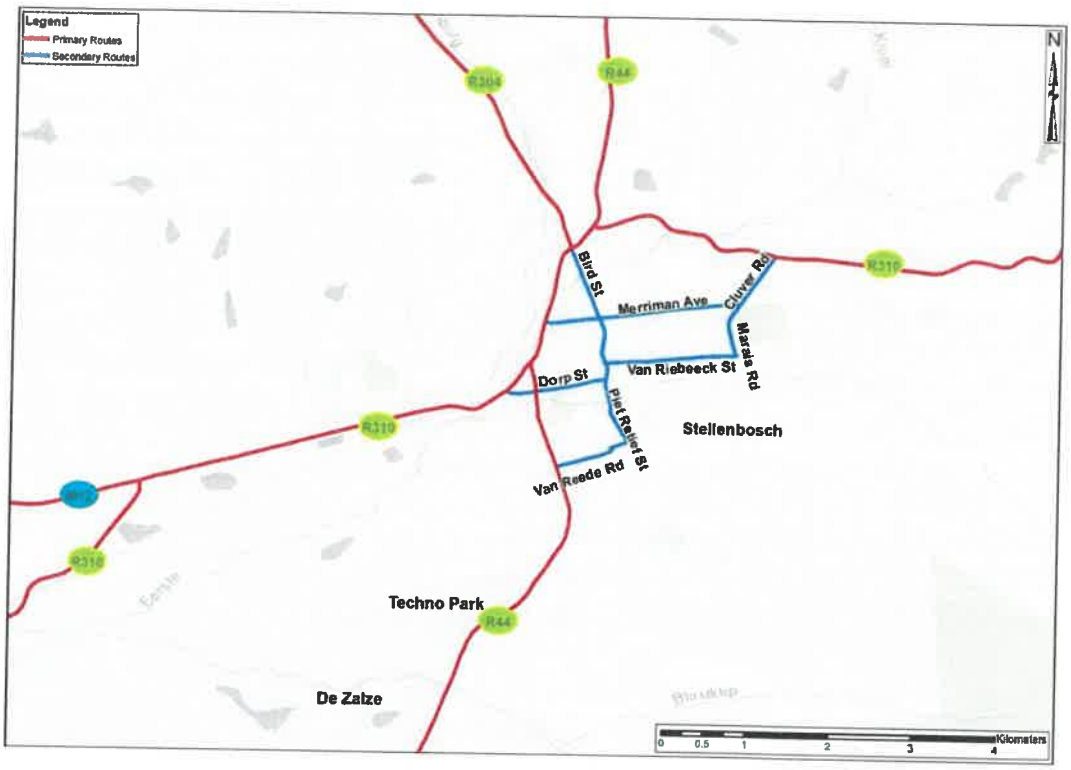


Figure 3-7: Radial layout of major and secondary roads serving central Stellenbosch

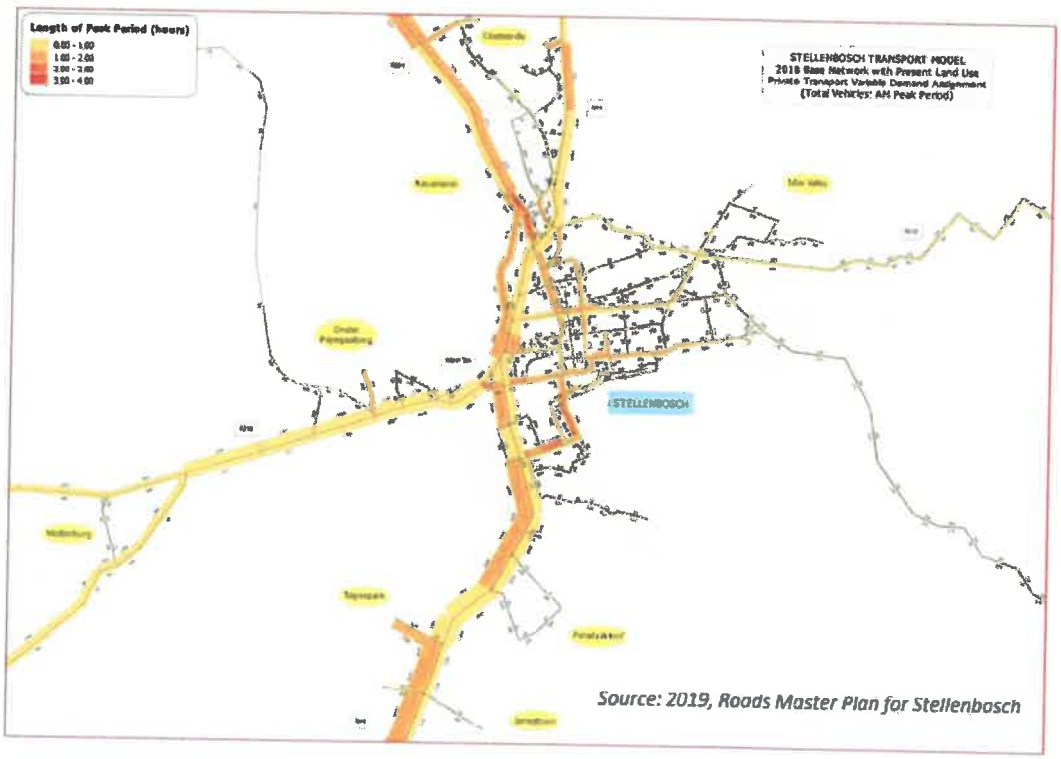


Figure 3-8: Modelled traffic volumes for am peak period for 2018 – Stellenbosch Roads Master Plan (2019) – confirming major north/south traffic demand on western side of Stellenbosch - through R44/Adam Tas/R304

A more detailed summary of the Stellenbosch Municipality and all its major connectors are provided in Table 3.22 and Figure 3-9 illustrates the network of roads in the full municipal area (Review of the Comprehensive Integrated Transport Plan (CITP) for Stellenbosch Municipality, 2020).

Table 3.22: Stellenbosch Municipality Roads and Connections

Road Name	Connectivity

R45- R43-R62 route	Connects the Saldanha Industrial Development Zone and the N2 via Worcester
R46-R62	Connects movement to and from the northern areas of the Western Cape along the N7 towards the N2
R300	Provides connection between the N1 and the N2 on the western side of the Drakenstein Mountain
R44	Provides connection between the N7 in Malmesbury, with the N1 and the N2 as well as linkages to Paarl in the north and Somerset West/Khayelitsha in the south. The R44 further extends from Wellington in the north of the Drakenstein Municipality, continues through Agter-Paarl, intersects with the N1 just north of Klapmuts, continues through Stellenbosch and Somerset-West to Kleinmond in the Overberg District Municipality.
R310	Internal east-west connection to Kylemore and Pniel.
R45 and R310	Provides connectivity between Franschhoek and Paarl
R304	Extends from the Atlantis area on the West Coast, around the northern and eastern side of Durbanville, to eventually link into Stellenbosch – forms an important link with the N1 and the Koelenhof node
M12	Also known as the Polkadraai road, the M12 extends from Parklands and crosses the N1 in the Plattekloof area. It then extends eastwards into Stellenbosch.

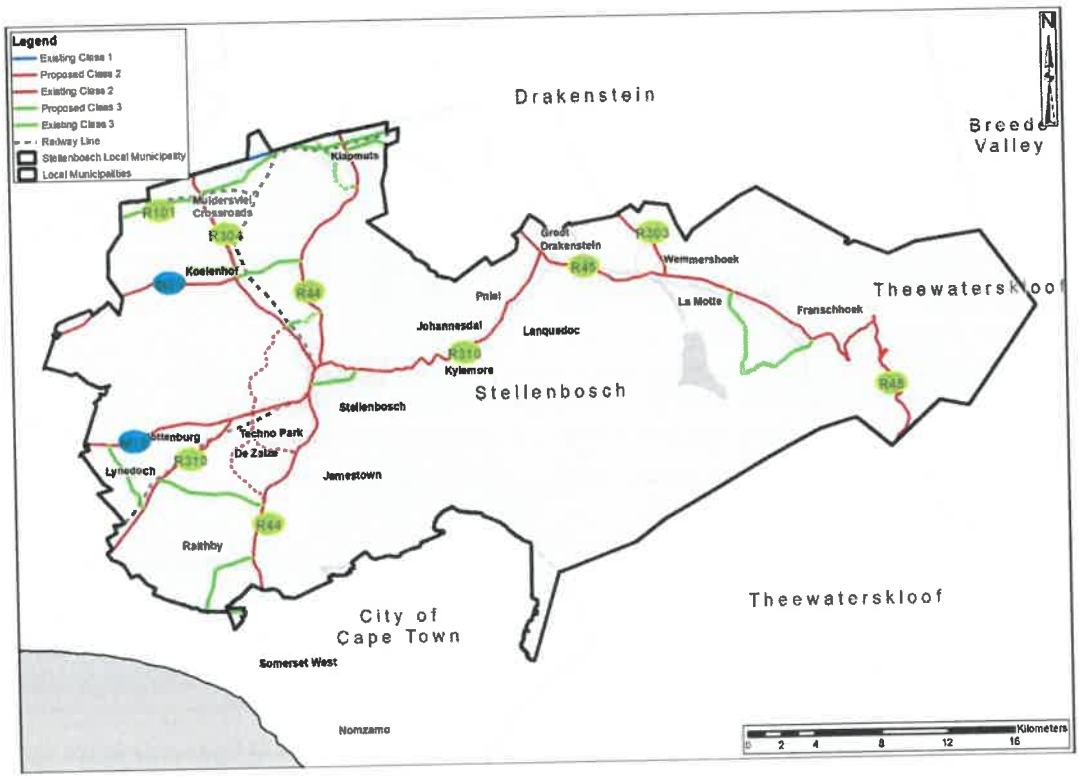


Figure 3-9: Network of Major Roads in Stellenbosch Municipal Area

3.3.2 Road Conditions

Of the Municipal Road Network approximately 98% of the total road length is bitumen paved roadways with remainder block paved roads (1.8%) and concrete paved roads (0.02%). The road conditions are summarised in Table 3.23 (CITP 2016).

Table 3.23: Road Conditions

Element	Condition (% of total)				
	Very Good	Good	Fair	Poor	Very Poor
Road Surfacing	31	26	25	15	4
Structural Condition	51	32	5	9	4

Also refer to Section 7.3.

3.3.3 Traffic Volumes and Congestion

Traffic surveys have been done in October/November 2022 in the municipal area, largely to compare with previous observations and to determine any discernible effects due to the COVID-19 epidemic of 2020/21. The counts were done at 15 intersections and divided into three groups as shown below. The detailed survey information for each intersection is shown in **Appendix B**.

Traffic volume surveys – five major access points to Stellenbosch but excluding the direct vicinity of the Stellenbosch CBD

Figure 3-10 show the location of the five major access points where traffic volume surveys were done.

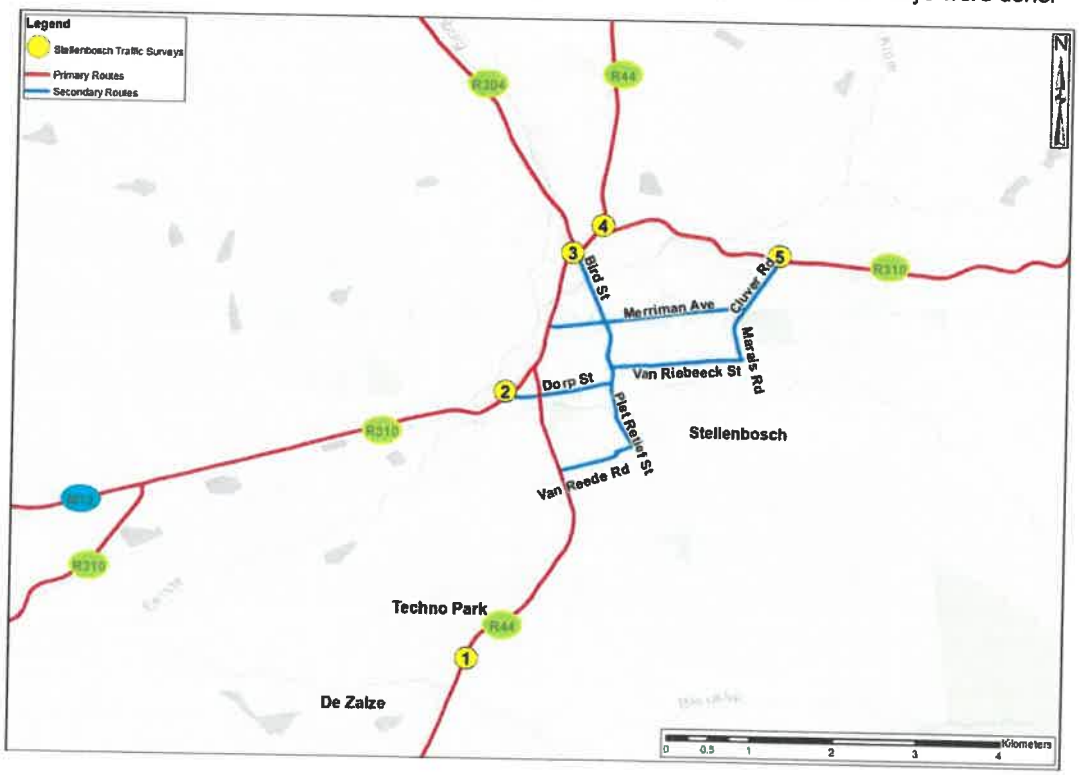


Figure 3-10: Location of five major access points to Stellenbosch town where traffic volume surveys have been done in 2022

1. Techno Park / R44;
2. R310-Adam Tas / Dorp Street;
3. R310-Adam Tas/R304/R44/Bird Street;
4. R44/Helshoogte Road
5. Helshoogte Road/Cluver Street

The surveys were undertaken during the following times (the exact days are shown in **Appendix B**):

- Tuesday/ Wednesday, 12 hour counts from 06:00 to 18:00;
- Thursday, 3 hour AM peak counts from 06:00 – 09:00
- Thursday, 3 hours PM peak counts from 15:00 – 18:00

Traffic volume surveys – nine major (but smaller) nodes in the Stellenbosch Municipal area

Figure 3-11 shows the location of nine major intersections where traffic volume surveys were done.

6. R310-Baden Powell/ Annandale (for the Lynedoch area);
7. R44/Winery Road (for the Raithby area);
8. R304/Bottelary Road (for the Koelenhof area);
9. R44/Kromme Rhee Road (for the Koelenhof area);
10. R101-Old Paarl Road/R44 (for the Klapmuts area);
11. R310-Helshoogte Road/R45 (for the Franschhoek-Stellenbosch-Paarl link area);
12. R45/R301 (for the Wemmershoek area);
13. R45/Lambrecht Road (for the Franschhoek area and entrance into Franschhoek);
14. Helshoogte Road in vicinity of Kylemore and Pniel to determine through traffic of these areas.

These surveys were undertaken during the same times as indicated for (a) above (the exact days are shown in **Appendix B**.

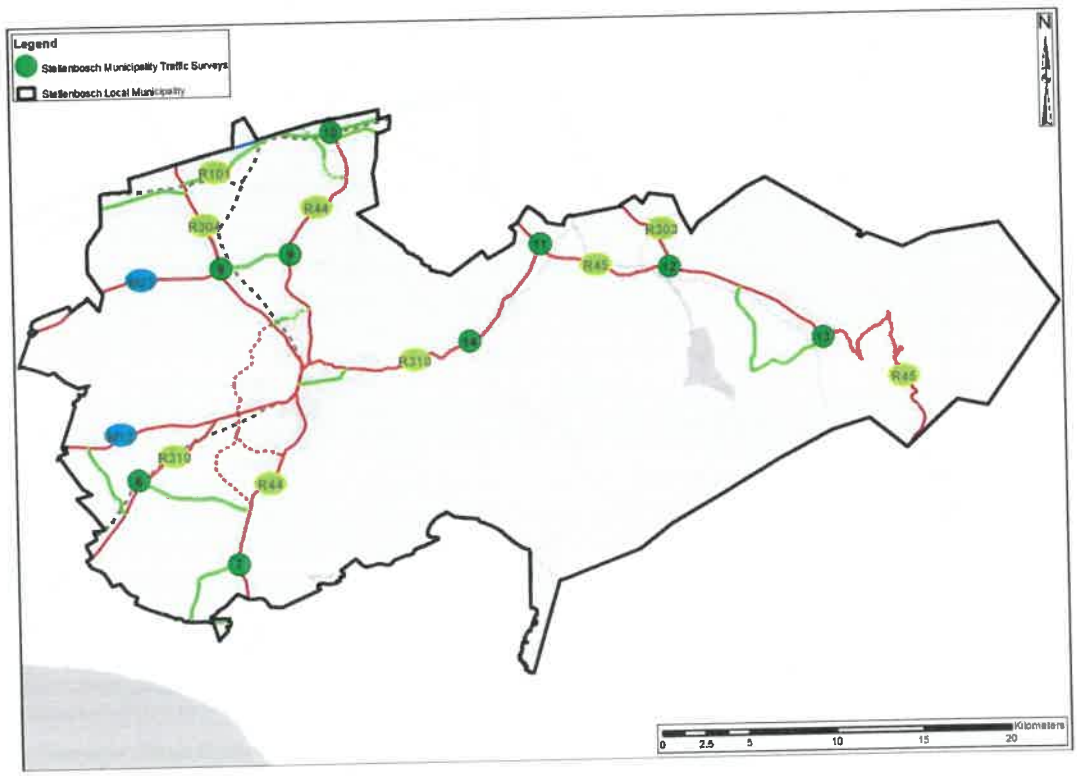


Figure 3-11: Location of nine major intersections in Stellenbosch Municipal area where traffic volume surveys have been done in 2022

Traffic volume surveys – one location in Franschhoek over the weekend peak period

Figure 3-12 shows the location of one intersection in Franschhoek where traffic volume surveys were done over a weekend.

15. Weekend peak period survey in Franschhoek at the intersection of R45-Huguenot St / Lambrechts Rd / Excelsior Rd on a Saturday, 3 hour counts from 09:00 to 12:00.

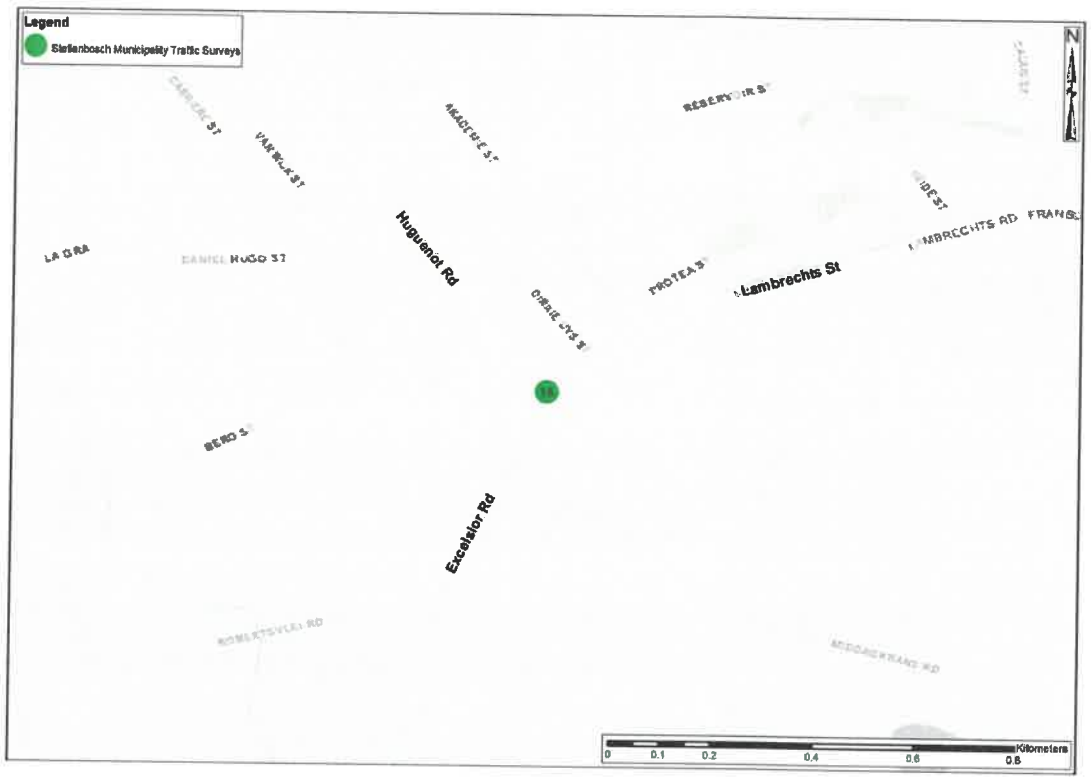


Figure 3-12: Location of one Intersection in Franschhoek where traffic volume surveys have been done over a weekend in 2022 (R45/Excelsior/Lambrechts)

Table 3.24 shows the inbound and outbound traffic volumes for the weekday am peak hour for 2017, 2018 and 2019 (from Update of the CITP for Stellenbosch Municipality, 2020), compared with the 2022 traffic surveys. Some locations are not directly comparable, but the conclusions below can be made.

Table 3.24: Inbound and Outbound Traffic Volumes (Weekday AM Peak Hour)

Road	2017		2018		2019		2022	
	In	Out	In	Out	In	Out	In	Out
R44 (opposite Paradyskloof)	2468	1372			2286	1849	2418	2135 (just north of Techno Park)
R44 (south of Technopark)	2497	782			3167	1157	3216	1279
R44/Van Reede (north of Technopark)			2229	1896	2336	1949		
R310 (west of R44)	665	491			1465	1045		
R310 (before Polkadraai)	665	491					1083	393 (Annandale to M12)
R310 (Devon Valley Road inter	1725	1463						
R310 (at Dorp Street)			1984	1200	2161	1233	2290	1410 (South of Dorp)
R304 (north of Kayamandi)	1266	429					1293	862 (Just south of Bottelary)
R304 (at George Blake Rd)			1183	674		752	908 (Just west of R44)	
R44 (north of Helshoogte)	1447	479					2011	998

Road	2017		2018		2019		2022	
	In	Out	In	Out	In	Out	In	Out
R44 (at Helshoogte)			1344	695	1586	742	1919	985
R310 Helshoogte (east of Cluver)	530	258					793	1005
R310 Helshoogte (at La Colline Road)			508	792	652	1244		
R45 at R310 Helshoogte Road (north of R310)							815	542

Comparing traffic volumes with previous counts is a bit risky due to some uncertainty with the exact location of all previous counts. It is also true that at some locations the traffic demand exceeded the capacity in the past and also now (congestion present for a long time), so the volumes are limited by the capacity and cannot increase further. The following conclusions can be made wrt the **morning peak hour:**

R44: The counted volumes from the south into Stellenbosch are the same (due to capacity constraints north of Techno Park – around 1200 veh/h/lane) or higher (south of Techno Park) as counted in 2017 – the volumes out of Stellenbosch are slightly higher, indicating more economic activity in Techno Park than in the past.

The counted volumes on the northern (Paarl) side are higher than ever in the past into Stellenbosch and even out of Stellenbosch – the current volume of 1000 veh/h/lane entering from the north must be close to the capacity of that section.

R304: The counted volumes inbound just south of Bottelary are the same as in 2017 (although not at the same location), but the outbound volume is higher, which indicates higher interaction from Stellenbosch to the north and west (N1 and Cape Town) – similar to trend on R44.

The inbound volume at the R304 (Bird) intersection with the R44 is lower than in 2018, but in view of the queuing present there it can be accepted that it presents the current capacity of the R304 (Bird) at that location. The outbound volume is higher than observed before.

R310 (from west): The inbound volume just south of Dorp is slightly higher than reported before (estimated at capacity with the current 1150 veh/h/lane observed there). The outbound volume is slightly higher than reported before.

At the R310 (Helshoogte) intersection just to the east of Cluver both the in and outbound volumes are substantially higher than reported for 2017, which indicates a much stronger interaction to the east with Pniel and Franschhoek. The outbound volume is even higher than inbound, which is considered strange.

R45 (north of R310): The movement from the north (Paarl side) is high (close to capacity) with about half of the vehicles turning right towards Pniel and the other half proceeding in the Franschhoek direction.

The R45 in Franschhoek (Main Street) shows similar volumes (around 200 veh/h/direction in the weekday morning peak hour than during a Saturday morning between 11:00 and 12:00. This street in central Franschhoek is narrow and has substantial friction due to the on-street parking and high pedestrian traffic. Based on the counts, it is estimated that some spare capacity still exists.

Overall Conclusion: The counts were done during the latter part of October 2022 and the first half of November 2022. It is possible that the university's activities could already have slowed down at this time. Even so, the observed volumes are generally higher than reported before, which indicates very little, if any, remaining impact from the COVID-19 pandemic. At a number of locations the volumes are basically the same as those observed previously which is attributed to oversaturation, i.e. the capacity of the sections has been reached (resulting in differing degrees of queuing being experienced).

There are five major locations where traffic from outside Stellenbosch can enter the central town – they are the five locations listed under Section 3.3.3 (a). There are smaller other links into central Stellenbosch not included here, e.g. the George Blake link through Plankenburg and the Blaauwklippen link past the east of Jamestown. Their role as feeders into Stellenbosch is considered relatively small, though.

At the five locations there are eight road links (see Figure 3-13) feeding into/out of the central part of Stellenbosch. To obtain an idea of the traffic volumes entering/leaving the central part of Stellenbosch from outside the central town (Kayamandi, Voeltjiesdorp, Cloetesville, Idas Valley, Jamestown, Techno Park and Weltevrede excluded from central town) the counts on a cordon around the town (see Figure 3-13 and Figure 3-14) have been extracted and are shown in Table 3.25. The observed flows at all of these locations contain an element of through traffic, the extent of which is unknown at present (no origin/destination surveys have been done). There is also an element of double counting in Table 3.25 – e.g. traffic entering the cordon from the R44 south, do exit the cordon at the Techno Park link. Even so, Table 3.25 shows a summary of the total traffic volumes (all types of vehicles) on the eight external links which have been observed:

Table 3.25: Inbound and Outbound Traffic Volumes (to/from central Stellenbosch) over defined cordon (Weekday and AM and PM Peak Hours)

	AM P Hour (veh/h)			PM P Hour (veh/h)			Est daily volume (2 way)
	In	Out	Total	In	Out	Total	Total veh/day (split 50/50)
R44 south Techno Park	3216	1279	**4495**	1643	2900	**4543**	**45 000**
Techno Park Road	260	1896	**2156**	1572	264	**1836**	**20 000**
R310 west of Dorp	2290	1410	**3700**	1741	1628	**3369**	**35 000**
R304 west of Adam Tas/R44	752	908	**1660**	757	1426	**2183**	**19 000**
Lang Street South (Cloetesville)	528	273	**801**	235	346	**581**	**7 000**
R44 north of Helshoogte	2011	998	**3009**	1335	1540	**2875**	**29 000**
Rustenburg Street (Idas Valley)	1252	523	**1775**	581	881	**1462**	**16 000**
Helshoogte east of Cluver	793	1005	**1798**	604	921	**1525**	**17 000**
TOTAL	**11 102**	**8 292**	**19 394**	**8 468**	**9 906**	**18 370**	**188 000**

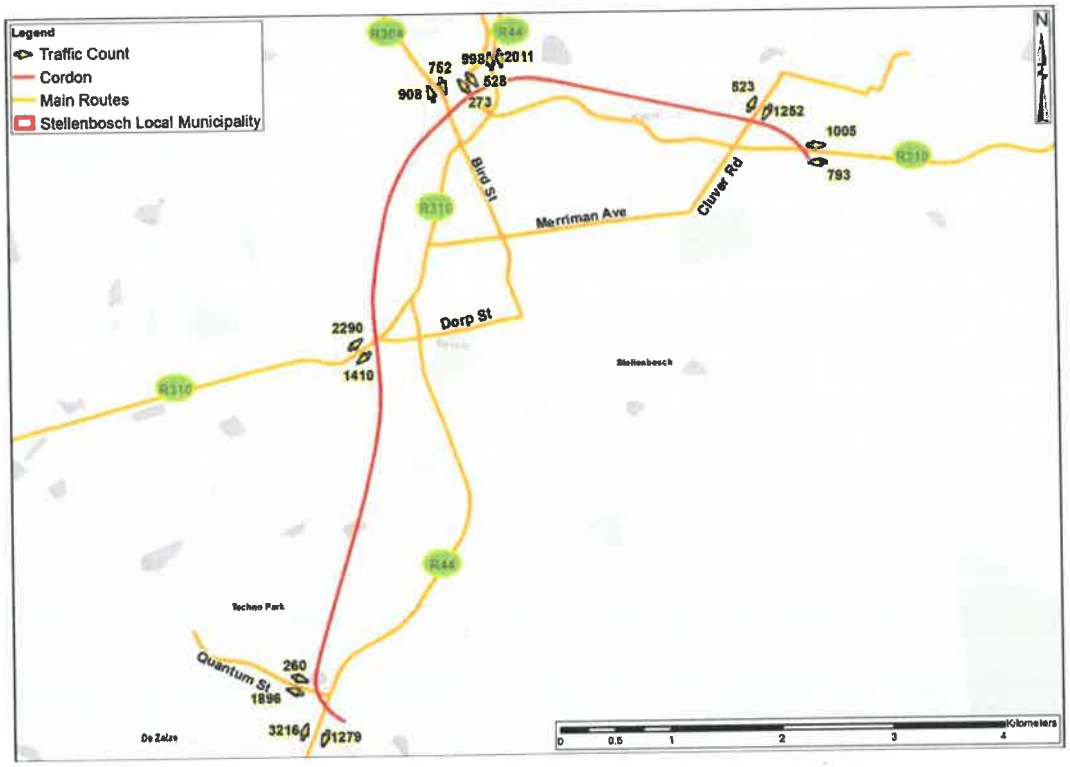


Figure 3-13: 2022 AM Peak Hour Cordon counts on the major feeder routes to central Stellenbosch

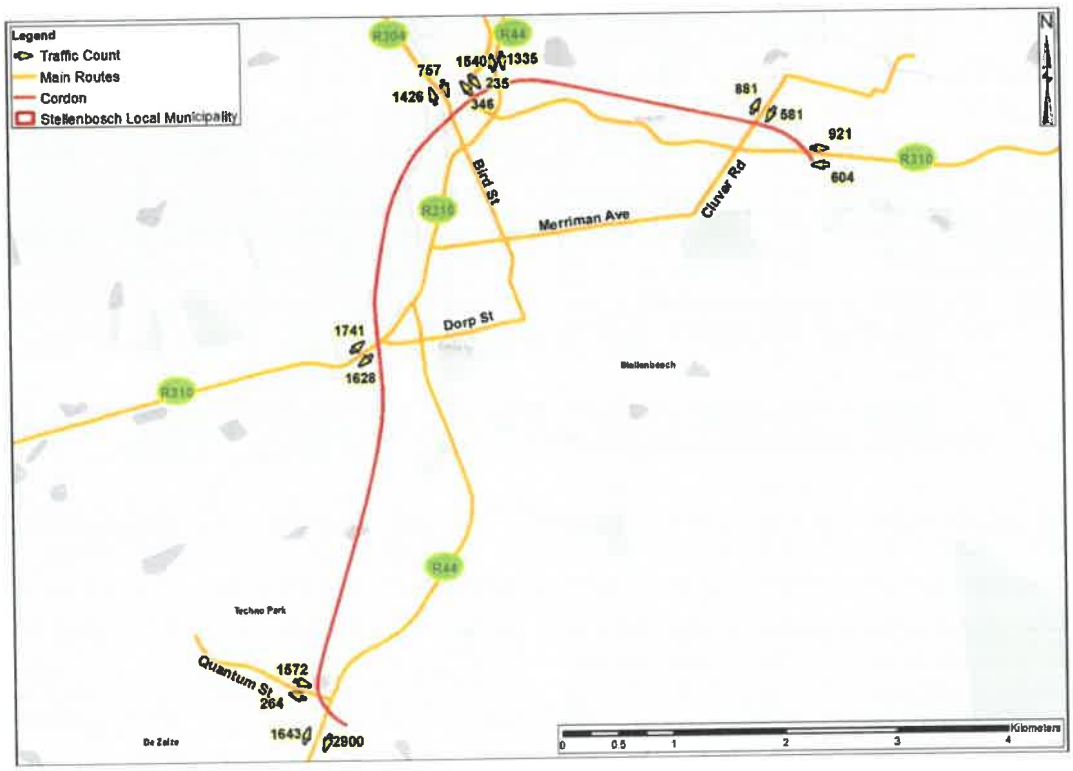


Figure 3-14: 2022 PM Peak Hour Cordon counts on the major feeder routes to central Stellenbosch

From the above the following can be concluded wrt the major road links crossing a cordon around central Stellenbosch:

1. The most important external route into/out of central Stellenbosch is the R44 from/to Somerset West in the south. Approximately 4500 vehicles enter/leave central Stellenbosch on this route in the peak hours. At a typical average vehicle occupancy of 1.5 persons/vehicle, this implies approximately 6750 persons in the peak hours, and at a typical ratio of 10% of daily traffic in the peak hour, the daily (24 hour) two way volume is estimated at 45 000 vehicles/day – note this is to the south of the Techno Park

intersection – the total two way volume on the R44 just north of this intersection is basically the same due to the movements to/from Techno Park – refer to **Appendix B**.

2. Techno Park Road carries high numbers of traffic in the peak hours which is only possible due to the recent partial widening to two lanes per direction. The planned construction of a new link from Techno Park Road to the R310 can be expected to put the road under further pressure.

3. The R310 linking with Kuils River and the N2 is the second largest feeder from outside Stellenbosch with about 3500 vehicles/hour in the peak hours and 35 000 vehicles/day in both directions.

4. It is known that substantial queuing occurs at some of these locations, so the actual traffic demand (at least in the peak hour) is in fact higher than the counted volumes (or put differently, the demand is exceeding the peak hour capacity at some of these locations). The most obvious location is the R304 entrance into Stellenbosch where long queues are present (in and outbound) during both the morning and afternoon peak hours. This is also illustrated through the equal entering volumes of just above 750 vehicles/hour in the am and pm peak hours, which is the capacity of the eastbound leg of the R44/R304 intersection – to the west of the R44. This location, with Bird Street only one lane/direction, can be considered the biggest bottleneck in Stellenbosch.

4. On a daily basis approximately 188 000 vehicle trips, or approximately 282 000 person trips (at 1.5 persons/vehicle) are crossing the defined cordon around the central part of Stellenbosch from outside of the central part of the town – as mentioned all of the traffic from/to Kayamandi, Voeltjiesdorp, Cloetesville, Idas Valley, Jamestown, Techno Park and Weltevrede are included in the number. Should it be assumed that 25% of this traffic is through traffic, i.e. no destination in central Stellenbosch, then it implies that the person trips to/from central Stellenbosch (from outside the defined cordon into/out of central Stellenbosch) are:

- During the peak hours: approximately 21 000 (directional split +-60/40)
- During the day: approximately 210 000

Should the percentage of through trips be lower than 25%, and allowance is made for minibus taxi trips, these numbers will be higher.

5. The highest percentage of trucks occurs on the R44 at the R44/Bird intersection during the afternoon off peak hour (not shown in **Appendix B**). Also at the R44/Techno Park intersection, a reasonable number of trucks are present, although percentage wise it is low. Between 14:00 and 15:00 on 26 October 2022 the number of trucks on the R44 travelling north and south was:

	R44/Bird	R44/Techno Park
Northbound	66 out of 620 total vehicles (11%)	38 out of 1343 total vehicles (3%)
Southbound	52 out of 652 total vehicles (8%)	54 out of 1618 total vehicles (3%)

The origin/destination of these vehicles is not known. It is considered that it could be an indication of a reasonable through traffic component for trucks on the R44 through Stellenbosch.

6. High numbers of minibus taxis were found at three intersections (refer to **Appendix B**):

	AM peak hour	PM peak hour
R44/Techno Park		
Northbound:	175 of 2250 vehicles (8%)	85 of 1511 vehicles (6%)
Southbound:	54 of 1174 vehicles (5%)	71 of 2079 vehicles (3%)
R310/Dorp		
Northbound:	106 of 1459 vehicles (7%)	41 of 1131 vehicles (4%)
Southbound:	97 of 1037 vehicles (9%)	71 of 1068 vehicles (7%)
R44/Bird		
Eastbound (to CBD)	63 of 464 vehicles (14%)	31 of 444 vehicles (7%)
Westbound (from CBD)	52 of 332 vehicles (16%)	54 of 497 vehicles (11%)

The highest percentage of minibus taxis has been observed on Bird Street at the R44/Bird/R304 intersection. This clearly illustrates the importance of minibus taxi movement on Bird Street and the

demand for these services to/from Kayamandi. The highest numbers of minibus taxis have been observed at the R44/Techno Park intersection – approximately 230 minibus taxis north and south during the morning peak hour. Minibus taxi numbers also exceed 200 veh/h on the R310 at the Dorp Street intersection during the morning peak hour. Minibus taxi numbers are higher at all these locations during the morning peak hour than during the afternoon peak hour.

3.3.4 Parking

The most recent investigation into the parking situation in Stellenbosch was completed in June 2021 by Messrs SMEC (Stellenbosch Bulk Parking). It focused on Stellenbosch CBD (as defined – refer to Figure 3-15) and Techno Park. The CBD by and large excluded the Stellenbosch University campus.

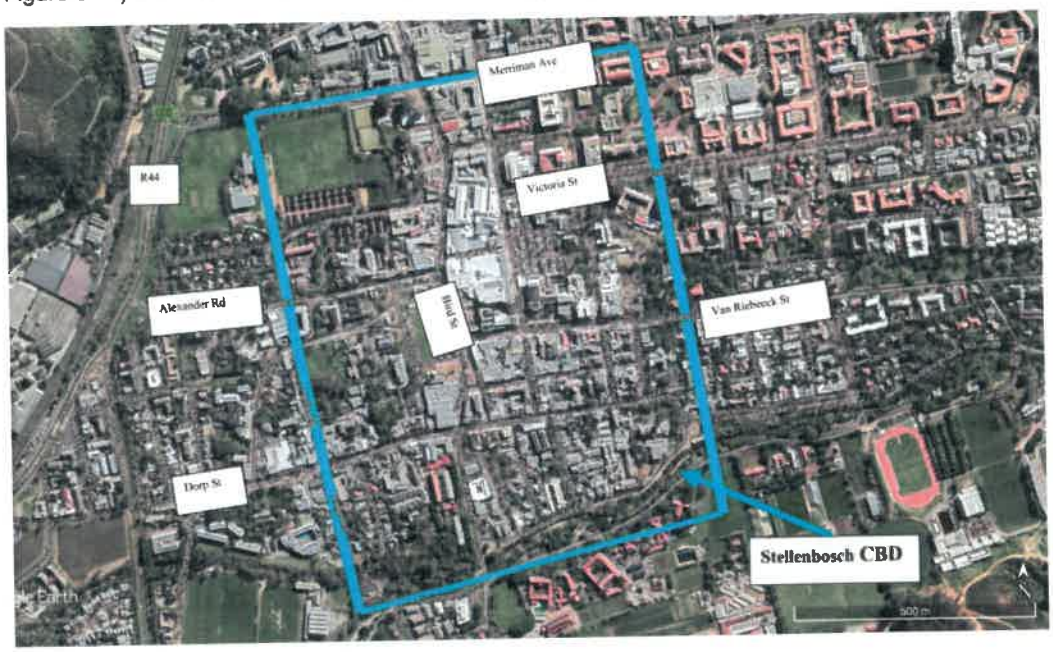


Figure 3-15: Stellenbosch CBD as defined in 2021 Parking Study

Sections 3.1 and 3.2 of the SMEC study describe a VISSIM model (microscopic simulation) that was built to model the existing traffic flows in Stellenbosch. It employed existing counts from the Municipality – source is MPA Traffic Counts Report of R310 and R44 corridors of 2019. Section 3.3 of the study shows that many intersections are operating beyond their capacity, and the results of the study will be used to determine the best access and egress arrangements to the parking garage.

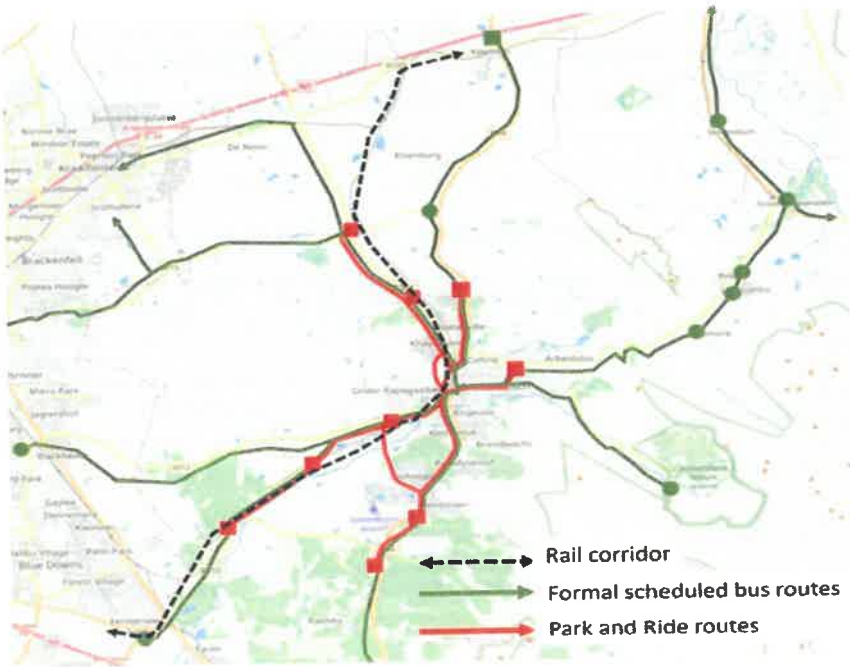


Figure 3-16: Formalised bus system and park and ride concept as suggested in Stellenbosch SDF

Section 4.3 describes a parking demand study done for the Stellenbosch CBD. It refers to the park and ride concept, together with a formalised bus system, suggested in the Stellenbosch SDF as shown in Figure 3-16. It found that there are 686 on street and 1087 off-street parking spaces (total 1773) available in the CBD. A survey of parking utilisation done in September 2020, i.e. in the COVID-19 restriction period, indicated that the overall maximum parking utilisation was 55% (p105). It was found that some on street parking locations did reach full saturation (p107). Based on further surveys in 2021, the prediction for 2023 indicated a possible shortage of 113 parking spaces (p137). It was further predicted that a shortage of an additional 222 parking spaces could be expected for 2028 (p139). Section 4.4 eventually concluded that depending on the scenario assessments, the CBD could require between 145 and 298 additional parking spaces between 2021 and 2028.

Section 4.5 describes the parking survey for Techno Park. Due to COVID-19, it was done differently to the CBD. Questionnaires were sent to the approximately 90 companies having offices there. Based on this it was concluded that there are 1857 parking bays available and a demand for 2577, which implies a shortfall of 720 parking bays (p147).

Section 5 describes the evaluation of the optimum locations for additional parking in the CBD and Techno Park. A facility of 120 to 300 parking spaces (in a multi-story structure) at the Eikestad Mall (p155) and 150 to 200 spaces (open at-grade parking) at a Location 5 in Techno Park (p170) were identified as the optimum solutions. Rest of Section 5 is devoted to potential designs for these facilities.

Section 6 is devoted to a financial value assessment for the two envisaged facilities. In Section 8 it is finally concluded that the Eikestad Parking Garage should be considered a viable option for a Public-Private Partnership (PPP) project to be registered at National Treasury (p231), and that an at-grade parking facility at Techno Park is not viable as a PPP but should rather be considered as a conventional project.

3.4 Freight Transport

Figure 3-17 shows the heavy vehicle volumes on the major roads. During the number plate survey that was undertaken for Stellenbosch Municipality, the heavy vehicles were surveyed during the PM peak period – 3PM to 6PM ((Update of the Comprehensive Integrated Transport Plan (CITP) for Stellenbosch Municipality, 2020). This provides a limited snap-shot of the heavy vehicle operational hours.

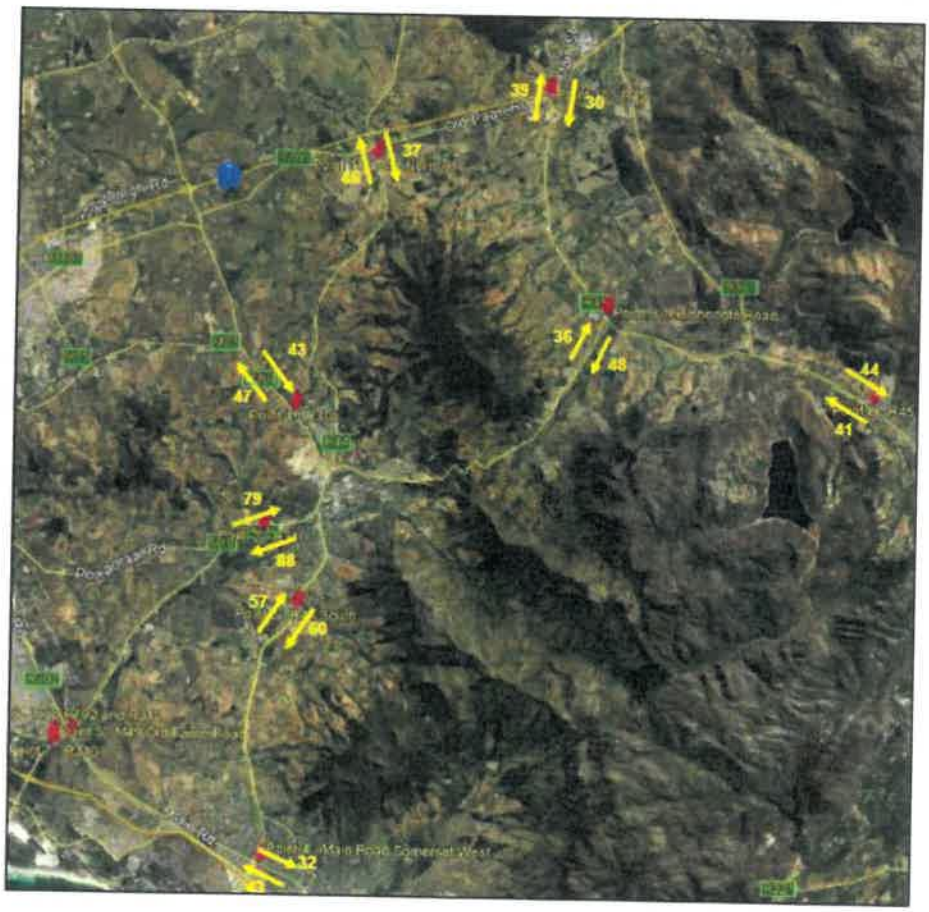


Figure 3-17: Heavy Vehicle Volumes Sourced from Number Plate Survey (2018)

Freight routes shown entering the Stellenbosch Municipal Area from Cape Town are Bottelary Road (the M23) and Polkadraai Road (the M12). The R44 from north and south of Stellenbosch, the R304 and the R310 west and east, the R101 and the R45 and the R301 in the Franschhoek Valley also carry significant volumes of freight to/from areas within Stellenbosch Municipality.

The Freight Strategy of the CWDM reported on the location of wine cellars and other agri-processing plants, as well as the location of industry in the Stellenbosch area, and has concluded that the main routes that connect Stellenbosch to Somerset West (the R44), Kuils River (R310), Klapmuts (R44), Brackenfell (R304) and Franschhoek (R310), as well as R45 between Franschhoek and Paarl, carry a significant amount of freight. In addition, secondary routes that provide access to farming areas off these routes also carry freight in the form of inputs into agri-processing (e.g. delivery of bottles) and distribution of the finished product (e.g. delivery of wine to the Cape Town Harbour for export). These roads in particular are impacted by the heavy vehicles that use them i.e. the Stellenbosch link to Parow (where distribution centres are located) via M12 (Stellenbosch Arterial).

Heavy vehicles do impact the already congested access roads through Stellenbosch particularly to access local industrial areas. Deliveries to businesses in the Stellenbosch CBD have been noted as being particularly problematic during peak travel times.

There is only one weigh bridge in the immediate area, which is located just before the N1 on-ramp to Cape Town off the R304 north, in Joostenberg Vlakte – refer to Figure 3-18 for the location.



Figure 3-18: Location of Existing Weighbridge

There are currently no facilities to impound heavy vehicles and therefore law enforcement in respect of overloaded vehicles is limited. Typically, the vehicles are fined for overloading, but are then allowed to continue as there is no secure facility to impound them until the load can be off loaded onto another vehicle. The damage to the road network thus continues.

4 SPATIAL DEVELOPMENT FRAMEWORK

4.1 Introduction

This chapter provides an overview of the SDF and related documentation which inform the spatial component of the CITP. The aim is to ensure alignment between transport planning and spatial planning. The documents that will be discussed in this chapter are the following:

- Western Cape Provincial SDF 2014;
- Stellenbosch Municipal Integrated Development Plan 2017 – 2022;
- Stellenbosch Municipal SDF, Nov 2019, and
- Adam Tas Local SDF, 2021.

4.2 Policy Directives

4.2.1 Western Cape Provincial SDF 2014

Growing the economy is the WCG's number one development priority. The PSDF's role is to open-up opportunities for inclusive economic growth in urban and rural areas. Mindful of the complexity of undoing an entrenched spatial legacy, the PSDF takes on the challenge of restructuring the Western Cape's urban and rural landscapes so that they offer socio-economic opportunities for all – especially those previously restricted in accessing these benefits.

The PSDF sets the precedent for all spatial planning and development in the Western Cape Province and is based on the following guiding principles:

- Spatial justice;
- Sustainability and resilience;
- Spatial efficiency;
- Accessibility, and
- Quality and liveability.

A provincial vision for spatial development is identified which is built on OneCape 2040's vision of a "highly-skilled, innovation driven, resource efficient, connected, high opportunity and collaborative society." This vision is formed around 6 themes namely; Educating Cape, Working Cape, Green Cape, Connecting Cape, Living Cape and Leading Cape.

To address the spatial challenges identified in the PSDF the following goals have been identified:

- Greater productivity, competitiveness and opportunities in the provincial space-economy;
- More inclusive development of its urban and rural areas;
- Strengthened resilience and sustainability of its natural and built environments, and
- Improved effectiveness in the governance of its urban and rural areas.

4.2.2 Stellenbosch Municipality's SDF

The Stellenbosch SDF is dated November 2019. The vision for the Municipality as per the IDP and the SDP is centred around conservation, resilience, inclusive municipal area and compact urban settlements. The spatial proposals in the SDF are aimed at achieving these principles.

4.2.2.1 Broad Land Use

A large portion of the Municipality is designated as public and private conservation areas and fertile agricultural land. The agricultural land within the Stellenbosch Municipality, constitute some of the country's highest yield agricultural land in terms of income and employment generation.

Over the last couple of years, the office development market has seen very little growth. The retail property has been sporadic with several spikes in building activity with short to medium term throughs.

The main settlements in the Stellenbosch Municipality are the historic towns of Stellenbosch, Franschhoek and Klapmuts. Several smaller villages exist throughout the Municipality, including Jamestown, Pniel, Johannesdal, Lanquedoc, Lynedoch and Raithby. New nodes are emerging

agricultural service centres, for example, Koelenhof and Vlottenburg. Figure 4-1 provides an overview of the settlement hierarchy in the Municipality and the linkage priorities.

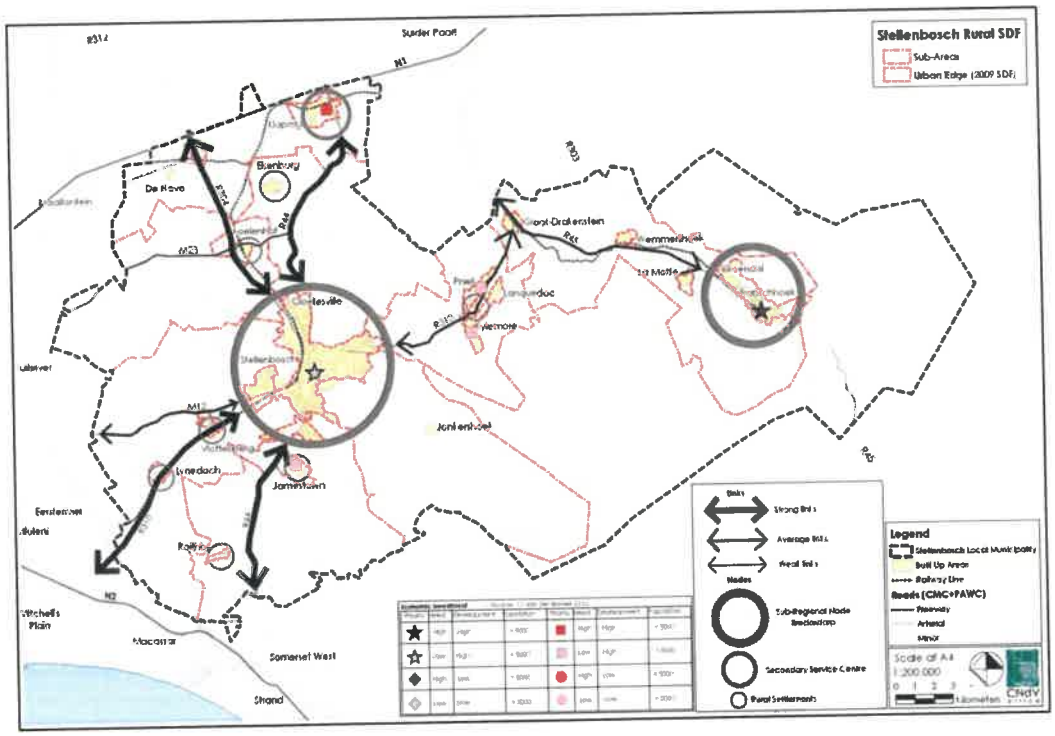


Figure 4-1: Stellenbosch Hierarchy of Settlements, Linkages and Investment Priorities

4.2.2.2 Built Environment

Residential densities in Stellenbosch town, Klapmuts, and Franschhoek are slightly higher than what they were in 2015. The average density for each of the aforementioned urban centres in 2015 were 8,17, 10,22 and 9,94 units per hectare, respectively. The targeted density for the urban centres is 25 units per hectare.

The relocation of large industrial land users from Stellenbosch town (to Klapmuts) presents a significant opportunity to restructure Stellenbosch town.

4.2.3 Stellenbosch Municipality SDF Principles

The SMSDF is based on the following seven principles:

1. Maintain and grow the assets of Stellenbosch Municipality's natural environment and farming areas;
2. Respect and grow our cultural heritage, the legacy of physical artefacts and intangible attributes of society inherited from past generations maintained in the present and preserved for the benefit of future generations;
3. Clarify and respect the different roles and potentials of existing settlements;
4. Address human needs – for housing, infrastructure, and facilities – clearly in terms of the constraints and opportunity related to natural assets, cultural assets, infrastructure, and the role of settlements;
5. Pursue balanced communities. All settlements should be balanced;
6. Focus energy on a few catalytic areas that offer extensive opportunity and address present risk, and
7. Focus energy on a few catalytic areas that offer extensive opportunity and address present risk.

Figure 4-2 shows the hierarchy of towns within the Municipality and where the nodes are located. This will influence where the transport proposal for the Municipality should be focused.

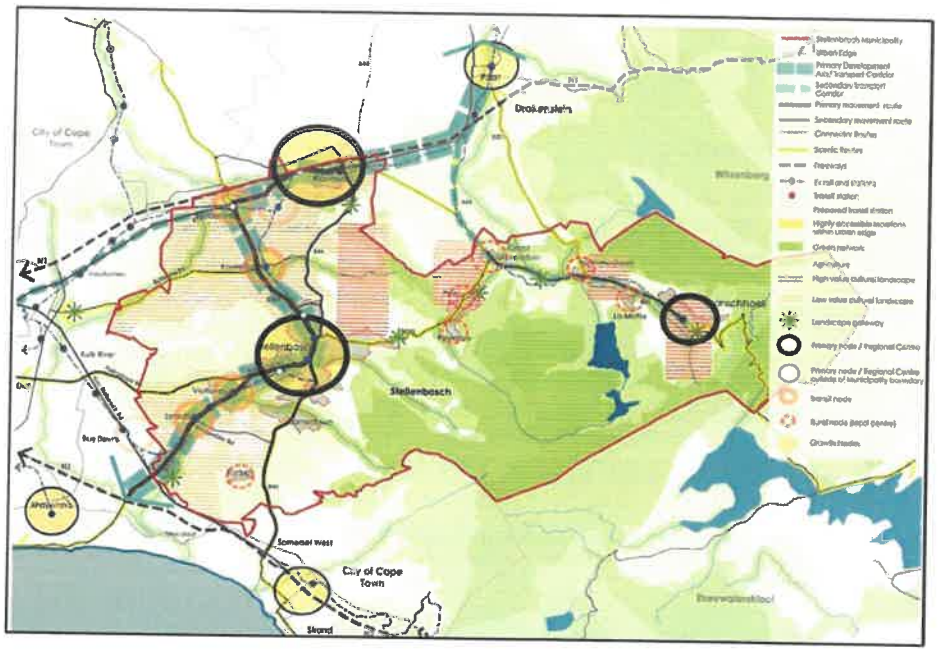


Figure 4-2: Consolidated Concept Capturing the 7 Principles Mentioned above

4.3 Transport Related Spatial Challenges

A number of transport related spatial challenges are identified in the SDF. It is highlighted that transport planning practices at the provincial level has maintained a regional mobility lens with the bulk of planning efforts and funding allocated to road infrastructure expansion and rehabilitation responding to demand-side growth, largely attributable to unconstrained low occupancy private vehicles at the cost of local mobility. Too little focus is on progressively improving the efficiency of existing road space usage through shifting modes and altering travel patterns. This approach has very high financial, economic, social and environmental cost, is unsustainable and exclusionary to most of the local population. This also has an adverse consequence for managing transport at the local level, where trips are generated.

The provision of public transport, non-motorised modes and travel demand management programmes are generally considered as municipal functions and not a core responsibility and competence of the Province. Given the extent of transport issues in the Municipality, it has limited institutional capacity and funding for the management of these transport issues. As a result, sustainable transport approached have been overlooked in favour of traditional engineering solutions.

4.4 Summary of Development Proposals and the Implications on Transport

According to the Implementation Framework, the Priority Areas are Stellenbosch and Klapmuts.

Stellenbosch Municipality's Spatial Proposals for both the Municipality as well as the Primary nodes are centred around the following:

- Residential densification and infill development within the urban areas;
- Support mixed land use in settlement centres;
- Promote Public NMT development, and
- Support the proposals of the Adam Tas Corridor Plan.

In terms of sectoral or thematic focus, the spatial development priority in all settlements should be to:

- Upgrade the servicing and transformation of informal settlements;
- Provide housing for lower-income groups in accessible locations (specifically through infill of vacant and underutilised land or redevelopment of existing building footprints);
- Expand and improve public and NMT routes. • Improve public and community facilities and places (e.g. through clustering, framing them with infill development to improve edges and surveillance, prioritisation for landscaping, and so on), and

- Expand the recognition, restoration, and exposure of historically and culturally significant precincts and places (both in the form and use of precincts and places).

The SDF outlines proposals for the Stellenbosch Municipality as a whole, moving down the hierarchy of urban settlements, starting with strategies for the higher-order settlements first and ending with the smaller urban settlements.

Figure 4-3 shows the structuring elements that will impact the growth of the Municipality, the agricultural west, and the conservation east. Urban growth in the east will be more difficult because of the surrounding conservation areas. The SDF further shows the settlement pattern of the Municipality.

4.5 Adam Tas Corridor

The Stellenbosch SDF was completed in July 2019. The SDF actively supports the ATC initiative and states that this is the most significant redevelopment opportunity within Stellenbosch Town, stretching from Droë Dyke and the Old Sawmill sites in the west along Adam Tas Road and the railway line, to Kayamandi, the R304, and Cloetesville in the north. It clearly identifies the Adam Tas Road and the Van Der Stel Sports Grounds as part of the potential corridor development. Conceptually, the Adam Tas Corridor is the focus of "building a new town".

The Adam Tas project is a catalyst project in the approved Stellenbosch Municipality SDF and Integrated Development Plan.

4.5.1 Vision

The working vision for the Adam Tas Corridor is:

- "A proactive intervention to address needs in Stellenbosch, including fixing the mistakes of the past and enabling equitable access to urban opportunity for all citizens;
- An integrated, inclusive environment for living, work, and enjoyment;
- A pro-active partnership between the public, private, and community sectors in response to citizen needs and national, provincial, and municipal policy;
- A place which embodies and expands our best knowledge of what constitutes good, equitable, and efficient settlement, and
- A 'new town in town' in Stellenbosch; integrating currently fragmented parts of the town, exploiting underutilized resources, and based on non-motorized and public transport."

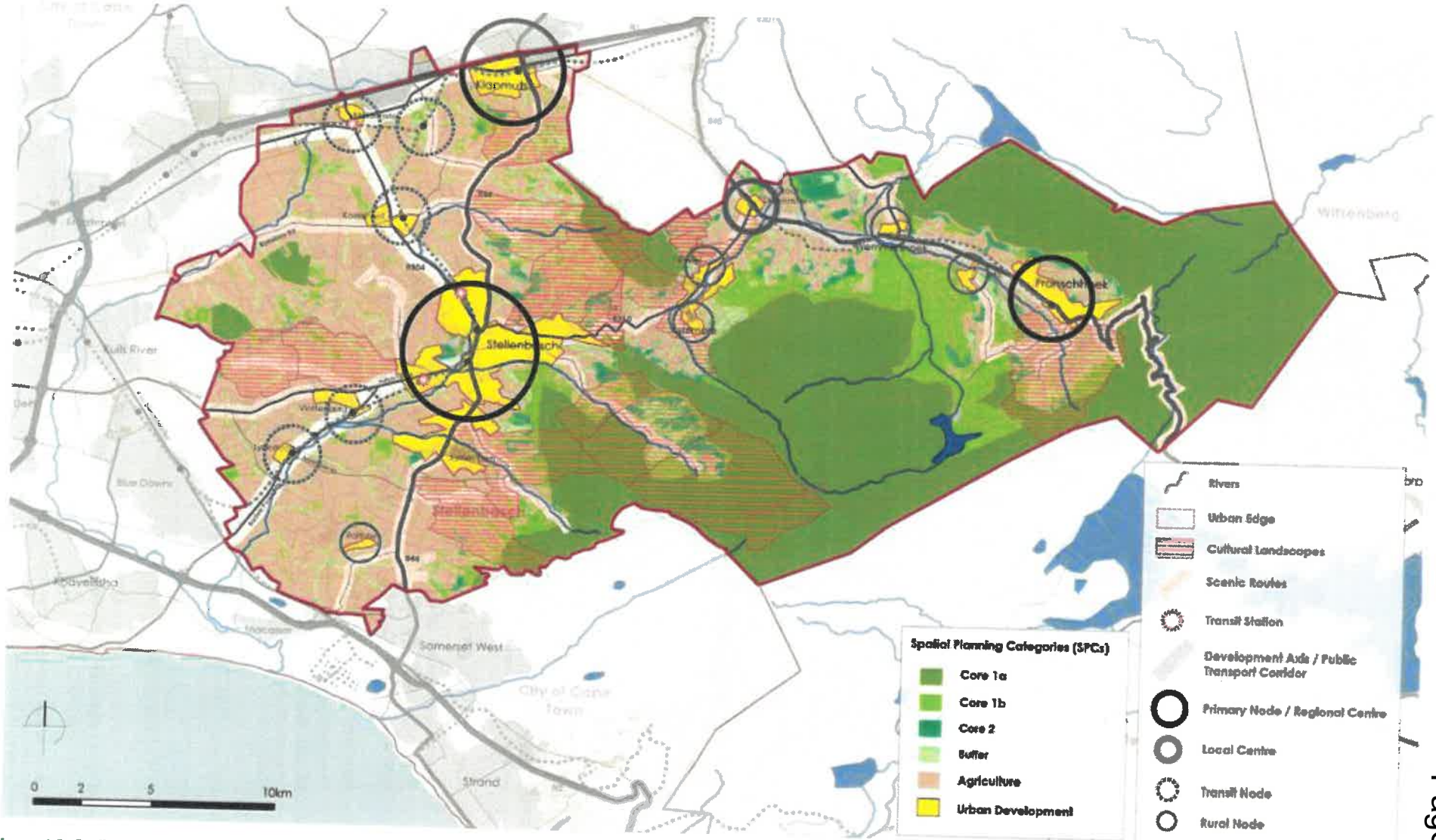


Figure 4-3: Stellenbosch Municipal SDF

4.5.2 Adam Tas Corridor Development Framework

The Adam Tas Corridor Local SDF divides the study area into eleven different precincts. Each precinct accommodates a mixed land use. The density and make-up of the land use is summarised in Table 4.1.

Table 4.1: Land Use Bulk Summary

Land Use	% Allocation	Minimum Bulk (m2)	Maximum Bulk (m2)
Residential	40	1 262 667	1 774 524
Commercial	29	903 938	1 232 070
Light Industry	16	500 076	669 315
Sports	3	104 551	143 809
Public Facilities	12	375 427	526 881
	TOTAL	3 146 659	4 346 599

The density applied is split into four different categories, namely:

- Very high density (160 units per hectare);
- High density (140 units per hectare;
- Medium (120 units per hectare), and
- Low (100 units per hectare).

It is important to note that Distell decided to relocate to and consolidate many of its operations in Klapmuts. Distell proposes to develop a beverage production, bottling, warehousing and distribution facility. Distell proposes to develop a beverage production, bottling, warehousing and distribution facility on Paarl Farm 736/RE, located north of the N1, consolidating certain existing cellars, processing plants, and distribution centres in the Greater Cape Town area. The farm measures some 200 ha in extent. The beverage production, bottling, warehousing and distribution facility will take up approximately 53 ha. Figure 4-4 shows Adam Tas Corridor Densification Proposals.

An Adam Tas Overlay Zone was developed and was submitted to the Municipal Mayoral Committee on 19 October 2022. The Committee noted the Overlay Zone and recommended to the Council that a public participation process on the Overlay Zone commences. After the conclusion of the public participation process, the Adam Tas Corridor Report should be resubmitted to Council together with comments received.

4.5.3 Transport Proposals for the Adam Tas Corridor

Transport proposals associated with the Adam Tas Corridor evolved over the past five years, either forming part of SDFs or mobility, road network and transport studies. These are summarised in the following sections.

4.5.3.1 New Gateway for Stellenbosch 2017

This spatial and mobility framework for the central section of the Adam Tas Road Corridor was developed for the Municipality and the WCG in 2017. The aim was to investigate the feasibility of a Transit Orientated Development (TOD) for the Adam Tas Road Corridor. The main components of the transport proposals are:

- A new station and public transport hub adjacent (just west) to the redeveloped Van Der Stel Sports Grounds, accessible at grade;
- Lowering of Adam Tas Road in a tunnel where it passes the redeveloped site on the western side - approximately 500 metres in length;
- Linking of Merriman Street with George Blake Street through an elevated interchange, thereby eliminating the present dangerous George Blake at grade rail crossing, just north of the existing station;
- The consolidation and upgrading of the Adam Tas/Alexander Street intersection, allowing a free flow underpass for the R44, and
- A new link from the extended Merriman Street is shown (southwards) parallel to the rail line, which could provide improved access to the Bosmans Crossing area from the north.

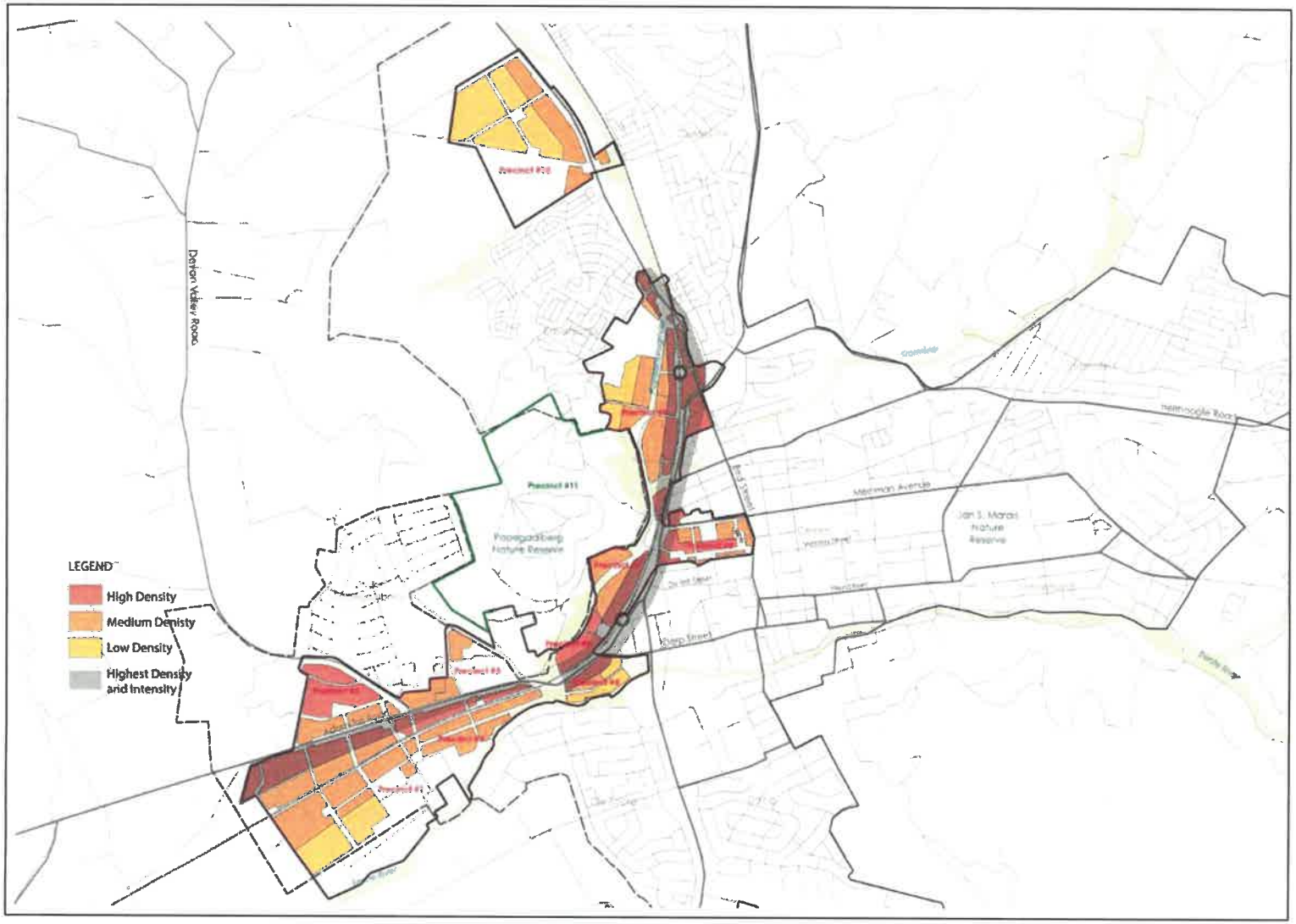


Figure 4-4: Adam Tas Development Corridor Densification Proposals

4.5.3.2 Stellenbosch Roads Master Plan Update 2018

An update of the Stellenbosch Roads Master Plan was completed in August 2019. The following points from the Master Plan are relevant to the Adam Tas Corridor:

- The section of Adam Tas Road between the intersection of the R44 and Merriman Street, as well as George Blake Street, is operating "beyond capacity" and should be investigated further for possible improvements;
- Traffic modelling for 2040, for this section of Adam Tas Road, indicates that it could become the busiest road section in Stellenbosch;
- To accommodate the expected future traffic, it was proposed that the section be widened to three lanes per direction, and
- The road improvement that may have the largest impact on the Adam Tas Corridor is the development of the Western Bypass.

It was confirmed that high priority planning was required with respect to:

- Reconfiguring Adam Tas Road intersections with the R44/Alexander and Merriman Streets;
- Reconfiguring and improving the Adam Tas/George Blake Street intersection, and
- Dualling of Lower Dorp Street between the R44 and Adam Tas Road.

4.5.3.3 Stellenbosch SDF 2019

A general statement on transport is made in the SDF in relation to the ATC that a change in transport patterns should be pursued through "changes in the mode of travel" and "changes in transport demand in terms of the trip itself". It is considered that, should there be no new public transport interventions and proceeding in the same fashion as in the past, it is unlikely to result in a different end state.

The Stellenbosch station is identified as a potential public transport node. The provision of more frequent and reliable rail service in the Adam Tas Corridor is stated to be critical. It is interesting to note that two proposed light rail stations (not discussed anywhere in detail) are shown in figures, one to the north, just east of Kayamandi and the other to the west in the vicinity of Devon Valley.

4.5.3.4 Adam Tas Corridor Local SDF (LSDF) 2021

The Adam Tas Corridor Local Spatial development Framework (LSDF) was completed in 2021. It is stated in the LSDF that approaching the movement, access and parking should occur within a framework of emerging global transport trends, including:

- Significant shifts in policy to accommodate the transformation of the way transport is sourced;
- A significant shift to the use of public transport;
- Potential shift away from private vehicle ownership and a potential increase in car-pooling and rental pools;
- An increase dependency on electric/hydrogen vehicles and the increasing obsolesce of the petrol/internal combustion engines, and
- Inter-dependencies and collaboration between the public and private sector.

The approach to the transport servicing of the corridor strongly indicates that transportation has to be "transformed". The movement network is shown in Figure 4-5.

The key aspects of the Adam Tas Corridor movement network are stated to be:

- A continuous central vehicular route between precincts, from the Sawmill via Oude Libertas, Bosman's Crossing, Bergkelder, Plankenbrug, to Kayamandi and incorporating elements of Distillery Road, George Blake Road and Rand Road. The road should accommodate NMT and public transport functions;
- Adam Tas Road/R44 maintaining it role as a "mobility" route;
- Vehicular intersections with Adam Tas Road/R44 (at grade and grade separated in the vicinity of Bergkelder/Van der Stell);
- A NMT route following the Plankenbrug and Eerste River Corridors and linking to the existing/proposed systems for Stellenbosch town;

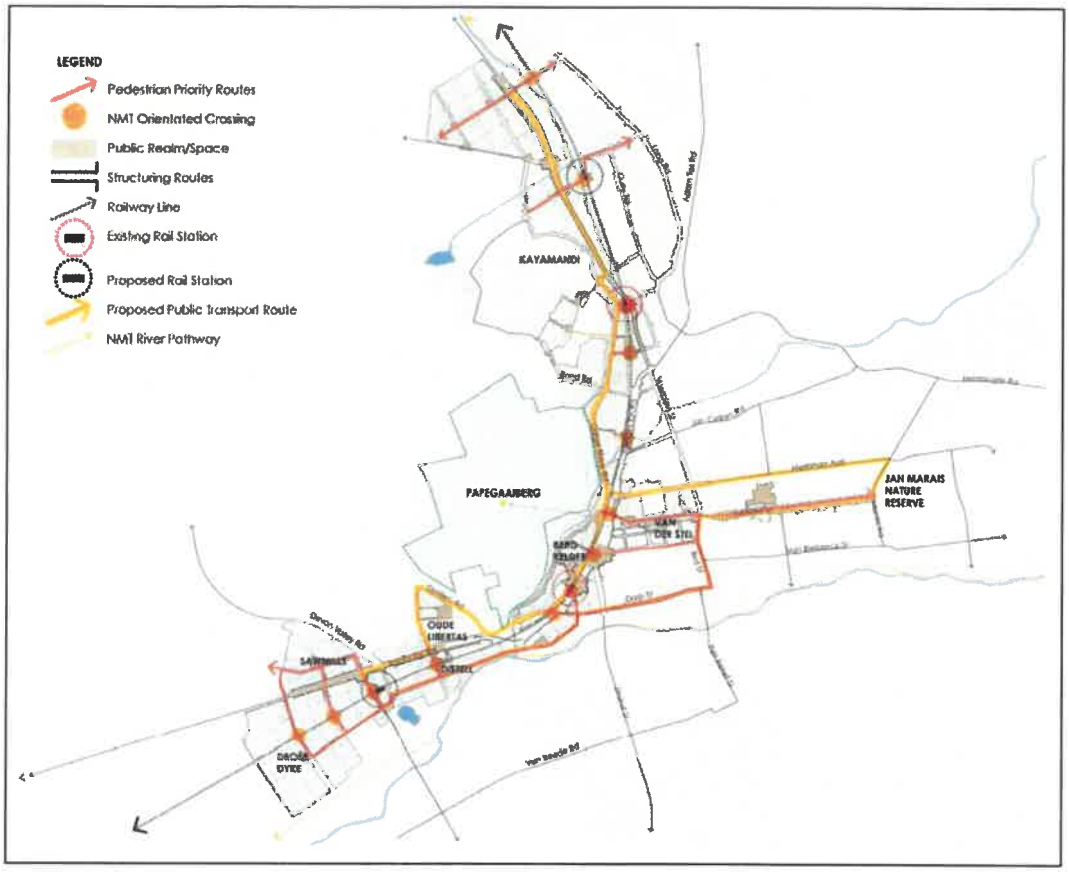


Figure 4-5: Adam Tas Corridor Movement Network Structure

- The existing rail, incorporating the two existing stations (Stellenbosch and Du Toit, both upgraded) and two new ones proposed at Droe Dyke/Sawmill and Kayamandi North, and
- Nine new pedestrian crossing along ATC with crossing intervals of between 400-600m (from an operating perspective, these crossings will need to be grade separated, preferably underpasses given the high clearances and ramp lengths required for overpasses).

The LSDF states that the reality of having to accommodate parking serving Stellenbosch Town and the ATC are expected to progress towards lower private vehicle dependence and use over time requires innovative transitionary arrangements, including the provision of parking in a form enabling ready conversion in future to other uses. Centralised parking facilities, delinking the provision of parking from the specific entity served would be required.

The underlying objectives of the ATC project are to pursue an environment prioritising public transport and NMT. The LSDF assumes that PRASA will continue to reinstate operations of the railway corridor service with new rolling stock and the implementation of new rolling stock for increased demand, as well as the ultimate doubling of the railway line between Eerste River and Muldersvlei Stations. The LSDF also envisages the development of subsidised public transport services linking the ATC precincts and railway stations with the University and the Stellenbosch CBD. Such a system with have to be developed in an incremental manner until such time as it can be incorporated in a Stellenbosch Municipality IPTN. It also foresees the transformation of the Stellenbosch minibus taxi industry into an association based companies by means of contracted services.

The LSDF provides for phased transport infrastructure improvements per precinct. An estimate of the total bulk infrastructure costs (all services) has been made and it amounts to R1.368 billion. Similarly, the total development contributions have been estimated as R1.44 billion, which is considered a "good indication that the development could be feasible".

4.5.4 General Status of the Adam Tas Corridor Development

The ATC concept has only recently come into existence. Work on it is at an initial stage and detailed studies are yet to commence. The planning in relation to the ATC is at framework stage, with an overlay zone approved by Council. General guidelines for NMT and Public Transport facilities have been

compiled and work is underway to better promote NMT and public transport and align these with the development guidelines for the ATC.

ATC Transport Studies are currently underway to ensure that the required levels of accessibility within the Corridor is achieved and the required levels of mobility on the provincial roads are maintained. The ATC transport studies will therefore align with the approved ATC MSDF and provide guidelines for the promotion of public transport and NMT. A study for the possible implementation of a park and ride facility within the corridor is also being undertaken at present.

Key stakeholders in these transport studies are *inter alia* include WCG and PRASA. The WCG Department of Infrastructure (DoI) is the approval authority responsible for some of the main roads within the corridor and any upgrades to these roads will require their approval. The Municipality has therefore undertaken to engage with the DoI on a separate platform regarding the ATC and its LSDF. The commuter rail line, which PRASA is responsible for, forms a key component of the future ATC transport network as well. Close coordination and collaboration with PRASA will therefore be essential.

5 TRANSPORT NEEDS ASSESSMENT

The transport needs assessment refers to the following sources:

- The transport needs set out in the June 2020 Review of the CITP (still considered relevant);
- An assessment of the Transport Status Quo in the Stellenbosch municipal area;
- Taxi Association Stakeholder engagements;
- Other Sources, including recent work on commercially available floating car data, the Roads Master Plan (2019), the Traffic Surveys of 2022 and the Bulk Parking Study of 2021, and
- Stakeholder Consultation Process 2022.

5.1 Transport Needs Assessment from June 2020 CITP Review

The transport needs identified during the 2020 Review of the Stellenbosch CITP are described in the sections below.

5.1.1 A need for an improved public transport system

The vision for Stellenbosch Municipality as well as all five of the strategic focus areas (Valley of Possibility, Green and Sustainable Valley, Safe Valley, Dignified Living and Good Governance) on some level all need a good public transport system. In the public meetings issues around improved regional services between Paarl and Stellenbosch, security on public transport particularly at ranks was emphasised as well as increased job creation and training youth.

5.1.2 Better accommodate all people including those with disabilities

The existing transport system in Stellenbosch Municipality has made limited provision i.e. infrastructure or services for people with special needs. For example, public transport vehicles (road based MBTs, buses or rail) are not equipped to accommodate universal access. There is not a comprehensive network of pathways and sidewalks and not all intersections are treated to accommodate people with disabilities (dropped kerbs and tactile paving). Accesses into buildings are not ubiquitously equipped with ramps for wheelchairs and prams.

5.1.3 Provide walking/cycling paths and green spaces

Numerous requests were raised in the public meetings held in October 2019 during the previous update of the CITP, for the provision of more sidewalks (particularly in Raithby), running or cycle routes. Safe raised road crossings particularly in school precincts as well as and rail crossings (Vlottenburg, Old Paarl Road) were presented as needs. Suggestions for bollards and enforcement to prevent parking on pavements as well as the beautification of open spaces were made.

5.1.4 Upgrade roads infrastructure

Improvements and upgrades of the existing road networks was also a common theme in the public meetings. Specific areas of concern included:

- Resurfacing of roads, (The Municipality rolls out an annual resurfacing programme to address road repair requirements including those identified through public meetings));
- Increased visibility of street names
- Upgrade of intersections (Adam Tas/R44 / Alexander), and Adam Tas/R44/Merriman
- Street lighting (in the areas of Curry, Pine, Primrose, Eike, Jakaranda, North-End, Silvia and Vredelust Streets).

5.1.5 Additional parking and park/ride facilities

Another need identified at public meetings were additional parking or park and rides (Parking embayment opposite Community Market/ Flea market at the corner of Rustenburg Road and Sonneblom Street).

5.1.6 A need for better road safety, traffic calming and improved law enforcement

A request for a focus on road safety and traffic introducing more traffic calming mechanisms particularly around schools (R45, R310 traffic Calming – Meerlust, Wemmershoek, Maasdorp R45, speed humps in

Lanquedoc, Vredelust Street, c/o Crombie and Last Street, c/o Gone and Cornelius Street, Klapmuts) as well as the installation of road signs (Mostertsdrift) was made. Also required are increased levels of traffic law enforcement to improve road safety conditions.

5.1.7 A Need for More Jobs and Skills Training

High levels of unemployment and low skills levels was also another common them of concern at the public meetings. A request that the Municipality find ways to increase economic opportunities and job creation particularly for youth.

More detail on the problems and needs relevant to the various plans and strategies of the CITP are provided in the following chapters respectively.

5.2 Assessment of the Transport Status Quo

As part of the National Household Travel Survey (NHTS) 2020 respondents were asked to indicate the two main issues they face in relation to the transport system in Stellenbosch. The two most raised concerns were in relation to accessibility to transport and personal safety. Table 5.1 shows responses given most frequently:

Table 5.1: Transport problems identified by Households (NHTS, 2020)

Issue	Description
1.	Non-availability of buses
2.	Non-availability of minibus taxis at certain times of the day, such as late at night
3.	Traffic congestion during peak periods
4.	Reckless driving by taxi drivers
5.	Personal safety and crime
6.	Commuter rail services not available and/or reliable
7.	Overloading of vehicles
8.	Lack of parking
9.	Rude taxi drivers
10.	Transport is too expensive

As Table 5.1 provides an indication of transport user views, the more specific needs related to the various components of the transport system is described in the following paragraphs.

5.2.1 Public Transport Problems and Needs

The transport modal shares of minibus-taxis, buses and commuter rail were 63%, 0.5% and 4% respectively, according to the National Household Travel Survey of 2020. This implied that nearly 70% of all trips within the Municipal area is undertaken by means of public transport.

Passengers undertaking these trips are mostly "captive" to public transport and do not have any other travel option, except walking or cycling if the travel distances are not too long.

The challenges that public transport users face on a daily basis include having safe and convenient access to public transport services, the affordability of fares and the availability of services outside peak periods. Limited services are available outside the peaks, as the demands, which impacts on the viability of operations and operators are therefore hesitant to provide services outside peak periods. Virtually no services are available later in the evenings.

There are not enough laybys/dedicated stopping bays for minibus taxis in central parts of Stellenbosch. Limited public transport facilities at stops, such as shelter are available. Universal access of vehicles remains a challenge as well. The lack of amenities and facilities for example for informal traders at some ranks has been high-lighted as needs in a number of interactions with stakeholders.

To promote sustainable mobility, it is important that travellers start to make different mobility choices, where those are available to them. This *inter alia* implies shifts from private to public transport. The convenience and perceived quality of existing services are obstacles to attracting "choice" users to and travellers with other travel options to public transport. The informal nature and that fact that services are

not scheduled and predictable is also a deterrent for people with different travel options to use existing public transport.

Very little information is also available to non-regular users on service routes, fares and how to access services, which also provides barriers to access. Consideration needs to be given to incentivise public transport operators to improve and maintain the quality and safety of operations, as well as the user experience in general.

During peak traffic, congestion levels along arterial roads is high. This is problematic, as trips typically involve some waiting time and trips therefore are already longer in duration than private transport users' journeys.

During a stakeholder engagement with the local minibus-taxi associations it was mentioned that the industry had lost 40% of their income due to COVID-19 and as a result there of, some operators had their vehicles repossessed due to not being able to meet repayments. The associations also shared that they have experiences an increase passenger demand due to passengers choosing public transport over private vehicles due to an increase in petrol prices. More people are also receiving social grants due to job loss during the COVID-19 pandemic, also resulting in an increased patronage to reach grant collection points.

Minibus taxi association leaders have expressed strong desire for dedicated HOV (high occupancy vehicle) lanes to be added along key arterial roads to alleviate this issue. There are not sufficient laybys.

The minibus-taxi associations indicated that they are willing to work towards a more formalised service, as they acknowledge that passengers are more inclined to utilise their services if the service is predictable and offers a ticketing system which removes the existing cash-based fare system. The associations also propose that the industry be consulted when it comes to the planning in providing parking solutions, taxi ranking facilities and new developments such as malls and residential areas.

During the COVID-19 Lock-down period commuter rail services were suspended and have not been reintroduced due to infrastructure challenges. Given the significant number of people travelling across the Municipal borders on a daily basis, the current lack of commuter rail service to and from Stellenbosch is a challenge and these services needs to be reinstated and if possible, even be extended.

Greater collaboration between key role-players and stakeholder is required to improve public transport and address the challenges and needs.

5.2.2 Road Infrastructure

Congestion on the road network during peak periods and often extending beyond normal peak hours poses a significant challenge to the mobility on many roads within the Stellenbosch municipal area and specifically the Stellenbosch CBD. The roads and road links where the service levels are significantly impacted by congestion have been identified and confirmed through the Roads Master Plan 2019, traffic surveys and observations done towards the latter end of 2022.

The 2019 Roads Master Plan indicated that the traffic demand in 2018 already exceeded the capacity on the following links in peak periods:

- The R304 between Bottelary Road and the R44;
- The R44 (south) between Paradyskloof and the Van Reede intersection;
- Bird Street between the R44 and Du Toit Street;
- Merriman and Cluver Streets between Bird Street and Helshoogte Road;
- Dorp Street between the R44 and Piet Retief Street;
- Adam Tas Road between its junction with the R44 and Merriman Street;
- Piet Retief Street;
- Van Reede and Vrede Streets between the R44 and Piet Retief Street;
- Alexander Street between the R44 and Bergzicht Street, and
- George Blake Street.

The following links were identified as also being under pressure in 2018:

- The Welgevonden access road;
- Lang Street into Cloetesville;

- La Colline access off the R310, and
- The Technopark access road.

The EMME/4 travel demand forecast modelling was used for the Roads Master Plan and it was based on land use projections for 2040, indicated that quite a number of further roads improvements may be required to maintain acceptable levels of service and mobility. This is further unpacked in Chapter 7. (It is a bit unclear to what extent alignment with sustainable transport prerogatives were considered in the modal split/choice inputs in the travel demand model.)

A paper based on work done by Bruwer for a doctoral thesis on commercially available floating car data in Stellenbosch, provides very good real time information on congestion in Stellenbosch for 2020, both before and after the COVID-19 pandemic started in March 2020. This analysis confirmed that all the major routes coming into Stellenbosch are under traffic pressure during peak periods, namely the R44 (north and south), R310 (west and around Cluver Street), R304, as well as most of the road sections identified in the Roads Master Plan. Whilst congestion was much better during the COVID-19 period (not shown here), it is concluded that by 2022 they have largely returned to February 2020 levels – refer to Section 3.3 and Figure 5-1.

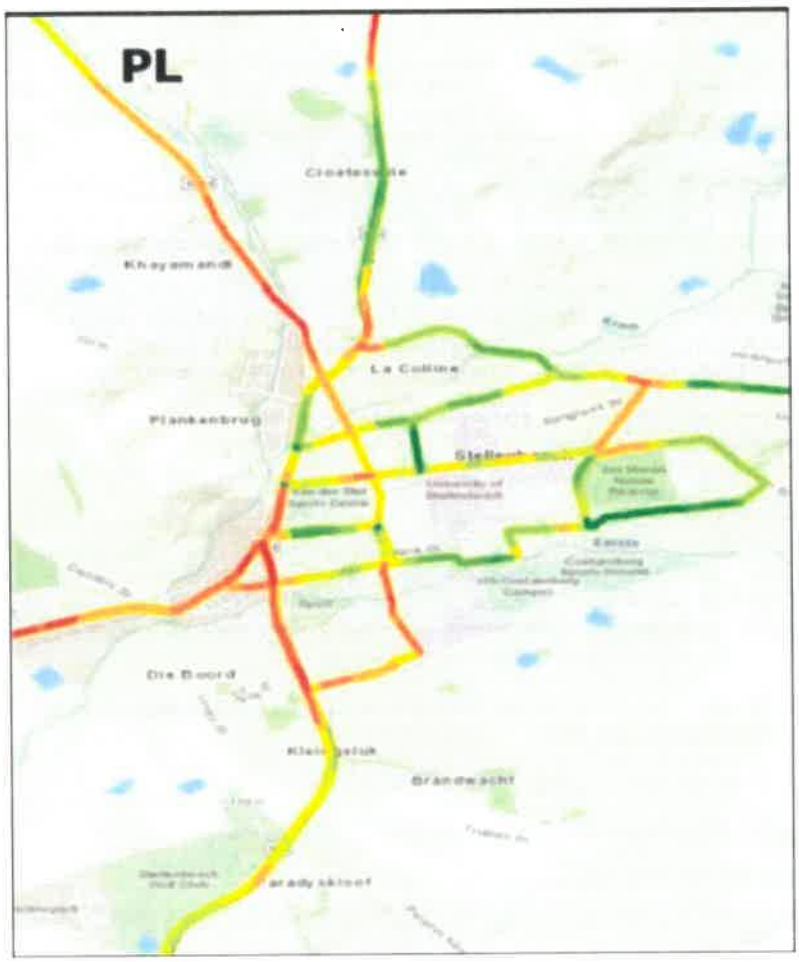


Figure 5-1: Indication of congestion in Stellenbosch in February 2020 (Bruwer, Andersen)

The results of the 2022 traffic surveys have been discussed in Section 3.3 above. Based on previous reports, observations during the surveys and also at other times, it can be stated that the traffic demand exceeds the capacity of the major network servicing central Stellenbosch for varying lengths of time during the morning and afternoon peak periods. The surveys basically confirm the findings of the work done by Bruwer/Andersen, as well as for the 2019 Roads Master Plan.

5.2.3 Parking

The Parking Study for Stellenbosch completed in 2021 and the outcome of this study is discussed in Section 3.3.4. The aim of the study was "to paint an exact picture of the existing parking situation within Stellenbosch Municipality and to focus on providing parking facilities for Techno Park and the CBD".

Increasingly, students are also contributing to traffic congestion levels in Stellenbosch, since there have been relaxations of parking eligibility criteria by Stellenbosch University (previously first year students were not permitted to park on campus, however, this policy was withdrawn). Since Stellenbosch University does not have sufficient parking on campus to accommodate students' vehicles, most students park on-streets and at parking areas in and around Stellenbosch.

Considering the parking situation in Stellenbosch, there are at least two major issues which have not been addressed:

- Parking on the university campus – both students and personnel. It is known that a possible parking structure along Merriman Street was suggested by the University about two decades ago, and
- The feasibility of the park and ride facilities suggested in a number of recent studies, including in the current Stellenbosch SDF.

The parking needs identified for the CBD and Techno Park point to the feasibility of two facilities:

- It was concluded that depending on the scenario assessments, the CBD could require between 145 and 298 additional parking spaces after 2021. A facility of 120 to 300 parking spaces (in a multi-story structure) at the Eikestad Mall (p155) was identified as the optimum solution.
- Based on questionnaires sent to the approximately 90 companies having offices in Techno Park, it was concluded that there are 1 857 parking bays available and whereas there is a demand for 2 577, which implies a shortfall of 720 parking bays. A facility of 150 to 200 spaces (open at-grade parking) at a Location 5 in Techno Park were identified as the optimum solution for this shortfall.

The important conclusion that can be made from this is that whilst the previously proposed park and ride facilities for Stellenbosch appear to be a good solution for addressing congestion, there is no evidence to support the feasibility of the concept. There is no evidence of similar successful projects elsewhere, but it should remain an option for future consideration.

5.2.4 Non-motorised Transport

Stellenbosch has a very attractive environment for NMT, as it has a walkable CBD with short distances between residential areas. The demand for NMT transport is further increased due to the University of Stellenbosch being within the CBD where students primarily walk between venues.

Although the CBD is relatively pedestrian-friendly the ever-increasing traffic and parking in the CBD as well as old street infrastructure with no dropped kerbs pose a challenge to people with mobility impairments, persons using wheelchairs and with using trolleys, prams, skateboarders, and cyclists.

Around 30% of roads in the Municipality have sidewalks, however, cycle infrastructure has shared facilities with pedestrians and in many cases, sidewalks are too narrow and lack continuity (i.t.o condition and connectivity).

Whilst cycling in Stellenbosch is popular in terms of the South African context a significant proportion of cyclists are recreational/sports cyclists and those riding on roads prefer the higher order provincial roads. Sections of the cycling network have been implemented but these are not coherent. The main barriers to cycling are safety in traffic, the lack of suitable infrastructure, crime and, in the case of lower income communities, access to bicycles.

In summary, the key concerns and needs related to NMT are:

- Better integration between land use and transport planning, to reduce travel distances and enable greater use of NMT;
- Most choice-users opt to use private vehicles for trips, even if such trips are relatively short and walkable;
- The lack of proper, convenient and safe NMT infrastructure connect outlying communities with their local towns and CBDs;
- NMT needs to be considered an essential element and the foundation of any and all transport and development planning and it should be a requirement for all developments to fully integrate NMT;
- Significant pedestrian movements are across major roads / a rail line, often without adequate or safe crossings;

- Although there has been progress in developing NMT (and cycling) infrastructure routes are not coherent and continuous,
- Cycling is often deemed unsafe from traffic safety perspective and the lack of awareness of other road users, and
- Funding allocation for NMT is limited and NMT infrastructure is often provided as an afterthought.

5.2.5 Freight Transport

Freight movements within and through the Stellenbosch municipal area are significant and contribute to some of the negative externalities of the transport system. The prevailing general freight transport and logistics issues prevalent in the municipal area are:

- non-availability rail freight services, which means that all freight is transported by road;
- high volumes of road freight vehicles that contribute to congestion and impact on the extent of road maintenance, due to higher axle loads;
- effective law-enforcement due to manpower limitations;
- truck movements, off-loading and parking in the Stellenbosch CBD, and
- road safety concerns.

The following matters were identified during the previous CITP update that should be addressed to reduce the negative impact of freight movements and improve freight and logistics are:

- Identification of a Strategic Freight Network of routes (including routes for abnormal loads and hazardous freight;
- Infrastructure improvements, such a truck stops for truck holding and parking;
- Mechanisms for improved law-enforcement, to more efficiently regulate and control freight movements, and
- Movement of appropriate freight from road to rail in the longer term.

Consideration should also be given as to how technology and innovation can be deployed to better manage and control freight movements through and within the municipal area.

5.3 Transport Needs Identified during Stakeholder Consultation Process

A number of themes arose from the stakeholder consultation process, which adds to the understanding of the transport needs in the Stellenbosch Municipal area.

5.3.1 Climate change

Some stakeholders stated the importance that the CITP considers climate change to ensure sustainability of interventions proposed. Although there were no practical suggestions about this from stakeholders, it is agreed that this is a core principle, both in the immediate and longer term. The plan must provide guidance in terms of what is possible to ensure that proposed interventions are sustainable and responsive to the rapidly changing environment.

5.3.2 Integrated land use

The Municipality and developers must follow the mixed land use approach to address traffic congestion issues, reduce the need for people to use cars to access services. One way to do this is to bring services closer to people to reduce their need to travel by vehicle. It is important that building plans are not centred on measures that accommodate increased private vehicle usage, but on designing spaces that are responsive to identified challenges and incentivise less use of cars.

5.3.3 Integrated public transport system theme

The development of an integrated public system by partnering with the taxi industry and other modes of public transport was raised. Suggestions such as a universal ticketing system must be explored further, including integrating such plans with Provincial stakeholders. Therefore, it is important that the different stakeholders continue to engage to establish and improve relationships and explore what is possible in this regard.

5.3.4 Congestion

Congestion was a feature of almost all inputs. Stakeholders all struggled with it, describing their journeys in and out of Stellenbosch as arduous and time-consuming, as well as having an impact on productivity. All measures to reduce dependency on private vehicles, must be included.

Adopting measures to move to NMT and integrated public transport will have a positive impact on congestion, but planning must support this, in particular as it relates to parking. Parking is inexpensive and this is seen as being responsive to the needs of private vehicles, whereas the opposite is needed.

Congestions is also exacerbated by tourist buses that clog narrow streets. The idea of park and walk or park and connect with public transport should be pursued (this in conjunction with taxi associations). Stakeholders also said that if they could easily move to and from Stellenbosch by train they would prefer to do that than to sit in traffic.

5.3.5 Behaviour Change Communications

This theme looks at the importance of shifting behaviour to reduce traffic congestion. This will entail having an effective communications plan to educate both internal and external stakeholders about the future impact of planning around the increase of motor vehicle usage as the main sources of transport.

It should also include communications to encourage significantly increased use of public and non-motorised transport and to reduce the use of cars to a minimum. Communication with specific stakeholders, such as the University – to assist in motivating students to adopt cycling and walking in Stellenbosch, and Taxi Associations – to innovate and improve services so as to encourage more people, including potentially, tourists, to use their services, must also be undertaken.

Communication should also be used to create greater awareness about safety of cyclists and pedestrians, emphasising their roles in reducing congestion.

5.3.6 Non-motorised Transport

Some stakeholders are quite keen to explore alternatives to motorised transport. The Municipality must take the steps to support this through recommendations such as taking away side parking to widen sidewalks.

The plan must address concerns raised about the safety of cyclists, pedestrians, the elderly, and people living with disabilities. It is important that people living with disabilities can easily move in public spaces. Stakeholders have indicated that the installation of fibre lines have had some negatives impacts on people who use wheelchairs as the pavement was not properly fixed.

The plan must also look at addressing cycling lanes and ensuring that these are safe for cyclists. A significant challenge is that the lanes are not connected into a full route, meaning that cyclists are at risk at intersections and traffic circles. The "Fietsry Stellenbosch" cycling map is available to input into the plan. Enabling more people to walk by ensuring that they are safe and there is enough space for them to walk. There is a big tree near the zebra lines cross on Azaliahof street which makes it difficult to cross the road.

5.3.7 Personal Safety and Security

This was raised as a concern with regards to safety in public transport and public spaces. It was stated that the shift from private vehicles to public transport will only be achieved, if safety can be prioritised and achieved.

It is essential that engagements with the public transport sector continue to explore ways to improve services and safety of commuters. This will not only have an impact on the safety of commuters but will also enable more opportunities for public transport providers such as taxis.

The University indicated that safety is one of their biggest concerns for their students and it should be prioritised in transport plans. It is also important that the safety of pedestrians and cyclists is prioritised. Well-lit pedestrian routes, both in the town and in surrounding townships and settlements, would assist with this. Public toilets, designed and maintained to be safe and clean, would also assist in making pedestrians safer.

5.4 Future Travel Demand Estimation

The scope of this overhaul of the CITP did not include any projection or estimations of future travel demand by means of modelling. Based on existing trends however, "business as usual" with private vehicle trips continuously growing, congestion will also continue to increase together with the negative

externalities and impact of transport on the social and natural environment. This will also further aggravate the private vehicle parking problems.

The implementation of key interventions that will firstly curb the growth and secondly turn around the trend of private vehicle usage is essential. Such interventions should be aimed at changing travel habits and enabling shifts in modal choices from the use of private vehicles to public transport and from motorised transport travel to NMT.

6 PUBLIC TRANSPORT PLAN

This chapter of the report serves as a summary of the full Public Transport Plan (PTP) which is attached to the main body of the report as **Appendix A**.

6.1 Introduction

The IDP provides Stellenbosch Municipality's vision for the Municipality and for it to be a "Valley of Opportunity and Innovation". In support of this and the Transport Vision articulated in Chapter 2, a well-functioning, accessible, convenient, and comprehensive public transport is integral to the realisation of this. The strategic focus areas, as well as their transport elements, gaps, and actions required, are presented in Table 6.1.

Table 6.1: Strategic Focus Areas

Focus Area	Transport Elements needed to respond to Strategic Focus Areas	Gap	Actions Required
Valley of Possibility	Would require well functioning network of transport services and infrastructure.	Current road network hinders growth possibilities. Congestion will discourage economy and cause business to locate elsewhere.	Road network improvements. Identification of effective freight network and supporting infrastructure. Effective public transport and NMT systems for access to opportunities.
Green and Sustainable Valley	Would require sustainable transport modes and practices.	Not effective public transport or walking and cycling modes.	Public Transport, walking and cycling network and other improvements. Manage travel demand to improve air quality.
Safe Valley	Would require safe and secure transport system.	Currently safety and security a challenge within public transport and use of walking/cycling modes	Road safety projects to improve safety practices. Establish safe and secure public transport and NMT systems.
Dignified Living	Would require transport system which serves all including minority, poor and marginalised.	Public transport which services marginalised is limited.	Implement public transport systems that are accessible and affordable for all.
Good Governance and Compliance	Would require effective management structures and enforcement within transport.	Current governance and compliance not effective impacts delivery of transport.	Streamlined governmental processes with accountability for effective implementation of transport solutions.

6.2 Policies and Strategies

The following legislation and policy directives (as discussed in Section 2) are applicable to the CITP:

- National Land Transport Act, 2009 (and the updated Act, once the current proposed National Land Transport Bill, currently under consideration, is promulgated);
- National Land Transport Strategic Framework 2017;
- National Transport Policy 2017;
- WCG Strategic Goals;

- Western Cape Provincial Land Transport Framework 2011;
- Cape Winelands District Integrated Transport Plan 2016;
- Stellenbosch Roads Master Plan 2019;
- Stellenbosch Integrated Development Plan 2022;
- Stellenbosch Quo Vadis 2015, and
- LED Strategy and Action Plan 2014.

6.2.1 Summary of Key Policy Documents Relating to Public Transport

6.2.1.1 National Land Transport Act, 2009

Based on the 2009 NLTA Minimum Requirements for the Preparation of Integrated Transport Plans, 2016:

- An Intermodal Planning Committee must be established to focus on integrating public transport with a specific focus on integrating passenger rail services;
- A Public Transport Plan and Transport Register is required with each CITP;
- The Public Transport Plan replaces the requirement for a Rationalisation Plan and Operating Licence Strategy (OLS), and
- The focus of the Public Transport Plan is to integrate the public transport network, services, and modes.

The NLTA Amendment Bill (2016) also presents amendments and additions to the 2009 NLTA, incorporating focus on integrated planning, universal accessibility, and OL review and rationalisation.

6.2.1.2 National Transport Policy, 2017

The key objectives of the revised National Transport Policy (NTP) of 2017 are listed in the first column of Table 6.2. The current status quo of Stellenbosch Municipality measured against these objectives is presented in the second column.

Table 6.2: Policy Objectives Against Stellenbosch Municipality Context

Objective as per the National Transport Policy 2017	Objective Realisation in the Context of Stellenbosch Municipality
Accessibility	• Safe, reliable and affordable transport are not widely available. There is a lack of universal accessibility on public transport. • Transport Universal Access audits are now part of policy in developing ITPs.
Rural transport	• The farming community surrounding Stellenbosch. The policy requires that rural transport programmes need to be identified and assessed.
Integrated ticketing system	• Policy states that NDoT should continue to drive, facilitate and assist in funding. • Feasibility in Stellenbosch Municipality unknown.
Performance monitoring	• Developing information systems for monitoring and enforcing policy on PT services.
Planning and regulation	• Policy requires ITP to integrate all modes of public transport which in Stellenbosch includes: o Rail services o MBT operations o E-hailing operators o Non-motorised transport

The 2017 NTP also identifies that there is a lack of institutional capacity to prepare and implement transport plans, and that inadequate law enforcement contributes to the issues faced by the operating licensing system (unlicensed operators specifically in MBT).

For a detailed summary of the above-mentioned key policy directives, please refer to the full PTP.

6.2.2 Previously Updated Stellenbosch CITP Concept, Key Strategies, and Proposals

The 2016 and 2020 Comprehensive Integrated Transport Plans (CITP) for Stellenbosch Municipality focus on the development of an integrated public transport service network within the Municipality. The 2016 CITP proposes the use of articulated and midi-buses to alleviate traffic congestion and infrastructure projects such as passenger shelters, vehicle flow improvements, and NMT infrastructure along the existing service network.

The 2020 revised CITP highlights the need for a Public Transport Plan to identify concrete projects and includes proposals for rail as a regional and local connector, intra-municipal services between main suburbs, and a high vehicle capacity bypass. It also proposes issuing additional operating licences for minibus-taxi services and increasing enforcement against illegal operators. Both CITPs note the constraints of funding and lack of municipal staff capacity as challenges for implementing and monitoring projects.

6.2.3 Existing Issues and Concerns Based on Previous Plans

6.2.3.1 Summary of general concerns and issues on transport

Following on the issues and concerns that were raised during the 2020 update of the CITP, and the concerns and issues identified through the stakeholder consultation process for this update, the issues and concerns can be summarised as follows:

- Poor integration with other modes;
- Limited access to existing public transport services;
- Services concentrated during peak periods;
- No travel time advantage;
- Limited public transport infrastructure
- Rail service unreliable when operational (currently not operational at all);
- Current services are not universally accessible, and
- Passenger personal safety while accessing and traveling on public transport.

During the stakeholder engagements, the minibus-taxi associations mentioned that the industry had lost 40% of their income due to COVID-19 and had experienced an increase in passenger demand due to rising petrol prices and an increase in the number of people receiving social grants. They are willing to work towards a more formalised service with predictable schedules and a ticketing system. They also emphasised the need to be consulted when it comes to planning for parking solutions, taxi ranking facilities, and new developments such as malls and residential areas.

During engagements with larger stakeholders such as Western Cape Province, Cape Winelands, PRASA, and Stellenbosch University, the key discussion points related to public transport revolved around the need for behaviour change to shift passengers from private vehicles to more sustainable alternatives, improvements in taxi-rank facilities, the introduction of incentives to improve safety for operators and users, reinstating rail services, and the need to collaborate as stakeholders to address the challenges faced, as well as having access to reliable and save public transport services certain times of the day, especially "after hours".

The details of each stakeholder engagement are presented under the Chapter 13: Stakeholder Consultation section of this report.

6.2.3.2 Spatial Development Framework

Chapter 4 of this report provides a summary of the SDF, approved by the Stellenbosch Municipality Council in 2012. The SDF focuses on high density development at strategic nodes such as the Adam Tas Corridor, Stellenbosch town centre and Klapmuts. Strengthening the role played by rail-based public transport is also identified as being critical to serve regional mobility needs, and local accessibility. The

SDF also indicates that public transport and NMT infrastructure is to be incorporated in all developments, shifting the focus towards providing infrastructure for sustainable transport modes.

The public transport proposals contained in the Adam Tas Corridor LSDF, which will be heavily reliant on public transport and NMT, were also noted.

6.2.3.3 Integrated Development Plan

The Stellenbosch Municipality IDP makes provision for a select few public transport planning projects, with allocated budget estimations between 2022 and 2025. These projects are listed in below (note that this is not the full list of projects presented in the IDP):

- Continued feasibility studies to establish a transport operating company;
- Development of business model for a Transport service for persons with disabilities in Stellenbosch;
- Park and Ride (Transport Interchange);
- Public Transport Infrastructure (Public Transport Shelters and Embayments);
- Re-design of Bergzicht Public Transport Facility, and
- Taxi Rank – Franschhoek.

Each project listed in the 2022 IDP has an allocated amount of proposed budget per financial year. These budgets are either provisional estimates for annual work, or provisional budgets for ongoing projects and studies that have already commenced and require further funding. The IDP also presents a table of projects under the *Implementation Plan: Comprehensive Integrated Transport Plan* (on page 126 of the IDP). These projects can therefore be considered as key projects since the Municipality has already assigned budget through the IDP. The projects proposed as part of this revision of the CITP are presented in Table 6.4 at the end of this section of the report.

6.2.4 Section 78 (1) Assessment Report

The WCG's then Department of Transport and Public Works provided assistance to the Municipality to compile a Section 78 (1) Assessment Report on the development of a "formalised" public transport network of services in the Municipal area. This assessment was based on a Public Transport Services Network Study that the Municipality had undertaken. This study proposed a network of services provided by conventional 60-seater buses and managed by the Municipality. The network consisted of 11 local routes within Stellenbosch and 8 longer-distance routes linking Stellenbosch Town to Klapmuts, Paarl, Somerset West, Eerste River, Bellville, Airport Industry, etc. The assessment was informed by the experiences of the City of Cape Town (CoCT) and George in rolling out their IPTNs. It was concluded that;

- The Municipality is better suited for an incremental upgrade of the public transport system, rather that a new large scale standard bus-based system;
- Irrespective of the mechanisms selected to deliver a public transport services network (and based on lessons learnt form the IPTN implementation in the COCT and George), Stellenbosch should consider pursuing and alternative approach to public transport services, and
- The Municipality does not have the capacity currently, or most likely in future, to furnish the skills, expertise and resources necessary for the development and management of the operations of a large scale formal municipal public transport network of services.

During March 2023, the Stellenbosch Council considered the Section 78 (1) Assessment Report and its recommendations. Giving consideration to the high cost of implementing a conventional bus-based network of public transport services on a large scale and the need to introduce austerity measure in the current economic environment, the incremental approach was supported and adopted by the Council. It was noted that such an approach should be flexible in incorporating and assigning different public transport modes in the most appropriate manner onto the public transport network.

Transport legislation such as the NLTA and other existing institutional arrangement can underpin partnerships, define roles and responsibilities and provide for the necessary agreements to take this forward. Partnerships such as those with the WCG, bus and taxi associations, the University of Stellenbosch and agreements with developers could be used to achieve the incremental improvements to the public transport services network.

In line with the above it was decided that a PTP be developed, that a service provider be appointed to develop the PTP and that approximately R3 million be budgeted for this. The PTP will set out a

framework for and the context of the public transport network of services, as well as identify appropriate project to be implemented. A consultant had been appointed and the development of the PTP is currently being undertaken.

6.3 Overall Network Design

It is widely accepted that only investing in infrastructure for private vehicles is not the sole solution for dealing with congestion growing congestion, nor does it contribute to sustainable development and the mitigation of the impact of transport on the environment. Previous investigations done for Stellenbosch confirmed this and showed that, for example, building a road bypass and limiting parking will not fully resolve the congestion challenges. Therefore, transport solutions for the next 5-years will have to include a further focus and investment in public transport and NMT.

As noted in Section 6.2.4 above, an initiative to develop a PTP for the Stellenbosch municipal area, is underway. However, based on an assessment of previous work done, it was deemed prudent as a precursor to this initiative, to propose a network of public transport services for Stellenbosch, which could be considered during the development of the PTP.

The CITP lists strategic objectives and a high-level approach to the development of a public transport network of services and not necessarily the details of project to be rolled out. The detail of individual projects therefore may fall outside of the scope of the CITP. Proposed projects often require further studies, assessments and evaluation of alternatives. Once projects are proposed for implementation, detailed analysis, refinement and public engagements are carried out.

The overall network design discussed in this section presents a high-level vision for a proposed rail and road-based network of services in the longer-term, potentially consisting of contracted and also non-contracted services. Therefore, summarising the potential interventions put forward under Sections 6.4, 6.5, 6.6 and 6.8 hereafter. The overall network design, presented in this sub-sections, also ties in with the future transport concept presented in Section 2.6 of this report.

6.3.1 Corridors, routes and modes

The preferred modes for routes and corridors were identified through the assessment of the status quo of existing services and development of new interventions within Stellenbosch Municipality. The existing services and new interventions speak to the policies for rationalisation of existing and development of potentially new contracted services, as well as refocusing the of non-contracted such as minibus-taxis. Figure 6-1 presents the preferred modes based on the interventions proposed in this public transport plan. Given the resource and funding constraints, the development of this network of services will have to be done on an incremental and basis.

The main arterials, indicated in red, represent the existing road network on which road-based public transport (minibus-taxis), learner transport and tourism services operate. These routes present the road-based transport alternatives with origins and destinations from outside of the municipal boarder. The R310 (from Eerste River) and the R304 (from Durbanville/Brackenfell) compete with the existing, although not yet operational, rail services indicated in blue. The three other main arterials namely, the R44 (both from Somerset West and Klapmuts) are not spatially aligned to compete with rail services.

The provision of HOV lanes and public transport priority measures on arterials, such as the R44, can create and enabling environment for the development of new contracted service by allowing minibus-taxi operators to formally provide operations between proposed park and ride facilities and Stellenbosch Town Centre. A scheduled shuttle services will connect key nodes such as Kayamandi, University facilities, rail stations, proposed new ATC stops, and higher-density residential areas. A proposed central loop that services the Devon Valley and Uniepark is another scheduled service that should be considered.

The rollout of the shuttle services presents an opportunity to include technology such as online timetables, route information technology to attract new users and students who currently would only use their private vehicle. The proposed shuttle services provided by contract minibus-taxi operators are an incremental approach to establishing an IPTN service that ties into the current MyCiTi service provided in the Cape Metropole. Commuter rail services will also be reinstated to attract lost passenger demand that diminished due to the cessation of operations during the COVID-19 pandemic. Together with the ATC initiatives, there is an opportunity to fully integrate commuter rail with the proposed shuttle services and NMT route network within Stellenbosch.

In terms of the roll-out of the overall network design, Table 6.4 presents initiatives that form the building blocks of developing an integrated network of transport services. Each initiative has an estimated timeline in years. These implementation timelines are however subject to further investigation and will need to be refined through the drafting of feasibility studies.

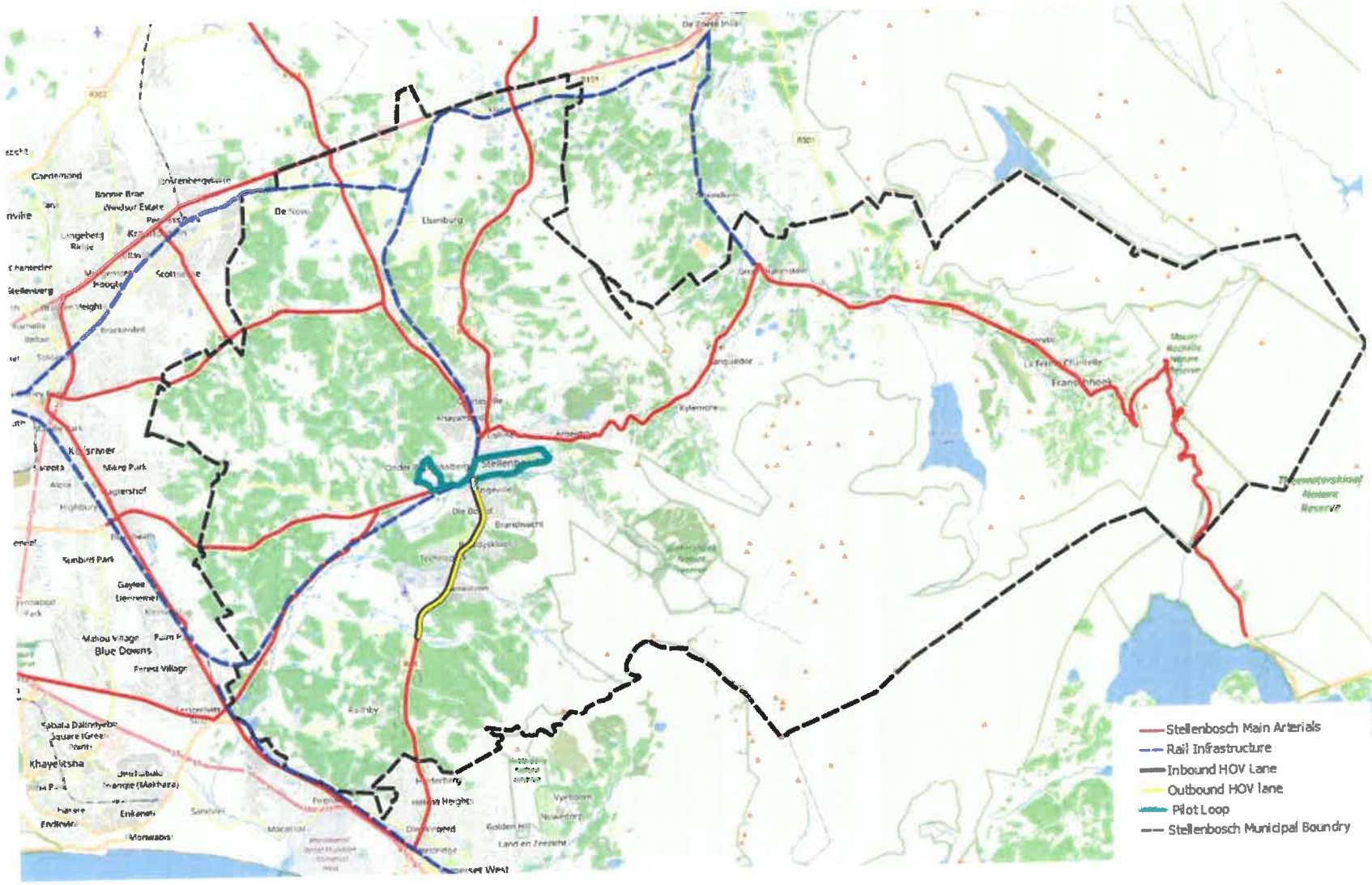


Figure 6-1: Overall network design

6.4 Commuter Rail Plan

6.4.1 Rail Infrastructure and Services Prior to COVID-19

The Western Cape has extensive rail infrastructure. 90% of the services originate or terminate at Cape Town Station, while the other 10% originates or terminates at Bellville. However, the length of the railway line within Stellenbosch Municipality is only 18km, which includes seven stations namely (Innovative Transport Solutions, 2020):

- Klapmuts;
- Muldersvlei;
- Koelenhof;
- Du Toit;
- Stellenbosch;
- Vlottenburg, and
- Lynedoch.

6.4.2 Proposed Rail Improvements and Interventions from Previous CITP(s)

Table 6.3 summarises the proposed rail improvements and interventions from previous CITP(s).

Table 6.3: Proposed Rail Improvements and Interventions from Previous CITP(s)

Report	Improvement/Intervention	Proposed Timeline
CITP 2022 Review	Reinstatement of commuter rail services within Stellenbosch Municipality	Short term
CITP Review 2020	Regional and national access improved via rail	Longer term
	Inter-municipal rail services with improved access to Paarl, Somerset West, Bellville, and Cape Town	Longer term
	Intra-municipal rail movement for local access within SM i.e., between Klapmuts, Muldersvlei, Koelenhof, Du Toit, Stellenbosch, Vlottenburg and Lynedoch	Short term
	Rail services between Somerset West to Paarl or limited within Stellenbosch Stations	The feasibility of this needs to be determined.
CITP 2016-2020	Integration of rail, bus, and NMT	Longer term
	Stellenbosch and Du Toit Railway Stations: Facilities for Solo / Midi-bus services operating on public transport routes i.e., stops, signage shelters	Short term
	NMT facilities at terminals and railway stations	Longer term
	Relocate the Stellenbosch and Du Toit stations to new locations to facilitate the development of adjacent land. More detailed study is required to assess the implication of the relocation.	The feasibility of this needs to be determined.
	Blue Downs Line: Blue Downs is a densely populated area; this scheme incorporates it into the network while also linking Khayelitsha to Bellville. The proposal is for a new electrified double-track alignment which would integrate with the wider network	Longer term
	Chris Hani- Somerset West and Stellenbosch: There are existing proposals to extend the current line to Chris Hani	Longer term

Report	Improvement/Intervention	Proposed Timeline
	but current footfalls appear suitable for Light Rail Transit (LRT) if the new journey opportunities boost usage. There is the potential for an extension beyond Christ Hani using alternative technology that would serve existing catchments	

6.4.3 The way forward for Rail Transport in Stellenbosch Municipality Post COVID-19

Stellenbosch Municipality does not have any control over rail operations or investment and this is the competency of PRASA. It is thus important for the Municipality to have good relationships with stakeholders such as the PRASA to improve rail connectivity. The Municipality will continue to engage PRASA and utilise a phased approach (refer to Figure 6-2) for firstly re-instating the passenger rail levels of service to pre-COVID-19 levels, and second assessing the rail interventions proposed in the previous CITPs.



Figure 6-2: Proposed Rail Phased Approach

The impact of an Integrated Public Transport Network in promoting commuter rail needs is to be considered, taking cognisance of roles and responsibilities set out in the Legal Succession Act. PRASA indicated that from a commuter rail perspective, it is targeting November 2023 for the resumption of services on the Stellenbosch Line to 2015 levels. This relates to both infrastructure and rolling-stock and will include 30 train sets (in addition to the existing 34 sets). Additional security was also made available in 2019 to move asset protection forward.

PRASA indicated that from a planning perspective the potential doubling of the Stellenbosch Line from Eerste River to the intersection of the Northern Line is important, for which the feasibility needs to be assessed. The Municipality is in support of this and believes that the dualling of the line will be beneficial and important to Stellenbosch. The possibility of serving Franschhoek by rail in the future also needs some consideration and investigation.

PRASA is also of the view that existing station positions must be reviewed based on the latest Development Framework and the lowering of the rail tracks at Stellenbosch Station should be considered to release air rights for land development.

6.4.4 Station Precincts

Assets and infrastructure at railway stations are owned by PRASA and therefore the Municipality does not have the mandate to spend money on the "rail-side" facilities and infrastructure. However, it is important for the Municipality to consider integrated, convenient and safe access to stations, through investment in inter-modal facilities at stations and infrastructure providing for NMT linkages.

6.5 Contracted Services Plan

The Transport Concept outlined in Section 2.6 above contains the introduction of Scheduled Shuttle Services linking, *inter alia*, park-&-ride facilities, the Krigeville school precinct, Kayamandi, Stellenbosch CBD, the University, rail stations and higher-density residential areas. Noting the Council decision on the Section 78 (1) Assessment Report and developing the future public transport system incrementally, it is proposed that in the short to medium-term, the development of an initial shuttle service loop on a pilot basis be considered.

The proposed pilot is unpacked in more detail in the following paragraphs. However, this will have to be further considered and assessed as part of the current initiative for the development of the PTP.

It should also be noted that the Municipality has in the past considered piloting a shuttle service to Idas Valley in cooperation with the mini-bus taxi industry. An option could be to combine the this with the pilot project unpacked below.

In addition to the proposed Uniepark/Onderpapagaai pilot service discussed below, studies previously undertaken on the development of a Public Transport Network, highlighting possible pilot transport services to other communities in Stellenbosch. This should also be taken into account when the Municipality compiles its Public Transport Plan.

6.5.1 Proposed Uniepark/Onder Papegaaiberg Loop

Contracted services refer to legally enforceable agreements for the provision of transport services. For this CITP, an initial pilot shuttle service loop running between Uniepark and Onder Papegaaiberg is proposed as a possibility for consideration, and discussion with minibus-taxi sector stakeholders. Figure 6-3 illustrates the proposed loop.



Figure 6-3: Uniepark/Oner Papegaaiberg Loop

The shuttle service loop starts at Oude Libertas parking area, adjacent to Onder Papegaaiberg. The route continues along the R304 eastbound, entering the town of Stellenbosch. The route proceeds along Dorp Street, Die Laan, Coetzenburg Street, Van Riebeeck Street, and Jonkershoek Road where it loops into Martinson Road, adjacent to Uniepark. The route continues down Merriman Avenue, past the Bergzicht taxi rank, and into the R310 (Adam Tass Road) westbound to Devon Valley Road, where it loops back to the Oude Libertas parking area. The proposed timetables and stops are presented in the full PTP.

6.5.2 Basis For Providing the Service

The proposed pilot loop is planned to run bi-directionally, to accommodate the desire lines of passengers based on their destinations and to prevent lengthy travel times.

6.5.2.1 Formalising the Minibus-taxi Industry

It is recommended that Stellenbosch Municipality aims to incorporate the existing minibus-taxi operators to provide this service through a commercial contract arrangement. To integrate the minibus-taxi operators into the proposed loop, extensive engagements with the minibus-taxi operators will be

required and a process developed, together with the industry, to formalise and corporatize the industry as recommended in the key interventions of Stellenbosch Municipality 2022 IDP.

6.5.2.2 Financial Support

The implementation of the pilot project will have to be preceded by a feasibility investigation. Depending on the operational requirements for introducing a formalised and scheduled shuttle service, some financial support may be required, linked to the targeted levels of affordability. It is recommended that some further engagement takes place to understand whether national and/or provincial grant funding for public transport subsidies can be accessed for this purpose. Similarly, "green" financing options may have to be considered.

6.5.2.3 Service Quality

In order to increase the viability of the shuttle service and for it to attract passengers that are not captive to public transport, for example choice users, the level and the quality of the service needs to be of an acceptable level, consistent and guaranteed. Service quality can be promoted through the implementation of principles and measures that had been proven successful during the WCG's Blue Dot pilot programme.

6.5.2.4 Corporate Identity

A differentiation in identity of the shuttle service and its vehicles is required for passengers to easily distinguish between the formalised service from the existing informal minibus-taxi operations. Vehicle branding and/or decals can be designed specifically for the Stellenbosch Municipality formalised public transport services. An example of this is the Blue Dot sticker used on existing minibus-taxi vehicles.

The appropriate vehicle size will depend on the passenger demand for the service which can be determined through surveys.

6.5.2.5 Fares

While a pre-boarding fare collection system will likely not be possible during the initial stages of the proposed service, it is recommended that automatic fare collection technology be explored, for future introduction. The implementation of a computer or cell phone application-based payment system could also be considered.

6.5.2.6 Passenger Information

The informal manner in which the minibus-taxi service are operated often limit the ability of the more occasional user to access such services because it is difficult to obtain information on services. It is proposed that service information be made available to passengers through various means, including the route, timetables and fares. Again digital technology could be a part of the solution through for example computer or cell phone applications.

6.5.2.7 Universal Access

Various pieces of legislation dictate that public transport must be accessible to all people, regardless of physical or mental abilities. It is important that, if it is decided to implement and expand the loop system, the service must be planned with universal accessibility in mind.

6.5.3 Integration with Other Contracted Services

6.5.3.1 Stellenbosch University Shuttle Service

During weekdays, Stellenbosch University offers shuttle services for students and staff to and from various campus destinations to decentralised parking facilities (Innovative Transport Solutions, 2020)

It is proposed that, if the initial pilot shuttle service proves to be successful and feasible in the long run, the Stellenbosch University shuttle service be integrated into the system to further increase accessibility and reach. SU already provides this contracted service with financial assistance. In terms of a cost perspective, there are benefits for Stellenbosch Municipality to engage with SU to determine the terms of integration as there may be cost benefits for both entities.

6.5.3.2 Learner Transport

Currently, there are 13 transport operators providing learner transport within the Municipality (RHDHV, 2016). Despite this service being available, most schools in the town of Stellenbosch are not served and learners are dropped off at school with private vehicles. This contributes greatly to congestion within the town, especially in the morning peak.

Again, there is an opportunity to integrate learner transport into the internal feeder system if it proves to be viable. The pilot route can easily be adjusted by adding a loop (see Figure 6-4) to incorporate the biggest schools in the town of Stellenbosch. Learners can be dropped off at or walk to any of the main or intermediate stops and use the system to get to school. The following can be possible incentives for learners to use the system:

- Discounted fares for learners from Monday to Friday;
- High-quality safety and security measures, and
- Loyalty rewards that can be used at their respective schools.



Figure 6-4: Added School Loop

6.6 Non-contracted Services Plan

The details regarding non-contracted services routes, operating licences (OLs), and capacity requirements can be found in the OLP written in 2019. Alternatively, please see Section 6.7. For this CITP, the non-contracted services plan will focus on driver customer care.

A driver customer care strategy is a framework to improve customer service quality and ultimately improve business overall. For this report, the concept of driver customer care aims to improve the success and sustainability of a business through improving driver service and vehicle operation standards of non-contracted services.

The WCG successfully implemented the Provincial Strategic Transport Plan (PSTP) programme, with public transport and NMT infrastructure having been implemented. This programme has subsequently been terminated.

6.6.1 Driver Customer Care Framework

This section presents a proposed Driver Customer Care Programme to be adopted by non-contracted services, based on the three (3) phases of the credentialing process. The three (3) phases are: (1) Driver Training, (2) Vehicle Inspection, and (3) Driver Licensing and Vehicle Operating Licence.

The driver training component of the credentialing process for a vehicle operating licence in Stellenbosch includes five sub-components: customer service standards, driver code of conduct, passenger safety, services for people with disabilities, and the permittance of service animals. Drivers must pass the training program provided by Stellenbosch Municipality or an identified company to qualify for the next phase of the credentialing process, which is the Vehicle Inspection phase. The fees for the training program are paid for by the driver or operator, and all costs incurred during the credentialing process are the responsibility of the applicant and are non-refundable.

The Vehicle Inspection phase requires the driver to take the vehicle in application to an approved testing facility for a vehicle inspection. Certificates are required for every new vehicle operating licence application and for annual renewal applications. The driver or operator is responsible for addressing any faults identified during the inspection before the operating licence application can be completed.

The final phase of the credentialing process is the Driver Licensing and Vehicle Operating Licence phase, which includes the final criteria and supporting documentation required for the driver or operator

to receive an operating licence. The detailed driver customer care framework can be found in the full PTP.

6.6.2 Possible Integration with Blue Dot

The Blue Dot pilot project ended in November 2022, and currently there are no plans for project extension. It could be beneficial for Stellenbosch Municipality to investigate the feasibility of a blue-dot-like project that incorporates the proposed driver customer care programme. Engagement with the WCG Department of Mobility is required to identify the potential way forward on either reinstating the programme and including Stellenbosch Municipality. The challenge that will need to be addressed is the source of funding and how the continuation of the programme will roll out. The Municipality could also consider whether it is possible to introduce a similar type of programme on its own. This can be done as part of the on-going development of the PTP.

6.6.3 Transport for Persons with Disabilities

The Municipality has concluded initial draft studies towards the development of a business model for an inclusive public transport service for persons with disabilities in Stellenbosch.

6.7 Operating Licence Plan (OLP)

The latest Operating Licence Plan was written in 2019. It must be noted that the report mainly covers MBT and excludes other non-contracted services such as metered taxis and e-hailing services.

To assess the supply and demand for non-contracted services within the Municipality, and to essentially balance the supply and demand, an operating licence analysis was conducted (Stellenbosch Municipality, 2019). To view a more detailed summary of the analysis, please refer to the full PTP.

6.8 Public Transport Facilities and Infrastructure

This is addressed in Chapter 7 below.

6.9 Dedicated HOV Lanes

In the Stellenbosch 5th Generation IDP 2022-2027, under the CITP Section (6.3.4.2), it is proposed that an assessment report be submitted to the Provincial Department of Transport on the potential implementation of public transport lanes on the R44, in both directions, between Stellenbosch and Somerset West. This is also aligned with the Transport Concept, outlined in Section 2.6 above.

The R44 is a provincial route and as part of the consideration for implementation of dedicated HOV lanes on this route, the Department of Infrastructure will have to be further engaged and an assessment report prepared.

6.9.1 HOV Lane Scenarios

To promote public transport, and prioritise high occupancy vehicles, as part of the revised CITP, it is proposed that an HOV lanes pilot be conducted between Somerset West and Stellenbosch town centre. Pilot studies allow the testing of interventions with reduced risk.

For the pilot study, it is proposed that the implementation of dedicated HOV lanes would be between Somerset West and Stellenbosch town centre, in both directions. The HOV lane from Somerset West towards Stellenbosch would start before the R44/Annandale Road intersection and terminate before the R44/Dorp Street intersection. The HOV lane in the opposite direction (Stellenbosch to Somerset West), would start at the R44/Van Rheede Road intersection, and terminate at the R44/Annandale Road intersection (as illustrated in Figure 6-5).

Four potential R44 HOV lane scenarios could be investigated:

- Demarcating an existing lane for HOV vehicles during peak periods;
- Utilising a contraflow lane for HOVs during peak periods;
- Construction of additional lanes within the road reserve dedicated to HOVs, and
- Developing infrastructure for dedicated HOVs that can be used for bus rapid transit in the future.

The dedicated HOV lane pilot study could be conducted in conjunction with the piloting of a park and ride facility along the same corridor. The park and ride would include a shuttle service between the facility

and the town centre, potentially using minibus-taxi operators. The shuttle service would also integrate with existing transport systems to encourage the use of sustainable modes of transportation and reduce congestion. The dedicated HOV lane would also need to integrate with the existing NMT network and planned improvements in the area.



Figure 6-5: Dedicated HOV Lanes

6.9.2 Possible HOV Integration with Other Modes

The proposed HOV lanes can be integrated with other modes of transportation such as the internal feeder system which connects areas like Jamestown, Technopark, and Paradyskloof to the looped system – refer to Figure 6-6. Once rail services are reinstated, the internal feeder system can be linked to the rail by adding a stop at the train station or adjacent parking area. This will increase accessibility to and from other areas outside the town and be the first step in achieving an integrated public transport system for Stellenbosch.

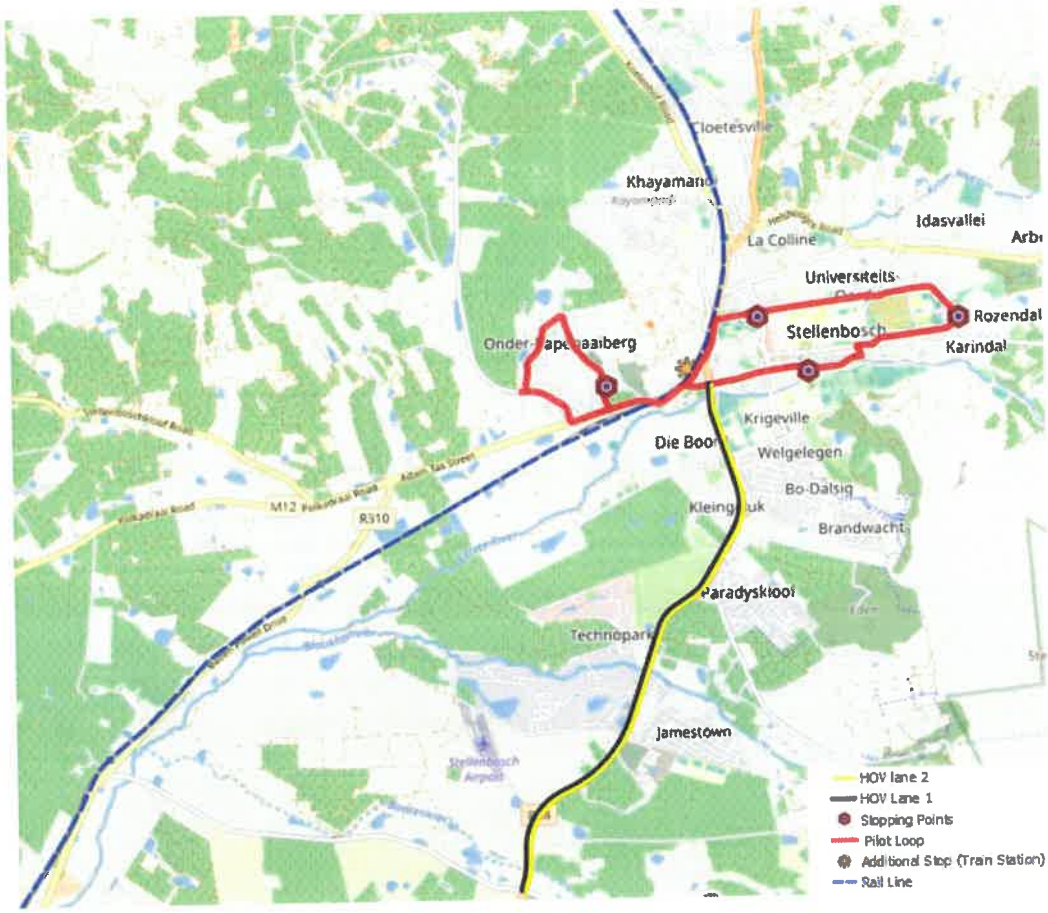


Figure 6-6: Possible Integration Opportunities

6.10 Summary of key public transport interventions and projects

Table 6.4 provides a summary of proposed the public transport-related interventions and projects for this CITP, which includes several projects outlined in the IDP as well.

Table 6.4: Proposed Public Transport Projects and Initiatives

Public Transport Plan: Key Intervention and Initiatives								
	Interventions/initiatives	**Description**	**5-year target 2023-2028**	**Year 1 2023/24**	**Year 2 2024/25**	**Year 3 2025/26**	**Year 4 2026/27**	**Year 5 2027/28**
1.	Transport Feeder System (IDP 2022)	Investigations and assessments reports for mechanism for the Internal Transport Feeder System from park and ride areas to the CBD	2	n/a	1	1	n/a	n/a
2.	Park and Ride Facilities (IDP 2022)	Submission of assessments reports for management of park and ride facilities to the Municipal Manager	2	n/a	1	1	n/a	n/a
3.	HOV lanes (R44) (IDP 2022)	Submission of an assessment report to the Provincial Department of Transport on the implementation of public transport lanes on the R44 (from both directions Stellenbosch – Somerset West)	1	1	n/a	n/a	n/a	n/a
4.	SU Shuttle Services (IDP 2022)	Engagements with the University to collaborate on the implementation and improvement of park and ride facilities and shuttle services for students	5	1	1	1	1	1
5.	Transport Operating Company (IDP 2022)	Continued feasibility studies to establish a transport operating company	4	n/a	1	1	1	1
6.	Universal Accessibility (IDP 2022)	Development of business model for a Transport service for persons with disabilities in Stellenbosch	4	n/a	1	1	1	1
7.	Bergzicht Taxi Rank (IDP 2022)	Re-design of Bergzicht Public Transport Facility	2	1	1	n/a	n/a	n/a
8.	OLS Review (Current CITP Revision)	Conducting an Operating Licence review	1	1	n/a	n/a	n/a	n/a
9.	Mobility Forum (Current CITP Revision)	The reinstatement of the Mobility Forum between large employers and public transport operators	1	1	n/a	n/a	n/a	n/a
10.	Driver Customer Care (Current CITP Revision)	Development of a Driver Customer Care Programme to improve minibus-taxi service provision	4	n/a	1	1	1	1

7 TRANSPORT INFRASTRUCTURE STRATEGY

7.1 Introduction

The *Transport Infrastructure Strategy* chapter summarises the strategy to improve transport infrastructure for the Municipality. The transport infrastructure strategy considers the development, provision, implementation, and maintenance of the major road transport infrastructure. Other transport infrastructure such as public transport facilities, freight corridors, Non-Motorised Transport (NMT) and rail are described elsewhere.

The transport infrastructure strategy includes proposals for improvement of existing infrastructure and proposals for new infrastructure implementation.

Options for implementation within the five-year period from 2023 to 2028 were considered for this CITP. The following types of infrastructure projects are included:

- Infrastructure Maintenance: Maintenance and rehabilitation of roads, public transport facilities and traffic control equipment, and
- Road Infrastructure: The construction of all classes of roads, bridges and associated stormwater, non-motorised infrastructure such as sidewalks and cycle tracks and traffic control equipment.

Within this chapter the primary infrastructure projects investigated are related specifically to **roadways**, traffic control equipment and **parking**. The infrastructure projects related to public transport (bus services, shuttle services, rail and MBT) and non-motorised transport (walking and cycling) are investigated and presented in Chapters 6 and 9 respectively.

7.1.1 Legislation & Policy Directives

The following list contains the legislation applicable to the transport infrastructure:

- The National Land Transport Act 5 of 2009 (NLTA);
- The National Land Transport Act – Minimum Requirements of Integrated Transport Plans;
- The National Land Transport Amendment Bill, and
- The National White Paper on Transport 1996.

The relevance of the listed legislation to the Transport Infrastructure Strategy is described in the sections below.

7.1.1.1 The National Land Transport Act 5 of 2009 (NLTA)

As per Chapter 4, Section 31 of the National Land Transport Act (NLTA), land transport planning must be integrated with the land development and land use planning (National Land Transport Act, 2009). To do so, the Act requires the following plans (Section 32):

- A National Land Transport Strategic Framework (by the Minister for the provincial level);
- Provincial Land Transport Framework (by the MEC (Member of Executive Council) for the provincial level), and
- Integrated Transport Plans (by planning authorities for a municipal level).

For this project point c is of importance as any proposed road infrastructure will stem from the ITP documentation. Point c is supported by the additional legislation of The National Land Transport Act – Minimum Requirements of Integrated Transport Plans.

7.1.1.2 The National Land Transport Act – Minimum Requirements of Integrated Transport Plans

As per Chapter 7, Transport Infrastructure Strategy, of the minimum requirements the transport infrastructure strategy must deal with the development and maintenance of all types of transport infrastructure, including major roads, public transport facilities, BRT networks, dedicated lanes for public transport, depots, freight corridor measures, non-motorised transport infrastructure, and rail infrastructure.

The transport infrastructure strategy must include proposals for new facilities and for the improvement of existing public transport facilities and major roads. Only firm schemes on which work will commence within the five-year CITP planning period must be included in the strategy. The transport infrastructure strategy must include measures aimed at giving priority to public transport where such measures are

practical and economically justified. In the case of those municipalities participating in the DoT's IPTN strategy and receiving PTNG Grant funding for infrastructure development, the infrastructure strategy must include the plan for the progressive implementation of the rapid rail or BRT corridors over the next five-year period. This will also be reflected in the business plans submitted to the DoT annually in this regard.

The transport infrastructure strategy must describe the current rail network and system, and must:

- Indicate the desired future rail extensions and stations within the context of SDF growth projections;
- Indicate the relative importance or ranking of proposed rail extensions and stations in the municipal area;
- Indicate which railway proposals must be prioritised for conceptual planning, design and construction in the short, medium and long terms, and
- Include the action plans for rail projects for which funding has been secured;
- Indicate railway stations where intermodal facilities or activities exist;
- Specify the modes that are integrated at each station;
- Describe how the integration is taking place;
- Describe the modal split or share of both feeder and distribution services at the stations;
- Propose guidelines for modal integration at those stations;
- Identify railway stations that warrant consideration as integrated transport nodes;
- Indicate what modes will be integrated at the identified railway stations, and
- Indicate the desired modal split at the identified nodes.

7.1.1.3 The National Land Transport Amendment Bill

The purpose of the Amendment Bill is to bring about updates to the NLTA. The following amendments are applicable to Transport Infrastructure:

Insertion of new Section 10A in Act 5 of 2009 6: "Accessible and non-motorised transport 10A. (1) The Minister, all MECs and planning authorities must take steps in performing their functions under this Act to promote accessible transport and non-motorised transport.

(2) For the purposes of this section, "accessible transport" means transport that is accessible to all persons in the area, including, but not limited to, targeted categories of passengers, pedestrians and cyclists to their intended destinations in a safe and convenient manner, and in relation to infrastructure means the design of facilities that are usable by all people to the greatest extent possible, with or without the need for adaptation or specialised design."

7.1.1.4 The National White Paper on Transport 1996

The National White Paper defines transport infrastructure as a significant portion of the Government's total financial investment and therefore it needs to be well managed. The White Paper provides a vision, mission, strategic objectives and policies for transport infrastructure in South Africa. The following policies, that tie in to the vision, mission and strategic objectives, should be adhered to:

- Maintain and develop the transportation infrastructure system and prioritise its development in terms of needs;
- Foster a sound financial base for transportation infrastructure;
- Current fiscal constraints are holding back the development of certain critical infrastructure;
- Promote a strong, divers, effective and competitive industry;
- Promote environmental protection and resource conservation;
- Enhance the quality of life of all citizens of South Africa;
- Advance human resource development in the provision of transportation infrastructure, and
- Infrastructure policy for the various modes.

The following updated policies were added in the Revised White Paper:

- Road transport demand management;

- Road traffic safety regulation;
- Road traffic control;
- Adjudication of Traffic Offences;
- Improvement of road user knowledge, skills and attitudes;
- Funding of road traffic management;
- Incident management;
- The engineering discipline;
- International harmonisation of road traffic policy;
- Road infrastructure, and
- Non-motorised transport.

7.1.1.5 Changes in the environment and transportation milieu

In addition to the impacts of external authoritative bodies, there are various external factors and the immediate environment of any town or city is directly linked to the transportation system. With the everchanging character of daily life and the advances of technology it is key to re-evaluate this immediate environment and determine how things changed to date and how things are anticipated to change in the future. By identifying and predicating these changes it can be ensured that the transportation system stays relevant.

Some recent and some predicted changes in external factors influencing the transportation system and the effect of these changes specifically on transportation infrastructure in Stellenbosch are summarised in Table 7.1.

Table 7.1: Environmental Challenges in transportation

Change	Impact on Transportation
COVID-19	A change in travel patterns such as a longer distributed peak period instead of a condensed peak hour can result in the existing capacity to be sufficient as the capacity requirements at a certain point in time are less. The "working-from-home" concept and virtual learning can also have an impact in the times when people commute. It should be confirmed (from Section 3.3.3) that the October 2022 traffic surveys indicated basically no change to traffic numbers on the major roads, when compared to before the COVID-19 pandemic (early 2020).
4th Industrial Revolution	Increased economic growth and raised global income levels for the average population can indicate that earnings are spent differently – perhaps more people purchase private vehicles and therefore increased capacity will be required? On the other hand – should technology replace jobs by people it can also have the opposite effect.
Electric Cars	Charging stations will become a requirement of any parking facility.
Hike in Fuel Price	Hikes in fuel prices can discourage people to travel and reduce small/short trips. Almost no impact on commuting is evident from the steep fuel price hikes during 2022.
Navigation Tools	Making use of navigation tools and applications can influence route planning and the route choices commuters and travellers make i.e. increased Rat-Racing can become a trend reducing capacity requirements on the main routes and increasing capacity requirements on smaller roads.
University of Stellenbosch – virtual teaching	Depending on the decision of the University to continue with virtual/on-line teaching the required transportation infrastructure will be impacted. Should students not return to campus, increased

Change	Impact on Transportation
	parking facilities and roadways for the accommodation of students are most likely not a future priority.
Automated Vehicles	It is not foreseen that the majority of the privately owned vehicles in Stellenbosch will be replaced by automated vehicles in the near future but the integration of automated vehicles with the existing road users will be key.
Cycling Culture	The cycling culture in Stellenbosch is growing. Infrastructure for cyclist should therefore be prioritised.
E-Bikes	The popularity of e-bikes in Stellenbosch are growing. Consideration for e-bike infrastructure can be explored (charging stations).
Home Deliveries of Groceries	Grocery stores deliver throughout the town – infrastructure to advance delivery motorcycles etc. can be prioritised?
Growing Population	The anticipated population growth in Stellenbosch is 5% per year – the impact of this growth on all the transportation infrastructure will be severe, should it materialise.
Rail System Neglected	Infrastructure required to replace the dependence on rail. Incentives to revert rail passengers back to rail that transferred to different modes in the past years.

7.1.1.6 Infrastructure Development Objectives

The transportation objectives as determined by the study team in July 2022 are indicated in Section 2.4 above. Most if not all of these speak to roadway infrastructure, but the most important, directly influencing the road network is considered to be:

- Adequate mobility;
- Densification of public transport corridors;
- Diversification (mixed) types of land use at new nodes;
- Reduce congestion;
- Parking developments to promote public transport;
- Acceptable maintenance;
- Safe and convenient infrastructure for NMT, and
- Promote car free living.

The strategies related to the provision of transportation, divided into thirteen sub categories, are shown in Section 2.5 above. The ones specifically addressing the provision of transport infrastructure and parking are briefly:

- The road network should be developed so that some are providing for higher levels of mobility for private vehicles and others providing more for access, public transport and specifically NMT;
- Upgrades and development of roads should make adequate allowance for all modes of transport (cross-section, servitude boundary to boundary, urban design);
- Bypass road options for through traffic should be developed and evaluated through a strategic environmental assessment;
- Parking requirements related to new development should be scaled down in favour of public transport and NMT facilities;
- Park-&-ride facilities should be developed to serve the Stellenbosch Town and Franschhoek CBDs;
- On-street parking should be reduced and/or taken away on certain functionality type streets;

- Where possible, on-street parking should be made more expensive to encourage motorists to park-&-ride and/or use NMT, and
- Continued and improved road maintenance should always be provided.

7.1.2 Current Investigations and Projects

Stellenbosch is experiencing a continued growth in its population influx of people from other parts of the province or the country, with significant new residential areas being developed. Some of these developments consist of loose-standing living units in secure walled-off middle class communities. The result of this is an increase demand for travel and person trips and places additional pressure on the existing municipal transport and road network system of Stellenbosch.

Further investment in transport and road infrastructure is necessary. The investment in road infrastructure must be done to meet the needs of growing and developing communities in Stellenbosch. The Municipality endeavours to provide an equitable service in terms of transport to all communities in Stellenbosch. Where investment is done on road infrastructure, this will be done in a sustainable and responsible manner, catering adequately for all road users, not only private cars (i.e. public transport needs, pedestrians, cyclists, ect.), following the "Complete Streets" principle, and at the same time promoting the equitable provision of transport facilities to all communities in Stellenbosch.

The establishment of a sustainable road network will require road construction and road upgrades that is informed by analysis and sound engineering judgement. The Municipality will endeavour to minimize expenditure for new roads and road upgrades and will only implement where it is crucial. The Municipality will continue promoting, investing and implementing in Public Transport and NMT infrastructure. Where funding for new infrastructure is proposed, this is to ensure adequate infrastructure is provided for developing communities as well. These funds are spent on the renewal, maintenance and preservation of existing road infrastructure. Failure to preserve existing infrastructure will have adverse consequences for such communities.

Comments were received during public comments period on the Roads Master Plan (RMP) and the perceived focus on building roads largely catering for private cars. It should be emphasised that development planning, the promotion of Public Transport and NMT have been included in the modelling, which formed the basis for the RMP. Going forward the Municipality will endeavour to more progressively make provision for public transport, NMT and the latest development planning in its further transport modelling exercises. The Municipal Infrastructure Services and the Transport Departments have regular engagements with the University, Provincial Departments PRASA and other stakeholders. The NMT working group is set to reconvene, in September 2023, as well as the mobility forum.

External stakeholders such as the WCG and CWDM have a significant bearing on the Stellenbosch Municipal transportation system. In the below paragraphs the external impacts and strategies related to the road infrastructure are considered.

On a **National Level,** as taken form the National Transport Master Plan (NATMAP 2050), there are various objectives aimed at facilitating the vision (Department of Transport, 2016). The following of these objectives are aimed at transport infrastructure:

- A much-improved sustainable public transport system that is appropriately funded;
- Non-motorised transport network development;
- A transport system that promotes better integration between land use planning and transport planning to encourage densification and sustainable development in supporting high volumes of travel required for public transport, and
- Better infrastructure, better maintained road and rail networks, with proper management and operations practices that link and provide interchange opportunities for different modes of transport.

The objective on a **Provincial Level** as concluded from the Western Cape Provincial Land Transport Framework (WCPLTF), the OneCape 2040 strategy is that appropriate infrastructure is required to facilitate a positive transition in the province. Furthermore, it sets out the required changes and development agendas relating to infrastructure provision to achieve the OneCape 2040 transitions (Western Cape Government - Transport and Public Works, 2016).

Provincial Budgets falls outside of mandate of the Municipality, and therefore outside of the scope of the CITP. IDP processes has identified the need for adequate parking in the CBD. The municipality endeavours to address the need for parking within the CBD as well as the outskirts. The Municipality has commissioned studies and assessments for park and ride facilities near the urban edges on all main roads entering Stellenbosch.

The three key transitions proposed by the WCIF relating to transport are:

- Invest in public transport and NMT infrastructure, particularly in larger urban centres;
- Prioritise general freight rail over bulk freight, and
- Shift freight traffic from road to rail along major routes.

Stellenbosch forms part of the **Cape Winelands District**. The transport infrastructure objectives that are in accordance with the transport objectives of the Cape Winelands District Integrated Transport Plan (CWDITP) objectives are listed below (Royal Haskoning DHV, 2016):

- To maintain the health and safety of communities;
- To facilitate sustainable economic empowerment of all communities;
- To support and ensure the development and implementation of infrastructural services;
- To provide effective and efficient support services, and
- To ensure financial sustainability.

The objectives identified from previous studies for the Stellenbosch CITP and plans undertaken for the **Municipality of Stellenbosch** are listed below and should be considered with the transport infrastructure implementations in future (ITS Innovative Transport Solutions, 2020):

- Strive towards car-free living;
- Alleviate congestion;
- Safe learner transport;
- Stop of urban sprawl;
- Provide more NMT, and
- Promote Public Transport Implementation.

For Stellenbosch, a strategy is further proposed to improve transport mobility on major roads linking Klapmuts and Somerset West and passing through Stellenbosch. Several alternatives have been identified for further investigation and consultation:

- Construction of a by-pass road to the west of Stellenbosch. This is a long-term solution that has advantages and disadvantages;
- Travel Demand Management to reduce the reliance on cars and encourage the use of public transport, and
- Increase capacity.

By comparing the four levels of objectives it can be concluded that the way forward of transport infrastructure are similar and that the primary focus is on public transport, non-motorised transport, improved mobility and integration, densification and healthy and safe communicates. Stellenbosch Municipality is therefore not exempted from the broader vision for transport infrastructure and should strive to achieve the common good.

The overarching vision for the Transport Infrastructure Strategy over the broader external network is therefore summarised as:

Implementation of integrated movement corridors to improve mobility, sustainability, empowerment, and safety of all travellers.

7.1.2.1 Major Roadways

The overarching trend in the current realities and **experiences** of the roads network infrastructure indicated that congestion is the primary concern and that a number of sections of the current road network operates at capacity during peak times. The most important links have been identified in Section 5.2.

Whilst the **strategy** to address the concerns around congestion (at the present time) has to be based on the current congestion levels and the predicted traffic demand in the Stellenbosch Roads Master Plan, it also has to take into account the recent proposals for the redevelopment of the Adam Tas corridor (described in Section 4.5).

The Roads Masterplan completed for Stellenbosch in 2019 and approved by the Council in 2022, included the application of the existing Cape Town EMME/4 Metropolitan Transport model. A number

of long-term land use scenarios (developed in cooperation with Stellenbosch municipal officials) were used to develop a 2040 Transport Demand Modelling Scenario for Stellenbosch. The 2018 base model includes the latest known residential, industrial and commercial development in the Stellenbosch municipal area. The 2040 scenario included all feasible developments extracted from information provided by Stellenbosch Municipality. The potential projects identified in the Roads Master Plan to address the predicted future demand, including the projects falling under provincial jurisdiction, are provided in **Appendix E**.

In view of all the above, it is concluded that there are at least five major road projects which are required in the medium term to service the expected developments. They are the following (brief description provided below):

- Portions of the Eastern Link Road;
- Portions of the Western Bypass;
- The R44 Upgrade – mostly provincial responsibility;
- The Jamestown Links, and
- Upgrading of the R304/Bird Street link.

The Municipality is aware of the concerns of the WCG Department of Infrastructure regarding the "protection" of the required levels of mobility on provincial roads. All proposals on such roads or that could potentially impact on the levels of mobility of such routes, such as HOV lanes, public transport facilities, truck stops, etc. will require their buy-in and approval for implementation. The Municipality will continuously engage with the Province to address concerns.

Eastern Link Road - This route has a long history. It was proposed many years ago as the north/south link, with the main aim of providing a new link into Stellenbosch midtown as a supplement to the R44. It was originally planned to link to Marais Street west of the Jan Marais Park, and to eventually link with Helshoogte Road, just south of Idas Valley. The original route has been compromised and has two major constraints, namely, passing the Stellenbosch College (originally Denneoord) and crossing the Coetzenburg sports grounds. Although the route has very strong merits from a traffic and transport viewpoint, it was opposed in the past by many, which in effect led to it being excluded from further considerations. Possibly a special class one Non-Motorised Transport (NMT) facility linking suburbs along this route to the CDB would be beneficial.

Construction of portions of this link, i.e. Wilderbosch extension north to Trumali, and Wilderbosch extension south to Technopark has been allowed for in the 10-year Infrastructure Services Budget of the Municipality, refer to Figure 7-1.

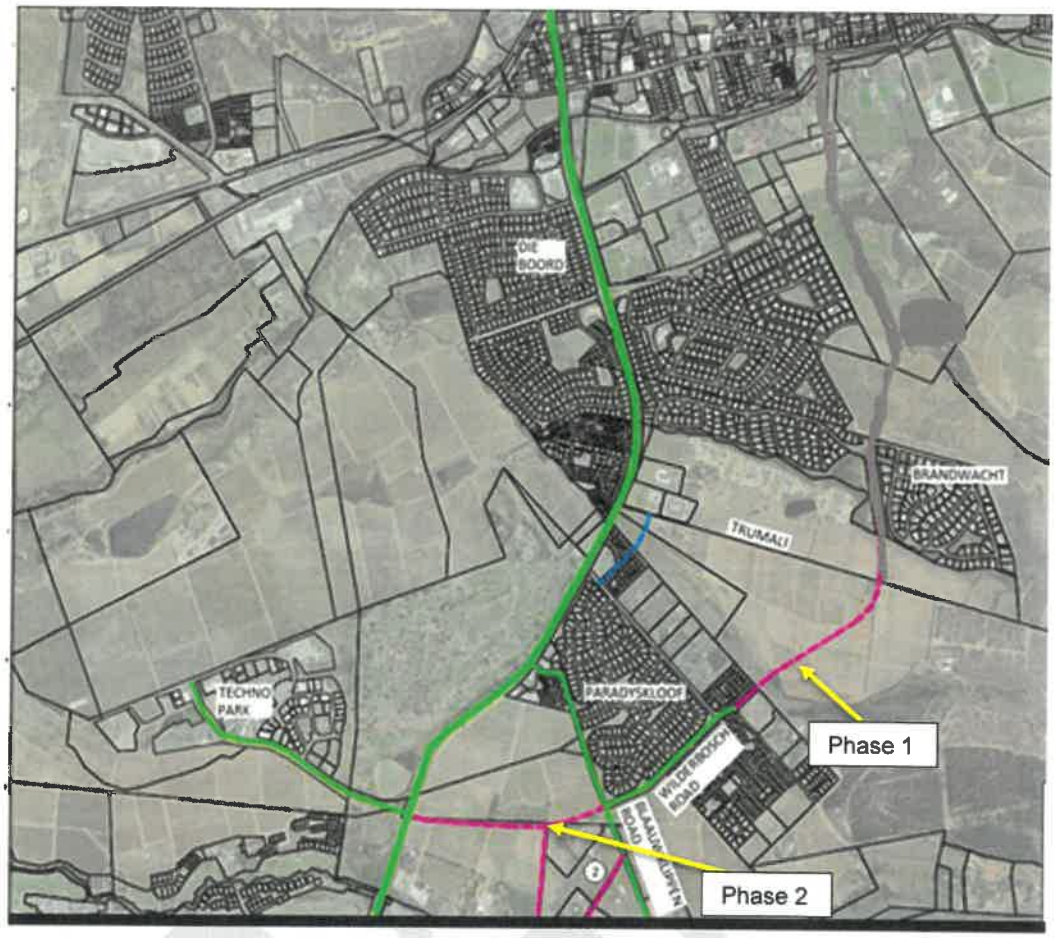


Figure 7-1: Portions of the Proposed Eastern Link Road allowed for in the 10 year budget

Western Bypass - Stellenbosch is known as a destination, as many commuters that study and work in Stellenbosch, travels from outside its borders. Geographically Stellenbosch does play an important role in North/South Regional mobility. A key role of the R44 is to serve as a north/south (regional mobility) route connecting Strand, Somerset West, Helderberg and Overstrand regions with areas to the north such as Paarl, Wellington and Malmesbury. In the Stellenbosch area, especially in the vicinity of Jamestown, it also serves as a commuter route bringing workers from the southern suburbs and Somerset West to employment opportunities in Stellenbosch and to regions in the north. This dual function leads to the R44 probably being the most congested road in the Stellenbosch area.

One of the solutions for this is to construct a parallel route on the western side past Stellenbosch which can then serve the longer distance traffic. Such a route will be highly sensitive to environmental concerns - investigations into this have been commissioned. The 2019 Stellenbosch Roads Master Plan referred to the 2012 RMP's description of the three preliminary road alignments for such a route:

- Option 1 - A Class 1 expressway, linking the R44 close to the Annandale intersection in the south, to the existing R44 between Stellenbosch and Paarl (SRMP003, SRMP001 and SRMP030), just north of Welgevonden;
- Option 2 A similar but shorter route which starts at a future grade separated R44/Technopark intersection (in the south) and terminates at the same location in the north (SRMP002, SRMP001 and SRMP030) – Class 2 arterial, and
- Options 3 An reduced proposal, starting at Technopark, and ending at Adam Tas Road (R310) – basically SRMP002.

To implement the Western Bypass (Option 1), expropriation and proclamation of the road reserve by the provincial government is required, as well as extensive public participation, funding requirements and approval processes. The possibility of implementing a lower order road, and utilizing existing roads should be investigated, especially since intersection improvements are being planned along the R44 by the Provincial Government. Option 1 should therefore be re-evaluated. The reduced bypass proposal (Options 2 and 3) as shown in Figure 7-2, is considered more feasible for implementation.

The implementation of Option 3 is currently underway, with the upgrading of the R44/Techno Park intersection complete and the planning of the link between Technopark and Adam Tas Road (R310) in progress. The latest preliminary design for the third option is shown in Figure 7-3 (source, Bergstedt R, Stellenbosch Municipality). In future the extension northwards (Option 2) partially following the Devon Valley Road and eventually linking with the R304 and the R44 may also be required, considering the proposed developments along the Adam Tas Corridor.

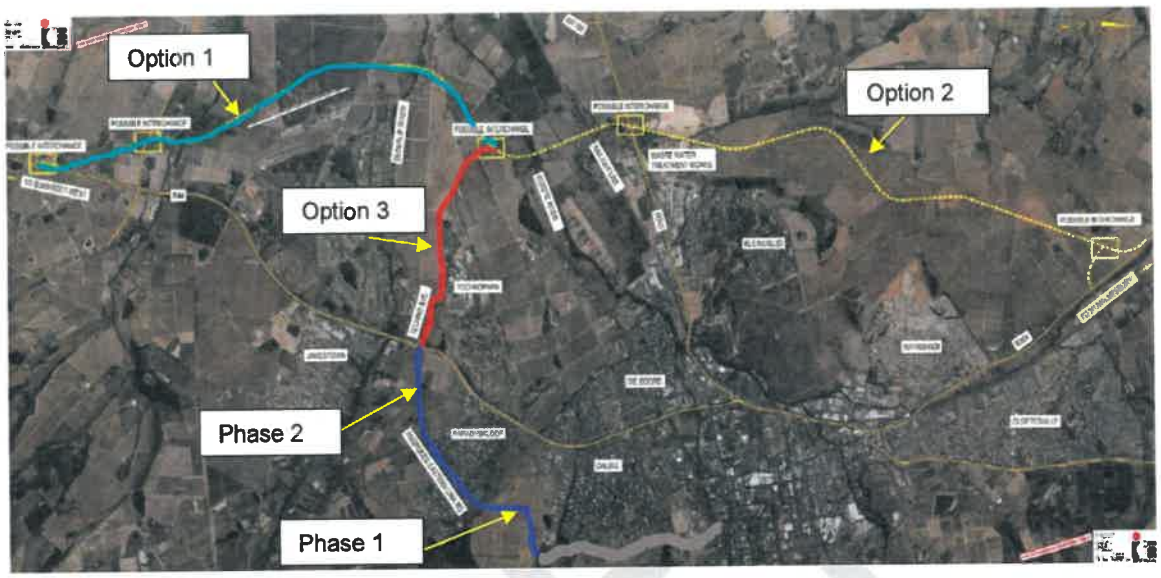


Figure 7-2: Alignment of Possible Future Western Bypass (yellow) and Eastern Link (blue)

(Source: Messrs ICE)



Figure 7-3: Alignment of link road currently being designed between R44 and R310 – basically the third option from the 2019 Stellenbosch RMP – SRMP002

The assignment results (from macroscopic modelling in 2019) shown in the Stellenbosch Roads Master Plan confirms the importance of the proposed Western Bypass to service longer distance traffic, as it is predicted to reduce the traffic on the central part of the R44 by 970 vehicles/hour/direction (which is

around 50% of the current capacity of the R44 through Stellenbosch). This is quite different to the results of the Gateway study done by Messrs RHDHV in 2017, which states that the proposed bypass will reduce traffic loads (on the present R44) slightly (10%).

It is unlikely that the 2019 modelling included the current (extensive) land use proposals for the Adam Tas Corridor. Should this now be included, then the results should even more point to the need for a western bypass to reduce through traffic on the R44 and Adam Tas Road.

It is considered crucial that the planning process with respect to a possible Western Bypass proceeds, also in co-operation with the provincial transport department, and that the environmental process is started.

Major Intersection Upgrades

R44 Upgrade – The WCG: Department of Transport and Public Works (DTPW) initiated a process to upgrade the Safety and Level of Service of the R44 between Steynsrust Road (km 20.15) in Somerset West and Van Rheede Street (km 33.00) in Stellenbosch. As part of the environmental process, the Basic Assessment Process commenced in 2012. An (unpublished) Conceptual Planning Report was published in 2012, describing the development of upgrading proposals for the R44.

The ensuing Environmental Impact Assessment (EIA) process, culminated in a Final Basic Assessment Report (BAR), dated November 2017. The Final BAR resulted in Environmental Authorisation (EA) being granted by the Provincial Department of Local Government, Environmental Affairs and Development Planning on 29 March 2018. This was followed by several appeals being lodged against the EA. Finally, the appeals were considered, and the original EA was amended on 27 August 2019 by the Minister of Local Government, Environmental Affairs and Development Planning. The amendments basically contained two points:

- The proposed elevated Annandale narrow diamond interchange must change to a below ground facility, and
- Whilst the original EA approved the closure of all the existing 22 median openings on this section of the R44, the 2019 amendments required that two of them must remain open. Which of the median openings these have to be was left to the provincial transport department, and it has not been confirmed yet.

The main purpose of this was to protect the integrity of the R44 as a regional mobility road. The upgrades to this portion of the R44 is a Provincial responsibility and it will have a significant impact on Stellenbosch. As an example, the accessibility of the **Jamestown** area will be profoundly impacted and will eventually result in the closing of numerous existing access points to the R44.

The consequence of continued development in Jamestown will be the generation and attraction of additional movements and traffic to and from the area. A roads masterplan was developed for Jamestown (B/SM 39/18 Jamestown: Development Roads Master Plan) in 2020, with the aim of meeting the expected future access and mobility requirements for all communities and modes (including public transport, pedestrians and cyclists) in an equitable manner. The masterplan focusses largely to the south of the existing developed area and proposes a number of possible links between Jamestown and Stellenbosch, as shown in Figure 7-4. All proposals shown, such as the extension of Pajero Lane will require further studies, assessment and evaluation. Detailed Traffic Impact Assessments, public participation, environmental and heritage processes will be done, prior to final decisions are taken to proceed.

Designs for improved sidewalks in Jamestown was previously carried out and will be implemented incrementally as the demand increases and funding becomes available. Design of road infrastructure within the Jamestown school precinct is a priority and is currently underway, with a public participation to be done and implementation to follow soon thereafter.

Allowance has been made for the construction of portions of this network in the 10-year Infrastructure Services Budget of the Municipality.

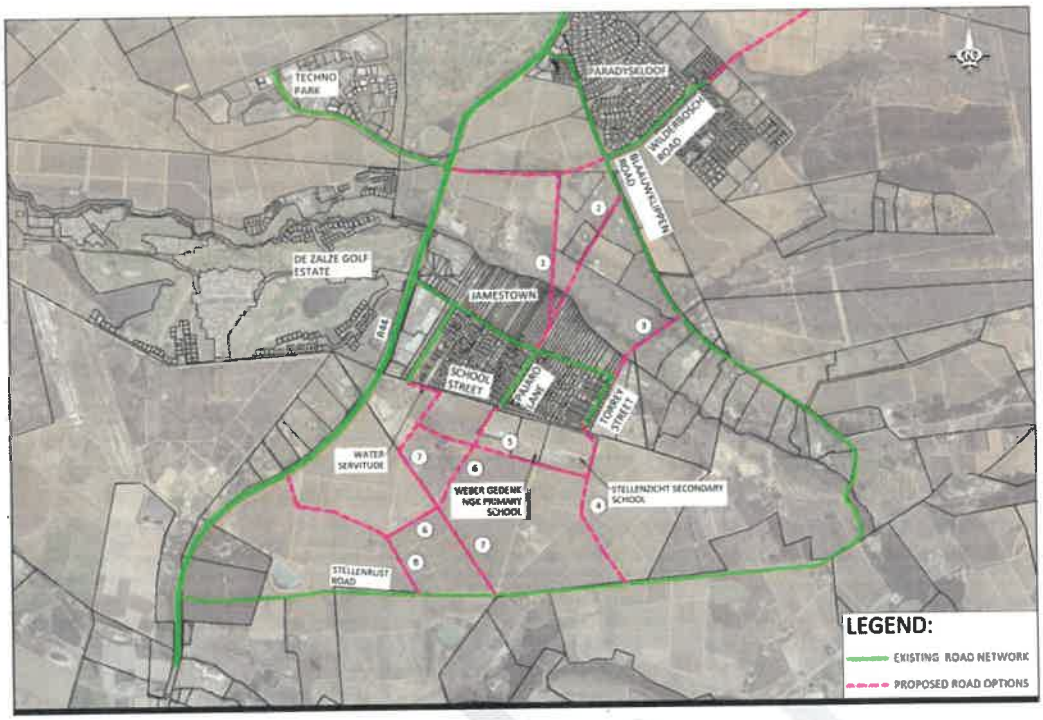


Figure 7-4: Possible roads master plan for Jamestown – status unknown

Upgrading R304/Bird Street Link – The link to Stellenbosch from the N1 through the R304 (provincial responsibility) is one of the five major road links into central Stellenbosch – see **Chapter 3**. The first development which is part of the proposed Adam Tas Corridor proposals (Precinct 10 – referred to as Newinbosch) is in fact starting at this time and a new access road from the R304 to the site, as well as partial dualling of the R304, is almost completed – refer to Figure 7-5. This development will put further pressure on the R304 leading into Stellenbosch from the west. It is being addressed through the planned doubling of the R304 between Kayamandi and the R44. Exactly how the current bottleneck of the R44/Bird intersection will be upgraded, is not known.

The dualling of Bird Street is in the concept design phase and earmarked for implementation in the short- to medium-term. Substantial provision for the Bird Street dualling has been provided in the current Infrastructure Services 10-year budget.



Figure 7-5: Current access construction and dualling of the R304 to provide access to Newinbosch (Precinct 10 of proposed Adam Tas Corridor development – just west of the R304 and northwest of Kayamandi)

7.1.2.2 Other Road Upgrading

The 2019 Roads Master Plan included the development of a macroscopic traffic demand model. The base year modelling (done for 2018) found that the traffic demand exceeded the capacity in 2018 at the following links:

- The R304 between Bottelary Road and the R44;
- The R44 (south) between Paradyskloof and the Van Reede intersection;
- Bird Street between the R44 and Du Toit Street;
- Merriman and Cluver Streets between Bird Street and Helshoogte Road;
- Dorp Street between the R44 and Piet Retief Street;
- Adam Tas Road between its junction with the R44 and Merriman Street;
- Piet Retief Street;
- Van Reede and Vrede Streets between the R44 and Piet Retief Street;
- Alexander Street between the R44 and Bergzicht Street, and
- George Blake Street.

The following links were also identified as being "under severe pressure" in 2018:

- The Welgevonden access road;
- Lang Street into Cloetesville;
- La Colline access off the R310, and
- The Technopark access road.

The modelling also included land use projections for 2040 – done in co-operation with the Municipality and including the best projections of future residential, industrial and commercial developments. The following improvements were identified and included in the 2040 model to address projected needs:

- Polkadraai Road: It was assumed that the last remaining single carriageway sections will be dualled well before 2035, in accordance with the Provincial roads infrastructure programme;
- R44 North: This road requires a dual carriageway from Stellenbosch to Welgevonden. The R44 in the vicinity of Klapmuts also requires additional road capacity due to the proposed future residential and employment concentration in this area;
- Adam Tas Road: This could become the busiest section of road in Stellenbosch, requiring 3 lanes per direction between the R44 and Merriman. In addition, the R44, Alexander, George Blake and Merriman intersections also need to be imiproved or reconfigured to provide additional capacity;
- R304 (Koelenhof Road): The model results indicated that this road should be dualled between the R44 and Bottelary Road;
- Merriman and Cluver Street link: Upgrade to dual carriageway or minimum 2-lanes per direction required between Bosman Street and Banghoek Road;
- Dorp Street: Capacity improvements required between the R44 and Adam Tas Road. Conceptual planning has been undertaken for the dualling of this section;
- Van Reede / Vrede Streets: These roads required dualling between the R44 and Piet Retief Street, with further improvements at the R44 / Van Reede intersection;
- Van Reede Street westbound extension to Technopark: The extension of this road to provide a second access to Technopark linking into Electron road;
- Technopark, De Zalze, Brandwacht and Welgevonden access roads: Dualling and/or intersection improvements are required;
- Jamestown Road: Road Network development required due to major residential developments planned for this area, and
- Baden Powell Drive: Dualling of remaining sections between the N2 and Polkadraai Road.

For the purposes of this CITP, there is no motivation for not accepting these recommendations.

In view of the proposed development of the Adam Tas Corridor, some improvements related to the corridor, are already in a concept stage and the design is work in progress. These include the dualling

of Dorp Street between the R44 and the R310, the upgrading of the R44/Alexander Street intersection and the upgrading of the R44/Merriman intersection. These are illustrated in Figure 7-6 to Figure 7-8.

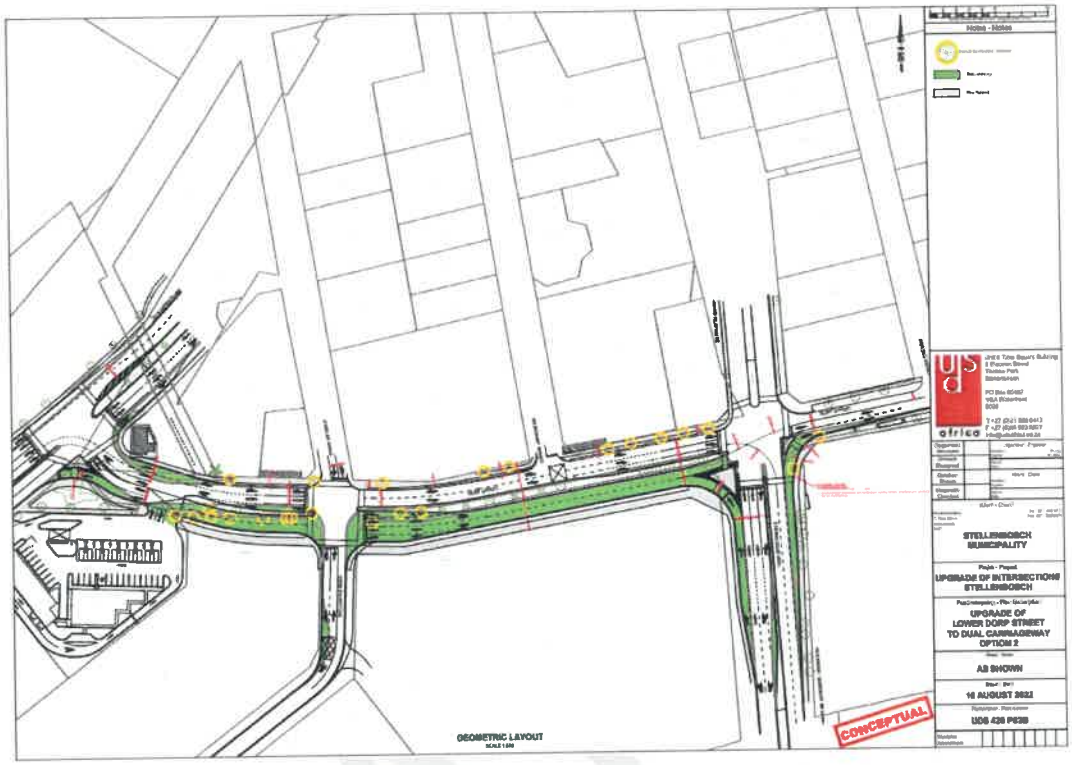


Figure 7-6: Planned Option 2 for dualling of Dorp Street between the R44 and the R310 (Adam Tas Road)

A significant number of comments and concerns were received from residents on the upgrade and detail design proposals for dualling of Dorp Street during the public stakeholder consultation and comment processes. The dualling of Dorp Street is contained in the CITP for information purposes and the detail road upgrade proposals shown in Figure 7-6, do not fall within the scope of the CITP. Feedback or comments on the detail design are therefore not to be addressed as part of the CITP and will be handed over to the Dorp Street Project team for further review, engaging and processing.

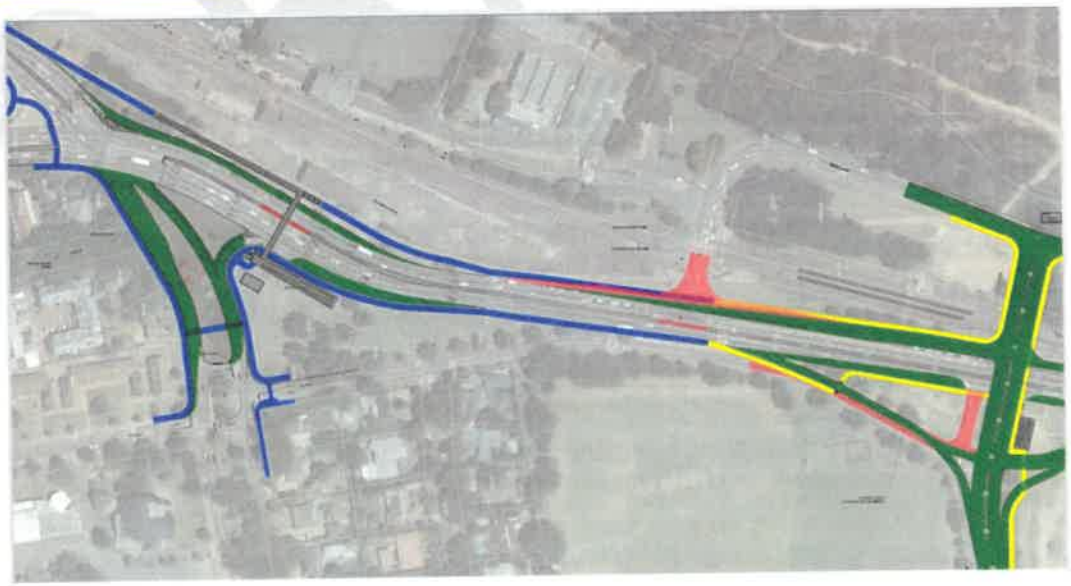


Figure 7-7: Planned upgrade of R310/Alexander Street intersection



Figure 7-8: Planned upgrade of R44/Merriman Street intersection

Allowance has been made in the Infrastructure Services 10-year budget for some of these roads – refer to Appendix C.

7.1.2.3 Franschhoek

Traffic through Franschhoek is having a significantly impact on this historical town, tourism, character and quality of living for its residents. The town is adversely affected in terms of the volume of through-traffic movements, congestion, parking and vehicular noise. Freight traffic movement on the main through routes, such as the R45, is the most significant contributor to this. Even side streets, are often not able to adequately cope with vehicular traffic and do not accommodate safe and convenient pedestrian movements.

The R45 is a provincial route, under authority of the WCG. Improvement of this route largely falls outside the mandate of the Municipality and comments received from stakeholders will be taken up with the Province. The design of the upgrading of the R45/Le Roux Street Intersection is currently in an approval stage, with the WCG's Department of Infrastructure being the approving authority. Implementation of these upgrades are expected to commence within the next 12 months.

It is also proposed that in subsequent updates of the CITP, additional transport studies in Franschhoek be included, with more emphasis on the Transport Record and Needs Assessments, highlighting the concerns of through-traffic and specifically focussing on freight vehicles. Based on this, a review of the Franschhoek Roads Master Plan may be required.

Upgrading of parking areas and improvements to NMT in the CBD, particularly in the Main Road, as well as the outskirts of the town is receiving attention. These projects are currently in the design phase with public participation processes and to follow.

A Freight Strategy Study is currently underway to examine the routes typically utilized by freight vehicles in, around, and through the Stellenbosch Municipal Area including Franschhoek.

7.2 Parking

The Municipality endeavours to address the need for parking within the Stellenbosch CBD, as well as the outskirts. It had recently embarked on a parking study focussing on the feasibility of two parking facilities, one in the CBD and the other in Techno Park.

It has embarked on a PPP process for the development of a parking garage on the Eikestad Mall parking area site. The development of this parking area is also aimed at the reduction of on-street parking, making certain streets in the CBD more pedestrian and NMT friendly.

The creation of parking facilities outside Stellenbosch linked into a shuttle service to central Stellenbosch has been proposed a number of times in the past, most recently in the Stellenbosch SDF. The feasibility of such park and ride facilities along the edge of Stellenbosch and the entrances to the town is to be further investigated. A park and ride facility at the northern end of the ATC on Adam Tas Road and near Koelenhof, for example, would be beneficial. The Municipality has already commissioned such studies for park and ride facilities.

Upgrading of parking areas and improvements to NMT in the Franschhoek CBD is currently receiving attention. A number of projects are underway and are in design phase, with public participation processes to follow. Allowance for all of these investigations is made in the ten-year Infrastructure Services budget.

7.3 Public Transport Facilities

The Municipality continues to improve public transport facilities and during the 2022/2023 financial year an additional long-distance rank and taxi pick-up and drop-off area were constructed in Bird Street near Kayamandi. Planning is also underway for upgrades to the Bergzicht Taxi Rank.

The construction of a new taxi rank in Groendal, Franschhoek, Klapmuts and the upgrading of existing taxi ranks in Kayamandi had also been commissioned.

The rollout of the Provincial Strategic Transport Plan (PSTP) by the WCG in Stellenbosch WCG was concluded. The included mainly NMT infrastructure and facilities and enhanced public transport accessibility.

7.4 Maintenance

The Road Asset Management Plan (RAMP) for Stellenbosch Municipality, completed in June 2019, provides a complete inventory of all the road classes and their condition. It indicated that the condition of the road infrastructure at that time was reasonably good – only 7 kilometres or 2.5% of the municipal roads were indicated to be in a poor or very poor condition (Visual Condition Index - VCI).

Five major issues and risks were identified at that stage, with the most important that the available budgets for road maintenance were below the estimated maintenance needs. A road maintenance programme and strategy have been proposed.

Road maintenance is being done in accordance with the recommendations of this RAMP and various routine maintenance and rehabilitation/reconstruction projects are included in the ten year budget. Whether the correct sums of money (in relation to new projects) are currently allocated to road maintenance is difficult to say, but in view of the results of 2019, it has to be concluded that road maintenance is not a major issue.

7.5 Traffic Management

The Municipality is continuously busy with efforts to upgrade, modernise and improve the effectiveness of the traffic signal system, also in cooperation with the Civil Engineering Faculty at the university. Various items allowing for this are included in the ten-year Infrastructure Services budget.

7.6 Design Standards (NMT & Public Transport orientated)

In view of the overall strategy to encourage higher use of public transport and NMT, it is recommended that all road planning and design should include maximum allowance for facilities to support these modes. The current road design cross sections should be interrogated and it should be ensured that optimal accommodation of NMT and public transport facilities is achieved.

7.7 Future Transport Solutions Development

In general, the strategy for private travel and parking is to discourage the use of private vehicles and to improve opportunities and facilities for public transport usage. Even so, when the major planned (future) developments in Stellenbosch, such as the Adam Tas Corridor development, as well as further residential developments in Jamestown and the Kayamandi area are considered, it is clear that some continued improvement to the road system and parking facilities, will also be required. The main road and parking components have been discussed above and are summarised below – with special cognisance of the latest 10=year Infrastructure Services budget (January 2023 – refer to **Appendix C**.

7.7.1 Major Road Network Extension

The five major road projects have been described above and are summarised below (also refer to Table 7.2):

- **Portions of Eastern Link Road –** creation of links (such as Wilderbosch Road extension to the north and its extension south) in order to alleviate traffic at congested intersections, directing traffic to intersections on the R44 that have more capacity, such as the Technopark intersection and Trumali Road Intersection.
- **Portions of Western Bypass –** creation of links to systematically get this road in place in order to allow for development of the Adam Tas Corridor and to remove some of the through traffic

component on Adam Tas Road (mostly provincial responsibility) and the R44. Link road between Techno Park (in effect R44) and Adam Tas Road is one of the first sections in this process.

- The following Intersection improvements along Adam Tas and the R44, namely Dorp Street, Alexander Street and Merriman Road
- **R44 Upgrade** – protect the integrity of the R44 as a regional mobility road (mostly provincial responsibility).
- **Jamestown links** – take the proposals for a road network to service Jamestown and improved linking to central Stellenbosch further. The Eastern Link Road plays an important role in this concept.
- **Upgrading R304/Bird Street Link** – to enable the envisioned Adam Tas Corridor development, upgrade the R304 between Kayamandi and the R44.

7.7.2 Other Road Related Projects

Other road related projects can be summarised as follows:

- Upgrading of sections of Adam Tas Road – Alexander and Merriman intersections, as well as Dorp Street (West) dualling;
- Ad hoc upgrading, rehabilitation, maintenance and safety improvement of roads – in Stellenbosch, Klapmuts, Pniel, Lanquedoc, Franschhoek;
- Upgrading of parking areas in Stellenbosch and Franschhoek, including the two major identified facilities in Eikestad Mall and Techno Park, as well as for tour buses;
- Upgrading of traffic signal system, including management system and all road furniture;
- Further investigation of pedestrianisation of streets, together with improvements of universal access, and
- Further investigation into the park and ride concept.

Table 7.2: Summary Transport Infrastructure Plan Key Intervention and Initiatives

Transport Infrastructure Plan: Key Intervention and Initiatives								
	Interventions/Initiatives	Description	5-year target 2023-2028	Year 1 2023/24	Year 2 2024/25	Year 3 2025/26	Year 4 2026/27	Year 5 2027/28
1.	Portions of Eastern Link Road (Wilderbosch Extension to Trumali)	See above	5	1	1	1	1	1
2.	Portions of Western Bypass (Adam Tas – Techno Park Link Road)	See above	5	1	1	1	1	1
3.	Upgrade R44 and required intersections	See above	2		1	1		
4.	Jamestown Links	See above	5	1	1	1	1	1
5.	Upgrade R304 and required intersection	See above	3			1	1	1
6.	Upgrade Adam Tas and required intersections	See above	3		1	1	1	
7.	Ad hoc road maintenance and upgrading	See above	5	1	1	1	1	1
8.	Upgrading of parking	See above	5	1	1	1	1	1
9.	Upgrading of traffic signal system	See above	5	1	1	1	1	1
10.	Investigation pedestrianisation	See above	2	1	1			
11.	Investigation park and ride	See above	2	1	1			

8 TRANSPORT DEMAND MANAGEMENT (TDM) STRATEGY

8.1 Introduction

8.1.1 Legislation & Policy Directives

The management of transport demand can be defined as making the most efficient use of the available transport infrastructure, and as such is just the sensible action to take for any transport authority. It is especially applicable to South Africa where resources for infrastructure development are severely constrained. As traffic congestion has been identified as an issue in Stellenbosch, any action which can reduce congestion, should be implemented.

There is reference in the **National Land Transport Act (NLTA, Act 5 of 2009)** to TDM. The City of Cape Town TDM Strategy of 2017 states that the NLTA requires that municipal spheres of government formulate and apply TDM measures in their functional area (Section 2, c, xxii). This could not be found in the Act, but it is accepted to be correct.

8.1.2 Summary Major Existing "External" Strategies, Proposals and Projects

Numerous strategies, proposals and projects with relevance to TDM have been formulated in the past. These are all referred to in the literature review provided in the sections below.

8.1.2.1 PLTF 2016/17 to 2020/21 (Feb 2016)

The PLTF has no specific section referring to Transportation Demand Management. It does confirm that one of the NLTSF (2015 – 2020) goals is to "where appropriate, reduce the need to travel by motor vehicles, having achieved an integrated land use and transportation system".

The PLTF, whilst an extensive document (almost 500 pages with annexures), contains the following (unfortunate) statement on p(xxi):

"The unavoidable conclusion is that the PLTF has hitherto been produced primarily for reasons such as statutory compliance and information provision and has not been proactively used to manage and coordinate all modes of transport across the Western Cape. There has been little or no joint strategic planning with parties such as Transnet, PRASA, ACSA and Metrorail at provincial level."

8.1.2.2 Winelands DITP

There is no specific section on TDM.

As part of the sustainability vision it is stated (p12) that "an affordable public transport system with adequate schedules and levels of service needs to be instituted in each town".

8.1.2.3 Stellenbosch SDF, July 2019

This framework contains three catalytic projects which are briefly summarised below. It is considered that all three fit into previous and current suggestions in terms of TDM.

1. **Redevelopment of Adam Tas Corridor** – considered to "launch the restructuring of Stellenbosch town" through the redevelopment of the Adam Tas corridor along the R310 and the R44 from the Cape Sawmills site in the west to Kayamandi and Cloetesville in the north. Overall, mixed high-density development, with access favouring NMT is foreseen. Curtailing the use of short private car trips in town was seen as one of the requirements for this, as was a more reliable and frequent rail service. In fact, a potential light rail service on the (now) dysfunctional rail line, with two new stations, has also been shown on the corridor drawings.

   This proposed development is considered to fully fit into the TDM actions that were proposed in the past and which is also now favoured by participants in the stakeholder consultation process. As such it should be strongly supported. From the viewpoint of this intended planned project, the removal of longer distance traffic on the R44 (Adam Tas Road), through the proposed western bypass, makes strong sense.

2. **Development of Klapmuts** – The Klapmuts area has for some time been seen as a potential regional economic development node. The 2019 SDF stated as fact that Distell would relocate their operations there (just north of N1), but the status of this is unknown, especially in view of the current negotiations for the selling of Distell to Heineken – refer to Figure 8-1 from SDF. Substantial residential development is occurring in Klapmuts, which is a good reason to encourage the creation of work opportunities in the area. This is considered to fit into the TDM strategies identified in the past. The re-instatement of the rail linkage between Stellenbosch and Klapmuts is also considered important in view of the growing developments there.



Figure 8-1: Potential Development of Distell at Klapmuts – 2019 SDF – Gapp Architects

3. **Alternative rail service along Baden Powell/Adam Tas/R304 corridor** – The 2019 SDF expressed the opinion that it was critical that a more frequent and reliable rail service on the Eerste River/Stellenbosch/Klapmuts rail line be provided. The possibility of lighter rolling stock was mentioned. Alternatively, the viability of a bus service should be explored. Whether any progress was made with this is unknown. This also fits in the TDM strategies proposed in the past.

Conclusion – In view of the emphasis three years ago on improved rail service through and past Stellenbosch, and the actual termination of these services, it has to be concluded that serious issues exist regarding planning proposals being made and the execution thereof. The co-operation between the different authorities involved has to be addressed – otherwise exercises of this nature could be considered a waste of time.

8.1.3 Previously Updated Stellenbosch CITP Concept, Key Strategies, Proposals

The previous (2016) Stellenbosch CITP did include TDM objectives, strategies and proposals. These are described in the sections below:

8.1.3.1 Previous Stellenbosch CITP (2016)

The TDM objectives in the 2016 CITP included:

- Using existing infrastructure as efficiently as possible;
- Reduce demand for car use;
- Reduce environmental impact of private transport;
- Support investment in public transport, and
- Support investment in NMT.

Three categories of TDM strategies have been identified:

1. **Improving travel options for residents and visitors** – Address safety of people walking and cycling and ensure that future growth and urban design support these modes;
2. **Reduce need for investment in large-scale public infrastructure** – create significant shifts in travel behaviour to reduce the need for new road capacity, and
3. **Increase revenue to finance infrastructure** – Consider tolls, congestion pricing, parking pricing and development charges as financing strategies available to manage demand.

Stated that TDM contributes directly to the seven key development principles of the 2013 SDF, namely:

- Provide public transport for all;
- Create walkable neighbourhoods;
- Grow economy to create jobs;
- Make wise use of land;
- Conserve, restore and regenerate resources;
- Grow more food for ourselves, and
- Care for our heritage.

Three types of interventions have been identified:

1. **Small-scale Interventions**

   Large employers and public buildings – bicycle facilities and flexible working hours

   Campaigns to increase awareness of existing options, e.g. bicycle hire

   Peer pressure campaigns – enforcement and education

   Car-share options – e.g. car hire on hourly basis

   Pedestrian only phases at signals

   Improved pedestrian routing

   Parking pricing

   Freight transport management

2. **Large-scale Interventions**

   Parking location – some outside congestion bottlenecks

   Public transport – existing services not adequate – need dramatic improvements

   Finer grain network suitable for NMT – more permeable urban fabric

   Encourage route changes through adjustments ito infrastructure – bypasses

   Spatial planning enabling trip chaining – TOD

   HOV priority for buses and taxis – prohibiting cars on some routes

3. **Policy and Urban Management**

   Update and enforce by-laws regarding occupation of public space by businesses – café's not obstructing sidewalks

   Update regulations governing building design – promote activity on ground floor

   Enforce traffic regulations – motorists driving or parking illegally hinders NMT

   Allocate TDM responsibility to specific municipal official to roll out TDM programme and liaise with all stakeholders and potential partners. The Large Employer Programme recommended establishment of a Stellenbosch Employer Transport Forum.

Further Work Required – Considered high priority as it forms the basis of subsequent activities and projects:

- Identify stakeholders and potential partners;
- Literature survey for street audits to assess obstacles to NMT;
- Build on previous cycling survey – ongoing monitoring exercise;
- Undertake street audit;
- Review building design regulations that impact on walkability;

- Survey parking demand, supply and pricing. Investigate institutional and regulatory requirements, and
- Investigate most appropriate routes for addressing congestion bottlenecks.

Summary

Pedestrian improvements and parking strategies were considered the most effective in the short term to encourage a shift among discretionary car users. Strategies related to cycling and public transport were also considered beneficial for this group, but a significant change in municipal commitment and funding was required to achieve this.

Refer to Table 8.1 for the summarised recommendations under three headings namely (i) Studies, (ii) Programmes and Policies and (iii) Infrastructure as follows (directly from 2016 CITP):

Table 8.1: Summary of Recommendations

Key Focus Area	Interventions	Priority
	STUDIES:	
Urban management, personal security	Undertake a comprehensive audit of streets with a view to understanding the interaction between street design and movement patterns and map key routes for designation and attention; include literature review; develop policy and design standards to improve walkability; key routes to receive particular attention regarding design elements	High
Urban management, promoting alternative modes	Map and review parking supply and demand and pricing, and assess opportunities in short term to influence spatial distribution of demand through supply and pricing; liaise with businesses to explore options for reducing free employee parking	High
Urban management	Investigate and prioritise congestion bottlenecks based on their contribution to TDM objectives rather than conventional level of service analysis; assess how route changes can be induced for more efficient use of road infrastructure, through strategically located adjustments to road capacity and intersection controls	High
Safety	Identify areas suitable for designation as speed reduction zones to improve safety for vulnerable street users	Medium
Promoting NMT	In future spatial planning exercises, include assessment of how density, mix and location of land development can improve viability of alternative forms of transport	Low
Promoting public transport	In future transport planning exercises, always consider how road improvements can enhance conditions for public transport and other modes as alternatives to car travel	Low
	PROGRAMMES AND POLICY:	
Promoting public transport and NMT	Implement recommendations of the Large Employer Programme	High – low
Programme development and coordination	Designate a TDM official and commence engagement with stakeholders who can assist in developing and running campaigns	High
Urban management, Awareness	Enforce traffic laws that impact NMT activity, and by-laws governing use of public space	High
Promoting NMT	Identify opportunities for creating a finer grained pedestrian and cyclist network by opening up semi-private space, and develop policies to ensure that future development does not eliminate existing or future routes	High
Promoting NMT	Review building design regulations and street design standards that impact on walkability	High - Medium

Key Focus Area	Interventions	Priority
Awareness	Develop campaigns to raise awareness of travel options, and to encourage a shift in behaviour; include improved enforcement as part of this	Medium
Supplementary modes	Pursue possibility of establishing a carshare service in Stellenbosch (e g with Locomute)	Medium
Urban management	Update rules and by-laws governing the use of public space, particularly on key NMT routes	Low
Safety, promoting NMT	Review freight management practices and their impact on pedestrians and cyclists; identify strategies and policies to mitigate impact on key NMT routes	Low
	INFRASTRUCTURE:	
Promoting public transport	Begin planning in more detail the public transport services proposed in this CITP, and develop an implementation plan	High
Promoting NMT	Pursue options for long-term development of share parking structures to reduce impact of traffic on the historic town core	Medium
Promoting NMT	Undertake localised improvements for pedestrians, such as pedestrian-only signals, bulb-outs and street lighting along key routes identified through the street audit	Medium

No specific (spatially defined) projects were identified under the TDM heading in 2016. The closest to this was the recommendation to develop an implementation plan for the public transport services which were proposed. These are briefly:

With respect to **rail**, PRASA has indicated in 2016 that there were no "plans to upgrade existing facilities in the Stellenbosch area. In reality the rail service on the line running through Stellenbosch has been terminated since then. In view of the overhead wires being broken, it is concluded that physical repairs will be required before the service can be restored again. Recent discussions with PRASA indicated that the previous service is planned to be in operation before the ned of 2022.

With respect to **contracted bus services**, the 2016 CITP proposed the implementation of a new Public Transport Service Network (PTSN) operating from a central terminal in the Stellenbosch CBD or along the Adam Tas corridor. It was mentioned that the five year CITP budget is allowing for this since 2018. A further proposal was that the provision of a public transport lane/facilities on the R44 between Stellenbosch and Somerset West had to be investigated.

With respect to **minibus taxis**, no specific proposals could be found in the 2016 CITP, but a number of improvements to minibus taxi facilities has been included in the five year budget proposed for 2015/16 to 2019/2020.

8.1.3.2 CITP Update, June 2020

The TDM Strategy still needs to be prepared. Components could be:

- Parking management;
- Alternative work from home schemes, and
- Incident management systems.

Only way to get travellers in more sustainable modes is considered to be:

- Improved public transport options;
- Network improvements to cycling and walking, and
- Provide for different travel markets.

Projects proposed:

- Prepare a TDM Strategy;
- Prepare Public Transport Plan;

- Improve walking and cycling network;
- TOD Plan;
- Include TOD principles in future developments;
- Parking Strategy, and
- Plan for remote parking locations (in process).

8.1.4 Stakeholder Engagement

The Stellenbosch Ratepayers Association provided eleven comments in February 2016 on the previous CITP. These can be summarised as follows:

- Lack of clear strategy on how real transport improvements will be achieved;
- Too much emphasis on road network improvements versus sustainable TDM approaches;
- There is a lack of integration of spatial development and transport – location of future development;
- The public transport development aims are not clear;
- Stellenbosch, the town, should be preserved;
- The successes with traffic management and NMT that have been achieved, should be extended;
- NMT and the promotion of Utility Cycling should be more prominent;
- Less parking should be provided in central Stellenbosch;
- The impact of the university (students) on traffic and parking problems are not controlled adequately;
- The impact of heavy vehicles in Main Street in Franschhoek, but also in Stellenbosch is not addressed adequately, and
- Roundabouts should be favoured above traffic signals.

A summary of the feedback received during the recent stakeholder engagement (April and May 2022), is provided in Chapter 13. The key themes from the engagement are all related to TDM – the following four have been identified:

- Develop an effective communications program which will aim to shift personal behaviour away from car usage to the other modes – NMT, public transport, etc;
- Implement improvements for NMT users – sidewalks, etc;
- Develop an integrated public transport system, and
- Reduce the need for travel by creating mixed land use developments.

It is believed that the correct approach should be to develop a balanced and sustainable transportation system which opens the question of what such a system would have to consist of.

8.1.5 Issues and Concerns

The major issues and concerns are considered to be:

- Is enough emphasis being put on the enhancement of TDM by the Municipality?
- Why has nothing happened to previous TDM proposals?;
- How does a balanced transportation system for Stellenbosch look like?
- What can be afforded by Stellenbosch in terms of the transportation system?

8.2 TDM Categories

In summary it is considered that the actions that can be implemented as part of TDM can be categorised into three groupings, namely (i) Behaviour, (ii) Infrastructure and (iii) Operations. Whilst action on each of these fronts is desirable, some **prioritisation** could be done in cooperation with all stakeholders.

A: Behaviour

- Reduce the demand for travel
  - Work from home, variable working hours, staggered school starting times
- Discourage car use
  - Parking management and pricing
  - Congestion charges
  - Marketing and Communication

B: Infrastructure

- Land use changes – transform to mixed use development – residential areas closer to work opportunities
- Improve public transport
- Improve NMT facilities
- Park and Ride Facilities
- Upgrade road bottlenecks

C: Operations

- Improved traffic management
  - Traffic signal operation
  - Incident management
  - Preferential treatment of HOV's
  - Reversible or contra flow lanes
  - Carpooling

8.3 TDM Objectives

The main TDM aim should be to move to a balanced transportation system where the most effective use is made of available facilities. Specific objectives have to focus on the categories listed above, i.e.:

- Change behaviour to reduce the demand for travel;
- Influence land use to form mixed use clusters;
- Improve NMT and public transport facilities, and
- Improve all operations (private and public) to operate as effectively as possible.

8.4 Future Solutions Developments/Proposed Interventions

The proposed interventions with regards to Transport Demand Management have been identified in the past in the documentation referred to above. As many of them involve NMT improvements, public transport, parking initiatives, traffic signals, road pricing, etc allowance has been made in the ten-year budget of the Transport Division for taking a number of these forward. The most relevant proposals and actions have been included in the sections above and are summarised below.

Parking tariffs are often seen as a mechanism for managing travel demand and reducing private vehicle use. The Municipality previously increased parking tariffs, but strong objections were received from the local communities and tariffs were lowered again. Since then these tariffs were kept at the current level.

It should be noted that the only items not specifically mentioned in the current ten-year budget, is an investigation into congestion pricing and the development of a marketing program for TDM. The reasoning behind the congestion pricing point of view, is the belief that congestion is not caused by Stellenbosch residents themselves, but rather largely due people "from outside" the town working and studying in Stellenbosch and that a congestion charges therefore should be applicable to such commuters. However, the acceptability, practicalities and implementation of such charges may be a challenge. Initial studies indicate that congestion charging is not feasible for Stellenbosch. The

municipality is not the roads authority for roads leading into Stellenbosch. It is also evident that congestion charging such as toll roads are not always feasible in the South African Context.

Table 8.2 Transport Demand Management Plan Key Intervention and Initiatives

Transport Demand Management Plan: Key Intervention and Initiatives								
	Interventions/initiatives	Description	5-year target 2023-2028	Year 1 2023/24	Year 2 2024/25	Year 3 2025/26	Year 4 2026/27	Year 5 2027/28
1.	Upgrading of traffic signals and control system	Chapter 7	5	1	1	1	1	1
2.	Upgrading of NMT facilities including cycle plan, universal access improvements	Chapter 7	5	1	1	1	1	1
3.	Continued investigation of transport operating company	See above	2	1	1			
4.	Investigation into pedestrianisation of certain streets	Chapter 7	2	1	1			
5.	Further investigation into feasibility of park and ride facilities	Chapter 7	2	1	1			
6.	Investigation of congestion pricing	See above	2	1	1			
7.	Develop marketing and communication strategy to further TDM	See above	2	1	1			
8.	Appointment of a TDM official	See above	1	1				

9 NON-MOTORISED TRANSPORT PLAN

9.1 Introduction

In support of being a "Valley of Opportunity and Innovation" Stellenbosch aspires towards car-free living and Non-motorised transport forms a key enabler in doing so. In order to achieve this and realise the objectives of becoming a Valley of Possibility, a Green and Sustainable Valley and a Safe Valley, and ensuring Dignified Living encouraging walking, cycling and public transport as key modes of travel over private motor vehicles is essential.

In support of the overarching vision the vision for pedestrians and cycling in Stellenbosch is:

"Stellenbosch Municipality will strive to develop walkable and cycle-able environments that are safe for all to use and contribute to the mobility needs, economic vibrancy and social health of communities."

9.1.1.1 Legislation & Policy Directives

The legislative and policy framework for the planning and implementation of NMT is extensive and includes the following:

- National Land Transport Act (5/2009);
- Draft Revised White Paper on National Transport Policy (2021);
- National Road Traffic Act (93/1996);
- The National Land Transport Strategic Framework (2017-2022);
- Western Cape Provincial Road Traffic Administration Act (6/2012);
- Stellenbosch Municipality: Roads and Streets By-law (2021), and
- NMT Facilities Guideline(2016).

The following are of particular relevance to NMT in SM

9.1.1.1.1 Green Transport Strategy (2018-2050)

The Green Transport Strategy sets out a long term vision for the "use of resources and supporting the ecosystem" which includes:

- Instituting "no-car zones", within most of the central business districts being closed off for car use, and emphasising eco-mobility mode of transport like walking and cycling as the preferred mode of transport, allowing significant areas of urban real estate currently used for parking to be repurposed for use in affordable inner-city housing and businesses: and
- An extensive network of cycle lanes and pedestrian walkways to re-orient South Africa's towns and cities away from cars towards people. The investment in non-motorised transport infrastructure will yield a double dividend in terms of human health, by both reducing harmful air pollution and promoting healthy exercise.

9.1.1.1.2 Western Cape PLTF 2016/2017 – 2020/2021

The overall objective of NMT is to increase mobility and access to opportunities, and in so doing, to improve the quality of life in a sustainable manner throughout the province with the defined goal of establishing *"NMT as a pivotal part of all forms of transport planning in urban and rural areas"* through:

- Development of NMT standards;
- Integration of NMT into all transport plans;
- Provision of NMT infrastructure in transport projects;
- Incorporation of Universal Access principles;
- Implementation of a transversal plan to promote transport safety, and
- Coordination forum to coordinate NMT across municipalities.

9.1.1.1.3 Cape Winelands DITP (2016 – 2021)

The DITP has a very brief section on NMT which recognises the challenges of low income residents living on the periphery of towns and the implications for walking distances. It further recognises the context specific requirements for developing walking, cycling and public transport in towns. There is also a brief summary of the Stellenbosch 2016 CITP.

9.1.1.1.4 Stellenbosch MSDF (2109)

The MSDF identifies NMT as a key mode of travel especially for low income groups which constitute 95% of all NMT trips. In addition local peak period passenger trips (<5km in length) total twice the number of longer (>5km) trips.

Under the change action of improved access and mobility Public Transport and NMT are promoted through densification, redesign of existing routes and the development of new routes. In support of this it is also proposed that the design of all roads provides for appropriate NMT movement and that TDM measures favouring NMT and Public Transport be introduced in partnership with key organisations.

9.1.1.1.5 Stellenbosch Non-Motorised Transport Policy (2022)

The NMT policy was adopted by Council in October 2002. Recognising that achieving the vision of walkable and cycle-able environments requires a move away from the "business as usual" approach in transport planning and engineering a set of clear principles, policies and strategies to guide officials and politicians of Stellenbosch Municipality was established.

Principles

The policy principles guiding the development of transport systems and infrastructure to achieve SM's vision and enable pedestrian and cycling friendly environments which are universally accessible are:

- Integration between land use and transport towards developing pedestrian friendly environments to reduce the demand for travel and the need for motorised transport;
- Prioritization of vulnerable road users especially at conflict points to improve road safety for pedestrians and cyclists and encourage people to walk and cycle more;
- Prioritization of improvement of the environments for pedestrians and cyclists in outlying communities to encourage and support these modes;
- Development of a partnership between the private and public sector focussed towards furthering car-free living including Stellenbosch University to enable sustainable transport solutions and pedestrian/ cycle friendly environments as these cannot solely be undertaken by the public sector, and
- Application of the principles of Universal Design ensuring that roads and streets are for all. This requires the re-prioritisation of road space to ensure that all the needs of all users are adequately provided for. Where the needs of the various users are in conflict, the needs of the more vulnerable road user must receive priority.

Objectives

The overarching objectives of the NMT Policy are to:

- Provide the officials of Stellenbosch Municipality with a framework to enable NMT implementation;
- Guide officials in making strategic decisions with respect to transport management and roads implementation and maintenance, and
- Create a framework for prioritizing more vulnerable road users and create streets for all.

These are then expanded upon as a set of strategic objectives which are derived directly from the Consolidated NMT and Cycling Masterplan:

- Connect the outlying communities with the CBD in a safe and attractive manner and improve safety, access to opportunities and the dignity of these communities;
- Strive towards car-free living in Stellenbosch CBD;
- Achieve a modal shift in the Stellenbosch CBD towards public transport, walkability and cycle-ability, and
- Creating dignified living spaces in previously disadvantaged areas.

9.2 External themes and approaches

From the international through to the national and provincial levels there are key common themes that come through in a review of the current statuses of planning and developing NMT. The key themes and approaches are those of:

- Reducing reliance on the private motor vehicle;

- Reducing transport's contribution towards GHG emissions and environmental degradation and its reliance on fossil fuels;
- Providing accessible and affordable mobility for all;

In proposing solutions towards these the proposals of:

- Ensuring an integrated planning approach to land use and mobility, and
- Moving towards a paradigm of Sustainable Transport.

NMT is thus central to addressing the issues facing transport in both the immediate and longer term. This is as it provides an easily accessible and affordable means of mobility whilst addressing environmental issues and contributing towards a healthier society.

The focus on NMT in SM directly supports this.

9.3 Previously Updated Stellenbosch CITP Concept, Key Strategies, Proposals

This is a brief summary of the Update of the CITP for Stellenbosch Municipality (June 2020) and the Review, Update and Consolidation of the Stellenbosch NMT Masterplan & Cycle Plan.

SM supports a shift towards public transport, walking and cycling and Stellenbosch CBD particularly has a culture of walking and cycling. However, the increasing pressure of private vehicle usage is affecting the safety of pedestrians and cyclists and thus the nature and vibrancy of these areas. A further issue is that of street furniture and the lack of dropped kerbs on many of the sidewalks. Where street improvements have been done (e.g. Andringa and Victoria Streets) the usage by pedestrians is strong evidence of how shifts can be encouraged.

The previously disadvantaged settlements of Kayamandi, Cloetesville and Idas Valley are within walking distance of the CBD and significant numbers do walk. However, major roads separate these settlements from Stellenbosch requiring that pedestrians have to walk alongside and cross them with vehicle movements having priority. In the case of Kayamandi the informal crossing of the railway line provides an additional safety threat on the walking desire line. Jamestown lies beyond comfortable walking distance from Stellenbosch and the route is along the R44. In the other towns (Franschhoek, Klapmuts, Pniel) within SM residents of the outlying settlements have to walk along provincial roads.

The University of Stellenbosch is a significant trip generator and encourages students to walk and is planning to improve cycling infrastructure on campus and integrate its NMT network with SM's plans.

The CBDs of Stellenbosch and Franschhoek are relatively pedestrian friendly and attract high numbers of tourists. Within Stellenbosch the residential areas, university, offices and amenities are well positioned for walking.

Whilst cycling in Stellenbosch is popular in terms of the South African context a significant proportion of cyclists are recreational/sports cyclists and those riding on roads prefer the higher order provincial roads. Sections of the cycling network have been implemented but these are not coherent. The main barriers to cycling are safety in traffic, the lack of suitable infrastructure, crime and, in the case of lower income communities, access to bicycles.

Both the CITP Update and the Consolidated NMT Masterplan & Cycle Plan describe the proposed NMT Network and provide summaries of the extent of the proposed NMT Network and, based on budgetary constraints, a set of priority projects which are categorized as Short Term with sub categories of essential and desirable.

The proposed network was developed on the basis of understanding desire lines, reviewing the existing NMT network facilities, proposing a higher order network around Stellenbosch whilst creating local networks within neighbourhoods, and upgrading of certain existing facilities.

9.4 Stakeholder Engagement

A key concern of various stakeholder groups / representatives is that, whilst cycling and indeed NMT, have been identified as key modes for Stellenbosch the policies and plans developed have not been given the support in terms of funding and implementation required to give effect to them. Specifically mentioned were the Cycle Plan and the NMT Masterplan.

Specific suggestions / concerns raised include:

- Include cycling and walking as part of the behaviour change approach including the role of the University in enabling walking and cycling;

- Exploring alternatives to motorised transport and strengthening the opportunities for walking and cycling through making streets more walkable/universally accessible and cyclable through removing parking / reducing sidewalk usage by restaurants;
- Creating continuity of routes for cycling, and
- Improving safety of routes for both pedestrians and cyclists with a particular focus on intersections with higher order roads and adequate street lighting along routes.

From engagements regarding the ATC development proposals it is recognised that the current NMT and Cycling Masterplan has not considered in any depth the requirements and opportunities arising from the development.

9.5 Key Issues, concerns

The key issues and concerns for NMT are:

- The lack of integration between land use and transport planning;
- NMT is not considered an essential element and the foundation of any and all transport and development planning;
- Captive users are limited in the travel choices they have;
- Significant pedestrian movements are crossing major roads / a rail line;
- Many choice users covering shorter distances travel by private motor vehicle in preference to walking or cycling;
- Although there has been progress in developing NMT (and cycling) infrastructure routes are not coherent, and
- Funding allocation for NMT is extremely limited.

In addition, a key concern is that the evolving ATC development and its impact on the broader transport systems and travel patterns of SM have not been incorporated into current NMT planning processes at any level of detail.

9.6 Strategic Objectives

Arising from the aforegoing an initial set of Strategic Objectives is proposed as:

- Reinforce the integration of land use and transport planning – this requires a full assessment of the ATC development and its implications for SM in both the short and long term;
- Connect outlying communities with their local towns / CBDs;
- Require all developments to fully integrate NMT and Universal Design principles in their planning and implementation;
- Achieve a modal shift from PV to walking and cycling;
- Improve the living spaces and NMT routes in previously disadvantaged communities, and
- Reconsider funding mechanisms.

9.7 Future Solutions Developments / Proposed Interventions

The investment in infrastructure is attributed to growing and developing communities in Stellenbosch and the Municipality endeavours to provide an equitable service in terms of transport to all communities in the municipal area. This includes the establishment of a sustainable road network and may require road upgrades, which is informed by analysis and sound engineering judgement. It will endeavour to minimize expenditure for new roads and road upgrades and will only implement where it is crucial.

The Municipality therefore supports the further systematic implementation of the 2015 Cycle Plan and the 2022 NMT Plan. Some consideration is to be given to the retrofitting of cycle lanes/facilities on existing roads to ensure continuity of safe right-of-way for cyclists (taking cognisance of existing road reserve widths and heritage considerations).

The Municipality will continue to roll out NMT infrastructure in a systematic manner and in line with the approved Master Planning, as far as available resources allow. Retrofitting of streets for cycling are on-going with Martinson Street recently completed and Merriman Street earmarked to be next. This will include the assessments for bicycle-lock up facilities as well.

The establishment of pedestrian zone on certain streets in the Central Business District is on-going, plans for the establishment of Woonerf Area and pedestrian zones in the Dennesig and a project to improve NMT in Main Road in Franschhoek are currently under way. The Municipality is also in the process of compiling a Sidewalk Accessibility Policy. This policy aims to improve sidewalk management and strive for a safe environment for all sidewalk users.

Within the consolidated NMT Masterplan and Cycle Plan, short-term projects were then identified through reviewing the priority projects previously identified in the NMT and cycle plans (2015) and the PSTP (2018), addressing pedestrian safety hotspots, identifying locations for pedestrian and safe crossings of major roads and rail lines, upgrades / new infrastructure of existing NMT desire lines, upgrading existing informal links and addressing future NMT desire lines based on the overall principle of achieving a safe environment for pedestrians and cyclists.

Table 9.1 indicates the extent of the proposed NMT network for Stellenbosch Municipality. Table 9.2 summarizes the short-term projects proposed for the NMT network in Stellenbosch which are graphically depicted in **Appendix D**.

Table 9.1: Extent of Proposed NMT Network

	Whole Stellenbosch Municipality Length (km)	Stellenbosch Town (incl. Kayamandi, Jamestown) Length (km)
Proposed Sidewalk	31	11
Proposed NMT Only Class 1	26	17
Proposed NMT Facilities with Partial Separation Class 2	172	103
Proposed Bicycle Lanes (Partial or Marked Separation) Class 3	14	14
Proposed Cycling in Local Street (Mixed Shoulder) Class 4)	32	28
Proposed Pedestrian Priority Street	4.2	3.8
Total (km)	**279**	**176**

Note:

- Cycling in the shoulder is excluded from this list.
- All lengths refer to centreline length, except for Sidewalks.
- Intersection upgrades are excluded from the length summary.

Table 9.2 summarizes the short-term projects proposed for the NMT network in Stellenbosch which are graphically depicted in **Appendix D**.

Table 9.2: Details of Short Term NMT Projects for SM

Project No.	Projects
1	Pedestrianisation of Church St and Andringa St
2	De-cluttering of street furniture in Stellenbosch CBD and dropped kerb standardisation
3	Roll-out of bicycle network in Stellenbosch CBD (continuity of cycle routes, road markings, bi-directional cycling in one-way streets, bicycle parking)

Project No.	Projects
4	Pedestrian bridge across R304 & rail line linking Kayamandi and Cloetesville
5	Kayamandi / Rand Rd: Pedestrian priority, restrict heavy vehicle access, narrow road to 6.5 m (from 9 m wide black top), raised ped crossing; Brick pave 4 m wide NMT route up to railway crossing
6	Kayamandi: Safe pedestrian link across railway line at Du Toit Station (grade separated crossing; either pedestrian bridge or crossing as part of Kayamandi mall upgrade)
7	Kayamandi: Staircases parallel to Rand Rd north-east of stadium
8	Kayamandi: Staircases west of stadium and 3m wide footpath up to Rand Rd (market area)
9	Pedestrian bridge across Helshoogte Rd (R310) at Simonsberg St to provide safe crossing for scholars
10	Bosman St: Extend effective sidewalk width and provide bi-directional cycle lane (Phase 1 between Banhoek and Merriman, Phase 2 Merriman and Van Riebeeck)
11	Soeteweide St: Restrict access to local traffic only and provide safe pedestrian space
12	Merriman Ave: Investigation into ped crossing to mitigate current safety concerns
13	Merriman Ave: Extension of existing cycle lane up to Adam Tas
14	Die Laan: Extend effective sidewalk width and provide bi-directional cycle lane
15	R44: Provide 3m wide footpath on western side of the R44 (from Lang Rd to Welegevonden)
16	R44: Provide footpath (Extension of Ortell Rd in Cloetesville to the east) and bridge over R44
17	Curry Rd: Extend sidewalk space on eastern side by 1) widening existing sidewalk and by 2) reducing drop-off area by installing delineated kerb
18	Bloekom St: Improved traffic calming in front of school and extend existing sidewalk
19	Extend Bicycle Lane from Cluver Rd along Rustenberg Rd and extend sidewalk where space allows
20	Cluver Rd: Provide smooth transition of bicycle lane onto sidewalk space on both sides of the road, widen sidewalk to convert into Bicycle Class 2
21	Upgrade NMT route through Eikestadt Mall outside parking area; investigate re-arrangement of parking
22	Aan die Wagenweg: Upgrade of bicycle path and sidewalk space
23	Van Rheede/ R44 Intersection: Improve pedestrian safety
24	R44: Provide footpath on eastern side of the R44 (from Doornbosch to Dorp) incl. ped bridge over Eerste River
25	R44: Upgrade footpath on eastern side of the R44 (from Paradyskloof to Doornbosch)

Project No.	Projects
26	Merriman Ave: Proposed shared footpath on southern side of the road (from Cluver to Simonsberg)
27	Simonsberg Rd: Provide shared facility & Implementation of traffic calming measures
28	Martinson Rd: Narrowing of road with a separate two-way bicycle facility (4m wide Class 3) on southern side between Omega Rd and Simonsberg Rd; incl. gateways & sidewalk on northern side
29	Jonkershoek Rd: Upgrade of shared footpath (widen and resurface southside path where space allows) and provide lighting
30	Bird St/ Adam Tas (R44) Intersection: Improve pedestrian safety
31	Strand St. R44/ Dorp St Intersection: Improve pedestrian safety
32	Adam Tas (R301)/ Dorp St Intersection: Improve pedestrian safety and bridge over railway line
33	Jamestown Webbersvallei Rd: Provide 3m wide shared facility on northern side
34	Jamestown Drakensberg Rd: Provide shared NMT Facility
35	Koelenhof: Investigation into safe ped crossing at railway line
36	Kylemore Swart Rd: Extend existing sidewalk up to Helshoogte Road
37	Kylemore Gousblom St: Widen pedestrian space at school entrance
38	Kylemore Petunia St: Widen existing sidewalk on southern side, potentially convert into oneway street
39	Lanquedoc: Provide shared NMT facility as part of Class 2 as part of the Upgrading of the Lanquedoc Access Road (SRMP078)
40	Klapmuts: Shared NMT path along Klapmuts River (off-road)
41	Klapmuts Adams St: Widen existing sidewalk on western side
42	Klapmuts Alexander St: Widen existing sidewalk and traffic calming measures
43	Klapmuts Merchant St: Widen existing sidewalk on eastern side (use full effective width) and convert into shared NMT facility
44	Groendal Upper Lea Smit Rd: Upgrade sidewalks and introduce traffic calming
45	Groendal Stiebeuel River: Provide shared NMT facility along river on western side from existing NMT path to Dalubuhle school
46	Groendal Jafthas St: Sidewalk along Jafthas St from Boonzaaier to Groendal High School (including ped crossing)
47	Groendal Davids St: Extend sidewalk by means of delineated kerb

Project No.	Projects
48	Groendal: Provide staircase and NMT route from higher lying informal area down to Dalubuhle Primary School
49	La Motte Robertsvlei Rd: Provide 3m wide shared facility on western side of Robertsvlei Rd (to be included in SRMP033)
50	La Motte Main Rd: Provide pedestrian crossing
51	Franschhoek Main Road (R45): Upgrade existing pedestrian crossing points
52	Wemmershoek: Rail crossing - Formalise path to PT stop on R45
53	Wemmershoek: Formalise footpath on the western side of the R301 up to Wemmershoek access and pedestrian crossing at school access road
54	Wemmershoek: Formalise footpath on southern end of Wemmershoek up to school

Note:

During the comments process, comments were received on the proposed Kayamandi pedestrian bridge crossing the R304, the river and railway line. The view was that it will not be used, as pedestrians prefer shorter routes at street level and that criminals target pedestrian over-passes. The need to provide a safe pedestrian link between Cloetesville and Kayamandi had been identified through IDP processes and the aim of building the bridge is to improve mobility and safety of scholars specifically attending schools in Cloetesville. The R304 is set to be duelled, which makes it dangerous to cross and currently there is no access across the river and railway line. The bridge will also address mobility needs in the area in general and provide a much safer passage for pedestrians, cyclists and people with special needs.

Phase 1 of the Bridge construction will be the construction of the Bridge over the railway line and river. Implementation for the first phase is set to commence within the next 12 months. Phase 2, which is the crossing over the R304 is earmarked to follow thereafter as funding becomes available.

9.8 Future Solutions Developments / Proposed Interventions

In addition to the previously identified projects additional key NMT interventions are reflected in Table 9.3.

Table 9.3: Key NMT Interventions

Non-Motorised Transport: Key Intervention and Initiatives								
	Intervention / Initiative	Description	5-year target 2023-2028	Year 1 2023/24	Year 2 2024/25	Year 3 2025/26	Year 4 2026/27	Year 5 2027/28
1.	Update consolidated NMT and Cycling Masterplan	Review of the consolidated NMT and Cycling Masterplan to incorporate ACT development and impacts	1	1	n/a	n/a	n/a	n/a
2.	Upgrade NMT facilities including cycle plan,	Improvements to the NMT network in rural and semi-rural residential settlements	5	1	1	1	1	1

Non-Motorised Transport: Key Intervention and Initiatives								
	Intervention / Initiative	Description	5-year target 2023-2028	Year 1 2023/24	Year 2 2024/25	Year 3 2025/26	Year 4 2026/27	Year 5 2027/28
	universal access improvements	located within the Stellenbosch Municipal area. This includes construction of sidewalks and NMT facilities in rural and semi-rural residential settlements located within the Stellenbosch Municipal area.						
3.	NMT link over the N1 between Klapmuts North and South	Investigation of NMT linkages enabling access between Klapmuts north and south, specifically along Groenfontein Road and a possible NMT crossing over the N1 linking residential areas south of the N1 directly with Farm 736/RE. to enable residents to the south of the N1 to benefit from the opportunities north of the N1	2	1	1	n/a	n/a	n/a
4.	Amending existing by laws	In light of the changes proposed in the National Road Traffic Act Amendment Bill existing bylaws will require updating.	1	n/a	1	n/a	n/a	n/a
5.	NMT working group	Establish the NMT working group as proposed proposed in the NMT Policy with the aim to advise Council on Identification of NMT needs and shortcomings, Promotion of NMT in the Municipal area, NMT best practices worldwide and NMT trends worldwide.	5	1	1	1	1	1

9.9 Continued Stakeholder Engagement

The Municipality had established a NMT Working Group for the purpose of developing NMT and Cycle Plan. This working group has not been active in the recent past, but the Municipality plans to have its activities recommence in the 3rd quarter of 2023.

As part of the implementation of specific NMT, public participation process often only involved immediately affected persons. Plans are therefore underway to utilise the NMT Working Group to assist with project information sharing and consultation on all NMT projects.

The Mobility Forum is also to be reconvened in a "new format", which will analysis based, relying on technology and sound engineering judgement for its activities. This Forum will be convened in close collaboration with Stellenbosch Municipality.

DRAFT

10 FREIGHT TRANSPORT STRATEGY

This section (Freight Transport Strategy) of the report sets out to review the transportation of goods to, from, and through Stellenbosch Municipality. Firstly, an introduction and background are presented. Secondly, the objectives of the freight transport strategy are briefly outlined on national, provincial, and municipal levels. This is followed by a review of existing legislation that informs freight transport. The current realities and freight issues are discussed which includes the short-, medium-, and long-term initiatives for Stellenbosch Municipality. The initiatives summarised in Section 10.4 are discussed in more detail under Section 10.5. Lastly, in Section 10.6, some environmental challenges are presented.

10.1 Introduction and Background

According to traffic count data sourced from the 2016 CITP, around 1% of inbound traffic between 06:00 to 09:00 into Stellenbosch comprises of heavy vehicles during this period. This equates to roughly 270 heavy vehicles that travel within Stellenbosch Municipality during the morning peak periods. Freight is predominantly transported via road transport, due to the absence of a freight rail network within Stellenbosch. This means that any freight trips that are generated or attracted within Stellenbosch can only be transported via road (Stellenbosch CITP 2016-2020, 2016), therefore contributing heavily to the wear and tear of the road network infrastructure.

Currently, there is only one weighbridge in the Stellenbosch Municipal area. The Western Cape, as well as Stellenbosch Municipality law enforcement, is responsible for its operation. (Stellenbosch CITP 2016-2020, 2016). Figure 10-1 illustrates the major freight routes through Stellenbosch. These include connections between Stellenbosch and Somerset West (R44), Stellenbosch and Kuils River (R310), Stellenbosch and Klapmuts (R44 north), Stellenbosch and Brackenfell (R304), and Stellenbosch and Franschhoek (R310). Secondary routes were also identified which provide access to farming areas, supporting the transportation of agri-processing supplies (such as the delivery of bottles, and distribution of processed goods such as wine) to the Port of Cape Town for export (Stellenbosch Municipality Roads Master Plan, 2018).



Figure 10-1: Stellenbosch Major Freight Routes

Stellenbosch Municipality is forecast to experience higher economic growth than other municipalities within the Cape Wine District, due to the manufacturing of high-value goods such as wine. Future industrial development is planned for underutilised industrial areas of Koelenhof and Klapmuts along the R101 (Stellenbosch CITP 2016-2020, 2016). The existing and future industrial areas can be seen in Figure 10-2.

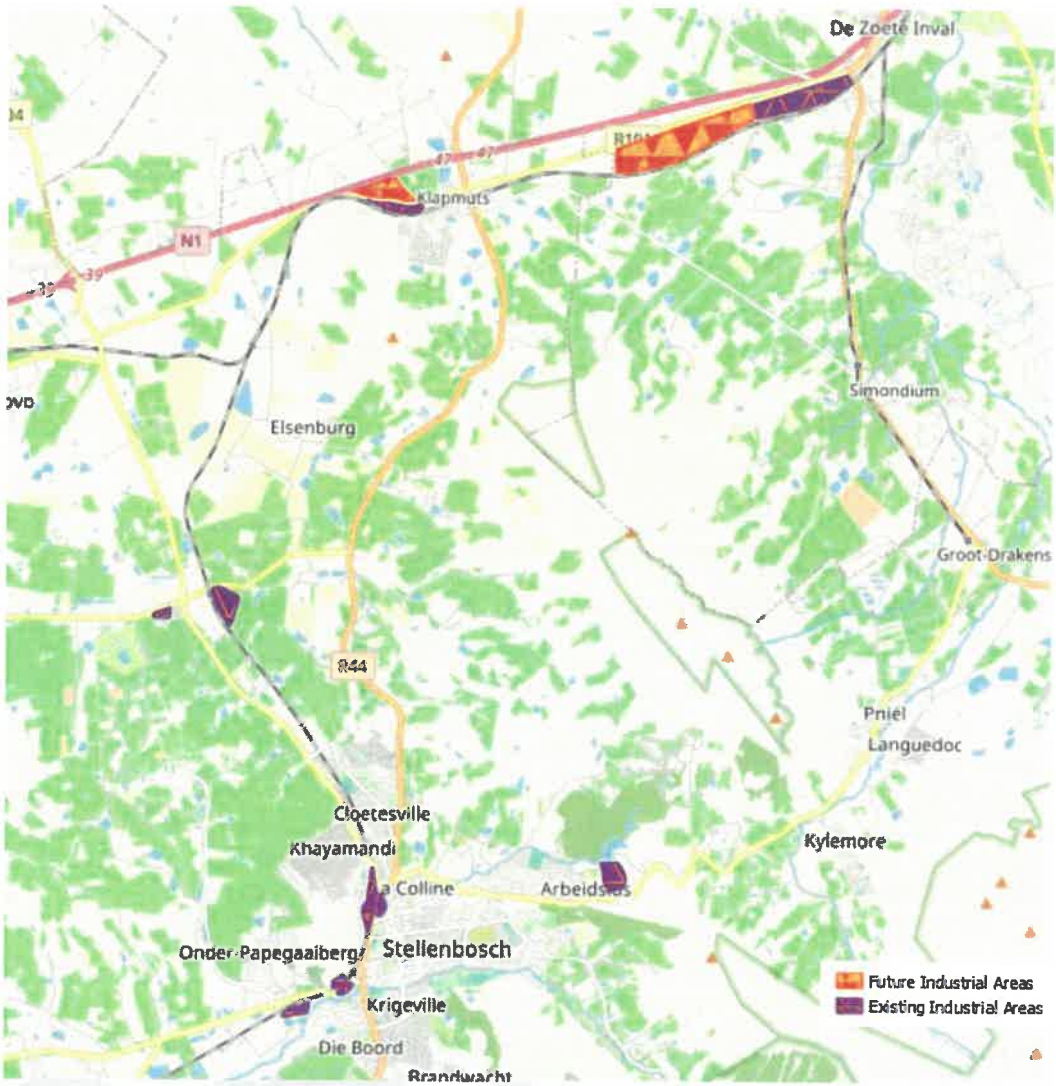


Figure 10-2: Existing and Future Industrial Areas

(Source: Stellenbosch CITP 2016-2020, 2016)

The production of wine grapes dominates the agricultural industry in Stellenbosch. This results in the generation of freight, which is a vital input for cultivation, wine production, and the transporting of the final produce (Stellenbosch CITP 2016-2020, 2016). Figure 10-3 illustrates a large concentration of agri-processing within Stellenbosch Municipality.

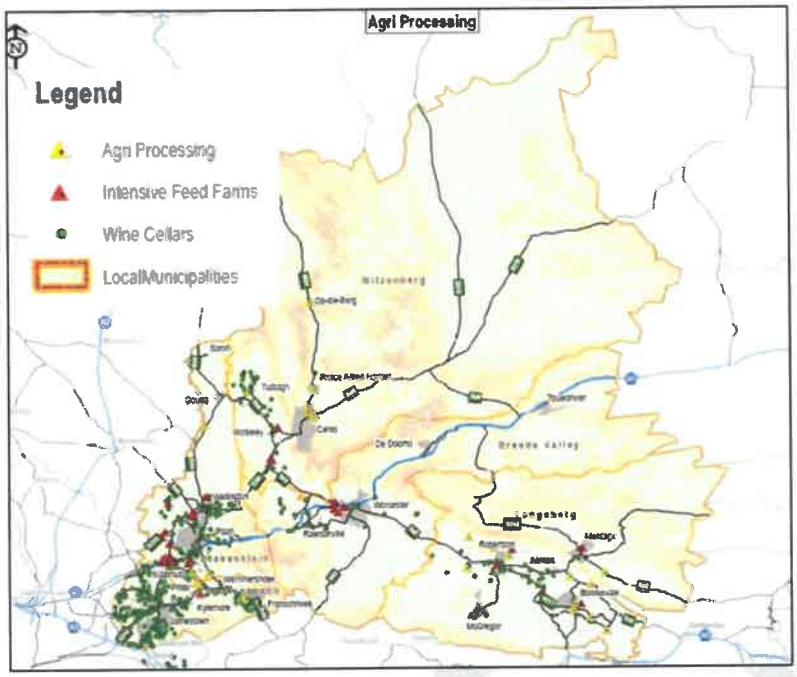


Figure 10-3: Agri-Processing within Stellenbosch Municipality

(Source: Stellenbosch CITP 2016-2020, 2016)

Most of the road-based freight within the Cape Winelands is transported on the N1. As a result, a large number of freight vehicles move from, or through Stellenbosch (Stellenbosch CITP 2016-2020, 2016).

10.2 Objectives

The development of a freight transport strategy requires the consideration of national, provincial, and municipal objectives. The following subsections present the objectives presented at different levels of government.

10.2.1 National Objectives: The National Freight Logistics Strategy (NFLS): (Department of Transport, 2015)

The objectives of the National Freight Logistics Strategy (NFLS) include the following:

- Meet demands of industry and the economy;
- Optimise total cost-effectiveness;
- Obviate cost distortions and optimise competition;
- Reduce negative externalities, safety, pollution, congestion, and infrastructure damage;
- Promote national global industrial competitiveness;
- Attract international investment;
- Actively build skills and capacity at all levels;
- Optimise use of resources – land, facilities, and infrastructure, and
- Develop sustainable systems and operations.

10.2.2 Provincial Objectives: WCG Provincial Freight Strategy (WCG, 2019)

The WCG identified five principles for the development of a freight strategy namely; 1) Freight Transport Network Efficiency, 2) Inclusive Economic Development, 3) Freight Transport Network Safety, 4) Environmental Sustainability, and 5) Cost Optimisation.

The WCG further identified seven key focus areas, where continued progress is anticipated to improvement in freight transport delivery. These areas include 1) planning, coordination, and institutional arrangements, 2) demand management, 3) modal rebalancing 4) infrastructure capacity and condition, 5) traffic management, 6) technology and innovation, and 7) data and information management.

Considering the above, the main strategic objectives of the freight strategy are to:

- Strengthen coordination of freight planning and delivery within the Department of Transport and Public Works (DTPW);
- Strengthen coordination of freight planning and delivery between the DTPW, other WCG Departments, Local Municipalities, and other external stakeholders, and
- Improve the capacity of provincial and local governments to plan, implement and coordinate freight.

10.2.3 Municipal Objectives: Cape Winelands District Integrated Transport Plan (Cape Winelands District, 2016).

Stellenbosch forms part of the Cape Winelands District. The freight needs are aligned with the transport objectives of the district. These objectives are listed below.

- To maintain the health and safety of communities;
- To facilitate sustainable economic empowerment of all communities;
- To support and ensure the development and implementation of infrastructural services;
- To provide effective and efficient support services, and
- To ensure financial sustainability.

10.3 Review of Legislation

This section discusses the various legislation and legal instruments that inform freight transport.

10.3.1 The National Land Transport Act (NLTA)

As per Section 36(2) of the National Land Transport Act (NLTA), planning authorities are obligated to develop a freight transport strategy, paying heed to national and provincial policies concerning the transportation of goods to, from, and through an area. The freight transport strategy must include and regulate the following:

- The identification of routes for moving goods to promote their seamless movement and to avoid conflict with road traffic;
- A plan for the movement of dangerous/hazardous cargo as per Section 2(1) of the Hazardous Substances Act, 1973 (Act No. 15 of 1973), by designating specific routes per the general strategy or plan which is provided for in the relevant Provincial Land Transport Framework;
- Dangerous substances are not to be transported on any other route or area except on a route so designated and indicated in an integrated transport plan;
- The failure to comply with the above-mentioned makes the relevant person(s) guilty of an offence, and
- Under the deregulation of the road freight industry effected by the Transport Deregulation Act, 1988 (Act No. 80 of 1988), planning authorities must join forces with the MEC and registering authorities mentioned in the National Road Traffic Act, to ensure the effective regulation of freight operations by implementing the operator card system stated in Chapter VI of the National Road Traffic Act, to prevent damage to the road system and to achieve the other objects of this Act.

10.3.2 The National White Paper on Transport 1996

The aim of the white paper is to provide safe, reliable, effective, efficient, and fully integrated transport operations and infrastructure. It further aims to improve the level of service in such a way that will best meet the needs of freight and passenger customers as well as support government strategies for economic and social development whilst being environmentally and economically sustainable (Stellenbosch CITP 2016-2020, 2016).

10.3.3 Draft National Land Transport Strategic Framework (13 August 2015)

Freight transport has a significant impact on the national transport network. High transport costs translate to increased logistical costs. The main objective of the framework is to reduce the cost of freight logistics, influence industry behaviour while maintaining profitability. In addition, the framework aims to reduce road transport congestion, improve road safety, and reduce logistics costs by distributing freight amongst other modes (Stellenbosch CITP 2016-2020, 2016).

10.3.4 National Freight Logistics Strategy, 2005

The strategy was developed to increase the efficiency and reliability of logistical services by reducing system, and inland freight costs, thus offering the client viable modal choices (Stellenbosch CITP 2016-2020, 2016).

10.3.5 The Provincial Strategic Goals

The Provincial Strategic Goals established that the government must encourage interventions that will assist in shifting freight haulage from road to rail modes (Stellenbosch CITP 2016-2020, 2016).

10.3.5.1 The Provincial Government of the Western Cape Strategic Goal 1

The goal includes various catalytic infrastructure projects such as small harbours strategy, road network strategy, and rail network facilitation that will create more jobs and economic growth and therefore an increase in the movement of freight (Stellenbosch CITP 2016-2020, 2016).

10.4 Current Freight Challenges

Globally, there are various challenges regarding freight transport management. The main issues are listed below (Open Learning Campus: Future trends and Challenges, 2021).

- Inadequate maintenance of roads and rail infrastructure leads to expensive rehabilitation.
- Speed restrictions on poorly maintained infrastructure also leads to reduced competitiveness, especially for rail transport.
- Regulations often hinder new entrants to the transport market and limit competition. Regulations to operate and manage a fleet should be harmonised.
- Developing countries are reluctant or unable to modernise the transport sector.

There are general freight and logistics issues that are prevalent within Stellenbosch Municipality such as lack of rail freight movement, high volumes of freight vehicles that impact road maintenance budgets, and road safety issues. There are also challenges that Stellenbosch Municipality can positively address during the next 5 years to improve and optimise freight movements. Table 10.1 indicates the Municipality's short-, medium-, and long-term initiatives, as sourced from previous CITP(s).

Table 10.1: Short-, Medium-, and Long-Term Initiatives

	Short term	Medium Term	Long Term
Plans and Studies	Freight Strategy	1. Strategic Freight Network 2. Hazardous Goods Network	
Infrastructure			• Infrastructure Improvement Programme • Klapmuts truck-stop development
Service Provision		Technology Innovation	A shift from road to rail transport
Law Enforcement	Mechanisms for better law enforcement and overloading control	Mechanisms for supporting self-regulation	

The key initiatives, sourced from Table 1, are discussed in further detail in the following section. The key initiatives identified from this table are:

- Mechanisms for better law enforcement and overloading control;
- A shift from road to rail transport;
- Hazardous Goods Network, and
- Technology Innovation.

10.5 Strategic Freight Network

10.5.1 Operations

A Freight Strategy Study is currently underway, to examine the routes typically utilized by freight vehicles in, around and through the Stellenbosch Municipal Area, including Franschhoek. Analysis and engagements with interested and affected parties are being planned. The Freight Study will ultimately develop a strategic freight network for the towns of Stellenbosch and Franschhoek. The Freight Study will also include proposals for managing freight traffic as listed in the comments.

Given the significant volumes of freight through traffic moving through the Stellenbosch Municipal Area and that fact that most of the through traffic is on Provincial routes, close liaison and cooperation will be required between the Municipality and the WCG Department of Infrastructure during this study.

10.5.2 Mechanisms for Better Law Enforcement and Overloading Control

Developments in technology allow authorities to manage traffic, including freight vehicles, with a lot more ease and less disruption to drivers (thereby lessening the impact on time and the economy). An example of a system that improves law enforcement by means of innovative technology is a virtual weigh station concept.

A virtual weigh station concept can be regarded as "Open Road Weighing" (similar to the Open Road Tolling, e-Toll being the local example) and is therefore almost a natural alternative to the conventional overload control options. A Virtual Weigh Station (VWS) is a Weigh-In-Motion (WIM) system that provides vehicle records for enforcement, traffic surveillance, and/or data collection in real-time and provides a way to unobtrusively monitor heavy vehicle traffic. The system automatically weighs vehicles as they travel at normal speeds along a roadway, classifies them based on weight and axle spacing, determines when vehicles violate regulations, produces records of heavy vehicles, and provides a display of these records on a computer with a network connection to the system. The system is made up of Weigh-in-Motion (WIM) sensors, image cameras, and automatic number plate recognition (ANPR) equipment as reflected in Figure 10-4.



Figure 10-4: Typical VWS site

Commercially available VWS systems can provide the following data:

- Vehicle class;
- Vehicle image;
- Time and date of record;
- Vehicle speed;
- Axle mass and spacing;
- GVM and legal GVM for that vehicle class;
- Equivalent single axle load (E80s) per axle;
- The overall length of the vehicle, and
- A schematic diagram of the vehicle showing loaded and overloaded axles.

When utilising VWS, two apprehension methods can be applied namely visual apprehension and silent apprehension.

When a vehicle is suspected of being overloaded, the vehicle will be requested to pull over at the next safe location and be weighed on a mobile scale. If found that the vehicle is possibly overloaded, the

vehicle will be directed to the next static weighbridge. In Stellenbosch Municipality it may not be practical to pull over vehicles, as there is only one static weighbridge within the Municipality.

Silent apprehension entails vehicles being monitored over a pre-set period of time. If found that certain vehicles are consistently overloaded, the operating company of these vehicles will be given two weeks to inform Stellenbosch Municipality of measures on how to stop the overloading trend. If the trends continue, the operator will be subject to vigorous and stringent law enforcement exercises. Every vehicle of the operator will be inspected and fines for every violation that is found can then be issued. If overloading still occurs, the licences of such vehicles can be suspended.

The actual enforcement may be an issue, as the WCG is responsible for the control of overloaded freight vehicles (WCG, 2019).

Stellenbosch Municipality will need to have further engagements with the Western Cape Provincial Government on how Stellenbosch can enforce the apprehension methods. One possibility is to develop a municipal bylaw that gives the Municipality authority to apprehend those operators responsible for overloading.

10.5.3 A Shift from Road to Rail Transport

Modal shift could play a significant role in reducing CO2 emissions. However, it should be noted that different transportation modes serve different markets. Figure 10-5 shows the carbon intensity of freight transport modes (Open Learning Campus: Decarbonization and the Green Agenda, 2021).

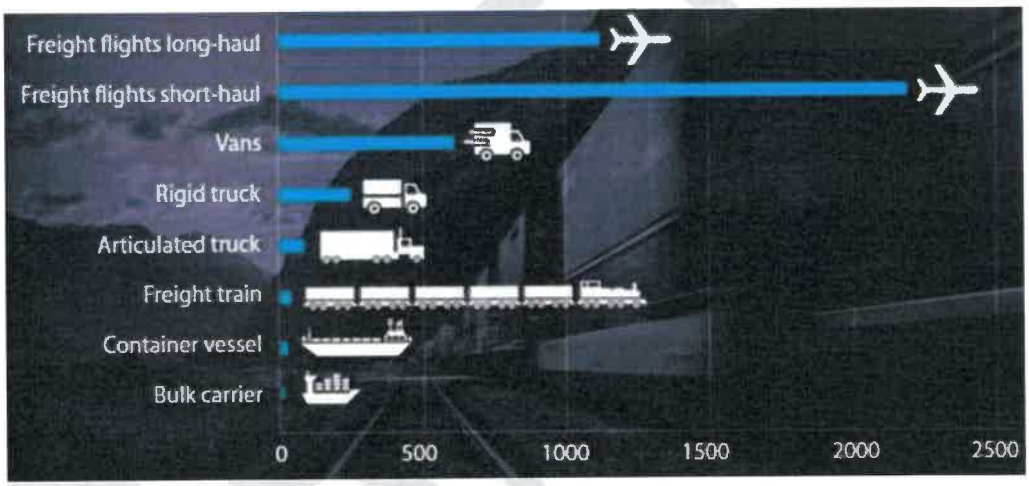


Figure 10-5: Carbon Intensity of Transport Modes

(Source: Open Learning Campus: Decarbonization and the Green Agenda, 2021)

Currently, there is no heavy haul rail line within the Stellenbosch Municipality, however, as stated earlier, one of the main focuses of the Draft National Land Transport Strategic Framework is to distribute freight between modes, where the Provincial Strategic Goals aim to shift freight haulage from road to rail modes.

Although rail transport is significantly less carbon intense than road transport, a shift from road to rail transport is not always possible due to different market characteristics such as distance, the value of cargo, flexibility, and inefficiencies.

Railway performance can be improved by firstly, exploring the revival of railway through concessions. Secondly by modernising management concepts by making rail a customer-orientated business. Focus should be placed on core offerings with specialisation and standardisation that lead to seamless logistics. The development of strategies that would encourage one-stop-shop logistics by offering full-service packages or collaborations could prove vital in achieving the goal of distributing freight between modes. Lastly, special planning and land use measures should be used to congregate logistics activities close to rail lines (Open Learning Campus: Economic, Transport, and Trade Corridors, 2021).

Rail transport is already very efficient. However, some potential energy savings are to improve efficiency through technological enhancements in locomotive engines, improved driving techniques, optimised position of containers/cargo on the train, and the introduction of anti-idling devices logistics (Open Learning Campus: Decarbonization and the Green Agenda, 2021).

Figure 10-6 shows the existing rail infrastructure in Stellenbosch Municipality.

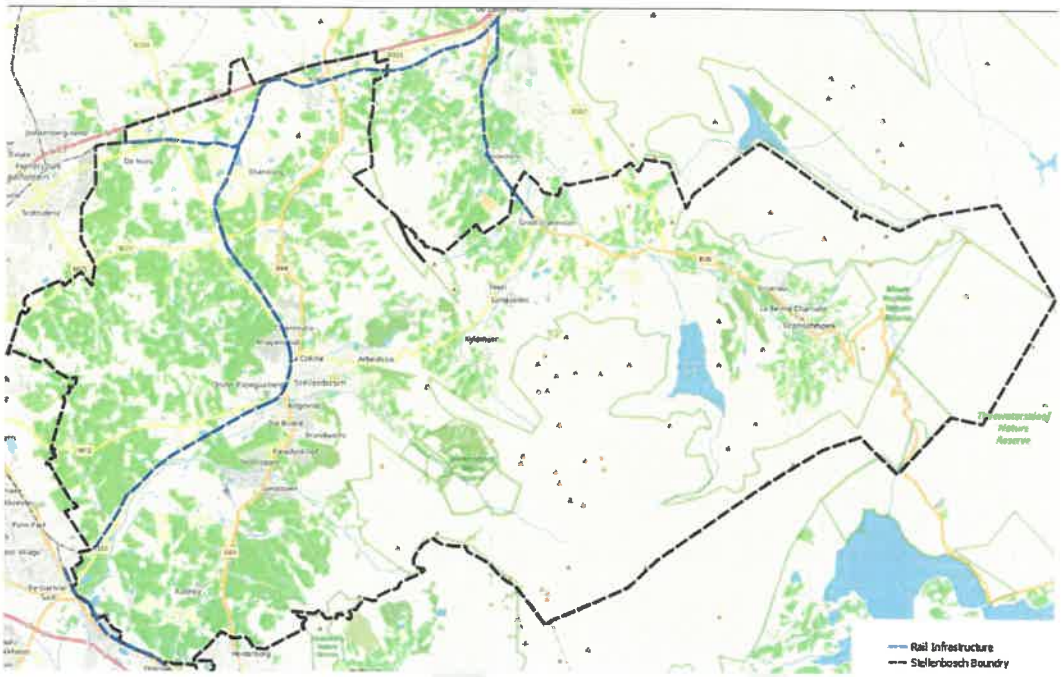


Figure 10-6: Stellenbosch Rail Infrastructure

Freight trips between 0 and 150 km are almost always cheaper when using road transport compared to rail transport (Pienaar & Vogt, 2014). This is mainly due to the high capital investment or fixed costs of rail infrastructure (roughly 75% of rail transport cost is fixed).

Stellenbosch already has existing, underutilised rail infrastructure. When comparing the major freight routes in Stellenbosch Municipality with that of the rail infrastructure (refer to Figure 10-7), it shows that the routes and the rail infrastructure intercept at 6 different locations. This creates an opportunity for intermodal transport.

By adding the existing and future industrial areas within Stellenbosch Municipality to the map (refer to Figure 10-7) this adds a layer to further illustrate where the opportunities for road and rail transport integration are located spatially.

Rail transport offers economies of fleet size and economies of infrastructure extension (Pienaar & Vogt, 2014). Rail capacity can be increased by operating longer trains, or capacity can be quadrupled when moving from a single to a double track due to the elimination of directional conflict. However, it must be noted that it would not make sense to build more infrastructure if the capacity is not warranted.

The integration of road and rail transport can possibly lead to the following benefits:

- Reduced emissions caused by the transport industry;
- Fewer heavy vehicles moving through the town of Stellenbosch;
- Reduced congestion;
- Reduced wear of road infrastructure, and
- Reduced port congestion (for exports moving from Stellenbosch to the port of Cape Town).

It must be noted that further investigation and data collection is needed to fully understand where the major freight generators are and determine the feasibility of intermodal transport within the Municipality.



Figure 10-7: Stellenbosch Major Freight Routes/Rail Interceptions/Industrial Areas

A Freight Strategy Study is currently being done, to examine the routes typically utilized by freight vehicles in, around, and through the Stellenbosch Municipal Area. This includes Franschhoek, which is quite adversely affected by the significant volumes of road freight traffic that goes through the town on the R45. Over-and-above doing the required analysis, engagements with interested and affected parties are also planned. The Freight Study will ultimately develop a strategic freight network for Stellenbosch and Franschhoek. The Freight Study will also include the review of the Robertsvlei Bypass for Heavy Vehicles, as well as the proposals for the management of freight traffic in and through the municipal area.

10.5.4 Hazardous Goods Network

The transportation of dangerous goods is a specialised form of freight transport. Regulation requires that the type and classification of the hazardous cargo be displayed on the vehicle. The driver of such a vehicle is required to undergo specialised driver training. The proposed route of the vehicle must be communicated to authorities to ensure sufficient levels of safety (Stellenbosch CITP 2016-2020, 2016).

The safety of transporting dangerous/ hazardous goods can be improved by ensuring clear and comprehensive road transport legislation. The legislation should include aspects such as competitive quality licensing, which includes the financial, legal, and ethical status of the companies, the quality of the trucks, and the skills and training of the drivers. A fleet renewal financing scheme could also be implemented to ensure overall quality (Open Learning Campus: Economic, Transport, and Trade Corridors, 2021).

The movement of dangerous/hazardous goods should be contained to routes with minimal contact with residential areas or areas where environmental awareness must be upheld such as rivers, wetlands, or nature reserves. The only exception should be vehicles such as fuel tankers, which in some cases need to move through residential areas to offload fuel.

Taking all the above into consideration, an example of a possible hazardous/abnormal goods network is presented in Figure 10-8.

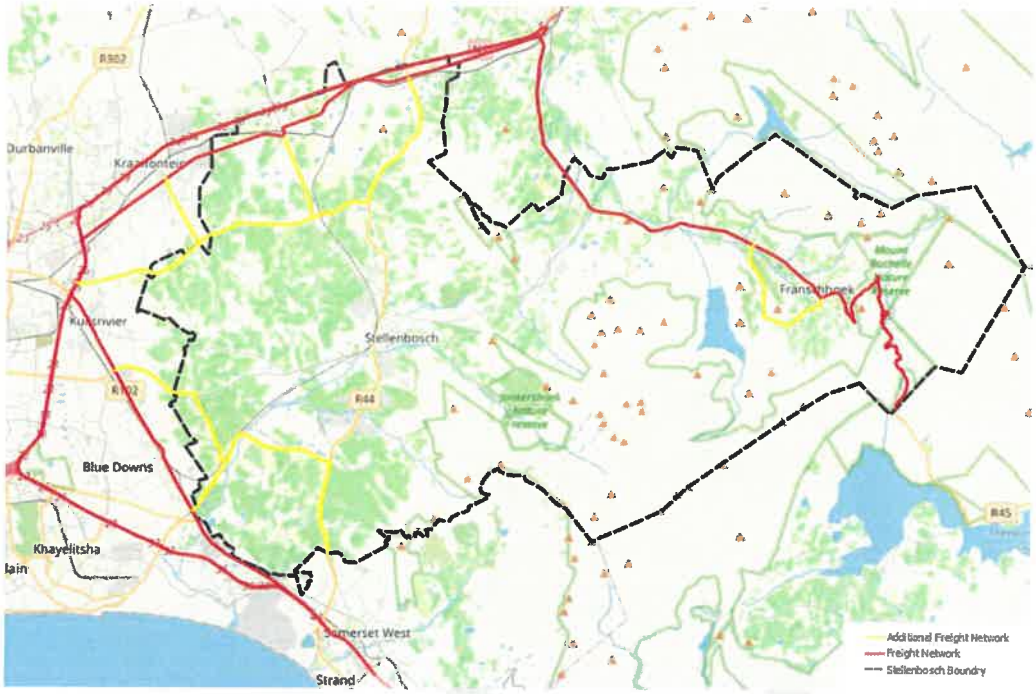


Figure 10-8: Possible Hazardous/Abnormal Goods Network

The red routes allow hazardous/abnormal loads to be moved without moving through the town of Stellenbosch. It also avoids much of the sensitive environment(s) such as farmlands, rivers, and nature reserves. The yellow routes are possible routes that can be added to the network to increase the flexibility and accessibility of the network with minimal contact with sensitive areas. The following could be possible bylaws to consider:

- No vehicles moving hazardous/abnormal goods may use the main freight routes and drive through the town of Stellenbosch (refer to Figure 10-8) between 06:00-19:00. Only vehicles (like fuel tankers) that need to offload these goods in the town will be allowed to do so, with prior consent from Stellenbosch Municipality.
- Vehicles moving hazardous/abnormal goods may use the main freight routes between the hours of 19:00-06:00.

It must be noted that further investigation will be required to assess the feasibility of a hazardous/abnormal goods network.

10.5.5 Technology Innovation

Technology can be used as a tool to improve the efficiency of freight operations. Technology enhancements now offer capabilities that can assist in operational capacity assessments, strategic planning, and environmental monitoring. By having sensors along main freight routes that continuously stream data performance can more easily be measured. Having accurate and reliable data available to all relevant parties will reduce the need for human inspection and paperwork (Open Learning Campus: Economic, Transport, and Trade Corridors, 2021).

Due to changing market circumstances, transport systems must be flexible and adaptable. Technological innovations, together with their positive results are at times hindered by regulations, especially if the new technology competes with a nationalised transport system with strong political influence. Often, when deregulation takes place, technological innovation increases. It is critical to only regulate when needed (Open Learning Campus: Future trends and Challenges, 2021).

New technologies are complex, and governments cannot always implement them. Future transport systems will most likely be private initiatives or public-private partnership schemes (Open Learning Campus: Future trends and Challenges, 2021).

It may be warranted for Stellenbosch Municipality to further investigate how technology could possibly assist in the efficient and effective integration of freight modes. For example, the use of technology could assist in determining the correct and most efficient balance between the different freight modes.

One such technological innovation, which may be utilised in the future is drone technology. Stellenbosch Municipality should consider a policy for such drone deliveries.

The South African Civil Aviation Authority (SACAA) has already introduced rules, regulations, and safety precautions around Remotely Piloted Aircraft System (RPAS) (WCG, 2019). The laws cover where the drones can and cannot be operated as well as licencing requirements.

10.6 Environmental Challenges

Transport emissions account for between 12-25% of CO2 emissions. It is expected that the transport sector will grow more than any other sector leading to increased C02 emissions. Figure 10-9 shows the environmental impact of transport and logistics (Open Learning Campus: Decarbonization and the Green Agenda, 2021).

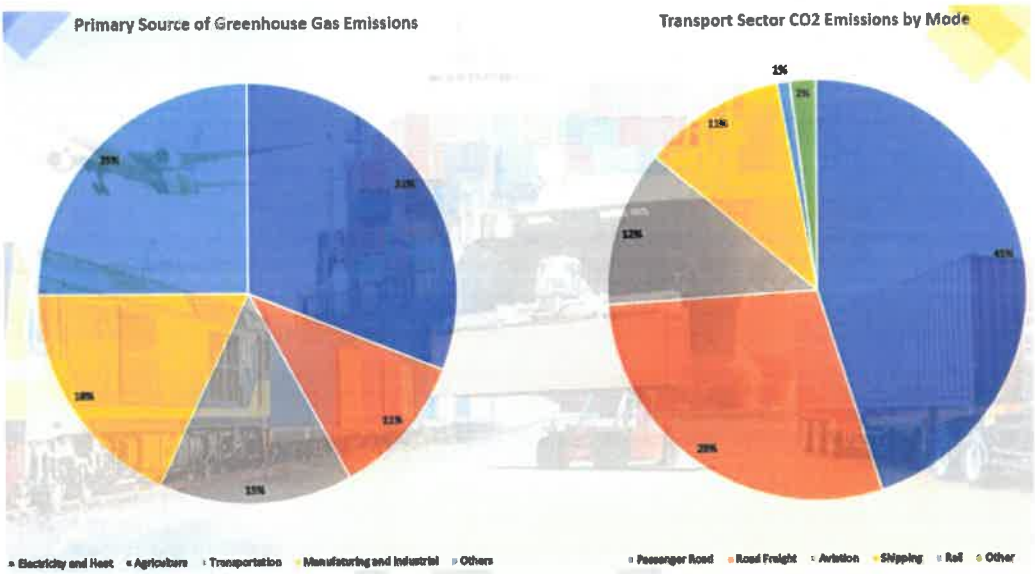


Figure 10-9: Environmental Impact of Transport and Logistics

(Open Learning Campus: Decarbonization and the Green Agenda, 2021)

Freight transport and logistics have numerous externalities, which include atmospheric pollution, noise pollution, vibration, congestion, accidents, land use and biodiversity, waste, and visual intrusion. To make logistics more sustainable in the long run, decarbonisation of the transport sector is needed. There are various ways to reduce logistical movements by avoiding the extra mile or extra-weight being transported (Open Learning Campus: Decarbonization and the Green Agenda, 2021).

- Waste minimisation – reduce waste in logistics activities (logistic waste include aspects such as incomplete loads, badly routed deliveries, and the misuse of resources).
- Recycling –Move from a linear to a circular economy, which will reduce logistical activity.
- Digitisation and digital transformation – Reduce the amount of waste by shifting to e-books and digital documents within the sector
- Miniaturisation – Increased functionality leads to a reduction in the weight and volume of products.
- Material substitution –The development of lighter materials can lighten the loads carried and thus reduce the weight of vehicles, fuel consumption, and emission.
- Postponement – Reduce product mass by delaying the final packaging and customisations of products until they are near their final point of consumption can reduce product mass.

It is key to note that the above-mentioned processes are universal and should be adopted if possible.

Vehicle routing and scheduling can have a significant impact on emissions and cost. Vehicle routing and scheduling can assist in managing unexpected changes in customer demands, the time window for deliveries, and pick-up and congestion. The use of technology can assist in optimising time, cost, or distance. Some models can adapt to fuel use and emissions logistics (Open Learning Campus: Decarbonization and the Green Agenda, 2021).

Increasing vehicle utilisation increases economic and environmental benefits. Globally, around 25% of trucks run empty while around 40% are only half loaded. Some studies found that bigger operators with bigger fleets run closer to optimal capacity. Large Asset Based Carriers had 9% empty running while

Independent Carriers/Owner Operators ran up to 50% empty logistics (Open Learning Campus: Decarbonization and the Green Agenda, 2021).

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Table 10.2: Key Freight Intervention and Initiatives

Key Freight Intervention and Initiatives								
	Interventions/Initiatives	**Description**	**5-year target 2023-2028**	**Year 1 2023/24**	**Year 2 2024/25**	**Year 1 2025/26**	**Year 1 2026/27**	**Year 1 2027/28**
1.	Mechanisms for Better Law Enforcement and Overloading Control.	The Virtual Weigh Station (VWS) is an innovative technology for traffic management, specifically for freight vehicles. It operates as an "Open Road Weighing" system and acts as an alternative traditional overload control methods. The VWS weighs vehicles in motion, classifies them based on weight and axle spacing, detects violations, records heavy vehicles, and displays the information on a computer through a network connection. The system consists of WIM sensors, image cameras, and ANPR equipment. This technology provides real-time data for enforcement, surveillance, and data collection, making it easier for authorities to manage traffic with less disruption to drivers and less impact on time and the economy.	2	n/a	1	1	n/a	n/a
2.	A shift from Road to Rail Transport.	The modal shift from road to rail transport can play a crucial role in reducing CO2 emissions. However, different transport modes cater to different markets and there is no heavy haul rail line in the Stellenbosch Municipality at present. The Draft National Land Transport Strategic Framework focuses on distributing freight between modes, with the goal of shifting freight haulage from road to rail. Stellenbosch already has underutilised rail infrastructure that intersects with major freight routes at 6 different locations, creating opportunities for intermodal transport. The addition of existing and future industrial areas within the Municipality to the map further highlights the potential for road and rail transport integration (see Figure 10-7 in the section).	5	1	1	1	1	1
3.	Hazardous Goods Network.	Transporting dangerous/hazardous goods is a specialised form of freight transport that requires clear and comprehensive	2	n/a	1	1	n/a	n/a

Key Freight Intervention and Initiatives								
	Interventions/initiatives	Description	5-year target 2023-2028	Year 1 2023/24	Year 2 2024/25	Year 1 2025/26	Year 1 2026/27	Year 1 2027/28
		road transport legislation for improved safety. The legislation should include competitive quality licensing, fleet renewal financing, and driver training. The movement of these goods should be contained to routes with minimal contact with residential areas or sensitive environments such as rivers, wetlands, and nature reserves. An example of a hazardous/abnormal goods network is presented in Figure 8 of the section, where red routes allow for transportation without moving through the town of Stellenbosch, while yellow routes increase the network's flexibility and accessibility with minimal contact with sensitive areas.						
4.	Technology Innovation.	To enhance the effectiveness of freight operations, technology can be leveraged as a tool. Advancements in technology now provide the ability to evaluate operational capacity, plan strategically, and monitor the environment. Therefore, the Stellenbosch Municipality should consider investigating how technology can assist in the efficient integration of freight modes. For instance, technology can help determine the optimal balance between different freight modes. Drone technology is one such innovation that may be utilised in the future, and the Municipality should consider a policy for drone deliveries.	1	1	n/a	n/a	n/a	n/a

11 OTHER TRANSPORT RELATED STRATEGIES

11.1 Introduction

This Chapter deals with other transport strategies which relates to Law Enforcement, Safety & Security which includes Traffic Safety, Tourism, Fire services and Disaster Management, and finally an additional section which specifically highlights the need for a Communication Strategy which deals with Transportation to enable the move to NMT and also to improve transportation safety and security.

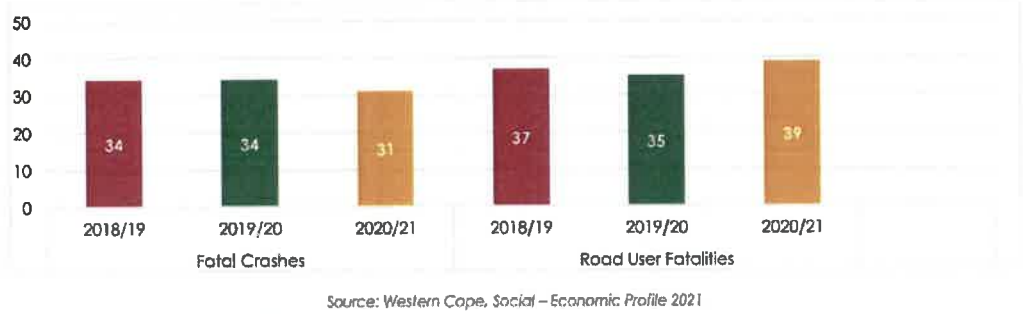
Whereas Transport leads this CITP, it is critical to understand that most municipal stakeholders have a vested interest in safe and secure mobility and public spaces; and that most will benefit from increased use of public transport and reduced congestion in Stellenbosch.

For this to be successful, continued stakeholder engagement is key. It is therefore important to explore within the Municipality the contribution that each department can make to these shared objectives, and to include Community Development; Spatial Planning and Land Use Management, Fire Services, Traffic Services; Traffic Administration; Law Enforcement and Security Services; By-Law Enforcement; Sport and Parks and Recreation; and Environmental Management in the further revision of this CITP in future.

Roads and Storm water, solid waste management and Electricity Services are also important. Waste management plays an important role in keeping public spaces, sidewalks and road reserves clean and free of litter. Neighbourhood revitalisation should have safety and security at the core of its plans. Local Economic Development and Tourism is co-dependent with Transport in this endeavour, as neither can achieve its objectives without providing safe and secure facilities and public spaces.

11.2 Law Enforcement

According to the WCG Socio-economic profile for Stellenbosch the number of road fatalities decreased from 34 in 2019/20 to 31 in 2020/21. The number of fatal crashes decreased from, 35 to 39 for the same reference period - refer to Figure 11-1. Restrictions on the sale of alcohol and limited personal movement due to COVID lockdowns resulted on a decline in cases from 236 in 2019/20 to 164 in 2020/21.



Source: Western Cape, Social – Economic Profile 2021

Figure 11-1: Fatal Crashes and Road User Fatalities

Stellenbosch Municipality has built a reputation for relatively strict traffic law enforcement. The fixed speed cameras and diligent enforcement of speeding are inter alia important contributors to this situation. As the law enforcement department is key to the enforcement of traffic by-laws, it is important that proper engagement with them be undertaken to define their issues and to develop strategies to address them.

The Safety Strategy of the Stellenbosch Municipality has been reviewed to adapt to the changing environment of crime in its area of jurisdiction. The action plan which follows the Safety Strategy, has 3 phases which were all implemented. This included the installation of Licence Plate Recognition cameras (LPR) at all main entrances and exits to Stellenbosch and Franschhoek towns. These are also supplemented in residential areas. The Municipality also continuously invest in CCTV and the CCTV Masterplan is continuously updated to accommodate new needs and investments.

These strategies and projects relate to general crime prevention, and it is proposed that these strategies be supplemented with specific focus to public transport interchanges, Public Transport routes, NMT routes and cycling routes, also with respect to lighting, CCTV and crime reporting.

11.3 Safety and Security

11.3.1 Introduction

Unsafety and fear of crime are important barriers to the use of public transport and public spaces. Perceptions of safety are an essential lever for individuals and groups to embrace public transport and non-motorised transport, by choice rather than of necessity. It is not possible to address unsafety without responding to perceptions of unsafety; users of public space often think they are unsafe when they are relatively safe, and vice versa.

Safety and security should be seen as a transversal issue that aims to enable accessible, safe and affordable transport for all. Safety and security objectives are identified to strengthen interventions in the CITP aimed at both:

- Security, being protection against known and perceived risks and threats to people and property, and
- Safety, being the achievement of a state in which there is less need for security, with reduced perceptions of vulnerability and fear.

Thus, they must both be safe and feel safe to let go of their sense of unsafety. It is therefore important to provide security cover where necessary, in the form of visible policing and rapid response to incidents, but equally so to manage transport hubs and public spaces to be most conducive to safe navigation.

The inclusion of safety and security in the CITP aligns with the sustainable transport approach and the promotion of public transport. Safe and secure transport will also facilitate equitable and safe access to opportunities for study, work and leisure. It should be seen as contributing to the general wellbeing of a flourishing town.

11.3.2 Objectives

Objectives of a collaborative and sustainable Safety and Security approach:

- Reflect and respond to the status of safety and security in the Municipality;
- Align actions to mandates of diverse municipal and external stakeholders;
- Apply a gendered lens to the use of public space and public transport;
- Spotlight special needs, for instance people with disabilities and elderly people, families;
- Respond transparently to barriers to effective intervention to achieve safety and security;
- Ensure that municipal officials understand what makes public space and public transport safe;
- Support integrative safety and security operations;
- Create feedback loops that sol;
- icit information from users and are responsive to that information, providing updates on safety interventions, in the process creating and sustaining a trusting relationship between the Municipality and users, and
- Explore technology-based interventions (other than CCTV), for instance reporting tools that capture lived experience, safety audits.

11.3.3 Traffic Safety and Security

In the formulation of a safety and security strategy within the CITP, many cities take their lead from law enforcement and regard CCTV systems as the go-to intervention. This is arguably the most expensive way of addressing problems of insecurity and it does not necessarily deliver value against cost. In many instances, the cost of the system cripples the ability of the Municipality to address issues such as lighting and visibility, safe and clean sanitation (particularly for women), access control, walkability of sidewalks and pathways, signage, reporting systems and in-person responses. These should be considered as the essentials of a safety and security plan. Analysis of the findings or existing surveillance systems can provide insights into where best planning, design, infrastructure, management and maintenance budgets should be applied, for the greatest safety returns.

Law enforcement and traffic safety and security, as well as by-law enforcement are obviously at the centre of delivery of day-to-day safety and security services.

As in most urban areas, traffic safety and security are a huge concern. With many students and commuters moving on foot and bicycle, the conflict between them and road vehicles is high. Pedestrians

are also often involved in road accidents on the rural road sections linking the different nodes of Stellenbosch. Reducing this conflict and making all roads safer for NMT is a challenge that requires better co-ordination with the provincial road authority who manages large sections of these roads. The maintenance of lighting on some provincial routes has been mentioned as an issue warranting attention and the creation of an MOU between the Municipality and the province should be pursued.

The second major concern is the safety and security of (especially) women and children who are using public transport. Whilst upgrades are being undertaken at taxi ranks to improve lighting, CCTV, visibility of law enforcement, higher quality and gender segregated bathrooms, much can still be done. Upgrades to the accommodation of informal trading are also generally considered necessary.

There is a perception that taxis are not safe; they are used by those who have no alternative, rather than those who can choose. To improve public transport, there should be a system in place to encourage taxi drivers and owners to improve their services. A system such as the blue dot and red dot system enforces compliance. A reward system will incentives taxi drivers who are compliant and also give incentive to those who use taxis to encourage more people to use public transport. From a stakeholder engagement perspective minibus-taxis do not have a good reputation, both within the Municipality and with external stakeholders, users and potential users. There is suspected taxi extortion taking place at ranks, where rival associations hold taxis with passenger's hostage until a release fine is paid. This is a criminal violation rather than breach of by-law and must be addressed by SAPS, who must also be engaged in this plan.

This safety and security approach requires sustained multi-disciplinary engagement, both within municipality and beyond, including civil society organisations and networks who either impact safety and security or are negatively impacted by unsafety. It is premised on the notion that everyone is and should be useful in achieving safety, with each stakeholder bringing different skills, experiences and knowledge to bear. The approach enables stakeholders to cast a safety lens on their area of work.

While a diverse group of stakeholders have been engaged through this process, it is not exhaustive. Consultation process should continue, recruiting participation in all stages of planning and implementation. Safety must be woven into the system that aims to transform the Municipality over time while protecting existing and new assets through activation of public space in a prosocial way, preventing vandalism, littering, illegal dumping, stimulating greater compliance with by-laws and reducing criminal activity overall.

Safety and Security: Key Intervention and Initiatives								
	Interventions/ initiatives	**Description**	**5-year target 2023-2028**	**Year 1 2023/24**	**Year 2 2024/25**	**Year 3 2025/26**	**Year 4 2026/27**	**Year 5 2027/28**
1.	CCTV	Implementation of safety initiative to reduce crime in the area. The community members identified the need for LPR cameras and has indicated where the cameras should be placed: • On the c/o Vlaeberg /R310 Baden Powell Road, • On the c/o Vlaeberg Road/Polkadraai Road on the M12	5	1	1	1	1	1

Safety and Security: Key Intervention and Initiatives								
	Interventions/ initiatives	Description	5-year target 2023-2028	Year 1 2023/24	Year 2 2024/25	Year 3 2025/26	Year 4 2026/27	Year 5 2027/28
		• c/o R44 and Winery Road • c/oWinery Road and M9 • c/o Watson Road close to to Winery Road						
2.	Neighbourhood Watch Equipment	To provide assistance to all registered neighbourhood watches in the Greater WC024, to issue them with safety equipment to combat crime in neighbourhoods. Support and finance purchase of neighbourhood watch equipment.	5	1	1	1	1	1

11.4 Tourism

Both CBD areas of Stellenbosch town and Franschhoek are tourist hubs for local and international visitors. In Stellenbosch, tourists are attracted to the central area of the town (primarily around Dorp Street) due to the Cape Dutch buildings, heritage museums, and restaurants overspilling into the streets. The same can be said for Franschhoek Main Road. The road infrastructure of Stellenbosch town centre is narrow and in some places lei water channels limits the mobility of large vehicles. Coach (tour) buses can often be found transporting groups of tourists to and from Stellenbosch town.

Operations often include bringing large groups into town from outlying areas such as Cape Town to tour Stellenbosch for the day. This leaves the tour buses idle for most of the day and with limited to no parking facilities for these large vehicles, which contributes negatively to the movement of general traffic within the town.

In 2018, SMEC South Africa conducted the Stellenbosch and Franschhoek CBD Tour Bus Study for the Stellenbosch Municipality. The study found that since the CBD of Stellenbosch town is already well developed, tour bus parking facilities will have to be accommodated at existing properties. The following two potential areas where identified:

- The existing parking facility at Stellenbosch rail station, and
- Parking adjacent to Bloemhof High School.

For Franschhoek, one vacant area (zoned as commons) was identified as a potential parking facility for tour buses, namely:

- An open area opposite the Huguenot Monument

The Tour Bus Study also recommends that funding should be set aside for the planning, detail design and implementation of the four proposed facilities (the study does provide a costing of each intervention). Upgrading of existing facilities is also required as well as the retention of the existing on-street parking bay which is used as a drop-off and loading facility for tour buses at the Village Museum in Stellenbosch.

The Stellenbosch municipal area is one of the most scenic areas in South Africa and tourism is (and should) be a very important industry. It can have huge economic benefits for everyone, the challenge, however, is to optimise facilities, such as pedestrian accommodation, wherever required for tourism. It is therefore important to have adequate co-operation between the Tourism organisations and the Municipality in this respect. The concept of feedback loops between stakeholders has been mentioned, also in reference to the tourist needs of Franschhoek.

For this revision of the Stellenbosch Municipality CITP, the project team proposes that the four listed interventions for both Stellenbosch and Fanschhoek be investigated further to determine the feasibility thereof.

Tourism: Key Intervention and Initiatives								
	Interventions/ Initiatives	Description	5-year target 2023-2028	Year 1 2023/24	Year 2 2024/25	Year 3 2025/26	Year 4 2026/27	Year 5 2027/28
1.	Stellenbosch - Tour Bus Parking Facility 1	Upgrading the existing parking facility at Stellenbosch rail station						
2.	Stellenbosch - Tour Bus Parking Facility 2	Formalising the parking facility adjacent to Bloemhof High School						
3.	Franschhoek - Tour Bus Parking Facility	Formalising the open area opposite the Huguenot Monument						

11.5 Universal Access

There can be little doubt that everything possible should be done to provide universal access in Stellenbosch. It was considered that the Stellenbosch Disability Network should be included in the process as they can help to understand the types of disability, challenges that people living with disability have in terms of transport and how they would like to participate in the process.

Special needs passengers are generally not well catered for in South Africa's the public transport systems. Public transport infrastructure provision, including non-motorised transport, has until recently not been designed and constructed in such a way that the needs of people with disabilities have been catered for.

Lack of physical access, both to and within the built environment, is a major factor contributing to the ongoing exclusion of people with disabilities from mainstream society and using public transport. The accessibility of the built environment concerns how easily, safely and equally people with special needs or impairments can use buildings, facilities and public spaces. Physical and other barriers discriminate against some people by not allowing them to move freely and independently within their built surroundings (SAHRC, 2002).

11.6 Fire Services and Disaster Management

The provision of fire services and adequate response to disaster situations should not be neglected. The fire services indicated that there are informal settlements in Kayamandi where it is difficult for them to access and to respond timeously and effectively. Azania informal settlement is one of these settlements where the road system must be reviewed as it cannot be accessed by fire trucks.

It is considered that there is a lack of planning in these informal settlements, and even after there has been a severe fire, the dwellings have been reconstructed at the same density, without demarcated routes for vehicles, nor fire breaks. It was stated that in 2013, around 1000 shacks burnt down resulting in the Municipality giving each owner a fire kit worth R9000. There are allegations that some residents

start fires intentionally to receive the fire kit (this pattern is mostly observed during the festive season, which does coincide with the fire season).

11.7 Transport Communication Strategy

11.7.1 Motivation

Communication underpins the ability of the Municipality to be a good partner to achieve the objectives it shares with those who live in, travel through, visit and use it. Being a good partner is essential to mutual trust. Throughout South Africa and indeed in many municipalities across the globe, there is a deficit of trust, and this makes it harder for the Municipality to make decisions, deliver services, and offer new services. Communication mechanisms should promote integration across diverse municipal departments. This will allow the Municipality to unite in communications that bring back hope in communities by leading a shift in attitudes and behaviour in the community to encourage active citizenry in support of CITP objectives. Many community members are frustrated and feel hopeless because of poverty, inequality, crime, violence and latterly of the impact of COVID-19. Communities live with high levels of trauma and uncertainty, often looking for interventions that have an individual rather than a generalized impact. This is a challenge for resource-strapped municipalities, where demand often exceeds capacity to deliver.

The CITP should be supported by a communication strategy that aims to shift attitudes and behaviour of (municipal officials and) community members who:

- Believe themselves to be dependent on their private vehicles to move around Stellenbosch, and those who regard private vehicles as the aspirational mode of transport in Stellenbosch;
- Believe that public transport cannot be safe and that they have no agency in making it safer;
- Have never used public transport (in Stellenbosch) including public officials;
- Don't understand the links between infrastructure, maintenance, reliability, predictability, and safety (particularly of women);
- Vandalize infrastructure without understanding the impact of their actions on their safety and the safety of their communities;
- Do not to come forward with information about those who vandalize infrastructure (because they don't believe it will make any difference/are frightened of reprisals);
- Who do not know their way around Stellenbosch and are easily lost in the city, and
- Who can help by understanding the importance of making spaces safer for women.

11.7.2 Communication Actions/interventions

The following transport communications actions / interventions are proposed:

- Establish feedback loops with community members, particularly targeting women, who are both more vulnerable because they are women and because they are more likely to be traveling with children, the elderly, people with disabilities. They are also more likely to have routines and use routes that place them at greater risk than men. Women are also more likely to be aware of risk factors, and to have information that will be useful to the Municipality. Hypothesis: If the city is safe for women, it will be safe for everyone.
- Promote the convenience of public transport routes, cycle lanes, pedestrian precincts.
- Engage taxi associations, drivers and marshals to understand how their own behaviour can assist in increasing the user base of taxis. Develop a campaign with the associations for expansion of their user base; negotiate rules of engagement. Implement a rapid reporting and response for issues at taxi ranks and taxis. Introduce gender sensitive principles and behaviour (#notinmytaxi) and an understanding of vulnerabilities of women in the city.
- Disseminate materials (for instance in taxis, at transport hubs, in municipal offices and service points) about the benefits of public transport and NMT.
- Engage senior municipal officials to use and communicate about public transport and NMT (lead by example).
- Publish principles, findings, recommendations, and responses generated by communications processes in municipal media.
- Insinuate issues of women's dignity, safety and freedom of movement into municipal messaging.

- Use social media to promote interpersonal safety on public transport in Stellenbosch.
- Convene discussions focused on ways in which increased demand for public transport will improve public transport.

The Municipality will only achieve sustainable behaviour change by collaborating (rather than just consulting) with service providers and communities and enabling them to take on the responsibility of making their spaces safer as key partners. When communities do not understand the complexity of safety, they will continue to allow their spaces to be used for unsafe activities. Only when communities are equipped and empowered, they will understand their role in ensuring their environments are safe for all.

Transport Communication Strategy: Key Intervention and Initiatives								
	Interventions/ initiatives	Description	5-year target 2023-2028	Year 1 2023/24	Year 2 2024/25	Year 3 2025/26	Year 4 2026/27	Year 5 2027/28
1.	Transport Communication Strategy	Section 11.7.2	5	1	1	1	1	1

12 FUNDING

12.1 Current Funding Sources

12.1.1 National Allocations

Public-, Private-, Freight- and NMT in all its facets (planning, construction, implementation, monitoring, upgrading, operations and maintenance) is the responsibility of the Stellenbosch Municipality and is enshrined in the Constitution. In a country where public funds are limited, transport has to complete with other basic amenities that government should be able to provide to its citizens. This includes, amongst others, housing, water, sanitation, education and health facilities.

The Division of Revenue Act (DoRA) allows funds to flow from National Government to Provincial Government, Metropolitan and District Municipalities and even Local Municipalities.

The flow of funds is broadly categorised as follows:

- Equitable share;
- Expanded Public Works Programme Integrated Grant for Municipalities;
- Integrated National Electrification Programme (Municipal) Grant;
- Local Government Financial Management Grant, and
- Integrated Urban Development Grant.

The allocation from National Government for the Stellenbosch Municipality for the MTEF period is indicated in Table 12.1.

Table 12.1: National allocations to Stellenbosch Municipality

National Allocations				
National Allocations ('000)	**2022/2023**	**2023/2024**	**2024/2025**	**Total**
Equitable share	R179 634	R196 720	R215 547	R591 901
Expanded Public Works Programme Integrated Grant for Municipalities	R4 928	-	-	R4 928
Integrated National Electrification Programme (Municipal) Grant	R28 350	R6 000	R6 269	R40 619
Local Government Financial Management Grant	R1 550	R1 550	R1 550	R4 650
Integrated Urban Development Grant	R65 747	R42 114	R43 821	R151 682
Total	**R280 209**	**R246 384**	**R267 187**	**R793 780**

Over the MTEF period, the majority of the allocations is received from the equitable share (75%) and the Integrated Urban Development Grant (19%). In total SM will be receiving almost R 800 million from National Government over the MTEF period. The Integrated Urban Development Grant is most likely a combination of the Urban Settlement Development Grant and the Integrated City Development Grant. The total for the Integrated Urban Development Grant for the MTEF is R 151 million, or 19% - within these allocated funds, public transport still needs to compete with roads, water, energy, housing and land acquisition and development.

The Public Transport Network Grant, which is specifically earmarked for the planning, implementation and operations of the approved Integrated Public Transport Network in a Planning Authority, is currently not allocated to SM as it is not one of the Cities that is eligible for this grant. Cities of similar size as Stellenbosch that is currently receiving a share of the PTNG includes George and Mutsunduzi.

The Public Transport Network Grant (PTNG) grant has been in place for a number of years, and within this time, it has changed its name a few times. Originally it was called the Public Transport Infrastructure and Systems Grant (PTISG) and intended only for supporting capital expenditure to establish new transport systems in line with national Department of Transport (NDoT)'s Public Transport Strategy and Action Plan.

It was initially thought that the new Bus Rapid Transit (BRT) systems would not have big operating deficits. However, as projects have been implemented, it has become apparent that there are significant

operating deficits to be expected. The conditions of the PTISG were then relaxed to allow the grant to be used to cover some of the operating deficits.

To reflect this change, the grant was split into two, namely:

- Public Transport Infrastructure Grant (PTIG) – for capital items, and
- Public Transport Network Operating Grant (PTNOG) – for certain operating items.

However, this made it difficult to switch money between the two and so the two grants were amalgamated again into one grant – called the Public Transport Network Grant (PTNG) – but with two 'components' – a 'Network Operations Component' and a 'Network Infrastructure Component'. This is the current shape of the grant in the latest version of the Division of Revenue Act.

The Department of Transport can consider a city for the PTNG, but the City must apply in accordance with the guidelines as contained in the DoRA, Grant Schedule 5, Part B.

12.1.2 Provincial Allocations

The WCG provides allocations to local authorities in the Province per line function which in indicated in Table 12.2.

Table 12.2: Provincial allocations to Stellenbosch Municipality

Provincial Allocations					
WCG Departments and funding ('000)	**2022/23**	**2023/24**	**2024/25**	**Total**	**Percentage**
Cultural Affairs and Sport	**R14 112**	**R11 629**	**R12 151**	**R37 892**	**22,3%**
Community Library Services Grant	R14 112	R11 629	R12 151	R37 892	
Development of sport and recreational facilities					
Environmental Affairs and Development Planning	-	-	-	-	
RSEP/VPUU municipal projects					
Department of Local Government	**R38**	**R38**	**R38**	**R114**	**0,1%**
Community Development Workers Operational Support Grant	R38	R38	R38	R114	
Human Settlements	**R35 890**	**R58 003**	**R33 900**	**R127 793**	**75,3%**
Human Settlements Development grant (Beneficiaries)	R15 040	R30 823	R27 900	R73 763	
Informal Settlements Upgrading Partnership Grant: Provinces (Beneficiaries)	R20 850	R27 180	R6 000	R54 030	
Provincial Treasury	**R256**	**R245**	**R249**	**R750**	**0,4%**
Capital Building Grant	R256	R245	R249	R750	
Western Cape Financial Management					
Transport and Public Works	**R495**	**R495**	**R1 122**	**R2 112**	**1,2%**
Financial assistance to municipalities for maintenance and construction of transport infrastructure	R495	R495	R495	R1 485	
Integrated transport planning			R627	R627	
District Municipality	**R1 020**	**R0**	**R0**	**R1 020**	**0,6%**
Safety Initiative Implementation-whole of society (WOSA)	R1 020			R1 020	

Provincial Allocations					
WCG Departments and funding ('000)	2022/23	2023/24	2024/25	Total	Percentage
Total	**R51 811**	**R70 410**	**R47 460**	**R169 681**	**100,0%**

The majority of the funds is allocated by the Human Settlements Department (75%), followed by the Cultural Affairs and Sport (22.3%). The provincial department of Transport and Public Works contributes about R1.5 million for maintenance and construction of transport infrastructure and R0.6 million for integrated transport planning.

In addition to the allocations indicated in Table 12.2, there are Provincial Departments that are directly involved in projects in the SM. The budgets, per department, are indicated in Table 12.3.

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Table 12.3: Provincial Infrastructure Projects and Programmes – MTEF Period 2022/23 - 2024/25

Provincial Infrastructure Projects and Programmes												
Provincial Department	Number of Projects	Value (all amounts rounded to R'000)					MTEF Totals	Progress Rating				
		Infrastructure Transfers - Capital	New or Replaced Infrastructure	Non - Infrastructure	Rehabilitation, Renovations and Refurbishment	Upgrading and Additions		2022/23	2023/24	2024/25	2025/26	2026/27
Education	2	R0	R90 000	R0	R0	R0	R90 000	n/a	n/a	n/a	n/a	n/a
Health	10	R0	R0	R9 826	R27 647	R2 662	R40 135	n/a	n/a	n/a	n/a	n/a
Human Settlements	14	R189 883	R0	R0	R0	R0	R189 883	n/a	n/a	n/a	n/a	n/a
Transport and Public Works	12	R0	R0	R0	R1 127 553	R0	R1 127 553	n/a	n/a	n/a	n/a	n/a
Total	**38**	**R189 883**	**R90 000**	**R9 826**	**R1 155 200**	**R2 662**	**R1 447 571**	n/a	n/a	n/a	n/a	n/a

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Of the 38 projects that the WCG is involved with in SM, 12 are the responsibility of the Transport and Public Works Department. The infrastructure and capital projects listed in Table 12.3 are in various stages of implementation, with certain projects in the planning phase, some in implementation (construction in progress) phase and some in close-out phase of the project.

The Provincial Department of Transport and Public Works will provide in the order of R 1.1 billion over the MTEF period for rehabilitation, renovations and refurbishment projects.

The detail of the Provincial Department of Transport and Public Works expenditure can be found in Table 12.4.

Table 12.4: Provincial Department of Transport and Public Works Investment Projects and Programmes

Provincial Department of Transport and Public Works - Infrastructure Investment				
Depart-ment	Nature of Investment	Project ID	Project Name	MTEF TOTALS ('000)
Transport and Public Works	Rehabilitation, Renovations & Refurbishment	206038	C1092 Somerset Westr - Stellenbosch	R1 000
		198138	C1151 Kuils River-Stellenbosch	R1 000
		3914	CW DM Reseal	R14 200
		206160	C1217 Reseal Stellenbosch - Pniël (Helshoogte Pass)	R22 000
		187000	Modernisation Elsenburg - Main Building Phase 2 (Labs)	R45 422
		196759	C1151 PRMG Kuils River-Stellenbosch	R64 000
		3926	CW DM regravel	R84 400
		3929	CW DM regravel	R97 960
		180626	CYCC - Lindelani	R125 571
		196758	C1150 PRMG Helshoogte Rd - Franschoek	R142 000
		24950	C914 Spier Road Phase 3	R245 000
		196018	C7492 Reconstruct Road - Franschoek	R285 000
TOTAL		**12**		**R1 127 553**

With the exception of the modernisation of the Elsenburg main building (R 45 million) and the Lindelani Child Youth Care Centre (R 125 million), the majority (85%) of the projects and programmes of the Provincial Department of Transport and Public Works is allocated to transport related projects over the MTEF period. These funds are allocated to road infrastructure improvement projects.

12.2 Funding objectives

The Municipal Finance Management Act (2003) (MFMA), together with the Municipal Systems Act (2000) (MSA) ensure that municipalities' priorities, plans, budgets, implementation actions and reports are properly aligned. The Acts identify the main components of the financial management and accountability cycle and how they ought to be aligned. In this regard, the following are applicable:

- The Integrated Development Plan (IDP) sets out the Municipality's goals and development plans, which need to be aligned with the Municipality's available resources. Council adopts the IDP and undertakes an annual review and assessment of performance based on the annual report.
- The three-year budget sets out the revenue raising and expenditure plan of the Municipality for approval by council. The allocation of funds needs to be aligned with the priorities in the IDP.

It is therefore a legal requirement that financial implications for the IDP (and thus its sector plan the CITP) are reported over a three-year period, summarising the capital projects along with their respective budgets. These are planned to be executed over the three-year MTEF period. Projects over the

remaining term of the CITP are considered on their merits annually and reported on in subsequent reviews.

Operating budgets for the Stellenbosch Municipality should be reported on an annual basis per directorate.

As the quality of the public transport system increases the recurrent funding needs will grow. Stellenbosch Municipality will require additional funding to address backlogs in the maintenance, upgrade and preservation of the road network and provide for effective freight movement.

Funding is becoming increasing problematic in the current environment where the economy has contracted substantially mainly due to sluggish growth due to Government Policies, state capture and more recently the impact of the COVID-19 pandemic. During the hight of the pandemic (2020, hard lockdown) government had to re-prioritise and re-allocate funds to cover for the costs of fighting the pandemic. This has led to major cuts in all budgets, and the transport sector, and specifically the public transport sector was not spared. All indications are that the South African economy will take years to recover to pre-pandemic levels.

Authorities are required to improve their public transport offering, despite the funding challenges that is brought about by the economy. This is a tough ask, and additional funding sources will have to be sourced, in addition to the diminishing available resources (mainly obtained from national grants).

The objective is for the Stellenbosch Municipality to actively explore and participate in efforts to access additional sources of funding. The following funding sources should be explored:

1. Revenue from Local Sources

   Various studies have been done in City of Cape Town and the City of Johannesburg on alternative sources of local revenue. Sources such as bulk development contributions, increased vehicle licencing fees, increased parking fees, as well as smaller sources such as traffic fines and advertising revenue have been explored.

   Much has been written about the allocation of a part of the fuel levy to the authority where the fuel is sold as an additional source of funds to specifically invest in roads and transport. It is unlikely to happen for reasons mentioned in Section 12.2.3.1.

   It is understood that a new Local Business Tax and an expanded share of the fuel levy continuous to be pursued through the South African Local Government Association (SALGA).

   Congestion charging is another potential source, and also serves as a TDM measure. The most recent example of congestion charging is in London. This can be an effective tool to change traveling patterns and modal choices. However, crucially a viable alternative has to be in place. It works in London because of the availability of one of the best public transport systems in the world.

   A city-wide tax on non-residential parking bays should also be explored, including an additional tax on full time students that owns a car. The Stellenbosch Municipality should engage with Local Chamber of Business as well as the US to explore this income source further. It would constitute a tax on owing a vehicle.

2. Grant Funding

   Significant grant funding through the Public Transport Network Grant is made available to Cities that are planning and/or implementing and Integrated Public Transport Network (IPTN).

   Originally the fund had a different name and was used to improve the transport system for the FIFA soccer World Cup in 2010. The majority of the funds were allocated to the major metropolitan areas, that was also host cities. Since then, the IPTN Grant has been expanded to include Msunduzi and George. This provides an opportunity for Stellenbosch participate in the available funding from this grant.

3. Improving Transport Operational Efficiencies

   A Transit-Oriented Development strategy will over the long term contribute a great deal.

4. Land Value Capture

   Another potential source is 'land value capture', a term used to describe the recouping of some of the additional value that accrues to property owners as a result of the creation of a new public facility, generally in order to contribute towards payment of that facility.

   If the provision of public transport leads to urban regeneration on a corridor, there will be an increase in property taxes which accrues to Stellenbosch Municipality. This is a form of land value capture.

5. Third Party Cost Recovery

   Developers are required to pay developer contributions for new developments. The reason is that new developments generate additional traffic, which is to their benefit and which, if upgrading is not done, can lead to the deterioration of the road network and increased congestion for all users.

   The Policy on Development Contributions for Bulk Engineering Infrastructure is dated 2014/15. The Stellenbosch Development Report and the Klapmuts Development Report refer to in this policy should be revisited for relevance and effectiveness of cost recovery.

6. Higher priority in City Budgeting

   Finding alternative sources of funding is complicated. However, since the benefits of investment in public transport are significant, it can be expected that future expenditure in respect of quality of the road network and public transport services will increase.

   Better transport systems improve the economic competitiveness of the city, attract investment and development, are part of the social wage for the poor, and make the city liveable, resilient and sustainable.

Table 12.5 indicates the capital (and planning) budget for infrastructure services, as contained in the most recent IDP for the 2022 – 2027 period.

Table 12.5: Capital (and planning) Budget: Infrastructure Services

Department	Nr of Projects	Proposed budget 2022/23 ('000)	Proposed budget 2023/24 ('000)	Proposed budget 2024/25 ('000)	Total
Roads and Stormwater	22	R27 411	R30 450	R29 677	R87 538
Traffic Engineering	20	R17 100	R19 500	R12 880	R49 480
Transport Planning	21	R18 950	R25 350	R12 300	R56 600
Project Management Unit (PMU)	1	R3 500	-	-	R3 500
TOTAL	**64**	**R66 961**	**R75 300**	**R54 857**	**R197 182**

Table 12.1 indicates that the majority of the budget for the MTEF is allocated to the Roads and Stormwater Department, with a total expected budget of R 87.5 million. The allocation is evenly distributed over the 3-year period. This department will oversee 22 projects over this period.

In total 64 projects to the value of R 197 million is budgeted for. The majority of these projects (R 106 million) will be funded through CRR (own funds) with the remaining being funded from the IUDG and DC-roads contributions.

A list, indicating the detail of the projects can be found in **Appendix C**.

A high-level summary of the sources of funding for transport and the allocated budget per source is indicated in Table 12.6.

Table 12.6: Sources of funding and budget per source for the MTEF

Funding Source	2022/23	2023/24	2024/25	Total
National Government	-	-	-	-
Provincial Government				
Allocations	R495	R495	R1 122	R2 112
Projects and Programmes				R1 127 553
Stellenbosch Municipality	R66 961	R75 300	R54 857	R197 118
Total	R67 456	R75 795	R55 979	R1 326 783

The available funding for the MTEF is R 1.3 billion, with 85% being made available from the Provincial Government.

Table 12.7 is a summary of the projects and programmes envisaged in the MTEF period.

Table 12.7: Summary of projects and programmes and for the MTEF period

Projects and Programmes	2022/23	2023/24	2024/25	Total
National Government	-	-	-	-
Provincial Government				
Allocations	R495	R495	R1 122	R2 112
Projects and Programmes	R375 851	R375 851	R375 851	R1 127 553
Stellenbosch Municipality	R66 961	R75 300	R54 857	R197 118
Roads and Stormwater	R27 411	R30 450	R29 677	R87 538
Traffic Engineering	R17 100	R19 500	R12 880	R49 480
Transport Planning	R18 950	R25 350	R12 300	R56 600
Project Management Unit (PMU)	R3 500			R3 500
Total	R443 307	R451 646	R431 830	R1 326 783

12.3 Context setting and current Realities

The key objective of projects, proposals and budgets of the CITP is to enable and contribute to economic growth, improved accessibility, equitable transport for all and a safe environment while ensuring environmental sustainability and good governance.

The projects and proposals contained in this CITP comprise the following project types:

- Roads and Stormwater: Maintenance, road construction and upgrading, street lighting and construction projects
- Traffic Engineering: Traffic calming, signage, traffic signals, intersection improvements, road marking, road safety improvements,
- Transport Planning:
  - Non-motorised Transport: Sidewalks, lock-up facilities for bicycles, pedestrianisation projects;
  - Public Transport: Public transport facilities (ranks, shelters), services
- Planning: Preparation of integrated transport plans and strategies, feasibility studies, masterplans.

12.3.1 Budget 2022/23 – 2027/27

Investment in transport, including road infrastructure, NMT, public transport (facilities, routes, shelters etc), road safety, intersection upgrades etc. is crucial for any city to develop.

The five-year budget (2016/17 – 2020/2021) as provided for in the CITP 2016 -2020 is reviewed in Table 12.8.

Table 12.8: Five-Year Budget (from CITP 2016-2020)

BUDGETED PROJECTS ('000)								
Department	Proposed budget 2022/23	Proposed budget 2023/24 (1)	Proposed budget 2024/25 (2)	Proposed budget 2025/26 (3)	Proposed budget 2026/27 (4)	Proposed budget 2027/28 (5)	Proposed budget 2028 to 2033	Budget 10 years from 2023 to 2033
Roads and Stormwater	R30 675	R28 250	R31 900	R35 400	R27 100	R27 900	R126 100	R276 650
Traffic Engineering	R13 965	R20 450	R17 380	R21 650	R27 350	R31 250	R89 650	R207 730
Transport Planning	R15 117	R28 850	R19 800	R40 900	R37 400	R35 500	R199 300	R361 750

BUDGETED PROJECTS ('000)								
Department	Proposed budget 2022/23	Proposed budget 2023/24 (1)	Proposed budget 2024/25 (2)	Proposed budget 2025/26 (3)	Proposed budget 2026/27 (4)	Proposed budget 2027/28 (5)	Proposed budget 2028 to 2033	Budget 10 years from 2023 to 2033
Total	R59 757	R77 550	R69 080	R97 950	R91 850	R94 650	R415 050	R846 130

The total budget for the CITP period (2023/24 – 2027/28) for the 3 Departments is R 431 million, and is allocated per department as follows:

- Roads and Stormwater : R 151 million (34,9%)
- Traffic Engineering : R 118 million (27,4%)
- Transport Planning : R 162 million (37,7%)

The projects per department and their allocated budget is indicated in **Appendix C**.

12.3.2 Review Applicable Legislation and Policy Changes

12.3.2.1 Division of Revenue Act

The DoRA is annually enacted to comply with Section 214 of the Constitution that provides for national legislation to ensure an equitable division of nationally raised revenue between the three spheres of government. The annual DORA provides allocations to be made to local government over the medium term. The funds are transferred to municipalities in the form of unconditional and conditional grants.

It is important to note that the life-span, size and conditions to the grant can be amended according to physical policy developments. Amendments to grants for municipalities will be clearly communicated in the annual budget documentation, including the Division of Revenue Bill.

Unconditional grants are allocated to municipalities in compliance with the constitutional provisions for an equitable share on nationally raised revenue annually and to provide additional general revenue sources for local government. The largest is the Local Government Equitable Share (LGES). The second unconditional grant is the RSC Levy Replacement Grant that district municipalities receive as a replacement for RSC levies.

Metros receive an allocation for the sharing of the General Fuel Levy that is exclusively allocated to them as a replacement for the RSC levies. Allocations does not form part of DoRA, and are made in terms on the annual Taxation Laws Amendment Act.

12.3.2.2 National Land Transport Act

The National Land Transport Act (Chapter 3) provides for funding options to implement the CITP as follows:

- The establishment of a Municipal Land Transport Fund;
- Public Transport User Charges;
- The provision of funds for transport by the national Minister of Transport, and
- The provision of funds for land transport by the MEC.

To date the national Minister of Transport has made substantial funding available to some Municipalities for the implementation of Integrated Public Transport Networks. The Western Cape Government has funded the preparation of Integrated Transport Plans - in addition to the funding of the provincial road network in the Stellenbosch Municipal area. Other government grants are available to Municipalities e.g. the Municipal Infrastructure Grant (MIG). Although some funding has been allocated to the Stellenbosch Municipality from the MIG, additional funding should be sourced for eligible projects e.g. sidewalks and cycle tracks and public transport facilities (basic services).

The primary responsibility for the implementation of the CITP rests with the Stellenbosch Municipality. However, projects that are the responsibility of other agencies or bodies and who are the implementation agency for projects that fall within the Stellenbosch Municipality, are also included in the CITP.

12.3.2.3 Frameworks for Additional Grants to Municipalities

Detailed frameworks on Schedule 4, Part B, Schedule 5, Part B, Schedule 6, Part B and Schedule 7, Part B of the 2020 Divisions of Revenue Bill was Gazetted on 2 July 2020 (Gazette No.43495).

The frameworks pertaining to transport in general and public transport specifically is summarised in Table 12.9.

Table 12.9: General and Public Transport Frameworks

Name	Output	Project Life
Integrated urban Development Grant	• Percentage of unsurfaced roads graded within the financial year • Percentage of surfaced municipal road lanes which has been resurfaced and resealed • **Length of non-motorised transport paths built over the financial year**	1. Introduced in 2019/20 2. Continue up to 2022/23, subject to review

Municipal Infrastructure Grant	• Number of poor households impacted through the construction of new infrastructure and the upgrading and renewal of existing infrastructure for:
	  ◦ **street and community lighting**
	  ◦ **public facilities**
	• Number of kilometres of municipal roads developed, upgraded and maintained servicing the poor
		3. Continue until 2022/23, subject to review

Urban Settlements Development Grant	The following outputs should be funded by the grant to support the improvement of the overall built environment: • increase in land provision for informal settlement upgrading, subsidised housing, **or mixed-use developments in support of approved human settlements** and other urban developments • increase in **access to public and socio-economic amenities**	4. The USDG will continue until 2022/23, subject to review 5. The UISP component is intended to become a separate conditional grant in 2021/22, subject to review
Integrated City Development Grant	• Number of infrastructure projects including **public transport**, roads, water, energy, housing, land acquisition and development in implementation within identified integration zones	6. Continue over the 2020 MTEF, subject to review

Neighbourhood Development Partnership Grant	• Targeted locations with catalytic projects, defined as **urban hub precincts** with secondary linkages and rural regional service centres;
	  ◦ catalytic programmes within integration zones; or
	  ◦ built environment upgrade projects in urban townships and rural towns
		7. Continue over the medium term

Public Transport Network Grant	Network Operations Component • Number of average weekday passenger trips carried on Public Transport Network Grant (PTNG) funded networks • Number and percentage of municipal households within a 500m walk to an integrated public transport network (IPTN) station or stop that has a minimum peak period frequency of 15 minutes or better	8. Continue until 2022/23, subject to review

Name	Output	Project Life
	• Percentage uptime for network operating systems as a proportion of the network's public operating hours • Passengers per network vehicle per average weekday Network Infrastructure Component • Public transport network infrastructure including dedicated lanes, routes and stops/shelters, stations, depots, signage and information displays, control centres and related information technology, fare systems and vehicles (if the national Department of Transport (DoT) in consultation with National Treasury approves use of grant funds to purchase vehicles), non-motorised transport (NMT) infrastructure that supports network integration (e.g. sidewalks, cycleways, cycle storage at stations, etc.) • Plans and detailed design related to IPTN infrastructure and operation	

There is a number of grants available that specifically addresses public transport, improvement of roads, Non-Motorised Transport provision and mixed land use and integrating communities.

Public transport and Non-Motorised Transport is a major catalyst in all the efforts to improve the life of the poor in municipalities.

The Public Transport Network Grant was specifically established to improve the public transport offering in municipalities through the development of Integrated Public Transport Networks, with its associated business plans and operational plans.

12.4 Future Solution Developments/Proposed Interventions

The South African economy has been stagnating for over a decade, and with the sharp contraction experienced in 2020, the immediate future growth prospects (next 10 years) is looking increasingly unlikely.

The poor economic outlook, coupled with the international ratings agencies downgrade of the Country to junk status (April 2020) means that there is less tax money available for Government to spend on infrastructure and social services, and also that the money borrowed on the international market carries a higher interest rate (more tax money must be used to pay interest on the loans).

Coupled with this reality, investment in public transport systems is expensive and takes a long time to realise a positive return.

The future solution is a funding approach, that is focussed on the following pillars:

- Improve allocation from own funds to a sustained increase over a period of time;
- Pursue all grant funding through the DoRA, established for improving public transport, NMT etc;
- Pursue international donor agencies and Non-Government Organisations (NGO's) that focus on sustainability, community integration, clean energy, etc;
- Pursue possibility of Public Private Partnerships, and
- Improve access to state owned land by providing opportunities for developers to develop TOD on this land in areas where it is feasible.

The 2016-2020 CITP, recommended the following:

- That the IPTN be funded from the Public Transport Network Grant and that applications in the standard format be submitted to the Department of Transport;

- To ensure that additional funding is provided to implement high priority projects;
- A Committee be established from the relevant Municipal Departments, the Western Cape Government and other relevant agencies to formulate firm proposals for the funding of the projects listed in the 5 year budget, and
- Stellenbosch Municipality establish a Municipal Land Transport Fund into which the funds must be paid for use in implementing the CITP.

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13 STAKEHOLDER CONSULTATION

13.1 Introduction

This chapter provides an overview of the stakeholder engagement process undertaken thus far. Internal and external stakeholders were consulted to ensure that the process is inclusive, and all voices are heard. The process commenced with a workshop with internal Stellenbosch municipal official and the session is referred to as a What's Negotiable/ What's Not workshop. This was followed by external workshops with key stakeholders and a broader public participation process in a form of an open day both in Stellenbosch and Franschhoek.

13.2 Legislative Framework

13.2.1 National Land Transport Act (5/2009): Minimum Requirements for the Preparation of Comprehensive Integrated Transport Plans, 2016

A stakeholder consultation processes was conducted in accordance with the minimum requirements for the development of an Integrated Transport Plan (ITP) as set out in the Government Gazette 40174 of July 2016 to ensure that all key stakeholders inform the development of the CITP. In Section 8.1 the Act states that 'The preparation of a transport plan or transport programme must include the consultation and participation of interested and affected parties required for the preparation of integrated development plans in terms of Chapter 4 and Section 29(1)(b) of the Municipal Systems Act or replacing legislation. There must also be compliance with the Promotion of Administrative Justice Act 3 of 2000 (PAJA).

Other relevant legislative frameworks that were taken into consideration are highlighted below.

13.2.2 1998 White Paper on Local Government

Local government should take a developmental approach, which requires commitment from local government to working with citizens and groups within the community to find sustainable ways to meet their social, economic and material needs and improve the quality of their lives. This should be driven by a shared vision and leadership must be provided for all role players in achieving local prosperity. Spatial integration is central to addressing wrongs from the past and to building an integrated society.

13.2.3 Batho Pele Principles

The Batho Pele principles highlight the importance of prioritising citizens through:

- Consultation with all citizens using different platforms to better understand their needs;
- Ensuring that citizens are aware of the level of service they are going to receive in order to manage expectations;
- At all times citizens must be treated with courtesy and consideration;
- Enabling and ensuring that all citizens have equal access to the services to which they are entitled;
- Citizens should have access to accurate information about services they are entitled to receive;
- Promoting openness and transparency in all processes;
- Establishing mechanisms for recording and to redress any dissatisfaction brought forward, and
- Making sure that public services are provided economically and efficiently in order to give citizens the best possible value for money.

13.2.4 Integrated Urban development Framework

The Integrated Urban Development Framework (IUDF) is government's policy position to guide the future growth and management of urban areas. Policy lever 7 looks at Empowered active communities and this is achieved through:

- Municipalities and cities acknowledging that their success depends on the buy-in of their citizens;
- Communities must be empowered to contribute to the development of spaces and will transform the quality of urban life;

- Municipalities must be inclusive, stable, safe, respect, embrace diversity, offer equal access to opportunities and promote participation of all people, and
- The power of a city is demonstrated through its ability to bring together a critical mass of social and cultural diversity.

13.3 Identified Gaps and Recommendations

Community engagement is difficult. It has become more and more difficult in South Africa, as communities have become increasingly frustrated over service delivery. Municipalities in South Africa attract large numbers of inhabitants seeking opportunity, improved livelihoods, higher average incomes and the municipalities have limited capacities and resources to meet these needs.

To ensure that the stakeholder engagement process is inclusive the process planners should consider aspects as the location, day and time of the engagement. The consultation process should ensure that all those who participate are safe and that all voices are heard, this should not be seen as a tick box exercise.

13.4 Vision

A draft vision of What It Looks Like When It's Fixed was prepared as part of the consultation process. The vision is articulated as a model of 48 outcomes, making space for complex, systemic and sustainable transformation, and for all the mandates and objectives of all process participants. Stakeholder had the opportunity to share their inputs, and these have been used to update the vision. The vision provides a long-term destination for the process, a motivator for the collective work and a tool to be used to enable the work. The vision is made up of 48 outcomes because the plans we plan we work with are complex.

13.5 Process

13.5.1 Workshop One: What's Negotiable/ What's Not – 6 April 2022

This was an internal workshop attended by Stellenbosch municipality officials and the project team. In this workshop the scope of work, parameters and scope of work to be conducted were discussed and agreed. The officials had an opportunity to input on the draft vision. The turnout at the workshop was not good, it was then agreed that stakeh0lders who could not make it to the session will be invited to workshop three. As a result of excellent discussion the following were drawn out:

- Key stakeholders: stakeholders were identified to ensure that the process is inclusive. The need for an open day to enable broader public participation and ensure that the process is accessible to all. Stakeholders to be consulted to ensure that there is buy-in from the different interest groups and politicians.
- Reduce relevance of vehicles: offering alternatives that are reliable, safe, comfortable and convenient. In order for people to use public transport the system needs to be efficient and effective.
- Behaviour change communications: the need to shift attitudes towards car dependency by helping people understand the impact of 'one person: one car'. Share messaging to encourage people especially young people to use public transport to relieve traffic congestion. Messaging that will start conversations about climate change, alternatives that people can use and solutions that are sustainable.

Key recommendations

- The project team must be put together a timeline to help identified processes taking place and how the CITP can benefit and fit into each of these consultations in terms of data gathering. Consultation processes include the IDP process, Environmental process, and SDF.
- Consult the Stellenbosch Disability Network to understand types of disability and challenges that people living with disability have in terms of transport.
- Broaden the consultation process by not only relying on an online survey to reach the public.
- Consult with women who travel alone and mothers who travel with their children to understand their transport concern and needs.
- Have an open day to enable inclusive participation.

- Engage the Development Forum, the forum consists of property development stakeholders and business community with a focus on development. The forum is scheduled to meet on the 4th of May.
- Engage politicians and interest groups to get buy-in, stakeholders indicated that they can influence the process.
- Address safety issues to get people to buy-into the car-free living approach.
- Encourage walking by improving sidewalks, currently sidewalks do not have continuity.
- Arrange a meeting with the media to present the CITP prior to engaging the Council.
- Create pilot project to get the feel of how the community would react, one example was to close some streets on Sundays to encourage people to walk.
- Explore the option of centralized accommodation to reduce vehicle dependency. Mixed land used is essential to ensure that people can access services and opportunities closer to where they reside.
- Develop communication messaging to shift attitudes, "Living your better life is a better life for all".
- Privatize some of the projects in the CITP to ensure that they can be implemented by entities that can sustain them.
- There are capacity needs within the Municipality, currently 80% vacancies. Transport will need capacity support to achieve and deliver against the CITP.
- Reduce speed limit and increase petrol price to encourage more people to use public transport.

13.5.2 Workshop Two: Taxi Industry – 3 May 2022

On the 3rd of May 2022 a workshop with the taxi associations representatives was held. The session was with the Stellenbosch Taxi Association and Kayamandi Taxi Association, the Franschhoek Taxi Association representatives could not make it to the workshop. The associations indicated that they have not fully recovered from the impact of COVID-19. They have lost 40% of their income since COVID-19 as some people have lost their jobs, others are working from home and people opt for lift clubs or e-haling services to minimise the risk of contracting COVID-19. Many operators have had vehicles repossessed as could not keep up with repayments. The representatives indicated that they are experiencing an increase in the number of people who are using their services as a result of an increase in petrol prices. They have also shared that there are more people using public transport around social grant collection dates. Farmers transporting employee using bakkies /vans have been identified as a problem as this mode of transport is not safe and comfortable for passengers. Students and workers are currently their biggest client base. The taxi associations raised that they would like to retain and attract more users and below are some of the proposed solutions:

- Predictability: people are using e-hailing services and lift clubs because they collect at drop them at their destination. These services are reliable and convenient, users perceive them as safe. The taxi associations indicated that they have a schedule that taxis follow and it would be beneficial to the public if this information can be made accessible. Stellenbosch Taxi Association taxis leave every half an hour from ranks between 9am and 5pm, even if they are not full while Kayamandi Association indicated that from 6am their taxis depart every 15 minutes from ranks even if not full.
- Dedicated lanes: like buses, taxis would like to have a dedicated lane so that they can efficient. Currently taxi drivers use the yellow lane during peak hours to ensure that they get customers to their destinations timeously. An example is the Jamestown route, it takes 30 minutes during peak but only 10 minutes during off-peak. This makes trips longer in a taxi compared to private vehicles as drivers have in a taxi to pick up and drop off passengers along the way. The longest route that drivers take is the one Cape Town. Stellenbosch Municipality indicated that road reserve in many places is wide enough to accommodate dedicated lanes on the R44, this is a challenge because a portion of the R44 is managed at a provincial level.
- Parking: approximately 90% of students have cars, students are permitted to own cars from matric and this has contributed to the traffic. Students park their cars on public parking as the University does not have sufficient parking to accommodate all students. Taxi association representatives also indicated that taxis do not have sufficient parking in town.
- Taxi ranks: the geographical location of a taxi rank is essential, taxi ranks must be located in the centre to ensure that they are easily accessible. One example is the move of the Braak taxi rank due to complaints to Bergzicht, which is approximately 1km from the original location. The location is not ideal for passengers resulting in more passengers disembarking at Braak. This is a conflicting challenge because taxi drivers do not have a permit to enter the town centre whereas

this is the destination of some of their passengers. The infrastructure at the taxi rank needs to be improved to ensure inclusivity.

- Ticketing system: develop a ticketing system to encourage the use of public transport and to attract more customers. Users will have an option to buy a monthly or weekly ticket. This will help formalise the industry and help owners monitor their revenue as drivers often do not handover all revenue generated. The Municipality in collaboration with the industry can broaden the partnership with other public transport service providers to develop an integrated ticketing system. The system can be managed at provincial level as province is responsible for issuing OLs. Have a smart mobile application to track taxis location and to connect taxis to commuters.
- Developments: when a new mall or residential area is built, it is important that in the design transport is included. Taxi ranks must be put in the centre of a residential area. Plans for malls must include space for a taxi rank and drop off bays to enable taxis to operative effectively.
- Relationship with the University: the taxi industry would like to improve their relationship with the university to get more students to use public transport. Currently there are three taxis from the Stellenbosch taxi association that have been contracted to provide services for the night shuttle. This service provides transport for students between 6pm to 2am. Students have to book the service in advance and produce their student card at boarding. Currently the night shuttle is utilized by 50 -250 students. The shuttle departs once per hour from campus taking students to their residences. The industry is looking into improving their relationship with the University so that such services can be expanded. It was also proposed that first year students can be given maps as part of their registration package. These maps will indicate taxi routes to encourage more students to use taxis.

The representatives indicated that they did not increase their taxi fares to encourage more people to use taxis. The Kayamandi association shared that they have identified two new routes; Kayamandi to Fir Grove and Kayamandi to Malmesbury. Taxis also provide group transportation for workers who knock off late and for students who go out at night.

13.5.3 Workshop Three: Provincial Stakeholders, Cape Winelands, PRASA and the University – 4 May 2022

The Workshop 3 with had a good turn-out consisting of stakeholders from provincial government, Stellenbosch municipality, officials from Cape Winelands, Stellenbosch University and PRASA. Stakeholders indicated that there should be change in legislation to enable them to be innovative. Currently, legislation requires plans to have parking. It is essential that we design towns or cities where there is less need to travel. It is the responsibility of the University to ensure that any transport services provided to students by the institution is safe. The University transport system operates every 15 minutes to create a system that is convenient and reliable for students. The University transport system does not operate on taxi routes. The shuttle service from Stellenbosch to Tygerberg was discontinued due to taxi threats. Taxi drivers protested the University shuttle services crossing public roads to access remote campus, as claimed this encroached on their routes. The extent of disruption caused by protests resulted in affected properties being sold.

PRASA indicated they have only been able to recover 10 out of the 15 sections across their 3 corridors due to the impact of COVID-19, vandalism and cable theft. PRASA also indicated that the National Rail Plan will be released by the transport minister mid-May, and it is expected that freight links which are currently under-utilised could be released for private operations. This will respond to the University's interest to operate a train service between Klapmuts and Stellenbosch to link campuses. PRASA is in discussion with Durbanville about the proposed airport to establish how it can be linked to Stellenbosch and Cape Town central through rail.

Key discussions points

- Behaviour-change communications: have less students using private vehicles. Messaging and campaigns that change the status and shift perceptions on safety to get more students to use public transport. The Maties cycling campaign is a good initiative that the University can expand one to shift attitudes and reduce vehicle dependency.
- Elevate voices of the future;
- Encourage student to use the University shuttle as it is free;
- Identify sites for drop off in the spatial plan;
- Help students understand the impact of using vehicles on social and ecological environmental;
- Repurpose parking in the University for sporting activities, outdoor gym or outdoor study areas – students do not want to go to the library.

- The importance of by-laws, many students use skateboards and push scooters to travel between residences and campus buildings. Law enforcement indicated that the use of skateboards and push-scooters on public roads is prohibited.
- NMT infrastructure: the University has NMT plan, however, has found that implementation of this plan has been resisted by residents in the area due to "heritage" concerns. COVID-19, there has been an increase in cafes using sidewalks for tables which has resulted in no space for pedestrians to walk.
- Roads Management/Jurisdiction: the rate of pedestrian accidents is high on rural roads. Many roads have portions which are managed by the Municipality, and portions managed by the province. This means if there is poor lighting on provincial portions of the roads, the Municipality has not authority to implement upgrades, or even replace faulty bulbs (also municipality has upgraded their lighting to LED, while provincial roads still use sodium lights, meaning municipality does not have bulbs for provincial lamps even if they were permitted to replace) It is suggested that an MoU be signed between province and municipality so that maintenance authority and budget can be transferred to the Municipality.
- Taxi ranks: there are upgrades underway at taxi ranks to improve elements such lighting, security through CCTV, access, improved visibility of law enforcement, upgraded and gender segregated bathrooms. It was agreed that informal trading at taxi ranks contributes to visibility and it is natural oversight. Upgrades must include plans to accommodate informal trading.
- Waste management: there is a problem of littering on the side of the road and taxi ranks. It is essential that Parks is engaged to discuss a waste management programme. This will help the Municipality explore the potential of transport becoming a net for biodiversity.
- Road safety: there is a perception that public transport is not safe. To improve public transport, there should be a system in place to encourage taxi drivers and owners to improve their services. A system such as the blue dot and red dot system enforces compliance. Have a reward system in place to incentives taxi drivers who are compliant and also incentive those who use taxis to encourage more people to use public transport.
- Property prices and accommodation: rental and property prices in Stellenbosch are too high for most people who work in Stellenbosch, and therefore there is little choice but to commute. Majority of students must commute from Somerset West due to rental prices in Stellenbosch. The University intends to construct mixed-use developments in Stellenbosch (although this will target affluent students).
- Rail system: the need for an effective rail system was emphasised. PRASA indicated that they are in the recovery phase and hope to meet the 2015 service level. This will result in a reduction in cancellations and an increase in the number of users. Aims to improve quality of service and look for opportunities to expand.
- Stakeholders indicated that having an in-person workshop was essential and has resulted in excellent discussion and rich insights. They have also highlighted that all stakeholders are faced with challenges and to intervene collaboration is essential. The relationship between the Municipality and the University was commended. It was agreed that the CITP needs to be aligned to municipal and provincial plans and vision.

13.5.4 Public Participation: Open Day

13.5.4.1 Open Day: Stellenbosch - Municipal Notice 47/2022 – 5 May 2022

- Public transport: stakeholders indicated that they would use public transport if it were reliable, safe, comfortable and affordable. They would park their vehicles at home and use public transport as this would help to reduce the traffic congestion in Stellenbosch and Somerset West. This would also supplement the University shuttle service for students.
- Cycling: cycling must be explored as a mode of transport as it can reduce traffic congestion. There is a comprehensive master cycle plan written by experts. The cycling approach must be supported by a review of speed limits, reduce the speed limit to 40 km/h as a start for built up areas, 60 km/h for through routes and 20 km/h for some streets in the central core. Cycling routes need to be properly connected at intersections to ensure the safety of cyclists. Merriman and Cluver, Cluver cycling road ends are too narrow – students cannot cross the road to use the road in the right direction or get to the supermarket. Traffic lights must be synchronized as cycling cycle and pedestrian cycle is too short to cross safely. Part of the cycle plan covers the northern side of town, and it indicates that people cannot cross into town or interconnect specifically those who walk and cycle. The cross at Hellshoogte is very difficult for cyclists and pedestrians.
- Sidewalks: to enable more people to walk in town, restaurants tables and chairs on sidewalks need to be removed. The pavements are not safe for old people as there are so many holes and broken bricks. In front of the mother church, it's impossible to walk with a walking frame or chair.

In Church Street, restaurants make the pavements unpassable with their chairs and tables and this makes it dangerous for people who walk and for people who have disabilities.

- Traffic calming mechanisms: traffic calming in the whole centre is essential, there are currently no speed humps, and this is a problem. A traffic light is needed at the four ways stop at Neetling & van Riebeeck street; by Azaliahof, motorists do not adhere to the intersection rules. A traffic light would reduce the traffic congestion however, it would still be impossible to get past the tree on the four ways stop. The Municipality must put traffic circles on the R44 and reduce the number of traffic circles between Annadale road to Welgevonden. There are about 15 traffic circles on this road, and this results in traffic getting held up.
- Alternative routes: to enable access from Jamestown into Paradyskloof, unused pockets of land that are not used must be identified as they could make it easier to access Paradyskloof instead of going through R44. The Blauwklippen nodes are also strung along the R44. The road going behind the mountain at the eastern link road is recommended. It is suggested that the municipal road run adjacent to the R44, to connect and incorporate public transport system from Jamestown into town without the congestion of the town. Parcels of land next to Coligny road towards Die Boord, have restrictions on the traffic lights allow pedestrians to cross and this interrupts the traffic flow. There is a need for a more integrated system.
- Accommodating the elderly: there must be special parking for the elderly at parking facilities.
- Development: the Adam Tas development is seen as a wonderful development project that will improve lives of many. Stakeholders envisage that the development will create jobs, however this type of development has the potential to increase traffic and the demand for parking.

Stakeholder 'interest groups' such as the cycling community came into the Open Day in Stellenbosch assertively. Their assumptions were that the CITP would favour developers and be biased against (in particular) cyclists. One claimed that another didn't need to participate in public consultation because he had the 'ear of the mayor direct'. These encounters prompt us to recommend that there should be better communications between the Municipality and it's public, focused on building a relationship grounded in shared intentions and vision, rather than on differences. Such a campaign will be necessary before there is real cooperation across the board.

13.5.4.2 Open Day: Franschhoek-Municipal Notice 47/2022 – 5 May 2022

The turnout to the open day was poor however this did not stop the ten stakeholders who came to the open day from making excellent contribution. Below are key discussion points from the inputs made by stakeholders.

- Taxis: there is a general perception that taxis are not safe, convenient and reliable. Stakeholders indicated that taxis drivers do not comply with transport rules and regulations.
- Signage: there is a need for more signage in Franschhoek to enforce compliance and ensure safety for all. Have signs to make motorists aware of schools, sharp curves on the road, cyclists and pedestrian crossings.
- Reduction of speed limit: Five stakeholders indicated that it would be helpful if the speed limit on the R45 into Franschhoek could be reduced to 80km/h and down to 40km/h in the town because it is a residential area. Speed humps in the town were also mentioned as a mechanism to reduce speed.
- Traffic: traffic is a problem during peak hours which is from 6 am – 8 am in the morning and 4 pm – 6 pm in the evening. Stakeholders indicated that a traffic circle at one of the entrances of Le Roux would reduce traffic. They further stated that having a traffic light would have a negative impact.
- Pedestrianised town: stakeholders suggested that the Municipality must remove parking on the side of the road to allow for wider pavements which will enable more people to walk. Pavements should be properly fixed after fibre installations to ensure the safety of those living with disabilities. Stakeholders stated that wider pavements will encourage tourists to walk and get an amazing opportunity to experience the town. Using side parking to expand pavements will make the road narrower making the road not ideal for trucks. An alternative road through Robertsvlei road have been suggested. This will be an expensive exercise as it will require the Municipality to upgrade the road and to widen the bridge to improve safety. Trucks currently cause infrastructure damage on the R45 through the town resulting in frequent repair of the road.
- Integrated public transport: there a numerous shuttle services in the Franschhoek including scholar transport. It is important that the public transport system is not only viewed as taxis, buses or e-hailing services but private shuttle services are integrated into the CITP.
- Parking: stakeholders indicated that the Municipality must increase parking tariff to encourage more people to use public transport and reduce congestion.

- Youth development: enable young people to access skills development and economic opportunities. This should be a sustainable process where young people receive skills that are linked to economic opportunities. The Municipality must develop support programmes for entrepreneurs.
- By-laws: there should be a programme to educate communities about by-laws to increase adherence. There is a problem of illegal dumping in areas such as Le Roux. There is illegal dumping that has closed half of the road resulting in motorists using one lane. This is a result of system that is not reliable, the Municipality must create a system that is reliable by producing a schedule for rubbish collection.
- Inclusive public participation process: stakeholder who came to the open day indicated that the poor turnout can be a result advertising approach followed. For future engagements, the Municipality must use social media (Facebook), the local newspaper and platforms such as the Rates Payers Association to put out notices for consultations. Stakeholders further stated that the venue might have been a problem, some stakeholders do not have transport to access the venue.

Stakeholders emphasised that Franschhoek is a tourist town, therefore it should be pedestrianised to offer locals and tourists an opportunity to walk and enjoy the town. The Master Plan for Franschhoek must be reviewed to provide an understanding of the needs in Franschhoek. The process should have feedback loops, stakeholders are tired of participating in processes where they do not receive feedback.

13.5.5 Interviews

Municipal officials who could not attend the internal and the provincial workshops were interviewed.

13.5.5.1 Property Management - Stellenbosch Municipality – 6 May 2022

Stellenbosch municipality would like to remove street parking in parts of the old town centre to allow restaurants to take up more space on sidewalks and ensure adequate provision for NMT. To compensate for the loss in parking bays, the Municipality is investigating the construction of multi-storey parking lots, integrated into mixed-use building, in several peripheral locations, and one in a central location. While developers would like to redevelop low density non-heritage buildings into mixed-use higher density buildings without parking, the Municipality is not willing to relax parking requirements.

Stellenbosch municipality is planning two main bypasses on existing freeways: one to direct traffic to the west of Stellenbosch, and the other to direct traffic to the east of Stellenbosch. It is understood that much of the congestion in Stellenbosch is caused by traffic passing through Stellenbosch, and therefore the bypasses would alleviate congestion levels.

13.5.5.2 Housing Development - Stellenbosch Municipality – 6 May 2022

The Stellenbosch municipality currently has a backlog of 80000 houses. It has been identified that people living far from opportunities, and they must commute to access these opportunities. It is important that housing plans are integrative, they include transport and other key services. Services such as transport must not be an afterthought – they must be placed at the centre of a housing development.

A housing pipeline which is aligned with the SDF is currently being reviewed by council. There numerous housing projects that have been proposed:

- The Botmaskop project, this is a mixed-use high-density development planned to address housing gap and flisp housing. It was indicated that there are heritage and environmental concerns delaying the project;
- Kayamandi project, which would comprise 250 affordable units;
- The Northern extension which will accommodate between 5000 to 6000 units (mixed use: residential, light industrial, schools), and
- Jamestown project, phase one has been completed, two and three are in planning phase. This project will have a total of 2000 dwelling units.

There are 10 identified sites for infield developments and only four or five of these are likely to proceed to planning. There is a lot of resistance from residents, including the mayor, as these sites are near affluent residential areas and there is a concern that having affordable housing close by will result in reduce property values. The target price range for units in these developments is half a million to R1.2 million.

Klapmuts is likely going to be a major node in future as many developers have bought up land in the area. This has resulted in a dramatically increase in land prices as there is speculation that the University intends to have a satellite campus in the area. The rising land prices are making it challenging for the Municipality to develop affordable housing in the area.

13.5.5.3 Fire Services & Disaster Management - Stellenbosch Municipality – 6 May 2022

The fire services indicated that there are informal settlements in Kayamandi where it is difficult for taxis to access and for them to respond timeously and effectively. Azania informal settlement is one of these settlements that needs to be re-blocked with a road network as it cannot be accessed by fire trucks. There is a lack of planning in these informal settlements, and even after there has been a severe fire, the dwellings are reconstructed at the same density, without demarcated routes for vehicles, nor fire breaks. In 2013, around 1000 shacks burnt down and the Municipality had to give each owner a fire kit worth R9000. There are allegations that some residents start fires intentionally to receive the fire kit (this pattern is mostly observed during the festive season, which does coincide with the fire season). The budget for the current financial year allocated to fire and rescue in informal settlements is R2.7 million and this was consumed within just a few months.

13.5.5.4 Safety and Security - Stellenbosch Municipality – 6 May 2022

It is important that we address both realities and perceptions of safety and security on public transport in Stellenbosch. There is suspected taxi extortion taking place at ranks, where rival associations hold taxis with passenger's hostage until a release fine is paid. This is seen as a criminal violation rather than breach of by-law. Therefore, law enforcement officials cannot take any direct action and instead can only report such activities to SAPS as they are responsible for addressing criminal violations.

13.5.6 CITP Survey – 21 April 2022 – 16 May 2022

The Stellenbosch CITP survey was rolled out to assist the team understand travel patterns, transport needs and challenges in Stellenbosch to better plan for the CITP update. This was not a scientific survey, and it is one of the numerous surveys that were conducted as part of the process. The survey was opened from the 21st of April 2022 as part of the IDP process to the 6th of May 2022. It was reopened from the 11th of May 2022 to the 16th of May 2022 as per the request of the Stellenbosch University to enable more students to complete it. The survey had 27 questions and a total of 567 responses.

Survey findings:

- The results reflect that most respondents were between the ages of 31 to 60 years. Individuals under the age of 15 years did not take part in the survey.
- Over 80% of respondents use their private vehicles to travel within and around Stellenbosch.
- 75% of the survey respondents travel during peak hours.
- Over 60% of respondents have indicated that the state of mobility in Stellenbosch has worsened in the past 5 years.
- Safety and convenience are the two main factors that respondents consider when selecting their preferred mode of transport.
- 50% of the respondents indicated that they are neither satisfied nor dissatisfied with the reliability of the public transport trips (including e-hailing) in Stellenbosch.

13.5.7 Feedback workshops

Three workshops were conducted between the 29th – 30th of November 2022, to provide feedback on progress towards the Stellenbosch CITP. Stakeholders were updated on themes, priorities, and proposed innovations, based on research and consultations to date, as well as opportunities for collaboration.

13.5.7.1 Internal workshop - 29 November 2022

This was an internal workshop attended by Stellenbosch municipality officials and the project team. The project team made a presentation on the progress to date, proposed scenarios, and integrated transport concepts. The officials had an opportunity to input on the presentation and they have requested that the draft CITP be shared for further input. The turnout at the workshop had improved from the first workshop. As a result of excellent discussion, the following were drawn out:

- The Adam Tas corridor for local SDF was approved by Council on the 23rd of October 2022. It has been promulgated and it was advertised in November 2022.
    - Council has also approved the public participation process for the corridor and the overlay zone which is now open for public comment until the end of January 2023.
    - The overlay zone is a land use management tool that grants additional rights to all the properties that are located within the Adam Tas corridor as invested in terms of the local SDF. The tool is also a mechanism that Council use to enter into negotiations with potential developers.

- A Memorandum of Understanding was signed between the Municipality and the land owners collective.
- The MoU sets out the vision as depicted within the Adam Tas corridor and Local SDF.
- The corridor will not be developed at once.

- Currently developers market their development by including parking facilities, the CITP need to clearly define what it means by parking requirements.
- The focus must not only be on preserving heritage but also about celebrating every heritage within Stellenbosch.
- It has become more apparent that there is a need for behaviour change.
  - In terms of the willingness of students to change the way that they travel to and around Stellenbosch.

13.5.7.2 Taxi Association workshop - 29 November 2022

The taxi association workshop was attended by representatives from Stellenbosch and Kayamandi taxi associations, and the project team. The project team made a presentation on the progress to date, proposed scenarios, and integrated transport concepts. Stakeholders had an opportunity to input on the presentation. As a result of excellent discussion, the following were drawn out:

- The Municipality must improve their communication about new developments that have been planned.
  - This will assist taxi associations to plan better and apply for licences or permits on time.
- All development plans and applications must include a plan for public transport.
- The taxi industry is keen and would like to receive support on how they can improve their services and attract more commuters.
  - A system that can create an operating environment that's more conducive to meet the needs of the passenger.
- There is no relationship between law enforcement and taxi associations.

13.5.7.3 External workshop - 30 November 2022

This was an external workshop attended by Provincial officials and the project team. The project team made a presentation on the progress to date, proposed scenarios, and integrated transport concepts. The officials had an opportunity to input on the presentation and they have requested that the draft CITP be shared for further input. The turnout at the workshop was good. As a result of excellent discussion, the following were drawn out:

- The PRTF is being currently reviewed and it's still in the initial phases.
- It has become more apparent that there is a need for behaviour change.
  - The team must rethink the approach on how to get people out of private vehicles into public transport.
- The team must ensure that the stakeholder engagement process is citizen centric, and this can be achieved using different technological platforms.
- There is lack of ablution facilities at taxi ranks and places for covering when there is bad weather.
- The CITP must clearly indicate the number of formal and informal taxi ranks that are part of the study.

13.5.8 Key themes

- **Behaviour Change Communications theme:** this theme looks at the importance of shifting behaviour to reduce traffic congestion. This will entail having an effective communications plan to educate both internal and external stakeholders about the future impact of planning around the increase of motor vehicle usage as the main sources of transport. It should also include communications to encourage significantly increased use of public and non-motorised transport and to reduce the use of cars to a minimum. Communication with specific stakeholders, such as the University – to assist in motivating students to adopt cycling and walking in Stellenbosch, and Taxi Associations – to innovate and improve services so as to encourage more people, including potentially, tourists, to use their services, must also be undertaken. Communication should also

be used to create greater awareness about safety of cyclists and pedestrians, emphasising their roles in reducing congestion.

- **NMT theme:** stakeholders are keen to explore alternatives to motorised transport. The Municipality must take the steps to support this through recommendations such as taking away side parking to widen sidewalks. The plan must address concerns raised about the safety of cyclists, pedestrians, the elderly, and people living with disabilities. It is important that people living with disabilities can easily move in public spaces. Stakeholders have indicated that the installation of fibre lines have had some negatives impacts on people who use wheelchairs as the pavement was not properly fixed. The plan must also look at addressing cycling lanes and ensuring that these are safe for cyclists. A significant challenge is that the lanes are not connected into a full route, meaning that cyclists are at risk at intersections and traffic circles. The Fietsry Stellenbosch cycling map is available to input into the plan. Enabling more people to walk by ensuring that they are safe and there is enough space for them to walk. There is a big tree near the zebra lines cross on Azaliahof street which makes it difficult to cross the road.

- **Integrated public transport system theme:** develop an integrated public system by partnering with the taxi industry and other modes of public transport. Suggestions such as a universal ticketing system must be explored further, including integrating such plans with Provincial stakeholders. Therefore, it is important that the different stakeholders continue to engage to establish and improve relationships and explore what is possible in this regard.

- **Integrated land use:** the Municipality and developers must follow the mixed land use approach to address the traffic congestion issues, reduce the need for people to use cars to access services. One way to do this is to bring services closer to people to reduce their need to travel by vehicle. It is important that building plans are not centred on measures that accommodate increased private vehicle usage but on designing spaces that are responsive to identified challenges and incentivise less use of cars.

- **Safety:** stakeholders have raised concerns with regards to safety in public transport and public spaces. They have stated that the shift from private vehicles to public transport will be achieved if safety can be prioritised and achieved. It is essential that engagements with the public transport sector continue to explore ways to improve services and safety of commuters. This will not only have an impact on the safety of commuters but will also enable more opportunities for public transport providers such as taxis. The University indicated that safety is one of their biggest concerns for their students and it should be prioritised in transport plans. It is also important that the safety of pedestrians and cyclists is prioritised. Well-lit pedestrian routes, both in the town and in surrounding townships and settlements, would assist with this. Public toilets, designed and maintained to be safe and clean, would also assist in making pedestrians safer.

- **Climate change:** it is important that the plan considers climate change to ensure sustainability of interventions proposed. Although there were no practical suggestions about this from stakeholders, it is agreed that this is a core principle, both in the immediate and longer term. The plan must provide guidance in terms of what is possible to ensure that proposed interventions are sustainable and responsive to the rapidly changing environment.

- **Congestion:** congestion is a feature of almost all inputs; stakeholders all struggle with it, while many contribute to it, describing their journeys in and out of Stellenbosch as arduous and time-consuming, as well as having an impact on productivity. All measures to reduce dependency on private vehicles, must be included. Adopting measures to move to NMT and integrated public transport will have a positive impact on congestion, but planning must support this, in particular as relates to parking. Parking is inexpensive and this is seen as being responsive to the needs of private vehicles, whereas the opposite is needed. Congestions is also exacerbated by tourist buses that clog narrow streets. The idea of park and walk or park and connect with public transport should be pursued (this in conjunction with taxi associations). Stakeholders also said that if they could easily move to and from Stellenbosch by train they would prefer to do that than to sit in traffic.

13.5.9 Public Participation – CITP 2022-2026 – Municipal Notice No. 45/2023

13.5.9.1 Notice No 45/2023 – requesting written comments on the Stellenbosch CITP

Stellenbosch Municipality placed Notice No. 45.2023 – invited all Interested and Affected Parties to provide written inputs on the Draft Stellenbosch CITP 2022-2026 over a comment period of 30 days which closed on 12 May 2023. Written inputs were sent to the AECOM Consulting Team who amalgamated these into a schedule containing all comments and all persons/bodies who provided written comments on the CITP.

STELLENBOSCH

MUNICIPAL NOTICE/MUNISIPALE KENNISGEWING No. 45/2023

Public Participation - Comprehensive Integrated Transport Plan (CITP) 2022-2026

Stellenbosch Municipality has prepared a draft Comprehensive Integrated Transport Plan (CITP) to provide, develop, manage and integrate, for all modes of transport in its areas of jurisdiction. It seeks to enhance the effective functioning of the town and surrounding rural areas through integrated planning of transport infrastructure, facilities and operations within the context of the Municipality's IDP and land development objectives. This includes planning for the role of non-motorised forms of transport such as walking and cycling and encourage sustainable modes of transport such as public transport and increased numbers of passengers per vehicle.

The Stellenbosch Municipality invites all members of the public and other interested and affected parties, to participate in providing written input on the Draft Comprehensive Integrated Transport Plan 2022 -2026 for the Stellenbosch Municipal area. The draft CITP can be downloaded from the Municipality's website, or a hardcopy can be reviewed at any ward office or public library. The comment period is open for 30 days and the deadline to provide comments is 12 May 2023. Written submissions should either be mailed to Nina Otto - nina.otto@aecom.com or submitted at Infrastructure Services Office, Roads & Transport Department at 71 Plein street, 2nd floor (Ecclesia Building).

Your input is valued and should you have any enquiries, please contact the infrastructure services Directorate's on (021) 808 8222.

Visit https://stellenbosch.gov.za/transport/to access the Draft CITP document and provide your input

Geraldine Mettler
Municipal Manager

Publieke Deelname - Uitnodiging na Omvattende Geïntegreerde Vervoerplan (OGV) 2022-2026

Stellenbosch Munisipaliteit het 'n konsep Omvattende Geïntegreerde Vervoerplan (GOV) opgestel om voorsiening te maak, te ontwikkel, te bestuur en te integreer, vir alle vervoermiddels in sy jurisdiksiegebiede. Daar word gepoog om die funksionering van die dorp en omliggende landelike gebiede te verbeter deur middel van geïntegreerde beplanning van vervoer infrastruktuur, fasiliteite en bedrywighede binne die konteks van die Munisipaliteit se GOP en ontwikkelingdoelwitte. Dit sluit beplanning vir die rol van nie-gemotoriseerde vorme van vervoer soos stap en fietsry en volhoubare vervoermodusse soos openbare vervoer meer passasiers per voertuig in.

Die Stellenbosch Munisipaliteit nooi alle lede van die publiek en ander belanghebbende en geaffekteerde partye uit om deel te neem aan die verskaffing van skriftelike insette oor die Konsep Omvattende Geïntegreerde Vervoerplan 2022 -2026 vir die Stellenbosch Munisipale area. Die konsep GOV kan van die Munisipaliteit se webwerf afgelaai word, of 'n hardekopie kan by enige wykskantoor of openbare biblioteek nagegaan word. Die kommentaartydperk is oop vir 30 dae en die sperdatum om kommentaar te lewer is 12 Mei 2023. Geskrewe voorleggings moet of gepos word aan Nina Otto - nina.otto@aecom.com of ingedien word by die Infrastruktuurdienste kantoor, Paale en Vervoer departement by Pleinstraat 71, 2de vloer (Ecclesia-gebou).

U insette word waardeer en indien u enige navrae het, kontak asseblief die Direktoraat Infrastruktuurdienste by (021) 808 8222.

Besoek https://stellenbosch.gov.za/transport/om toegang tot die Konsep GOV-dokument te kry en jou insette te lewer

Geraldine Mettler
Munisipale bestuurder

13.5.9.2 Interested and affected parties who provided comments

In total there were 1 104 Interested and Affected parties who provided written comments on the Draft CITP. Comments were received from:

- 1 080 different individuals (in their personal capacity/as business owners/as with involvement at university, etc);
- Franschhoek Heritage and Ratepayers Association;
- Franschhoek Public contribution;
- Transport Futures (Richard Gordge);
- Passenger Rail Agency of South Africa;
- Friends of Stellenbosch;
- Stellenbosch Interest Group;
- Stellenbosch Ratepayer's Association;
- Heritage Foundation;
- Fietsry NPC;
- Western Cape Government (WCG) Mobility Department;
- WCG Department of Infrastructure, and
- WCG Environmental Affairs and Development Planning.

13.5.9.3 Main issues raised by Interested and affected parties

The main topics of the written comments that were made, include:

- The planning of Adam Tas corridor especially with regards to Public Transport and Non-motorised Transport;
- Objections to the planning of Dorp Street dualling;
- Objections mainly (but not exclusively) to cultural heritage aspects of the Jamestown Roads Masterplan;
- Matters related to the status quo of freight transport moving through Franschhoek;
- Dissatisfaction with the planning of a pedestrian bridge over the R304 Kayamandi;
- Investment in road infrastructure and parking (disagreement on the Roads Masterplan);
- Development of a Public Transport system;
- The need to put higher priority on Non-Motorised Transport;
- Passenger Rail Services and service resumptions has not been adequately addressed, and
- Some General comments included:
  - Misalignment with the MSDF and IDP;
  - Need for scenario-based assessment work;
  - Need for an integrated need-based assessment;
  - Alignment with PTSP;
  - Stakeholder participation fatigue and need for better feedback on matters raised;
  - Not maintaining the urban edge;
  - Problems with freight in the Stellenbosch CBD;
  - Proposal on light rail, and
  - Need for improved overload control and law enforcement.

Refer to **Appendix F** for a summary of the comments received and the relevant responses thereto.

13.6 Conclusion

There are several themes that have been identified through the stakeholder engagement process. Through discussions, the data indicates that the Municipality needs to help the people of Stellenbosch understand the impact of accommodating the increase of vehicles in developmental plans. This will require a shift in behaviour to get people to move from having several vehicles to one vehicle and ultimately a non-motorised town. Behaviour change programmes must be addressed at both internal and external stakeholders. The approach must start with enabling a municipal official to understand that building more parking will result in an increase in the number of vehicles. Find a balance to accommodate different views while addressing environmental challenges. The parking issue is one recommendation with conflicting views, there are stakeholders that have suggested that legislation needs to be amended to remove the requirement of parking in development plans. Some stakeholders have argued that it would be unrealistic not to include parking in development plans as this will only have a negative impact on those using the space. The public have gone as far as recommending that side parking on the roads must be removed to expand sidewalks and create a pedestrianised town.

Several stakeholders have indicated that a NMT approach only looks good on paper, and it would be a challenge for the Municipality to achieve such an approach. Some have gone as far asking what will happen to all the cars? Creating a pedestrianised town will only mean that the traffic is displaced from the inner town to elsewhere. Interventions such as the park and ride will require the Municipality to build parking bays outside of the town. This will not achieve a NMT town, there will still be a vehicle dependency, but people will not be allowed to bring their cars to the town centre.

All these proposed interventions are inter-dependent. Prohibiting vehicles in centre parts of the Municipality would mean that the Municipality must develop precincts where people can access services and opportunities closer to their place of residence. This might not be feasible in areas where the development must be housing developments to address gaps. Participants have indicated that there are interest groups that can influence where and when developments take place and without the buy-in of those groups it would be impossible to achieve such interventions.

How do you convince a young person that they do not need a vehicle or a person who has never used public transport that it is safe to use taxi? The University indicated that 90% of students have vehicles. This is a challenge because the university does not have sufficient parking to accommodate all these vehicles, and this has resulted in students using public parking. It is important that perceptions towards public transport especially taxis are changed. Some of the concerns are not just perceptions but reality. We need to offer people alternatives that are reliant, reliable, comfortable, predictable, and safe if we want them to leave their vehicles at home and use public transport. Public transport service providers must understand the needs and concerns of people to effectively address them.

A significant number of comments were relating to investment in road infrastructure and the Municipality's perceived bias towards private vehicle traffic, congestion and parking and resolving issues largely associated with cars through infrastructure development and investment. However, the Municipality emphasises that it endeavours to provide and equitable service in terms of transport to all communities in Stellenbosch, which would include the establishment of a sustainable road network.

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APPENDIX A: PUBLIC TRANSPORT PLAN

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APPENDIX B: DETAILED TRAFFIC SURVEYS OCT-NOV 2022

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APPENDIX C: STELLENBOSCH INFRASTRUCTURE SERVICES 10-YEAR BUDGET

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APPENDIX D: SHORT-TERM NMT PROJECTS FOR STELLENBOSCH MUNICIPALITY

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APPENDIX E: STB RMP PROPOSED ROAD PROJECTS (including Provincial road projects)

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APPENDIX F: SUMMARY OF COMMENTS RECEIVED AND RESPONSES

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ANNEXURE B

1 Public Transport Plan

1.1 Introduction

Stellenbosch Municipality's vision for the region is for it to be a "Valley of Opportunity and Innovation". Well-functioning, accessible, convenient, and comprehensive public transport is integral to the realisation of this vision. This Public Transport Plan therefore intends to support the realisation of the following goals:

- to support the development of an effective and well-functioning public transport system;
- to facilitate the investment in a supportive infrastructure network that prioritises walking, cycling, and public transport.

To set broad goals and defined objectives of the public transport plan, Stellenbosch Municipality must determine what future appearance and character the public transport system needs to have. Once the goals and objectives are determined, strategies must be developed to achieve the goals and objectives.

The strategic focus areas, as well as their transport elements, gaps, and actions required, are presented in Table 6.1.

Table 1.1: Strategic Focus Areas

Focus Area	Transport Elements needed to respond to Strategic Focus Areas	Gap	Actions Required
Valley of Possibility	Would require well functioning network of transport services and infrastructure.	Current road network hinders growth possibilities. Congestion will discourage economy and cause business to locate elsewhere.	Road network improvements. Identification of effective freight network and supporting infrastructure. Effective public transport and NMT systems for access to opportunities.
Green and Sustainable Valley	Would require sustainable transport modes and practices.	Not effective public transport or walking and cycling modes.	Public Transport, walking and cycling network and other improvements. Manage travel demand to improve air quality.
Safe Valley	Would require safe and secure transport system.	Currently safety and security a challenge within public transport and use of walking/cycling modes.	Road safety projects to improve safety practices. Establish safe and secure public transport and NMT systems.
Dignified Living	Would require transport system which serves all including minority, poor and marginalised.	Public transport which services marginalised is limited.	Implement public transport systems that are accessible and affordable for all.
Good Governance and Compliance	Would require effective management structures and enforcement within transport.	Current governance and compliance not effective impacts delivery of transport.	Streamlined governmental processes with accountability for effective implementation of transport solutions.

1.2 Policies and Strategies

The following legislation and policy directives (as discussed in Section 2) are applicable to the CITP:

- National Land Transport Act, 2009 (and the updated Act, once the current proposed National Land Transport Bill, currently under consideration, is promulgated)
- National Land Transport Strategic Framework 2017
- National Transport Policy 2017
- Western Cape Government Strategic Goals
- Western Cape Provincial Land Transport Framework 2011
- Cape Winelands District Integrated Transport Plan 2016
- Stellenbosch Roads Master Plan 2019
- Stellenbosch Integrated Development Plan 2022
- Stellenbosch Quo Vadis 2015
- LED Strategy and Action Plan 2014

1.2.1 Summary of Key Policy Documents Relating to Public Transport

1.2.1.1 National Land Transport Act, 2009

Based on the 2009 NLTA Minimum Requirements for the Preparation of Integrated Transport Plans, 2016:

- An Intermodal Planning Committee must be established to focus on integrating public transport with a specific focus on integrating passenger rail services
- A Public Transport Plan and Transport Register is required with each CITP
- The Public Transport Plan replaces the requirement for a Rationalisation Plan and OLS
- The focus of the Public Transport Plan is to integrate the public transport network, services, and modes

The NLTA Amendment Bill (2016) also presents amendments and additions to the 2009 NLTA, incorporating focus on integrated planning, universal accessibility, and OL review and rationalisation.

1.2.1.2 National Transport Policy, 2017

The key objectives of the revised National Transport Policy (NTP) of 2017 are listed in the first column of Table 1.2. The current status quo of Stellenbosch Municipality measured against these objectives is presented in the second column.

Table 1.2: Policy Objectives Against Stellenbosch Municipality Context

Objective as per the National Transport Policy 2017	Objective Realisation in the Context of Stellenbosch Municipality
1. Accessibility	• **Safe, reliable, and affordable transport are not widely available. There is a lack of universal accessibility on public transport.** • **Transport Universal Access audits are now part of policy in developing ITPs.**
2. Rural transport	• **The farming community surrounding Stellenbosch. The policy requires that rural transport programmes need to be identified and assessed.**
3. Integrated ticketing system	• **Policy states that NDoT should continue to drive, facilitate, and assist in funding.** • **Feasibility in Stellenbosch Municipality unknown**
4. Performance monitoring	• **Developing information systems for monitoring and enforcing policy on PT services.**

Objective as per the National Transport Policy 2017	Objective Realisation in the Context of Stellenbosch Municipality
5. Planning and regulation	• **Policy requires ITPs to integrate all modes of public transport which in Stellenbosch includes:** o **Rail services** o **MBT operations** o **e-hailing operators** o **Non-motorised transport**

The NTP 2017 also identifies that there is a lack of institutional capacity to prepare and implement transport plans, and that inadequate law enforcement contributes to the issues faced by the operating licensing system (unlicensed operators specifically in MBT).

1.2.2 Summary Major Existing "External" Strategies, Proposals and Projects

1.2.2.1 Cape Winelands DITP concepts, key strategies & projects

In terms of public transport (PT), the Cape Winelands (CW) District Integrated Transport Plan (DITP) 2016-2021 presents the following proposals for implementation throughout the district:

- Rationalisation of operating licenses (OLs) to reduce oversupply
- No data on the Stellenbosch context was provided
- Law enforcement is key to the successful implementation of an OLS
- Establish an electronic database for monitoring and regulation
- Establish a Communication Forum where local government and operators can communicate on matters regarding PT

The DITP does not present PT improvements for the Stellenbosch Local Municipality but highlights the findings of the 2016 CITP review of applicable legislation and policy changes.

1.2.2.2 Western Cape PLTF concepts, proposals & major strategies

The Western Cape Provincial Government has the following strategic objectives that relate to public transport in general:

- PSG 1: Create Opportunities for Growth and Jobs - Improve the efficiency of the region's transport system.
- PSG 2: Improve Education Outcomes and Opportunities for Youth Development – access to education through transport.
- PSG 3: Increase Wellness and Safety, and Tackle Social ills - Inclusive, safe, and healthy communities – reduction in road fatalities.
- PSG 4: Enable a Resilient, Sustainable, Quality, and Inclusive Living Environment – energy consumption and emissions.
- PSG 5: Embed Good Governance and Integrated Service Delivery through Partnerships and Spatial Alignment – improved coordination between spheres of government.

The Western Cape (WC) Provincial Land Transport Framework (PLTF) in terms of public transport focuses on integrated transport systems, the improvement of passenger rail, NMT, and universal accessibility needs to be considered in each initiative. The WC PLTF presents the following strategic interventions relating to PT that tie into the Department of Transport and Public Works (DTPW) Programmes:

- The establishment of a draft Provincial Public Transport Institutional Framework (PPTIF) for the delivery of integrated public transport
- Develop a funding strategy for public transport in terms of both addressing capital requirements and operational subsidisation
- Coordination, implementation, and management of Integrated Public Transport Networks in high priority non-metro areas of the Western Cape

- Ensure the establishment of an appropriately regulated transport environment to address regulatory and compliance challenges

1.2.3 Previously Updated Stellenbosch CITP Concept, Key Strategies, and Proposals

The 2016 CITP focuses on the development of an integrated public transport service network within Stellenbosch Municipality and presents a framework for a public transport service network that integrates with the City of Cape Town's Bus Rapid Transit system. This integrated service network introduces the viability of utilising articulated- and midi-buses to alleviate traffic congestion along main arterials that run through Stellenbosch town. In terms of infrastructure projects related to public transport, the 2016 CITP proposes passenger shelters located at key roadside stops, vehicle flow improvements in terminal facilities, and providing roadside stops with embayments, as well as NMT infrastructure along the existing service network (Royal Haskoning DHV, 2016).

The 2020 revised CITP focuses on the need for the development of a Public Transport Plan and presents the findings of the revised Operating License Plan (OLP) of 2019. The proposed interventions listed under public transport improvements are not clearly defined and highlight that further investigation through a Public Transport Plan is required to identify concrete projects. Some of the elements listed in the recommended improvements table include rail as a regional and local connector, intra-municipal services between main suburbs of the municipality, and regional road connections, such as a high vehicle capacity bypass.

The 2020 revised CITP also proposed that additional operating licenses be issued, due to the high demand for minibus-taxi services, and the high prevalence of illegal operators within Stellenbosch Municipality (Innovative Transport Solutions, 2020). The OLP identified that there is a need to increase the number of operating licenses issued along specific routes and to service areas of planned development, ensure greater enforcement of operations focusing on illegal operators, correct route descriptions that reflect current operations, and through the Provincial Regulating Entity (PRE), remove operating licenses of deceased owners.

Both CITP documents highlight the constraints with regards to public transport project interventions, of which the main constraints are funding at a municipal level (large projects will require Provincial Government budget), and the lack of municipal staff capacity to support the implementation and monitoring of projects.

The most pressing public transport concerns, and the recommended public transport improvements reflected in the 2020 Stellenbosch CITP, are shown in Table 1.3 and Table 1.4.

Table 1.3: Key Public Transport Concerns in Stellenbosch (ITS Global, 2020, p. 78)

Issue	Description
Poor integration with other modes	Various public transport modes are not well integrated i.e., services, payment methods, infrastructure, transfers, timetables, etc.
Limited access of existing PT services	Particularly limited for national (long distance) and regional (intermunicipal) connections. • Access at local levels is provided by MBTs and serve mainly specific lower income neighbourhoods. • MBT routes typically end at Bergzicht rank or Stations, no or limited circulation into towns • No airport services
Services concentrated during peak periods	• Higher service levels during peak periods • Longer waiting times during off-peak periods • No night services – start operating after 06:00 and end before 19:00 • Limited PT transport services to access medical assistance in an emergency after-hours. Usually comes at a higher cost if needed.
No travel time advantage	• There is no dedicated PT infrastructure, thus MBTs (which are the main PT service providers) are subject to general traffic congestion • PT offers no travel time advantage, and thus there is little incentive to shift from private vehicles. They serve mainly low-income population who are captive riders
Limited PT infrastructure	• Ranks are not used during peak periods, which are the busiest times • Passengers collected in neighbourhoods where no public transport facilities or shelters • No lighting and poorly designed urban spaces are unsafe and uncomfortable • No formal long-distance facility.
Rail is currently not operating	• Rail services have been stopped • The timeline for service returning is uncertain • PRASA has no strategy to regain passengers lost • Stellenbosch and Du Toit Stations are not ideally located - there have been proposals to relocate them, although it is unclear whether this would be feasible (funding/space).
Not universally accessible	Vehicles and infrastructure do not accommodate people with special needs

As indicated in Table 1.3, the municipality lacks formal public transport services. At present, only informal minibus-taxis operate intra- and inter-municipal services. There are no larger capacity bus operators (previously, Golden Arrow Bus Service operated a service between Somerset West and Stellenbosch Town, however this no longer operates) or rail services providing viable alternatives for passengers travelling from outside of Stellenbosch Town (again, Metrorail previously operated passenger rail services across the municipality, however these have not been in service for several years).

Since there are no dedicated lanes for public transport services, minibus-taxis run in mixed traffic. Consequently, their users are at travel time disadvantage, relative to private transport users. As a result, most minibus taxi users are captive, rather than choice users. Ranking facilities are underutilised during peak periods, due to the nature of minibus-taxi operations, where trip generators and attractors are not from or to the ranking facilities, but rather from surrounding suburbs, where passengers are typically dropped/picked up enroute.

Table 1.4, extracted from the 2020 Stellenbosch CITP, provides a summary of recommended public transport improvements.

Table 1.4: Summary of Recommended Public Transport Improvements (ITS Global, 2020, p. 83)

Elements	Improvements/Upgrades	Possible Project/Actions
Regional Road Connections	• **Strong regional road connections to existing or planned higher order urban settlements (Stellenbosch, Franschhoek, Klapmuts)**	• **New roads or road upgrades to include a**

Elements	Improvements/Upgrades	Possible Project/Actions
		bypass with access to national routes • High capacity arterial which accommodates dedicated road-based public transport north and south of CBD
Rail as a regional and local connector	• Regional and national access improved via rail • Inter-municipal rail services with improved access Paarl, Somerset West, Bellville, and Cape Town • Intra-municipal rail movement for local access in Stellenbosch Municipality i.e., between Klapmuts, Muldersvlei, Koelenhof, Du Toit, Stellenbosch, Vlottenburg and Lynedoch • Rail services between Somerset West to Paarl or limited within Stellenbosch Stations	• Lobby PRASA to improve rail services • Prepare feasibility of private rail services
Short-term	• Quality of vehicles • Quality of drivers • Public transport stops (seating, lighting, shelter) for high demand locations	• Driver training programmes • Prepare a Public Transport Plan • Shelters and stop upgrades • TOD developments around stations and stops
Operational	• Use of technology to improve customer experience, ticket purchasing, system monitoring • Scheduling during peak periods and on-demand • Booking system for off-peak periods, night, or emergency needs • Integration between modes and services • New services to expand to unserved neighbourhoods and new developments • Expanding hours of operation outside peaks • Public transport stops (seating, lighting, shelter) for high demand locations	• Prepare a Public Transport Plan • Prepare Operations Plan
Regional Road Based Services	• High demand inter-municipal O-Ds (Somerset West, Bellville, Cape Town, Airport, Paarl) • Scheduled with on-demand outside core hours • Access to stations and town MBT ranks • Booking and payment system using an app; also flagging delays • Park and rides available with affordable secure parking (must be worthwhile to use service • Infrastructure for comfortable and safe waiting areas	• Next OLP: Investigate need for new services and OLs required • Prepare Public Transport Plan and investigate elements for improving regional road-based services
Intra-Municipal or Neighbourhood Services (Idas Valley, Cloetesville, Kayamandi, Franschhoek, Klapmuts, Vlottenberg, etc.)	• Existing restructured routes • Neighbourhood circulation for collection • New routes based on new housing proposals • Core operation time within peak periods • Alternative booking and system for services outside peak periods perhaps more flexible or on-demand system	• Public Transport Plan and investigate new or supplemental routes and alternative booking systems during off-peak
Local CBD Circulation Service (Stellenbosch,	• Funded by business, university, and development • Contributions operated by existing MBT operators and vehicles, but with branding, driver training,	• Local CBD Circulation Plan

Elements	Improvements/Upgrades	Possible Project/Actions
Franschhoek, Klapmuts)	**vehicle cleanliness, safety, and quality specifications** • **Stellenbosch access from stations and parking garages to CBD and University** • **Klapmuts – planned with proposed industrial growth**	

Table 1.4 provides a brief list of potential interventions intended to improve public transport within the municipality. It should however be noted that the first intervention under "Regional Road Connections" is not a public transport intervention (despite being categorised as such). The construction of new roads and increasing road capacity for all road users does not promote sustainable mobility, rather, it encourages increased private vehicle use. The construction of a high-capacity arterial route, which would accommodate dedicated road-based public transport north and south of Stellenbosch town centre, would however be highly beneficial to public transport users. Dedicated infrastructure for public transport could potentially attract choice users, especially if service quality and standards of minibus-taxi operations and vehicles were to be improved.

1.2.4 Existing Issues and Concerns Based on Previous Plans

In this section the main transport problems and issues are presented, as identified by households during the NHTS (2020) (see 3.3.9.1) and identified during the first set of stakeholder engagements (April and early May 2022, presented in section 3.3.9.2).

1.2.4.1 Transport problems identified by Households

Households were asked to indicate the two main issues they have with transportation. In Table 1.5, the available response options are listed, and ranked in order from most to least frequent. The top concerns were found to be related to accessibility and levels of service, as well as safety concerns.

Table 1.5: Transport problems identified by Households (NHTS, 2020)

Issue	Description	Value
1	No buses available	1,609
2	No taxis at specific times e.g., late at night	1,758
3	Congestion	1,773
4	Reckless driving by taxi drivers	1,795
5	Crime	1,827
6	Trains are not reliable	1,830
7	No trains available	1,863
8	Overload	1,879
9	Parking	1,920
10	Trains too far	1,947
11	Rude drivers	1,960
12	Taxis too expensive	1,970

1.2.4.2 Summary of general concerns and issues on transport

Following on the issues and concerns that were raised during the 2020 update of the CITP, and the concerns and issues identified through the stakeholder consultation process for this update the issues and concerns can be summarised as follows:

- Poor integration with other modes
- Limited access to existing public transport services
- Services concentrated during peak periods
- No travel time advantage

- Limited public transport infrastructure
- Rail service unreliable when operational (currently not operational at all)
- Current services are not universally accessible

Based on the stakeholder engagements conducted as part of this revision of the CITP

As part of this revision of the CITP, the project team conducted a series of stakeholder engagements. The following paragraphs provide an overview of the outcomes of the public transport aspected discussed during these engagements.

During an engagement with the minibus-taxi associations it was mentioned that the industry had lost 40% of their income due to COVID-19 and as a result there of, some operators had their vehicles repossessed due to not being able to meet repayments. The associations also shared that they have experiences an increase passenger demand due to passengers choosing public transport over private vehicles due to an increase in petrol prices, and more people are receiving social grants due to job loss during the COVID-19 pandemic, also resulting in an increased patronage to reach grant collection points.

The minibus-taxi associations communicated that they are willing to work towards a more formalised service as they acknowledge that passengers are more inclined to utilise their services if the service is predictable and offers a ticketing system which removes the existing cash-based fare system. The associations also propose that the industry be consulted when it comes to the planning in providing parking solutions, taxi ranking facilities and new developments such as malls and residential areas.

During an engagement with larger stakeholders such as Western Cape Province, Cape Winelands, PRASA and Stellenbosch University, each stakeholder expressed their major challenges relating to transport service provision within Stellenbosch Municipality. The key discussion points related to public transport revolved around communicating behaviour change focusing on shifting passengers from private vehicles to more sustainable alternatives such as the University Shuttle service; taxi-rank facility improvements planned and the importance of including the provision of infrastructure for informal trading at these facilities; introduce incentive programmes in minibus-taxi service provision to improve safety for operators and users; and the importance of reinstating rail services and improving service provision to attract new passenger demand. The engagement was concluded by highlighting the need to collaborate as stakeholders to address challenges faced by stakeholders.

The details of each stakeholder engagement are presented under the Section 13: Stakeholder Consultation section of this report.

1.2.4.3 Spatial Development Framework

Chapter 4 of this report provides a summary of the Spatial Development Framework (SDF), approved by the Stellenbosch Municipality Council in 2012. The SDF focuses on high density development at strategic nodes such as the Adam Tas Corridor, Stellenbosch town centre and Klapmuts. These nodes are connected by rail (although currently not operational) and road. When identifying public transport interventions, it is critical that solutions be proposed that will enable improved accessibility to and along the corridors that connect these nodes.

The SDF presents eight strategies and specific spatial policies to support the SDF concept and settlement plans. Public transport, along with NMT, and shared vehicle travel are identified as levers to support the realisation of three of the eight strategies, namely:

- (4) Clarify and respect the different roles and potentials of settlements in SM and maintain the identity of each;
- (5) Ensure a balance approach to transport in SM, that appropriately serves regional mobility needs and local level accessibility improvements; and
- (6) Develop all settlements as balanced, inclusive, appropriately serviced, communities, negotiable through NMT and exhibiting a positive relationship with surrounding nature and agricultural land.

Strengthening the role played by rail-based public transport is also identified as being critical to serve regional mobility needs, and local accessibility. The SDF also indicates that public transport and NMT infrastructure is to be incorporated in all developments, shifting the focus towards providing infrastructure for sustainable transport modes.

1.2.4.4 Integrated Development Plan

The Stellenbosch Municipality IDP makes provision for a select few public transport planning projects, with allocated budget estimations between 2022 and 2025. These projects are listed in below (note that this is not the full list of projects presented in the IDP):

- Continued feasibility studies to establish a transport operating company
- Development of business model for a Transport service for persons with disabilities in Stellenbosch
- Park and Ride (Transport Interchange)
- Public Transport Infrastructure (Public Transport Shelters and Embayments)
- Re-design of Bergzicht Public Transport Facility
- Taxi Rank - Franschhoek

The 2022 IDP also identifies the need for an alternative rail service along the Baden Powell Drive-Adam Tas (R304) corridor. The IDP highlights the requirement of a feasibility study to introduce a more frequent passenger service along the corridor potentially including lighter rail stock in the form of a "tram" system. Another alternative proposed in the 2022 IDP is to explore the viability of a regular bus service along this corridor.

Each project listed in the 2022 IDP has an allocated amount of proposed budget per financial year. These budgets are either provisional estimates for annual work, or provisional budgets for ongoing projects and studies that have already commenced and require further funding. The IDP also presents a table of projects under the *Implementation Plan: Comprehensive Integrated Transport Plan* (on page 126 of the IDP).

The following list of projects are presented as public transport projects included in the 2020 CITP (5 of which are also present in the IDP).

- Investigations and assessments reports for mechanism for the Internal Transport Feeder System from park and ride areas to the CBD.
- Facilitating the implementation and optimisation engagements of the Public Transport System
- Submission of assessments reports for management of park and ride facilities to the Municipal Manager.
- Submission of an assessment report to the Provincial Department of Transport on the implementation of public transport lanes on the R44 (from both directions Stellenbosch – Somerset West).
- Engagements with the University to collaborate on the implementation and improvement of park and ride facilities and shuttle services for students.

These projects can therefore be considered as key projects since the municipality has already assigned budget through the IDP. The projects proposed as part of this revision of the CITP are presented in **Table 1.12** at the end of this section of the report.

1.3 Overall Network Design

The overall network design presents the high-level vision of the proposed rail and road-based services, contracted and non-contracted for Stellenbosch Municipality. Therefore, summarising the potential interventions put forward under sections 1.4, 1.5, 1.6 and 1.8 hereafter. The overall network, presented in the sub-sections below, design also ties in with the future transport concept presented in section 2.6 of this report.

1.3.1 Preferred modes for routes and corridors

The preferred modes for routes and corridors were identified through the assessment of the status quo of existing services and development of new interventions within Stellenbosch Municipality. The existing services and new interventions speak to the policies for rationalisation of existing and development of new contracted services and refocusing the of non-contracted such as minibus-taxis. Figure 1.1 presents the preferred modes based on the interventions proposed in this public transport plan.

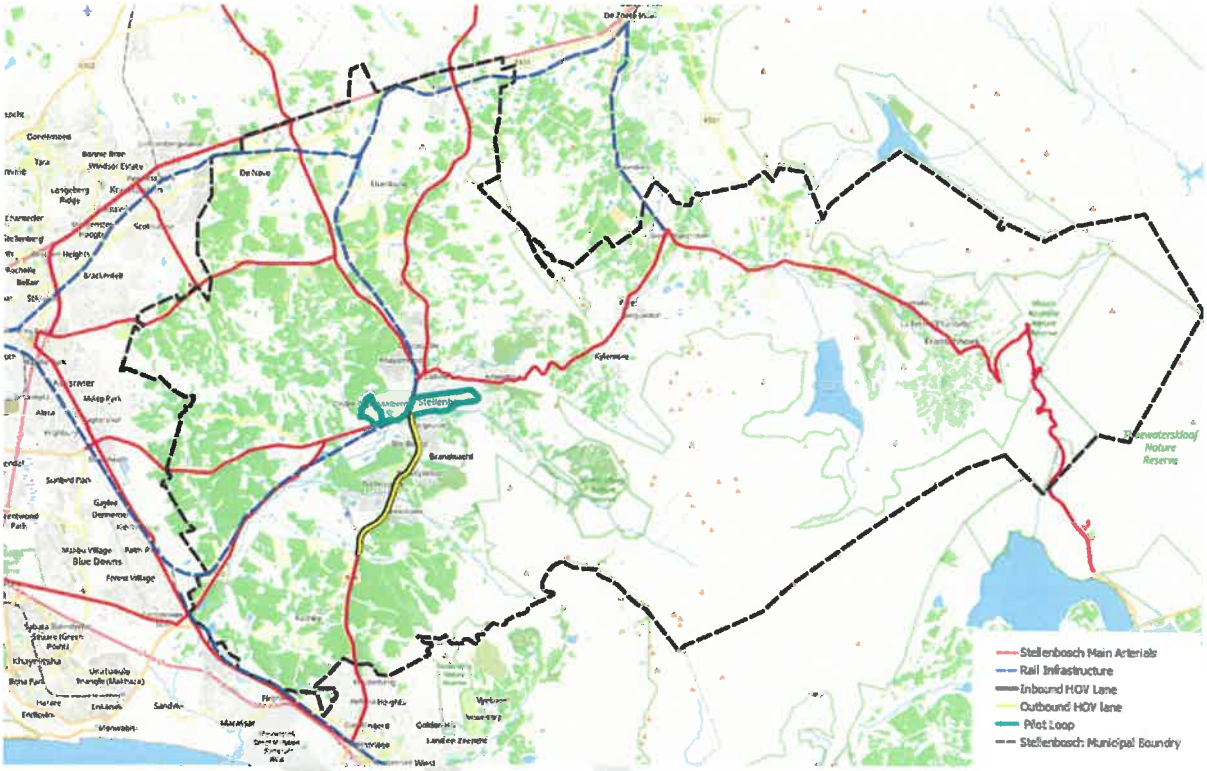


Figure 1.1: Overall network design

The main arterials, indicated in red, resent the existing road network on which road-based public transport (minibus-taxis), learner transport and tourism services operate, along with private vehicles. These routes present the road-based transport alternatives with origins and destinations from outside of the municipal boarder. The R310 (from Eersteriver) and the R304 (from Durbanville/Brackenfell) compete with the existing, although not yet operational, rail services indicated in blue. The three other main arterials namely, the R44 (both from Somerset West and Klapmuts) are not spatially aligned to compete with rail services.

The provision of HOV lane infrastructure and public transport priority measures on arterials (highlighted in yellow), more specifically piloting these concepts along the R44, promotes the development of new contracted services by allowing minibus-taxi operators to formally provide contracted services between the proposed park-and-ride facilities and Stellenbosch town centre.

The scheduled shuttle services is not limited to servicing the park-and-ride facilities but will also link key nodes such as Kayamandi, University facilities, rail stations, proposed new ATC stops, and higher-density residential areas. A proposed central pilot loop (in light blue) that services the Devon Valley and Uniepark (through the ATC and Bergzicht Taxi Rank) is another scheduled service that promotes contracted services.

Due to the current lack of route and timetable transparency for new users to utilise the minibus-taxi services, the rolling out of the various shuttle services presents the ideal opportunity to include technology as a source of information. Technology not only can provide for online timetables and route O-Ds but also can allow for ticketing, fare collection systems, and even e-hailing technology. By incorporating technology as an integral mechanism for these proposed shuttle services, the

opportunity arises for new passenger demand to utilise these services. Potentially attracting students who would previously only use their private vehicle as preferred mode of choice.

These proposed shuttle services provided by contract minibus-taxi operators is one of the incremental approaches (a hybrid approach) to establishing an IPTN service that ties into the current MyCiTi service provided in the Cape Metropole. Minibus-taxis are demand-responsive and can potentially be even more popular if technology is implemented to attract new demand. The IPTN Business Plan (2017) unpacks the concept of a more flexible approach when incorporating the minibus-taxi industry in to formal services (City of Cape Town, 2021).

Commuter rail services are to be reinstated to attract the lost passenger demand which diminished due to the ceased operations during the Covid 19 pandemic. Together with the ATC initiatives, there is an opportunity to fully integrate commuter rail with the proposed shuttle services and NMT route network within Stellenbsoch town centre.

In terms of the roll-out of the overall network design, Table 1.12 presents initiatives that form the building blocks of developing an integrated network of transport services. Each initiative has an estimated timeline in years. These implementation timelines are however subject to further investigation and will need to be refined through the drafting of feasibility studies.

1.4 Commuter Rail Plan

In this section, rail transport will be briefly discussed. Firstly, the national rail policy is briefly noted. Secondly, rail infrastructure and services prior to covid 19 are presented. It must be noted that due to the covid 19 pandemic, rail services across the country ceased to operate. This is still the case in Stellenbosch Municipality at the time of writing this section. Thirdly, the proposed rail improvements and interventions from previous CITP(s) are discussed. This is followed by the fourth sub-section, which discusses the way forward for rail and Stellenbosch Municipality.

1.4.1 National Rail Legislation

The national rail policy highlights the following key components of commuter rail (Western Cape Government, 2016):

- Maximising the competitive and environmental advantages of rail transport for moving high volumes of people,
- Encourage appropriate use of rail transport through promoting effective intermodal planning, efficiency, regulation, facilities, and collaboration,
- Enable private sector participation on mutually agreed terms where latent capacity exists,
- Subsidies (where provided) must be transparent, targeted, and monitored,
- Safety and security for railway passengers are of prime importance,
- Adequately protect and secure railway assets and those of passengers.

1.4.2 Rail Infrastructure and Services Prior to Covid 19

The Western Cape has extensive rail infrastructure (see Figure 1.2). 90% of the services originate or terminate at Cape Town station, while the other 10% originates or terminates at Bellville However, the length of the railway line within Stellenbosch Municipality is only 18km, which includes seven stations namely (Innovative Transport Solutions, 2020):

- Klapmuts
- Muldersvlei
- Koelenhof
- Du Toit
- Stellenbosch
- Vlottenburg

- Lynedoch

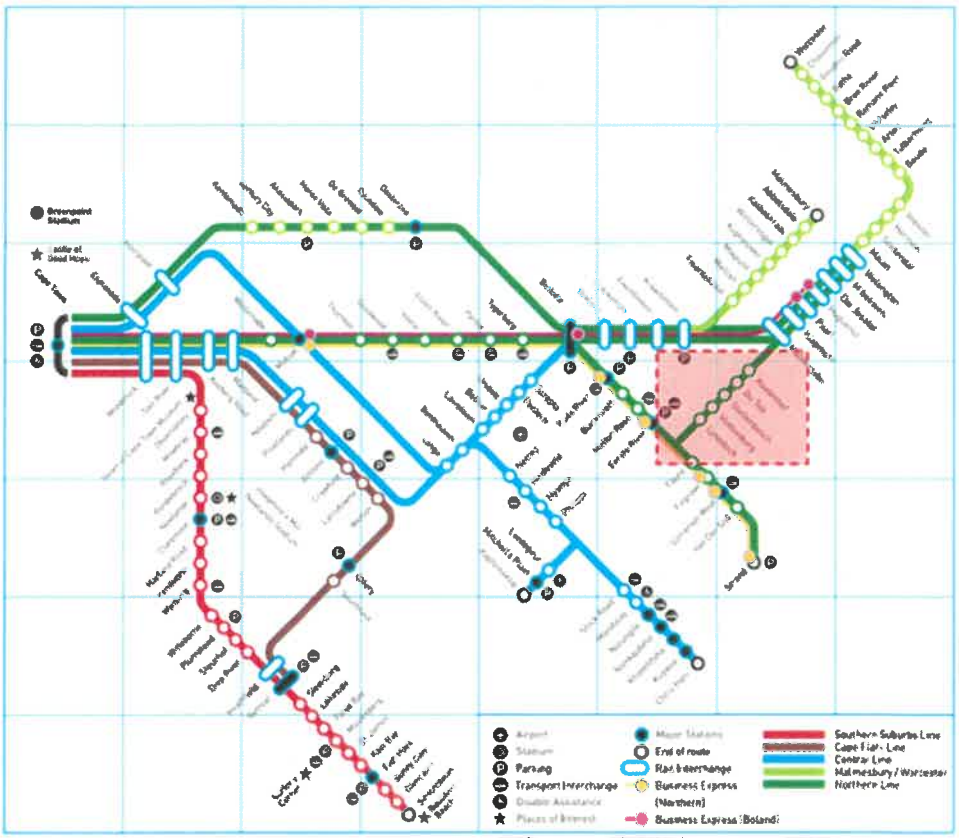


Figure 1.2: Western Cape Rail Infrastructure (Innovative Transport Solutions, 2020).

The blue and brown lines are considered the southern corridor, the blue lines represent the central corridor, the dark green the northern corridor, and the light green regional services, which offered one service a day to assist the rural areas.

The Stellenbosch-line service comprised a frequency of two trains per peak hour running through the municipality (Innovative Transport Solutions, 2020). A total of 25 trains operated in each direction between Monday and Friday, 15 trains on Saturday, and 13 trains on Sunday.

The tariff structure (see Table 1.6) was based on km zone pricing (distances between 136 km and 200 km).

Table 1.6: Tariff Structure (Prior to Covid-19) (Innovative Transport Solutions, 2020).

Station	KM Zone	Single		Week		Month	
		Metro Plus	Metro	Metro Plus	Metro	Metro Plus	Metro
Vlottenburg	30/40	R15.50	R9.50	R127	R61	R394	R184
Lynedoch	41-135	R18.50	R12	R152	R78	R394	R239
Stellenbosch	41-135	R18.50	R12	R152	R78	R394	R239
Du Toit	41-135	R18.50	R12	R152	R78	R394	R239
Koelenhof	41-135	R18.50	R12	R152	R78	R394	R239
Muldersvlei	41-135	R18.50	R12	R152	R78	R394	R239
Klapmuts	41-135	R18.50	R12	R152	R78	R394	R239

As per the stakeholder engagement with PRASA on 08/04/2022, the tariffs will remain the same when the service resumes. Passenger volume data is outdated. The most recent passenger volume figures can be seen in Table 1.7.

Table 1.7: Rail Passenger Volume between 2007 and 2012 (Innovative Transport Solutions, 2020).

Station	Boarding		Alighting	
	2007	2012	2007	2012
Klapmuts	1692	1468	1646	1426
Muldersvlei	3919	3713	3213	3722
Koelenhof	651	686	576	614
Du Toit	2808	2863	2589	2695
Stellenbosch	2209	2471	2553	2286
Vlottenburg	448	482	505	544
Lynedoch	653	624	793	811

There was a substantial decline in ridership between 2007 and 2012 at Klapmuts station, but increases in ridership at Vlottenburg, Koelenhoff, Muldersvlei, and Du Toit stations. At this stage, it is not possible to estimate passenger demand. Data collection campaigns will be required to determine accurate passenger volume once the service(s) are reinstated in the Municipality (see section 0 for rail deadlines).

1.4.3 Proposed Rail Improvements and Interventions from Previous CITP(s)

Table 1.8 summarises the proposed rail improvements and interventions from previous CITP(s) and includes in the final column whether these interventions are aligned with the proposed interventions of this revision (2022 CITP).

Table 1.8: Proposed Rail Improvements and Interventions (Innovative Transport Solutions, 2020), (RHDHV, 2016).

Report	Improvement/Intervention	Proposed Timeline
CITP 2022 Review	Reinstatement of commuter rail services within Stellenbosch Municipality	Short term
CITP Review 2020	Regional and national access improved via rail	Longer term
	Inter-municipal rail services with improved access to Paarl, Somerset West, Bellville, and Cape Town	Longer term
	Intra-municipal rail movement for local access within SM i.e. between Klapmuts, Muldersvlei, Koelenhof, Du Toit, Stellenbosch, Vlottenburg and Lynedoch	Short term
	Rail services between Somerset West to Paarl or limited within Stellenbosch Stations	The feasibility of this needs to be determined.
CITP 2016-2020	Integration of rail, bus, and NMT	Longer term
	Stellenbosch and Du Toit Railway Stations: Facilities for Solo / Midi-bus services operating on public transport routes i.e. stops, signage shelters	Short term
	NMT facilities at terminals and railway stations	Longer term
	Relocate the Stellenbosch and Du Toit stations to new locations to facilitate the development of adjacent land. More detailed study is required to assess the implication of the relocation.	The feasibility of this needs to be determined.
	Blue Downs Line: Blue Downs is a densely populated area; this scheme incorporates it into the network while also linking Khayelitsha to Bellville. The proposal is for a new electrified double-track alignment which would integrate with the wider network	Longer term
	Chris Hani- Somerset West and Stellenbosch: There are existing proposals to extend the current line to Chris Hani but current footfalls appear suitable for Light Rail Transit	Longer term

Report	Improvement/Intervention	Proposed Timeline
	(LRT) if the new journey opportunities boost usage. There is the potential for an extension beyond Christ Hani using alternative technology that would serve existing catchments	

1.4.4 The Way forward for Rail Transport in Stellenbosch Municipality Post Covid 19

The following section provides information obtained from an engagement with PRASA on 08/04/2022.

As mentioned at the beginning of section 1.4, due to the Covid-19 pandemic, rail services across the Western Cape (including Stellenbosch) ceased. Table 1.9 below gives a brief summary of the lines that have been reinstated and the future deadlines for the Stellenbosch line.

Table 1.9: Rail services and Deadlines

Service/line	Planned Deadline	Current Status
Southern Corridor (red/brown line)	Reinstated	Reinstated
Northern Corridor (CPT to Bellville via Tygerberg)	Reinstated	Reinstated
Northern Corridor (CPT to Bellville via Monte Vista)	Reinstated	Reinstated
Bellville to Eerste Rivier	June 2022	Not yet reinstated
Bellville to Strand	End of September 2022	Not yet reinstated
Bellville to Muldersvlei (via Stellenbosch)	January 2023	Not yet reinstated

Further to Table 1.9 PRASA advised that they are working with the city of CPT to improve services in the Northern Corridor (which includes the Stellenbosch line). CPT is the owner of a draft document called the Northern Corridor Modernisation: Rail Corridor Operational plan and Passenger Rail Modernisation Plan. The plans include all information on future improvements. At the time of writing this report, it was not available.

PRASA advised that the timetables and the fare structure will remain the same as it was prior to Covid 19. However, services will be introduced at three trains per hour. Demand will be monitored and frequencies adjusted accordingly.

Stellenbosch Municipality does not have any control over rail operations or investment. It is thus important for the municipality to have good relationships with stakeholders such as the SARCC to improve rail connectivity. It is proposed that the municipality engages with PRASA and utilise a phased approach (see Figure 1.3) by first re-instating the railway LOS in the municipality to pre-covid levels, and second assessing the rail interventions proposed in the previous CITPs.

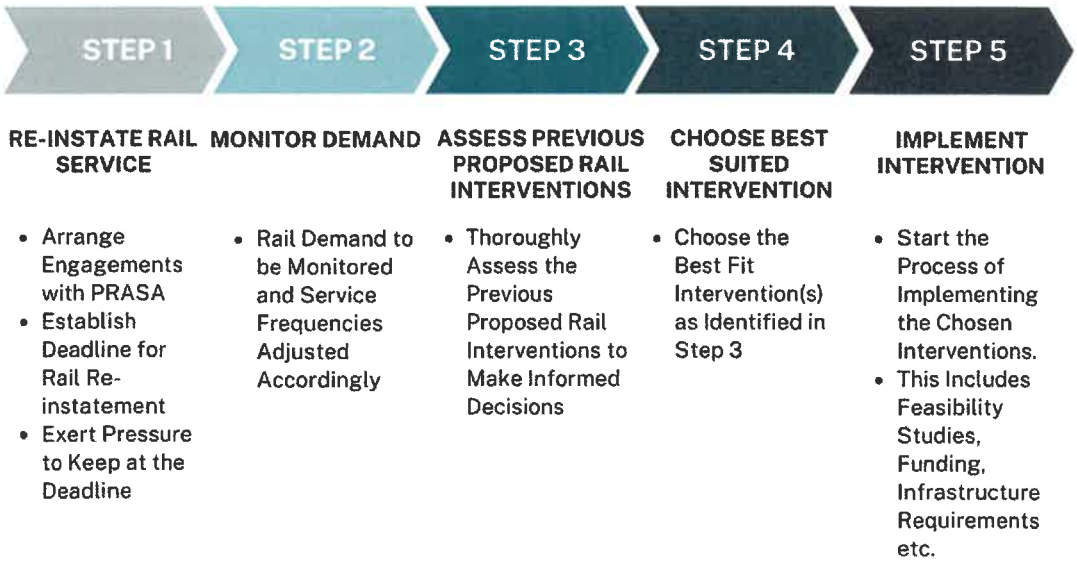


Figure 1.3: Proposed Rail Phased Approach

1.5 Contracted Services Plan

1.5.1 Proposed in the 2016 CITP

Contracted services refer to legally enforceable agreements for the provision of transport services. The 2016 CITP presented a formalised Public Transport Service that was first proposed in the 2011 Stellenbosch CITP. This service was to be a road-based scheduled public transport service, operating on six routes within Stellenbosch town. For the revision of this CITP, it is proposed that one route be selected as a pilot study to help determine the viability of a scheduled public transport service. This service is envisaged to be a contracted service plan with some operational support from Stellenbosch Municipality.

If the pilot study is successful the roll-out of the remaining five routes could also be implemented in a phased approach. Figure 1.4 presents all the proposed public transport routes dating initially from the 2011 CITP and supported in the 2016 revision and included in this current revision (2022).

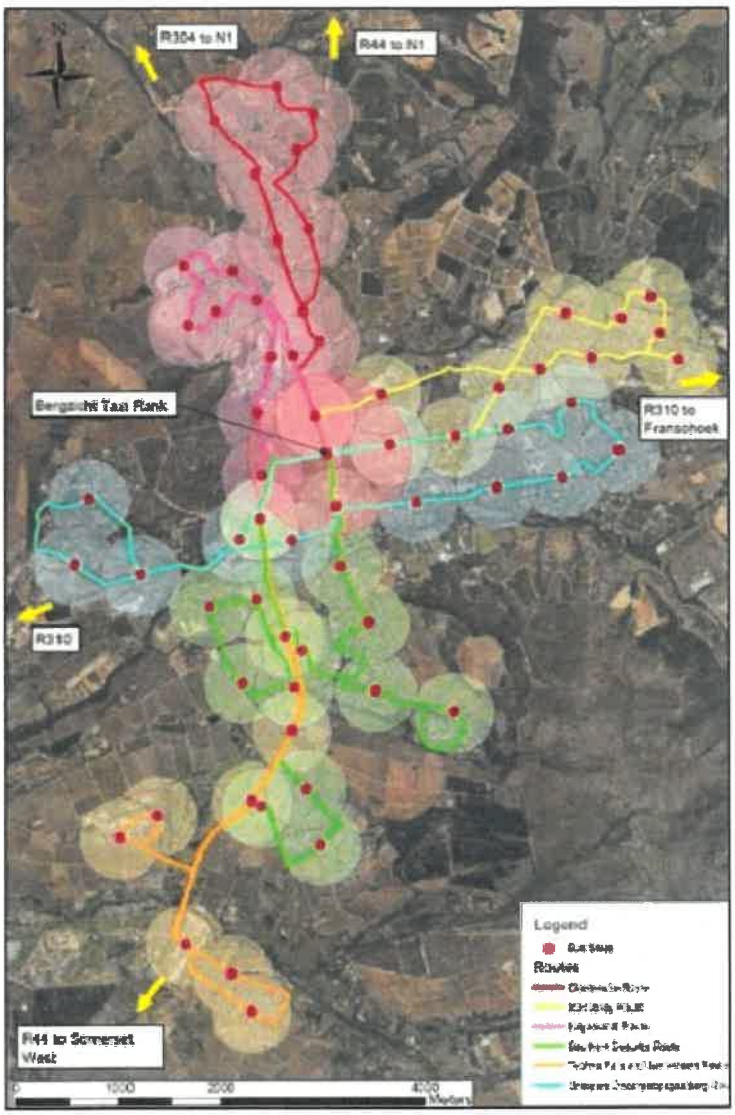


Figure 1.4: Proposed Public Transport Routes, CITP 2016

The Bergzicht taxi ranking facilities could function as the central interchange, where vehicles are required to stop in both directions when completing a single loop of the proposed pilot route. The key to the successful implementation of the pilot study would require engagements with the existing minibus-taxi sector stakeholders. Their buy-in and insights into operations would be of great value in

terms of supporting the determining of an appropriate pilot route, testing this proposed route, and supporting the potential expansion of the service network.

1.5.2 Proposed Uniepark/Onder Papegaaiberg loop

For this CITP, a pilot loop running between Uniepark and Onder Papegaaiberg is proposed as a possibility for consideration, and discussion with minibus-taxi sector stakeholders. Figure 1.5 illustrates the potential loop.



Figure 1.5: Uniepark/Oner Papegaaiberg Loop

The loop originates at Oude Libertas parking area, adjacent to Onder Papegaaiberg. The route continues along the R304 eastbound, entering the town of Stellenbosch. The route proceeds along Dorp Street, Die Laan, Coetzenburg Street, Van Riebeeck Street, and Jonkershoek Road where it loops into Martinson Road, adjacent to Uniepark. The route continues down Merriman Avenue, past the Bergzicht taxi rank, and into the R310 (Adam Tass Road) westbound to Devon Valley Road, where it loops back to the Oude Libertas parking area.

1.5.3 Proposed Timetable and Stops

The proposed timetable and stops for loop 1 are presented in Table 1.10 for various service frequencies). Excluding stops and under low traffic conditions, this route would take approximately 30 minutes to complete. With stops, it is expected that the route would take 60 minutes. There are a total of 4 proposed park and ride stops for the loop.

Stop 1: Oude Libertas Parking Area.

The loop originates at the Oude Libertas parking area. As illustrated in Figure 1.6**Error! Reference source not found.**, there is ample space to accommodate a pick-up point.



Figure 1.6: Proposed Stop at the Oude Libertas Parking Area

Stop 2: Die Laan

The second stop on the route is at Die Laan, which has ample space to accommodate a stopping point.



Figure 1.7: Proposed Stop at Coetzenburg

Stop 3: Morkel Road

Morkel Road has ample space to accommodate a stopping point, as seen in Figure 1.8



Figure 1.8: Proposed Stop on Morkel Road

Stop 4: Bergzicht Taxi Rank

The last stopping point on the route is the Bergzicht taxi rank.



Figure 1.9: Proposed Stop at Bergzicht Taxi Rank

Intermediate Stops

It is good practice to have intermediate stops every +- 500m. Passengers will not be getting off at every stop each time, and there may not be passengers waiting at every stop, so the minibus will likely pass many stops without stopping. The 4 identified stops will be the main stops where the minibus always stops and wait regardless of whether there is anyone wanting to get on or off, so that the service users can rely on the minibus being at the stop according to the schedule. The proposed intermediate stops for the Pilot Loop are listed below. The main routes are highlighted in Bold text.

- Oude Libertas Parking Area
- R301 Opposite Nedbank
- 3 Dorp Street
- 1 Herold Street
- Stelkor Parking Area

- Die Laan Stop
- 42 Noordwal-East Street
- 6 Jonkershoek Road
- 51 Jonkershoek Road
- Morkel Road Stop
- 136 Merriman Avenue
- 110 Merriman Avenue
- Provincial hospital
- Neelsie Centre
- Bergzicht Taxi Rank Stop
- 3 Du Toit street
- Stellenbosch Train Station Stop
- Adam Tas Road(Adjacent to Distell)
- 1 Devon Valley Road
- 28 Devon Valley Road
- 4 Patrys Road
- 32 Patrys Road
- Flamingo Street

It must be noted that not all intermediate stops are 500m apart. For example, part of the route runs up and down the R304 (Adam Tas Road) which has limited stopping space. It is proposed that these intermediate stops are promoted and displayed clearly along the route. There should also be a clear distinction between the intermediate stops and the four main stops. For example, intermediate stops can be displayed with a red pole (see **Figure 1.10**), while the main stops are displayed with a red pole and temporary shelter (see **Figure 1.11**).



Figure 1.10 : MyCiTi Intermediate/Temporary Stop (MyCiTi, 2022)



Figure 1.11: MyCiTi Shelter (Shelflife, 2014)

Each vehicle will take roughly 60 min to complete a single loop. It is proposed that the pilot loop runs at a service frequency of 3 vehicles per hour during off-peak periods, and 4 vehicles per hour during peak periods (see Table 1.10). The duration between stops is between 2 and 3 minutes. Drivers will be required to adhere to a fixed schedule, regardless of the number of passengers or traffic conditions (to ensure the reliability of service).

Once the pilot study has started, it will give a clearer indication of whether the proposed timetable can be accurately adhered to in all traffic conditions (peak and non-peak periods). It will also give a clearer indication of other operational aspects. For example, after the pilot study, the municipality could consider running the loop in both directions (clockwise and anti-clockwise).

Table 1.10: Proposed Timetable

	Stops																						
Vehicle ID	Oude Libertas Parking Area	R301 Opposite Nedbank	3 Dorp Street	1 Herold Street	Stelkor Parking Area	Die Laan Stop	42 Noordwal-East Street	6 Jonkershoek Road	51 Jonkershoek Road	Morkel Road Stop	136 Merriman Avenue	110 Merriman Avenue	Provincial hospital	Neelsie Centre	Bergzicht Taxi Rank Stop	3 Du Toit street	Stellenbosch Train Station Stop	Adam Tas Road (Adjacent to Distell)	1 Devon Valley Road	28 Devon Valley Road	4 Patrys Road	32 Patrys Road	Flamingo Street
1	06:00	06:03	06:05	06:07	06:10	06:12	06:14	06:14	06:16	06:18	06:21	06:24	06:27	06:30	06:33	06:36	06:39	06:42	06:44	06:46	06:48	06:50	06:52
2	06:20	06:23	06:25	06:27	06:30	06:32	06:34	06:36	06:38	06:40	06:43	06:46	06:49	06:52	06:55	06:58	07:01	07:04	07:06	07:08	07:10	07:12	07:14
3	06:40	06:43	06:45	06:47	06:50	06:52	06:54	06:56	06:58	07:00	07:03	07:06	07:09	07:12	07:15	07:18	07:21	07:24	07:26	07:28	07:30	07:32	07:34
1	07:00	07:03	07:05	07:07	07:10	07:12	07:14	07:16	07:18	07:20	07:23	07:26	07:29	07:32	07:35	07:38	07:41	07:44	07:46	07:48	07:50	07:52	07:54
4	07:15	07:18	07:20	07:22	07:25	07:27	07:29	07:31	07:33	07:35	07:38	07:41	07:44	07:47	07:50	07:53	07:56	07:59	08:01	08:03	08:05	08:07	08:09
2	07:30	07:33	07:35	07:37	07:40	07:42	07:44	07:46	07:48	07:50	07:53	07:56	07:59	08:02	08:05	08:08	08:11	08:14	08:16	08:18	08:20	08:22	08:24
3	07:45	07:48	07:50	07:52	07:55	07:57	07:59	08:01	08:03	08:05	08:08	08:11	08:14	08:17	08:20	08:23	08:26	08:29	08:31	08:33	08:35	08:37	08:39
1	08:00	08:03	08:05	08:07	08:10	08:12	08:14	08:16	08:18	08:20	08:23	08:26	08:29	08:32	08:35	08:38	08:41	08:44	08:46	08:48	08:50	08:52	08:54
4	08:15	08:18	08:20	08:22	08:25	08:27	08:29	08:31	08:33	08:35	08:38	08:41	08:44	08:47	08:50	08:53	08:56	08:59	09:01	09:03	09:05	09:07	09:09
2	08:30	08:33	08:35	08:37	08:40	08:42	08:44	08:46	08:48	08:50	08:53	08:56	08:59	09:02	09:05	09:08	09:11	09:14	09:16	09:18	09:20	09:22	09:24
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1	09:00	09:03	09:05	09:07	09:10	09:12	09:14	09:16	09:18	09:20	09:23	09:26	09:29	09:32	09:35	09:38	09:41	09:44	09:46	09:48	09:50	09:52	09:54
3	09:20	09:23	09:25	09:27	09:30	09:32	09:34	09:36	09:38	09:40	09:43	09:46	09:49	09:52	09:55	09:58	10:01	10:04	10:06	10:08	10:10	10:12	10:14
2	09:40	09:43	09:45	09:47	09:50	09:52	09:54	09:56	09:58	10:00	10:03	10:06	10:09	10:12	10:15	10:18	10:21	10:24	10:26	10:28	10:30	10:32	10:34
1	10:00	10:03	10:05	10:07	10:10	10:12	10:14	10:16	10:18	10:20	10:23	10:26	10:29	10:32	10:35	10:38	10:41	10:44	10:46	10:48	10:50	10:52	10:54
3	10:20	10:23	10:25	10:27	10:30	10:32	10:34	10:36	10:38	10:40	10:43	10:46	10:49	10:52	10:55	10:58	11:01	11:04	11:06	11:08	11:10	11:12	11:14
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1	11:00	11:03	11:05	11:07	11:10	11:12	11:14	11:16	11:18	11:20	11:23	11:26	11:29	11:32	11:35	11:38	11:41	11:44	11:46	11:48	11:50	11:52	11:54
3	11:20	11:23	11:25	11:27	11:30	11:32	11:34	11:36	11:38	11:40	11:43	11:46	11:49	11:52	11:55	11:58	12:01	12:04	12:06	12:08	12:10	12:12	12:14
2	11:40	11:43	11:45	11:47	11:50	11:52	11:54	11:56	11:58	12:00	12:03	12:06	12:09	12:12	12:15	12:18	12:21	12:24	12:26	12:28	12:30	12:32	12:34
1	12:00	12:03	12:05	12:07	12:10	12:12	12:14	12:16	12:18	12:20	12:23	12:26	12:29	12:32	12:35	12:38	12:41	12:44	12:46	12:48	12:50	12:52	12:54
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2	12:40	12:43	12:45	12:47	12:50	12:52	12:54	12:56	12:58	13:00	13:03	13:06	13:09	13:12	13:15	13:18	13:21	13:24	13:26	13:28	13:30	13:32	13:34
1	13:00	13:03	13:05	13:07	13:10	13:12	13:14	13:16	13:18	13:20	13:23	13:26	13:29	13:32	13:35	13:38	13:41	13:44	13:46	13:48	13:50	13:52	13:54
3	13:20	13:23	13:25	13:27	13:30	13:32	13:34	13:36	13:38	13:40	13:43	13:46	13:49	13:52	13:55	13:58	14:01	14:04	14:06	14:08	14:10	14:12	14:14
2	13:40	13:43	13:45	13:47	13:50	13:52	13:54	13:56	13:58	14:00	14:03	14:06	14:09	14:12	14:15	14:18	14:21	14:24	14:26	14:28	14:30	14:32	14:34
1	14:00	14:03	14:05	14:07	14:10	14:12	14:14	14:16	14:18	14:20	14:23	14:26	14:29	14:32	14:35	14:38	14:41	14:44	14:46	14:48	14:50	14:52	14:54

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3	14:20	14:23	14:25	14:27	14:30	14:32	14:34	14:36	14:38	14:40	14:43	14:46	14:49	14:52	14:55	14:58	15:01	15:04	15:06	15:08	15:10	15:12	15:14
2	14:40	14:43	14:45	14:47	14:50	14:52	14:54	14:56	14:58	15:00	15:03	15:06	15:09	15:12	15:15	15:18	15:21	15:24	15:26	15:28	15:30	15:32	15:34
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1	16:00	16:03	16:05	16:07	16:10	16:12	16:14	16:16	16:18	16:20	16:23	16:26	16:29	16:32	16:35	16:38	16:41	16:44	16:46	16:48	16:50	16:52	16:54
4	16:15	16:18	16:20	16:22	16:25	16:27	16:29	16:31	16:33	16:35	16:38	16:41	16:44	16:47	16:50	16:53	16:56	16:59	17:01	17:03	17:05	17:07	17:09
3	16:30	16:33	16:35	16:37	16:40	16:42	16:44	16:46	16:48	16:50	16:53	16:56	16:59	17:02	17:05	17:08	17:11	17:14	17:16	17:18	17:20	17:22	17:24
2	16:45	16:48	16:50	16:52	16:55	16:57	16:59	17:01	17:03	17:05	17:08	17:11	17:14	17:17	17:20	17:23	17:26	17:29	17:31	17:33	17:35	17:37	17:39
1	17:00	17:03	17:05	17:07	17:10	17:12	17:14	17:16	17:18	17:20	17:23	17:26	17:29	17:32	17:35	17:38	17:41	17:44	17:46	17:48	17:50	17:52	17:54
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1	18:00	18:03	18:05	18:07	18:10	18:12	18:14	18:16	18:18	18:20	18:23	18:26	18:29	18:32	18:35	18:38	18:41	18:44	18:46	18:48	18:50	18:52	18:54
3	18:20	18:23	18:25	18:27	18:30	18:32	18:34	18:36	18:38	18:40	18:43	18:46	18:49	18:52	18:55	18:58	19:01	19:04	19:06	19:08	19:10	19:12	19:14
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1	20:00	20:03	20:05	20:07	20:10	20:12	20:14	20:16	20:18	20:20	20:23	20:26	20:29	20:32	20:35	20:38	20:41	20:44	20:46	20:48	20:50	20:52	20:54

1.5.4 Basis For Providing the Service

The proposed pilot loop running between Uniepark and Onder Papegaaiberg is planned to run bi-directionally in order to accommodate the desire lines of passengers based on their destinations and to prevent lengthy travel times.

1.5.4.1 Formalising the Minibus-taxi Industry

It is recommended that Stellenbosch Municipality aims to incorporate the existing minibus taxis operators to provide this service. This would reduce potential for resistance from the sector towards the new service, as they would see it as an opportunity, rather than a threat. To integrate the minibus taxi operators into the proposed loop, extensive engagements with the minibus-taxi operators will be required and a process developed, together with the industry, to formalise the industry as recommended in the key interventions of Stellenbosch Municipality 2022 IDP.

To ensure strong lines of communication between the minibus taxi sector and the municipality, it is recommended that regular meetings (coordinated by the municipality) be held among all affected stakeholders. The piloting of a central town loop could also be the platform from which possible Transport Operating Company (TOC) could be established, and additional operating licences (OL) being released.

1.5.4.2 Corporate Identity

A differentiation in identifying the loop service vehicles is required in order for passengers to distinguish between the formalised service and existing informal minibus-taxi operations. Vehicle decals can be designed specifically for the Stellenbosch Municipality formalised public transport services. An example of this is the Blue Dot sticker used on existing minibus-taxi vehicles.

The appropriate vehicle size will depend on the passenger demand for the service which can be determined through surveys. Should 14-seater vehicles be required, utilising current minibus-taxi vehicles should be determined. However, existing minibus-taxi vehicles will also be required to undergo a fitness assessment to determine whether the vehicles are roadworthy and fir for providing the formal service. More information on this is provided under the Driver Customer Care proposed initiative.

1.5.4.3 Fares

While a pre-boarding fare collection system will likely not be possible during the initial stages of the proposed service, it is recommended that automatic fare collection technology be explored, for future introduction. A thorough investigation is also needed to determine what an appropriate fare structure would be. For the sake of simplicity, it is however recommended that the existing cash-based fare system, which the minibus-taxi operators currently implement, be applied during the pilot study.

1.5.4.4 Universal Access

Various pieces of legislation dictate that public transport must be accessible to all people, regardless of physical or mental abilities. The objective of The White Paper on National Transport Policy, 1996 is to: "ensure that passenger transport services address user needs, including those of commuters, pensioners, the aged, scholars, the disabled, tourists, and long-distance passengers" (Department of Transport: Republic of South Africa, 2009, p. i). The NLTA states that the municipal sphere has a responsibility to ensure "there is provision for the needs of special categories of passengers in planning and providing public transport infrastructure, facilities, and services to meet their needs, in so far as possible by the system provided for mainstream public transport" (Department of Transport: Republic of South Africa, 2009).

It is important that, if it is decided to implement and expand the loop system, it be planned with universal accessibility in mind.

1.5.4.5 Pilot Phase

To establish the feasibility of the loop system, as well as if there is sufficient passenger demand, it is recommended that loop 1, with a frequency of 3-4 vehicles per hour be operated for 12-18 months (with an option to renew for a further extended period). This will provide sufficient time for the pilot

project to gain exposure to stakeholders and potential users, and also provide the coordinating team of the pilot to address any challenges originating during the pilot period.

It is critical that during the pilot phase, information regarding the loop service is disemmenated to the community and potential passengers. This includes the University students and employees of large employers residing outside of the municipal boundary, travelling into Stellenbosch Town for work.

1.5.5 Integration with Other Contracted Services

1.5.5.1 Stellenbosch University Shuttle Service

During weekdays, Stellenbosch University offers shuttle services for students and staff to and from various campus destinations to decentralised parking facilities (Innovative Transport Solutions, 2020) Tygerberg students can book the services between the campus collection point and a nearby shopping centre, currently Tyger Valley between Monday and Wednesday, and to Parow Centre on Thursdays.

There is a daily central campus service between 07:00 -17:30 and a booked evening service (18:00 – 02:00) (Innovative Transport Solutions, 2020). The service focuses on transport from parking areas to campus, transport from departments to and from the central campus, and the transport of congress attendees to and from the general parking areas.

It is proposed that, if the internal feeder system proves to be successful and feasible in the long run, the SU shuttle service be integrated into the system to further increase accessibility and reach. SU already provides this contracted service with financial assistance. In terms of a cost perspective, there are benefits for Stellenbosch Municipality to engage with SU to determine the terms of integration as there may be cost benefits for both entities.

1.5.5.2 Learner Transport

Currently, there are 13 transport operators providing learner transport within the municipality (RHDHV, 2016). Despite this service being available, most schools in the town of Stellenbosch are not served and learners are dropped off at school with private vehicles. This contributes greatly to congestion within the town, especially in the morning peak.

Again, there is an opportunity to integrate learner transport into the internal feeder system if it proves to be viable. The pilot route can easily be adjusted by adding a loop (see **Figure 1.12**) to incorporate the biggest schools in the town of Stellenbosch. Learners can be dropped off at or walk to any of the main or intermediate stops, and use the system to get to school. The following can be possible incentives for learners to use the system.

- Discounted fares for learners from Monday to Friday.
- High-quality safety and security measures.
- Loyalty rewards that can be used at their respective schools.



Figure 1.12: Added School Loop

1.5.6 Proposed Process for the Pilot Study(s) for the Proposed Public Transport Interventions

The purpose of the pilot studies is to not only provide viable public transport options for choice users but to improve the existing service provision for captive users. The pilot will also start the conversations to provide infrastructure for the future implementation of Integrated Public Transport Networks. In the following sections, the proposed pilot study process is discussed. The process is illustrated in Figure 1.13 which acts as a guideline to developing the pilot studies and can be altered according to each scenario.

1.5.6.1 Stakeholder Engagements Round 1

The first step of the process is to conduct engagements with the various stakeholders that will be affected by the pilot studies. These include representatives from the minibus taxi associations, law enforcement, municipality, bus operators and the public. The engagements should present the proposed pilot studies and collect feedback on the perceived feasibility, and the needs and desires of the stakeholders.

1.5.6.2 Planning

The planning phase aims to determine the timeline of the pilot studies, what activities are needed to conduct the pilot studies as well as who will be the responsible parties. It is also important to determine the criteria for a successful pilot study. The order in which the pilot studies will commence must also be determined.

1.5.6.3 Promoting to the General Public

Before the pilot studies are conducted, the proposed pilot(s) should be promoted through public facing campaigns. Campaign materials could include pamphlets (available hardcopy and digital), social media advertising, and announcements through other media formats. A promotional video could also be of value. The following information should be included in the campaign material.

- Brief background on the benefits of using the system
- Route(s)
- Timetable(s)
- Fare(s)
- Stops

1.5.6.4 Conduct the Pilot Study

During the pilot study(s), it is important to have an instrument to measure levels of demand and satisfaction with the service. It is proposed that passengers be given a short questionnaire that assesses the pilot study. Transport mapping could also be conducted, to establish the number of passengers boarding and alighting from each stop, as well as trip characteristics such as the duration of the trips under various circumstances.

1.5.6.5 Stakeholder Engagements Round 2

The round 2 stakeholder engagements will commence after the pilot study is completed. During these engagements, the role-players will be allowed to give their feedback. The data that was collected through the questionnaires and the transport mapping will also be presented.

1.5.6.6 Write-up of the Findings and Way Forward

The last step of the process is to prepare a full write-up of the findings. The write-up should include the collected and analysed data, and recommendations on the way forward.

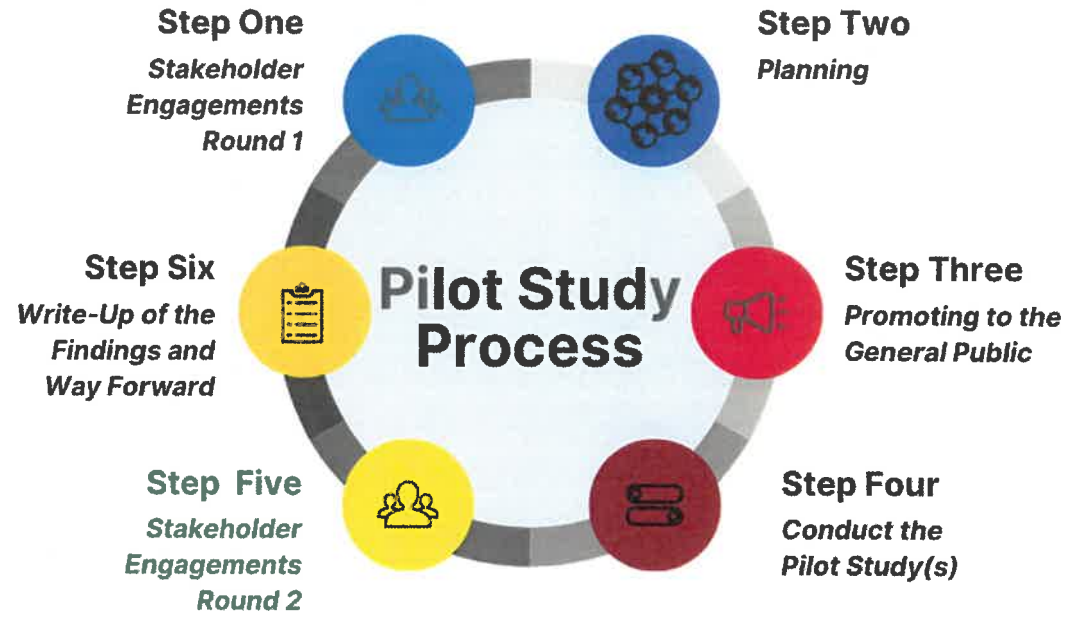


Figure 1.13: Pilot Study Process

1.6 Non-contracted Services Plan

The details regarding non-contracted services routes, operating licences, and capacity requirements can be found in the OLP written in 2019. Alternatively, please see Section 1.7.

For this CITP, the non-contracted services plan will focus on driver customer care. Customer care is described as how well customers are taken care of while the customer is interacting with the service. The interaction includes how a customer experiences the company and its employees before, during, and after a service is completed. Customer care promotes the building of an emotional relationship with customers and, by doing so, creates a long-term relationship with customers (Fontanella, 2021).

The success and sustainability of any business rely on customer care as it is directly linked to customer satisfaction. In a study conducted by Mokonyama *et al.,* public transport customer satisfaction is unpacked by evaluating the gap between perceived- and expected performance based on 10 different criteria (factors) that influence a passenger's satisfaction towards a transport service (Mokonyama, et al., 2010). The different factors considered are:

- Reliability – consistency of performance.
- Responsiveness – the ability of service provider employees to provide timely feedback.
- Competence – possession of required skills by service provider employees.
- Access – ease of contact with the service.
- Courtesy – aspects such as friendliness, politeness, and respect experienced by the customer.
- Communication – informing and listening to the customer.
- Credibility – includes aspects such as trustworthiness, honesty, and believability.
- Security – the need to minimise risks and dangers for the customer.
- Understanding and knowing the customer – making the effort to understand the customer.
- Tangibles – entails the physical appearance of the service presented to the customer such as vehicle cleanliness, driver appearance, etc.

Specifically, transport vehicle drivers directly impact the reliability, competence, courtesy, security, and tangibles factors listed above. Based on these factors relating to customer satisfaction, one can conclude that a driver operating a transport vehicle is key to the perceived passenger service quality and ultimately the success of a transport service.

A driver customer care strategy is a framework to improve customer service quality and ultimately improve business overall. For this report, the concept of driver customer care aims to improve the success and sustainability of a business through improving driver service and vehicle operation standards of non-contracted services. Driver service standards can be improved by, for example, imposing a training programme and setting standards to which non-contracted transport drivers are required to adhere if they wish to obtain an operating license. Driver training enables a driver to fully understand what driver customer care entails, to know where the permitted operating areas are based on operating licenses, and to become aware of the safety of customers and drivers themselves with regard to working long consecutive hours.

The standards of operating vehicles are improved through imposing vehicle inspections as part of the operating license application and more critically through the vigilant enforcement of regulations by local authorities such as valid driver-, vehicle- and operating licenses.

A driver customer care strategy looks at different factors in which the driver plays a direct role in customer satisfaction with the transport service provided. In the non-contracted services industry, specifically, some factors could potentially be improved should a single framework, and therefore a guideline, for the industry exist.

1.6.1 Driver Customer Care Framework

This section presents a proposed Driver Customer Care Programme to be adopted by non-contracted services. Table 1.11 provides a breakdown of the criteria and requirements for both the driver and the permitted vehicle based on the three (3) phases of the credentialing process. The three (3) phases are: (1) Driver Training, (2) Vehicle Inspection, and (3) Driver Licensing and Vehicle Operating License.

Driver Training is divided into five (5) sub-components which are (1) customer service standards, (2) driver code of conduct, (3) passenger safety, (4) services for people with disabilities, and (5) the permittance of service animals. All drivers are required to pass the training programme to qualify for the next phase of the credentialing process, which is the Vehicle Inspection phase. The training programme will be provided by Stellenbosch Municipality or an identified company that is able to provide the training programme. The fees of the training programme are paid for by the driver or operator applying for the vehicle operating license. All costs incurred to complete the credentialing process are the responsibility of the applicant and are non-refundable.

The **Vehicle Inspection** phase of the credentialing process requires a driver to take the vehicle in application to their nearest approved testing facility for a vehicle inspection. Vehicle inspection certificates are required for every new vehicle operating license application. For every vehicle operating license renewal application, the vehicle needs to undergo a vehicle inspection each year the operating license is issued. In other words, for every renewal application, the vehicle needs to be inspected and a certificate needs to be provided as supporting documentation for the application. The driver or operator is responsible for addressing any faults identified by the vehicle inspection facility at their own cost before the operating license application may be completed.

The final phase of the credentialing process is the **Driver Licensing and Vehicle Operating License** phase. This phase of the credentialing includes the final criteria to be met and supporting documentation required in the application for a driver or operator to receive an operating license.

Table 1.11: Driver Customer Care Programme

Phase	Driver	Vehicle
1. Driver Training	The Training Programme should cover the following: • **Rules and regulations for providing non-contracted transport operations including operating license areas.** • **Customer service standards.** • **Driver code of conduct.** • **Passenger safety: safe driving skills and traffic rules.** • **Services for people with disabilities.** • **And the permittance of service animals.**	N/A
1.1 Customer service standards	Driver customer service includes the following: • **Drivers shall always communicate with passengers professionally and appropriately.** • **Drivers shall offer assistance to passengers in boarding and alighting the vehicle.** • **Drivers shall never make use of cell phones and/or headphones while driving.**	Standards relating to the vehicle regarding customer service are as follows: • **Driver identification shall be displayed in the form of a card which will be placed at an easy-to-read location for the passenger(s).** • **The interior of the vehicle is to be kept neat and clean with a temperature that is comfortable for the passenger.**
1.2 Driver Code of Conduct	The code of conduct a driver must adhere to is as follows: • **Drugs and alcohol are forbidden for both the driver and the passenger(s).** • **Smoking in the vehicle is forbidden for both the driver and the passenger(s).** • **Food and beverages in the vehicle are forbidden for both the driver and the passenger(s).**	N/A
1.3 Passenger safety	Drivers to confirm that passenger(s) are safely in the vehicle and have fastened their seatbelts before departing the pick-up location.	All vehicles should have a safety belt for each seated passenger in the vehicle.
1.4 Services for people with disabilities	The definition of "person with a disability": is individuals with physical/ mental impairments that substantially limit one or more major life activities. • **Drivers shall never deny service to a passenger(s) with a disability.** • **Drivers shall never impose special charges based on disability, gender, religion, national origin, race, or age.** • **Drivers may not refuse service solely because the passenger's disability results in behaviour that may offend, annoy, or be inconvenient to him/her.** • **It is not discrimination to refuse service if the passenger engages in violent, seriously disruptive, or illegal conduct.**	Vehicles can be modified to accommodate passengers that utilise wheelchairs. The modification certificate is required to be submitted upon renewal or new application of the vehicle operating license.
1.5 Service animals	All drivers are to permit passengers (only if the passenger provides proof of the requirement) to bring their service animals within the vehicle for example for passengers who have sight impairment and require a guide dog.	Drivers can opt to have pet seat covers fitted to the rear passenger seat for the permittance of service animals or opt to use a pet hair removal stick. The interior of the vehicle must be kept clean of pet hair after such service is rendered.
2 Vehicle Inspection	A driver's responsibility regarding vehicle inspection entails: • **Drivers are to take the permitted vehicle in for inspection prior to a vehicle operating license application and prior to every application.** • **Drivers are responsible to address any inspection faults identified through the inspection facility before a vehicle operating license shall be issued.**	Vehicle inspection requirements: • **Inspection of the vehicle is to take place every year as part of the operating license renewal process.** • **The inspection facilities available in Stellenbosch Municipality are to be listed and provided by the municipality. The inspection facility is to perform tests on the vehicle components such as brakes, seatbelts, lights, suspension components, and emissions systems.**

3 Driver Licensing and Vehicle Operating License	Driver licensing requirements:
	• **To qualify for a license, the driver needs to meet the following criteria:**
	  o **Minimum age: 21**
	  o **Have a valid SA driver's license.**
	  o **Have a valid PrDP license.**
	  o **No fines or fees owed to the PRE and law enforcement (traffic department).**
	• **The following supporting documentation is to be supplied upon renewal and new application of drivers:**
	  o **Medical health assessment conducted by a local clinic (blood pressure, BMI, glucose, and cholesterol).**
	  o **Certificate of completed first aid course.**
	  o **Certificate of a completed training programme.**
	• **Drivers renewing their license must undergo the medical health assessment each year the license is being renewed for the license to be approved by the PRE and Stellenbosch Municipality.**
		Vehicle operating license requirements:
		• **Vehicles must either be owned or leased by the driver applying for the license.**
		• **The following supporting documentation of the vehicle in application must be provided in the licensing application:**
		  o **Vehicle registration certificate.**
		  o **Roadworthy certificate.**
		  o **Insurance certificate.**
		  o **Existing operating license (if applicable).**
		  o **Vehicle modification letter (if the vehicle is, for example, wheelchair accessible).**
		• **A placard is to be displayed on the interior of the front view window of the passenger side of the vehicle. Passengers (inside the vehicle) will be able to view the content of the placard which includes:**
		  o **Driver and operator details (name of the driver and operator, PrDP number, photo of the driver, contact details of the operator).**
		  o **Emergency contact details.**
		  o **Report incident/poor driver behaviour contact details.**
		  o **Log universal access requests.**
		  o **Sexual harassment reporting contact details.**

1.6.2 Possible Integration with Blue Dot

The blue dot taxi pilot project had 4 main objectives (Western Cape Government, 2022):

- Improve service quality & safety
- Leverage technology to drive change
- Address taxi violence and illegal operations
- Support industry formalisation & empowerment

Operators could earn a blue dot by achieving a green status (Western Cape Government, 2022). Once operators received a green status, they earned daily payments based on how they performed. Performance was based on star ratings, ranging from 1 to 5. The higher the star rating, the higher the incentive. Operator performance was measured by 4 indicators:

- Speeding
- Harsh driving
- Route adherence
- User feedback

The blue dot pilot project ended in November 2022, and currently there are no plans for project extension. It could be beneficial for Stellenbosch Municipality to investigate the feasibility of a blue-dot-like project that incorporates the proposed driver customer care programe. Engagement with the Department of Transport and Public Works is required to identify the potential way forward on either reinstating the programme and including Stellenbosch Municipality. The challenge that will need to be addressed is the source of funding and how the continuation of the programme will roll out.

1.7 Operating License Plan (OLP)

The latest Operating Licence Plan (OLP) was written in 2019. This section gives a summary on what the plan presents. It must be noted that the report mainly covers MBT and excludes other non-contracted services such as metered taxis and e-hailing services.

1.7.1 Background

According to the OLP, there are 144 MBT operating licences, 717 route authorities and 3 taxi associations in Stellenbosch (Stellenbosch Municipality, 2019). However, the actual number of taxis are difficult to calculate due to the lack of OL database accuracy.

Surveys conducted in 2019 throughout the municipality indicated a large number of illegal vehicles (Stellenbosch Municipality, 2019). The local routes with the highest number of illegal vehicles were Koelenhof (route 662), Kayamandi (route 676) and Klapmuts/Muldersvlei (route G60), while the inter municipal routes with the highest number of illegal vehicles were Stellenbosch/Bellville (route N12), Stellenbosch/Somerset (route 669) and Franschhoek Paarl (route755). For actual numbers and counts, please refer to the full operating licence plan.

1.7.2 Operating Licence Analysis

To assess the supply of and demand for of non-contracted services within the municipality, and to essentially balance the supply and demand, an operating licence analysis were conducted (Stellenbosch Municipality, 2019). The analysis included the following information:

- Rank Information
  - Rank number
  - Rank name
  - Destination (names of areas where routes operate from that specific rank)

- Route numbers serving the particular rank
- No of routes where multiple route numbers serve the same O-D

- Supply
  - Distinct OLs or vehicles with PRE
  - Service capacity which assumes on average a 15 seater vehicle i.e. vehicle capacity x
  - number of OLs
  - The number of surveyed vehicles
  - Legal vehicles which have an OL and have the right route authority for the rank
- Demand
  - Peak day
  - Peak hour
  - No. of Pax (peak hr)
  - Average waiting time (mins)
- Operating Licence Evaluation
  - 1-way route distance [km]
  - Turn-around Time [hh:mm:ss]
  - OLs required based on pax demand
  - Comparison of capacity from existing OLs registered vs the number of OLs required based on passenger demand
  - Status of illegal vehicles i.e. no OLs with route authorities for that rank
- Recommendation
  - If demand is higher than existing supply, recommend additional OLs
  - If demand is significantly lower than existing supply, recommend no additional OLs

1.7.3 Conclusions from the Operating Licence Analysis

From the analysis done, the following were concluded.

1.7.3.1 Additional OLs Required

The analysis indicated that some additional OLs are required for the following routes. High levels of illegal vehicles were observed servicing these routes (Stellenbosch Municipality, 2019).

- Route 665 (Stellenbosch to Cloetesville
- Route 676 (Stellenbosch to Kayamandi)
- Route 755 (Franschhoek to Paarl)
- Route G15 (Klapmuts to Paarl)

1.7.3.2 Reduce the Number of Route Authorities

Some routes showed low passenger demand (Stellenbosch Municipality, 2019). As a result, the routes had more OLs than what was required to meet the passenger demand. However, it is estimated that future development and population growth will balance out supply and demand on these routes.

1.7.3.3 Greater Enforcement of Legal Vehicles

A greater level of enforcement is required as most routes showed high levels of illegal vehicles (Stellenbosch Municipality, 2019). Vehicles that are classified as illegal are those that do not have route authority or have OLs for Stellenbosch but operate on the incorrect route(s).

1.7.3.4 Additional OLs in Growth Areas

Additional OLs will be required in areas with high expected growth during the next 5 years. These areas include (Stellenbosch Municipality, 2019):

- Stellenbosch CBD
- Klapmuts
- Pniel
- Idasvalley
- Cloetesville
- Raithby
- Jamestown

1.7.3.5 Modify and Correct Route Descriptions

In some cases, route descriptions were incorrect due to them being incorrectly recorded or no longer viable due to road improvements/changes (Stellenbosch Municipality, 2019). As part of the OLP process, the modified routes were submitted to the PRE in order for them to communicate the modifications to the taxi associations.

1.7.3.6 Deceased OLs

It was found that the owners of numerous OLs were deceased (Stellenbosch Municipality, 2019). Currently, it is unclear to the operators how these OLs should be cancelled or transferred. Taxi associations need to communicate with the PRE regarding deceased members.

1.8 Dedicated HOV Lanes

In the Stellenbosch 5th Generation IDP 2022-2027, under the CITP section (6.3.4.2), it is proposed that an assessment report be submitted to the Provincial Department of Transport on the potential implementation of public transport lanes on the R44, in both directions, between Stellenbosch and Somerset West. Dedicated high occupancy vehicle (HOV) lanes encourage motorists to either participate in ridesharing or to shift to public transport modes. Dedicated HOV lanes help prioritise public transport traffic, thereby enabling those travelling via public transport to potentially have shorter travel times than single occupancy private vehicles. HOVs can be defined to include public transport vehicles, such as minibus-taxis, as well as private vehicles, with three or more passengers per vehicle.

The Revised National Transport Policy 2021 states that "the establishment of priority lanes on the road network for buses and taxis will be investigated to reduce travel times and encourage the use of public transport" (Department of Transport, 2021, p. 50). The establishment of priority lanes falls under the policy of implementing integrated rapid public transport networks, across all appropriate districts and municipalities. The policy also indicates that the implementation of such networks can be slow, and therefore integrating public transport by employing a systematic approach and promoting the establishment of priority lanes where feasible could potentially be one phase of developing the integrated public transport system.

1.8.1 HOV Lane Scenarios

To promote public transport, and prioritise high occupancy vehicles, as part of the revised CITP, it is proposed that an HOV lanes pilot be conducted between Somerset West and Stellenbosch town centre. Pilot studies allow the testing of interventions with reduced risk.

For the pilot study, it is proposed that the implementation of dedicated HOV lanes would be between Somerset West and Stellenbosch town centre, in both directions. The HOV lane from Somerset West towards Stellenbosch would start before the R44/Annandale Road intersection and terminate before the R44/Dorp Street intersection. The HOV lane in the opposite direction (Stellenbosch to Somerset West), would start at the R44/Van Rheede Road intersection, and terminate at the R44/Annandale Road intersection (as illustrated in Figure 1.14).

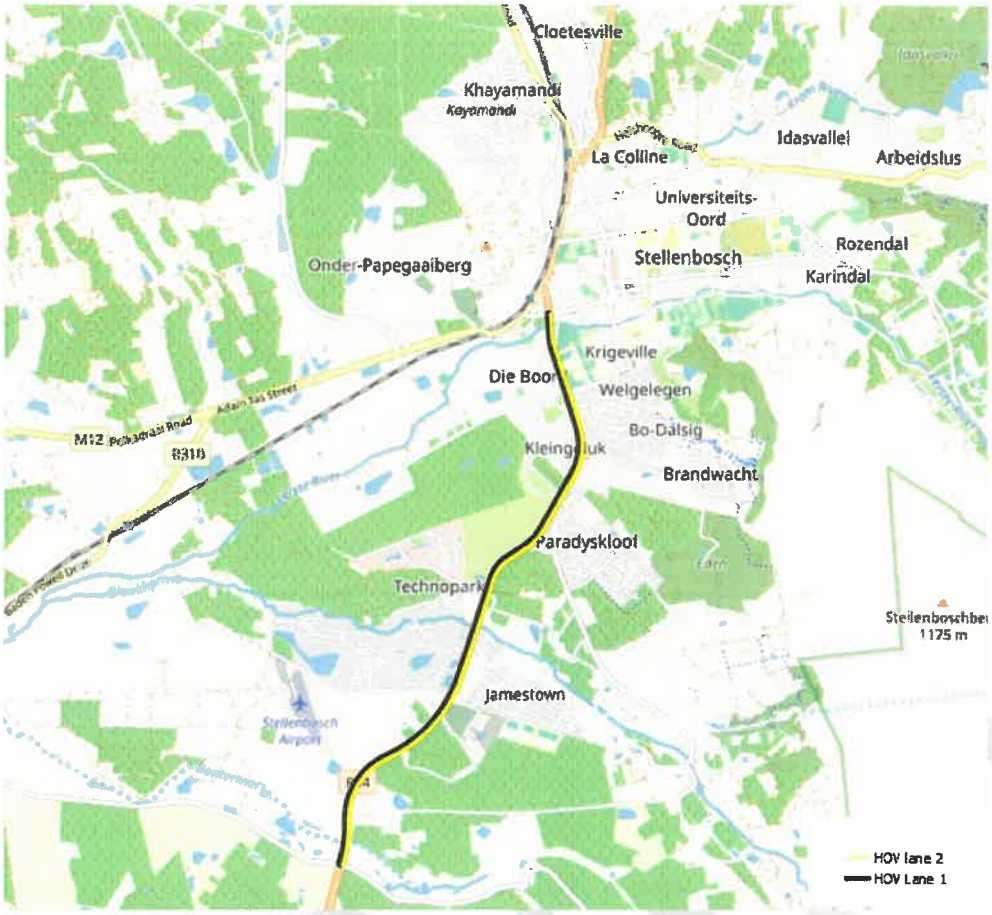


Figure 1.14: Dedicated HOV Lanes

Four potential R44 HOV lane scenarios could be investigated:

- Demarcating an existing lane for HOV vehicles during peak periods (where different road markings are used to differentiate the HOV lane from the open lane, as seen on the N2 inbound public transport lane). This option would require active law enforcement, to ensure compliance.
- Utilising a contraflow lane for HOVs during peak periods. Under a contra flow HOV lane scheme, during peak periods, the inner lane on the contraflow side of the road (i.e.: the side of the road running in the opposite direction to peak traffic flow), is utilised by HOV vehicles traveling in the peak traffic flow direction. The main issue with a contra flow-based scheme is that can pose a major safety risk to all road users, especially at intersections, where there are many potential points of conflict.
- Construction of additional lanes within the road reserve dedicated to HOVs. This option would require substantial investment in infrastructure and is therefore not suitable for a pilot (but could be considered for implementation should a scenario 1 pilot be successful). In addition, this option would also require active law enforcement to ensure compliance.
- Developing infrastructure for dedicated HOVs that can be used for bus rapid transit in the future. This option will, however, require significant planning and funding from the Provincial Government.

The photos in Figure 1.15 show the current configuration of portions of the R44, from Somerset West, towards Stellenbosch.



Figure 1.15: Road capacity for dedicated HOV lane pilot study

The dedicated HOV lane pilot study could be conducted in conjunction with the piloting of a park and ride facility along the same corridor. There are ongoing studies investigating the potential of the park and ride solutions, to alleviate congestion, and provide sustainable transport solutions to and from Stellenbosch town centre. The park and ride pilot would require a shuttle service between the proposed facility and the Stellenbosch town centre. The contracting of minibus-taxi operators to run this service is one potential option that could help to make more efficient use of existing public transport vehicles. This would also encourage private vehicle owners to use public transport services more broadly, thereby potentially shifting mindsets in favour of sustainable transport modes.

The public transport shuttle service operating on the dedicated HOV lanes could integrate with an internal transport feeder system, the anticipated TOD-style Development along the Adam Tas Corridor, the parking garage facility proposed at Technopark, and the development of a formalised taxi operating company with the support of the Municipality. It is critical that the dedicated HOV lanes integrate with the existing NMT network, and planned improvements along this proposed corridor. The process for the pilot study is presented in Section 1.5.6.

1.8.2 Possible HOV Integration with Other Modes

The minimum requirements for the preparation of integrated transport plans document states that the focus of the public transport plan must be to integrate the public transport network, services, and modes. There is an opportunity to integrate other modes with the proposed HOV lanes (see **Figure 1.16**). Firstly, the HOV lanes can be integrated with the internal feeder system (see section 1.5). This will connect areas such as Jamestown, Technopark, and Paradyskloof with the looped system. Secondly, once the rail services are re-instated (see section 1.4 for more information), the internal feeder system can be linked to rail by adding an additional stop at the train station or adjacent parking area (see **Figure 1.17**). This will further increase accessibility to and from other areas outside the town and be the first step in achieving an integrated public transport system for Stellenbosch.

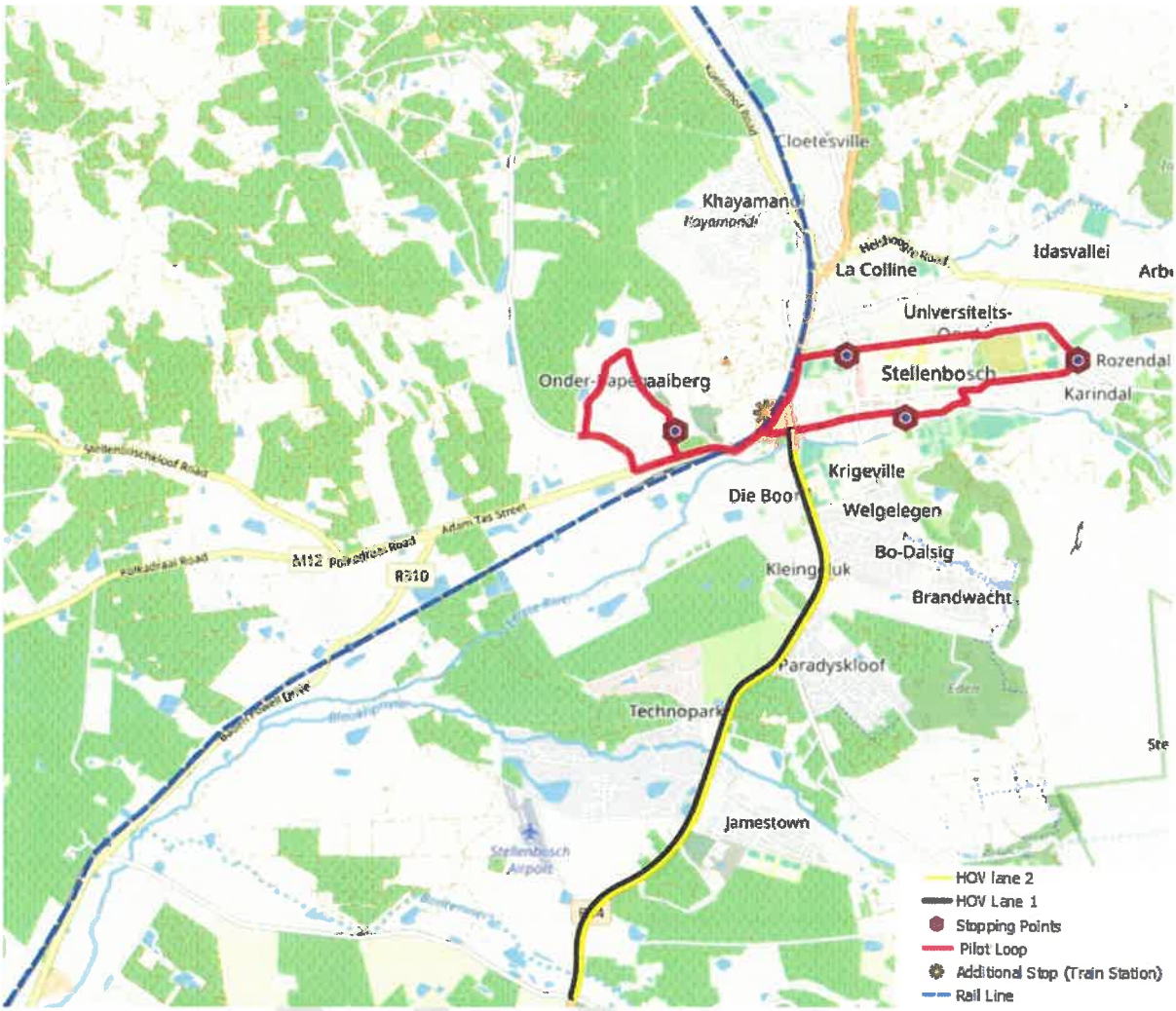


Figure 1.16: Possible Integration Opportunities



Figure 1.17: Stellenbosch Train Station and Adjacent Parking Area

Table 1.12: Proposed Public Transport Projects and Initiatives

Table 1.12 provides a set of proposed public transport-related interventions and projects for this CITP, which includes several projects included in the IDP.

Public Transport Plan: Key Intervention and Initiatives								
	Interventions/initiatives	**Description**	**5-year target 2022-2027**	**Year 1 2022/23**	**Year 2 2023/24**	**Year 1 2022/23**	**Year 1 2022/23**	**Year 1 2022/23**
1.	Transport Feeder System (IDP 2022)	Investigations and assessments reports for mechanism for the Internal Transport Feeder System from park and ride areas to the CBD	2	n/a	1	1	n/a	n/a
2.	Park and Ride Facilities (IDP 2022)	Submission of assessments reports for management of park and ride facilities to the Municipal Manager	2	n/a	1	1	n/a	n/a
3.	HOV lanes (R44) (IDP 2022)	Submission of an assessment report to the Provincial Department of Transport on the implementation of public transport lanes on the R44 (from both directions Stellenbosch – Somerset West)	1	1	n/a	n/a	n/a	n/a
4.	SU Shuttle Services (IDP 2022)	Engagements with the University to collaborate on the implementation and improvement of park and ride facilities and shuttle	5	1	1	1	1	1

		services for students						
5.	Transport Operating Company (IDP 2022)	Continued feasibility studies to establish a transport operating company	4	n/a	1	1	1	1
6.	Universal Accessibility (IDP 2022)	Development of business model for a Transport service for persons with disabilities in Stellenbosch	4	n/a	1	1	1	1
7.	Bergzicht Taxi Rank (IDP 2022)	Re-design of Bergzicht Public Transport Facility	2	1	1	n/a	n/a	n/a
8.	OLS Review (Current CITP Revision)	Conducting an Operating License review	1	1	n/a	n/a	n/a	n/a
9.	Mobility Forum (Current CITP Revision)	The reinstatement of the Mobility Forum between large employers and public transport operators	1	1	n/a	n/a	n/a	n/a
10.	Driver Customer Care (Current CITP Revision)	Development of a Driver Customer Care Programme to improve minibus-taxi service provision	4	n/a	1	1	1	1

ANNEXURE C

BUDGETED PROJECTS - ten years 2023 to 2033

Department	Project name	Funding	Proposed budget 2022/23	Proposed budget 2023/24 (1)	Proposed budget 2024/25 (2)	Proposed budget 2025/26 (3)	Proposed budget 2026/27 (4)	Proposed budget 2027/28 (5)	Proposed budget 2028 to 2033	Budget 10 years from 2023 to 2033
Roads and Stormwater	**Capital Projects**									
	Adam Tas Intersection Upgrades	CRR (own funds)							12 000 000	12 000 000
	Bridge Construction	IUDG	15 000 000	5 000 000	-				6 000 000	11 000 000
	Bridge Construction	CRR (own funds)	2 700 000							0
	Devon Valley Rd	CRR (own funds)	-		-					0
	Dorp Street West dualling									0
	Klapmuts Transport Network	CRR (own funds)	-	600 000					1 000 000	1 600 000
	Lanquedoc Access Road and Bridge	DC-Roads	-	5 000 000	12 000 000	15 000 000				32 000 000
	Lanquedoc Access Road and Bridge	CRR (own funds)	-	-	3 000 000					3 000 000
	Parking Area Upgrades - Franschhoek	DC-Parking	711 442	-	-					0
	Parking Area Upgrades - Stellenbosch	DC-Parking	800 000	-	-					0
	R304/West Kayamandi Intersection Construction	DC								0
	Stormwater Drainage - Kayamandi and Enkanini	DC-Stormwater	-							0
	Wilderbosch Extension to Trumali (Eastern link)	CRR (own funds)	1 000 000	1 500 000	1 500 000	3 000 000	7 000 000	7 000 000		20 000 000
	Wilderbosch Extension to Techno Park (Eastern link)	CRR (own funds)		-	-			1 500 000	15 500 000	17 000 000
	Planning Maintenance Operations									0
	Ad hoc Minor Upgrading of Roads (WC024)	CRR (own funds)				700 000			1 400 000	2 100 000
	Ad hoc Reconstruction of Roads (WC024)	IUDG	3 000 000	3 000 000	3 000 000	5 000 000	5 000 000	7 000 000	35 000 000	58 000 000
	Ad hoc Reconstruction of Roads (WC024)	CRR (own funds)	827 249							0
	Furniture, Tools and Equipment	CRR (own funds)	400 000	400 000	400 000	400 000	400 000	400 000	2 000 000	4 000 000
	Gravel Roads Devon Valley - Safety Improvements Structural Repairs	CRR (own funds)	-	-	500 000	300 000				800 000
	Reseal Roads - Klapmuts and Surrounding	CRR (own funds)	-	1 250 000	-			1 500 000	1 500 000	4 250 000
	Reseal Roads - Kylemore and Surrounding	CRR (own funds)	1 500 000	-	-	1 500 000			3 000 000	4 500 000
	Reseal Roads - Stellenbosch and Surrounding	CRR (own funds)	4 200 000	5 000 000	5 000 000	7 000 000	7 000 000	8 000 000	40 000 000	72 000 000

Appendix C

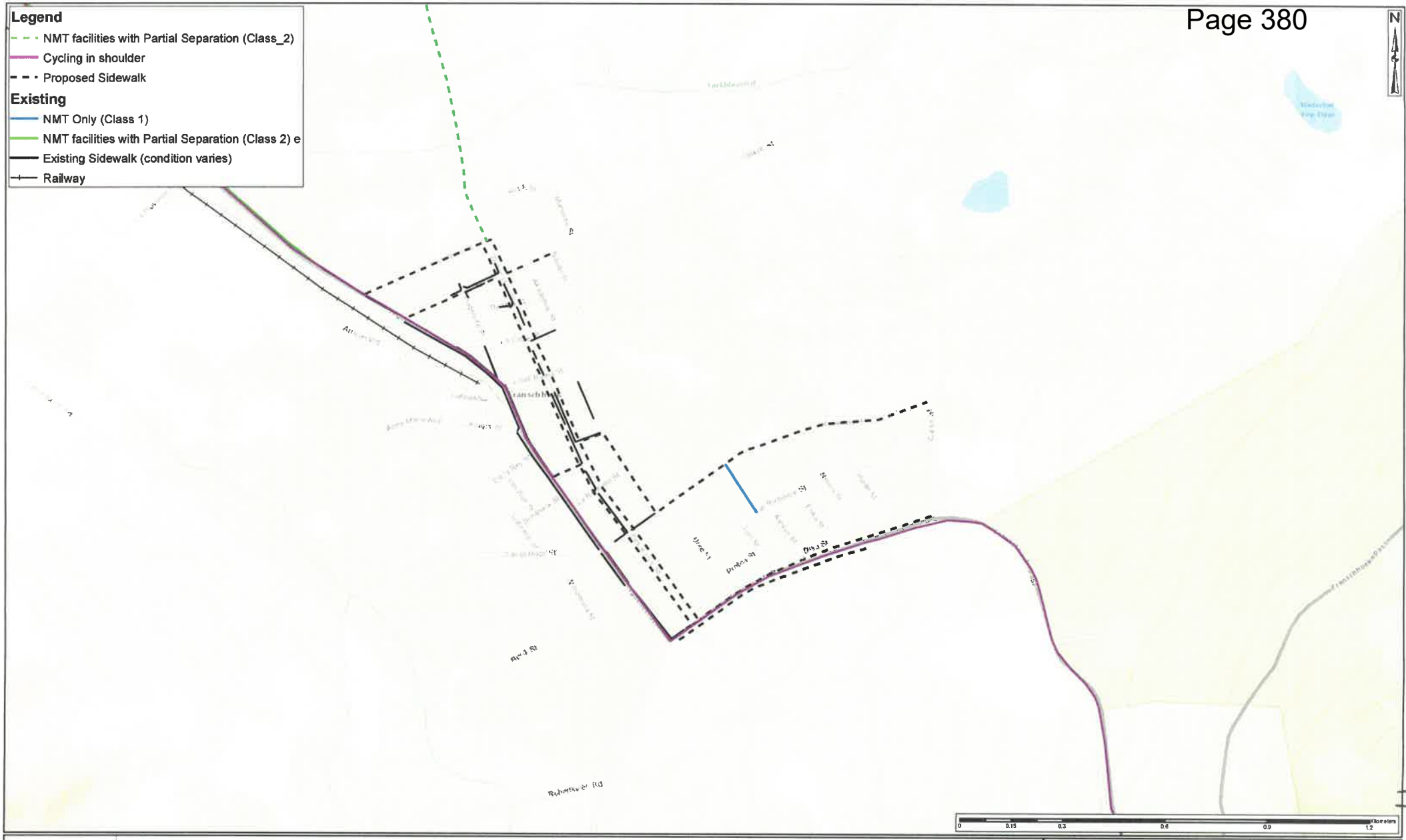
Department	Project name	Funding	Proposed budget 2022/23	Proposed budget 2023/24 (1)	Proposed budget 2024/25 (2)	Proposed budget 2025/26 (3)	Proposed budget 2026/27 (4)	Proposed budget 2027/28 (5)	Proposed budget 2028 to 2033	Budget 10 years from 2023 to 2033
	Reseal Roads - Franschhoek and Surrounding	CRR (own funds)	-	2 000 000	-		2 000 000		2 000 000	6 000 000
	River Rehabilitation Implementation	CRR (own funds)	-	1 000 000	-			1 000 000	1 000 000	3 000 000
	Rivers Rehabilitation Planning and Design	CRR (own funds)	500 000	-	-		500 000		500 000	1 000 000
	Specialised Vehicles: Heavy Duty Roads	CRR (own funds)	-	2 500 000	2 000 000	2 500 000			8 000 000	15 000 000
	Specialised Vehicle: Jet Machine Blockages	CRR (own funds)					5 000 000			5 000 000
	Specialised Vehicle: TLB Digger Loader	CRR (own funds)			3 000 000				3 000 000	6 000 000
	Upgrade Stormwater Retention Facilities	CRR (own funds)	-	-	1 500 000			1 500 000	1 500 000	4 500 000
	Update Pavement Management System	CRR (own funds)	-	1 000 000	-				1 500 000	2 500 000
	Update Stormwater System	CRR (own funds)	36 500				200 000		200 000	400 000
	Vehicle Replacement: Light Vehicles (LDV)	CRR (own funds)							3 000 000	3 000 000
	TOTAL		**30 675 191**	**28 250 000**	**31 900 000**	**35 400 000**	**27 100 000**	**27 900 000**	**123 100 000**	**273 650 000**
	Capital Projects									0
	Bird Street Dualling - Adam Tas to Kayamandi	CRR (own funds)	150 000	500 000	5 000 000	10 000 000	15 000 000			30 500 000
	Endler and Martinson Street Intersection Upgrade	CRR (own funds)	1 000 000	-	-					0
	Jamestown Transport Network	CRR (own funds)	1 000 000	3 000 000		2 000 000				5 000 000
	Planning Maintenance Operations									0
	Ad hoc Intersection Improvements	CRR (own funds)				2 000 000			2 000 000	4 000 000
	Furniture, Tools and Equipment: Traffic Engineering	CRR (own funds)	150 000	150 000	150 000	150 000	150 000	150 000	600 000	1 350 000
	Heavy Duty Vehicle (Truck)	CRR (own funds)							3 000 000	3 000 000
	Main Road Intersection Improvements: Franschhoek	CRR (own funds)	1 000 000	10 000 000	-				11 500 000	21 500 000

Department	Project name	Funding	Proposed budget 2022/23	Proposed budget 2023/24 (1)	Proposed budget 2024/25 (2)	Proposed budget 2025/26 (3)	Proposed budget 2026/27 (4)	Proposed budget 2027/28 (5)	Proposed budget 2028 to 2033	Budget 10 years from 2023 to 2033
Traffic Engineering	Main Road Intersection Improvements: Franschhoek	IUDG	-	-	2 129 950				750 000	2 879 950
	Main Road Intersection Improvements: Helshoogte/La Colline	CRR (own funds)	434 696	3 000 000	-					3 000 000
	Main Road Intersection Improvements: Helshoogte/La Colline	DC-Roads	1 738 055	-	-					0
	Main Road Intersection Improvements: R44/Merriman Street	DC-Roads	1 000 000	-	4 000 000		1 000 000	10 000 000	50 000 000	65 000 000
	Main Road Intersection Improvements: Stellenbosch	CRR (own funds)							16 500 000	16 500 000
	Main Road Intersection Improvements: Strand/Adam Tas/Alexander	DC-Roads	1 000 000	-	4 000 000	5 000 000	10 000 000	20 000 000		39 000 000
	Optic Fibre Traffic Signal Remote Managemenet System	CRR (own funds)	300 000	500 000	-					500 000
	Pedestrian Crossing Implementation	CRR (own funds)	300 000	300 000	-		300 000		300 000	900 000
	Raised Intersectiion Implementation	CRR (own funds)	600 000	-	600 000			600 000	600 000	1 800 000
	Roads and Signs Maintenance	CRR (own funds)		500 000					1 000 000	1 500 000
	Road Upgrades School Precincts	CRR (own funds)	1 000 000							
	Road Safety Improvements	CRR (own funds)	350 000	-	500 000					500 000
	Signalisation Implementation	CRR (own funds)	500 000	500 000	-					500 000
	Specialised Equipment: Roadmarking Machine + Trailer	CRR (own funds)	-	-	500 000	600 000				1 100 000
	Traffic Calming Projects: Implementation	CRR (own funds)	300 000	300 000	-	400 000			800 000	1 500 000
	Traffic Management Improvement Programme	CRR (own funds)	1 042 030	1 000 000	-		100 000			1 100 000
	Traffic Signal Control: Installation, Upgrading Traffic Signals and Associated Components	CRR (own funds)	1 500 000	500 000	500 000	500 000	500 000	500 000	2 000 000	4 500 000
	Traffic Signal Management System	CRR (own funds)	-	-	-	1 000 000				1 000 000
	Universal Access Implementation	CRR (own funds)	600 000	200 000	-		300 000		600 000	1 100 000
	TOTAL		**13 964 781**	**20 450 000**	**17 379 950**	**21 650 000**	**27 350 000**	**31 250 000**	**89 650 000**	**207 729 950**
	Capital Projects									0
	Adam Tas - Technopark Link Road	CRR (own funds)	2 300 000	3 000 000	5 000 000	20 000 000	30 000 000	30 000 000		88 000 000
	Bicycle Lockup Facilities	CRR (own funds)	200 000	300 000	-		500 000		500 000	1 300 000

Department	Project name	Funding	Proposed budget 2022/23	Proposed budget 2023/24 (1)	Proposed budget 2024/25 (2)	Proposed budget 2025/26 (3)	Proposed budget 2026/27 (4)	Proposed budget 2027/28 (5)	Proposed budget 2028 to 2033	Budget 10 years from 2023 to 2033
Transport Planning	Kayamandi Ped Bridge (R304, River and Railway Line)	IUDG	3 000 000	16 000 000	-	10 000 000				26 000 000
	Kayamandi Ped Bridge (R304, River and Railway Line)	DC-Roads		-	-					0
	Planning Maintenance Operations									0
	Adam Tas - Corridor Transport Study	CRR (own funds)	500 000	1 000 000	-	1 000 000				2 000 000
	Comprehensive Integrated Transport Plan	CRR (own funds)	600 000	600 000	600 000	1 000 000	2 000 000	1 000 000	6 000 000	11 200 000
	Continued feasibility studies to establish a transport operating company	CRR (own funds)	-	-	600000					600 000
	Cycle Plan - Design and Implementation	CRR (own funds)	784 739	500 000	-	500 000	500 000	500 000	2 500 000	4 500 000
	Development business model transport service persons with disabililties - Stellenbosch		600 000	-	-					0
	Feasibility Link Road: Adam Tas (Devon Valley) to R304 (Kayamandi)	CRR (own funds)			2 000 000				42 000 000	44 000 000
	Feasibility Upgrade Existing Bridge or Add Bridge Eerste River Stellenbosch CBD	CRR (own funds)				400 000	400 000		62 000 000	62 800 000
	Feasibility Welgevonden Road Extension R304 to R44	CRR (own funds)			2 000 000				62 000 000	64 000 000
	Freight Strategy for Stellenbosch and Franschhoek	CRR (own funds)	-	500 000	-				500 000	1 000 000
	Non-Motorised Transport Implementation	CRR (own funds)	1 000 000	1 000 000	-	3 000 000	3 000 000	4 000 000	20 000 000	31 000 000
	Non-Motorised Transport Implementation	TBC	3 000 000		-					0
	Park and Ride (Transport Interchange)	CRR (own funds)	100 000	250 000	-					250 000
	Pedestrian Streets in Stellenbosch	CRR (own funds)	-	-	1 700 000					1 700 000
	Provision Bulk Parking Planning & Development	CRR (own funds)		3 000 000	3 000 000	3 000 000				9 000 000
	Public Transport Infrastructure (Public Transport Shelters and Embayments)	CRR (own funds)	400 000	-	400 000				800 000	1 200 000
	Public Transport Facilities (Taxi Ranks)	CRR (own funds)		-	500 000		1 000 000		3 000 000	4 500 000
	Public Transport Planning - WC024	CRR (own funds)	-	600 000	-	2 000 000				2 600 000
	Public Transport Service (Inclusive of Mobility Impaired)	TBC	165 278	-	500 000					500 000
	Re-design of Bergzicht Public Transport Facility	CRR (own funds)	1 800 000	-	-					0
	Stellenbosch - Bicycle network	CRR (own funds)	500 000	1 000 000	-					1 000 000
	Stellenbosch Tour Bus Parking	CRR (own funds)	50 000	600 000	-					600 000

Department	Project name	Funding	Proposed budget 2022/23	Proposed budget 2023/24 (1)	Proposed budget 2024/25 (2)	Proposed budget 2025/26 (3)	Proposed budget 2026/27 (4)	Proposed budget 2027/28 (5)	Proposed budget 2028 to 2033	Budget 10 years from 2023 to 2033
	Taxi Rank - Franschhoek	CRR (own funds)	-	500 000	-					500 000
	Technopark Kerb and Channel Upgrade	CRR (own funds)	-	-	1 500 000					1 500 000
	Update Roads Master Plan for WC024	CCR	-	-	2 000 000					2 000 000
	TOTAL		**15 000 017**	**28 850 000**	**19 800 000**	**40 900 000**	**37 400 000**	**35 500 000**	**199 300 000**	**361 750 000**
GRAND TOTAL			**59 639 989**	**77 550 000**	**69 079 950**	**97 950 000**	**91 850 000**	**94 650 000**	**412 050 000**	**843 129 950**

ANNEXURE D



Project Title:	**Stellenbosch CITP**
Map Title:	**Franschhoek: Proposed NMT Network**

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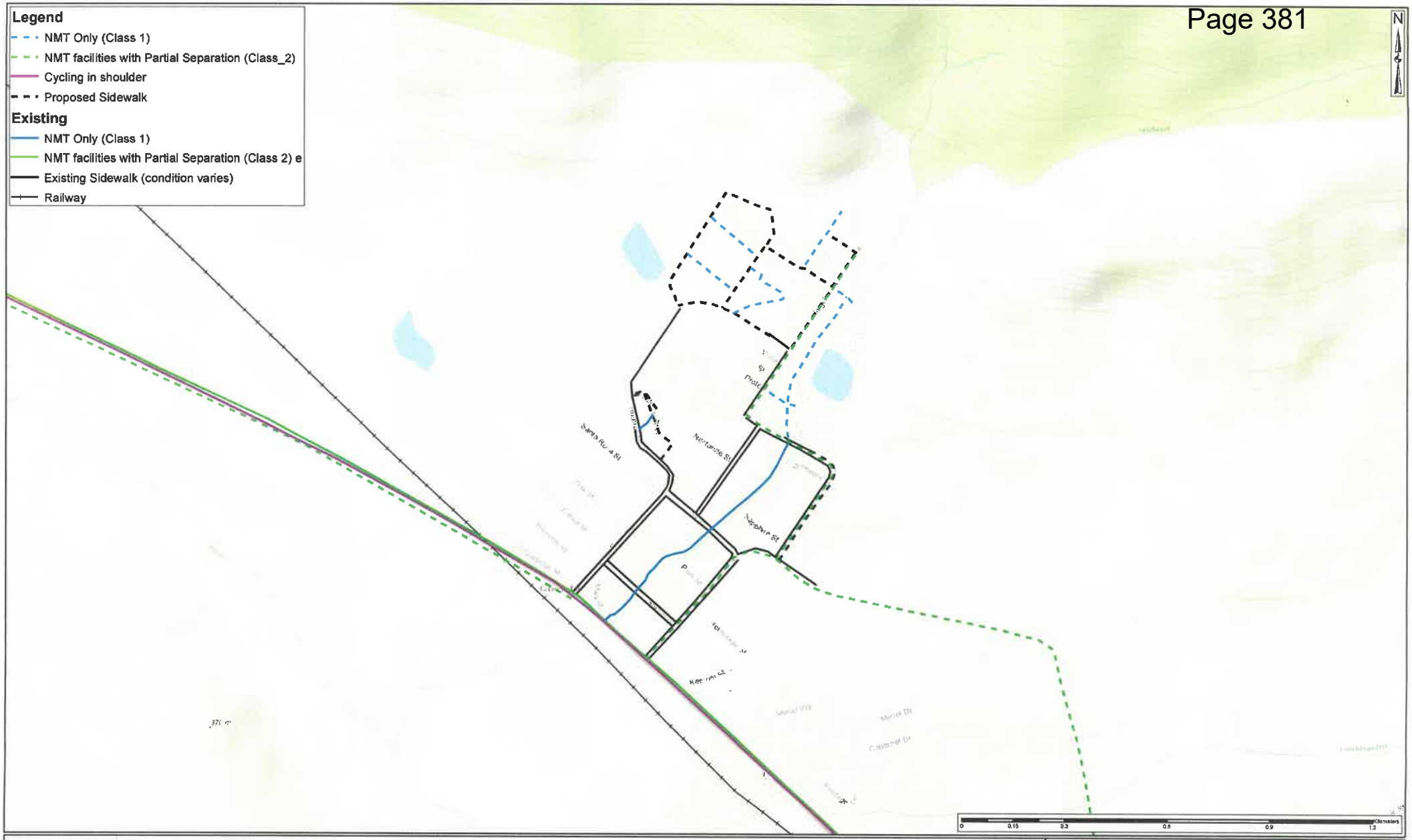
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Revision:	00

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Appendix D



Project Title:	**Stellenbosch CITP**
Map Title:	**Groendal: Proposed NMT Network**

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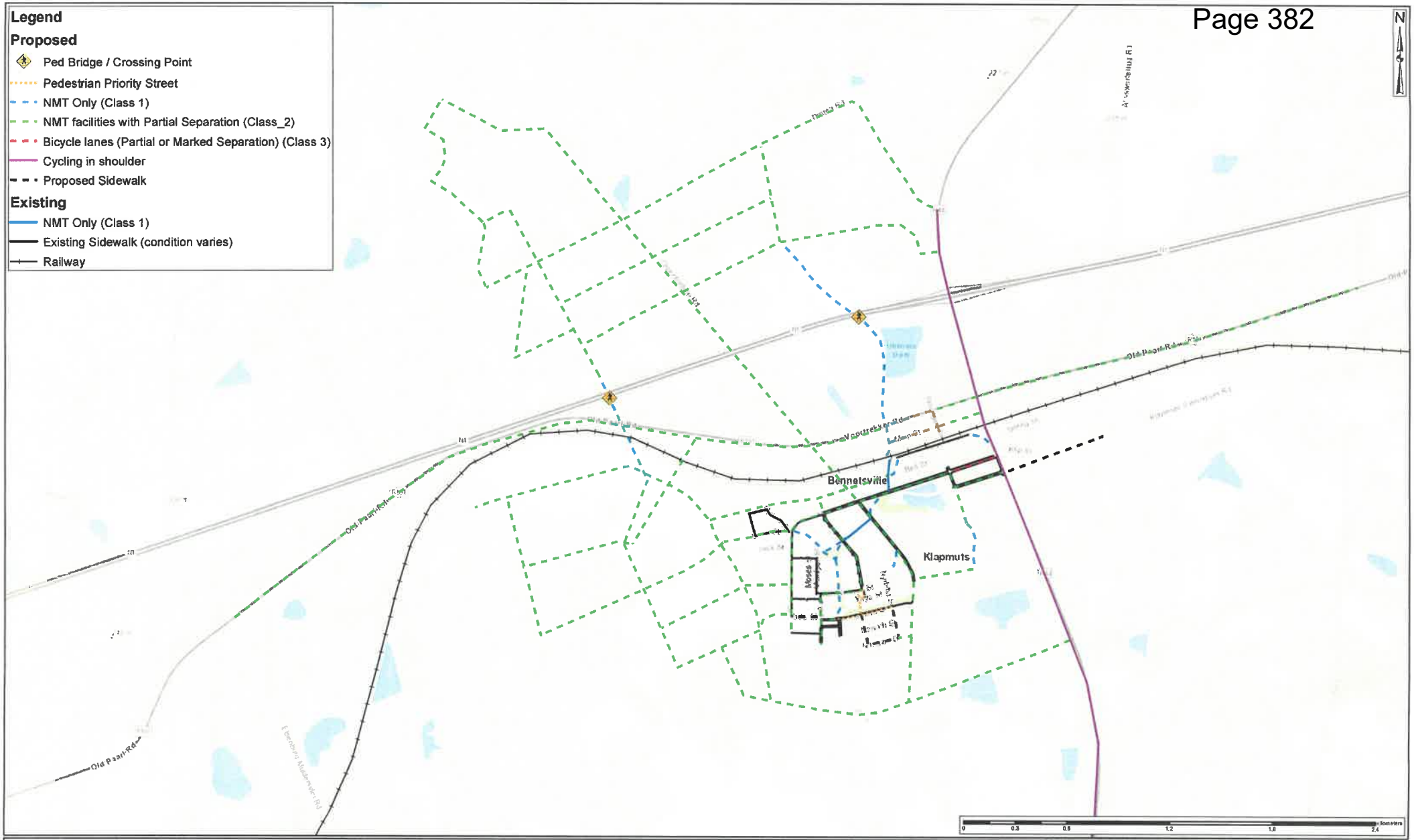
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Project Title:	**Stellenbosch CITP**
Map Title:	**Klapmuts: Proposed NMT Network**

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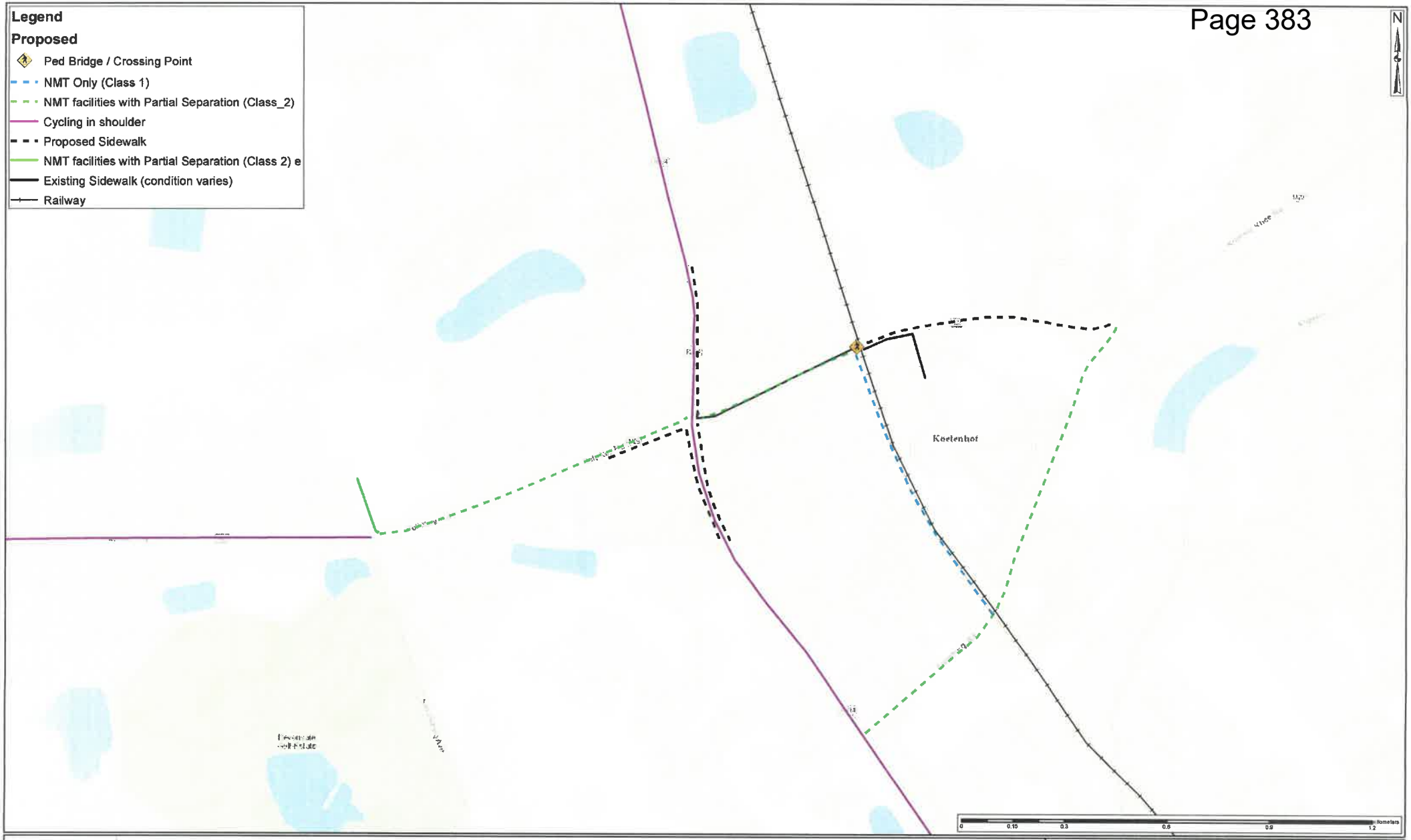
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Project Title:	**Stellenbosch CITP**
Map Title:	**Koelenhof: Proposed NMT Network**

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Project Title: **Stellenbosch CITP**

Map Title: **Kylemore: Proposed NMT Network**

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Figure 1

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Project Title: **Stellenbosch CITP**

Map Title: **La Motte: Proposed NMT Network**

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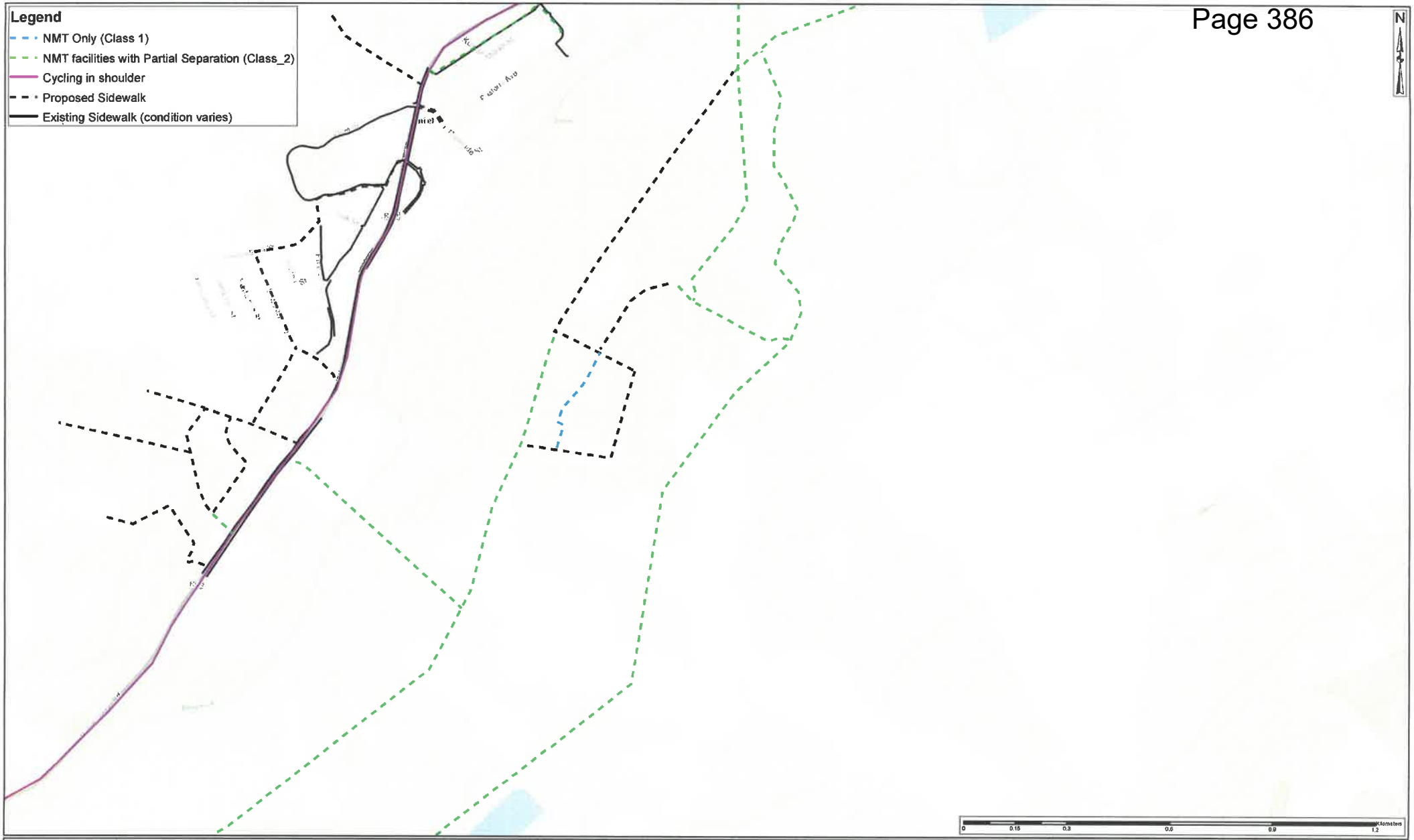
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Sources:
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Project Title: **Stellenbosch CITP**

Map Title: **Lanquedoc: Proposed NMT Network**

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Figure 1

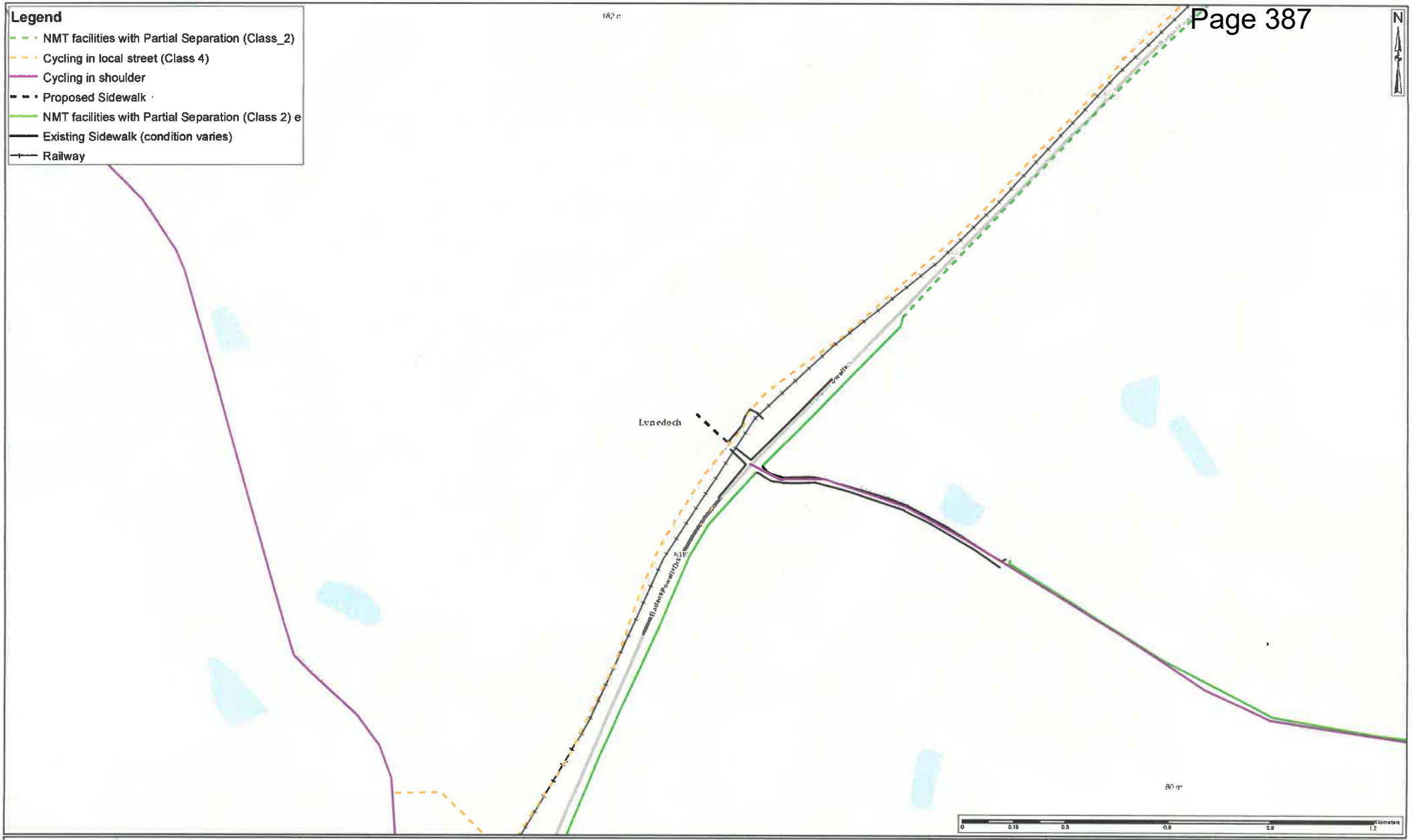
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Approved By:	C Erasmus
Date Saved:	2022/04/04
Project Number:	N/A
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Project Title:	**Stellenbosch CITP**
Map Title:	**Lynedoch: Proposed NMT Network**

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Figure 1

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Project Title:	**Stellenbosch CITP**
Map Title:	**Pniel: Proposed NMT Network**

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Figure 1

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Project Title: **Stellenbosch CITP**

Map Title: **Raithby: Proposed NMT Network**

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Figure 1

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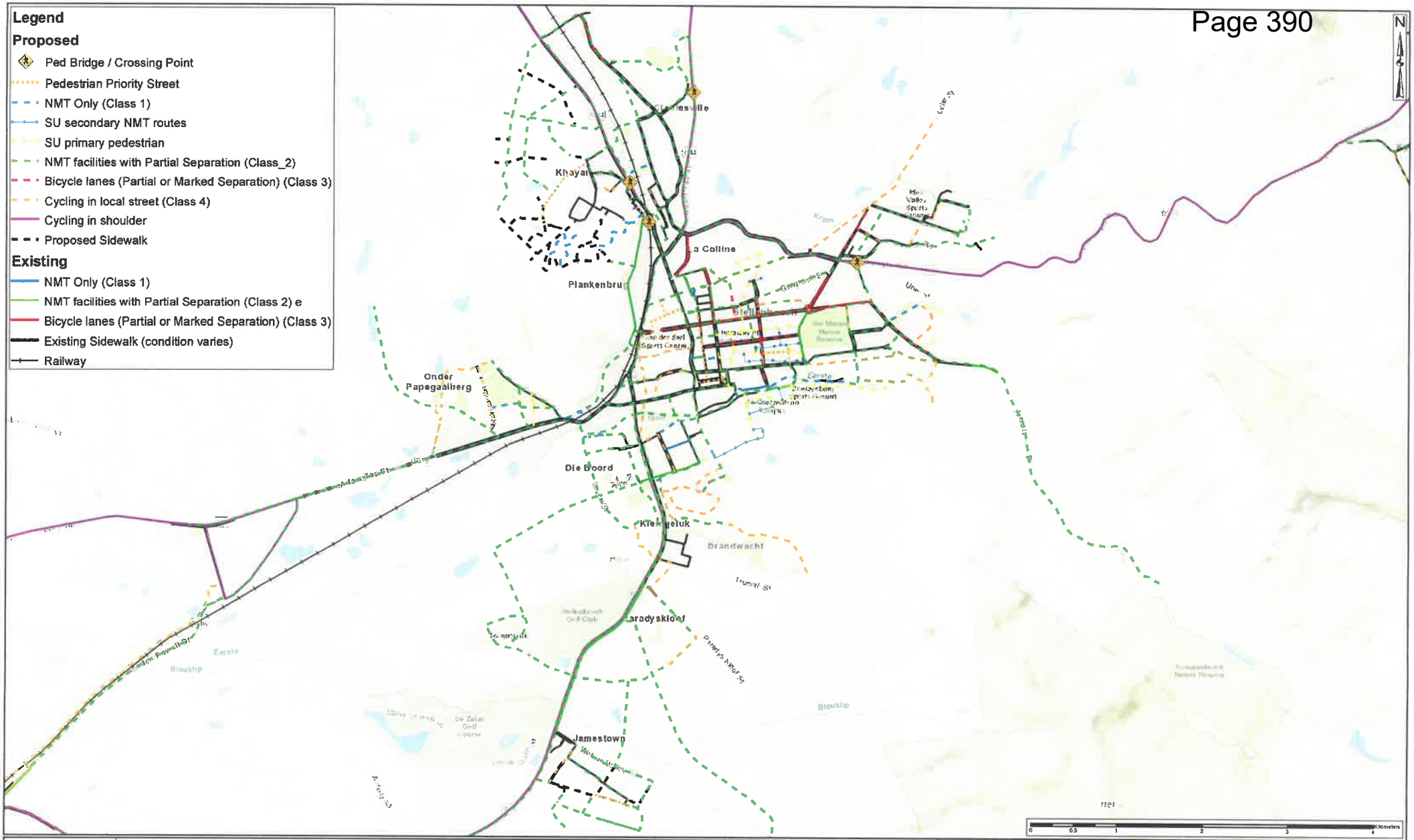
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Project Title:	**Stellenbosch CITP**
Map Title:	**Stellenbosch Town: Proposed NMT Network**

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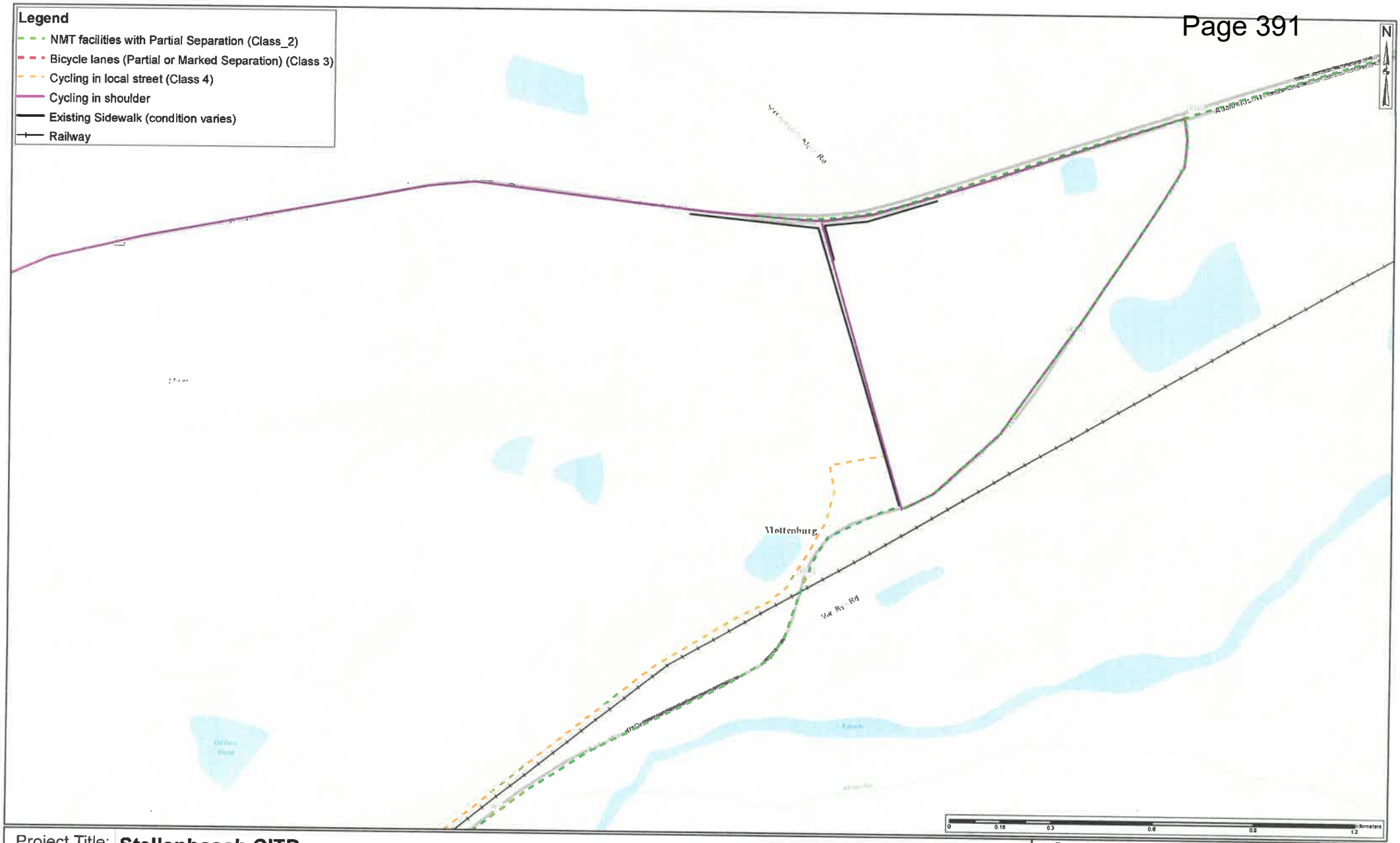
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Project Title: **Stellenbosch CITP**

Map Title: **Vlottenburg: Proposed NMT Network**

Figure 1

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Project Title: **Stellenbosch CITP**

Map Title: **Wemmershoek: Proposed NMT Network**

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Project Number:	N/A
Map Ref:	NMT_Wemmershoek_1.mxd
Revision:	00

Sources:

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ANNEXURE E

STB RMP PROPOSED ROAD PROJECTS (INCLUDING PROVINCIAL ROAD PROJECTS)

PROJECT REFERENCE NUMBER	ROAD NAME	ROAD AUTHORITY	ROAD NUMBER	PROVINCIAL ROAD NUMBER	ROAD SECTION / INTERSECTION NAMES	IMPROVEMENT TYPE	IMPROVEMENT DESCRIPTION	LENGTH (+/- km)	PROPOSED CLASSIFICATION	CROSS SECTION	PRIORITY *	COMMENTS/STATUS
SRMP001	Western bypass Adam Tas- Kayamandi Link	Stellenbosch/PGWC	tbc	-	New road between R310 and R304 (Western bypass - Portion north of Adam Tas Road)	New road	Option 2 New road between R310 heading north to link with the R304 to tie into the existing intersection with Welgevonden Boulevard. The route runs east of the Stellenbosch land-fill and joins Devon Valley Road for a portion before deviating to pass over the hill	6.0	Class 2: Urban Major Arterial	Dual Carriageway	-	TBC
SRMP002	Western bypass Adam Tas- Technopark Link	Stellenbosch/PGWC	tbc	-	New road between R44 (Techno Park) and R310 Adam Tas Western Bypass, portion south of Adam Tas Road - Alignment Option 1	New road	Option 3 - New road parallel to existing Techno Avenue from the R44 to R310. The road will have limited intersections with a possible 2nd access to Techno Park linking into Neutron Road. The route crosses the Eerste river (new bridge), and passes to the west of Van Ryn's Distillery before crossing the railway line (new bridge) and intersecting with Adam Tas.	4.0	Class 2: Urban Major Arterial	Single Carriageway	High	Planning and Design
SRMP003	Western bypass	PGWC	tbc	-	New road between R44 (Annandale Road) and R310 Adam Tas. Western Bypass, portion south of Adam Tas Road - Alignment Option 2	New road	Option 1 New north-south link road between Annandale Road and Adam Tas running to the east of the airport and De Zalze Estate. The route will cross the Eerste River (new bridge) and passes to the west of Van Ryn's Distillery before crossing the railway line (new bridge) and intersecting with Adam Tas. Detailed planning and investigation of route alternatives will be required, and an EIA process due to potentially environmentally sensitive areas.	6.4	Class 2: Urban Major Arterial	Single Carriageway		Further investigation required to determine whether feasible possibly as lower order road and utilizing existing routes as far as possible.
SRMP004	Kromme Rhee Road	PGWC	M23	DR1085	Kromme Rhee Road	Road upgrade	Upgrade to dual carriageway with shoulders, replacement of level crossing at Koelenhof Station with road over rail bridge.	3.5	Class 2: Urban Major Arterial	Dual Carriageway		
SRMP006	R44	Stellenbosch/PGWC	R44	MR27	R44 / Merriman Street/Adam Tas	Intersection upgrade	Grade separated intersection with bridge over railway line.	N/a	Class 2: Urban Major Arterial	-	High	Planning and Design
SRMP008	R44/R310	Stellenbosch/PGWC	R44/R310	MR27/MR172	R44 / Helshoogte Road	Intersection upgrade	Phase 1: Provide a left turn slip lane on the R44 southbound, and upgrade Helshoogte westbound to left turn, through and double right turn lanes. Phase 2: Realignment of La Colline Road.	N/a	Class 2: Urban Major Arterial	-	High	Phase 1 Complete Phase 2 Planning and Design
SRMP009	Adam Tas	STB/PGWC	R44/R310	MR27/MR177	R44 / Alexander Street / Adam Tas	Intersection upgrade	Realign Alexander Road to form the 4th leg opposite Adam Tas Road southbound.	N/a	Class 2: Urban Major Arterial	-	High	Planning and Design
SRMP010	R44	PGWC	R 44	MR27	R44 / Winery Road	Intersection upgrade	Grade Separation of intersection with free flow on the R44	N/a	Class 2: Urban Major Arterial	Dual Carriageway		
SRMP011	R44	PGWC	R 44	MR27	R44 / Annandale Road	Intersection upgrade	Grade Separation of intersection with free flow on the R44	N/a	Class 2: Urban Major Arterial	Dual Carriageway		
SRMP012	Huguenot Road	Stellenbosch	R45	MR191	R45 (Huguenot Rd) / Le Roux Street	Intersection upgrade	Intersection upgrade and potentially a new layout / control type	N/a	Class 2: Urban Major Arterial	-	High	Planning and Design
SRMP013	Huguenot Road	Stellenbosch	R45	MR191	R45 (Huguenot Rd) / La Provence Road	Intersection upgrade	Intersection upgrade and potentially a new layout / control type	N/a	Class 2: Urban Major Arterial	-	Medium	
SRMP014	Huguenot Road	Stellenbosch	R45	MR191	R45 (Huguenot Rd) / Uitkyk Street	Intersection upgrade	Intersection upgrade and potentially a new layout / control type	N/a	Class 2: Urban Major Arterial	-	Medium	
SRMP015	Huguenot Road	Stellenbosch	R45	MR191	R45 (Huguenot Rd) / Louis Botha Road	Intersection upgrade	Provide medians on approaches to Huguenot Road / Louis Botha intersection to improve safety.	N/a	Class 2: Urban Major Arterial	-		
SRMP016	Huguenot Road	Stellenbosch	R45	MR191	R45 (Huguenot Rd) / Lambrechts Road	Intersection upgrade	Intersection upgrade and potentially a new layout / control type	N/a	Class 2: Urban Major Arterial	-		
SRMP017	Lambrechts Road	Stellenbosch	R45	MR191	R45 (Lambrechts Road) / Nerina Street	Intersection upgrade	Intersection upgrade and potentially a new layout / control type	N/a	Class 2: Urban Major Arterial	-		

Appendix E

PROJECT REFERENCE NUMBER	ROAD NAME	ROAD AUTHORITY	ROAD NUMBER	PROVINCIAL ROAD NUMBER	ROAD SECTION / INTERSECTION NAMES	IMPROVEMENT TYPE	IMPROVEMENT DESCRIPTION	LENGTH (+/- km)	PROPOSED CLASSIFICATION	CROSS SECTION	PRIORITY *	COMMENTS/STATUS
SRMP018	R44	PGWC	R 44	MR27	Techno Road to Van Reede Road intersections	Additional lanes	Provision of additional lanes to increase road link capacity and intersection stop line capacity	3.3	Class 2: Urban Major Arterial	Dual Carriageway		
SRMP020	R44	PGWC	R 44	MR27	R 44	IRT infrastructure	Provision of intersection upgrades and/or dedicated lanes in congested sections	N/a	Class 2: Urban Major Arterial	Dual Carriageway & median IRT Lanes		
SRMP021	R310	PGWC	M12 & R310	MR177	Stellenbosch Arterial / Polkadraai Road	IRT infrastructure	Provision of intersection upgrades and/or dedicated lanes in congested sections	N/a	Class 2: Urban Major Arterial	Dual Carriageway & median IRT Lanes		Long-term planning
SRMP023	Western bypass	PGWC	-	-	Western Bypass / R304 intersection	Interchange	Upgrade to grade-separated interchange	N/a	Class 2: Urban Major Arterial	-		
SRMP024	Western bypass	PGWC	-	-	Western Bypass / R310 intersection	Interchange	Upgrade to grade-separated interchange	N/a	Class 2: Urban Major Arterial	-		
SRMP025	Western bypass	PGWC	R 44	MR27	Western Bypass / R44 intersection	Intersection upgrade	Upgrade to grade-separated interchange. Possible roundabout to accommodate Techno Park access, proposed new east-west route, and possibly De Zalze access. Refer to SRMP003.	N/a	Class 2: Urban Major Arterial	-		
SRMP027	R45	PGWC		MR191	Portion of R45 between N1 and Helshoogte Road	Road upgrade	Road improvement and intersection improvements	9.8	Class 2: Urban Major Arterial	Single Carriageway		
SRMP028 (Full)	R304	PGWC	R304	MR174	Portion of R304 from N1 to R310/R44	Road upgrade	Upgrade to dual carriageway.	13.5	Class 2: Urban Major Arterial	Dual Carriageway		
SRMP028 (Partial)	R304	PGWC	R304	MR174	Portion of R304 from R44 to Welgevonden	Road upgrade	Upgrade to dual carriageway.	0.75	Class 2: Urban Major Arterial	Dual Carriageway	High	Planning and Design
SRMP030	Welgevonden Boulevard	Stellenbosch	-	-	New road between Lang Road and R44	New road extension	Extension of Welgevonden Boulevard to bypass north of Welgevonden residential area, follow a new alignment and link to the R44 with a signalised intersection. A new entrance to Welgevonden will be required.	1.4	Class 3: Urban Minor Arterial	Single Carriageway		
	Remove Row											Project removed
SRMP033	Robertsvlei Road	PGWC	-	DR1351	DR1343 / DR1351 / MR191	Road upgrade	Upgrade of Robertsvlei Road to accommodate Heavy Vehicles which will allow bypassing of Franschhoek town centre.	10.3	Class 3: Rural Minor Arterial	Single Carriageway		
SRMP034	Groenfontein Road	Stellenbosch	-	DR1104	Groenfontein Road from R44 to Protea Road	New road extension	Upgrade of Groenfontein Road to serve proposed new developments in Klapmuts (north and south of the N1).	5.3	Class 3: Urban Minor Arterial	Single Carriageway		
SRMP036	Remove Row											Project completed
SRMP037	tbc	PGWC	-	MR166	Road and intersection upgrades	Road upgrade	Road rehabilitation and provision of new intersections with Elkendal Road, Bredell Road and the R44.	-	tbc	Single Carriageway		
SRMP038	Old Paarl Road	PGWC	R101	MR189	Portion of Old Paarl Road from the R304 to Bloekombos	Road rehabilitation	Road rehabilitation of the R101.	-	Class 3: Urban Minor Arterial	Single Carriageway		
SRMP039	Stellenbosch Arterial	PGWC	M12	MR177	Portion of M12 from existing dualling to R102	Road rehabilitation	Road rehabilitation of the M12.	-	Class 3: Urban Minor Arterial	Single Carriageway		
SRMP040	Annandale Road	PGWC	-	DR1050	Annandale Road and a portion of Baden Powell Drive	Road rehabilitation	Road rehabilitation of Annandale Road.	-	Class 3: Urban Minor Arterial	Single Carriageway	High	Completed
SRMP041	Groenfontein Road	PGWC	-	DR1104	Groenfontein Road from Klapmuts to north of the N1	Road regravel	Regravel Groenfontein Road	-	Class 3: Urban Minor Arterial	Single Carriageway	Medium	Refer to SRMP034
SRMP043	Baden Powell Drive	PGWC	R310	MR168	Baden Powell Drive between the M12 Polkadraai and N2.	Road rehabilitation	Rehabilitation and upgrade of Baden Powell between the N2 and Vlaeberg Road. Section between Polkadraai and Annandale Road is planned.	-	Class 3: Rural Minor Arterial	Single Carriageway		In-Progress
SRMP044	Robertsvlei Road	PGWC	-	DR1351	Portion of Robertsvlei Road	Road regravel	Regravelling of existing road	-	Class 3: Rural Minor Arterial	Single Carriageway		Refer to SRMP033

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SRMP045	Winery Road / Main Street	PGWC	M9	MR165/MR166	Macassar Road to Winery Road, extension of Main Road	New road & intersection	Realignment of Macassar Road to connect with Winery Road to create improved mobility from south of the N1. Existing portion of Winery Road to be maintained for local farm access only. Main Road to be extended to meet with new road as a priority intersection.	1.3	[illegible]	Single Carriageway		Upgrade located outside SM
SRMP046	Remove Row											Removed
SRMP047	R44 / Stellenbosch Airport Service Road	Stellenbosch	-	-	New road link to the R44	New road	New road between the existing service road and tying into proposed intersection on the R44 - required as part of the Stellenrust Road realignment. Allows closure of several private driveways along the R44 with a consolidated access road. May require upgrading of the existing gravel service road. Closure of existing unsafe Aerodrome access off the R44	0.2	Class 4, Urban Collector Streets	Single Carriageway		Refer to SRMP048
SRMP048	Stellenrust Road	Stellenbosch	-	DR1053	Stellenrust Road	Road realignment	Realignment of Stellenrust Road over the R44 to link onto proposed new road and the closure of the existing unsafe access on the R44.	0.7	Class 4, Urban Collector Streets	Single Carriageway		Refer to SRMP047
SRMP049	New Jamestown Access Road	Stellenbosch	-	-	New Jamestown Access Road	New road extension	New Jamestown Road linking existing and proposed residential developments south to Stellenrust Road and north to Blaauwklippen Road / proposed Eastern Link	3	Class 4, Urban Collector Streets	Dual Carriageway		Long-term planning
SRMP050	School Road	Stellenbosch	-	-	Upgrade and realign School Street	New road	School Road upgrade from R44 to future Eastern Link Road	1.5	Class 4, Urban Collector Streets	Single Carriageway	High	Planning & Design
SRMP051	Pajaro Avenue	Stellenbosch	-	-	Pajaro Avenue between Webersvallei Road and Stellenrust Road	New road extension	Extend Pajaro Avenue northwards to intersect with Blaauwklippen Road and south to Stellenrust Road. Provides additional access to future Jamestown developments proposed as well as linking Jamestown to Paradyskloof.	2.3	Class 4, Urban Collector Streets	Single Carriageway		
SRMP052	Wildebosch Rd Ext – South (Eastern Link)	Stellenbosch	-	MR169	Wildebosch Road between R44 and Blaauwklippen Road	New road	The extension of Wildebosch Road to link onto Techno Avenue at the R44 (Portion of Eastern link)	0.95	Class 4, Urban Collector Streets	Single Carriageway	TBC	TBC
SRMP053	Wildebosch Rd Ext – North (Eastern Link)	Stellenbosch	-	MR169	Wildebosch Road between Paradyskloof Road and the extension of Van Reede Road	New road	The extension of Wildebosch Road north over Trumali Road and Brandwacht linking onto the extension of Van Reede Road and further north to the CBD	2.5	Class 4, Urban Collector Streets	Single Carriageway	TBC	Planning and Design
SRMP054	Van Reede Road	Stellenbosch	-	MR171	Van Reede Road	Upgrade & new road extension	Investigate the extension of Van Reede Road to link with Neutron Road.	2.3	Class 4, Urban Collector Streets	Single Carriageway		
SRMP055	Van Reede Road	Stellenbosch	-	MR171	Van Reede Road	New road extension	Extension of Van Reede Road to link with proposed new eastern extension of Wildebosch Road. Route runs through potentially sensitive farmlands and although a proclaimed provincial servitude is present, further investigations will be required.	0.6	Class 4, Urban Collector Streets	Single Carriageway		
SRMP056	Suidwal Road	Stellenbosch	-	-	Suidwal Road	New road	Extension of Suidwal Road between Doornbosch Road to Koch Road. The route is near sensitive areas and requires changes to Bloemhof Girls High School parking area.	0.4	Class 4, Urban Local Streets	Single Carriageway		
SRMP057	Stellentia Road	Stellenbosch	-	-	Rokewood Road / Stellentia Road	New road	Extension of Stellentia Road over the Eerste River (new bridge) to link onto Rokewood Road at the eastern Culemborg Crescent intersection. Provides an alternative access from Die Boord to the R310, without using the R44.	0.2	Class 4, Urban Collector Streets	Single Carriageway		

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SRMP058	Pastorie Street	Stellenbosch	-	-	Pastorie Road (Noordwal Wes Rd) link to Suidwal Street	New road	Pastorie Street link with Suidwal Road over the Eerste River (new bridge required)	0.2	Class 4, Urban Collector Streets	Single Carriageway		
SRMP059	Old Bottelary Road	Stellenbosch	-	-	Old Bottelary / Devon Valley Rd	New road extension	The extension of Old Bottelary Rd to link Blumberg Drive (Devonvale Road) and the R304	0.45	Class 4, Urban Collector Streets	Single Carriageway		
SRMP060	-	Stellenbosch	-	-	Bottelary Rd / Old Bottelary	New road	Road link between Bottelary Road and Old Bottelary Rd.	0.25	Class 4, Urban Collector Streets	Single Carriageway		
SRMP061	Merchant Street	Stellenbosch	-	MR205	R44 / Merchant Street	New road extension & realignment	The realignment of Merchant Street to link to the R45 at the R44 intersection & closure of the Merchant Street T-junction access on the R44.	0.9	Class 4, Urban Collector Streets	Single Carriageway		
SRMP062	-	Stellenbosch	-	MR27/MR189	R44 / Sandringham Road (R101)	New road	New Class 4 road between the R44 and R101, Klapmuts	3.7	Class 4, Urban Collector Streets	Single Carriageway		
SRMP063	Simonsberg Street	Stellenbosch	-	MR172	Helshoogte Road / Simonsberg Street	Road upgrade & extension	Simonsberg St extension over the R310 to Main Rd Ext, Johannesdal.	2.1	Class 4, Urban Collector Streets	Single Carriageway		
SRMP064	Sonnestraal Street	Stellenbosch	-	MR172	Helshoogte Road / Sonnestraal Street	Road upgrade & extension	The extension of Sonnestraal Street from the R310 to Main Rd, Johannesdal.	1	Class 4, Urban Collector Streets	Single Carriageway		
SRMP065	Remove Row											Project removed
SRMP066	Main Road	Stellenbosch	-	-	Main Road / Simonsberg Ext	New road	Upgrade and extension of Main Road to the south to link to planned Simonsberg St Extension & potentially Kylemore	3	Class 4, Urban Collector Streets	Single Carriageway	Medium	
SRMP067	Dirkie Uys Street	Stellenbosch	-	-	Dirkie Uys Street	New road extension	Extension of Dirkie Uys Street to connect with La Provence Street - connecting Groendal with Franschhoek.	1.4	Class 4, Urban Collector Streets	Single Carriageway		
SRMP068	Nerina Street	Stellenbosch	-	-	New access road from the R45 to existing local access road (OP5618)	Road upgrade & extension	Extension of Nerina Road from the R45 to Middagkrans Road, Franschhoek.	1.1	Class 4, Urban Collector Streets	Single Carriageway		
SRMP069	The Avenue	Stellenbosch	-	-	The Avenue / Suidwal Street	Bridge Widening	Widening of the existing bridge over the Eerste River to allow two-way traffic	0.1	Class 4, Urban Collector Streets	Single Carriageway	Medium	
SRMP070	Vlottenburg Road	Stellenbosch	-	DR1055	Vlottenburg Road	Road realignment	Realignment of Vlottenburg Road to intersect with existing Stellenbosch Kloof Road intersection. This improves safety and reduces the number of intersections and level crossings along Baden Powel. Existing intersection along Baden Powell Drive to be closed.	0.3	Class 4, Urban Collector Streets	Single Carriageway		TBC
SRMP071	Trumali Street	Stellenbosch	-	-	Trumali Street	Road upgrade	Upgrade of Trumali Street to surfaced carriageway to link with Wilderbosch Extention.	0.6	Class 4, Urban Collector Streets	Single Carriageway	High	
SRMP072	-	Stellenbosch	-	MR172	-	New road	Future Johannesdal Link Road	2.2	Class 4, Urban Collector Streets	Single Carriageway		
SRMP073	Stellenrust Road	PGWC	-	DR1053	Stellenrust Road	Road realignment	Upgrading of Stellenrust Road between Blaauwklippen and the new realigned section	3	Class 4, Urban Collector Streets	Single Carriageway		
SRMP076	Dorp Street	Stellenbosch	-	-	R44 / Adam Tas	Road upgrade	Upgrade to dual carriageway. Increased capacity from CBD to Adam Tas and northbound traffic on the R44 can access Adam Tas without using the Adam Tas/R44 intersection	0.3	Class 4, Urban Collector Streets	Dual Carriageway	High	Planning and Design
SRMP077	Schuilplaats Rd	Stellenbosch	-	-	Trumali Street / Paradyskloof Road	New road	Extension of Schuilplaats Rd - New link road from Paradyskloof Rd to Trumali Street. The link will provide a safer alternative access for residents of Paradyskloof to the R44 via the signalised intersection of Trumali Street with the R44. This will also improve overall LOS and safety along this section of the R44.	0.3	Class 4, Urban Collector Streets	Single Carriageway		Complete
SRMP078	Lanquedoc access road	Stellenbosch			Lanquedoc	New roads	Upgrade Lanquedoc access road between R310 & Main Road, including a new bridge adjacent to the existing single carriageway bridge	0.25	Class 4, Urban Collector Streets	Single Carriageway	High	Planning and design underway

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tbc	Ben du Toit Extension	Stellenbosch	-	-	Trumali Street / Paradyskloof Road	New road	Extension of Ben du Toit Street - Potential link road from Paradyskloof Rd to Trumali St	0.6	Class 4, Urban Collector Streets	Single Carriageway		Possible future link to be assessed.
tbc		Stellenbosch			Jamestown (South) road network	New roads	Road network planning for access roads to proposed housing developments	tbc	Class 4 / Class 5		High	Complete
tbc		Stellenbosch			Kyamandi (Northern area) road network	New roads	Road network planning to accommodate housing developments	tbc	Class 4 / Class 5		High	
tbc		Stellenbosch			Botmanskop Road network	New roads	Road network planning to accommodate proposed housing developments	tbc	Class 4 / Class 5			
tbc		Stellenbosch			Droedyke road network	New roads	Road network planning to accommodate proposed housing developments	tbc	Class 4 / Class 5			
tbc		Stellenbosch			Klapmuts road network	New road	Update road network planning to accommodate proposed housing developments	tbc	Class 4 / Class 5		Medium	
tbc	Dassenberg Road	PGWC		OP5616	Dassenberg Road	Road upgrade	Road rehabilitation	tbc	tbc	tbc		
tbc	La Provence	PGWC		OP5615	La Provence	Road upgrade	Road rehabilitation	tbc	tbc	tbc		
tbc	Devonvale	Stellenbosch			Devonvale	Road upgrade	Assessment of regravelling of roads in Devonvale	tbc	tbc	tbc		

Qualification:
Note that where the Road Authority is the Provincial Roads Department, projects are commissioned and funded by the Department and are implemented in accordance with the provincial budgets and timeframes. Where the Road Authority is both the Municipality and Provincial Roads Department, the Municipality would apply for funding from the Provincial department. Should the application be successful, the department will fund part of the project; in such instances the Provincial Department is the approval authority.

ANNEXURE F

STELLENBOBOSCH CITP 2022-2026 - SUMMARY OF COMMENTS RECEIVED AND PROPOSED RESPONSES

Nr	Issue	Comment	From	How to address comments
1.	Adam Tas Corridor	1. Adam Tas is crucial R 2 million for Transport Study (nothing else)	Friends of Stellenbosch	The ATC concept has only recently come into existance, and work on the concept is at initial stages and detailed studies are yet to commence. Currently the ATC is at frameworks stage, with an overlay zone recently approved by Council. General guidelines for NMT and Public Transport facilities have been compiled. ATC Transport Studies are currently underway to ensure that the required levels of accessibility within the Corridor is achieved and the required levels of mobility on the provincial roads are maintained. The ATC Transport Studies will therefore align with the approved ATC MSDF and guidlines, promoting Public Transport and Non Motorised Transport within the Corridor. Key stakeholders in this study are inter alia include WCG and PRASA. Other studies currently also being undertaken are for Park and Ride Facilities for the possible implementation of a park and ride facility at the corndor It should be noted that the WCG DOI does not support the ATC nor the ATCLSOF. The DOI is the approval authority for main roads along the ATC, therefore any upgrade or intervention with main roads will require Provincial approval. The municipality has undertaken to engage with the DOI on seperate platforms regarding the ATC and its LSDF. The investment in Roads Infrastructure is attributed to growing and developing communities in Stellenbosch, the municipality endeavours to provide an equitable service in terms of transport to all communities in Stellenbosch which would include the establishment of a sustainable road network. The establishment of a sustainable road network may require road construction and road upgrades, which are informed by analysis and sound engineering udgement. The Municipality will endeavour to minimize expenditure for new roads and road upgrades and will only implement where it is crucial. The Municipality will continue promoting, investing and implementing in Public Transport and NMT infrastructure.
		2. Western By-pass north of AT to be scrapped and rather start with a light rail from railway station westwards towards Droe Dyke and eastwards towards Bergzicht		
		3. Welgevonden Road Extension (R44 to R304) to be scrapped. Spend the money on ATC-Kayamandi Northern Corridor		
		4. Prioritise budgeting for AT corridor (both planning and investment)		
		5. Densification: Want a new land-use models to feed into the traffic modelling taking cognisance of ATC.		
		6. No decision be taken regarding Technopark – ADT Link Road until the development on Libertas Farm has been decided.	Stellenbosch Interest Group	
		7. WC Region was part of ATC – Development Framework is fully supported by PRASA – will have implications for rail demand.	PRASA	
		8. ATC, Redevelopment of Van der Stel sportsgrounds, relocation of station – DOI considers this a significant project risk (contain in July 2022 comments).	WCG: Department of Infrastructure	
		9. No response has been received on comments the DOI made on the ATC transport matters.		
		10. Western Cape does not support ATCLSDF Sept 2021 and Guidelines Sept 2021 (previous comments included in Annexure A. Discuss with SBM how commetns will be dealt with?		
		11. R44, R310, R45 Provincial Roads DOI approval		
		12. DOI does not support ATC (R44) - comments were raised - however Western Cape EA&DP formed a partnership with SMP on this initiative.		
		13. ATC will impact greatly on road network (also the provincial road network) - thus any proposals need DOA approval. Formal transport analysis needs to be undertaken (comments were made July 2022 - copy of comments attached.)		
		14. Smart City impact also to be tested in modelling - upgrades/works to the Provinces roads will be determined and led by DOA in accordance with Budget provisions Vote 10.		
2.	Dorp Street Dualling	1. Object to way in which Dorp Street Dualling is planned:	Comments Received from 1 080 different entities and/or individuals	The dualling of Dorp Street is contained in the CITP only for information purposes, the design details of the project are not within the scope of the CITP. Therefore any feedback or comment on the detail design of the Dorp Street dualing will not bead dressed as part of CITP. Comment received will be handed over to the Dorp Street project design team for further review, engaging and processing.
		* Gateway to Stellenobsch (not historic, but a "highway")		
		* Focussed on new developments ignore existing residents and businesses		
		* Removal of Oak Trees and Channels		
		* Access to Weidenhof, Biersch Streets and Oude Rozenhof building will be cut off (no alternatives)		
		* Alternative route to alleviate traffic is R44 and Techno Park Bypass and Alexander Street intersection.		
		* Lack of Public Participation and impact assessment.		
		* Has the plan been accepted by Western Cape Heritage?		

Appendix F

Nr	Issue	Comment	From	How to address comments
		* Alternatives are also proposed:		
		- Smaller dualling with access to businesses and residents		
		- Circle/traffic flow zone (@ Stadler Street and Dorp street)		
		- No large utility vehicles and trucks		
		- Oak trees cannels no centre island		
		- Add bicycle & pedestrian lanes continuing up Upper Dorp Street also tie into Adam Tas corridor		
		- Redirecting through traffic (currently highway at the lower end of Dorp street only)		
		- Create and maintain lower Dorp Street as a tourist and residential hub		
		2. Dualling of Dorp Street will lead to its destruction traffic to be re-directed to proposed upgraded junction at Alexander Street.	Stellenbosch Interest Group	
		3. CITP in contradiction with MSDF principles. Dorp Street dualling major issue. Lack of balance between mobility and preservation of heritage. Solution focusses on vehicular solutions and disregards NMT.	Heritage Foundation	
		4. Proposal (Dorp Street Dualling) not aligned with Sustainable Mobility.	Heritage Foundation	
3.	Jamestown Roads Master Plan	1. Objection based on violation of legal principles and cultural heritage (review and amend to align with legal standards)	Friends of Stellenbosch	The continued development of Jamestown will result in the generation and attraction of additional movement and traffic. The Jamestown Roads Master Plan is aimed at addressing this by proposing the required access and mobility requirements. The Jamestown Roads Master Plan also promotes the equitable provision of transport facilities to all communities. All proposals listed in the Jamestown Master Plan such as the extention of Pajero lane will require further studies, assesments, evaluation of alternatives, ect. Once listed project, are proposed for implementation, detailed Traffic Impact Assessments, public participation, Environmental and Heritage processes are carried out before final decisions are made to proceed. Designs for improved sidewalks in Jamestown was previously carried out and will be implemented incrementally as the demand increases and as resources become available. Design for the development of road infrastructure around the schools precient in Jamestown are underway and are a priority with public partipation processes to follow soon, and implementation to follow shortly there after.
		2. Not sensitive to heritage and the Historic Mission Village of Jamestown. (to be protected for its history and marginalized people).		
		3. Reject the Jamestown Roads Masterplan/Jamestown Link (leaves open to legal challenge)		
		4. Update the Heritage Inventory Report and Stellenbosch Environmental Management Framework when future roads / transport planning is done. Should assess potential impact of development on environment and heritage – balance the need for development with protection		
		5. Any road should undergo an Archaeological Impact Assessment.		
		6. Make available Traffic / Transport studies where this was investigated. (based on current and approved developments (to proof that current roads don't have adequate capacity.		
		7. Include upgrade of pavements and sidewalks along Webersvalley and Pajero Road (was budgeted in 2016 IDP but not undertaken).		
		8. Upgrade (tarring) of dirt roads in School Street to also be provided with sidewalks.		
		9. Several roads in Jamestown masterplan run through /next Blaauwklippen Agricultural Estates – trust thet will support Jamestown to protect cultural and living heritage (MAYCO application to keep land use as agricultural).		
		10. Reduce scope of Jamestown Transport Network. Go on with Skool Straat extension. Do not implement a northward extension of Pajero Avenue towards Blaauwklippen Road		
		11. Dual Bird Street and expand R44 between Jamestown and van Rheede, with PT lanes as priority		

Nr	Issue	Comment	From	How to address comments
		12. Reduce scope of Jamestown Transport Network. Go on with Skool Straat extension. Do not implement a northward extension of Pajero Avenue towards Blaauwklippen Road		
4.	Franschhoek	1. Significant impact of freight traffic on main routes, as well as side streets	Franschhoek Heritage and Ratepayers Association	The R45 is largley a provincial route, under authority of the provincial government. Comments made falls outside of the mandate of the Municipality and therefore outside of the scope of the CITP. Comments received will be taken up at various platforms with the Provincial Government. Designs for the upgrading of the R45/LeRoux street intersection are currently at approval stage. It should be mentioned that the WCG's DOI is the approving authority regarding the type of intersection. Once designs ara approved the necessary processes towards implementation will follow immediatley thereafter. Implementation of the upgrades are to expected commence within 12 months. Upgrading of parking areas and improvements to NMT in the CBD, particularly in the Main Road, is receiving attention. These projects we currently underway in design phase with public participation processes and to follow. A Freight Strategy Study is currently underway to examine the routes typically utilized by freight vehicles in, around, and through the Stellenbosch Municipal Area including Franschhoek,analysis and engagements with interested and affected partites will be conducted. The Freight Study will ultimately develop a strategic freight network for Stellenbosch and Franschhoek. The Freight Study will also include the review of the Robertsvlei Bypass for Heavy Vehicles as well as the proposals for managing freight traffic as listed in the comments. The CITP proposes that susequent upates of the CITP includes for additional transport studies in Fransschhoek with more emphasis on the **Transport Record** and **Needs Assessments**, highlighting the concerns of through traffic and specifically freight vehicles. Subsequent update may need to include a review of the Franschhoek Roads Master Plan.
		3. Concerns about park-'n-ride in Franschhoek – unclear if potential parking site is available, visitors may first drive into Franschhoek CBD and then resort to park-'n-ride.		
		4. Proposed removing parking bays southwest side of Huguenot Street between Kruger and Berg and widening of pavement (for pedestrians). Also remove parking bays in Church to create a public amenity area on one side.		
		5. Roundabouts preferred over traffic lights. – specifically R45/Roux Street (also now in IDP) - or raised tables (no traffic lights on R45 in Franschhoek Valley as this is a Scenic Route).		
		6. Franschhoek is not pedestrian friendly (as CITP states). Pavements too narrow for people in season (people also walk up and done Huguenot Street)		
		7.Review the Franschhoek Masterplan to provide an understanding of the needs in Franschhoek		
		8. FHRPA survey 17 to 21 April 2023 (tri-axle, inter-linked trucks - in both directions exceeded 1891 (07:00 to 17:00) - 2 every minute, 596 large tour busses (average at 60 per day) All vehicles hourly average of 680 - there is no space!		
		9. Robertsvlei Bypass for heavy vehicles (an EIA is urgently needed)		
		10. Statement on HGV:		
		* R45 affects restaurants, cafes, shopping, galleries, pedestrians (Franschhoek livelihood/experience)		
		* Franschhoek pass never been constructed to carry large tri-axle, super-link trucks - cannot stay in their lane, sharp bends causes cross lane movement into oncoming traffic. When two meet, traffic stops.		
		* R45 part of Scenic Route Overlay Zone - incompatible with freight		
		* Need to demotivate truck drivers to use Franschhoek Pass		
		Proposals on managing freight traffic:		
		* Tolling th pass (R333) Toll for normal sized vehicles could be R0		
		* Noise - regulate the times (8:00 to 12:00)		
		* Trucks to be directed to the R221 between Villiersdorp and Grabouw then to the N2		
		11. Franschhoek Pass and Huguenot Street - tri-axles, intrlinked and super interlinked trucks great difficulty passing each other		
		12. Robertsvlei upgrade and bridge (for heavy vehicles)		
		13. T-intersection of Huguenot/Lambrecht/Excelsior (@ the Monument) - but most trafic on Saturdays comes from CT and does not go further than the CBD		
		14. Reduce speed limit on R45 (down to 40 km/h in town/speedhumps)		

Nr	Issue	Comment	From	How to address comments
		15. No comments are made r.e. parking for private cars and tour buses, as impact of free public parking on Dirkie Uys. Traffic Impact Statement for cable car may have major impact on parking management and requirements.		
5.	Pedestrian Bridge over R304 Kayamandi	1. Bridge over river and railway line is not supported (not requested by any of the 4 Kayamandi wards in IDP). Will not be used, pedestrians prefer shorter routes @ street level. Criminals waiting at either end of pedestrian over-passes are also a problem.	Friends of Stellenbosch	The need to provide a safe pedestrian link between Cloetesville and Kayamandi had been identified through IDP processes. Phase 1 of the Bridge construction will be the construction of the Bridge over the Railway line and River. Implementation for phase 1 is set to commence within the next 12 months. Phase 2 i.e. the crossing over the R304 is earmarked to follow thereafter as funding is made available.
		2. Kayamandi pedestrian bridge crossing the R304, river and railway line is not supported. (not requested by any of the 4 Kayamandi wards in IDP). Will not be used – pedestrians prefer shorter routes @ street level. Criminals waiting at either end of pedestrian over-passes are also a problem.	Stellenbosch Interest Group	
6.	Investment in Road Infrastructure and Parking (disagreement on the Roads Masterplan)	1. Projects and budget allocation not aligned with vision and preferred scenario, with a focus on PT, cycling and walking	Friends of Stellenbosch	The investment in Roads Infrastructure is attributed to growing and developing communities in Stellenbosch, the municipality endeavours to provide an equitable service in terms of transport to all communities in Stellenbosch which would include the establishment of a sustainable road network. The establishment of a sustainable road network may require road construction and road upgrades, which are informed by analysis and sound engineering udgement. The Municipality will endeavour to minimize expenditure for new roads and road upgrades and will only implement where it is crucial. The Municipality will continue promoting, investing and implementing in Public Transport and NMT infrastructure. To facilitate and improve public transport services, the municipality previously commissioned the construction of a new Taxi rank in Groendal, Franschhoek, Klapmuts and the upgrading of existing taxi ranks in Kayamandi. The Municipality continues to improve on public transport facilities and during the 2022/2023 financial year an additional taxi pick-up and drop-off area was constructed in Bird Street near Kayamandi. Planning is also underway for upgrades to the Bergzicht Taxi Rank. A paragraph has been included in Chapter 7, Transport Infrastructure Strategy, which emphasises that the ugrade and development of the road network with de done in a sustainable and responsible manner, catering adequately for all road users, not only private cars (i.e. public transport needs, pedestrians, cyclists, ect.), following the "Complete Streets" principle, and at the same time promoting the equitable provision of transport facilities to all communities in Stellenbosch. Where funding for new infrastructure is proposed, these are to ensure adequate infrastructure for developing communities, where funds are spent on the renewal and maintenance these are to preserve existing road infrastructure, failure to preserve existing infrastructure will have adverse consequences for the municipality. Provincial Budgets falls outside of mandate of the Municipality, and therefore outside of the scope of the CITP. IDP processes has identified the need for adequate parking in the CBD.The municipality endeavours to address the need for parking within the CBD as well as the outskirts. The Municipality has commissioned studies and assessments for park and ride facilities near the urban edges on all main roads entering Stellenbosch. A Freight Strategy Study is currently underway to examine the routes typically utilized by freight
		2. Disagree with modelling on which the Roads Masterplan is based on		
		3. Present CITP makes NO effort to comply with PT prioritisation and makes the imbalance worse.		
		4. Planning documents are one thing but what remains is what is implemented as projects.		
		5. Budget analysis – R 1,173 billion to be spent in next 3 years WCG and SM 95% for roads related, 4% split between PT and NMT		
		6. 10 years: R 859 m - 65% on new roads and 20% on road maintenance . 85% on roads, 10% on PT and little on NMT (which includes 1 footbridge)		
		7. Large amounts from MTEF (WCG spends on road upgrading and maintenance)		
		8. Eastern Link Road is not the law or public need but needs of property developers (Brandwacht land Development and Blaauwklippen Agricultural Estates)		
		9.Withdraw Section 79(1) report- SMP to come up with viable PT plan and budgetary allocations		
		· Cost-benefit- ration of road maintenance to be done		
		· Control Heavy Loads and Freight		
		· Reduce New Road spending		
		· Eastern Link Road not supported		
		· Scrap intersection upgrades around AT/R44, R44/Alexander, R44/Plankenbrug and R44/Merriman		
		· Dual Bird Street and expand R44 between Jamestown and van Rheede (with PT lanes as priority)		
		11. Parking: Restrict and make more expensive. Scrap all plans of parking garages and parking areas in CBD. Provide park-'n-rides to south, west and north of CBD and near central railway node.		

Nr	Issue	Comment	From	How to address comments
		12. Travel Demand Management – Active programme for TDM- surcharges along congested routes (congestion charging) Use income to subsides multi-vehicle passenger vehicles (taxis & lift-clubs and dedicated lanes for these vehicles).		vehicles in, around, and through the Stellenbosch Municipal Area including Franschhoek,analysis and engagements with interested and affected partites will be conducted. The Freight Study will ultimately develop a strategic freight network for Stellenbosch and Franschhoek. The Freight Study will also include proposals for managing freight traffic as listed in the comments. Comments on the Roads Master Plan RMP is noted, it should however be acknowledge that Development Planning, the promotion of Public Transport and NMT have been included in the modelling. Going forward the Municipality will endeavour to more progressively make provision for Public Transport, NMT and the latest Development Planning in its transport modelling. When the Municipality previously increased parking tariffs strong objections received from communities, parking tariffs were lowered and since then kept at the current tariff. Initial studies indicate that congestion charging is not feasible for Stellenbosch Municipalty the municipality is not the Road Authority for roads leading into Stellenbosch. It is also evident that congestion charging such as toll roads are not feasible in the South African Context.
		13. Theory is sound – Practice is not (by deferring to the 2018/2019 Roads Master Plan (considered flawed and internal) -Municipality should not contemplate approving it *(it has been approved 2022)*.	Stellenbosch Rate Payer's Association	The investment in Roads Infrastructure is attributed to growing and developing communities in Stellenbosch, the municipality endeavours to provide an equitable service in terms of transport to all communities in Stellenbosch which would include the establishment of a sustainable road network. The establishment of a sustainable road network may require road construction and road upgrades, which are informed by analysis and sound engineering udgement. The Municipality will endeavour to minimize expenditure for new roads and road upgrades and will only implement where it is crucial. The Municipality will continue promoting, investing and implementing in Public Transport and NMT infrastructure. Infrastructure Services and the Transport Department holds and Regular, periodic engagements with the University, Provincial Departments PRASA and other stakeholders. The NMT working group is set to reconvene, in September. The mobility forum is also to reconvene , the new format will be based analysis, technology and sound engineering judgement and will be convenued in close collaboration with Stellenbosch Municipality.
		13. By-passes not part of the MSDF 2019 (higher order statutory plan at odds with Transport sector plan of MSDF. CITP is secondary to MSDF and IDP		
		14. Use existing roads better and in different ways to alleviate congestion. Adam Tas major arterial to accommodate traffic.		
		15. There should be a co-operation between Municipality. WCG, stakeholders, US, local commerce and public interest groups – does not acknowledge this co-operation. Also no reference to PSTP (PSTP documents);		
		16. Strategy has to be based on current congestion levels and the predicted traffic demand in RMP. Not approved with due process (and no comments/objections). – 5 major projects (object to each of these links) – not in MSDF of 2019		
		17. There might be valid arguments of some roads – however Municipality must follow due process and weigh alternative interventions (prove)Challenge EMME model 50% diversion off R44 opposed to Gateway study. EMME did not include Adam Tas (will increase need for Western bypass. Planning of Western by-pass should continue.		
		18. Decision to be taken on the construction of the portion of the Western By-pass west of Papegaaiberg Critical – to be in line with guidance from SDF	WCG: Environmental Affairs and Development Planninig	

Nr	Issue	Comment	From	How to address comments
		19. Bypass and parking limits – RHDHV – found that bypass will not solve problem of congestion. Reliance on Pt and NMT aspirational for nest 5 years..etc. Dominant AM flows into Stellenbosch.	WCG: Department of infrastructure	The Municipality has undertaken to table and engage more regularly with the Provincial Roads on the concerns raiseds. All required approvals will be obtained prior to implementation. Numerous Public Transport Service studies have been carried out in the past, PGWC strategy w.r.t IPTN's have changed due to the lessons learned in CoCT & George, the PGWC has recently advised that the incremental approach to the establisment effiecient public transport service would be the way forward for Stellenbosch. Council has approved the increment approach for the establishment of a Public Transport Service, the previous Section 78 processes will therefor not continue. The incremental approach (utilizing existing services) moves progressively towards improved public transport service and overtime establishes the most efficient public transport service. The municipality is in process of commissioning a study to establish a public transport plan that will outline the process in more detail.
		20. TIAs (person trips rather than vehicle trips) – TIAs are to be undertaken in accordance with National Requirements adjacent, effecting, egress /access – Provincial Road network.		
		21. Bypass or HOV lanes on the R44 are currently not supported.		
		22. Mandate of Province (to maintain regional mobility and maintain to protect and preserve the Province's roads vs Management of transport at local level. (Nina comment – roads which has been overtaken and included in the urban fabric rather than being regional?).		
		23. Framework of transport infrastructure will be required before the zonal/parcel land use is finalised. Will need close co-ordination with road authorities. All measures and transport /traffic studies subject to DOI approval.		
		24. Strategy to improve transport mobility Klapmuts to Somerset West. Bypass,TDM increase capacity, - DOI to be formally consulted with concrete proposals for bypass. (mention long term an may not be suitable for CITP) traffic analysis.		
		25. Major roadways – bypass versus Royal Haskoning, also including ATC land-use. – have technical engagement with DOI if any measures are to progress.		
		26. Use of the word mobility (higher order roads, higher seeds, higher capacity) - local roads/streets accessibility		
		27. Designated controlled and policed freight route (mentioned) - note that except for network limitations, access to the public road network for legal vehicles cannot be limited. Use of certain routes can be encouraged (dimension and mass clearances).		
		28. Dedicated HOV lanes – assessment report has not yet been submitted DOI busy with the R44 (MR27) in accordance with EA – NO amendments will be considered at this time.		
		29. All key freight routes are Provincial routes, any measures subject to DOI approval. any proposals of truck stops adjacent to Provincial roads – subject to DOI approval. Overload control to be co-ordinated with EC Mobility Department.		
7.	**Development of the Public Transport system**	1. WCG R0 to PT whilst R 1 billion is granted to CT and George. (catastrophic due to cancelling of PSTP programme	Friends of Stellenbosch	*The municipality previously commissioned the construction of a new Taxi rank in Groendal, Franschhoek, Klapmuts and the upgrading of existing taxi ranks in Kayamandi.* *The Municipality continues to improve on public transport facilities and during the 2022/2023 financial year an additional Long Distance Rank and drop-off area was constructed in Bird Street near Kayamandi. Planning is also underway for upgrades to the Bergzicht Taxi Rank.* *On completion of the rollout of the PSTP in Stellenbosch the WCG concluded the PSTP program. The PSTP was discontinued by the PGWC. Any feedback on this matter is therefore outside of the scope of the CITP.*
		2. Operational budgets, just 1 or 2 posts for PT in the municipality		*Principal technician post have been advertised for PT department the Municipality also utilizes the experties of consultants to carry out studies and assessments and to implement Transport Projects.*
		3. No application for PTOG Grants????		*PTOG Grants are to provide supplementary funding towards public transport services provided by provincial departments of transport*

Nr	Issue	Comment	From	How to address comments
		4. Section 78 assessment report not being contained in the Draft CITP		CITP Section 78 process has been included in the CITP
		5. PT and NMT to take precedence over Private Transports		Noted
		6. Acknowledge need for PT Infrastructure – CT and George made major investments in this regard		PGWC strategy w.r.t IPTN's have changed due to the lessons learned in CoCT & George
		7. PT is described as catastrophic in Stellenbosch as rail is also dysfunctional (Bus only for schools and special needs) Mini-bus taxis only PT. No longer distance NMT.		
		8. PT canned in 2000? PT was never taken seriously (for implementation in all CITPs. RMO was compiled in detail and Municipality explicitly rejected efforts in 2016 and 2019 to make available grant funding such as PSTP and invests very little in PT. Thus a catastrophic backlog in PT infrastructure investment		Numerous Public Transport Service studies have been carried out in the past, PGWC strategy w.r.t IPTN's have changed due to the lessons learned in CoCT & George, the PGWC has recently advised that the incremental approach to the establisment effiecient public transport service would be the way forward for Stellenbosch. Council has approved the increment approach for the establishment of a Public Transport Service, the previous Section 78 processes will therefor not continue. The incremental approach (utilizing existing services) moves progressively towards improved public transport service and overtime establishes the most efficient public transport service. The municipality is in process of commissioning a study to establish a public transport plan that will outline the process in more detail.
		9. Operational budgets? Just 1 or 2 posts for PT (rest road related matters – contrast CT Urban Mobility Directorate George has TA (SM no provision for TA.		
		10. PSTP programme? DTPW – assessment report..		
		11. Section 78 assessment report not being contained in the Draft CITP		
		12. PT & NMT proposals in Table (in Section 2.4) is superficial – no clear plan and funding.	Stellenbosch Interest Group	The CITP lists-strategic objectives for PT and NMT, and not the details of project to be rolled out. The detail of individual projects are therefore outside of the scope of the CITP. Proposed projects often requires further studies, assessments, evaluation of alternatives etc. Once listed projects are proposed for implementation detailed analysis, public engagements, ect are carried out.
		13. Few projects (section 6.2.3.3.) = are linked to PT & NMT When will these projects be launched?		Some projects are in progress and others to commence in 2024 & 2025
		14. People come from outside Stellenbosch – should be shifted to shared travel/PT and NMT.	Stellenbosch Rate Payer's Association	
		15. Spend money on Transport around Railway Station	Friends of Stellenbosch	Assesst and infrastructure at railway stations are owned by PRASA and therefore the Muncipality do not have the mandate to spend money on other state owned infrastructure
		16. PT has more than just mini-bus taxis - it has many PT shuttle services and scholar transport - to be acknowledged	Franschhoek Public Contribution	
		17. Bypass and parking limits – RHDHV – found that bypass will not solve problem of congestion. Reliance on PT and NMT aspirational for nest 5 years..etc. dominant AM flows into Stellenbosch.	WCG: Department of Infrastructure	Stellenbosch is known as a destination since many who study/work in Stellenbosch, travels from outside, its borders. Demographically Stellenbosch does play an important role in North/South Regional mobility. Updated and more comprehensive studies will be carried out.
		18. Dedicated HOV lanes – assessment report has not yet been submitted DOI busy with the R44 (MR27) in accordance with EA – NO amendments will be considered at this time.		noted

Nr	Issue	Comment	From	How to address comments
8.	NMT	1. Changes in budget for NMT etc should be made already in 23/24 budget...	Stellenbosch Rate Payer's Association	The investment in Roads Infrastructure is attributed to growing and developing communities in Stellenbosch, the municipality endeavours to provide an equitable service in terms of transport to all communities in Stellenbosch which would include the establishment of a sustainable road network. The establishment of a sustainable road network may require road construction and road upgrades, which are informed by analysis and sound engineering udgement. The Municipality will endeavour to minimize expenditure for new roads and road upgrades and will only implement where it is crucial. The Municipality will continue promoting, investing and implementing in Public Transport and NMT infrastructure. •The IDP has identified the need for adequate parking in the CBD, the PPP process for the implementation of a parking garage, will address this need. •The Municipality has concluded initial draft studies towards the development of a business model for an inclusive public transport service for persons with disabilities in Stellenbosch. •Plans for the establishment of Woonerf area and pedestrian zones in the Dennisig are underway. •The establishment of pedestrian zone on certain streets in the Central Business District are also ongoing. •Retrofitting of streets for cycling are ongoing, Martinson Street recently completed, Merriman Street is next earmarked for retrofitting for cycling (note: 4 lanes on Merriman Road not being planned). The study will include the assessments for bicycle-lock up facilities. •Assessments for park and ride facilities at outskirts of town had commenced. •When specific NMT projects are implemented, the required public participation process is followed, often only with immediately affected persons. Plans are therefore, underway to reconvene the NMT Working Group to assist with project information sharing, for those who want information of the all NMT projects. •Infrastructure Services will continue rolling out NMT in a systematic manner, removing bottlenecks, to NMT etc. in line with the approved Master Planning and, as far as available resources allow. The Municipality is in process of compiling a Sidewalk Accessibility policy, with the policy the municipality aims to improve sidewalk management and strive for a safe environment for all sidewalk users.
		2. Entire CBD to be pedestrianised and park-'n-ride schemes to be introduced on outskirts. (Concept not currently considered). Cannot pedestrianize only 2 or 3 streets (defeats the purpose.	Stellenbosch Interest Group	
		3. Pedestrian/bicycle movements from Oner-Pappegaaiberg, Bosmans Crossing and My Space residents not evident (not addressed)	Heritage Foundation	
		4. NMT is acknowledged in CITP, however the CITP budget is not clear (too vague) about what the projects identified for NMT consist of (the terms are very vague and on-specific and can be interchangeable)	Fietsry NPC	
		5. Stellenbosch – Bicycle Network provisions is only for 2 -years does this mean extension and improvements beyond (for instance Van Riebeeck and Merriman are going to stop at the end of 2023/2024?		
		6. Pedestrian Streets in Stellenbosch (what is this)? Which streets, bi-directional for bicycles- we propose Woonerf (Home Zone Concept (not as radical as full-on pedestrianisation.		
		8. Car free CBD vs new PPP parking garage behind the town hall complex. Park-'n-rides on outskirts of CBD to be supported.		
		9. Pedestrian & cycling capex and combined NMT projects should have separate items on the budget		
		10. Speed limit in built up areas to be reduced (currently 60km/h		
		11. Paint is no protection (unless speed limits are reduced to 30-40km/h – Merriman, Cluver, Martinson (painted are also too narrow to be safe).		
		12. NMT Network for highest density areas.		
		13. Roll out of Cycle Plan 2015 and NMT Plan 2022		
		14. Dorp Street rather to make provision for proper cycling.		
		15. Merriman and Cluver four lanes how will pedestrians and cyclists be protected? (recommendations Cycle Plan item 7.1.3.2 P97 to be followed).		
		16. Widening of Dorp Street between R44 /R310 no NMT		
		17. Suggestions: · Address bottle neck in Van Riebeeck Street and improve NMT drastically in both directions – lower speed limit and priority cycling/walking · Safety in Merriman, Bird Cluver and Martinson to be addressed · All NMT to schools to be addressed · Complete approved NMT and Cycling/pedestrian networks · Protect Cycle lanes in Merriman by adding a curb.		

Nr	Issue	Comment	From	How to address comments
		18. Mobility Forum and the NMT Working group have not been operational (must meet monthly Modal Shift is mentioned but Objective % must be added.)!		
		19. Systematic implementation of Cycle Plan NOT Piecemeal, Endorse Page 20 (transport scenarios) and P91.		
		20. Franschhoek is not pedestrian friendly (as CITP states). Pavements too narrow for people in season (people also walk up and down Huguenot Street)	Franschhoek Heritage and Ratepayers Association	
		21. NMT Transport Plan – NMT not considered an essential element in the foundation of any and all transport development planning – NMT not prioritised and funding limited NMT projects funding (limits) need to eb linked to statistics such as crashes and fatalities involving pedestrians and cyclists (to start to prioritise NMT).	WCG: Mobility Department	
		22. Concerned about grade-separated pedestrian crossings – usage trends, safety concerns (especially underpasses) – prefer overpasses.	WCG: Department of Infrastructure	
		23. Expanding the NMT network - on provincial routes subject to DOI approval		
		Focussed PT and NMT –also ATC supported by PT - considered aspirational for t\next 5 years private vehicles use in initial years to be considered in planning all proposals on Provinces roads subject to DOI approval.		
9.	Passenger Rail	1. Considered impact of IPTN on interests of PRASA- against the Legal Succession Act main business of PRASA.	PRASA	Chapters 3 and 6 dealing with the Transport Record and the Public Transport Plan respectively, needs to be updated to reflect the comments received from PRASA, as this was not available during the time of finalising the draft CITP. The municipality and PRASA has undertaken to engage more regularly to ensure effective rail transport. Current urgent priorities are to establish a functional operational servic and thereafter the implementation of a 2nd railway line. Discussions are also underway to most effectively accommodate new Developments such as the ATC.
		2. There are items to be included from a Rail Planning Perspective:		
		· Service resumption target Stellenbosch Line – end Oct 2023 (Infrastructure & rolling stock @ 2015 levels. (30 sets in addition to existing 34 sets)		
		· Additional security was made available in 2019 (Asset protection moving forward)		
		· Intention to double Stellenbosch line from Eerste River to Northern Line.		
		· Future doubling of Eerste River Strand line (took Stellenbosch doubling into consideration) – only at concept stage (feasibility still to be done)		
		· Lower tracks at Stellenbosch Station – release air rights for land development – study was not commissioned (no funding)		
		· Existing station positions must be reviewed based on Development Framework		
		· CITP to clearly state way forward for Rail Planning - Address Feasibility Study for Doubling of Line and prioritise this. Correspondence from SBM stating PRASA Rail Western Cape is in full support of proposed Doubling – address correspondence to National Minister of Transport and Public Works to sensitize the Board of PRASA via group CEO.		
		3. "Effective "rail transport – yet there is no rail service running. – Proposal conflicts with pedestrian priority route indicated in the affected area (reference to drawing).	Heritage Foundation	
10.	General Comments	1. Misalignment with the MSDF and the IDP, which are "higher order" statutory plans (no reference to PSTP)	Stellenbosch Rate Payer's Association	
		2. No scenario-based assessment work – massive new road building is recommended thus most spending goes towards these projects		Comments on the Roads Master Plan RMP is noted, it should however be acknowledge that Development Planning, the promotion of P.T and NMT have been included in the modelling. Going forward the Municipality will endeavour to more progressively make provision for Public Transport, NMT and the latest Development Planning in its transport modelling.

Nr	Issue	Comment	From	How to address comments
		3. No integrated needs-based assessment		
		4. CITP and Transport Plans and interventions must align and reflect recommended strategies with the MSDF and IDP – No analytical work.		Many projects identified for implementation has been identified through IDP processes. Extensive engagements have been held to align transport and planning strategies since transport needs must be accounted for during municipal planning processes.
		5.To mention that SDF amendment is currently out for comment (slightly newer SDF than the one mentioned in the document).	WCG: Environmental Affairs and Development Planninig	Spatial Development Framework that the SDF amendment is currently out for comment these are however outside of the scope of the CITP.
		6. CITP does not Visual Impact Analysis and no Landscape Plan	Heritage Foundation	The CITP lists strategic objectives visual impact analysis and Landscope plans are part of individual project design and approval processes. Visual Impact Ananlysis and Landscape Plans are outside of the scope of the CITP.
		7. CITP to closely align with plans already approved		Comments on the Roads Master Plan RMP is noted, it should however be acknowledge that Development Planning, the promotion of P.T and NMT have been included in the modelling. Going forward the Municipality will endeavour to more progressively make provision for Public Transport, NMT and the latest Development Planning in its transport modelling.
		8. Theory is integrated planning and sustainability, in practice proposes massive new road development and expansions.	Richard Gordge	The investment in Roads Infrastructure is attributed to growing and developing communities in Stellenbosch, the municipality endeavours to provide an equitable service in terms of transport to all communities in Stellenbosch which would include the establishment of a sustainable road network. The establishment of a sustainable road network may require road construction and road upgrades, which are informed by analysis and sound engineering udgement. The Municipality will endeavour to minimize expenditure for new roads and road upgrades and will only implement where it is crucial. The Municipality will continue promoting, investing and implementing in Public Transport and NMT infrastructure.
		No integrated need-based assessment		Development Planning, the promotion of P.T and NMT have been included in the modelling. Going forward the Municipality will endeavour to more progressively make provision for Public Transport, NMT and the latest Development Planning in its transport modelling.
		Does not align with MSDF and IDP		Extensive engagement have been held to align transport and planning strategies since transport needs mut be accounted for during municipal planning processes.
		Does not recognise and align with PTSP on completion of the roll-out of the PSTP in Stellenbosch, the WCG concluded the PSTP program		On completion of the rollout of the PSTP in Stellenbosch the WCG concluded the PSTP program. The PSTP was discontinued by the PGWC. Any feedback on this matter is therefore outside of the scope of the CITP.
		9. Stakeholders get tired for public participation where there is no feedback loops	Franshhoek Public Contribution	Noted

Nr	Issue	Comment	From	How to address comments
		10. SMP violates its own policy directives (out of MSDF) – continues to extend the urban edge into farming areas (Jamestown, Raithby, Blaauwklippen, Lyndoch, Libertas Farm)	Stellenbosch Interest Group	
		11. Stellenbosch develop in a piecemeal and ad-hoc manner (cannot implement transport systems in the long run) Large scale developments does not take cognisance of impact on the whole network.		The various initiatives continued in the CITP and described above addresses this comments.
		12. Truck freight (Checkers in Dorp Street significantly contribute delivery during peak hours) – by-law to be developed – restrict to off-peak periods)		*A Freight Strategy Study is currently underway to examine the routes typically utilized by freight vehicles in, around, and through the Stellenbosch Municipal Area including Franschhoek,analysis and engagements with interested and affected partites will be conducted. The Freight Study will ultimately develop a strategic freight network for Stellenbosch and Franschhoek. The Freight Study will also include proposals for managing freight traffic as listed in the comments.*
		13. Private light rail to be considered to connect the nodes around Stellenbosch (PRASA insufficient). Very important for CITP (Light rail)! – only mentioned once "tram".		*The municipality and PRASA has undertaken to engage more regularly to ensure effective rail transport. Current urgent priorities are to establish a functional operational servic and thereafter the implementation of a 2nd railway line. Discissions are also underway to most effectively accommodate new Developments such as the ATC.*
		14. Law enforcement overload control and suggestion of by-law to be discussed with WC Mobility Department.	WCG: Department of Infrastructure	Noted

7.6.2	**AN AMENDMENT OF THE DEVELOPMENT CHARGE (DC) TARIFF FOR THE "OUTDOOR DINING / FUNCTION AREA" CATEGORY**

Collaborator No:
IDP KPA Ref No: **Good Governance and Compliance**
Meeting Date: **13 September 2023**

1. SUBJECT:AN AMENDMENT OF THE DEVELOPMENT CHARGE TARIFF FOR THE "OUTDOOR DINING / FUNCTION AREA" CATEGORY

2. PURPOSE

To obtain Council's approval for the amendment of the Development Charge "Outdoor Dining / Function Area" tariff.

3. DELEGATED AUTHORITY

For decision by the Municipal Council, in terms of Clause 7.9 and Clause 8 of the Stellenbosch Municipality Development Charges Policy 2023/24.

5. EXECUTIVE SUMMARY

The Municipal Fiscal Powers and Functions Amendment Bill 2020, published for public comment during 2020, provides for a uniform, consistent, transparent and equitable basis on which municipalities can calculate and levy development charges on developers. The Amendment Bill requires that development charges are paid by both the public and private sectors, in order to ensure that a substantial portion of municipal bulk infrastructure investment can be financed on a 'user pays' principle, with the needs of poor households directly and transparently supported through public subsidies, including intergovernmental transfers.

A Development Charge ('DC') is a once-off capital charge to recover the actual cost of external infrastructure required to accommodate the additional impact of a new development on engineering services. A DC calculation is triggered by a land use change/ development application that will, if approved, intensify the municipal infrastructure demand. The threshold is the level up to which a new land use is deemed to have the same infrastructure impact as the existing permissible use and is determined based on a technical assessment.

The Development Charges policy is an important tool to provide economic infrastructure and to ensure sustainable infrastructure investment in all the required engineering services. It provides the key details of the Municipality's Development Charges for Engineering Services, covering water, roads, stormwater, sewerage, solid waste and electricity. Please note that the policy is not applicable to outdoor dining leases.

In terms of Clause 7.9 of the current approved Council DC policy, the Municipality may review the DC's by means of a Council resolution to correct any gross errors discovered in the determination of DC's.

The currently approved Development Charges (DC's) makes provision for "Outdoor Dining / Function Area". This tariff is based on a trip generation of 3 trips per person/day. After receiving numerous challenges from Applicants related to the accuracy of this trip generation and claiming that it makes these type of land uses

completely unfeasible, an investigation was done by the Municipality, to identify if there was any scientific merit for such claims.

The proposed amendment to Council will deal with the following:

- The study conducted by the Consultants to identify / motivate the merit of the Applicants;
- Council to take note of the actual impact on the infrastructure services, namely water, sewer and roads, which informs the determination of the DC tariff;
- It is recommended that Council approves the amendment of the Development Charge "Outdoor Dining / Function Area" tariff. Administration.

6. RECOMMENDATIONS

(a) that factors used for Development Charges for "Outdoor Dining / Function Area" be amended as follows:

- Roads factor (Trip generation rate) be changed to 0.5 trips per person per day.
- Water factor changed to 0.05 kl/day per person
- Sewer factor changed to 0.035kl/day per person;

(b) that the total Development Charge tariff for this category, Outdoor Dining/Function Area, be recalculated based on these factors;

(c) that the outdoor dining/function area category (per area) should be omitted from the current Development Charge tariff table.

7. DISCUSSION / CONTENTS

6.1 Background

Development Charges (DCs) are paid by new developments for the additional impact that such development has on the municipality's bulk engineering infrastructure.

The Municipality has received numerous challenges on the accuracy of the "Outdoor Dining / Function Area" Development Charge in the recent past.

The currently approved Development Charges (DCs) for "Outdoor Dining / Function Area" is based on a trip generation of 3 trips per person per day. This trip generation influences the amount of the roads DC, which is the main driver of the total DCs which also includes water, sewer, stormwater, solid waste and community facilities components.

Upon receiving numerous challenges from Owners related to the accuracy of this trip generation and claiming that it makes these type of land uses completely unfeasible, an investigation was done by the Municipality and their appointed DCs consultants to identify if there was any scientific merit for such claims.

6.2 Discussion

The trip generation rate of 3 trips per day per person was based on typical restaurant demands and conversion factors between GLA and seats (persons). This is not an accurate conversion, since the number of seats at a picnic venue is typically less per m^2, than the seats in a restaurant. This is because seating at a picnic venue is typically more spread out than in a restaurant where the space is more confined. In other words, less people are accommodated per square meter at a picnic venue, than in a conventional restaurant. In addition, the number of sittings per week of an outdoor venue is also less than indoor restaurants. This means that the overall trip generation per square meter should be less for a picnic area than for a restaurant. The following calculation, done from first principles illustrates how this number is achieved:

- Average occupancy per vehicle = 4 persons
- Weighted average turnover per day per week = 0.929 (rounded to 1.0) based on 2 turnovers on weekends and 0.5 on weekdays
- Resultant trips per day per person = 0.46 (rounded to 0.5)

		days	turnover
	weekend	2	2
	weekdays	5	0.5
weighted average		7	0.929
	occupancy		4
	unit rate per person =		0.46

The outcome of this exercise illustrates that the actual usage of this type of land use varies significantly from the usage of the approved Development Charges tariff table, and there is therefore scientific merit for the amendment thereof. This scenario is consistent with clause 8.3 of the DC Policy, which provides criteria for the adjustment of approved DC tariffs.

It is therefore proposed that the:

- Roads factor (Trip generation rate) be changed to from 3 to 0.5 trips per person per day (rounded up from 0.46).

Similarly, a similar conversion must apply to water and sewer as well (this is essentially based on a reduced number of sittings for these areas compared to restaurants):

- Water factor changed from 0.1 to 0.05 kl/day per person
- Sewer factor changed from 0.035 to 0.035kl/day per person

It is also recommended that the outdoor dining/function area category (per area) should be omitted from the table, and applications/approvals converted to “per person” capacity – to simplify and DC calculations and to maintain consistency in DC calculations for various applications.

In terms of the DC tariffs, the following table indicates the recommended changes:

Current tariffs:

Stellenbosch Town

Land Use		Water (kl/day) Unit Cost		Sewer (kl/day) Unit Cost		Stormwater (ha*C) Unit Cost		Solid Waste (t/week) Unit Cost		Roads & Transport (trips/day) Unit Cost		Community (persons) Unit Cost		
Description	Unit	Water Factor	Water Cost	Sewer Factor	Sewer Cost	Stormwater Factor	Stormwater Cost	Solid Waste Factor	Solid Waste Cost	Roads Factor	Roads Cost	Community Factor	Community Cost	Total
Outdoor Dining/Function Area (persons)	persons	0.100	R 3 134	0.070	R 2 414	0.001	R 207	0.003	R 293	3.000	R 20 117	0.130	R 223	R 26 389

Area: Klapmuts

Land Use			Water (kl/day) Unit Cost		Sewer (kl/day) Unit Cost		Stormwater (ha*C) Unit Cost		Solid Waste (t/week) Unit Cost		Roads & Transport (trips/day) Unit Cost		Community (persons) Unit Cost		
Land Group	Description	Unit	Water Factor	Water Cost	Sewer Factor	Sewer Cost	Stormwater Factor	Stormwater Cost	Solid Waste Factor	Solid Waste Cost	Roads Factor	Roads Cost	Community Factor	Community Cost	Total
Commercial	Outdoor Dining/Function Area (persons)	persons	0.100	R 978	0.070	R 2 229	0.001	R 70	0.003	R 293	3.000	R 19 803	0.130	R 223	R 23 595

Area: Dwarsrivier

Land Use			Water (kl/day) Unit Cost		Sewer (kl/day) Unit Cost		Stormwater (ha*C) Unit Cost		Solid Waste (t/week) Unit Cost		Roads & Transport (trips/day) Unit Cost		Community (persons) Unit Cost		
Land Group	Description	Unit	Water Factor	Water Cost	Sewer Factor	Sewer Cost	Stormwater Factor	Stormwater Cost	Solid Waste Factor	Solid Waste Cost	Roads Factor	Roads Cost	Community Factor	Community Cost	Total
Commercial	Outdoor Dining/Function Area (persons)	persons	0.100	R 3 406	0.070	R 1 762	0.001	R 97	0.003	R 293	3.000	R 24 217	0.130	R 223	R 29 999

Area: Franschhoek

Land Use			Water (kl/day) Unit Cost		Sewer (kl/day) Unit Cost		Stormwater (ha*C) Unit Cost		Solid Waste (t/week) Unit Cost		Roads & Transport (trips/day) Unit Cost		Community (persons) Unit Cost		
Land Group	Description	Unit	Water Factor	Water Cost	Sewer Factor	Sewer Cost	Stormwater Factor	Stormwater Cost	Solid Waste Factor	Solid Waste Cost	Roads Factor	Roads Cost	Community Factor	Community Cost	Total
Commercial	Outdoor Dining/Function Area (persons)	persons	0.100	R 2 959	0.070	R 2 545	0.001	R 151	0.003	R 293	3.000	R 25 852	0.130	R 223	R 32 033

Area: Raithby

Land Use			Water (kl/day) Unit Cost		Sewer (kl/day) Unit Cost		Stormwater (ha*C) Unit Cost		Solid Waste (t/week) Unit Cost		Roads & Transport (trips/day) Unit Cost		Community (persons) Unit Cost		
Land Group	Description	Unit	Water Factor	Water Cost	Sewer Factor	Sewer Cost	Stormwater Factor	Stormwater Cost	Solid Waste Factor	Solid Waste Cost	Roads Factor	Roads Cost	Community Factor	Community Cost	Total
Commercial	Outdoor Dining/Function Area (persons)	persons	0.100	R 1 045	0.070	R 952	0.001	R 152	0.003	R 293	3.000	R 39 481	0.130	R 223	R 42 148

Area: Polkadraai

Land Use			Water (kl/day) Unit Cost		Sewer (kl/day) Unit Cost		Stormwater (ha*C) Unit Cost		Solid Waste (t/week) Unit Cost		Roads & Transport (trips/day) Unit Cost		Community (persons) Unit Cost		
Land Group	Description	Unit	Water Factor	Water Cost	Sewer Factor	Sewer Cost	Stormwater Factor	Stormwater Cost	Solid Waste Factor	Solid Waste Cost	Roads Factor	Roads Cost	Community Factor	Community Cost	Total
Commercial	Outdoor Dining/Function Area (persons)	persons	0.100	R 2 931	0.070	R 1 958	0.001	R 58	0.003	R 293	3.000	R 31 071	0.130	R 223	R 36 532

Area: Koelenhof

Land Use			Water (kl/day) Unit Cost		Sewer (kl/day) Unit Cost		Stormwater (ha*C) Unit Cost		Solid Waste (t/week) Unit Cost		Roads & Transport (trips/day) Unit Cost		Community (persons) Unit Cost		
Land Group	Description	Unit	Water Factor	Water Cost	Sewer Factor	Sewer Cost	Stormwater Factor	Stormwater Cost	Solid Waste Factor	Solid Waste Cost	Roads Factor	Roads Cost	Community Factor	Community Cost	Total
Commercial	Outdoor Dining/Function Area (persons)	persons	0.100	R 2 463	0.070	R 1 793	0.001	R 117	0.003	R 293	3.000	R 12 115	0.130	R 223	R 17 005

Proposed tariffs:

Area: Stellenbosch Town

Land Use			Water (kl/day) Unit Cost		Sewer (kl/day) Unit Cost		Stormwater (ha*C) Unit Cost		Solid Waste (t/week) Unit Cost		Roads & Transport (trips/day) Unit Cost		Community (persons) Unit Cost		
Land Group	Description	Unit	Water Factor	Water Cost	Sewer Factor	Sewer Cost	Stormwater Factor	Stormwater Cost	Solid Waste Factor	Solid Waste Cost	Roads Factor	Roads Cost	Community Factor	Community Cost	Total
Commercial	Outdoor Dining/Function Area	persons	0.050	R 1 567	0.035	R 1 207	0.001	R 207	0.003	R 293	0.500	R 3 353	0.130	R 223	R 6 850

Area: Klapmuts

Land Use			Water (kl/day) Unit Cost		Sewer (kl/day) Unit Cost		Stormwater (ha*C) Unit Cost		Solid Waste (t/week) Unit Cost		Roads & Transport (trips/day) Unit Cost		Community (persons) Unit Cost		
Land Group	Description	Unit	Water Factor	Water Cost	Sewer Factor	Sewer Cost	Stormwater Factor	Stormwater Cost	Solid Waste Factor	Solid Waste Cost	Roads Factor	Roads Cost	Community Factor	Community Cost	Total
Commercial	Outdoor Dining/Function Area	persons	0.050	R 409	0.035	R 1 115	0.001	R 70	0.003	R 293	0.500	R 3 300	0.130	R 223	R 5 490

Area: Dwarsrivier

Land Use			Water (kl/day) Unit Cost		Sewer (kl/day) Unit Cost		Stormwater (ha*C) Unit Cost		Solid Waste (t/week) Unit Cost		Roads & Transport (trips/day) Unit Cost		Community (persons) Unit Cost		
Land Group	Description	Unit	Water Factor	Water Cost	Sewer Factor	Sewer Cost	Stormwater Factor	Stormwater Cost	Solid Waste Factor	Solid Waste Cost	Roads Factor	Roads Cost	Community Factor	Community Cost	Total
Commercial	Outdoor Dining/Function Area	persons	0.050	R 1 703	0.035	R 881	0.001	R 97	0.003	R 293	0.500	R 4 036	0.130	R 223	R 7 234

Area: Franschhoek

Land Use			Water (kl/day) Unit Cost		Sewer (kl/day) Unit Cost		Stormwater (ha*C) Unit Cost		Solid Waste (t/week) Unit Cost		Roads & Transport (trips/day) Unit Cost		Community (persons) Unit Cost		
Land Group	Description	Unit	Water Factor	Water Cost	Sewer Factor	Sewer Cost	Stormwater Factor	Stormwater Cost	Solid Waste Factor	Solid Waste Cost	Roads Factor	Roads Cost	Community Factor	Community Cost	Total
Commercial	Outdoor Dining/Function Area	persons	0.050	R 1 484	0.035	R 1 273	0.001	R 151	0.003	R 293	0.500	R 4 309	0.130	R 223	R 7 733

Area: Raithby

Land Use			Water (kl/day) Unit Cost		Sewer (kl/day) Unit Cost		Stormwater (ha*C) Unit Cost		Solid Waste (t/week) Unit Cost		Roads & Transport (trips/day) Unit Cost		Community (persons) Unit Cost		
Land Group	Description	Unit	Water Factor	Water Cost	Sewer Factor	Sewer Cost	Stormwater Factor	Stormwater Cost	Solid Waste Factor	Solid Waste Cost	Roads Factor	Roads Cost	Community Factor	Community Cost	Total
Commercial	Outdoor Dining/Function Area	persons	0.050	R 523	0.035	R 476	0.001	R 152	0.003	R 293	0.500	R 6 580	0.130	R 223	R 8 248

Area: Polkadraai

Land Use			Water (kl/day)		Sewer (kl/day)		Stormwater (ha*C)		Solid Waste (t/week)		Roads & Transport (trips/day)		Community (persons)		
			Unit Cost		Unit Cost		Unit Cost		Unit Cost		Unit Cost		Unit Cost		
Land Group	Description	Unit	Water Factor	Water Cost	Sewer Factor	Sewer Cost	Stormwater Factor	Stormwater Cost	Solid Waste Factor	Solid Waste Cost	Roads Factor	Roads Cost	Community Factor	Community Cost	Total
Commercial	Outdoor Dining/Function Area	persons	0.050	R 1 465	0.035	R 979	0.001	R 58	0.003	R 293	0.500	R 5 178	0.130	R 223	R 8 196

Area: Koelenhof

Land Use			Water (kl/day)		Sewer (kl/day)		Stormwater (ha*C)		Solid Waste (t/week)		Roads & Transport (trips/day)		Community (persons)		
			Unit Cost		Unit Cost		Unit Cost		Unit Cost		Unit Cost		Unit Cost		
Land Group	Description	Unit	Water Factor	Water Cost	Sewer Factor	Sewer Cost	Stormwater Factor	Stormwater Cost	Solid Waste Factor	Solid Waste Cost	Roads Factor	Roads Cost	Community Factor	Community Cost	Total
Commercial	Outdoor Dining/Function Area	persons	0.050	R 1 232	0.035	R 896	0.001	R 117	0.003	R 293	0.500	R 2 019	0.130	R 223	R 4 780

6.3 Financial Implications

The financial implication relates to the recalculation of the Development Charge amount and would represent a fairer and more realistic DC and also make new developments with “Outdoor Dining / Function Area” land uses more feasible.

It does not hold any negative financial implication to the Municipality, as the Developers would still pay a Development Charge according to their actual impact on municipal services.

6.4 Legal Implications

The recommendations in this report comply with Council’s policies and all applicable legislation.

6.5 Staff Implications

This report has no staff implications to the Municipality.

6.6 Previous / Relevant Council Resolutions:

Item 8.2 of Council Meeting 24 May 2023: MEDIUM TERM REVENUE AND EXPENDITURE FRAMEWORK FOR THE FINANCIAL PERIODS 2023/24 – 2025/26.

6.7 Risk Implications

By approving this recommendation, the risk of appeals and/or legal action by aggrieved Developer’s against the Municipality is less likely, because the revised Development Charge can be scientifically justified and is regarded as fair and equitable to all parties.

6.8 Comments from Senior Management:

Comments not requested from the Director’s.

6.8.1 Chief Financial Officer:

Section 28 (6) of the Municipal Finance Management Act 56 of 2003 (MFMA):

Municipal tax and tariffs may not be increased during a financial year.

The proposed amended is not an increased in a municipal tariff and therefor allowed for in terms of the MFMA.

Although the amendment does not have a material financial implication to the municipality, it will form part of the Mid-year Performance Assessment.

6.8.2 ***Municipal Manager:***

Supports the item.

ANNEXURES

None

FOR FURTHER DETAILS CONTACT:

NAME	Shane Chandaka
POSITION	Director
DIRECTORATE	Infrastructure Services
CONTACT NUMBERS	021 808 8213
E-MAIL ADDRESS	Shane.chandaka@stellenbosch.gov.za
REPORT DATE	5 September 2023

7.6.3	**TRANSFER OF THE PORTIONS OF FARM 502 OWNED BY STELLENBOSCH MUNICIPALITY TO THE PROVINCIAL GOVERNMENT OF THE WESTERN CAPE, FOR ROAD PURPOSES**

Collaborator No:
IDP KPA Ref No: **Good Governance and Compliance**
Meeting Date: **13 September 2023**

1. SUBJECT: TRANSFER OF THE PORTIONS OF FARM 502 OWNED BY STELLENBOSCH MUNICIPALITY TO THE PROVINCIAL GOVERNMENT OF THE WESTERN CAPE, FOR ROAD PURPOSES

2. PURPOSE

To consider valuations carried out on portions of Farm 502 for the transfer of the land owned by Stellenbosch Municipality to Provincial Government of the Western Cape (PGWC), for road purposes.

3. DELEGATED AUTHORITY

Municipal Council.

4. EXECUTIVE SUMMARY

Farm No. 502 is located just south of Stellenbosch and is surrounded by agricultural areas, Annandale Road which belongs to the Provincial Government of the Western Cape (PGWC), runs through portions of Farm 502. The PGWC had intended to widen the road, and additional portions of land were required to accommodate the widening.

In 2016 the PGWC commissioned valuations for the various portions of Farm 502, that would be required for the widened road reserve. On the 7th of June 2016 the Provincial Government Western Cape submitted to the Municipality, an Acquisition Letter requesting that Council respond, and indicate whether Council has any objection to the transfer of the land, **see ANNEXURE A.** Although the correspondence was received by the Municipality, the Municipality did not however submit a response to the Acquisition Letter at the time.

During 2017 and 2018 the Provincial Government Western Cape proceeded to relocate fence lines to accommodate the widening of the road. The upgrade and widening of Annandale Road commenced in 2018 and was completed in 2019.

Follow-up Acquisition Letters were received by the Municipality in March 2022 and September 2022 **see ANNEXURE B**, indicating that Provincial Government Western Cape is prepared to compensate the Municipality an amount of R884 085.00. This amount is however based on a valuation carried out by the PGWC in 2016, **see ANNEXURE C**.

In November 2022 Council decided, amongst others, that new valuations were be obtained, and that a public participation process be followed. The Municipality subsequently commissioned new valuations, the value of the new 2023 valuations amounts to R1 121 755, **see ANNEXURE D.** It should also be noted that when the public notice was advertised, no comments or inputs were received, **see ANNEXURE E.**

5. RECOMMENDATIONS

(a) that Council notes that a public participation process was followed and that no comments were received;

(b) that council decides whether the 2016 valuation is acceptable at R884 085.00 or whether Council should submit the 2023 valuation (R1 121 755.00) to Provincial Government Western Cape for further consideration; and

(c) that the Municipal Manager be authorized to conclude the deed of sale.

6. DISCUSSION / CONTENTS

6.1 Background

Farm No. 502 is located just south of Stellenbosch and is surrounded by agricultural areas, Annandale Road which belongs to the Provincial Government of the Western Cape (PGWC), runs through portions of Farm 502. The Provincial Government Western Cape had intended to widen the road, and additional portions of land was required to accommodate the widening.

6.2 Discussion

In 2016 the PGWC commissioned valuations for the various portions of Farm 502, that would be required for the widened road reserve. On the 7th of June 2016 the PGWC submitted to the Municipality, an Acquisition Letter requesting that Council respond, and indicate whether Council has any objection to the transfer of the land, **see ANNEXURE A.** Although the correspondence was received by the Municipality, the Municipality did not however submit a response to the acquisition letter.

During 2017 and 2018 the Provincial Government Western Cape (PGWC) proceeded to relocate fence lines to accommodate the widening of the road. The upgrade and widening of Annandale Road commenced in 2018 and was completed in 2019.

Follow-up Acquisition Letters were received by the Municipality in March 2022 and September 2022 **see ANNEXURE B**, indicating that PGWC is prepared to compensate the Municipality at a total amount of R884 085.00. This amount is however based on a valuation carried out by the PGWC in 2016, **see ANNEXURE C**.

In November 2022 Council decided, amongst others, that new valuations be obtained, and that a public participation process be followed. The Municipality subsequently commissioned new valuations, the value of the new 2023 valuations amounts to R1 121 755, **see ANNEXURE D.** It should also be noted that when the public notice was advertised, no comments or inputs were received, **see ANNEXURE E.**

The PGWC has the opinion that the 2016 valuation should be used because formal proceedings then commenced and because reminders were periodically sent to the Municipality. The PGWC also stated that, should Council not find the 2016 valuation acceptable a fully motivated valuation report, for compensation claimed, should be forwarded to the Department or consideration.

6.3 Financial Implications

The municipality will receive income based on the latest valuation of the subject property. This can only be determined after the new valuations are obtained.

6.4 Legal Implications

6.4.1 MFMA

In terms of section 14(1) a municipality may not transfer ownership as a result of a sale or other transaction or otherwise permanently dispose of a capital asset needed to provide the minimum level of basic municipal services.

In terms of subsection (2), a municipality may transfer ownership or otherwise dispose of a capital asset other than those contemplated in subsection (1), but only after the municipal council, in a meeting open to the public-

(a) has decided on reasonable grounds that the asset is not needed to provide the minimum level of basic municipal services; and

(b) has considered the fair market value of the asset and the economic and community value to be received in exchange for the asset.

6.4.2 Asset Transfer Regulation (ATR)

6.4.2.1Transfer or disposal on non-exempted capital assets

In terms of Regulation 5(1)(b) a municipal Council may transfer or dispose of a non-exempted capital asset only after-

a) the accounting officer has in terms of regulation 6 conducted a public participation* process to facilitate the determinations a municipal council must make in terms of Section 14(2)(a) and (b) of the Act; and
b) the municipal council-

i) has made determinations required by section 14(2) (a) and (b)* and

ii) has, as a consequence of those determinations approved in principle that the capital asset may be transferred or disposed of.

6.4.2.2 Consideration of proposals to transfer or dispose of non-exempted capital assets

In terms of Regulation 7 the municipal council must, when considering any proposed transfer or disposal of a non-exempted capital asset in terms of regulation 5(1)(b)(i) and (ii), take into account—

(a) whether the capital asset may be required for the municipality's own use at a later date;

(b) the expected loss or gain that is expected to result from the proposed transfer or disposal;

(c) the extent to which any compensation to be received in respect of the proposed transfer or disposal will result in a significant economic or financial cost or benefit to the municipality;

(d) the risks and rewards associated with the operation or control of the capital asset that is to be transferred or disposed of in relation to the municipality's interests;

(e) the effect that the proposed transfer or disposal will have on the credit rating of the municipality, its ability to raise long-term or short-term borrowings in the future and its financial position and cash flow;

(f) any limitations or conditions attached to the capital asset or the transfer or disposal of the asset, and the consequences of any potential non-compliance with those conditions;

(g) the estimated cost of the proposed transfer or disposal;

(h) the transfer of any liabilities and reserve funds associated with the capital asset;

(i) any comments or representations on the proposed transfer or disposal received from the local community and other interested persons; (if applicable)

(j) any written views and recommendations on the proposed transfer or disposal by the National Treasury and the relevant provincial treasury; (if applicable)

(k) the interests of any affected organ of state, the municipality's own strategic, legal and economic interests and the interests of the local community; and

(l) compliance with the legislative regime applicable to the proposed transfer or disposal.

6.4.2.3 Conditional approval of transfer or disposal of non-exempted capital assets

Further, in terms of Regulation 11, an approval in principle in terms of regulation 5(1)(b)(ii) or 8(1)(b)(ii) that a non-exempted capital asset may be transferred or disposed of, may be given subject to any conditions, including conditions specifying—

(a) the way in which the capital asset is to be sold or disposed of;

(b) a floor price or minimum compensation for the capital asset;

(c) whether the capital asset may be transferred or disposed of for less than its fair market value, in which case the municipal council must first consider the criteria set out in regulation 13(2); and

(d) a framework within which direct negotiations for the transfer or disposal of the capital asset must be conducted with another person, if transfer or disposal is subject to direct negotiations.

6.4.2.4 Transfer or disposal of non-exempted capital assets to be in accordance with disposal management system

In terms of Regulation 12(1); if approval has been given in terms of regulation 5(1)(b)(ii) that a non-exempted capital asset may be transferred or disposed of, the relevant municipality may transfer or dispose of the asset only in accordance with its disposal management system, irrespective of—

(a) the value of the capital asset; or

(b) whether the capital asset is to be transferred to a private sector party or an organ of state.

*In the case of Stellenbosch Municipality, the Policy on the Management of Council-owned property is deemed to be the disposal management system.

6.4.2.5 Compensation for transfer of non-exempted municipal capital assets

In terms of Regulation 13, the compensation payable to a municipality for the transfer of a non-exempted capital asset must, subject to sub regulation (2)—

(a) be consistent with criteria applicable to compensation set out in the disposal management system of the municipality or municipal entity; and

If a municipality on account of the public interest, in particular in relation to the plight of the poor, intends to transfer a non-exempted capital asset for less than its fair market value, the municipality must, when considering the proposed transfer, take into account—

(a) the interests of—

(i) the State; and

(ii) the local community;

(b) the strategic and economic interests of the municipality or municipal entity, including the long-term effect of the decision on the municipality or entity;

(c) the constitutional rights and legal interests of all affected parties;

(d) whether the interests of the parties to the transfer should carry more weight than the interest of the local community, and how the individual interest is weighed against the collective interest; and

(e) whether the local community would be better served if the capital asset is transferred at less than its fair market value, as opposed to a transfer of the asset at fair market value.

6.4.2.6 Transfer agreements

In terms of Regulation 17, a municipality may transfer assets approved for transfer to a private sector party or organ of state, only by way of a written transfer agreement concluded between the transferring municipality and the receiving private sector party or organ of state.
A transfer agreement must set out the terms and conditions of the transfer, including, as a minimum—

(a) a sufficient description of the capital asset being transferred in order to identify the asset;
(b) particulars of any subsidiary assets that are transferred with the capital asset;
(c) particulars of any liabilities transferred with the asset;
(d) the amount of compensation payable to the municipality or municipal entity for the transfer of the asset or assets, and the terms and conditions of payment; and
(e) the effective date from which the risk and accountability for the asset or assets is transferred to the receiving private sector party or organ of state.

6.4.3 Policy on the management of Council-owned property

6.4.3.1 General principles

In terms of paragraph 7.2.1, unless otherwise provided for in the policy, the disposal of Viable Immovable property shall be effected-

a) by means of a process of public competition; and

b) at market value except when the public interest or the plight of the poor demands otherwise.

6.4.3.2 Methods of disposal

In terms of paragraph 9 the type of tender may vary, depending on the nature of the transaction. The following options may be considered:

a) Outright tender, e.g residential erven;

b) Call for proposals, e.g social care erven.

6.5 <u>Staff Implications</u>

No staff is affected.

6.6 Previous / Relevant Council Resolutions:

COUNCIL MEETING: 2022-11-23: ITEM 11.6.4

RESOLVED

a) That Council notes that the subject portions of Farms 502AA;502AB;502AC;502ADN; 502BH; 502BK; 502AE; 502AF (**Appendix 4**) is not required for the provision of basic municipal services.
b) That new valuations be obtained for consideration when the item is returned after public participation. (**Appendix 2)**

c) That Council considers the community value (increased mobility of commuters) that will be gained as a result of the transfer. (**Appendix 4)**

d) That Council approves the transfer of the subdivided portions of Farms 502AA;502AB;502AC;502ADN; 502BH; 502BK; 502AE; 502AF 502 (**Appendix 4)** in principal.

e) That the intention to transfer the subdivided portions of Farms 502AA; 502AB; 502AC; 502ADN; 502BH; 502BK; 502AE; 502AF, be advertised for public comment.

f) That, after the public participation process, the comments be considered by Council, before a final decision is made.

g) That the Municipal Manager then be authorized to conclude the deed of sale. (**Appendix 3)**

6.7 Risk Implications

The transfer of the subject property will not attract any additional risk and liabilities for the Municipality.

6.8 Comments from Senior Management:

No comments requested as it is a return item.

6.8.1 Director: Corporate Services:

The recommendations are supported. The deed of sale must clearly identify the portions of the subdivided portions that are affected.

6.8.2 *Municipal Manager:*

Supports item.

ANNEXURE A: ACQUISITION LETTER (2016)
ANNEXURE B: FOLLOW UP ACQUISITION LETTERS (2022)
ANNEXURE C: 2016 VALUATION
ANNEXURE D: 2023 VALUATION

ANNEXURE E: PUBLIC NOTICE

FOR FURTHER DETAILS CONTACT:

Name	**Shane Chandaka**
Position	***Director***
Directorate	***Infrastructure Services***
Contact Numbers	***021 808 8213***
E-mail Address	***Shane.Chandaka@stellenbosch.gov.za***
Report Date	***6 September 2023***

ANNEXURE A

Western Cape Government
Transport and Public Works

Liezel Smit
Roads & Transport Management: Road Rights
Email: Liezel.Smit@westerncape.gov.za
tel: +27 21 483 5874 fax: +27 21 483 2841
PO Box 2603, Cape Town, 8000
Room 3-03, 9 Dorp Street, Cape Town, 8001

Reference: TPW 16/8/2/2-3/DR1050/4

The Municipal Manager

Stellenbosch Municipality

C/o Mr P Smit

Posbus 17

STELLENBOSCH

7599

[For Attention: Mr Piet Smit] [Piet.Smit@stellenbosch.gov.za]

Dear Sir

CONTRACT C921: UPGRADING OF DIVISIONAL ROAD 1050, ANNANDALE ROAD WITH MR168 (NEAR LYNEDOCH): ACQUISITION OF LAND: REMAINDER OF THE FARM NO 502, STELLENBOSCH

1. You are hereby informed that this Department now requires an additional area of ± 1,8469ha (sketch No4) of Remainder of the Farm No 502, Stellenbosch, for the upgrading of Divisional Road 1050 (Annandale Road). The subject portion of land is indicated in red on the attached sketch plan No 4. According to information obtained from the Cape Town Deeds Office, the Remainder of the Farm No 502, Stellenbosch, is registered in the name of the Municipality Stellenbosch by virtue of Deed of Transfer No T36696/2006. In terms of the provisions of Chapter 3 of the Constitution it is clear that the acquisition of the subject portion of land should therefore be finalized in the spirit of co-operative governance.
2. Should your Council wish to claim any compensation in respect of the subject portion of land, this Department is prepared to compensate your Council according to the market value of the subject portion of land. Although I can (at this stage) not provide you with an indication of what the market value of the subject portion of land is, I can however mention that this Department is in the process of appointing independent valuers to undertake a thorough market research into the market value of properties in the area and to provide him with valuation reports in respect of the properties affected by the project. As soon as the valuation report in respect of the subject property has been received from the appointed valuer, your Council will be informed according to the findings contained there-in. This Department is in addition to the market value of the subject portion of land,

also prepared to pay all the costs associated with this transaction, e.g. survey-, transfer-, consolidation costs, etc

3. It would be appreciated if you could (as soon as possible) provide this Department with your indication as to whether or not your Council (in principle) has any objection to the alienation of the subject portion of land to this Department for road purposes.

4. Your Council early response with regard to this Department request would be appreciated.

for CHIEF DIRECTOR: ROAD NETWORK MANAGEMENT
DATE: 2016·06·13

PROPERTY / EIENDOM: REMAINDER OF THE FARM No. 502, STELLENBOSCH

SKETCH / SKETS NO. 4

ROAD STATUS / PADSTATUS: DIVISIONAL ROAD 1050

RESERVE WIDTH / RESERWEWYDTE: 20m (Min.)

NAME OF JOB / NAAM VAN TAAK: ANNANDALE

COMPILATION / SAAMGESTELDE PLAN: H1597

SURVEY / OPMETINGS PLAN: DR 1050 FULL SURVEY DRAWING 3D REV2.DGN

NOTA BENE

IN TERMS OF SECTION 35 (4) (a) OF ORDINANCE 19/1976 NO COMPENSATION IS PAYABLE FOR THE PORTION OF EXISTING ROAD RESERVE SITUATE WITHIN THE NEWLY EXPROPRIATED ROAD RESERVE. (SEE 2 BELOW)

LET WEL

INGEVOLGE ARTIKEL 35 (4) (a) VAN ORDINANSIE 19/1976 IS GEEN VERGOEDING BETAALBAAR VIR DIE GEDEELTE BESTAANDE PADRESERWE WAT BINNE DIE NUWE ONTEIENDE PADRESERWE GELEE IS NIE. (SIEN 2 HIERONDER)

1	TOTAL AREA OF NEW ROAD RESERVE TOTALE GROOTTE VAN NUWE PADRESERWE	4,5049 Ha
2	PORTION OF EXISTING ROAD RESERVE WITHIN NEW ROAD RESERVE GEDEELTE BESTAANDE PADRESERWE BINNE NUWE PADRESERWE	2,6580 Ha
3	DIFFERENCE BETWEEN 1 AND 2 ABOVE IN RESPECT OF WHICH COMPENSATION CAN BE CLAIMED AS SET OUT IN 4 BELOW. VERSKIL TUSSEN 1 EN 2 HIERBO WAARVOOR VERGOEDING GEEIS MAG WORD SOOS IN 4 HIERONDER UITEENGESIT.	1,8469 Ha

4						
	ONVERBETERDE GROND UNIMPROVED LAND	1,5820 Ha	BEWERKTE GROND CULTIVATED LAND	0,2534 Ha (GRAZING) 0,0115 Ha	BESPROEIDE GROND IRRIGATED LAND	
	BOORDE ORCHARDS		WINGERD VINEYARD		PLANTASIE PLANTATION	

NOTE:

THE FOLLOWING ARE AFFECTED:

1. ± 1.8m HIGH PRECAST WALL (64m LONG RAZOR FENCE ON TOP).
2. ± 171 SMALL TREES WITH IRRIGATION ALONG THE FENCE (LHS).
3. 34 BEEFWOOD TREES (LHS).
4. AN ACCESS ROAD AND A GATE.
5. A SIGNBOARD IS WITHIN THE EXISTING ROAD RESERVE.

FIELD CHECKED BY / VELD NAGESIEN DEUR: P. SPENCE

DATE / DATUM: APRIL 2016

AA2

PROVINCIAL ADMINISTRATION : WESTERN CAPE
DEPARTMENT OF TRANSPORT & PUBLIC WORKS
ROAD NETWORK MANAGEMENT BRANCH

PROVINSIALE ADMINISTRASIE : WES-KAAP
DEPARTEMENT VAN VERVOER & OPENBARE WERKE
TAK PADNETWERKBESTUUR

FILE LEER NO. TPW 16/8/2/2-3/DR1050/4

SKETCH SKETS NO. 4

PROPERTY EIENDOM REMAINDER OF THE FARM No. 502

SITUATE IN THE ADMINISTRATIVE DISTRICT OF GELEE IN DIE ADMINISTRATIEWE DISTRIK VAN STELLENBOSCH

IN EXTENT GROOTTE 9,9894 Ha

OWNED BY EIENDOM VAN STELLENBOSCH MUNICIPALITY

TRANSFER TRANSPORT NO. T36696/2006

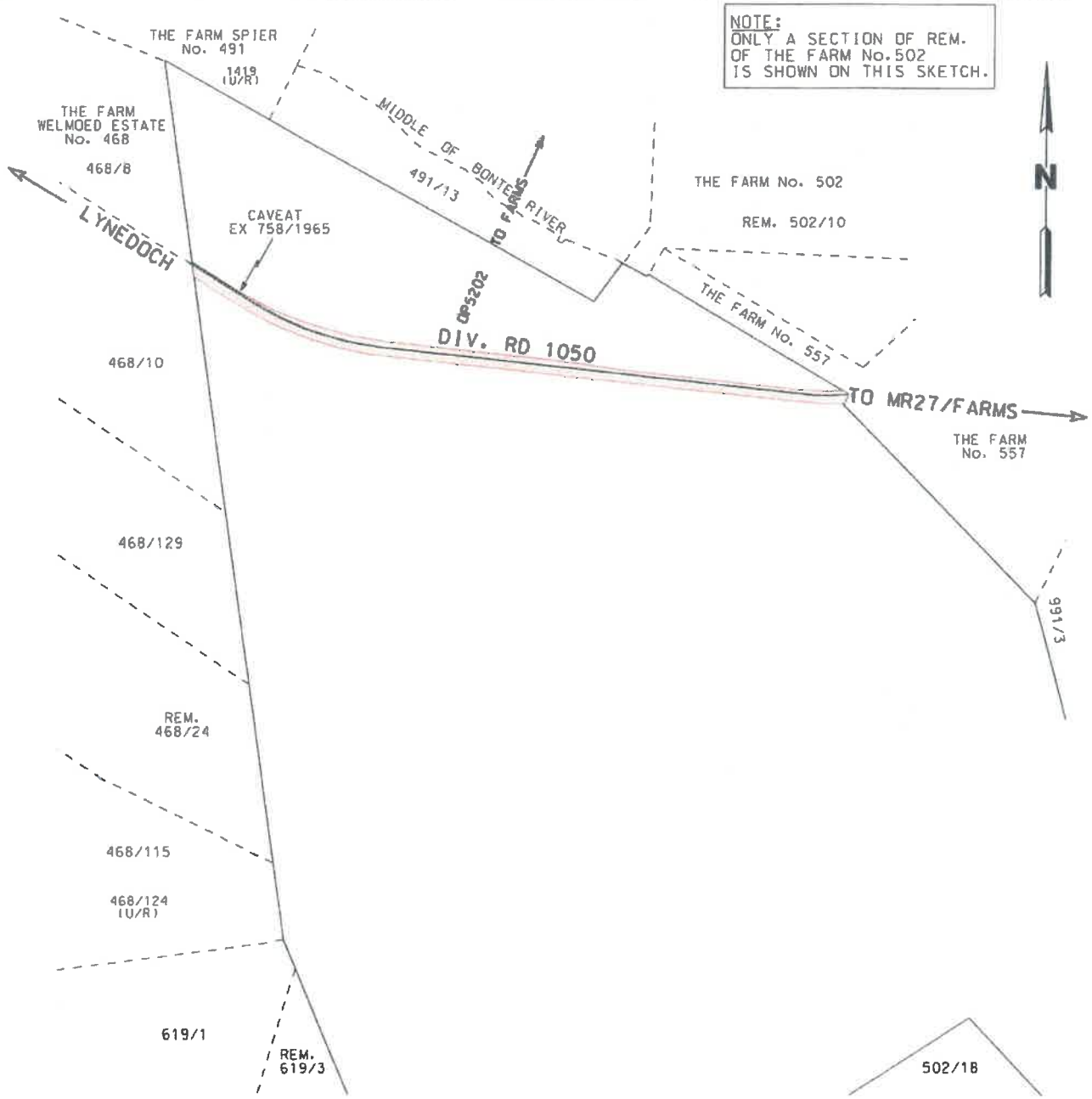
THE EXPROPRIATED PORTION, IN RED, IS APPROXIMATELY DIE ONTEIENDE GEDEELTE, ROOIGEKLEUR, IS ONGEVEER 4,5049 Ha

IN EXTENT GROOT

S.G. DIAGRAM L.G. KAART NO. 9133/1957

S.G. COMPILATION L.G. SAMESTELLING NO. M3155; M3188; M3169

NOTE:
ONLY A SECTION OF REM. OF THE FARM No. 502 IS SHOWN ON THIS SKETCH.



SCALE SKAAL 1:15000

COMPILATION BY SAMESTELLING DEUR C. DE BRAAK

DATE DATUM JANUARY 2016

AA

ENDORSEMENTS

1. The District Roads Engineer
   SUIDER PAARL

2. The Chief Engineer: Road Design
   Mr WM Silbernagl [wally.silbernagl@westerncape.gov.za]

3. The Assistant Director: Road Rights
   Mr PJ Pienaar **[Pieter.Pienaar@westerncape.gov.za]**

4. Mr JJ Rossouw **[Johan.Rossouw@westerncape.gov.za]**

5. WSP /Parsons Brickerhoff, Transport and Infrastructure, Africa
   The Pavillion, 1st Floor
   Corner Portswood & Beach Rd, Waterfront
   CAPE TOWN
   8000
   Attention: Mr Jaco Louw [Jaco.Louw@WSPGroup.co.za]

   Contract C921: Upgrading of DR1050: Annandale Road I/S Mr168 (Near Lynedoch)

6. TPW 16/8/2/2-29/DR1050

ANNEXURE B

Annexure B

Transport and Public Works
Roads Branch
Road Ownership & Expropriation
Liezel Smit
Liezel.Smit@westerncape.gov.za | Tel: +27 21 483 5874
Fax: +27 21 483 2841

Western Cape Government

Ref: TPW 16/8/2/2-3/DR1050/4

The Municipality Manager
Stellenbosch Municipality
C/o Ms Geraldine Mettler
P.O. Box 17
STELLENBOSCH
7599

[For Attention: Mrs Geraldine Mettler] [municipal.manager@stellenbosch.gov.za]

Dear Mrs Mettler

CONTRACT C921: UPGRADING OF DIVISIONAL ROAD 1050, ANNANDALE ROAD WITH MAIN ROAD 168 (NEAR LYNEDOCH): ACQUISITION OF LAND: REMAINDER OF THE FARM NO 502, STELLENBOSCH: COMPENSATION OFFER

1. I refer to this Department's even-numbered acquisition letter dated 13 June 2016 as well as Mr Piet Smit electronic message dated 17 June 2016 (copies attached).

2. To date no further response has been received from your Council. The Department is therefore eager to conclude this long outstanding matter and has subsequently decided to proceed by making your Council a compensation offer for the subject portions of land affected- should your Council of course require any compensation for the land.

3. Your Council may be aware of the fact that the Department appointed independent valuers, JJ Neethling Property Valuers to assist in the determination of the market value of the subject portions of the relevant property affected by this project. Based on the valuation report received, it is evident that the market value of the subject portions of land, on the date of the acquisition letter, viz 13 June 2016 amounted to tariffs of R650,000.00/ha [0,2534ha cultivated land (grazing) & 0,0115ha cultivated land] and R450,000.00/ha [1,5820ha unimproved land].

4. In view of the above, the Department is therefore prepared to compensate your Council at a total amount of R884,085.00, which is calculated as follows, in respect of the subject portions of land-

4.1 **Sketch no 4**
Land:

0,2534ha cultivated land (grazing) @ R650,000.00/ha	= R 164,710.00
0,0115ha cultivated land @ R650,000.00/ha	= R 7,475.00
1,5820ha unimproved land @ R450,000.00/ha	= R 711,900.00
Total (Sketch No 4)	**= R 884,085.00**

5. Consequently, your Council is hereby requested to inform me whether your Council intends claiming compensation in respect of the subject portions of land or not? Should your Council wish to claim compensation, it will be appreciated if you could inform me whether the total amount of R884,085.00 is acceptable to your Council or not? This is to enable me to submit the matter to the Western Cape Provincial Minister of Transport and Public Works for consideration/approval. However, if this amount is not acceptable, a fully motivated valuation report for the tariffs/compensation amount claimed by your Council in this regard (which has been obtained at its own costs), should be forwarded to the Department for consideration.

5.1 Should the total amount of R884,085.00 be acceptable to your Council, I hereby attach a draft deed of sale [between Stellenbosch Municipality and the Roads Trustees] which was prepared by the Department in respect of the subject portions of the property, viz. Remainder of the Farm No 502, Stellenbosch which are required for the upgrading of Divisional Road 1050, Annandale Road for road purposes. It will be appreciated if you could study the draft deed of sale and let me know if it meets your Council's requirements and if there are any amendments required. Please return the draft deed of sale back to me in order for me to forwarded it to the Department's Legal Services department for vetting, whereafter the necessary submission to the Minister will be prepared for consideration/approval.

6. Your Council's response in the above matter, would appreciated.

Yours faithfully

for **DEPUTY DIRECTOR-GENERAL: ROADS**
DATE: 07-03-2022

ENDORSEMENTS:

1. The District Roads Engineer
   SUIDER-PAARL

   Mr Elroy Smith [Elroy.smith@westerncape.gov.za]

2. The Chief Engineer: Geometric Design
   Mr M Hendrickse [Michael.Hendrickse2@westerncape.gov.za]

3. The Acting Deputy Director: Road Ownership & Expropriation
   Mr PJ Pienaar [Pieter.Pienaar@westerncape.gov.za]

4. **Mr JJ Rossouw [Johan.Rossouw@westerncape.gov.za]**

5. JJ Neethling **[jjneeth@breede.co.za]**

6. TPW 16/8/2/2-3/DR1050

7. WSP Consulting
   Cnr Portswood & Beach Rd, Waterfront
   CAPE TOWN
   8000

   Attention: Mr Jaco Louw [Jaco.Louw@WSPGroup.co.za[

Transport and Public Works
Roads Branch
Road Ownership & Expropriation
Johan J Rossouw
Johan.Rossouw@westerncape.gov.za | Tel: +27 21 483 2108
Fax: +27 21 483 2841

Western Cape Government

Ref: TPW 16/8/2/2-3/DR1050/4

The Municipality Manager
Stellenbosch Municipality
C/o Ms Geraldine Mettler
P.O. Box 17
STELLENBOSCH
7599

[For Attention: Mrs Geraldine Mettler] [municipal.manager@stellenbosch.gov.za]

Dear Mrs Mettler

CONTRACT C921: UPGRADING OF DIVISIONAL ROAD 1050, ANNANDALE ROAD WITH MAIN ROAD 168 (NEAR LYNEDOCH): ACQUISITION OF LAND: REMAINDER OF THE FARM NO 502, STELLENBOSCH: COMPENSATION OFFER

1. I refer to my former colleague, Mrs Liezel Smit (not working any longer for this Department) electronic message dated 7 March 2002 with attachments (copy attached).
2. It will be appreciated if you can inform this Department as soon as possible what further progress has been done in this regard.
3. Your Council's urgent response in the above matter, would be appreciated.

Yours faithfully

for **DEPUTY DIRECTOR-GENERAL: ROADS**
DATE: 2022-09-28

ENDORSEMENTS:

1. The District Roads Engineer
   SUIDER-PAARL

   Mr Elroy Smith [Elroy.smith@westerncape.gov.za]

2. The Chief Engineer: Geometric Design
   Mr M Hendrickse [Michael.Hendrickse2@westerncape.gov.za]

3. The Acting Deputy Director: Road Ownership & Expropriation
   Mr PJ Pienaar [Pieter.Pienaar@westerncape.gov.za]

4. JJ Neethling [jjneeth@breede.co.za]

5. TPW 16/8/2/2-3/DR1050

6. WSP Consulting
   Cnr Portswood & Beach Rd, Waterfront
   CAPE TOWN
   8000

   Attention: Mr Jaco Louw [Jaco.Louw@WSPGroup.co.za[

ANNEXURE C

VALUATION REPORT No. 4.

Sketch Plan 4, Route DR1050.

1- DESCRIPTION OF THE PROPERTY.

The subject property is described in Title Deed No. T36696/2006 as follows:

Remainder of the Farm No. 502
Extent 9,9894 Ha.
Extent according to the records of the Stellenbosch Municipality: 682,74 Ha
(Information Mr Piet Smit).

Municipality	Stellenbosch
Province	Western Cape.

2 – REGISTERED OWNER.

Stellenbosch Municipality.

3 - ZONING.

Agricultural Zone 1.

4 - SERWITUDE, RIGHTS AND CONTRACTS.

As far as has been possible to determine, there are no servitudes or rights registered over the subject property that may significantly impact the market value. The subject property is being let by the owner. The details of the rental contracts are not known to me.

5 – GENERAL DESCRIPTION.

5.1 Location:

The acquired portions are located on the Annandale Road, Route DR1050. See the Location map in the general report.

5.2 Topography and rainfall:

The topography of the land is in general flat with a slight incline. The subject property is in the Boland Winter Rainfall Area and has an average rainfall of 650 to 700mm per annum. Most of the rain falls in the winter.

5.3 Highest and best use:
The subject property is eminently suitable as a cropping/livestock farm and is currently being used as such. In my opinion this current use represents the highest and best use.

6 – ACQUISITION.

6.1 Portions that are being effected:

The portions needed, Route DR1050.
Remainder of the Farm no. 502, Stellenbosch RD.
Portion marked in red on Sketch Plan 4.
Area:

Unimproved land	1,5820 Ha
Cultivated land (grazing)	0,2534 Ha
Cultivated land	0,0115 Ha

Sketch Plan 4, compiled by C De Braak, is attached.

6.2 Purpose of acquirement:

The Provincial Administration of the Western Cape needs the above mentioned portions in order to increase the existing road reserve. See Sketch Plan 4.

6.3 Description of site:

Improvements
The site in question is agricultural land and the following improvements are affected by the acquirement:

- ±1.8m high precast wall (64m long razor fence on top)
- ± 171 small trees with irrigation along fence (LHS)
- 34 beefwood trees (LHS)
- An access road and gate
- A signboard is within the existing road reserve

Land
The soil is a deep sandy soil and has in my opinion medium agricultural potential. The acquired property is made up of cultivated land, and unimproved land. The cultivated areas are considered irrigation land.

PROPERTY / EIENDOM: REMAINDER OF THE FARM No 502, STELLENBOSCH

SKETCH NO. / SKETS NO. 4

ROAD STATUS / PADSTATUS: DIVISIONAL ROAD 1050

RESERVE WIDTH / RESERWEWYDTE: 20m (Min.)

NAME OF JOB / NAAM VAN TAAK: ANNANDALE

COMPILATION PLAN / SAAMGESTELDE PLAN: H1597

SURVEY PLAN / OPMETINGS PLAN: DR 1050 FULL SURVEY DRAWING 3D REV2 DGN

NOTA BENE

IN TERMS OF SECTION 35 (4) (a) OF ORDINANCE 19/1976 NO COMPENSATION IS PAYABLE FOR THE PORTION OF EXISTING ROAD RESERVE SITUATE WITHIN THE NEWLY EXPROPRIATED ROAD RESERVE. (SEE 2 BELOW)

LET WEL

INGEVOLGE ARTIKEL 35 (4) (a) VAN ORDINANSIE 19/1976 IS GEEN VERGOEDING BETAALBAAR VIR DIE GEDEELTE BESTAANDE PADRESERWE WAT BINNE DIE NUWE ONTEIENDE PADRESERWE GELEE IS NIE. (SIEN 2 HIERONDER)

1	TOTAL AREA OF NEW ROAD RESERVE TOTALE GROOTTE VAN NUWE PADRESERWE	4,5049 Ha
2	PORTION OF EXISTING ROAD RESERVE WITHIN NEW ROAD RESERVE GEDEELTE BESTAANDE PADRESERWE BINNE NUWE PADRESERWE	2,6580 Ha
3	DIFFERENCE BETWEEN 1 AND 2 ABOVE IN RESPECT OF WHICH COMPENSATION CAN BE CLAIMED AS SET OUT IN 4 BELOW. VERSKIL TUSSEN 1 EN 2 HIERBO WAARVOOR VERGOEDING GEEIS MAG WORD SOOS IN 4 HIERONDER UITEENGESIT.	1,8469 Ha

4						
ONVERBETERDE GROND / UNIMPROVED LAND	1,5820 Ha	BEWERKTE GROND / CULTIVATED LAND	0.2534 Ha (GRAZING) 0.0115 Ha	BESPROEIDE GROND / IRRIGATED LAND	
BOORDE / ORCHARDS		WINGERD / VINEYARD		PLANTASIE / PLANTATION	

NOTE:

THE FOLLOWING ARE AFFECTED:

1. ± 1.8m HIGH PRECAST WALL (64m LONG RAZOR FENCE ON TOP).
2. ± 171 SMALL TREES WITH IRRIGATION ALONG THE FENCE (LHS).
3. 34 BEEFWOOD TREES (LHS).
4. AN ACCESS ROAD AND A GATE.
5. A SIGNBOARD IS WITHIN THE EXISTING ROAD RESERVE.

FIELD CHECKED BY / VELD NAGESIEN DEUR: P SPENCE

DATE / DATUM: APRIL 2016

AA2

PROVINCIAL ADMINISTRATION : WESTERN CAPE
DEPARTMENT OF TRANSPORT & PUBLIC WORKS
ROAD NETWORK MANAGEMENT BRANCH

PROVINSIALE ADMINISTRASIE : WES-KAAP
DEPARTEMENT VAN VERVOER & OPENBARE WERKE
TAK PADNETWERKBESTUUR

FILE NO. TPW 16/8/2/2-3/DR1050/4
SKETCH NO. 4

PROPERTY REMAINDER OF THE FARM No 502

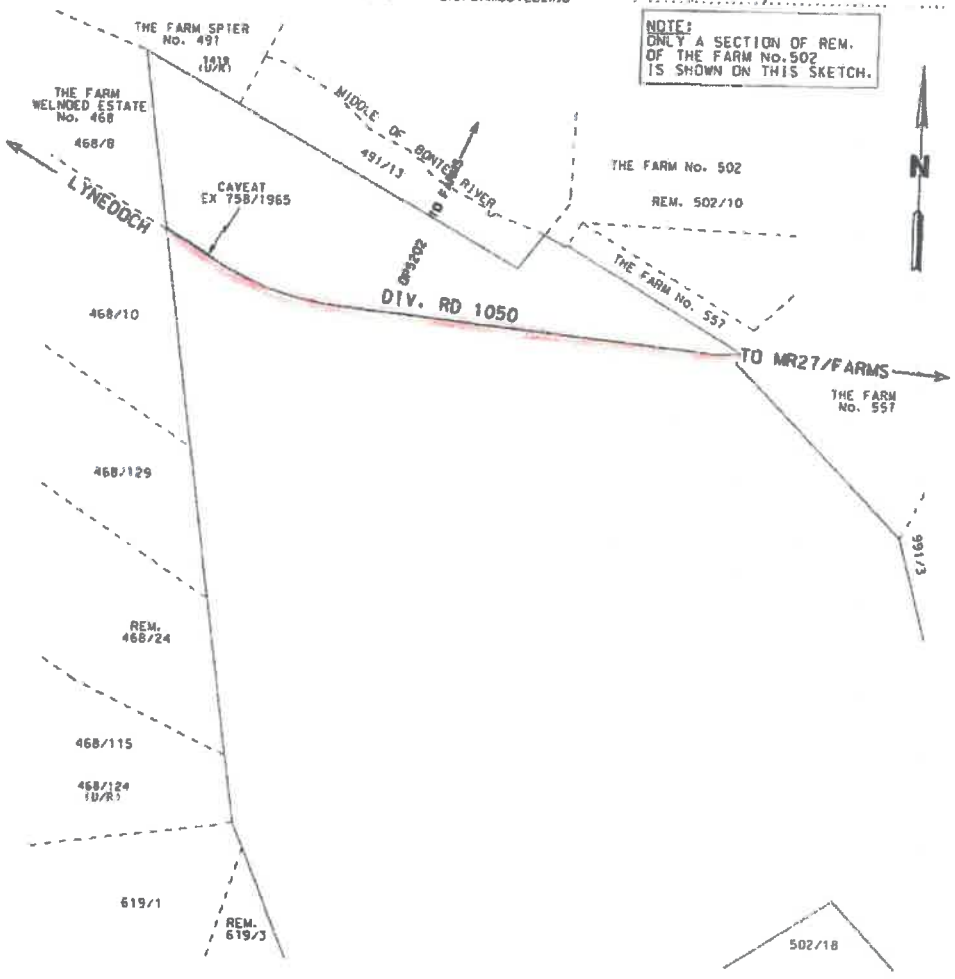
SITUATE IN THE ADMINISTRATIVE DISTRICT OF STELLENBOSCH
IN EXTENT 9,9894 Ha

OWNED BY STELLENBOSCH MUNICIPALITY
TRANSFER NO. T36696/2006

THE EXPROPRIATED PORTION, IN RED, IS APPROXIMATELY 4,5049 Ha
IN EXTENT

S.G. DIAGRAM NO. 9133/1957
S.G COMPILATION NO. M3155, M3188, M3169

NOTE:
ONLY A SECTION OF REM. OF THE FARM No.502 IS SHOWN ON THIS SKETCH.



SCALE SKAAL 1:5000

COMPILATION BY SAMESTELLING DEUR C DE BRAAK
DATE DATUM JANUARY 2016

AA

Acquired sites on the 1,4 to 3,0km mark.





Cultivated land/Grazing.



Unimproved land.



Beefwood trees and small trees (Kei apple.)



Precast fence.



Acces road and gate.

7 – VALUATION.

7.1 Method of valuation.

The direct comparable approach will be used to determine the market value of the acquired portions. In addition solatium for obligatory acquisition is added.

7.2 Comparability.

The land of the subject property compares well with the cultivated/unimproved/ irrigation land of the comparable transactions listed in paragraph 2.7 and 2.8 of the General Report in respect of:

- Location
- Agricultural potential
- Type of soil

An adjustment in the price/ha is made to compensate for the difference in dates of transactions and effective date of valuation.

A further adjustment in the price/ha must be made in view of the poorer location of the subject property. The two transactions listed in paragraphs 2.6 and 2.7 are situated on the slopes of the Helderberg, above the R44. It therefore has a cooler climate and higher agricultural potential soil. This would ensure high quality grapes. Potential buyers, especially foreign buyers, are willing to pay a premium for property in this locality.

The fact that the unimproved land has the potential to be cultivated and irrigated, must also be taken into consideration.

7.3 Conclusion.

Taking all value forming factors into consideration, I am of the opinion that a market related compensation for the affected portions would be as follows:

The cultivated land of the expropriated portion compares well with the cultivated lands listed in paragraph 2.8 which refers. The area of the expropriated portion that is marked as pasture is not cultivated pasture but a natural herbage.

Cultivated land R650,000/ha

The unimproved land of the expropriated portion compare well with the unimproved land referred to in paragraphs 2.7 and 2.8. This is used as reference.

Unimproved land R450,000/ha

The owner will have to be informed that he needs to provide the Department with two quotes for the replacement of the improvements that exist on the affected portion as well as evidence that such improvements are legal.

Wind breaks and small trees can be compensated as follows:

171x Small tree (Key apple) R350 x 171

34x Beefwood trees R350 x 34

Solatium is added.

7.4 Assumptions.

The areas as indicated on the Sketch Plan is taken as correct.

8 - EXPLANATION OF MARKET NORMS

Whenever a valuer values a property, the issue at stake is to determine a value that attaches to the rights that are vested in the property as well determining what benefits ownership/occupation represents. Any future uses, facilities or income that the property may have must be taken into account during the process of valuation. At the same time the property must be compared with other comparable investment opportunities. In other words the objective of the valuation process is to determine a value that represents a point of balance between supply and effective demand.

CALCULATION OF MARKET VALUE.

Remainder of the Farm No. 502, Stellenbosch RD.
Site of Sketch Plan 4.

Cultivated land (grazing)	0,2534 ha @ R 650,000/ha =	R164,710.00
Cultivated land	0,0115 ha @ R 650,000/ha =	R 7,475.00
Unimproved land	1,5820 ha @ R 450,000/ha =	R711,900.00
		R884,085.00
Solatium @ 10% of R100,000 =		R 10,000.00
Solatium @ 5% of R400,000 =		R 20,000.00
Solatium @ 3% of R384,085 =		R 11,522.55
Compensation		**R925,607.55**

CERTIFICATE

I, Johannes Josua Neethling, hereby certify that I have identified and inspected the above property as the one indicated to me and that a willing buyer would pay the amount of **R925,607.55 (Nine Hundred and Twenty Five Thousand Six Hundred and Seven Rand and Fifty Five cent)** in the open market for the acquired portions to a willing seller on the date of the Notice of Acquisition.

Signed at Wolseley on the 25th day of July 2016.

JJ Neethling

JJ Neethling Property Valuers (Cell no.0845103256)
Professional Associated Valuer (South Africa)-Reg.No.6300/5
Registered with the SA Council for the Property Valuers Profession.
Member of the South African Institute of Valuers



JJ NEETHLING
Professional Property Valuers

VALUATION REPORT OF

AGRICULTURAL PROPERTY BEING EXPROPRIATED

ANNANDALE ROAD

STELLENBOSCH
DR1050
Sketch Plans 3 & 4

Prepared for	Road Network Management Western Cape
Prepared by	J.J. Neethling
Cell number	0845103256
Telephone number	023-2310835
E-mail address	jjneeth@breede.co.za

DECLARATION

I, the undersigned, Johannes Josua Neethling, hereby declare as follows:

a) That, according to the requirements stipulated in Article 20(2)(a) of the Act on the Property Valuers Profession 2000 (Act no. 47 of 2000), I am registered with the South African Council for the Property Valuers Profession. Registration Number 6300/5.

b) That I have the necessary knowledge and experience of valuation of fixed properties and that I can therefore, in accordance with the ethics of the valuers profession, value fixed properties as required by the law.

c) That during the process of valuation I have considered the various factors impacting on the value.

d) I have no current or future vested interest in the subject property.

GENERAL REPORT

1- GENERAL.

1.1. Instruction:

On the 6th of July 2016 I was instructed, in writing, by Me Liezel Smit of Road Network Management to determine the market value of the expropriated properties on Route DR1050.

The valuation report must include the following information:

a.) The market value as on the date of notice of expropriation which in this case is 13 June 2016.

b.) The expropriated properties must be physically inspected by the valuer and must be further elucidated by coloured photographs.

c.) Transactions used in the report must be analyzed and it must be clearly stated which price components are being used in the calculation of the specific expropriations.

d.) Should any of the expropriated portions include improvements, the market value of such improvements must be taken into consideration.

e.) According to Clause 12, (5), (f) of the Expropriation Act 63 of 1975, the dispossessed may not acquire any gain from the expropriation through any subdivision that takes place as a result of the expropriation. Therefore the principle of "the smaller the size of the property, the higher the price/Ha" is not applicable in the case of expropriations.

f.) DR1050, Annandale Road, is indicated on the attached location map and the erf numbers of the expropriated sites are also shown.



Location Map.

1.2. Purpose of Valuation:
The purpose of this valuation is to determine a reasonable market value for compensation of the expropriated portions as explained in paragraph 1.1 as on the date of Notice of Expropriation.

1.3. Definition of Market Value:
For the purposes of this valuation I limit myself to unmovable property. It is necessary to make this distinction as unmovable property differs from other property in the sense that it is seldom that 2 unmovable properties would be identical.

South African Definition:
The current definition of market value as used in the context of South African law is as follows:

> " The amount that would be realised for a property in the open market on the date of transaction if a willing seller sells to a willing buyer."

Market Value is defined by the International Valuation Standards Committee as follows:

> *" The estimated amount for which a property should exchange on the date of valuation between a willing buyer and a willing seller in an arms-length transaction after proper marketing wherein the parties had each acted knowledgeable prudently and without compulsion."*

1.4. Method of Valuation:

Various methods can be used to determine the market value of fixed property. These methods can be classified as follows:

a) Direct comparable method
b) Income based method
c) Cost based method
d) Combination of, or variation of, the above three.

For the purposes of this valuation report I will briefly discuss the direct comparable approach as this is the only appropriate method that can be used to determine the market value of land.

Property prices are determined by the market. Prices arise as a result of an interaction between buyers and sellers where the buyer represents the demand and the seller the supply. In other words when the demand is high, prices rise and when the demand is low prices fall. The reverse holds true for supply.

The sale of comparable properties is generally considered the most reliable yardstick to determine market value.

In the case of Minister of Water Affairs vs. Mostert, 1966 4 SA 690 (A) 723 F, the judge made the following ruling:

> "Despite the fact that land has not a fixed market price or sales value, and that each parcel of land would differ from the next, even if adjacent, it would still appear that the most reliable yardstick would be comparable transactions of properties sold even though there would be varying factors that are unique to each property."

The direct comparison method is also recognized in the court of law in SA as a true method of valuation. (Estate Marks vs Pretoria City Council 1969 3 SA 227A, 253H-254B).

In order to determine the market value of the expropriated portion, I will use the direct comparable approach. Clause 12(2) of the Expropriation Act 63 of 1975 makes provision for the value of the land as well as any real financial loss incurred.

Clause 12(2) states as follows:
Notwithstanding anything to the contrary contained in this Act there shall be added to the total amount payable in accordance with subsection (1), an amount equal to –
(a) ten per cent of such total amount, if it does not exceed R100,000: plus
(b) five per cent of the amount by which it exceeds R100,000, if it does not exceed R500,000; plus
(c) three per cent of the amount by which it exceeds R500,000, if it does not exceed R1,000,000; plus
(d) one per cent (but not amounting to more than R10,000) of the amount by which it exceeds R1,000,000.

Solatium is calculated up to a maximum of R55,000 and constitutes an additional allowance paid in respect of obligatory acquisition.

1.5. Date of Inspection:
12 & 13 July 2016.
I physically inspected the said properties on this date.

1.6. Effective Date of Valuation:
The market value of the expropriated portions is calculated as at **13 June 2016**, date of Notification of Expropriation.

1.7. To the best of my knowledge all the information used in this report is correct and has been supplied to me by the land owners and the Road Network Management. All calculations made and conclusions drawn are based on this information. I also obtained further information through Lightstone and conversations with estate agents working in the area.

2- MARKET RESEARCH.

During my market research I identified the following market transactions of agricultural land in the subject area. As far as I was able to determine, these transactions were market value as per definition. Further to this research I also had conversations with estate agents working in the subject area.

2.1 Portion 7 of Farm No. 555, Stellenbosch RD.

Extent	4,2833 Ha
Date of Transaction	20/03/2012
Sales Price	R 5,700,000

Description of property.
This property is an irrigated unit and the buyer is an adjacent land owner. The property is considered a lifestyle unit. It is situated within a 10km radius of the subject property. This property is also one of the properties that are affected by the expropriations on Annandale Road. There are no built improvements on the property.

Soil Potential:
The soil of the property is sandy and is in my opinion medium potential agricultural land. The property is used to propagate indigenous trees.

Analysis of transaction:

Land	4,2833ha @ R1,330,000/ha =	R5,700,000 (rounded)
Built infrastructure		None

2.2 Portion 1 of Farm No. 1392, Stellenbosch RD.

Extent	4,8001 Ha
Date of Transaction	29/01/2014
Sales Price	R 4,800,100

Description of property.
This property is an irrigated unit and the buyer is an adjacent land owner. The property is considered a lifestyle unit but was purchased for the purposes of cultivating vines. The property is situated on the Annandale Road, ±1,5km before the R44. There are no built improvements on the property.

Soil Potential:
The soil of this property is a red sandy loam soil and is in my opinion a medium to high potential agricultural soil. The soils have the potential to produce high quality wine grapes.

Analysis of transaction:

Irrigation soil	4,8001ha @ R1,000,000/ha =	R4,800,100
Built infrastructure		None

2.3 Portion 4 of Farm No. 516, Stellenbosch RD.

Extent	4,3973 Ha
Date of Transaction	24/06/2016
Sales Price	R20,620,000

Description of property.
This is a lifestyle unit operated as a guest house. The property is improved with a 5 bedroom homestead (489m^2), 5x cottages (480m^2) and outbuildings of 60m^2. The property is very well situated.

Soil Potential:
The soil is a sandy irrigation soil of a medium agricultural potential.

Analysis of Transaction

Land	4,3973ha @ R1,600,000/ha =	R 7,040,000 (rounded)
Buildings and guest house facilities		R13,580,000

2.4 Portion 49 of Farm No. 510, Stellenbosch RD.

Extent	0,5894 Ha
Date of Transaction	24/11/2015
Sales Price	R1,800,000

Description of property.
The property is not developed and has a very good location. It can be considered as a small holding or a potential building site. This property gives a very good indication what the market is willing to pay for a building opportunity in a rural area. The property is situated close by the subject property.

Soil Potential:
The soil of the property is sandy. There is sufficient water to irrigate the available land.

Analysis of transaction:

Land	0,5894ha @ R3,100,000/ha =	R1,830,000 (rounded)
Built infrastructure		None

2.5 Portion 8 of Farm No. 100, Stellenbosch RD.

Extent	6,8523 Ha
Date of Transaction	12/05/2014
Sales Price	R8,000,000

Description of property.
The property is a lifestyle unit with some agricultural activities. It is improved with a homestead (180m^2), 2x cottages (290m^2), storage space (110m^2), swimming pool and tennis court. The property is situated on the outskirts of Stellenbosch, along the R44 on the Paarl side.

Soil Potential
The soil of the property is a red sandy loam type and has in my opinion a medium to high agricultural potential. It has the potential to produce high quality plums and pears.

Cultivations:
The property is improved with 1,5ha of pear and 1,5ha of plum orchards. The orchards produce good yields that compare favourably with that of the area.

Analysis of Transaction		
Land	6,8523ha @ R935,000/ha =	R6,400,000 (rounded)
Establishment costs orchards	3,00ha @ R200,000/ha =	R 600,000
Built infrastructure		R1,000,000

2.6 Portion 1, 9 and 11 of Farm No. 1531, Stellenbosch RD.

Extent	99,1576 Ha
Date of Transaction	02/03/2013
Sales Price	R42,500,000

Description of property.
This property is a wine estate with its own cellar. It is improved with a 5 bedroom homestead of 350m^2, 2x cottages (110m^2 each), 3x garages, office/workshop (250m^2), 9x staff cottages with community hall and a big swimming pool. The wine cellar has a capacity of 400 ton. The property is located in the Blaauklippen area.

Soil Potential
The soil of the property is a red sandy loam soil and has in my opinion a medium to high agricultural potential. It has the potential to yield good quality wine grapes.

Cultivations:
The property has been improved with 17,0ha of cultivated vineyards. The cultivar choice and harvest spread are good. The vineyards produce yields that compare well with the average of the area.

Analysis of Transaction

Vineyards	17,00ha @ R1,200,000/ha =	R20,400,000
Unimproved land/mountain	82,1576ha @ R 80,000/ha =	R 6,570,000 (rounded)
Farm buildings		R 2,500,000
Cellar with equipment		R13,030,000

2.7 Portion 8 of Farm No. 571, Stellenbosch RD.

Extent	16,6897 Ha
Date of Transaction	10/12/2014
Sales Price	R51,300,000

Description of property.
This property is a wine estate with its own cellar. The wine cellar has a capacity of 600 ton. The farm buildings consist of a manor house (420m^2), outbuildings and four staff cottages. The property is located in the Helderberg/Eikendal area.

Soil Potential
The soil of the property is a red sandy loam soil and has in my opinion a medium to high agricultural potential. It has the potential to yield good quality wine grapes.

Cultivations:
The property has been improved with 10,5ha of cultivated vineyards. The cultivar choice and harvest spread are good. The vineyards produce yields that compare well with the average of the area.

Analysis of Transaction

Vineyards	10,50ha @ R1,600,000/ha =	R16,800,000
Unimproved land	6,1897ha @ R 400,000/ha =	R 2,500,000 (rounded)
Farm buildings		R 5,500,000
Cellar with equipment		R26,500,000

2.8 Remainder of Farm No. 1323, Stellenbosch RD.

Extent	18,5474 Ha
Date of Transaction	02/04/2012
Sales Price	R11,592,000

Description of property.
This property is poorly developed wine grape farm. The current owner bought the property to run horses on it. At the time of the transaction there was no built infrastructure on the property. The property is situated along the R44, between the turnoffs to Annandale and Firgrove.

Soil Potential
The soil of the property is sandy and is in my opinion medium potential agricultural land.

Cultivations:
The property has been improved with 6,5ha of cultivated vineyards. The cultivar choice

and harvest spread are good. The vineyards produce yields that compare well with the average of the area. Most of the hectares is either cultivated or unimproved land.

Analysis of Transaction

Vineyards	6,50ha @ R 850,000/ha =	R5,525,000
Cultivated land	6,00ha @ R 600,000/ha =	R3,600,000
Unimproved land	6,0474ha @ R408,000/ha =	R2,467,000 (rounded)
Farm buildings		None

3 – DISCUSSION OF TRANSACTIONS.

3.1 The soils described in the transactions listed in paragraph 2.1 to 2.8 are comparable with the soil of the subject properties with minor differences in agricultural potential.

3.2 All of the comparable transactions listed in paragraph 2 are of properties that are situated close by the subject properties.

3.3 In my opinion the transactions listed in paragraph 2, can with the necessary adjustments, be considered a reliable yardstick with which to determine the market value of the expropriated portions.

3.4 The transactions listed in paragraph 2 represent a spectrum of small holdings, lifestyle units and economically viable agricultural units. This is the same spread of property types as those that are being affected by the expropriations. The type of property of the affected expropriated property is based on the relevant types as described in paragraph 2.

4 – ESTABLISHMENT COSTS

4.1 Vineyards.
During my market research I spoke to agriculturalists that work in the subject area. They all agreed that the current establishments costs for trellised vineyards would run in the vicinity of ±R250,000/ha.
Factors influencing these establishment costs are:

- Choice of cultivar
- Trellis system
- Type of irrigation
- Type of soil preparation done.

4.2 Olives.
During my market research I spoke to agriculturalists that work in the subject area. They all agreed that the current establishments costs for olives would run in the vicinity of ±R200,000/ha.
Factors influencing these establishment costs are:

- Choice of cultivar
- Plant spacing
- Type of irrigation
- Type of soil preparation done.

4.3 Strawberries

During my market research I spoke to agriculturalists that work in the subject area. They all agreed that the current establishments costs for irrigated strawberries in mini tunnels would run in the vicinity of ±R400,000/ha.

4.4 Established trees and hedges

During my market research I spoke to two tree growers in the Stellenbosch area. I obtained the following information regarding the cost of relocation of established trees as well as the value of different tree varieties in different sizes.

Relocation of established trees.

Small trees (500 litter)		
Cost of tree	R4,500	
Planting cost	R1,300	R5,800.00
Medium trees (1,000 litter)		
Cost of tree	R6,500	
Planting cost	R1,500	R8,000.00
Large trees (2,000 litter)		
Cost of tree	R22,000	
Planting cost	R 5,000	R27,000.00

Relocation of an established Hedge and wind breaks.

Eugenia, Key apple and beefwoods.		
Cost of plant/tree	R115.00	
Planting cost	R 35.00	
Feeding and watering for ±4 years	R200.00	R350.00

ANNEXURE D

VALUATION REPORT

PORTIONS OF REMAINDER
FARM 502
ANNANDALE ROAD
STELLENBOSCH RD

HCB GROUP

HCB Property Valuations
38 Long Street
Moorreesburg
7310
Tel: 022 433 2035
Email: admin@hcb.co.za

LIMITATIONS AND RESTRICTIONS

This valuation report has been made with the following general assumptions:

1. No responsibility is assumed for the legal description or for matters including legal or title considerations. Title to the property is assumed to be good and marketable unless otherwise stated.
2. The property is valued free and clear of any or all liens or encumbrances unless otherwise stated.
3. Responsible ownership and competent property management are assumed.
4. The information furnished by others is believed to be reliable. However, no warranty is given for its accuracy.
5. All engineering information is assumed to be correct. The plans and illustrative material in this report are included only to assist the reader in visualizing the property.
6. It is assumed that there are no hidden or unapparent conditions of the property, subsoil, or structures that render it more or less valuable. No responsibility is assumed for such conditions or for arranging for engineering studies that may be required to discover them.
7. It is assumed that there is full compliance with all applicable state and local environmental regulations and laws unless non-compliance is stated, defined and considered in the valuation report.
8. It is assumed that all applicable zoning and use regulations and restrictions have been complied with, unless non-compliance is stated, defined and considered in the valuation report.
9. It is assumed that all required licenses, certificates of occupancy, consents or other legislative or administrative authority from any local or national government or private entity or organization have been or can be obtained or renewed for any use on which the value estimate contained in this report is based.
10. It is assumed that the utilization of the land and improvements is within the boundaries or property lines of the property described and that there is no encroachment or trespassing unless noted in this report.



Signature

LIMITATIONS AND RESTRICTIONS

This valuation report has been made with the following general limiting conditions.

1. The apportionment, if any, of the total valuation figure in this report between land and improvements applies only under the stated client instructions and is hypothetical. The separate allocations for land and buildings must not be used in conjunction with any other valuation and are invalid if so used.
2. Possession of this report, or a copy thereof, does not carry with it the right of publication. It may not be used for any purpose by any person other than the party to whom it is addressed without the written consent of the valuer, and in any event only with proper written qualification and only in its entirety.
3. The valuer herein by reason of this valuation is not required to give further consultation, testimony, or be in attendance in court with reference to the property in question unless arrangements have been previously made.
4. Neither all nor part of the contents of this report (especially conclusions as the value, the identity of the valuer, or the firm with which the valuer is connected) shall be disseminated to the public through advertising, public relations, news, sales, or other media without the prior written consent and approval of the valuer.
5. Neither the whole nor any part of this valuation report or certificate or any reference thereto may be included in any published document, circular or statement, or published in any way without the valuer's written approval of the form and context in which it may appear. The publication shall deem to include references in company accounts and/or director's reports or any other company statement or circular.
6. The valuation is prepared on the basis that full disclosure of all information and facts which may affect the valuation, has been made to the valuer and no liability or responsibility will be accepted whatsoever for the valuation unless such full disclosure has been made.
7. This valuation is solely for the use of the party to whom it is addressed in accordance with the instructions. Reliance on it by any third party cannot be regarded as reasonable and no responsibility to any third party is or will be accepted for the whole or any part of the valuation.
8. The valuer has no personal interest in the property.
9. In the unlikely event of the client incurring any losses due to negligence of the valuers, valuers in training and assistants, the aggregate amount of the damages recoverable against the valuer shall not exceed the fee for providing the service.



Signature

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1. INTRODUCTION

I, Coenraad Botha, registered as a Professional Valuer in terms of the Property Valuers Profession Act 47 of 2000, do hereby certify that I have identified the subject properties referred to in this report and have obtained all the necessary information to determine the market value thereof.

- *See Annexure 1 for Valuer Certificates*

1.1 Instruction

An instruction was received from Yolande van den Berg of Stellenbosch Municipality, to attend to the valuation of Portions of Remainder Farm 502, Annandale Road, situated in Stellenbosch RD. The purpose of the valuation is to determine the open market valuation of the portions at a rate/Ha tariff as on 1 June 2023. Provincial Administration of the Western Cape needs these portions to increase the existing road reserve.

- *See Annexure 4&5 for locality*

1.2 Date of Valuation

The date of valuation as instructed by the client is 1 June 2023.

1.3 Date of Inspection

The property was inspected on 10 July 2023.

2. TITLE DEED DESCRIPTION

- *See Annexure 2 for Copy of Property Report*

2.1 Title Deed

The property report does not indicate the Title Deed Number, as it is not available.

2.2 Description

The portion can be described as "Portions Of Remainder Farm 502, Annandale Road, Stellenbosch RD, Western Cape". Hereafter in the report we will refer to these portions as "subject portions".

2.3 Owner

The property report indicates the owner of the subject portions as Stellenbosch Municipality.

2.4 Extent

The full extent of the subject property as per the property report is 2 178 789m², however, this valuation report will be applicable to three portions with the following extents:

Unimproved Land	1,5820 Ha
Cultivated Land (Grazing)	0,2534 Ha
Cultivated Land	0,0115 Ha

Note: These extents were supplied by Stellenbosch Municipality.

2.5 Purchase Price

Not relevant to this report, because it will not have an impact on Market Value.

2.6 Surveyor General Information

HCB could not find any discrepancies regarding the ground layout with the Surveyor General Information.

2.7 Title Deed Conditions

HCB did not have sight of the Title Deed; thus, we cannot comment on a restrictive condition it may hold.

3. LOCAL, PROVINCIAL AND CENTRAL GOVERNMENT INFORMATION

3.1 Local Authority

This property falls under the jurisdiction of the Stellenbosch Municipality, situated in the Western Cape.

3.2 Zoning: Agricultural Zone 1

This was confirmed on the Stellenbosch Municipal Official Website under Zoning Schemes.

Use Zone Table

201. Land use within this zone

(1) The following land uses are permitted in this zone:

Primary Uses	Additional Uses (not exceeding threshold in this chapter and subject to technical approval)	Consent Uses (Application required)
• Agricultural building (≤2000m²) • Agriculture • Dwelling house • Forestry • Natural environment • Occasional use (one event/year) • Private road • Polytunnel (≤2000m²) • Second dwelling • Employee housing (one unit)	• Agricultural building (>2000m²) • Agricultural industry (<2000m²) • Bed and breakfast establishment • Employee housing (exceeding one unit) • Guest house • Home day care centre • Home occupation practice • Polytunnel (≥2001m² and ≤5000m²) • Rooftop base telecommunication station • Tourist dwelling units • Tourist facility (existing buildings)	• Abattoir • Additional dwelling units (max 4) • Airfield • Airstrip • Agricultural industry (≥2000m²) • Camping site • Day care centre • Freestanding base telecommunication station • Helicopter landing pad • Intensive feed farming • Kennel • Market • Occasional use (> one event/year) • Plant nursery • Polytunnel (>5000m²) • Renewable energy structure • Service trade • Tourist accommodation establishment • Tourist facility (new buildings or exceeding threshold) • Any additional use exceeding the threshold set out in this chapter

3.3 Municipal Valuation

Municipal Valuation of the Subject Portions is not relevant in this report.

4. PHYSICAL DESCRIPTION

4.1 Location

This farm is located on the Root 44 leading to Somerset West and Strand, right next to the De Zalze Golf Estate and across from the Root 44 Market. It stretches over the Annandale Road. It is easily accessible.

- *See Annexure 5 for Locality Plan*

4.2 Infrastructure

It was noted that all infrastructure is available to the surrounding erven and services are available. Subject Portion is vacant agricultural land.

4.3 Land

Subject property is flat and ground conditions are good, therefore our findings that the topography will not affect market value.

The relevant portions of Farm 502, Stellenbosch RD, consists of the following:

Unimproved Land	1,5820 Ha
Cultivated Land (Grazing)	0,2534 Ha
Cultivated Land	0,0115 Ha

- *Annexure 4 indicates the portions that this valuation is applicable to.*

4.4 Improvements

The Subject Portions currently have no improvements.

5. MARKET ANALYSIS

The definition "Market Value" as laid down by the International Valuation Standards Council is: *"The estimated amount for which an asset should exchange, on the date of valuation, between a willing buyer and a willing seller, in an arms-length transaction, after proper marketing, wherein the parties had each acted knowledgeably, prudently and without compulsion."*

6. METHOD OF VALUATION

This method, which is regarded as the most accepted method for the valuation of immovable assets, will be applied. The valuation requires that the open market value of the subject property as at the date of valuation is defined. It measures the value of an asset by comparing recent sales or offerings of similar or substitute property and related market data. However, it is rarely possible to find such evidence relating to identical assets.

Market Value can be defined as the most likely price a willing buyer will pay a willing seller for the subject property on the date of the valuation without any pressure or influences from either party, taking into consideration external market tendencies as well as inherent facts regarding the subject property.

7. ESTABLISHMENT OF COMPARABLES

7.1 Highest and Best use

Definition: *"The most probable use of a property which is physically possible, appropriately justified, legally permissible, financially feasible and which result in the highest value of the property being valued".* Therefore, it could be argued that the highest and best use of a property is, which is physically possible, appropriately justified, legal permissible, financially feasible and which result in the best value of the property to be valued.

Due to the location, current zoning, and use, it is my opinion that the highest and best use is agricultural activities.

7.2 Comparable Properties

The following sales were noted, investigated, and used to arrive at an Open Market Valuation of the Subject Property on 1 June 2023:

Farm	Area	Extent	Date	Sale Price
555/9	Stellenbosch RD	4,4ha	2021/01/11	R11 000 000-00
991/3	Stellenbosch RD	10ha	2021/02/24	R14 500 000-00
566/1	Stellenbosch RD	9,4ha	2022/05/29	R15 000 000-00
468/9	Stellenbosch RD	9,2ha	2019/03/11	R6 400 000-00
1537/1	Stellenbosch RD	1,8ha	2020/02/14	R6 000 000-00
468/24	Stellenbosch RD	35,5ha	2019/02/23	R39 000 000-00
491/2	Stellenbosch RD	105,9ha	2017/09/04	R30 000 000-00
510/6	Stellenbosch RD	19,8ha	2018/08/31	R19 000 000-00

7.3 **Calculation and Conclusion**

Based on the sales and the differences observed when compared to the subject property, we are of the opinion that the subject property would likely obtain offers of between R650 000-00/ha and R1 000 000-00/ha.

I believe the following is applicable to these portions:

Unimproved Land	1,5820 Ha	@ R550 000-00/Ha
Cultivated Land (Grazing)	0,2534 Ha	@ R950 000-00/Ha
Cultivated Land	0,0115 Ha	@ R950 000-00/Ha

As per our instruction, it is my opinion that the above-mentioned tariffs are applicable.

8. CERTIFYING OF VALUE

I hereby certify that I have identified the subject property and obtained all the necessary information to determine the market valuation thereof.

Accordingly, I hereby certify that in my opinion, to the best of my knowledge, skill and expertise, the value of the subject property on 1 June 2023 to be:

Unimproved Land	1,5820 Ha	@ R550 000-00/Ha
Cultivated Land (Grazing)	0,2534 Ha	@ R950 000-00/Ha
Cultivated Land	0,0115 Ha	@ R950 000-00/Ha



Hendrik Coenraad Botha
Professional Valuer
Registration Number: 5601

15 August 2023
Date of Signature

9. CAVEATS

This valuation has been prepared on the basis that full disclosure of all Information and factors which may affect the valuation have been made to ourselves and we cannot accept any liability or responsibility whatsoever for the Valuation unless such full disclosure has been made.

9.1 Valuation Standard

This valuation has been prepared in accordance with the guidelines of the South African Institute of Valuers for valuation reports.

9.2 Statutory Notices and Unlawful Use

We have assumed that the property and its value are unaffected by any statutory notice or condition of Title where Title Deeds have not been inspected, and that neither the property nor its condition, nor its use, nor its intended use, is or will be unlawful.

9.3 Confidentiality

This valuation is produced exclusively for Stellenbosch Municipality and for the specific purpose to which it refers. It may be disclosed to your other professional advisers assisting you in respect of that purpose. We accept no responsibility whatsoever to any parties other than yourselves who make use of this valuation.

9.4 Non-Publication

Kindly note that neither the whole nor any part of this report, nor any reference thereto maybe included in any published document, circular or statement, nor published in any way without our prior written approval at to the form or context in which it may appear.

10. ANNEXURES

10.1 Annexure 1 – Valuer Certificates

SOUTH AFRICAN COUNCIL FOR THE
PROPERTY VALUERS PROFESSION

This is to certify that

HENDRIK COENRAAD BOTHA

is registered as

Professional Valuer

In terms of section 20(2)(a) of the Property Valuers Profession Act, 2000

DATE OF REGISTRATION AS: Professional Valuer: 28 January 2020
DATE OF ISSUE: 13 February 2020
PERIOD OF VALIDITY: 28 January 2020 - 30 June 2024

JF Coetzee
President

REGISTRATION No: 5601

MC Seuke
Registrar

10.2 Annexure 2 – Copy of Property Report

Hcb Valuations - Moorreesburg
Helen Louwrens

E-mail: helenlowrens@gmail.com
Cell: 061 473 3707

Tel: 022 433 2035





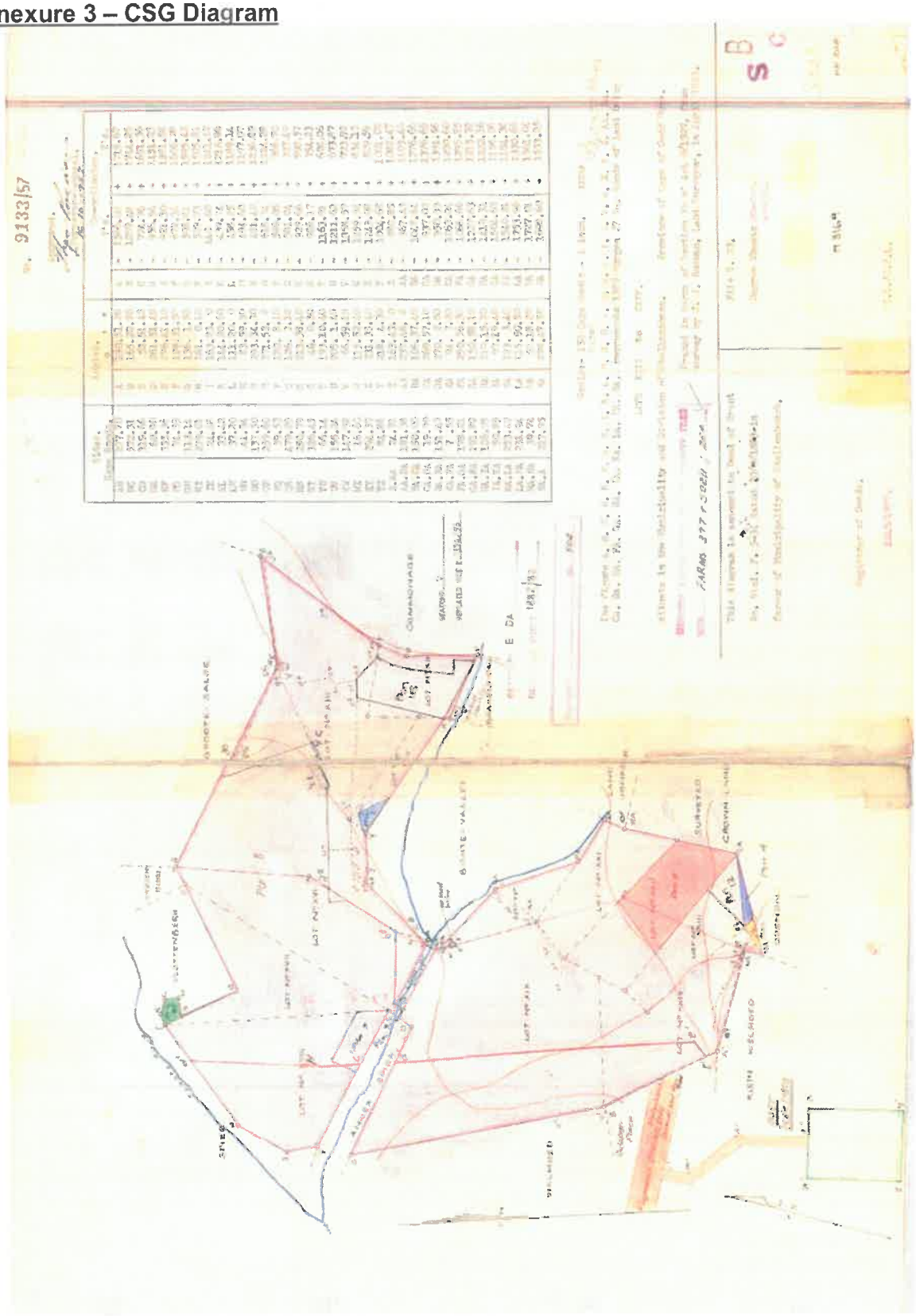
PROPERTY INFORMATION			
Erf	502	GPS	18 [illegible]21"E 33 983106"S
Township	STELLENBOSCH RD	Extent	2 178 789 m²
Address	502 FARM 1620 FARM 502	Cadastral extent	2 178 789 m²
Suburb	STELLENBOSCH RURAL	Usage	Farm
Municipality	STELLENBOSCH	Type	
Province	WESTERN CAPE	Zoning	
		Zoning Desc	

MUNICIPAL VALUATION	
Total Value	-
Valuation Year	-

SALE INFORMATION			
Owner	-	Title Deed	-
Sale Price	-	Bond Holder	-
Sale Date	-	Bond Amount	-
Registered	-	Sale Type	-

ACCOMMODATION							
Condition	-	Age		Building Extent	-		
Bed Rooms	-	Reception Rooms	-	Alarm	-	Perim Security	-
Bath Rooms	-	En Suite	-	Pool	-	Tennis Court	-
Study	-	Domestic Accom.	-	Garden	-	Sprinkler System	-
Garages	-	P Bays/C Ports	-	Borehole	-	Outside Accom.	-
Special Features							

10.3 Annexure 3 – CSG Diagram



10.4 Annexure 4 – Sketch of Subject Portion

PROVINCIAL ADMINISTRATION : WESTERN CAPE
DEPARTMENT OF TRANSPORT & PUBLIC WORKS
ROAD NETWORK MANAGEMENT BRANCH

PROVINSIALE ADMINISTRASIE : WES-KAAP
DEPARTEMENT VAN VERVOER & OPENBARE WERKE
TAK PADNETWERKBESTUUR

FILE NO. / LEER NO. .....
SKETCH NO. / SKETS NO. 4

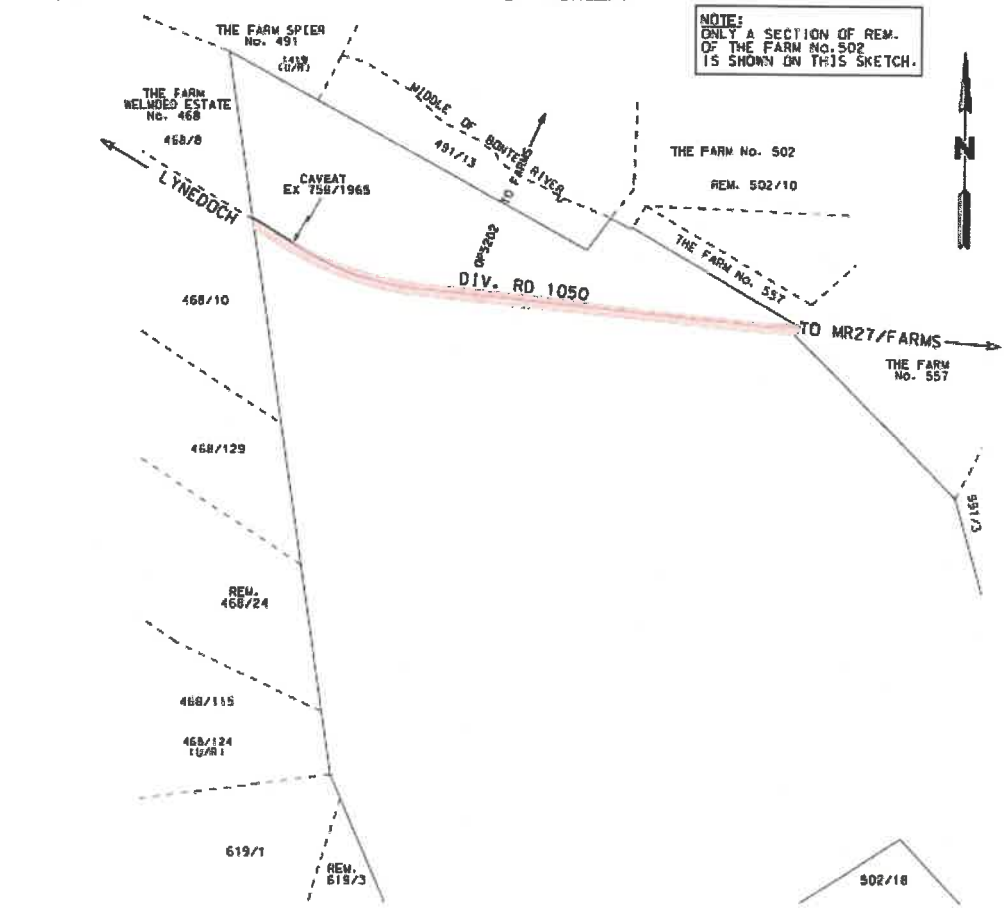
PROPERTY / EIENDOM: REMAINDER OF THE FARM No. 502

SITUATE IN THE ADMINISTRATIVE DISTRICT OF / GELEE IN DIE ADMINISTRATIEWE DISTRIK VAN: STELLENBOSCH
IN EXTENT / GROOTTE: 9,9894 Ha

OWNED BY / EIENDOM VAN: STELLENBOSCH MUNICIPALITY
TRANSFER / TRANSPORT NO.: T36696/2006

THE EXPROPRIATED PORTION, IN RED, IS APPROXIMATELY / DIE ONTEIENDE GEDEELTE, ROOIGEKLEUR, IS ONGEVEER: 4,5049 Ha
IN EXTENT / GROOT

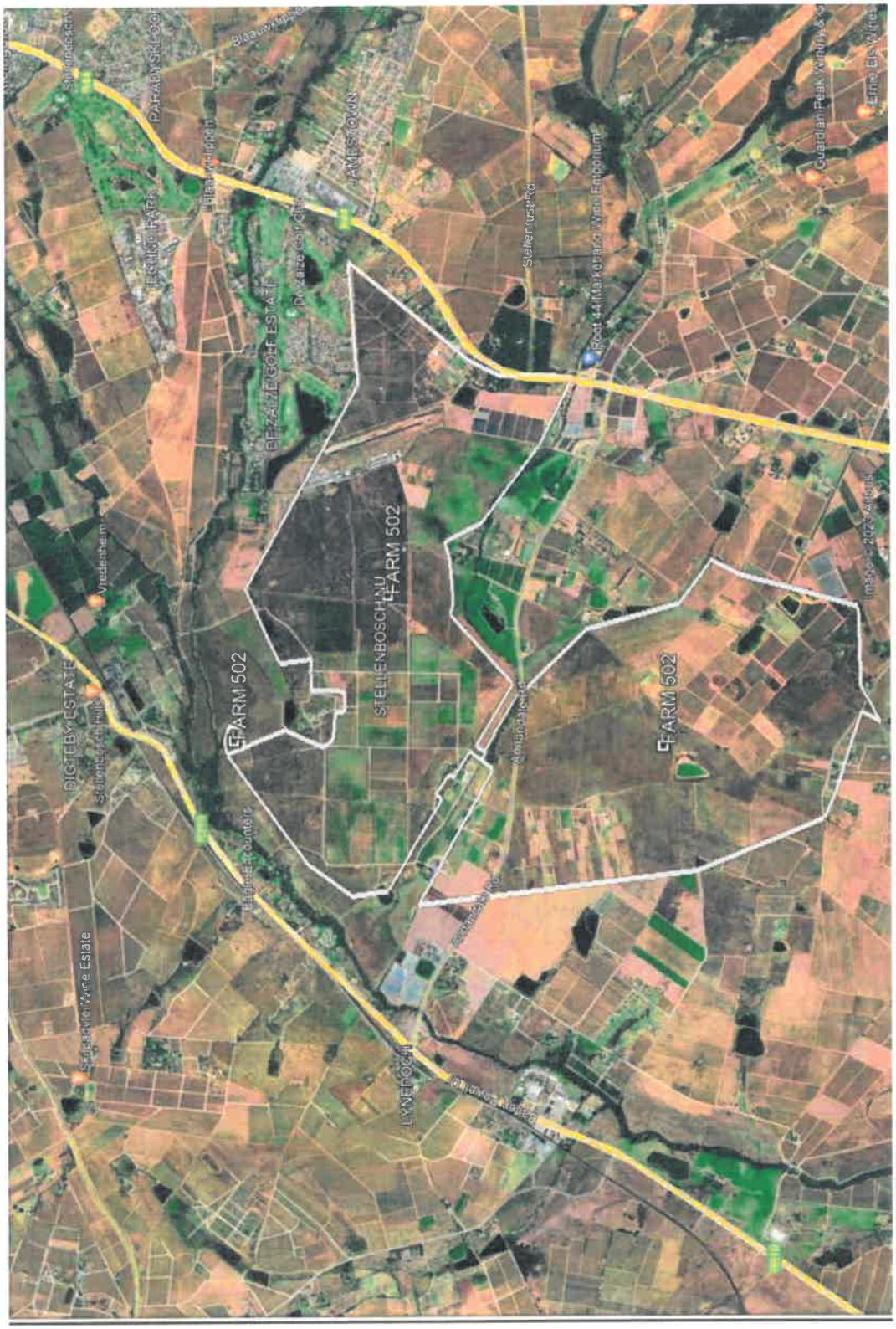
S.G. DIAGRAM / L.G. KAART NO.: 9133/1957
S.G. COMPILATION / L.G. SAMESTELLING NO.: M3155; M3188; M3169



SCALE / SKAAL: 1:15000

COMPILATION BY / SAMESTELLING DEUR: C. DE BRAAK
DATE / DATUM: JANUARY 2016 AA

10.5 Annexure 5 – Aerial Photography of Subject Portion



10.6 Annexure 6 – Valuation Certificate

HCB
Valuations and Services (Pty) Ltd
HEAD OFFICE
38 Long Street, Moorreesburg, 7310
T: +27(0)22 433 2035 M: +27(0)83 663 2140 E: admin@hcb.co.za

Valuation Certificate

Client:	Stellenbosch Municipality
Farm Number:	Portions of the Remainder Farm 502
Title Deed Number:	Undetermined
Area/Town:	Stellenbosch RD
Owner:	Mun Stellenbosch
Date of Valuation:	1 August 2023
Reference Number:	STEL/ANNANDALE/502
Valuation Amount:	
Unimproved Land	R550 000-00/Ha
Cultivated Land (Grazing & Other)	R950 000-00/Ha
Current Zoning:	Agricultural Zone 1

Comments:

This Valuation Certificate must be read in conjunction with the attached Valuation Report.

Hendrik Coenraad Botha
Professional Valuer
Registration Number: 5601

ANNEXURE E



41ers show how its done, or not. . . on the golf course

Members of the 41ers Association of Southern Africa, an organisation for former members of Round Table, participated in the association's second annual golf tour last week. Members from all over the country, Germany and Holland showed their golfing prowess (in some cases lack of it) at the Stellenbosch Golf Club on Friday and De Zalze Estate golf course on Saturday. The overall winner was Rikus Badenhorst from Stellenbosch (fourth from right, behind). Next year's event will be hosted by the 41ers in Gauteng.

Dorpskalender/Town Calendar

FRIDAY 31 MARCH

■ Stellenbosch: **LÜCKHOFF HIGH SCHOOL** presents an end of term event with Elginaires Langarm Band from 19:00. Tickets cost R100 per person and is available at the school.

■ Stellenbosch: Elke laaste Vrydag van die maand verkoop **UTOPIA** vars skons, gebak deur die tehuis se sjef. Die eerste verkope word by Utopia se hoofingang, Dorpstraat 162, om 10:30 gehou. Kom kry 'n skon, neem die prag in van die bure – die Moederkerk se argitektuur en die Kweekskool se asemrowende tuin.

SATERDAG 1 APRIL

■ Pniël: Die **PNIËL CONGREGATIONAL KERKBASAAR** word op 1 April op die Kerkplein gehou. Die sierwaens beweeg van 08:30 af en die amptelike verrigtinge begin om 09:30. Mense van oral word soos altyd verwag. Gemeentelede is al 'n geruime tyd hard besig om vir die groot dag voor te berei. Indien jy op soek is na gebak uit die boonste rakke, sal jy gewis nie teleurgestel word nie. Hierdie "outydse basaar" moet nie misgeloop word nie. Skakel die kerkkantoor by 021 885 1300 vir nog inligting.

■ Stellenbosch: **E'BOSCH HERITAGE PROJECT** in collaboration with Stellenbosch Academy of Sport (SAS), will be presenting a coaching workshop session for interested candidates 18 and older at the **MARKÖTTER SPORTGROUNDS** between 08:30 and 16:00. Certificates will be issued to successful candidates after the event. For more info contact Carol Lakay via WhatsApp or call 061 595 4085 or send an email to carol@ebosch.co.za

■ Stellenbosch: Join in the fun at **KLEIN JOOSTENBERG EVENTS VENUE**, just outside Stellenbosch, for the exciting Mommy & Me Pregnancy, Baby and Toddler Market from 1 – 2 April between 09:00 and 16:00. Tickets cost R50 for adults (children under 12 free) and are available at the doors or on Webtickets.

■ Stellenbosch: Join in the fun at **FAMILIÉR** from 12:00 till 15:00 and learn how to make your own paraben free, skin loving soap, lip-balm and body butter to take home. The cost is R450 and includes croissants with cheese and coffee/tea. WhatsApp to book 079 700 9543 as space is limited.

WEDNESDAY 5 APRIL

■ Stellenbosch: **STELLENBOSCH UNIVERSITY MUSEUM** presents the Wednesday Art Walkabouts, an initiative of the museum to educate and share its art collections with the public. The Wednesday Art Walkabouts are free to members of the public and will be hosted at the Stellenbosch University Museum, 52 Ryneveld Street, Stellenbosch, from 13:00 – 14:00. The theme of the Art Walkabout is drawing. RSVP to usmuseum@sun.ac.za or call 021 808 3029.

STELLENBOSCH
STELLENBOSCH • PNIEL • FRANSCHHOEK
MUNISIPALITEIT • UMASIPALA • MUNICIPALITY

NOTICE FOR PUBLIC COMMENT
TRANSFER PORTIONS OF FARM 502 TO THE PROVINCIAL GOVERNMENT OF THE WESTERN CAPE
Notice No. 38/2023

Notice is hereby given, in terms of the Municipal Council's Resolution, Item 11.6.1 taken at the **7th Council Meeting held on 24 August 2022,** transfer of portions of Farm 502 along Annandale Road (owned by Stellenbosch Municipality) to the Provincial Government of the Western Cape (PGWC) for road purposes.

The PGWC had requested that sliver portions (small and narrow portions) of Farm 502 be transferred and incorporated into the new road reserve of Annandale Road. Annadale road had subsequently been widened and the fence-line had been relocated to the proposed position.

Subdivided portions of Farm 502 namely 502AA; 502AB; 502AC; 502ADN; 502BH; 502BK; 502AE; 502AF are affected. The effects of the proposed transfers are negligible due to the small size of the portions being transferred, current operations on these properties are also not impacted.

Community benefits include a more efficient and safer road network for residents and commuters, and the PGWC has indicated that Stellenbosch Municipality will be compensated for the transfers at market value. The Municipality has in principle approved the subdivision and transfer of the requested portions.

The Municipality hereby invites comment / input from the public for the proposed transfer of portions of Farm 502 to the PGWC. Any comments / inputs or request for further detail may be forwarded to: engineering.services@stellenbosch.gov.za or submitted at the following address: Second Floor; Ecclesia Building; 71 Plein Street; Stellenbosch.

Final comments / inputs must be submitted on or before 02 May 2023. Any person who is unable to read and write or have any sight disability, will be assisted by an official at the above-mentioned address, should they not be able to provide comments on their own accord.

Geraldine Mettler
Municipal Manager
27/03/2023

TAFELBERG MEUBELS
Die Grootste Keuse is ons Leuse !
expert
Here for you.
wonderlike PAAS-FEES winskopies
Alle takke OOP Maandag 10 April 2023 vanaf 9vm - 4nm
Koop ook aanlyn @ www.tafelberg.co.za
mobicred
Geldig by alle Wes-Kaapse takke tot Maandag 10 April 2023 • Terwyl voorraad hou

BOSCH Invented for life
1.2L 'CompactClass' KOFFIEMAKER TKA3A031
- 1100 watt
- Uitswaai filter
- Drup stop funksie
- Wit
was R759 R499
KOFFIEMEUL TSM6A013B
- 180 watt
- 75g Kapasiteit
- Vlekvrye Staal lem
was R649 R299

DeLonghi
GAS VERWARMER IR3010
- 3 Hitte verstellings
- 'Anti-frost' funksie
- Geïntegreerde handvatsels
was R3 099 R2 699

SAMSUNG
'2.1ch B-SERIES SOUNDBAR' HW-B450
- 300 watt
- Koordlose Basluidspreker
- 'Bass Boost'
- 2 Jaar waarborg
was R3 499 R2 499

LG Life's Good
55" UHD 4K SMART TV 55UQ75001LG
was R9 499 R8 999

Home Connect BOSCH Invented for life
13-PLEK SKOTTELGOED-WASSER - SMS6HCI01Z
- Eetgerei laai
- 6.7L Waterverbruik
- 'ExtraDry' funksie
- Vlekvrye Staal afwerking
- 3 Jaar waarborg
was R12 999 R10 999

AEG
60cm INGEBOUDE OOND - BOB35702XV
- 57L Oond kapasiteit
- 7 Multifunksie oond
- Vlekvrye Staal afwerking
- 3 Jaar waarborg
was R6 299 R4 499

DEFY
60cm GAS / ELEKTRIESE STOOF - DGS602
- 4 Gasbranders
- 56L Multifunksie oond
- Swart & Silwer afwerking
- 3 Jaar waarborg
was R7 899 R7 499

LG Life's Good
610L SY-AAN-SY KOELKAS VRIESKAS KOMBINASIE GC-L257JEYL
- met VS & WATERBEDIENER
- 'Smart inverter' kompressor met 10 Jaar waarborg
- H 1790mm x W 735mm x D 913mm
- Platinum Silwer afwerking
- 2 Jaar waarborg
was R29 995 R21 999

MIRO REEKS
2.1m EETKAMERTAFEL was R13 499 R11 499
2m 'SIDEBOARD' was R14 999 R12 499
1.6m PLASMA EENHEID was R9 999 R8 499
1.3m KOFFIETAFEL was R5 499 R4 499

Truform
BUDGET BEDSTELLE 8% ekstra vir XL
Rest Assured
MELODY BEDSTELLE 8% ekstra vir XL

	was	nou		was	nou
Enkel	R3 899	R2 999	Dubbel	R8 599	R6 999
3/4	R4 299	R3 499	Koningin	R9 299	R7 499
Dubbel	R5 099	R3 999			

SOMERSET-WES 021 840 1440 | NOORDER-PAARL 021 871 1552
OOP 7 DAE 'N WEEK
mobicred bsmart
TV LISENSIE & ID BENODIG MET DIE AANKOOP VAN ENIGE TV
Ons aanvaar al die vernaamste kredietkaarte, RCS, bsmart-kaarte
- Bestuur behou die reg voor om voorraad te beperk - BF & W

7.7	**PARKS, OPEN SPACES AND ENVIRONMENT: (PC: J WILLIAMS)**

NONE

7.8	**PLANNING AND LOCAL ECONOMIC DEVELOPMENT AND TOURISM :(PC: CLLR C VAN WYK)**

7.8.1	**RETURN ITEM: REQUEST FOR THE APPROVAL FOR THE FINAL DRAFT STELLENBOSCH MUNICIPALITY EVENTS AND OUTDOOR DINING OVERLAY ZONE IN ORDER TO BE INCLUDED WITHIN THE STELLENBOSCH MUNICIPALITY ZONING SCHEME BYLAW, 2019**

Collaborator No:
IDP KPA Ref No: **Valley of Opportunity**
Meeting Date: **13 September 2023**

1. SUBJECT: RETURN ITEM: REQUEST FOR THE APPROVAL FOR THE FINAL DRAFT STELLENBOSCH MUNICIPALITY EVENTS AND OUTDOOR DINING OVERLAY ZONE IN ORDER TO BE INCLUDED WITHIN THE STELLENBOSCH MUNICIPALITY ZONING SCHEME BYLAW, 2019

2. PURPOSE

To provide Council with the pertinent facts in order to obtain approval of the Final Draft Stellenbosch Municipality Events and Outdoor Dining Overlay Zone that would be included as part of the Stellenbosch Municipality Zoning Scheme Bylaw, 2019.

3. DELEGATED AUTHORITY

Council

4. EXECUTIVE SUMMARY

The Directorate: Planning & Economic Development compiled a Draft Events and Outdoor Dining Overlay Zone, with the assistance of Planning Partners.

The purpose of the abovementioned overlay zone, is specifically to deal with land use rights associated with events and outdoor dining within the Stellenbosch Municipality, whereas the current zoning scheme bylaw only permitted the land use activity of occasional use to one event per year on properties zoned Mixed Use and Agricultural. The problem arose where event organisers and coordinators spent months preparing for an event, and then get by tripped by land use issues at the late stage of planning an event. Events has become an ever-increasing activity within the Stellenbosch Municipal Area, specifically within the Central Business District Areas and on farms, and the demand has increased significant post the COVID-19 pandemic.

It must be noted that the zoning scheme was promulgated during 2019, and at the time the events activities were not as prevalent, and therefore only one event was permitted per annum on a property. Events has however become a frequent activity and

therefore the municipality as noticed through request from the industry and the various tourism organisations that we must amend the land use management process, as well as the permitting process as set out in terms of the Stellenbosch Municipality Events Bylaw, 2016. In essence, currently there are two (2) statutory processes, which must be concluded.

The proposed overlay zone will remove to a large extent one of the processes, and therefore only the process as required in terms of the Safety at Sports and Recreational Events, Act 2 of 2010 must be obtained.

At the 15th Council Meeting dated 26 July 2023, Council resolved that the draft Stellenbosch Municipality Events and Outdoor Overlay Zone be advertised to solicit public comments, and thereafter will be evaluated and resubmitted to Council for decision. The subject overlay was advertised in the Eikestadnuus on 03 August 2023, with a closing date of 02 September 2023, it must however be noted that the closing date falls in the weekend and therefore to commenting period is extended to the Monday, 04 September 2023. Copy of the advertised attached as **APPENDIX 2** to this report.

Please note that no comments were received during the public participation process.

5. RECOMMENDATIONS

(a) that Council take note of the Final Draft Stellenbosch Municipality Events and Outdoor Dining Overlay Zone was advertised for a period of 30 days, and that copies of the proposed overlay was placed at the venues as indicated in the advertisement, copy attached as Appendix 2 to this report;

(b) that Council **approves and adopts** the Final Draft Stellenbosch Municipality Events and Outdoor Dining Overlay Zone, attached as **APPENDIX 1;** and

(c) that Council **approves** that the Final Draft Stellenbosch Municipality be promulgated and incorporated into the Stellenbosch Municipality Zoning Scheme Bylaw, 2019.

6. DISCUSSION / CONTENTS

6.1 Background

Stellenbosch Municipality submitted a proposal to Western Cape Government's Department of Economic Development & Tourism ("DEDAT") as part of the Ease of Doing Business Programme to assist the municipality in developing an Events and Outdoor Dining Overlay Zone.

DEDAT approved the Municipality's proposal and committed funding for the Compilation of the said bylaw with the intension of improving the economic growth within the Municipal Area by reducing red-tape. DEDAT as part of the Ease of Doing Business Fund appointed Planning Partners, a town planning consultancy to assist the municipality with the Compilation of the said overlay zone.

The Project Inception Meeting was held on 21 November 2022, and at this meeting the problem statement was formulated and the programme to engage with the relevant stakeholder were developed. The Consultant Team with the core municipal officials held a number of stakeholder engagements with the statutory approval organisations

and departments (include SAPS, Municipal permitting office, relevant internal and external commenting bodies to such applications) and also representatives involved in the events and tourism industries within the municipal area.

6.2 Discussion

The draft overlay zone aims to provide additional land use rights to the zoning categories as contained within the Zoning Scheme Bylaw, 2019. These additional rights are specifically as a result of the land use activity of events and outdoor dining, being characteristic to the Stellenbosch Municipal Area and provides the much-needed economic incentives for businesses.

The proposed overlay zone was drafted through obtaining the inputs from a number of stakeholders, which included the statutory approval bodies, and the relevant internal and external departments.

The proposed overlay zone therefore aims to reduce red-tape, by dealing with the applications through s single process, which would be the events permitting process, in the case of events and through the application to lease municipal land, in the case outdoor dining. This overlay zone only deals with the land use rights as stipulated within the applicable zoning scheme bylaw and does not exempt any applicant from applying to any other legislation applicable to said land use activities.

Public Participation Process

On 27 July 2023, Council resolved that the Department advertise the subject overlay zone for public comment, and during the advertising period, only a question of clarity from the Stellenbosch University was received. The comment related whether this process means that event permit still must be obtained and also enquired whether a map of the different zones is available.

Response: It must be noted that Municipality duly responded that the current events bylaw is still applicable, and the process as set out in the Events Bylaw must still be followed. The process only deals with the land use rights.

Response: The overlay zone is applicable to the zoning category as contained within the zoning scheme, and therefore the applicable zoning of the property permits additional rights on a property(ies) in terms of this overlay zone.

It must also be noted that the above question was not directed to the email address as indicated on the advertisement but was duly responded to by the Municipality.

6.3 Financial Implications

There are no financial implications in respect of the drafting, or this report and the compilation of the draft overlay zone was funded by DEDAT as part of the Ease of Doing Business Fund.

6.4 Legal Implications

The recommendations in this report comply with Council's policies and all applicable legislation.

6.5 Staff Implications

This report has no additional staff implications to the Municipality.

6.6 Previous / Relevant Council Resolutions:

15TH COUNCIL MEETING: 2023-07-26: ITEM 11.8.1

RESOLVED (majority vote with 7 abstentions)

(a) that Council takes note of the Draft Stellenbosch Municipality Events and Outdoor Dining Overlay Zone. Copy attached as **APPENDIX 1** to this report; and

(b) that Council **approves** that the draft Stellenbosch Municipality Events and Outdoor Dining Overlay Zone, be subjected to the legislative Public Participation Process in terms of the Local Government Municipal Systems Act No. 32 of 2000 for a period of thirty (30) days, whereafter such comments, if any, will be evaluated and resubmitted to Council for approval, adoption and promulgation of the overlay zone and included in the Stellenbosch Municipality Zoning Scheme Bylaw.

Councillor J Andrews requested that his vote of dissent be minuted.

6.7 Risk Implications

The risks are addressed through the content of the report.

APPENDICES

Appendix 1: Advertisement
Appendix 2: Final Draft Stellenbosch Municipality Events and Outdoor Dining Overlay Zone

FOR FURTHER DETAILS CONTACT:

NAME	Craig Alexander
POSITION	***Senior Manager: Development Planning***
DIRECTORATE	***Planning and Economic Development***
CONTACT NUMBERS	***021 808 8196***
E-MAIL ADDRESS	***Craig.alexander@stellenbosch.gov.za***
REPORT DATE	***8 September 2023***

APPENDIX 1

NOTICE: 08/2023

PUBLIC NOTICE: INTERESTED AND AFFECTED PARTIES CALL FOR PUBLIC COMMENT ON THE DRAFT EVENTS AND OUTDOOR DINING OVERLAY ZONE WHICH WILL BE INCORPORATED INTO THE AMENDED STELLENBOSCH MUNICIPALITY ZONING SCHEME BYLAW, 2019

Notice is hereby given that Council intends to amend the Stellenbosch Municipality Zoning Scheme Bylaw, 2019 to include the Draft Events and Outdoor Dining Overlay Zone. Interested and affected parties are hereby invited to submit written comments on the Draft Events and Outdoor Dining Overlay Zone during the 30 days advertising period.

You are hereby invited to submit written comments in connection with the aforementioned by electronic mail to the office of the Manager: Economic Development and Tourism at sharon.pedro@stellenbosch.gov.za on or before 2 September 2023.

The Draft Events and Outdoor Dining Overlay Zone, which will form part of the amended Stellenbosch Municipality Zoning Scheme Bylaw, 2019 will be available on the Stellenbosch Municipality's website (www.stellenbosch.gov.za) and hard copies will be available at the local libraries and at satellite offices as reflected in the table below.

AREA	PLACE
Stellenbosch CBD	Library, Plein Street, Stellenbosch PMU Building (Mark Street) Ward 7: Jan Marais Eco Centre Ward 10: Lapland (Municipal Building)
Franschhoek	Ward Office: Ward 1 (Mooiwater Building) Ward Office: Ward 2 (Groendal Community Hall)
Kylemore	Kylemore Ward Office
Pniël	Library, Main Road, Pniël Pniël Ward Office
Wemmershoek	Ward 3: Wemmershoek Ward Office (Community Hall)
Jamestown	Jamestown Library Jamestown Ward Office
Cloetesville	Cloetesville Ward Offices (Ward 16 and 17) Library, Vredelust Street, Cloetesville, Stellenbosch
Ida's Valley	Ward Office: Ward 5 (Ida's Valley Sport Ground) Ward Office: Ward 6 (Library, Rustenburg Rd.) Library, Sonnebloem Street, Ida's Valley,
Kayamandi	Kayamandi Ward Offices (Kayamandi Corridor) Library, Masithandane Street, Kayamandi, Stellenbosch
Vlottenburg	Vlottenburg Ward Office (Vlottenburg Primary School)
Klapmuts	Klapmuts Ward Office (Klapmuts Multi-Purpose Centre)
Ward 19	De Novo Ward Office (Primary School in De Novo)

Enquiries or requests for more information on the process may be directed to Economic Development and Tourism Section: Sharon Pedro Tel: (021) 808-8974 or E-mail: Sharon.pedro@stellenbosch.gov.za during normal office hours.

KENNISGEWING: 08/2023

OPENBARE KENNISGEWING: BELANGHEBBENDE EN GEAFFEKTEERDE PARTYE WORD GENOOI OM KOMMENTAAR OOR DIE KONSEPGELEENTHEDE EN BUITELUG-EET-OORLEGSONE WAT GEÏNKORPOREER SAL WORD IN DIE STELLENBOSCH MUNISIPALITEIT GEWYSIGDE SONERINGSSKEMA VERORDENING VAN, 2019

Hiermee word kennis gegee dat die Raad van voorneme is om die Stellenbosch Munisipaliteit Soneringskema Verordening, 2019 te wysig om die Konsepgeleenthede en Buitelug-Eet-Oorlegsone in te sluit. Belanghebbende en geaffekteerde partye word hiermee uitgenooi om skriftelike kommentaar op die Konsepgeleenthede en Buitelug-Eet-Oorlegsone gedurende die 30 dae-advertensietydperk in te dien.

U word hiermee uitgenooi om skriftelike kommentaar in verband met die bogenoemde per elektroniese pos by die kantoor van die Bestuurder: Ekonomiese Ontwikkeling en Toerisme by sharon.pedro@stellenbosch.gov.za voor of op 2 September 2023 in te dien.

Die Konsepgeleenthede en Buitelug-Eet-Oorlegsone, wat deel sal vorm van die gewysigde Stellenbosch Munisipaliteit Soneringskema Verordening ,2019 sal op die Stellenbosch Munisipaliteit se webwerf (www.stellenbosch.gov.za) beskikbaar wees en harde kopieë sal by die plaaslike biblioteke en die satellietkantore beskikbaar wees soos aangedui in die tabel hieronder.

GEBIED	PLEK
Stellenbosch Sentrale Sakekern	Biblioteek, Plein Straat, Stellenbosch PMU Gebou (Mark Straat) Wyk 7: Jan Marais Ekosentrum Wyk 10: Lapland (Munisipale Gebou)
Franschhoek	Wyk Kantoor: Wyk 1 (Mooiwater Gebou) Wyk Kantoor: Wyk 2 (Groendal Gemeenskap Saal)
Kylemore	Kylemore Wyk Kantoor
Pniël	Biblioteek, Hoofstraat, Pniël Pniël Wyk Kantoor
Wemmershoek	Wyk 3: Wemmershoek Wyk Kantoor (Gemeenskap Saal)
Jamestown	Jamestown Biblioteek Jamestown Wyk Kantoor
Cloetesville	Cloetesville Wyk Kantoor (Wyk 16 en 17) Biblioteek, Vredelust Straat, Cloetesville, Stellenbosch
Idas Vallei	Wyk Kantoor: Wyk 5 (Idas Vallei Sport Grond) Wyk Kantoor: Wyk 6 (Biblioteek, Rustenburg Straat) Biblioteek, Sonnebloem Straat, Idas Vallei,
Kayamandi	Kayamandi Wyk Kantoor (Kayamandi Korridor) Biblioteek, Masithandane Straat, Kayamandi, Stellenbosch
Vlottenburg	Vlottenburg Wyk Kantoor (Vlottenburg Laerskool)
Klapmuts	Klapmuts Wyk Kantoor (Klapmuts Veeldoenige Sentrum)
Wyk 19	De Novo Wyk Kantoor (Laerskool in De Novo)

Navrae en versoeke vir meer inligting oor die proses kan gerig word aan die Ekonomiese Ontwikkeling en Toerisme eenheid: Sharon Pedro Tel: (021) 808-8974 of per Epos: Sharon.pedro@stellenbosch.gov.za tydens normale kantoor ure.

APPENDIX 2

CHAPTER 30: EVENTS AND OUTDOOR DINING OVERLAY ZONE

275. Zone name and designation on map

(1) The Events and Outdoor Dining Overlay zone may be referred to by the code (EODO) and shall cover the entire area of the Stellenbosch Municipality's zoning map.

276. Purpose of the zone

(1) The purpose of the Events and Outdoor Dining Overlay zone is to facilitate the hosting of events and outdoor dining on public streets in certain circumstances, with the aim of promoting the tourism and leisure sector as a key driver of local economic development, as well as to enhance the cultural and social cohesion of communities, while protecting the amenity on which these activities rely.

(2) A person may only organise an event with a valid permit issued by the Municipality as regulated in the Stellenbosch Municipality Events Permitting By-Law. "Event" has the same meaning as contemplated in subject By-Law.

(3) Provide for a clear distinction between "events" and "occasional use" events, as contemplated in section 30.

(4) Notwithstanding the intention for the overlay zone to be less restrictive with regards to the hosting of events and promoting outdoor dining on public streets, the overlay zone gives the Municipality a mechanism whereby additional measures and conditions can be imposed which can assist to avoid potential adverse impact of events and outdoor dining on the receiving environment and mitigate such impacts where they cannot be avoided.

277. Definitions in this chapter

In this Chapter, unless the context indicates otherwise, the following words shall have the meaning assigned to them below:

"calendar year" (*kalenderjaar*) means a period of twelve months from January 1 to December 31;

"event" (*gebeurtenis*) means sporting, entertainment, recreational, educational, religious, cultural, exhibitional or similar activity, that is accessible to the general public and is hosted either at a specific place (i.e. on a single property) or along a specified route, and which is of a temporary nature, and which can occur on a specific day or on consecutive days for a limited period, and excludes functions such as weddings;

"event organizer" (*gebeurtenisorganiseerder*) has the same meaning contemplated in the Stellenbosch Municipality Events By-law;

"linear event" (*linêre gebeurtenis*) means an event along a route taken from a starting point to a destination during which the event takes the form of either a recreational activity or a procession, and which may traverse a single property or a number of properties, and includes marathon, trail running, cycling and mountain biking (including E-bikes) events, but excludes the use of motorized vehicles~~;~~

"outdoor dining" (*buitelug ete*) means dining outdoors on sidewalks or a portion of public street with tables, chairs, and other furnishings for the purpose of selling, offering for sale, and serving food and beverages in an area set up directly outside the confines of a property with land use rights for a business premises (or equivalent);

"place-bound event" (*plekgebonde gebeurtenis*) means an event that takes place at a specific venue, or on a specific property;

"temporary structure" (*tydelike struktuur*) means a non-permanent structure constructed purely on a temporary basis for a specific period, which shall require building plan approval (if applicable) and which shall be demolished on completion of the event for which it was erected.

277. General provisions

(1) The primary, additional and consent uses, and development parameters set out in the applicable base zone remain applicable to any land unit subject to this overlay zone, unless varied in the provisions provided in this chapter.

(2) Purpose-built tracks, buildings, and infrastructure to be used for events requires land use approval for the facility or amenity as contemplated in subsection (1).

(3) Events contemplated in this chapter are exempt from the provisions of section 30(1).

(4) A maximum of 12 events per calendar year can be hosted on an individual property, irrespective of the event being a linear event or place-bound event as contemplated in this chapter, unless otherwise stipulated in this chapter. A calendar year means a period of twelve months from January 1 to December 31.

(5) Any event occurring on a property that takes direct access from a proclaimed road shall provide effective traffic control for safe access off such road to the on-site parking area, to the satisfaction of the Municipality.

(6) Any event contemplated in this chapter may involve the construction of temporary structures to facilitate the hosting of such event. Temporary structures or non-permanent structures constructed purely on a temporary basis for a specific period, shall require building plan approval and shall be demolished on completion of the event for which it was erected.

(7) Commercial services at the same venue that are not directly associated with the event, and which is not an event-related activity shall require prior land use approval for such activity.

(8) No event can be both a "linear event" and a "place-bound event", and the Municipality's Development Management Department has the sole discretion to determine the specific type of an event as contemplated in this chapter.

278. Linear events

(1) A linear event means an event along a route taken from a starting point to a destination during which the event takes the form of either a recreational activity or a procession, and which may traverse a single property or a number of properties, and includes marathon, trail running, cycling and mountain biking (including E-bikes) events, but excludes the use of motorized vehicles.

(2) An unlimited number of linear events shall be permitted in the following zones:

- (a) Community zone;
- (b) Transport Facilities zone;
- (c) Public Road and Parking zone; and
- (d) Public Open Space zone.

(3) An unlimited number of linear events shall be permitted in the following zones, provided that the total number of people involved in the event, including any support staff or spectators are limited to the capacity of the venue or do not exceed 1000 people, whichever is the lesser:

- (a) Education zone;
- (b) Private Open Space zone;
- (c) Agriculture and Rural zone; and

(d) Natural Environment zone.

(4) For a linear event involving more than 1000 people, including any support staff or spectators associated with such event, a maximum number of 12 events per calendar year shall be permitted on a property with a zoning stipulated in subsection (2).

(5) A linear event occurring on a property with a zoning stipulated in subsection (2) may not exceed:

(a) a maximum of 3 consecutive days; and

(b) a cumulative number of 12 days in a calendar year.

(6) A linear event occurring on a property with a zoning stipulated in subsections (2)(c) and 2(d):

(a) must make use of existing routes, farm tracks and infrastructure;

(b) must include the provision of sufficient on-site parking for all vehicles associated with the event, or to the satisfaction of the Municipality; and

(c) may not involve any motorized vehicles.

(7) A linear event occurring on a property with a zoning stipulated in subsection 2(a) does not include ancillary events typically associated with the primary uses thereon such as any school related functions.

279. Place-bound events

(1) A Place-bound event means an event that takes place at a specific venue, or on a specific property.

(2) An unlimited number of place-bound events shall be permitted in the following zones:

(a) Community zone;

(b) Transport Facilities zone;

(c) Public Road and Parking zone; and

(d) Public Open Space zone.

(3) A maximum of 12 place-bound events per calendar year shall be permitted on a property in the following zones:

(a) Education zone;

(b) Private Open Space zone; and

(c) Agriculture and Rural zone.

(4) A place-bound event occurring on a property with a zoning stipulated in subsection (2) may not exceed:

(a) a maximum of 3 consecutive days; and

(b) a cumulative number of 12 days in a calendar year.

(5) Notwithstanding subsection (2), a place-bound event occurring on a property with a zoning stipulated in subsection (2)(c) that involves any amplified music such as an outdoor music concert, rave or festival, shall not be permitted to extend beyond 18h00.

(6) A place-bound event occurring on a property with a zoning stipulated in subsections (2)(b) and 2(c):

(a) must make use of existing facilities, amenities, and infrastructure; and

(b) must include the provision of sufficient on-site parking for all vehicles associated with the event, or to the satisfaction of the Municipality.

(7) A place-bound event occurring on a property with a zoning stipulated in subsection (2)(a) does not include ancillary events typically associated with the primary uses thereon such as any school related functions.

(8) All place bound events, regardless of the base zoning of the property on which such event takes place, shall not continue past 22h00 without prior written permission as part of the

event permit.

280. Specific provisions: outdoor dining

(1) Outdoor dining means dining outdoors on sidewalks or a portion of public street with tables, chairs, and other furnishings for the purpose of selling, offering for sale, and serving food and beverages in an area set up directly outside the confines of a property with land use rights for a business premises (or equivalent)

(2) Outdoor dining shall be permitted as a primary use right on a property zoned Public Road and Parking zone, subject to the following conditions:

(a) The location of the outdoor dining area must be directly abutting the confines of a property with land use rights in place for a business premises or equivalent.

(b) The outdoor dining area must be compliant with the technical specifications and guidelines provided in the Policy on Outdoor Dining, Trading and the use of Public Places for Commercial Ventures and Display, or any such subsequent policy or directive as the Municipality may adopt.

(c) The owner of a property incorporating an outdoor dining area as contemplated in this chapter must enter into a written agreement with the Municipality.

(d) Only temporary structures specified in the written agreement contemplated in paragraph (c) shall be permitted and shall be subject to building plan approval where applicable.

(e) Should a written agreement as contemplated in paragraph (c) not be concluded between the relevant parties, the Municipality may institute enforcement proceedings, either –

(i) as contemplated in section 273 of this By-law; or

(ii) in accordance with the Municipality's Roads and Streets By-law.

7.9	**COMMUNITY SERVICES:(PC: CLLR X KALIPA)**

7.9.1	**MEMORANDUM OF UNDERSTANDING WITH DEPARTMENT OF SOCIAL DEVELOPMENT – 2023-2024 IMPLEMENTATION PLAN**

Collaborator No: **754432**
IDP KPA Ref No: **Good Governance and Compliance**
Meeting Date: **13 September 2023**

1. SUBJECT: MEMORANDUM OF UNDERSTANDING WITH DEPARTMENT OF SOCIAL DEVELOPMENT – 2023-2024 IMPLEMENTATION PLAN

2. PURPOSE

To inform council of the content of the signed implementation plan with Department Social Development for the 2023-2024 financial year.

3. DELEGATED AUTHORITY

For information to Council

4. EXECUTIVE SUMMARY

Stellenbosch Municipality signed an ongoing Memorandum of Understanding with the Provincial Department of Social Development in 2021. This MOU makes provision for an annual implementation plan to

a. Outline the basis of cooperation between the two spheres of government and;
b. address identified social issues within the municipal area.

5. RECOMMENDATION

that the content of the 2023-2024 implementation plan be noted.

6. DISCUSSION / CONTENTS

6.1 Background

The existing MOU is a project of the Provincial Department of Social Development to promote inter-governmental relations. It contains roles and responsibilities between the two entities. The municipality is chairing the formal discussions between the entities with DSD fulfilling the secretariate role responsible for all administration and arrangement of meetings and record keeping.

6.2 Discussion

The content of the implementation plan is based on the mandated functions of the two entities with a focus on collaboration. Objectives included in the current implementation plan with specific reference to issues of concern raised by the community include the following:

Children and Families:

Street Children's Response Team Development of team to conduct analysis and to conclude a referral pathway and with appropriate interventions.	DSD Target: 1 Analysis, 1 Referral Pathway, 1 Draft Interventions

Gender:

Ward Based GBV Champions DSD: Train identified ward based champions on: Understanding and Creating Awareness on GBV, Understanding the referal pathway and the different services available to GBV victims (legal, medical, social). Mentorship of GBV champions**.** MUN: Facilitate access to ward councillors/committees/administrators	MUN: Introduction at All Wards Meeting Target: 1 Link with ward administrators. DSD: Training Sessions Target: 1 Mentoring Sessions Target 4 Achieved:

Institutional Capacity Building and Networking

Stellenbosch GBV Forum Establishment of forum	DSD: Target 1 Forum

The complete implementation plan is attached as **ANNEXURE A**.

6.3 Financial Implications

Financial implications as per approved budget for Stellenbosch Municipal initiatives.

6.4 Legal Implications

The recommendations in this report comply with Council's policies and all applicable legislation and the signed MOU.

6.5 Staff Implications

This report has no additional staff implications to the Municipality.

6.6 Previous / Relevant Council Resolutions:

None

6.7 Risk Implications

Risks, if any are addressed through the content of the report.

6.8 Comments from Senior Management:

One required comment requested.

6.8.1 Director Community and Protection Services:

Content noted.

6.8.2 Municipal *Manager:*

Content noted.

ANNEXURES

Annexure A: Signed Implementation Plan 2023-2024

FOR FURTHER DETAILS CONTACT:

NAME	Michelle Aalbers
POSITION	Manager Community Development
DIRECTORATE	Community and Protection Services
CONTACT NUMBERS	8408
E-MAIL ADDRESS	Michelle.aalbers@stellenbosch.gov.za
REPORT DATE	27-07-2023

ANNEXURE A

2023-2024 IMPLEMENTATION PLAN

PROJECT NAME	PROJECT MANAGER	PARTNERS
Implementation Protocol	Charles Harris (DSD)	Dept. Social Development and Stellenbosch Municipality

ACTION	RESPONSIBLE ENTITY	Responsibility of Stakeholders		Program Champion		START DATE	END DATE	Project/Program Outcomes	Progress	NOTES
Poverty Alleviation		**Municipality**	**DSD**	**Municipality**	**Social Development**					
Food Relief Programs	Dept. Social Development & Stellenbosch Municipality	Making provision for access to community facilities (halls) where and when available.Arrange for inspections by Municipal Health	Appointment of service providers. Provision of funding / food Provision of food parcels to struggling families	F Kruywagen	P Gabriels (Convenor)	Q1	Q4	**Undue Hardship** MUN: Access to clean facilities at discounted rates. DSD: Families access food relief through Undue Hardship Food Parcel. DSD: Provision of updated databases and funded service providers and feeding points on semester basis (6 months)	DSD Target: 48 Food parcels, updated database: 2 per annum Achieved:	
Social Work Services										
Access to Social Work Counselling Services and after hours services	Dept. Social Development & Stellenbosch Municipality	Make information available to communities on how and where to access services	Provide information to municipality on how to access services. Avail social workers Toll-free helplines (propose) Therapeutic group services for women and children subjected to trauma	P Jansen F Mayembana	M Danhause (Convenor) Vacant	Q1	Q4	**Social Work Services** DSD: Counseling services for families	DSD: Target: 92 families Achieved:	DSD child protection: 074 540 3707 (16:00 - 04:30 for 7 days a week)
						Q1	Q4	**Social Work Services** DSD: Provide information on All Child Protection Organisation and services including DSD social workers re targets and service delivery areas and contact details. MUN: Provide list and contact details to libraries and ward offices.	DSD: Target: Quarterly (4) outreaches to communities. Achieved: MUN: Target: 8 Libraries and all Ward Offices Achieved:	
Integrated Development Plan (IDP)										
Participation in IDP processes – sector engagements and community meetings	Dept. Social Development & Stellenbosch Municipality	Inform DSD officials of IDP process and programme	Avail suitably mandated official to attend and represent DSD at IDP meetings. Develop programmes in response to DSD identified needs in the community.Report back to municipality and community on implemented programmes	M Aalbers (Convenor)	P George	2023, September	2023, September	**IDP Analysis** MUN: Ward priorities shared with DSD to guide DSD programme development in response. DSD is aware of needs identified by the communities in different wards as it relates to DSD services.	DSD and MUN: Target: Attendance of IDP meetings twice per annum. Achieved:	
						2024, April	2024, April	**IDP Report Back** DSD attend, participate and report back to communities on the progress made with regards to identified needs.		
Substance Abuse and Prevention										
Local Drug Action Committee (LDAC)	Dept. Social Development & Stellenbosch Municipality	Confirmation of appointment by the Executive Mayor LDAC and chair meetings. Provide venue for meetings if not via teams. Fill the position of secretary of LDAC. Keep all minutes	Chairperson of the LDAC Executive Committee. Provide venue for meetings.	M Aalbers	P Geroge (Convenor)	Q2	Q2	**Local Drug Action Committee** MUN: Appointed LDAC Committee and formal recording of process.	MUN: Target: 1 Achieved	
SUD Awareness	Dept. Social Development & Stellenbosch Municipality	Assist with access to venues where applicable and communication/marketing	Develop and implement programme	M Aalbers	Y Mahlathini (Convenor) S Jacobs	Q4	Q4	**International Day against Drug Abuse and Illicit Trafficking** DSD: Launch and Roadshow	DSD: Target: 1 Launch 8 Outreach Venues Achieved:	
SUD Counselling and Prevention	Dept. Social Development & Stellenbosch Municipality	Refer persons to DSD and DSD implementation partners. Communicate referral pathways to communities.	Communication of Referal Pathway	P Jansen F Mayembana	Y Mahlathini (Convenor) S Jacobs	Q1	Q4	**SUD Referal Pathway** DSD: Share written referal pathway for SUD services with municipality. MUN: Communication of referral pathway to communities.	DSD: Target: 1 pathway, 66 clients Achieved:	
SUD Counselling and Prevention	Dept. Social Development & Stellenbosch Municipality	Refer persons to DSD and DSD implementation partners. Communicate referral pathways to communities.	Psycosocial Services	P Jansen F Mayembana	Y Mahlathini (Convenor) S Jacobs	Q1	Q4	**SUD Psycho Social Services** MUN: Referrals through referral pathway. DSD:Indivuduals received early intervention and aftercare services for substance abuse.	DSD: Target: Early Intervention Services 66 Aftercare Services 10 Achieved:	

Children & Families Programmes										
Child Protection Services Child Protection Month	Dept. Social Development & Stellenbosch Municipality	Muncicpality avail facilities for collaborative implementation projects.Will assists in dessimanting information regarding the mentioned programs to the Stellenbosch community.	A service directory and referral pathways will be made available to both Stellenbosch Municipality and broader community. Removal of Children in Need of Care and Protection Lead department in Child Protection services and programmes. Initiate and implement programmes. Collaboration between government departments and NGOs working with children Mobilisation through their client system/case work load	F Mayembana	Vacant A Heyns M Lackay (Convenor) U Magatya F v Graan	Q1	Q4	**Child Protection Services** MUN: Foster Care Programmes DSD: Service Directory Published and shared with the municipality Families participating in family preservation and support services. Children placed in Foster Care. Child re-unification services. Caregivers completed parent education and training. Children in conflict with the law assessed. Children in conflict with the law referred to diversion programmes. Children in conflict with the law completed diversion programmes.	MUN Target: 2 DSD Target: 1 Service Directory 92 family preservation and support 64 foster care placements 4 children reunited with families 80 parental trainings 90 assesments of children in conflict with law 40 children referred to diversion programme 36 completed diversion programme Achieved:	
					2023, November	2023, November	**National Children's Day** MUN: To highlight progress made towards realisation of children's rights.	MUN: Target 1 Achieved:	
					Q1	Q3	**Back to School** Collaboration 1 000 children	MUN & DSD: Target 1 000 Achieved:	
					Q1	Q4	**Holiday Programme** Collaboration 1 200 children	MUN & DSD: Target Quarterly Programme reaching 1 200 Achieved:	
					Q4	Q4	**Child Protection Week** MUN: Child Protection activities at ECD's DSD: Child Protection activities at schools	MUN: Target 300 children DSD: Target 8 schools Achieved:	
					Q1	Q4	**Probation Services** DSD Target: Adults in conflict with the law referred to diversion programmes. Adults in conflict with the law completed diversion programmes,	DSD Target: 232 adults enter diversions programme 144 completed diversion programme Achieved:	
					Q2	Q2	**Street Children's Response Team** Development of team to conduct analysis and to conclude a referral pathway and with appropriate interventions.	DSD Target: 1 Analysis, 1 Referral Pathway, 1 Draft Interventions	
Gender										
Women Help a Girl Campaign Men/Fatherhood Widow Empowerment Single Mothers Foster Parents Workshops Gender Based Violence	Dept. Social Development & Stellenbosch Municipality	Invite relevant stakeholders. Working through the IDP ward priority/needs in collaboration with Ward Office. Provide support through information sessions with all relevant stakeholder. Funding of the programmes (catering, transport, venue, camps, pads, toiletries) where possible. Grant in Aid funding. Refer victims to DSD for psychosocial support services.	Improved accessible services to the broader Stellenbosch community. Funding of the programmes (stationary, transporting of their clients). Provide Training to the relevant stakeholders. Commitment in programmes that municipality and other stakeholders are planning. Take the lead in GBV programmes in municipal area.	F Mayembana	K Mangxola (Convenor)	Q2	Q3	**Help Girl Campaign** MUN: Awareness and self development programme on female hygiene DSD: Psycho social support through referal pathway and being part of the facilitators.	MUN: Target 2 sessions, 300 girls DSD: Target 300 Achieved:	
					Q2	Q4	**Men/Fatherhood Programmes** MUN: Awareness, mentorship and dialogue for men and boys DSD: Physco-social support and empowerment programmes to affected indivuduals. Specialised knowledge on subject matter, trauma counseling, specialised speaker at events, mentorship and dialogue.	MUN: Target 3 sessions, 200 persons DSD: Target 200 Achieved:	
					Semester 1	Semester 2	**Widow Empowerment Programme** MUN and DSD: Capacity building sessions DSD: Physco-social support and empowerment programmes to affected indivuduals. Specialised knowledge on subject matter, trauma counseling, specialised speaker at events, mentorship and dialogue.	MUN and DSD: Target 2 sessions, 100 persons Achieved:	
					Semester 1	Semester 2	**Single Mothers** MUN and DSD: Capcity building sessions	MUN and DSD: Target 2 sessions, 100 persons Achieved:	
					Q1	Q4	**GBV Awareness and Capacity Building** MUN: Awareness and Training including SSCF and 16 Days of Activism	MUN: Target 4 sessions, 400 persons Achieved:	
					Q1	Q1	**Womens's Month** MUN: Womens's Month Awareness Programmes	MUN: Target 700 women Achieved:	
					Q1	Q4	**Psychosocial support services** DSD: Assessments	DSD: Target: 68 Achieved:	
					Q1	Q4	**Ward Based GBV Champions** DSD: Train identified ward based champions on: Understanding and Creating Awareness on GBV, Understanding the referal pathway and the different services available to GBV victims (legal, medical, social). Mentorship of GBV champions. MUN: Facilitate access to ward councillors/committees/administrators	MUN: Introduction at All Wards Meeting Target: 1 Link with ward administrators. DSD: Training Sessions Target: 1 Mentoring Sessions Target 4 Achieved:	

People living on the Street										
Education, Awareness, Facilitation and Support Services	Dept. Social Development & Stellenbosch Municipality	Invite relevant stakeholders provide support through information sessions, collaborate with service providers in the field, provide funding where possible, grant in aid support.	Improved accessible services to the broader Stellenbosch community. Assist with facilitation of programs. Commit to support municipal and other stakeholder's planned programs.	P Napoleon (Convenor)	P Daniels	Q1	Q4	**Social Work Services** DSD: Family reunification, phsyco-social services referred to persons referred.	DSD: Target 10 Achieved:	
						Q1	Q3	**Transfer Subsidy** DSD: Subsidy approved for the Stellenbosch Night Shelter and the ANNEX	DSD Target: 1 formal supporting letter directed to DSD Province in support of Stellenbosch Night Shelter.	
						Q1	Q3	**Street People Surveys** DSD and MUN: Bi-annual surveys	MUN and DSD: Target 2 Achieved	
						Q1	Q4	**Health and Awareness Outreaches** DSD and MUN: 4 Outreach Programmes	DSD & MUN: Target 4 outreaches reaching 200 Achieved	
People Living with Disability										
Awarenes, substance abuse and mental health programs	Dept. Social Development & Stellenbosch Municipality	Invite relevant stakeholders provide support through information sessions, collaborate with service providers in the field, provide funding where possible, grant in aid support.	Improved accessible services to the broader Stellenbosch community. Assist with facilitation of programs. Commit to support municipal and other stakeholder's planned programs. Funding of program, transport and stationary. Support to the Stellenbosch Disability Network	P Napoleon	R Adams (Convenor)	Q2	Q4	**Grant in Aid Donations** MUN: Compliant/Successful GIA application approved by council for 2 organisation	MUN: Target 2 Achieved	
						Q1	Q4	**Inpatient referrals** DSD: Screenings of applicants applying for inpatient care. MUN to refer to DSD	DSD: Target 15 Screenings	
						Semester 1	Semester 2	**Awareness** MUN: Empowerment Programme for persons with disabilities DSD:Continuous funding for organizations working with people with disabilities	MUN: Target 2 sessions reaching 30 persons Achieved DSD: To inform the MUN on the organisations supported through	
Youth Development										
Job Readiness Awareness Programs Leadership Development Entrpreneurial Development Social Cohesion Youth in conflict with the law	Dept. Social Development & Stellenbosch Municipality	Invite relevant stakeholders. Collaborate with local youth structures. Grant in aid to complying applicant youth structures/organisations.	Improved accessible services to the broader Stellenbosch community relating to youth services. To link youth with resources essential for development. Assist with facilitation. Commitment to programs being planned by the municipality and local youth stakeholders. Financial support when available.	P Jansen (Convenor)	P Gabriels P Daniels A Smith M Danhause (Youth in Conflict with the Law)	Q2	Q4	**Job Readiness** Collaboration: 3 Workshops	MUN & DSD: Target 120 Achieved	
						Semester 1	Semester 2	**Leadership Development** Collaboration: 2 Workshops	MUN & DSD: Target 20 Achieved	
						Q2	Q2	**Entrepreneurship Skills** Collaboration: 1 Workshop	MUN & DSD: Target 30 Achieved	
						Q1	Q2	**Diversion Programmes** DSD: The availability of and referral to accredited diversion programmes to youth in conflict with the law.	DSD: Target 72 Achieved	
						Semester 2	Semester 2	**Social Cohesion** Collaboration: 1 session	DSD & MUN: Target 30 Achieved	
Older Persons										
Implementation of the Older Person's Act Awareness Programs Mental Health Golden Games	Dept. Social Development & Stellenbosch Municipality	Invite relevant stakeholders. Provide support through information sessions. Collaborations with organisations delivering services to older persons. Financial support where necesarry. Support to Older Person's Service Centers/ Clubs. Grant in aid support. Referral to other spheres of government. Assist to access indigent support	Responsible for the implementation of the Older Person's Act. Financial Support when available. Commitment to programs hosted by municicpality and other stakeholders. Assist with the prevention of elder abuse. Support the registration and compliance of service centers. Assist in application and admission at Homes for the Aged (Old Age Homes)	P Jansen	R Adams (Convenor)	Q2	Q2	**Older Persons Act Awareness** MUN: 2 Workshops	MUN: Target 50 Achieved	
						Q2	Q2	**Will Writing** MUN: 2 Workshops	MUN: Target 30 Achieved	
						Q2	Q2	**Mental Health Awareness** MUN: Elderly persons are made aware of the effects of mental health and where to find help.	MUN: Target 50 Achieved	
						Q1	Q4	**Institutional Care and Service Centres** DSD: Provision of Old Age Home and Service Centres databases. Monitoring and evaluation of Older Persons facilities as per directive. Number of persons admitted to Old Age Homes.	DSD Target: 1 Database. M&E: 2 Admissions 15	
						Q1	Q4	**Golden Games** Awareness, Preperation and Participation of Elderly Clubs in the Regional Games	MUN: Target: 9 clubs participate Achieved	

Institutional Capacity Building and Networks										
Registration, Capacity Building and Compliance of NPOs	Dept. Social Development & Stellenbosch Municipality	The Municipality will ensure. Mobilisation of organisation, provide information to organisation. Make funding available when and were necesarry. Host capacity workshop with organisations and dessiminate appropraite information.	Registration of NPOs, mentorship and continued services to NPOs. The DSD throuth it's local office will participate at all Network platforms within the Stellenbosch Municipal Area. Champion and strenthrening the relationship between the DSD and Funded Service Providers as well as IGR Partners e.g SASSA and other Sister Departments.	P Jansen F Mayembana	P Daniels P Gabriels (Convenor) A Smith R Adams	Q3	Q3	**Know your Status** Collaboration: 40 Organisations are aware of their NPO status	MUN & DSD Target: 40 Achieved:	
						Q1	Q4	**NPO Registration** DSD: Assistance with registration	DSD Target: 20 Achieved	
						Q1	Q4	**SCAN Quarterly Meetings** DSD and MUN to attend and participate in all 4.	MUN and DSD: Target 4 each Achieved	
								Stellenbosch Disability Network Meetings DSD and MUN to attend and participate in all 4.	MUN and DSD: Target 4 each Achieved	
								Stellenbosch Elderly Forum Meetings DSD and MUN to attend and participate in all 3.	MUN and DSD: Target 3 each Achieved	
				M Aalbers (Convenor)	P George	Q1	Q4	**Stellenbosch Community Safety Forum and Social Cohesion Cluster** DSD and MUN: Monthly attendance of the cluster and active participation in programme development and implementation.	MUN and DSD: Target 12 Achieved	
				F Mayembana	K Mangxola (Convenor)	Q2	Q2	**Stellenbosch GBV Forum** Establishment of forum	DSD: Target 1 Forum	
				M Aalbers (Convernor)	P George	Q1	Q4	**Stellenbosch LDAC** MUN & DSD : Monthly LDAC Exec and Quarterly General Meetings. Development, implementation and monitoring of action plans	MUN and DSD: Target 12 Exec Meetings, 4 general meetings, 1 action plan	
				F Mayembana (Convenor)	S Dani	Q1	Q4	**Greater Stellenbosch ECD Forum** MUN: Registration Capacity Building Workshops	MUN: Target 4 quarterly meetings Achieved	
				F Mayembana	M Lackay (Convenor)	Q2	Q2	**Stellenbosch Child Protection Forum** DSD : Establishment of Forum (National Children's Day)	DSD: Target 1 Forum	
				P Napoleon (Convenor)	R Herbert	Q1	Q4	**Stellenbosch Homelessness Group** MUN and DSD: Monthly meetings and active participation in programme development and implementation	MUN and DSD: Target 12 Achieved	
Monitoring and Evaluation										
Quarterly Implementation Monitoring and Evaluation Meetings	Dept. Social Development & Stellenbosch Municipality	Municipality will chair and host the meetings.	Provide secretarial functions for the meetings	M Aalbers	P Geroge (Convenor)	Q1	Q4	Administrative Support to MOU: Minutes, Attendance Registers of meetings. Annual Report	MUN & DSD: 2 Progress Meetings	February and May

Signature - Municipality
Date: 18/07/2023

Signature - Dept. Social Development
Date: 19/07/2023

Signed

P George
Social Work Supervisor
Department of Social Development

M Aalbers
Manager Community Development,
Stellenbosch Municipality

7.9.2	STELLENBOSCH LOCAL DRUG ACTION COMMITTEE APPOINTMENT

Collaborator No: **754433**
IDP KPA Ref No: **Good Governance and Compliance**
Meeting Date: **13 September 2023**

1. SUBJECT: STELLENBOSCH LOCAL DRUG ACTION COMMITTEE APPOINTMENT

2. PURPOSE

To request the formal appointment of the Stellenbosch Local Drug Action Committee (LDAC).

3. DELEGATED AUTHORITY

For appointment by the Executive Mayor

4. EXECUTIVE SUMMARY

The Stellenbosch LDAC has been launched in 2022 and included the democratic and fair election of an executive committee.

5. RECOMMENDATION

that the elected and mandated members of the Stellenbosch Local Drug Action Committee formally be appointed by the Executive Mayor.

6. DISCUSSION / CONTENTS

6.1 Background

The Prevention and Treatment for Substance Abuse Act 70 of 2008 determines in section 60(3) that

The members of a Local Drug Action Committee must be appointed by the Mayor of the Municipality and must consist of—

(a) officials from government departments represented at local level;

(b) a member of the South African Police Service nominated by the local police station Commissioner;

(c) a correctional official nominated by the area Commissioner of Correctional Services;

(d) a representative from an educational institution in the area nominated by the Mayor of the relevant local municipality;

(e) a representative from prevention, treatment and aftercare services within

the municipality nominated by the Mayor of the relevant municipality;

(f) a representative from the local health authority nominated by the Mayor of The relevant local municipality;

(g) a representative of the local business sector nominated by the Mayor of the relevant local municipality;

(h) a legal professional from the local community nominated by the Regional head of the Department of Justice and Constitutional Development; and

(i) representative from the local traditional authority.

6.2 Discussion

Invitations to attend the launch of the Stellenbosch Local Drug Action Committee was sent to representatives of municipal, provincial and national governments, local NGO's and faith-based organisations serving in the Stellenbosch municipal area. The launch was attended by 42 persons and the proceedings was overseen by Mrs Chantelle Pepper, Chair of the Western Cape Substance Abuse Forum.

The following persons was formally and in writing mandated by their respective organisations to represent the organisation on the Stellenbosch LDAC:

Name and Surname	**Organisation**	**Service Type**
Alison Crosbie	The Mudita Foundation	Substand Abuse Prevention
Zingani Tsefu	Stellenbosch Mun	Law Enforcement
Officer Magwaza	Stellenbosch Mun	Law Enforcement – Neighbourhood Watches
Muriel Koopstad	ABBA Stellenbosch	Substance Abuse counselling and Prevention
Sgt F Swartz	SAPS Cloetesville	Law Enforcement
Mervin Bailey	Cloetesville Senior Citizens	Community Organisation
P Fray	True Vine Ministries	Faith Based
Shereleen Layman	Care for Kids	Child Care
Petdro George	Department of Social Development	Government Social Services
Elza Basson	ACVV Stellenbosch	Child and Family services
Nathalie Skippers	Bergzicht Training	Skills Development
Liesl Sassman	Department of Health	Government Health Services
Phelisa Sitshoti	Ithemba Community Development Project	Community Organisation
Zamile Myataza	Winelands Progressive Farmers Association	Community Organisation
Christian Nkosi	Kayamandi God's Ambassadors Fraternal	Faith Based
Ronell Fritz	StellCare	Child and Family Services
Sinazo Hani	Ukukhanya NPO	Community Organisation
Laylaa Isaacs	ACVV Franschhoek	Child and Family Services
Johann von Wielligh	Hesketh King Treatment Centre	In patient Treatment Care
Dino Boonzaaier	Making a Difference Development Centre	Community Organisation

Michelle Aalbers	Stellenbosch Mun	Local Government

Invitations to more organisation and government departments were sent and followed up with telephone calls without success.

The following persons were elected to form the Executive Committee of the Stellenbsoch LDAC:

Name and Surname	Organisation	Portfolio
Petdro George	Department of Social Development	Chairperson
Zamile Myataza	Winelands Progressive Farmers Association	Vice Chairperson/ Demand Reduction
Michelle Aalbers	Stellenbosch Mun	Secretary
Phelisa Sitshoti	Ithemba Community Development Project	Harms Reduction
Ronell Fritz	StellCare	Data and Information Collection
Sinazo Hani	Ukukhanya NPO	Supply Reduction

It is the intention of the Executive Committee to continue to reach out to more representatives of organizations that could contribute to the success of the Stellenbosch LDAC, but a decision was taken to start with the work associated with an LDAC.

To date the following activities has been started:

1. Development of a TOR for the Stellenbosch LDAC. **ANNEXURE A**
2. Drafting of a local service directory **ANNEXURE B**
3. International Day Against Drug Abuse and Illicit Trafficking
4. Exploratory conversations and research into the current reality of local substance abuse

6.3 Financial Implications

Financial implications as per approved budget for Stellenbosch Municipal initiatives.

6.4 Legal Implications

The recommendations in this report comply with Council's policies and all applicable legislation and the signed MOU.

6.5 Staff Implications

This report has no additional staff implications to the Municipality.

6.6 Previous / Relevant Council Resolutions:

None

6.7 Risk Implications

Risks, if any are addressed through the content of the report.

6.8 Comments from Senior Management:

6.8.1 *Director Community and Protection Services:*

Content noted.

6.8.2 *Municipal Manager:*

Content noted.

ANNEXURES

Annexure A: Stellenbosch LDAC TOR
Annexure B : Draft Local Service Directory for Substance Abuse

FOR FURTHER DETAILS CONTACT:

NAME	Michelle Aalbers
POSITION	Manager Community Development
DIRECTORATE	Community and Protection Services
CONTACT NUMBERS	8408
E-MAIL ADDRESS	Michelle.aalbers@stellenbosch.gov.za
REPORT DATE	27-07-2023

ANNEXURE A

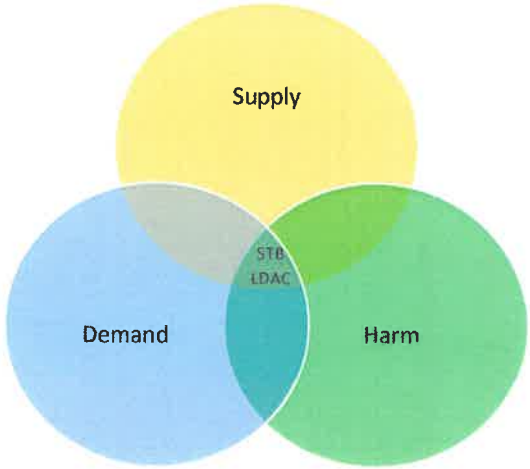
Stellenbosch Local Drug Action Committee (STB LDAC)

TERMS OF REFERENCE

STELLENBOSCH
MUNISIPALITEIT • UMASIPALA • MUNICIPALITY

Western Cape Government

1.	Purpose and Objectives
1.1	The STB LDAC seeks to improve coordination and integration of activities aimed at combating substance abuse. It also resolves to promote partnerships amongst various departments and stakeholders involved in services and programmes aimed at combating substance abuse and mitigating its impact on individuals, families and communities. The STELLENBOSCH LDAC takes its guidance from the National Drug Master Plan and the over-arching support of the Western Cape Government.
1.2	The STB LDAC will attempt to uncover and collate developments and trends in substance abuse patterns for appropriate use by various collaborating stakeholders.
1.3	The STB LDAC sets out to strengthen and support member organizations and individuals who carry out functions related to addressing the problem of substance abuse.
1.4	The STB LDAC will encourage and facilitate networking and the effective flow of information and data between members.
1.5	The STB LDAC will assist other South African LDACs in the performance of their functions especially in the Western Cape region.
1.6	The STB LDAC will assist the Central Drug Authority in carrying out its functions as required at a provincial or local municipal level.



2. Membership

2.1 The STB LDAC will be comprised of duly nominated and ratified representatives of all government departments and organizations who have a **direct interest** in combating substance abuse.

2.2 There is no limit on the number of members of the STB LDAC. New members must be ratified at the next general meeting of the STB LDAB and added to the STB LDAC membership register.

2.3 The STELLENBOSCH Municipality will assist with the provision of support services, as required.

The Office-bearers of the Executive of the STB LDAC will include (at least),

Position	
Chairperson	Mr P George Department of Social Development
Vice-Chairperson	Mr Z Myataza Winelands Progressive Farmers Association
Secretariat Services	Ms M Aalbers Stellenbosch Municipality
Sector Leader: Harm Reduction	Ms P Sitshoti Ithemba Community Projects
Sector Leader: Demand Reduction	Mr Z Myataza Winelands Progressive Farmers Association
Sector Leader: Supply Reduction	Ms S Hani Ukukhanya Project
Data and Information Collection Officer	Ms R Fritz StellCare

2.4 The STB LDAC meetings will be used to conduct the general business of the STB LDAC. If necessary, the LDAC Executive Committee may invite an interested member of the community to a meeting for a specific purpose that is regarded as essential or desirable for the proper deliberation of any matter. Such invitations will not constitute any right to interfere with the good order or proceedings of the STB LDAC Meetings.

2.5 Members will hold office for a period of 3 years and may be re-appointed as members through an election process which must be ratified subsequently by the Stellenbosch Executive Mayor.

3. STB LDAC Procedures

3.1 **Structures and Meetings**

The STB LDAC will consist of the following structures:

1. STB LDAC will conduct its affairs at its **quarterly** general meetings where all decisions taken will be duly recorded.
2. The Executive committee of the STB LDAC will meet **monthly**, unless otherwise agreed by the executive where all decisions taken will be duly recorded
3. The STB LDAC is an 'umbrella body' and local town-based LDAC may be established. Town based LDACs will be responsible for all its own administration and their members should be encouraged to participate in the STB LDAC. Every properly established LDAC in the Greater Stellenbosch area may send a representative from their local LDAC to be a representative part of the STB LDAC. The STB LDAC will then consider co-opting such a representative onto the STB LDAC. Area based LDAC's must develop a TOR aligned to that of the Stellenbosch LDAC.
4. It is accepted that urgent matters may require special meetings where available members may have to attend to issues that cannot be held over until the next general meeting. The outcomes of such special meetings will be reported to the next general meeting for ratification.

3.2 **Quorum**

The quorum for every meeting of every STB LDAC structure will be 50% +1 of the officially recorded membership. If a quorum cannot be achieved for three consecutive meetings, then the STB LDAC Chairperson or Secretary or Treasurer is obliged to notify the Stellenbosch Executive Mayor that the LDAC is dysfunctional.

3.3 **Decision making at all STB LDAC Structures**

Decisions will be made by consensus and in the event of no consensus; the applicable issue will be decided by ordinary voting. The Chairperson will have no vote except for a casting vote.

3.4 **Minutes and Agendas**

Minutes will be taken and distributed by the STB LDAC Secretariat. Agendas will be compiled by the Chairperson and Secretary with due regard to submissions and requests that members may have made, prior to the meeting.

Meeting notification and agendas will be distributed one week prior to the meeting. Minutes will be distributed two weeks after the meeting.

3.5 **Attendance at all STB LDAC Structures**

If a member is absent for three consecutive meetings without notification or justifiable reasons, it will be assumed that such a member will no longer be part of the committee.

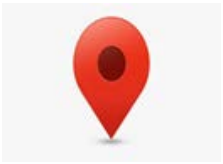
3.6	**Vacancies in STB LDAB Executive** Office Bearer vacancies will be filled through an election process at a duly constituted general meeting of the STB LDAC.
3.7	**Sub-committees** The STB LDAC may establish the following Sub-committees as required: • Demand Reduction • Supply Reduction • Harm Reduction • Communication • Monitoring and evaluation When establishing Sub-committees, the STB LDAC will: • Determine membership • Establish aims and objectives • Clearly define a process for decision making • Create a space on the Agenda of every meeting for a report and feedback Each sub-committee is responsible for the administration (agenda, minutes and attendance registers) of their meetings. Copies of which must be submitted to the Secretariat of the STB LDAC.
3.8	**Reporting** Proper record keeping will be kept by each structure of the STB LDAC. The Minutes of every meeting will be available at the offices of the Stellenbosch Municipality and be available to all members including provincial and national authorities.

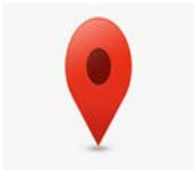
APPORVED AND ACCEPTED AT THE EXECUTIVE COMMITTEE ON 24-03-2023

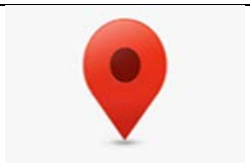
P GEORGE
CHAIRPERSON

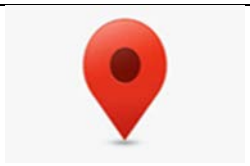
Z MYATAZA
VICE CHAIR PERSON

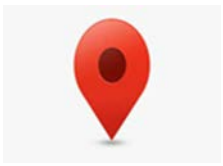
ANNEXURE B

 Organization	 Location	 Contact Details	 Service
DEPARTMENT OF JUSTICE	ALEXANDER STREET STELLENBOSCH	BRIAN WILLIAMS 021 887 0114	PROSECUTING SERVICES
DEPARTMENT OF EDUCATION	5 BLOM ROAD STELLENBOSCH	WILLY MALIWA 021 887 0222	EDUCATION, AWARENESS AND SUPPORT SERVICES
DEPARTMENT OF HEALTH	80 MERRIMAN AVE, STELLENBOSCH	LIESL SASSMAN 021 808 6100	HOSPITAL SOCIAL WORK SERVICES
DEPARTMENT OF HEALTH	80 MERRIMAN AVE, STELLENBOSCH	RENE DE SILVA 021 808 6125	EMERGENCY PSYCHIATRIC SERVICES
DEPARTMENT OF CORRECTIONAL SERVICES	MULLER ROAD, STELLENBOSCH	BOTA, THENJISWA 021 887 6864 064 904 5383	CORRECTIONAL SERVICES
CAPE WINELANDS DISTRICT MUNICIPALITY	ALEXANDER STREET STELLENBOSCH	GOODMAN XAWUKA 021 888 5133	COMMUNITY DEVELOPMENT SERVICES
STELLENBOSCH MUNICIPALITY LAW ENFORCEMENT	1 HOFFMAN STREET STELLENBOSCH	SAKHUMZI MAGWAZA 021 808 8497 076 591 0252	NEIGHBOURHOOD WATCH LIASSON
ACVV STELLENBOSCH	173 MERRIMAN AVE STELLENBOSCH	LIZELLE JOUBERT 021 883 3015	CHILD AND FAMILY SOCIAL WORK SERVICES
STELLENBOSCH UNIVERSITY	BANKHOEKWEG STELLENBOSCH	ERNESTINE MEYER-ADAMS 082 730 2422	SOCIAL IMPACT
BEYOND LIMITLESS DREAMS DEVELOPMENT CENTRE	DE LAER 3 SIMONSBERG ROAD STELLENBOSCH	PRECILLA VISSER 083 683 655	PREVENTATIVE PROGRAM PERFORMING ARTS, VISUAL AND SOCIAL DEVELOPMENT. LEARNING ASSISTANCE FOR CHILDREN
ABBA	OLD LUCKHOFF SCHOOL BANHOEK ROAD STELLENBOSCH	LIZETTE MULLER MURIAL KOOPSTAD 021 883 8030 084 784 4066	SUD COUNSELLING, PREVENTION, EARLY INTERVENTION AND REFFERALS

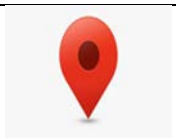
 Organization	 Location	 Contact Details	 Service
FRANSCHOEK TO WEMMERSHOEK			
DEPARTMENT OF SOCIAL DEVELOPMENT	2ND FLOOR ABSA BUILDING, PLEIN STREET, STELLENBOSCH	STEPHANIE JACOBS 021 871 1682 Stephanie.Jacobs2@westerncape.gov.za	SUBSTANCE ABUSE SOCIAL WORK SERVICES, REFERRALS.
DEPARTMENT OF HEALTH FRANSCHOEK MOBILE CLINIC	80 MERRIMAN AVE, STELLENBOSCH	NASREEN KAMALDIEN 021 876 3714	PRIMARY HEALTH CARE SERVICES
DEPARTMENT OF HEALTH GROENDAL CLINIC	1 STIEBEUEL STREET FRANSCHOEK	NASREEN KAMALDIEN 021 876 3714	PRIMARY HEALTH CARE SERVICES
DEPARTMENT OF HEALTH DIRKIE UYS CLINIC	DIRKIE UYS STREET FRANSCHOEK	NASREEN KAMALDIEN 021 876 3714	PRIMARY HEALTH CARE
MAKING A DIFFERENCE (MAD)	40 LOWER LEA SMIT STREET GROENDAL FRANSCHOEK	AUBREY SEPTEMBER 083 944 1234	CHILDREN AND YOUTH PREVENTION SERVICES
ACVV FRANSCHOEK	5 MARK STREET LE ROUX STREET FRANSCHOEK	KHULULUWA NTSO 079 803 3985	CHILD FAMILY SOCIAL WORK SERVICES
LORDS ACRE	UPPER LEA SMIT STREET LE ROUX FRANSCHOEK	ARCHIE JEFTHAS 021 864 8168	CHILD SAFETY AND YOUTH DEVELOPMENT
SAPS FRANSCHOEK	BERG STREET FRANSCHOEK	COLONEL ROSSOUW 021 876 8061	SAFETY AND PROTECTION SERVICES

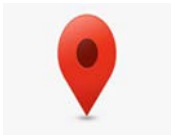
 Organization	 Location	 Contact Details	 Service
PNIEL/LANQUEDOC			
SAPS GROOT DRAKENSTEIN	R310 HELSHOOGTE ROAD PNIEL	CAP ROSS 021 874 8000 021 874 8005	PROTECTION AND SAFETY SERVICES
SAPS GROOT DRAKENSTEIN	R310 HELSHOOGTE ROAD PNIEL	SERGEANT SHIREEN PETERSEN 021 874 8000 021 874 8005	PROTECTION AND SAFETY SERVICES SOCIAL CRIME
CPF GROOT DRAKENSTEIN	R310 MAIN ROAD GROOT, 7680	JAN SHLIEMAN 084 624 4644 021 874 8000	PROTECTION AND SAFETY SERVICES
DEPARTMENT OF SOCIAL DEVELOPMENT	2ND FLOOR ABSA BUILDING, PLEIN STREET, STELLENBOSCH	STEPAHNIE JACOBS 021 871 1682 stephanie.jacobs@westerncape.gov.za	SOCIAL SERVICES, COUNSELLING AND REFERRALS

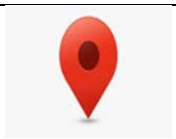
 Organization	 Location	 Contact Details	 Service
KYLEMORE			
DEPARTMENT OF SOCIAL DEVELOPMENT LOCAL OFFICE	2ND FLOOR ABSA BUILDING, PLEIN STREET, STELLENBOSCH	STEPAHNIE JACOBS 021 871 1682 stephanie.jacobs@westerncape.gov.za	SOCIAL SERVICES, COUNSELLING AND REFERRALS
DEPARTMENT OF HEALTH KYLEMORE CLINIC	19 SKOOL STREET KYLEMORE	ANTHEA SYLVESTER 073 531 6125	PRIMARY HEALTH CARE

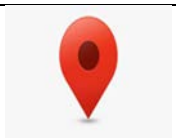
 Organization	 Location	 Contacts Details	 Service
IDAS VALLEY			
ABBA	OLD LUCKHOEF BUILDING, BANHOEK RD STELLENBOSCH	MURIEL KOOPSATD 021 883 8030	SUBSTANCE ABUSE PREVENTION SUPPORT
N &E FOUNDATION	11 PECKHAM STREET IDAS VALLEY	ELSABE FAROA 084 823 1529	ARTS AND CRAFTS, TRAUMA COUNSELLING FOR CHILDREN AND ADULTS
LA GRATITUDE PARK NEIGHBOURHOOD WATCH	6 DAVY STREET IDAS VALLEY	SHAUN JAGERS 084 862 1742	SAFETY NEIGHBOURHOOD WATCH
BLOEKOM AVE NEIGHBOURHOOD WATCH	94 BLOEKOM AVE IDAS VALLEY	SHUAIBE PATEL 082 570 0910	SAFETY NEIGHBOURHOOD WATCH
MOSES STREET WATCH	1 MOSES STREET IDAS VALLEY	STEPHANIE HENEKE 082 303 2563	SAFETY NEIGHBOURHOOD WATCH
HILLSIDE VILLAGE NEIGHBOURHOOD WATCH	27 HELDERBERG STREET IDAS VALLEY	GEORGE THYS 084 808 8258	SAFETY NEIGHBOURHOOD WATCH
THE RIDGE NEIGHBOURHOOD WATCH	75 MAROELA CRESENT IDAS VALLEY	RUBIN ARENDS 083 382 2615	SAFETY NEIGHBOURHOOD WATCH
REV JOHANN SYM	19 TINDALL STREET IDAS VALLEY	JOHANN SYM 071 462 0642	PASTORAL COUNCELLING
UNLIMITED MINISTRIES STELLENBOSCH	16 LINDIDA DRIVE IDAS VALLEY	PASTOR WAYNE TOUTIE 073 3681 106	PASTORAL COUNSELLING
UNLIMITED MINISTRIES STELLENBOSCH	27 OVERBERG STREET IDAS VALLEY	CHARLES TOUTIE 065 934 5880	PASTORAL COUNSELLING
DEPARTMENT OF SOCIAL DEVELOPMENT	2ND FLOOR, ABSA BUILDING, PLEIN STREET STELLENBOSCH	STEPHANIE JACOBS 021 8711682	SOCIAL WORK SERVICES, COUNSELLING AND REFERRALS

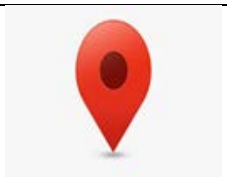
 Organization	 Location	 Contact Details	 Service
CLOETESVILLE			
STELLCARE	HELSHOOGTE ROAD STELLENBOSCH	BETTIE NIEHOUDT 021 887 2816	CHILD AND FAMILY SOCIAL WORK SERVICES INCLUDING GBV
DEPARTMENT OF HEALTH CLOETESVILLE CDC	TENNANT ROAD CLOETESVILLE	LUCILLE ESAU 021 882 26	PRIMARY HEALTH CARE
SAPS CLOETSEVILLE	TENNANT ROAD CLOETESVILLE	COL LITISCHA HANS 021 888 5940 021 888 59 47	PROTECTION AND SAFETY SERVICES
CPF CLOETESVILLE	TENNANT RD, CLOETESVILLE STELLENBOSCH, 7600	MAGDALENE BLANKENBERG 021 888 5940	PROTECTION AND SAFETY SERVICES
CARE FOR KIDS	49 NORTH END CLOETESVILLE	SHERELEE LAYMAN 0625769134	FOOD SECURITY
SAPS CLOETESVILLE	TENNANT ROAD CLOETESVILLE	CAP SENOBIA SEDEMAN 021 809 5003	PROTECTION AND SAFETY SERVICES
TRANSFORM CLOETESVILLE TOGETHER (TCT)	148 CURRY STREET	MAGDULENE BLANCKENBERG 084 227 7955	UPLIFTING COMMUNITY BY PROVIDING SKILL DEVELOPMENT AND TRAINING

 Organization	 Location	 Contact Details	 Service
KOELENHOF/VAALDRAAI			
DEPARTMENT OF SOCIAL DEVELOPMENT	2ND FLOOR ABSA BUILDING, PLEIN STREET STELLENBOSCH	YOLANDA MAHLAKU 074 540 3707	SOCIAL WORK SERVICES, COUNSELLING AND REFERRALS
HESKETH KING	R1O1 OLD PAARL ROAD KOELENHOF	JENE BERGSTEDT 021 884 4600	INPATIENT TREATMENT SERVICES FOR MALES 16 YEARS AND OLDER, ANY TYPES OF ABUSE
DEPARTMENT OF HEALTH KOELENHOF MOBILE CLINIC	LONG STREET CLOETESVILLE	CHARLENE FORTUIN 021 889 5002	PRIMARY HEALTH CARE SERVICES

 Organization	 Location	 Contact Details	 Service
VLOTTENBURG/RAITHBY/JAMESTOWN			
DEPARTMENT OF SOCIAL DEVELOPMENT	2ND FLOOR ABSA BUILDING, PLEIN STREET STELLENBOSCH	YOLANDA MAHLAKU 074 540 3707	SOCIAL WORK SERVICES, COUNSELLING AND REFERRALS
DEPARTMENT OF HEALTH, DON & PAT BILTON CLINIC	5 PAJORA WAY JAMESTOWN	DENISE ADAMS 021 883 2676	PRIMARY HEALTH CARE SERVICES
DEPARTMENT OF HEALTH STRAND MOBILE CLINIC	SURROUNDING FARMS 5 PAJORA WAY JAMESTOWN	DENISE ADAMS 021 883 2676	PRIMARY HEALTH CARE SERVICES

 Organization	 Location	 Contact Details	 Service
KAYAMANDI			
DEPARTMENT OF HEALTH KAYAMANDI CLINIC	56 BASSI STREET KAYAMANDI	KAREN LEVY 021 820 5161	PRIMARY HEALTH CARE SERVICES
SAPS KAYAMANDI	MASITANDANE STREET LAYAMANDI	CAPTAIN TOYI 021 889 5761	SAFETY AND PROTECTION SERVICES
ITHEMBA COMMUNITY DEVLOPMENT	8 SETONA STREET ZONE I KAYAMANDI	PHELISA SITSHOTI 073 966 7317	SUBSTANCE ABUSE AND CRIME PREVENTION COMMUNITY SERVICES
LOXION FOUNDATION	1849 MC VALLEY KAYAMANDI	PAUL KHAMBULE 072 610 8441	PREVENTION, COMMUNITY BASED, ARTS AND CULTURE
KAYAMANDI GODS' AMBASSADORS FRATERNAL	3077 WATERGANG KAYAMANDI	CHRISTIAN NKOSI 071 1987 795	FAITH BASED NETWORK

 Organization	 Location	 Contact Details	 Service
KLAPMUTS			
DEPARTMENT OF HEALTH KLAPMUTS CLINIC	342 MERCHANT STREET KLAPMUTS	MICHELLE DE LOUW 021 875 5206	PRIMARY HEALTH CARE SERVICES
SAPS KLAPMUTS	OLD MAIN ROAD KLAPMUTS	CAP JACOBUS OOS 021 875 8000 065 213 1302	PROTECTION AND SAFETY SERVICES
DEPARTMENT OF SOCIAL DEVELOPMENT	2ND FLOOR ABSA BUILDING, PLEIN STREET STELLENBOSCH	STEPHANIE JACOBS 074 540 3707	SOCIAL WORK SERVICES, COUNSELLING AND REFERRALS
DEPARTMENT OF EDUCATION	6 HOSPITAL ST, LEMOENKLOOF, PAARL,7646	CECIL LOUW 021 860 1200	EDUCATION DISTRICT OFFICE

 Organisation	 Location	 Contact Details	 Service
ALL AREAS			
DEPARTMENT OF CORRECTIONAL SERVICE	MULLER ROAD, STELLENBOSCH	BOTHA THENJOSWA 021 887 6864 064 904 5383	CORRECTIONAL SERVICES
CAPE WINELANDS DISTRICT MUNICIPALITY	ALEXANDER STREET STELLENBOSCH	GOODMAN XAWUKA 021 888 5133	COMMUNITY DEVELOPMNET SERVICES
STELLENBOSCH MUNICIPALITY	21 SIMONSBERG ROAD STELLENBSOCH	PRISCILLA NAPOLEON 021 808 8438	COMMUNITY DEVELOPMENT SERVICES
STELLENBOSCH MUICIPALITY	TRAFFIC DEPARTMENT JOUBERT STREET STELLENBOSCH	JOAN FELIX 021 808 8441	LAW ENFORCEMENT
STELLENBOSCH MUNICIPALITY	TOWN HALL PLEIN STREET STELLENBOSCH	ROGER BENN 021 808 8917	BOOKING OF TOWN HALL FOR MEETINGS AND EVENTS
STELLENBOSCH MUNICIPALITY	1 HOFFMAN STREET STELLENBOSCH	SAKHUMZI MAGWAZA 021 808 8497 076 591 0252	NEIGHBOURHOOD WATCH LIAISSON
DEPARTMENT OF SOCIAL DEVELOPMENT PROVINCIAL OFFICE	7TH FLOOR UNION HOUSE, 14 QUEEN VICTORIA STREET, CAPE TOWN	CHANTELLE PEPPER 021 483 4155	LDAC PROVINCIAL CHAIRPERSON WC SUBSTANCE ABUSE FORUM
DEPARTMENT OF SOCIAL DEVELOPMENT LOCAL OFFICE	2ND FLOOR ABSA BUILDING, PLEIN STREET STELLENBOSCH	YOLANDA MAHLATHINI 074 540 3707	SOCIAL WORK SERVICES, COUNCELING AND REFERRALS
DEPARTMENT OF HEALTH	80 MERRIMAN AVE, STELLENBOSCH	LIESL SASSMAN 060 652 8523 021 808 6125	SOCIAL WORK SERVICES FOR PERSONS IN HOSPITAL
TOEVLUG TREATMENT CENTRE	40 NOBLE STREET RIVER VIEW WORCESTER	TERESA ROSOUW 023 342 1162	INPATIENT TREATMENT SERVICES FOR MALES AND FEMALES FROM 16 YEARS AND OLDER FOR ANY SUBSTANCE ABUSE TYPE TREATMENT

HESKETH KING SALVATION ARMY	CNR OLD PAARL KLIPHEIWEL ROAD MULDERSVLEI	ADMINISTRATOR 021 884 4600	INPATIENT TREATMENT CENTRE (ADULT MALE)
HER VOICE	KAYAMANDI	PHATHISWA DAWETHI 078 105 6045	GENDER BASED PROGRAMME TO EMPOWER WOMAN TO RESHAPE THEIR, THEIR CHILDREN AND THE COMMUNITY'S FUTURE.
DE NOVO TREAMENT CENTRE	OLD PAARL ROAD, KRAAIFONTEIN	RUSSEL KINNEAR 021 826 6026 084 634 6571	INPATIENT TREATMENT SERVICES FOR MALES 16 YEARS AND OLDER. ANY TYPES OF SUBSTANCE ABUSE
KENSINGTON TREATMENT CENTRE (WOMEN ONLY)	KENSINGTON ROAD, MAITLAND	RUSSEL KINNEAR 021 826 6026 084 634 6571	INPATIENT SUBSTANCE ABUSE FEMALE TREATMENT CENTRE
STIKLAND HOSPITAL	WARD 13, STIKLAND HOSPITAL, DE LA HAYE AVENUE, STIKLAND	WARD 13 ADMINISTRATOR O21 940 4496	INPATIENT SUBSTANCE ABUSE TREATMENT CENTRE FOR ADULTS
ABBA	OLD LUCKHOFF SCHOOL BANHOEK ROAD STELLENBOSCH	ROSETTA PHILLIPS 021 883 8030 084 784 4066	SUD COUNCELING, PREVENTION AND REFERRALS, EARLY INTERVENTION
HESKETH KING	R101 OLD PAARL ROAD KOELENHOF	JENE BERGSTEDT 021 884 4600	INPATIENT TREATMENT SERVICES FOR MALES 16 YEARS AND OLDER. ANY TYPES OF SUBSTANCE
DE NOVO	OLD PAARL ROAD KRAAIFONEIN	RUSSEL KINNEAR 021 826 6026 084 634 6571	INPATIENT TREATMENT SERVICES FOR MALES 16 YEARS AND OLDER. ANY TYPES OF SUBSTANCE
THE MUDITA FOUNDATION	UNIT D04 CARPE DIEN 26 QUANTUM TECHNO PARK	ALISON CARSTENS 060 509 2098	OUTPATIENT, EARLY INTERVENTION AND COMMUNITY BASED TREATMENT IN SCHOOLS.
RAMOT	54 TONER STREET PAROW	JOHANNES JANSE VAN RENSBURG 021 939 2033	INPATIENT TREATMENT FOR ADULT MALES- ANY SUBSTANCE

SAARTJIE BAARTMAN CENTRE FOR WOMAN AND CHILDREN	KLIPFONTEIN ROAD ATHLONE CAPETOWN	B BARCHA 021 633 5287	INPATIENT TREATMENT FOR SHELTERED ADULT FEMALES FOR ANY SUBSTANCES.

7.9.3	GRANT IN AID POLICY REVIEW

Collaborator No: **755699**
IDP KPA Ref No: **Good Governance and Compliance**
Meeting Date: **13 September 2023**

1. SUBJECT: GRANT IN AID POLICY REVIEW

2. PURPOSE

To illicit comments from Senior Management for suggested changes to the Grant in Aid Policy prior to submitting same to Council for approval.

3. DELEGATED AUTHORITY

For approval by Council.

4. EXECUTIVE SUMMARY

Feedback reports and comments received during the April 2023 period for comments on the draft budget raised concern and led the department to reconsider the Grant in Aid policy with specific reference to:

a. Consequences relating to misappropriation of funds and
b. The misuse of the comment/appeal period after the closing date for applications.

The recommended changes in the attached GiA Policy (**ANNEXURE 1**) aims to address the above concerns.

5. RECOMMENDATIONS

(a) that the Revised Grant in Aid Policy be approved in principle, whereafter it be advertised for public comments; and

(b) that all comments received be brought back to council for final approval of the Revised Grant in Aid Policy.

6. DISCUSSION / CONTENTS

6.1 Background

The Grant in Aid policy is reviewed annually as part of the suite of policies with financial implications. The review serving at council during the May 2023 council meeting include the following changes:

a. General changes to correct language use contributing to clarity throughout the policy
b. Defining the concept of emerging organization not requiring audited financial statements as organization not older than 5 years of the application in question.
c. Including churches as PBO's as bodies used by government as an agency to serve the poor, marginalised or otherwise vulnerable as envisaged in as far as alleviating the burden on municipal cemeteries to erect "Memorial Walls".

d. Clarifying the responsibility of applicants to respond to the Call for Proposals by RSVP'ing to attend the compulsory clarification meeting.
e. Health Category: Including services aimed at addressing mental health within communities/schools.
f. Environment Category: Include facilities created to alleviate the burden on municipal cemeteries.
g. Services for persons living on the street: Create opportunities for organisations other than Night Shelters to apply for Category B applications to include the following services for persons living on the streets: "Provision of social relief and healthy living, trauma, mental and substance support, job rehabilitation, skills development, job creation, readiness and placement services specifically for persons on the streets"
h. Inclusion of specific mandatory template to use for feedback reports which will
    a. Assist with standardization of assessments of feedback reports and
    b. Assist organization to include all required information in feedback reports.

6.2 Discussion

No comments were received by the due date on the above-mentioned changes. After internal discussions based on the previous funding feedback reports and appeals relating to non-recommended applications, the department felt it prudent to review the policy again prior to the next round of Grant in Aid applications.

The concerns raised relates to governance of smaller community-based organisations who has been in existence for many years, but who clearly operate outside their own constitutions. Although it being important that the municipality should assist smaller organisations, it cannot do so outside the framework of the MFMA. Furthermore, it is incumbent on the municipality to build capacity within these smaller organisations with a focus on governance and financial management to contribute towards the sustainability of said organisations. For this reason, the following further changes to the Grant in Aid policy are recommended for approval.

a. Clarification under definitions relating to the seriousness of discrepancies between the funding application and what the funds end up being used for, explaining the prerogative of the municipality to decide on the sanction to apply. (Section 1: Definitions)
b. Confirming that although a Category B application is approved for a period of three years, the applicant MUST reapply for each of the three years to ensure provision is made for funding on each of the approved annual budgets. (Paragraph 7.13)
c. Clarification of the purpose of the comment and appeal period to exclude appeals based on applicants own mistakes. (Paragraph 8.4)
d. Clarification that misappropriation of donations will result in sanction from the municipality including returning of funds and/or exclusion from access to funding for a period of 5 years. (Paragraph 8.5)

6.3. Financial Implications

Financial implications as per approved budget.

6.4 Legal Implications

The recommendations in this report comply with Council's policies and all applicable legislation.

6.5 Staff Implications

This report has no additional staff implications to the Municipality.

6.6 Previous / Relevant Council Resolutions:

Annual Grant in Aid Policy approval.

6.7 Risk Implications

Risks are addressed through the content of the report.

6.8 Comments from Senior Management:

6.8.1 Director Community and Protection Services:

Support the item.

6.8.2 *Chief Financial Officer:*

Support the item.

6.8.3 *Municipal Manager:*

Support the item.

ANNEXURES

Annexure A: Grant in Aid Policy Review
Annexure B: Minutes Community Development Committee Meeting 2023-08-03

FOR FURTHER DETAILS CONTACT:

NAME	Michelle Aalbers
POSITION	Manager Community Development
DIRECTORATE	Community and Protection Services
CONTACT NUMBERS	8408
E-MAIL ADDRESS	Michelle.aalbers@stellenbosch.gov.za
REPORT DATE	30-08-2023

ANNEXURE A

STELLENBOSCH MUNICIPALITY

GRANT-IN-AID POLICY

2023/2024

STELLENBOSCH MUNICIPALITY

GRANT-IN-AID POLICY

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1. DEFINITIONS

"**Appendix A**" means the application form for Grant-in-Aid, detailed more fully below, and provided for in clause 5.2.

"**Appendix B**" refers to the memorandum of agreement (MOA), detailed more fully below, and provided for in clause 10.

"**Capacity building**" Capacity building refers to a process which enables human beings to realize their potential, build self-confidence and lead lives of dignity and fulfillment.

"**Community Based Organization (CBO)**" are nonprofit groups that work at a local level to improve life for residents. The focus is to build equality across society in all streams including, but not limited to – health care, environment, quality of education, access to technology, access to spaces and information.

"**Early Childhood Development ("ECD") Facility**" means any place, building or premises, including a private residence, maintained or used partly or exclusively, for the reception, protection and temporary or partial care of more than six children that shall be registered, managed and maintained in terms of the Children's Amendment Act, 41 of 2007.

"**Emerging Organisations"** are organisations which have been established within the past five years of the application in question.

"**Grant-in-aid**" means a grant-in-aid or allocation, as referred to in Section 12, 17 (3) (j) (iv) of the MFMA, made by the municipality to any organisation or body referred to in Section 67(1) and to be utilised to assist the municipality in fulfilling the Constitutional mandates including social developmental and arts and culture programmes as set out therein.

"**Local Agenda 21**" means the international program, adopted by South Africa to put sustainable development into practice.

"**Memorandum of agreement (MOA)**" means the agreement entered into between the municipality and any organisation or body which receives a Grant-in-Aid in terms of this Policy and **Appendix A.**

"**Non-governmental organisation (NGO)**" means a non-governmental organisation (NGO) that is a legally constituted non-profit organisation that operates independently from any form of government.

"**Non-profit company (NPC)**" means a company whose Memorandum of Incorporation must set out at least one object of the company and each such object must be either a public benefit object or object relating to one or more cultural or social activities, or communal or group interests as required by Item 1(1) of Schedule 1 of the Companies Act, 71 of 2008.

"**Non-profit organisation (NPO)"** means a non-profit organisation registered in terms of Section 13 of the NPO Act, 71 of 1997, established for public purpose and which income and

property thereof is not distributable to its members or office-bearers, except as reasonable compensation for services rendered.

"**Stellenbosch Environmental Management Framework (SEMF)**" means legal and moral obligations of Stellenbosch Municipality as it relates to the environment, and provides a dynamic vision, goals and objectives, and spatial and strategic directives towards giving effect to such obligations.

"Seriousness of discrepancies" means that the following not exclusive matters will be taken into consideration when council exercise their prerogative to determine the level of sanction:

- The level of perceived misguidance and misrepresentation
- The level of perceived premeditation linked to the discrepancy
- The discrepancy is criminal in nature

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2. PURPOSE, AIMS AND OBJECTIVES

2.1. This policy aims to provide a framework for Grant-in-Aid to non-governmental organisations (NGOs), community-based organisations (CBOs), non-profit organisations (NPOs) or non-profit companies (NPC), Public Benefit Organisations (PBO's) in so far as to alleviate the burden on municipal cemeteries and bodies that are used by government as an agency to serve the poor, marginalised or otherwise vulnerable as envisaged by Sections 12, 17 and 67 of the Local Government: Municipal Finance Management Act, 2003 (Act 56 of 2003).

2.2. The purpose of the Grant-in-Aid Policy is to complement the goals, objectives, programmes and actions of the Stellenbosch Municipality's Integrated Development Plan (IDP), in order to create a sustainable, credible and caring municipality by empowering and building communities and enhancing growth and sharing through partnerships. Priority ward needs as identified through Council's IDP MUST be the guiding factor in developing these partnerships.

2.3. Grant-in-Aid should not duplicate services already provided for by Council or which falls within the geographical jurisdiction in which Council operates, being WC024.

2.4. Grant-in-Aid should improve the opportunity for Council to elicit the support of external organisations to deliver those services to communities which fall within the Council's area of responsibility in a way that allows the Stellenbosch community and town to create an enabling environment for community development.

3. LEGAL FRAMEWORK

All transfers of funds in terms of this policy shall comply with the: Constitution of the Republic of South Africa, 1996 as amended (Constitution); Local Government: Municipal Systems Act, 2000 (Act 32 of 2000) as amended (MSA); Local Government: Municipal Finance Management Act, 2003 (Act 56 of 2003) (MFMA); and any other applicable legislation, regulations and policies that may govern the transfer of municipal funds and

that are not in contradiction to the above.

4. RESTRICTIONS

4.1. The Policy applies to all transfers of grants made by the Municipality towards support of services for the poor, marginalized or otherwise vulnerable people. Individuals may not apply for Grant-in-Aid and no payment may be made under this policy to individuals. Council may however set aside a specific amount from which the Municipal Manager, after consultation with the Executive Mayor, may, at his/her discretion, make donations to support individual, meritorious cases in order to assist and/or recognise individual excellence in whichever field. Bursaries to individuals are treated according to the Council's Bursary Policy.

4.2. The total expenditure on grants may not exceed 1% of the operational budget of the Municipality.

4.3. Grants will only be made for services rendered in the WCO24.

4.4. Transfers made to categories A and B

4.4.1. Transfers provided for those listed in Category A below may be made to a maximum of R40 000-00 per organisation or body per annum.

4.4.2. Transfers in Category B may exceed this amount where funding relates to night shelters or addresses specific ward priorities identified and specified in the IDP and upon proper motivation contained in a business plan to address said issue. Consideration for grants larger than R 40 000, 00 requires audited financial statements, schedule of ~~estimated~~ annual costs linked to~~and~~ a business plan as provided for in 6 below. The decision to grant an amount more than R 40 000,00 is solely at the discretion of council and subject to available funds.

4.5. Grant-in-Aid transfers/payments shall be restricted to deserving organisations and bodies serving, especially those working with the poor/aged/youth/disabled/women/children, as per the eligible categories in 6.2, provided that such organisations or bodies:

4.5.1. Operate as a separate legal entity and are recognised as such by South African legislation;

4.5.2. Are governed by their constitutions, have regular meetings with their membership and subscribe to sound accounting practices; and

4.5.3. Are located and serve communities and individuals who are most in need within the jurisdiction of the Municipality.

4.6. No Grant-in-Aid may be made to any political body, rate payers association or for any religious purposes.

4.7. No grant will be allocated, under this policy, to organisations or bodies in cases where

a member of Council, an official of Stellenbosch Municipality or close relatives of said individuals receive any financial or other gain.

4.8. Funds may only be transferred to an organisation or body if provision has been made for the expenditure on the budget or appropriations budget.

4.9. An organisation or body is only entitled to one allocation per financial year, but disbursements can be made more often.

5. PUBLIC ADVERTISEMENT

5.1. The advertisements must meet the following requirements:

5.1.1. The Municipal Manager must, place a public advert in local newspapers distributed in the Stellenbosch Municipal area, calling for proposals.

5.1.2. This advert must be placed in time to complete all relevant processes prior to the approval of the annual draft budget or any adjustment budget in order to invite public comment on the proposed donations prior to the approval of the final or adjustment budget.

5.1.3. Advertisements should clearly specify the categories for which proposals are called, the closing date for applications, who the proposal should be addressed to, and where and how to obtain the relevant documentation pertaining to such applications/proposals, including the prescribed forms.

5.1.4. Advertisements must clearly specify the dates, times and venues of the compulsory briefing sessions as well as the RSVP dates for these sessions. Only organisations who responded to the advertisement by confirming their interest to attend will be accommodated in the compulsory sessions.

5.1.5. Advertisements should also clearly reflect the Municipality's right not to make an award, as well as the fact that awards will not be made to organisations that have received funds in the previous year but have not submitted a final report on the projects or previous expenditure.

5.1.6. The advertisement should also clearly state that final approval is reliant on the approval of the budget and that **no late submissions will be considered.**

5.2. Only applications made on the prescribed form, being **Appendix A**, may be considered.

5.3. Funds may not be transferred to any organisation or body that has not submitted a proposal in response to a public advertisement and after the attendance of a compulsory briefing session and that have not signed a Memorandum of Agreement with the Municipality.

6. GENERAL GUIDELINES AND CATEGORIES

6.1. General Guidelines

Funding of applications shall proceed on the basis listed below in response to an advertisement issued after the expiry of the relevant period associated with the specific category and after a compulsory workshop explaining the policy, application process and the required documentation has been attended by the applicants. Subject to the MOA provided for in clause 10, all funding is unrequited, provided there is compliance with said MOA. Funding of application in –

6.1.1. Category A will be considered on an annual basis ; and

6.1.2. Category B shall be considered on a three year basis subject to a monthly review at the discretion of the Municipality which may result in early termination for unsatisfactory and reckless expenditure.

6.1.3. Council in 6.1.1 and 6.1.2 reserve the right not to fund an organisation for two periods in succession and to cancel said funding in accordance with the MOA concluded.

6.1.4. Funding applications however will not be considered in the following instances:

(i) Where a project or organisation is already receiving funds from Council in terms of Council's functions. Applicants are required to disclose other sources of funding;
(ii) Where in Council's opinion, an organisation receives sufficient funds from other sources to sustain its activities or the project applied for. For this purpose, organisations must submit financial statements and a budget for the ensuing financial year;
(iii) Where only an individual will benefit;
(iv) For political or ratepayers organisations/groupings or religious purposes;
(v) Projects outside the boundaries of the Municipality;
(vi) Where expenses have already been incurred,
(vii) Where an applicant did not attend the compulsory clarification session as advertised, and
(viii) Where applications were received after the due date and time for submissions.

6.1.5. Funding of projects and to organisations shall exclude travel costs, subsistence, accommodation, food or entertainment expenses of any kind, staff salaries, bursaries, payments in lieu of rates or other municipal charges except for where the transport and nutrition is intended for beneficiaries/participants in the projects in question. The Municipality may also exercise their discretion to allow funding to extend to the above costs on a needs basis for the organisation or body clearly motivated for in the application.

6.1.6. Subsequent requests from applicants to cover overspending on projects will not be considered.

6.2. Categories Eligible for Grant-in-Aid

The following categories currently apply. Cognisance should be taken that these categories are not exhaustive. Other than the general guidelines and conditions set out above, categories now indicated may require specific criteria applicable to its projects/programmes:

Category A

6.2.1. **Health**

Projects/programmes include the following but are not limited to:

(i) Public Health interventions inclusive of TB, STDs and HIV/Aids;
(ii) Preventable lifestyle diseases e.g. drug/alcohol abuse, tobacco related illnesses; and
(iii) Promotive and preventative services to infants, children and women.
(iv) Counseling for mental health issues experienced in poorer communities and/or schools.

6.2.2. **Environment**

Purpose: To stimulate the development of sustainable leisure, aesthetic and environmental projects within the municipal area; to increase the awareness of the environment by promoting "Greening of the City"; to promote swimming skills and water safety.

Projects/programmes include the following but are not limited to:

(i) Voluntary rescue organisations;
(ii) Facilities created to alleviate the burden on municipal cemeteries
(iii) Lifesaving clubs and swimming organisations;
(iv) Environmental groups/organisations; and
(v) Organisations promoting community involvement as a means of sustaining leisure, aesthetic or environmental projects.
(vi) Projects which further the Council's aims and the strategies of SEMF (Strategic Environmental Management Framework) and including but not limited to the sustainable management of:
    - Riverine corridors;
    - Biodiversity;
    - Natural and built environment;
    - Heritage resources;
    - Quality urban spaces;
    - Ecological conservation areas;
    - Urban agricultural complexes;
    - Bioregional planning;
    - Nature area management;
    - Wetlands;
    - Local Agenda 21 projects

6.2.3. **Solid Waste (Cleansing)**

Purpose: Waste Reduction and awareness. Projects/programmes

include the following but are not limited to:

(i) Waste reduction and awareness;
(ii) Educational programmes/projects addressing litter and waste handling; and
(iii) Waste minimisation solutions.

6.2.4. **Social Development**

Purpose: The promotion of projects/programmes which stimulates the Stellenbosch Municipality's Integrated Development Plan (IDP) focusing especially on the needs of the most marginalised sectors in the greater Stellenbosch as identified in the ward priorities.

Projects/programmes include the following but are not limited to:

(i) Poverty alleviation;
(ii) Urban renewal;
(iii) Capacity building of communities;
(iv) Youth development;
(v) Women and gender development;
(vi) Early childhood development;
(vii) Street people programmes;
(viii) Arts and culture programmes
(ix) Facilitation of public participation processes; arts and culture programmes
(x) Development of disabled persons, and
(xi) Development of elderly people

6.2.5. **Sports and Recreation**

Purpose: To stimulate the development of sustainable Sport and Recreation infrastructure and programmes within the municipal area especially targeting disadvantaged communities; encourage creativity and self-reliance on the part of grassroots sport and recreation bodies or groups; to increase participation in sport and recreation programmes and activities.

Projects/programmes include the following but are not limited to:

(i) Local sport and recreation clubs;
(ii) School sport teams
(iii) Local sport and recreation councils or associations
(iv) Informal sport and recreation groups; and
(v) Community and non-government organisations.

Category B

6.2.6. **Services for persons living on the street**

Purpose: Provision of shelter and other services for vulnerable individuals living on the street, without homes, in the need of assistance. The Municipality aims to reduce the number of people living on the streets of Stellenbosch and as such the organisation or body's goals should align with this vision. Further

the Municipality aims to reduce the socio-economic effects of poverty on the community of Stellenbosch. The organisation or body must therefore present to Council a clear business plan with a comprehensive response to the prevention, reduction, outreach and stabilisation of street people. Organisations or bodies that provide a continuum of services and that collaborate with businesses, government departments and other organisations are preferred.

Projects/programmes must include the following but are not limited to:

(i) Provision of basic services (overnight facility, shower, morning and evening meals
(ii) Provision of social work services inclusive of referrals
(iii) Provision of social relief and healthy living, trauma, mental and substance support, job rehabilitation, skills development, job creation, readiness and placement services specifically for persons on the streets
(iv) Family re-integration services
(v) Social support
(vi) Community work programmes
(vii) Facility maintenance (Infrastructure and operational equipment)

6.2.7. **Projects aligned to the strategic objectives of the municipality as described in the IDP**

Purpose: The promotion of projects/programmes which stimulates the Stellenbosch Municipality's Integrated Development Plan (IDP) focusing on the strategic objectives of the Municipality and identified ward priorities. The organisation must therefore present to Council not only a clear business plan detailing how they intend to address the specific issue but how they intend to partner with other organisations to achieve a unified approach to that particular challenge. Organisations or bodies that provide a continuum of services and that collaborate with businesses, government departments and other organisations are preferred.

Projects/programmes include the following strategic objectives but are not limited to:

Those listed in Category A that address specific ward priorities identified and specified in the IDP and upon proper motivation contained in a potential plan to address said issue.

(i) Valley of Possibility
(ii) Green and Sustainable Valley
(iii) Dignified Living
(iv) Safe Valley
(v) Good Governance and Compliance

7. APPLICATION PROCEDURE

Applications and proposal for Grant-in-Aid must be on the prescribed form stated in 5.2 above, a copy of which is attached hereto as **Appendix A for Category A and B**. Applications must be accompanied by a covering letter on the letterhead of the

organisation or body, signed by the head of the organisation or body and must include the following information.

7.1. The applicant's legal name and a brief description of the applicant organisation's or body's business;

7.2. if the applicant claims to be a non-profit organisation, the registration number and the certificate;

7.3. the date of establishment, details of the applicant's member founding documents, including constitution and certificates of incorporation;

7.4. a contact name, full street address, telephone number and an e-mail address;

7.5. if funding is required for a specific project, a brief description of the project what it aims to achieve, as well as the detailed budget for and duration of the project;

7.6. a description on how the project aligns with the needs identified in the community through the IDP process and which ward priorities will be addressed through the project;

7.7. if the request is for general support, the organisation's or body's overall budget must be included;

7.8. references, independent of the applicant and its executive;

7.9. most recent audited financial statements (subject to MFMA, section 67(4)) statements; or at least statements signed off by the treasurer and chairperson of the organization in the case of small emerging organizations;

7.10. a summary of past achievements;

7.11. a declaration by the head of the organization to the satisfaction of the Municipal Manager, that the organisation or body implements effective, efficient and transparent financial management and internal control mechanisms to guard against fraud, theft and financial mismanagement and has in the past complied with requirements for similar transfers of funds; and

7.12. notwithstanding the above requirements, the CFO after considering the merits of an application not complying with the minimum application criteria and after consulting the Municipal Manager, may for the purpose of this policy approve a deviation from the norm;

7.13. Applications for Category B **must** include a schedule of annual costs for a three year period, a three year business plan and audited financial statements. Note that although a Category B application is approved for a period of three years, the application MUST be renewed through repeated annual applications to ensure provision in the budget of subsequent financial years.

8. OBLIGATIONS OF THE APPLICANT

8.1. The head of the organisation or body must acknowledge in writing to the Municipal Manager that the money was received in its bank account and that the amount is/will be utilised to the benefit and in accordance with the role of the organisation or body in society. The funds must be used as outlined in the application form.

8.2. The organisation or body shall report, if and when required but at least once a year, to the Municipal Manager regarding the activities conducted, the ward within which activities are conducted, as well as the number of people benefiting from the activities on the prescribed template (**Appendix B**).

8.3. The applicant must attend a compulsory workshop on the Grant-in-Aid policy and application procedure prior to submission of the application.

8.4. The applicant is responsible to confirm the outcome of the application after the approval of the draft budget and lodge an appeal prior to the closing date for comments on the budget if they are of the opinion that the municipality has made a mistake with the assessment of the application. Applicants cannot lodge appeals based on their own mistakes during the application process.

8.5. If successful with the application, the applicant must spend funds according to the approved Grant-in-Aid funding request. Should the need change over the funding period, written consent needs to be obtained from the municipality prior to spending the funds on alternative needs. Failure to spend funding on approved projects ~~can~~will result in the applicant being required to return the funding and/or (at the discretion of the municipality depending on the nature and seriousness of the discrepancy) the applicant being excluded from future applications for a period of 5 years.

9. RIGHTS OF THE MUNICIPALITY

9.1. The Municipality shall be entitled, from time-to-time, to verify and inspect the existence and activities of the organisation or body. The municipality will therefore have the right to physically visit the premises where the organisation, or the funded project, is based; to peruse the budgets and any progress reports related to the project (in contract).

9.2. The Municipality shall manage contracts entered into with organisations or bodies by receiving reports and doing the necessary site visits and inspections to ensure that this policy and contract are being complied with.

9.3. The Municipality has the right not to give a Grant-in-Aid to any or all organisations applying for grants. Having been awarded a grant previously does not give an applicant the right to receive a grant again.

9.4. The Municipality will run proposed donations through a public participation process before final awards are made.

10. AGREEMENT

Before any funds are transferred to an organisation an agreement **(Appendix C)** must be concluded by the Municipal Manager with the beneficiary to protect the interest of the Municipality.

11. DEVIATION

This policy constitutes the entire framework for Grant-in-Aid and no deviation will be entertained.

12. COMMENCEMENT

This Policy takes effect on the date on which it is adopted by the Council of Stellenbosch Municipality.

STELLENBOSCH

MUNICIPALITY • UMASIPALA • MUNISIPALITEIT

APPENDIX A
(Category A & B)

APPLICATION FOR GRANT-IN-AID: 2024/25

NOTE: *ATTENDANCE OF THE GRANT-IN-AID WORKSHOP IS COMPULSORY*

PLEASE COMPLETE THE FOLLOWING (Incomplete applications will not be considered.)		
A	REGISTERED NAME OF ORGANISATION	
B	DATE AND YEAR IN WHICH THE ORGANISATION WAS FOUNDED: (include a brief description of the business or activities of the organization)	
C	ADDRESS OF REGISTERED ORGANISATION	
	PHYSICAL ADDRESS	POSTAL ADDRESS
	CODE:	CODE:
D	CONTACT DETAILS (Details of the person to contact regarding this GIA application)	
	NAME & SURNAME:	
	POSITION:	
	TEL: ( )	
	MOBILE:	ALTERNATIVE:
	EMAIL ADDRESS:	

E	**REGISTRATION:**				
	Is the organization registered as a NP/NG Organisation / NPC / PBO?	**YES**		**NO**	
	If YES, please provide the Registration Number: (Attach a copy of the registration certificate or proof of other affiliation where applicable)				
F	**BOARD/COMMITTEE MEMBERS OF THE ORGAN SATION:** (List **ALL** Board/Committee Members of the Organisation) Insert a separate page if the space is not enough).				
1	NAME & SURNAME:				
	POSITION:				
	ADDRESS:				
	CONTACT NUMBER:				
2	NAME & SURNAME:				
	POSITION:				
	ADDRESS:				
	CONTACT NUMBER:				
3	NAME & SURNAME:				
	POSITION:				
	ADDRESS:				
	CONTACT NUMBER:				
4	NAME & SURNAME:				
	POSITION:				
	ADDRESS:				
	CONTACT NUMBER:				

5	NAME & SURNAME:	
	POSITION:	
	ADDRESS:	
	CONTACT NUMBER:	
6	NAME & SURNAME:	
	POSITION:	
	ADDRESS:	
	CONTACT NUMBER:	
7	NAME & SURNAME:	
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	POSITION:	
	ADDRESS:	
	CONTACT NUMBER:	
9	NAME & SURNAME:	
	POSITION:	
	ADDRESS:	
	CONTACT NUMBER:	

10	NAME & SURNAME:	
	POSITION:	
	ADDRESS:	
	CONTACT NUMBER:	

G	**PREVIOUS FUNDING:**				
	Have you successfully applied and received Stellenbosch Municipal Grant-In-Aid funding previously?				
	If yes for which financial year?				
	What amount was received?				
	Did you submit Financial Reports for the funds received?				
	Do you receive any other sources of funding? (If YES please provide details)				
H	**CATEGORY A:** For more information refer to the Grant-In-Aid Policy for general guidelines and categories (Please categorize your application by marking the appropriate category with X)				
	HEALTH				
	ENVIRONMENT				
	SOLID WASTE				
	SOCIAL DEVELOPMENT				
	SPORTS & RECREATION				
	CATEGORY B: For more information refer to the Grant-In-Aid Policy for general guidelines and categories (Please categorize your application by marking the appropriate category with X)				
	STREET PEOPLE SERVICES				
	PROJECTS RELATED TO WARD PRIORITIES IN THE IDP (Please specify)				
I	**REQUEST FOR FUNDING:**				
	Is funding required for the ensuing year?	**YES**		**NO**	
	Is funding required for a specific project? (If YES attach details separately)	**YES**		**NO**	
	Is funding required for general support? (If YES, attach a copy of the Organisation's Overall Budget)	**YES**		**NO**	
	Budgeted amount requested				
	Duration of project?				

	If Category B Application						
	Total amount requested for 3 year period						
	Annual amounts requested:	Year 1		Year 2		Year 3	
J	**SERVICE FOCUS**						
	Ward number/s in which services are delivered:						
	Which Ward Priority/ies are addressed through the service: (Please provide details below)						
	Describe the services for which funds are requested:						
	Which Municipal Strategic Goal/s is linked to the services: (Please mark with a X)						
	Valley of Possibility						
	Safe Valley						
	Dignified Living						
	Good Governance and Compliance						
	Green and Sustainable Valley						
K	**THE FOLLOWING MUST BE ATTACHED TO THIS APPLICATION: (Category A and B applications)** (Please use this form as a check-list, to ensure that you comply to the specified requirements)						
1	**AUDITED FINANCIAL STATEMENTS** (A copy of the latest audited financial statements. Should the organization be classified as an emerging organization, the financial statements MUST be dated and signed by the Treasurer and Chairperson and MUST include a monthly income and expense statement for the months that the organization has been in existence or for the last 12 months)						
2	**ORGANISATIONAL CONSTITUTION** (A signed and dated copy of the Organisation's Constitution, as well as a signed copy of the **Minutes of the AGM/Special Meeting**, to verify the acceptance of the Constitution.)						
3	**PROJECT PROGRAMME/BUSINESS PLAN** (A copy of the project/program description and/or a business plan for the ensuing financial year. Please ensure that the following is included in the project/program and or business plan, by using the below mentioned bullet points as a guide).						
	❖ Full details of the proposal/project/business plan including objectives;						
	❖ The number of people who will benefit and how the project/program will contribute or enhance the strategic objectives of Stellenbosch Municipality;						
	❖ The project/program commencement and completion dates;						
	❖ Information on the total costs of the project/program budget;						
	❖ A breakdown of costs and an outline of any contributions by fundraising and / or own contributions;						
	❖ A list of all other sources of funding together with the assessments;						
	❖ A summary of past achievements;						
	❖ Reference independent of the applicant and its executive/board or committee members.						
4	**SIGNED AND STAMPED CREDITOR CONTROL FORM** (An original signed copy of a correctly completed Creditors Control form of the Stellenbosch Municipality or an electronic generated confirmation of bank details created through online banking)						
5	**ACCOUNT ON EXPENDITURE FOR PRECEDING FUNDING** (If you have received funding from Stellenbosch Municipality previously, expenditure of the funds received needs to be accounted for with this new application). Please refer to Section M for the format.						
6	**PROOF OF REGISTRATION/AFFILIATION** (Attach a copy of the organisation's Registration Certificate of Affiliation)						

L	**REQUIREMENTS CATEGORY B APPLICATIONS** (Please note that Category B applications **MUST** adhere to the following requirements **and** those listed under section K, except where indicated otherwise.)	
1	**AUDITED FINANCIAL STATEMENTS** A copy of the latest audited financial statements must be included in the application. Category B applications **MUST** submit their latest audited financial statements. Statements signed off by the treasurer, chairperson or other delegated party will not be accepted.	
2	**THREE YEAR BUSINESS PLAN** See the requirements for the business plan as listed under section K as guideline. NOTE: Category B applications MUST provide a clear proposal for a period of three years. Each year must be indicated separately and be costed per annum indicating all expenditure against the projected measurable outcomes. Outcomes must be listed ito how they will be reported on and measured on a monthly basis.	

M	**FORMAT FOR FEEDBACK REPORT**
1	Narrative report on the project including numbers reached, outcomes reached, evaluation of the project indicating successes and failures/lessons learned.
2	Pictures of the project/program.
3	Financial report on expenditure regarding previous donation separate from the annual financial statements. (Attach proof of expenditure).
N	**THE FOLLOWING SHALL APPLY:**
1	The allocation of Grant-In-Aid will only be considered if the application document has been **fully completed** and signed and is accompanied by the required and supporting documentation referred to therein.
2	An applicant who has been registered as a NPC, NGO, NPO or PBO with the necessary proof thereof, submitted together with this application.
3	Applicants must in their submission clearly indicate/specify and motivate what the funds will be utilized for.
4	The Grant-In-Aid must be exclusively utilized for the purpose defined and the successful applicant must submit the necessary undertaking to this effect.
5	Applicants must in their submission satisfy the Council of their ability to execute the project successfully.
6	Organisations who have already received financial or other assistance from the Council during the previous financial year MUST specify same in their application.
7	No funding will be considered for political groupings, ratepayers organisations or for religious purposes..
8	No funding will be considered where only an individual will benefit or where a member of Council or an official of Stellenbosch Municipality will receive any financial or other gain.
9	Projects outside the boundaries of the Council will not be considered.
10	Expenditure that will not be funded includes: travel costs (unless it is for the transport of beneficiaries), subsistence, accommodation, food (unless intended for the beneficiaries) or entertainment expenses of any kind, staff salaries including bonuses, bursaries and payments in lieu of rates or other municipal charges.
11	Subsequent requests from the applicants to cover overspending on projects will not be considered.
12	Successful applicants must at all times comply with the provisions of Section 67(1) of the Municipal Finance management Act no. 56 of 2003 which inter alia stipulates that the organization or body has to:-
	❖ Enter into and comply with a Memorandum of Agreement with the Municipality as well as with all reporting financial management and auditing requirements as may be contained in such an agreement. This memorandum of agreement will bind the successful applicant to deliver on what the application speaks to, but also to commit to become involved with municipal programs of the community where it functions. The Memorandum of Agreement will be made available to successful applicants for completion.
	❖ Report at least once a year on the actual expenditure of the amount allocated to it. Should monthly allocations be made, monthly reports will be required.
13	The Council reserves the right not to give a Grant-In-Aid to any organization applying for grants. Having been awarded a grant previously does not give an applicant the right to receive a grant again.
14	Funding will not be considered where a project or organization is already receiving funds from Council in terms of Council's functions. Applicants are required to disclose other sources of funding, failing which such applicant will be disqualified.
15	Funding will not be considered where in Council's opinion, an organization received sufficient funds from other sources to sustain its activities or the project applied for. For this purpose, organisations must submit financial statements and budget for the ensuing financial year.
16	Organisations having received funding from Stellenbosch Municipality during the previous financial year, are required to attach to any new application, a copy of the financial statements relating to the year in which the funding was received from Council, as required in terms of Section 17 of the Non-profit Organisation Act, 1997 and Section 67(1) of the Municipal Finance Management Act, 2003 (MFMA).
17	Funding will not be considered where expenses have already been incurred on a project by the applicant. (The Council's Grant-In-Aid Policy must be consulted for the sake of completeness).

O	DECLARATION OF INTEREST:
The beneficiary declares that the following municipal employees and/or councillors have a vested interest in the business of the beneficiary. However, they do not benefit directly from this donation and were not part of the decision making process in the allocation of the donations:	
Name & Surname:	
Designation:	
Name & Surname:	
Designation:	

P	UNDERTAKING:
	I/We hereby verify that the information provided in this application is true and correct and that the conditions applicable to the allocation of a Grant-in-Aid as set out above and in the GIA Policy have been read and is understood and will be complied with. I/We also declare that the organization implements effective, efficient and transparent financial management and internal control mechanisms to guard against fraud, theft and financial mismanagement and has in the past complied with requirements for similar transfer(s) of funds. Thus completed and signed at Stellenbosch on this _____ day of _____ 20 ____ . _____ _____ **Chairperson/Authorised Representative** **Secretary/Duly Authorised Signatory**

Q	PLEASE TAKE NOTE: (Completed application forms, together with all the required supporting documentation must be posted to):
	The Director: Community and Protection Services **P O Box 17** **Stellenbosch** **7599** **Or hand delivered to:** **The Manager: Community Development** **21 Simonsberg Road** **Stellenbosch** **7600** **The submission of applications closes at 13H00 on the closing date as per the advertisement.**

Appendix B

STELLENBOSCH MUNICIPALITY GRANT IN AID FEEDBACK REPORT

FOR FUNDING RECEIVED FOR THE PERIOD: 20_____ / 20_____

ORGANISATION NAME _____

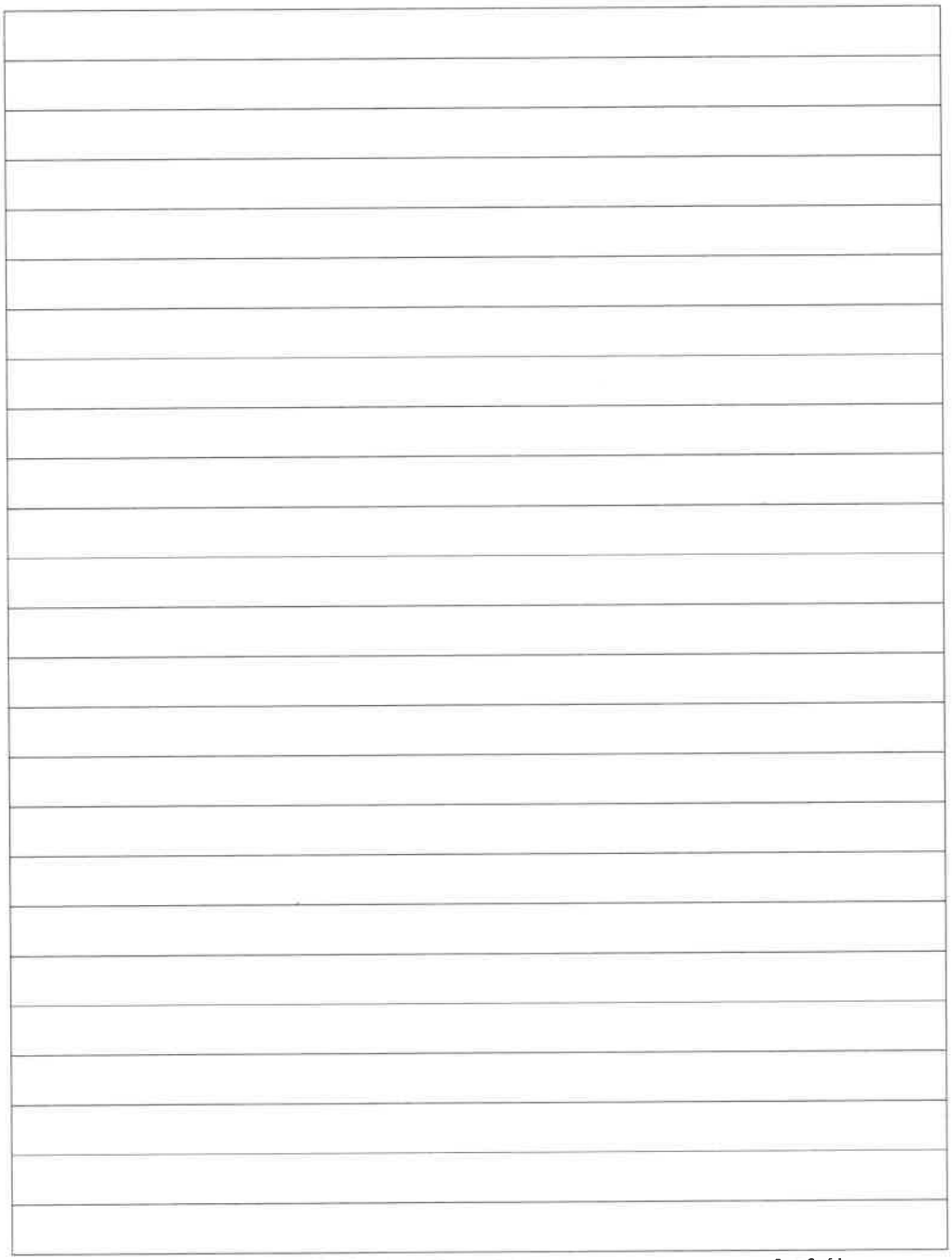
TOTAL AMOUNT AWARDED R _____

DATE OF RECEIPT _____

WAS THE MONEY USED FOR THE REASON STATED IN APPLICATION	**YES**	**NO**
please tick box		

If NO please provide the reasons below and attach proof of permission to deviate:

Please describe how the Grant funding was used by your organisation AND indicate the number of beneficiaries and the benefit gained by the community/beneficiaries.



PROOF OF EXPENDITURE LIST

NO	ITEM DESCRIPTION	SUPPLIER	TOTAL COST	RECEIPT NUMBER

TOTAL EXPENSES **R**

	PRINT NAME	SIGNATURE	DATE
COMPILED BY TREASURER			
APPROVED BY CHAIRPERSON			

- **ATTACH COPIES OF PROOF OF ALL EXPENDITURE LISTED ABOVE**
- **ATTACH COPIES OF PICTURES DEPICTING THE ITEMS/ACTIVITIES FOR WHICH FUNDING WAS USED**

APPENDIX C

STELLENBOSCH
STELLEN BO SCH • PN I E L • FR ANSC HHOE K

MUNICIPALITY • UMASIPALA • MUNISIPALITEIT

MEMORANDUM OF AGREEMENT

Entered into and between

STELLENBOSCH MUNICIPALITY

(hereafter called the "***MUNICIPALITY***")

Herein represented by **Geraldine Mettler,** in her capacity as **Municipal Manager**, being duly authorised

and

_____

(hereafter called the "***BENEFICIARY***")

Herein represented by_____in his/her capacity as_____, being duly authorised.

WHEREAS Section 67(1) of the Local Government: Municipal Finance Management Act, Act 56 of 2003 (MFMA) oblige the Accounting Officer of a **MUNICIPALITY** to satisfy himself that, before transferring funds of the **MUNICIPALITY** to an organisation or body outside any sphere of government otherwise than in compliance with a commercial or other business transaction, that such organisation or body:-

(a) has the capacity and has agreed-

(i) to comply with any agreement with the **MUNICIPALITY**;

(ii) for the period of the agreement to comply with all reporting, financial management and auditing requirements as may be stipulated in the agreement;

(iii) to report at least monthly to the Accounting Officer on actual expenditure against such transfer (should transfers be done on a monthly basis); and

(b) implements effective, efficient and transparent financial management and internal control systems to guard against fraud, theft and financial mismanagement; and

(c) has in respect of previous similar transfers complied with all the requirements as set out above; and

(d) give permission to site visits done by the **MUNICIPALITY.**

WHEREAS the **MUNICIPALITY** has approved a Grants-in-Aid Policy, in terms whereof applications are considered;

WHEREAS the **BENEFICIARY** has applied for a grant-in-aid as per the official grant-in-aid application form; and

WHEREAS the **MUNICIPALITY** has approved such application, subject to certain conditions;

NOW THEREFORE THE PARTIES AGREE AS FOLLOWS:

1. TRANSFER OF FUNDS

1.1 The **MUNICIPALITY** hereby undertakes to transfer an all-inclusive amount of

R..... (.....), being a donation for the period **01 July 20...** to **30 June 20...** to the **BENEFICIARY**.

1.2 Bank Account details: (The following are confirmed through a correctly completed Creditors Control Form.)

Account number : _____

Name of financial institution : _____

Name of account holder : _____

Branch code : _____

Type of account : _____

1.3 The all-inclusive amount will be transferred in equal amounts on the following dates (if applicable):

_____

2. OBLIGATIONS OF BENEFICIARY

2.1 The **BENEFICIARY** must acknowledge in writing to the Municipal Manager that the amount(s) was(were) received in its bank account.

2.2 The **BENEFICIARY** hereby certifies that the money will be utilised in accordance with the role of the organisation or society, to the benefit of the community and in accordance with the project(s) / programme(s) as indicated in the application form.

2.3 The **BENEFICIARY** undertakes to regularly report on a monthly basis to the Municipal Manager regarding the activities conducted, actual expenditure against such transferred funds, as well as the number of people benefiting from the activities should monthly payments be made. If not, an annual report on the expenditure will be provided.

3. SPECIFIC CONDITIONS

3.1 The parties specifically agree on the following:

That the organization will commit to active involvement in any programme run by the municipality in the area of operation of the organization when such a programme is active in the community.

Other conditions:

_____

_____

4. DECLERATION OF INTEREST

The beneficiary declares that the following municipal employees and/or councillors have a vested interest in the business of the beneficiary. However, they do not benefit directly from this donation and were not part of the decision making process in the allocation of the donations: (Name and designation)

_____

_____

5. ACQUISITION OF ASSETS

5.1 Should the **BENEFICIARY** wish to acquire any moveable or immovable assets with the money donated in terms of this Agreement, the **BENEFICIARY** hereby undertakes to:-

5.1.1 adhere to the principles as per the **MUNICIPALITY'S** Supply Chain Management Policy, and

5.1.2 take all reasonable steps to ensure that such assets are maintained and that a system of internal control of such assets is in place.

6. RIGHTS OF THE MUNICIPALITY

6.1 The **MUNICIPALITY** shall be entitled, from time to time, to verify the existence and to inspect the activities of the **BENEFICIARY**, having regards for its right to privacy as entrenched in terms of the Constitution of the Republic of South Africa.

6.2 The **MUNICIPALITY** shall further be entitled to peruse the budgets and any progress reports related to the project / programme as per this Agreement.

7. FAILURE TO COMPLY

7.1 Failure by the **BENEFICIARY** to comply with the obligations as set out in Clause 2 of this Agreement, may lead to the cancellation of this Agreement, in which case the **MUNICIPALITY** may demand that the organisation pays back any unspent funds as per this Agreement. The **MUNICIPALITY** may even, depending on the circumstances leading to the non-compliance by the **BENEFICIARY**, demand that the organisation pays back the full amount paid to the **BENEFICIARY**. Failure to comply may result in not considering applications for grants from the **BENEFICIARY** for a period of 5 years.

8. INDEMNIFICATION

8.1 The **BENEFICIARY** hereby acknowledges that it receives the grant voluntarily and that it shall keep the **MUNICIPALITY** indemnified at all times against any loss, cost, damage, injury or liability suffered by the **MUNICIPALITY** resulting from any action, proceeding or claim made by any person (including themselves) against the **MUNICIPALITY** caused directly or indirectly by the use/spending of the grant.

9. DISPUTE RESOLUTION

9.1 Any dispute arising from this Agreement shall be mediated between the Parties by a mutually agreed upon and suitably skilled mediator. Should the mediator be unsuccessful and the Parties fail to reach agreement, the dispute may be referred by the aggrieved Party to the arbitration of a single arbitrator, to be agreed upon between the Parties, or failing agreement, to be nominated on the application of any Party, by the President for the time being of the South African Association of Arbitrators. The decision of the single arbitrator shall be final and binding on the Parties.

10. NOTICES AND DOMICILIA

10.1 The parties choose as their *domicilia citandi et executandi* their respective addresses as set out in this clause for all purposes arising out of or in connection with the agreement at which addresses all processes and notices arising out of or in connection with this Agreement, its breach or termination, may validly be served upon or delivered to the Parties.

10.2 For purposes of this Agreement the Parties' respective addresses shall be:

10.2.1 The **MUNICIPALITY:**
Town House
Plein Street
Stellenbosch
7600

10.2.2 The **BENEFICIARY:**

_____

_____

_____

_____

or at such other address of which the Party concerned may notify the other(s) in writing provided that no street address mentioned in this sub-clause shall be changed to a post office box or poste restante.

10.3 Any notice given in terms of this Agreement shall be in writing and shall-

10.3.1 if delivered by hand be deemed to have been duly received by the addressee on the date of delivery;

10.3.2 if posted by prepaid registered post be deemed to have been received by the addressee on the 8th (eighth) day following the date of such posting;

10.3.3 if transmitted by facsimile/ electronic mail be deemed to have been received by the addressee on the day following the date of dispatch;

10.4 Notwithstanding anything to the contrary contained or implied in this Agreement, a written notice or communication actually received by one of the Parties from another, including by way of facsimile transmission/ electronic mail, shall be adequate written notice or communication to such party.

11. ENTIRE AGREEMENT

This Agreement, including the **Grant-in-Aid policy and application form**, reflects the entire Agreement between the Parties and no variation, amendment or addendum shall be of any force and effect between the Parties unless contained in writing, signed and agreed on by both Parties.

Signed at Stellenbosch on this_____day of_____20....

.....

for the **MUNICIPALITY**

WITNESS: 1. .....

2. .....

Signed at Stellenbosch on this_____day of_____20....

.....

for the **BENEFICIARY**

WITNESS: 1. .....

2. .....

ANNEXURE B

STELLENBOSCH
STELLENBOSCH • PNIEL • FRANSCHHOEK
MUNICIPALITY • UMASIPALA • MUNISIPALITEIT

Ref: 3/4/3/5/3/4

2023-08-03

MINUTES

COMMUNITY DEVELOPMENT COMMITTEE MEETING

2023-08-03 AT 12:00

MINUTES

COMMUNITY DEVELOPMENT COMMITTEE MEETING

2023-08-03

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3.	APPLICATION FOR LEAVE OF ABSENCE	
4.1	CONFIRMATION OF MINUTES	
	The minutes of the Community Development Committee Meeting: 2023-08-03 is attached **FOR CONFIRMATION**	
4.2	REPORT/S BY THE DIRECTOR: COMMUNITY DEVELOPMENT COMMITTEE RE OUTSTANDING RESOLUTIONS TAKEN AT PREVIOUS MEETINGS	
	NONE	
5.	REPORTS FROM COMMUNITY DEVELOPMENT	
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	NONE	
7.	NOTICES OF MOTIONS AND NOTICES OF QUESTIONS RECEIVED BY THE MUNICIPAL MANAGER	
	NONE	
8.	CONSIDERATION OF URGENT MATTERS	
	NONE	
9.	MATTERS TO BE CONSIDERED IN-COMMITTEE	
	NONE	

1.	OPENING AND WELCOME

The Chairperson welcomed all present at the Community Development Committee meeting.

2.1	COMMUNICATION BY THE CHAIRPERSON (3/4/3/6)

THAT THERE HAS BEEN SOME CHANGES IN THE SECTION 80 COMMITTEE, ADDED WHICH WAS NEVER PART OF THE PORTFOLIO COMMITTEE MEETING. THE COMMUNITY DEVELOPMENT DEPARTMENT, THE NAME OF THIS PORTFOLIO COMMITTEE SHOULD BE COMMUNITY DEVELOPMENT AND NOT COMMUNITY SERVICES.

2.2	DISCLOSURE OF INTERESTS (3/6/2/2)

NONE

3.	APPLICATION FOR LEAVE OF ABSENCE

NONE

4.	CONFIRMATION OF MINUTES

4.1.	CONFIRMATION OF THE MINUTES: COMMUNITY DEVELOPMENT COMMITTEE (3/4/3/5/2/4)

The minutes of the Community Development Committee Meeting: 2023-08-03 is attached.

FOR CONFIRMATION

5.	**REPORTS FROM COMMUNITY DEVELOPMENT COMMITTEE**

5.1	**NON-DELEGATED MATTERS**

5.1.1	**GRANT IN AID POLICY REVIEW**

Collaborator No: 753443
IDP KPA Ref No: Dignified Living: Municipal Focus Area 21
Meeting Date: 3 August 2023

1. SUBJECT: GRANT IN AID POLICY REVIEW

2. PURPOSE

To illicit comments from Senior Management for suggested changes to the Grant in Aid Policy prior to submitting same to Council for approval.

3. DELEGATED AUTHORITY

For approval by Council.

4. EXECUTIVE SUMMARY

Feedback reports and comments received during the April 2023 period for comments on the draft budget raised concern and led the department to reconsider the Grant in Aid policy with specific reference to:

a. Consequences relating to misappropriation of funds and

b. The misuse of the comment/appeal period after the closing date for applications.

The recommended changes in the attached GiA Policy (ANNEXURE 1) aims to address the above concerns.

COMMUNITY DEVELOPMENT COMMITTEE: 2023-08-03: ITEM: 5.1.1

RESOLVED

a) That the Community Development Portfolio Committee supports the changes to the Grant in Aid Policy and recommends to the Executive Mayor that it be tabled for consideration at the next Mayoral Committee meeting.

b) That once approved in principle, the revised Grant in Aid Policy be advertised for public comments, whereafter it must be brought back for final approval.

5.2	DELEGATED MATTERS

5.2.1	COMMUNITY DEVELOPMENT MONTHLY REPORT: MAY 2023

Collaborator No: 752393

IDP KPA Ref No: Dignified Living: Municipal Focus Area 21

Meeting Date: 3 August 2023

1. SUBJECT: COMMUNITY DEVELOPMENT MONTHLY REPORT: MAY 2023

2. PURPOSE

To present to the Portfolio Committee the monthly report relating to the functions and activities of the Department: Community Development for the period: May 2023.

3. DELEGATED AUTHORITY

For information to Portfolio Chairperson and the Municipal Manager

4. EXECUTIVE SUMMARY

The Department: Community Development is responsible for service delivery to vulnerable groups. The monthly report account for the activities and programmes as implemented by the Community Development Department for the above-mentioned period.

COMMUNITY DEVELOPMENT COMMITTEE : 2023-08-03: ITEM: 5.2.1

RESOLVED

that the Community Development Committee take **note** of the Outstanding Council Resolutions as of May 2023.

FOR FURTHER DETAILS CONTACT:

NAME	*Michelle Aalbers*
POSITION	*Manager Community Development*
DIRECTORATE	*Community and Protection Services*
CONTACT NUMBERS	*8408*
E-MAIL ADDRESS	*Michelle.aalbers@stellenbosch.gov.za*
REPORT DATE	*06-07-2023*

5.2.2	COMMUNITY DEVELOPMENT MONTHLY REPORT: JUNE 2023

Collaborator No: 753445

IDP KPA Ref No: Dignified Living: Municipal Focus Area 21

Meeting Date: 3 August 2023

1. SUBJECT: COMMUNITY DEVELOPMENT MONTHLY REPORT: JUNE 2023

2. PURPOSE

To present to the Portfolio Committee the monthly report relating to the functions and activities of the Department: Community Development for the period: June 2023.

3. DELEGATED AUTHORITY

For information to Portfolio Chairperson and the Municipal Manager

4. EXECUTIVE SUMMARY

The Department: Community Development is responsible for service delivery to vulnerable groups. The monthly report account for the activities and programmes as implemented by the Community Development Department for the above-mentioned period.

COMMUNITY DEVELOPMENT COMMITTEE : 2023-08-03: ITEM: 5.2.2

RESOLVED

that the Community Development Committee take **note** of the Outstanding Council Resolutions as of June 2023.

FOR FURTHER DETAILS CONTACT:

NAME	*Michelle Aalbers*
POSITION	*Manager Community Development*
DIRECTORATE	*Community and Protection Services*
CONTACT NUMBERS	*8408*
E-MAIL ADDRESS	*Michelle.aalbers@stellenbosch.gov.za*
REPORT DATE	*06-07-2023*

6.	**REPORTS SUBMITTED BY THE MUNICIPAL MANAGER**

NONE

7.	**NOTICES OF MOTIONS AND NOTICES OF QUESTIONS RECEIVED BY THE MUNICIPAL MANAGER**

NONE

8.	**URGENT MATTERS**

NONE

9.	**MATTERS TO BE CONSIDERED IN-COMMITTEE**

NONE

The meeting adjourned at 12:30

CHAIRPERSON: ……

DATE: ……

Confirmed on …… **with/without amendments.**

7.10	**RURAL MANAGEMENT: (PC: CLLR J JOON)**

NONE

7.11	**MUNICIPAL MANAGER**

NONE

8.	**REPORTS SUBMITTED BY THE EXECUTIVE MAYOR**

NONE

9.	**URGENT MATTERS**

10.	**MATTERS TO BE CONSIDERED IN-COMMITTEE**