

TRANSCRIPT OF MEETING OF STELLENBOSCH MOBILITY FORUM MEETING OF 2019-04-02

HC EGGERS

Sent out by email on 2019-04-02

This transcript is not an official document. It represents as much of the conversation and statements made at the MF meeting as possible but necessarily contains gaps, eg where I myself was speaking and in parts which proceeded too rapidly. They are not official minutes or even draft minutes. They do help with the drafting of accurate and complete minutes. The stars *** implies missing input

1. OPENING AND WELCOME

Welcome by Clr Quintin Smit (QS) Fill in attendance register please.

2. ATTENDEES / PRESENT

3. APPROVAL OF PREVIOUS MINUTES

13/09/2018 (Additions requested by Prof Eggers)

QSmit: Any requests or opposition from the floor:

DLouw: This is not a committee of council. We do not take verbatim minutes. Ask assistants that in future we formulate a decision and that is the only that will be done perfectly

RGordge: Comment on the amendment. Under the section "Western Bypass" is the record that P van Blerk noted his favour of the Bypass. In a different section it is noted that

assessment work was undertaken by Hatch consulting indicating that according to their modelling work the Bypass was not viable. That note was reflected in Large

Employ Programme and not under the Western Bypass section of the minutes RG asks that the same note be also entered under the section on Western Bypass.

DL: If this comment was made under that section and not the WP section, then it must remain there.

QS: From now on, we will work on action point, allow for comments next to them. Minutes are too lengthy and it is not the purpose. Will try to shorten them. Make and record well-formulated decisions.

29/01/2018 Minutes

HEggers: Support amendments of 13 Sept 2018 minutes presented.

Good to have explicit decisions. It works well to formulate decisions by typing on screen for all to participate. I will continue to send out transcripts, not official status.

QS Agreed

QS: Apologies for postponement of meeting in March.

4. MATTERS ARISING FROM PREVIOUS MINUTES

WB: Kayamandi pedestrian bridge: Have not yet received plans as promised.

DL: Bridge not yet sorted out, will be done soon, will be sent.

6. CONSTITUTION OF THE MOBILITY FORUM

DL: Constitution of MF revised and streamlined. Five subdirectorates, of which four will have a forum.. Electricity and water are combined. Propose that you go through the draft constitution.

Decision: Period for comment open until 1 May. Send comments to Louw's office LM Visser, and make decision at meeting of May.

***? Question on leiwater issue: in which forum does it fall?

DL: Yes, in this forum but also in water forum.

7 WALKABOUT PROPOSAL REPORT

J Fullard: Walkways to be made more friendly for disabled persons. In February last year there was walkabout, report sent to Mun. Meeting with university. Michelle Aalbers, doing assessments first, then appoint contractor. Many of the identified problems are being addressed, eg uneven pavement, sidewalks. There is a comprehensive list, which goes a long way towards helping disabled persons on the sidewalks.

HE: I have a long list of possible improvements for cycling.

DL: Had meeting with cyclists a week ago. Cycle plan approved, we will keep to that.

***? from Disability Unit: On 29 January 2019 point 7: someone should contact me with the report. Please provide me with a date to get report?

QS: report available, Fullard will provide the report.

***? Stellenbosch University: Some students identify areas on disabled persons problems, can also provide that list to Mun.

DBotha: Gaan ons almal die verslag kry?

QS: Ja.

8. PROPOSED NMT MONTHLY MEETINGS

QS: Have spoken to director and Mr Fullard. Full strategic session with all subdirectors. It shocks me that this biggest department in Mun with budget of R2billion, has the smallest number of personnel, more vacancies than any other dept in Mun. We are way understaffed. QS has seen request for monthly NMT meeting, and not opposed, but if Mr Fullard have to attend they will sit in meetings the whole day. QS himself has canceled half of his meeting with deputy directors.

DB: The frustration from NMT people is that there is a buildup on complaints and problems which are very stressful. I will not give examples but last few weeks have been rather stressful. NMT policy itself lays down what the work group should do, advise officials on it. The working group must meet according to the NMT Policy. We who have time and walk and cycle etc need to tell you what is happening. Useful advisory type of meeting. Have not had a meeting for months. One official promised to meet back in November but nothing happened. If this is not done the pressure cooker will flow over. Stellenbosch Cycling is pleading for monthly meeting.

QS: Is the Policy due for review ?

DL: All policies are due for review.

QS: All policies must be revised annually. In process of revising all of them. Ask DL to please serve before S80 committee. In interim we will revise the policy and present that back to Council. Who is chairing working group?

DB: You chair it.

QS: will have that done within the next 40 working days. Upcoming by-election keeping me busy. Then I will have gone through the policy.

DB: Policy is only 3 pages long.

DL: In order to not have too many meetings, could we have 4 MMF meetings and 8 Work group meetings?

DB: Overjoyed

QS: Will put that in

HE: Please formulate the decision.

QS: **Decision:** In 40 days will have an NMT working meeting. Will give a date for a working group meeting, will discuss the policy and get indication on the frequency of meeting.

8. PROPOSED BUDGET FOR CYCLING

JF (Fullard):

Overview on how our budget are set up. In Cycling large projects would refer to Class 1 cycling facility (standalone). Our work procedures are such where we are either spending money on roadway OR on sidewalk ie the two fall under same budget. Not practically possible to separate them or take out cost of cycling facility. Cycling is currently still within the NMT budget, only where we build Class 1 facilities will it be in the cycling budget (and we are not yet in a position to do so). We are still addressing facilities in low income areas, a lot of our budget is going into that. Also bringing our roads up to equal standards, eg surfaced roads. Must address those before we can move to Class 1 facilities.

NMT Budget for next year is quite substantial. Mun not in position to separate it out from roads budget.

DB: Will he tell us how much money we will be getting? Cycling plan is not just upper and middle class. We propose facilities in all areas, especially low income areas.

JF: NMT implementation: R3 million, next year R2 million the year after that. Item for NMT along arterials: R1million. Item looking at NMT facilities inventory and updating NMT plan: R1.5million. All in all R6million next year. For the next 3 years it will be R11million.

QS: I have been fighting for truck for fire services since 2011. You can consider yourselves lucky

***? What is the total budget for road improvements? Sounds like a lot but if you put it in context it may not sound like much.

QS: we will email that to you.

HE: Need out of the box thinking. Huge imbalance in capital spending between roads / private cars and public transport NMT on the other hand. The backlog has built up over 20-30 years. If the budget does not separate the items I can still guess that 90-98 percent of money goes to roads and car-related infrastructure. Climate change means massive need for restructuring.

QS: The nonsexy things have also been neglected. Wastewater treatment have been upgraded and other treatment works, not seen by public. Need more forward thinking. Unfortunately also external factors in play. Other forums eg in Cape Town serious plans about electric power – what happens if Eskom fails. Need to look at independent power supplies.

DL We are changing our way of budgeting. Used to have 3year horizon, now going to 10 years. IUDG (integrated urban development grants). The separate grants will be integrated. Forced to have long-term plans in place.

In 2 months engineers had been ready for a presentation on parking. We found we cannot isolate parking from the rest. Need to look at modal interchange, NMT route etc together.
RG: Catalytic opportunity for transport. We can make catastrophic decisions in carrying on with the status quo. This is not only within the municipal budget; we also need to join hands with the province. The municipal spend is miniscule compared to province. Province is focused on keeping roads in reasonable condition. When calling for change, we need it across the provincial and municipal sphere. The impetus for creation of this forum is to put significant time into these bigger issues. We do not need minutes of them but robust debate. In draft MSDF iDP draft stage again, that gives us an opportunity. The new MSDF for the first time tries to integrate. But the latest draft of the IDP it does not reflect that input. My main point was to create the Prov Sustainable Transport Programme but it is lying idle. We still do not have a comprehensive integrated transport plan revision. The Adam Tas corridor is absolutely fundamental. We are skirting these fundamental issues.

HE: Move that this forum decides to request the IDP office and Council that the current sections of the IDP on MSDF and CITP be revised to take into account the new 2019/20 MSDF.

DB: there are too many cars. No parking problem but a car problem. Martinson street, too wide, will not help with budget. Separate cycleways will need less money.

QS: Notice new group of electric bicycles on the street.

N Bosch: Comment : Our directorate is looking at the regional roads. Comparing Adam Tas and Western Bypass. The local municipality and not province must drive the NMT. Mun cannot afford not to build class 1 facilities. We should look at NMT as a solution and not a burden. Fits into larger picture. We have identified this forum for input.

HE: Can this forum provide input into the IDP process to say that the current IDP needs to be updated to reflect the new MSDF.

N BOSCH: Our department still needs to comment on the IDP, so we can take it up.

QS: Not necessarily from this forum but from individuals.

9. 2019/2020 BUDGET

DL: Waste landfill sites are full. We have already paid Eskom to move their lines to create another waste cell, but need two EIAs. Must now in interim transport waste to external landfill. Eskom also had their increase, two different ones. Escalations of prices start on 1 April. Recover those costs ie 15 percent recovered from Municipality. The other water and .. will follow CPI. Water use reductions by consumers has been very nice. We brought our water consumption down by 54 percent. But our income has come down. We will have the proposed tariff increases in the next circular.

There will be sector group sessions on the IDP next week. You can take part in the debate then.

QS: Increase of 16.5 percent seems high but we are under those of neighbouring municipalities. Presentation upcoming of waste to energy. Cannot continue just digging holes for waste.

10. GENERAL MATTERS

HE: importance of knowing and applying transport legislation. I can give presentation on climate change and its relation to urban and transport planning and infrastructure.

Cindy WB: Business plan has been developed by Cape Winelands in Drakenstein of business plan for transport of disabled people. Forum may want to take note. Look into something similar.

RG: Jonkershoek Road was resealed under provincial contract. On the cycle plan of 2015 there was a recommendation that at upgrade there should have been safe shoulders for cycling included. The contract did not make provision for that. The opportunity presented eg in tourism by that route was lost, and it is a shambles. Contract has been finished. Plea: we must do something to mitigate this, since now facility is just unsafe since cars can travel faster. We have taken away from tourism, students, cycling safety.

JF: It is a provincial road, and roadworks was classified as routine maintenance. We could not ask for an upgrade for an additional cycle lane. Province just saw it as periodic maintenance. That is unfortunately the procedure.

RG: Did the municipality raise this issue before the contract went ahead?

DB: I wrote to province and got an answer back on all the roads that they want to do. Our cycle plan does include the road to Jonkershoek, Helshoogte etc. I would plead that they plead with province. Does province have a copy of our cycle plan and our vision? If province does not have our cycle plan, then it is not fault of province but municipality.

JF in answer to RG: Working on better communications and relations with province. Province just informed us that it was going to happen. Province has various departments, but that dept which did the works did not have the cycle plan. We starting with regular meetings with province.

QS: Province sometimes just needs to spend their funds at end of budget year and they just inform us that they are doing certain work. We have representation of province in this forum.

Nbosh: Agree with what was said. We have different directorates, and this was a periodic maintenance job, but no separate planning and design. It would obviously be the ideal opportunity. There is a shortcoming which we need to address. I got the cycle plan but I am not involved with periodic maintenance. We have a programme where everyone can see what is on the budget. The municipality could see what is planned for maintenance, and so it could be aligned.

QS: Will try to align closer with that department.

11 DATE OF NEXT MEETING

Date of next meeting:

We are moving into IDP meetings and elections.

Office of LM Visser will contact forum members to get the next meeting date set up.

12 CLOSURE

at about 13h