



**Western Cape  
Government**



**BETTER TOGETHER.**

## **PROVINCIAL SUSTAINABLE TRANSPORT PROGRAMME**

Stellenbosch Plan

# PSTP: Stellenbosch Plan

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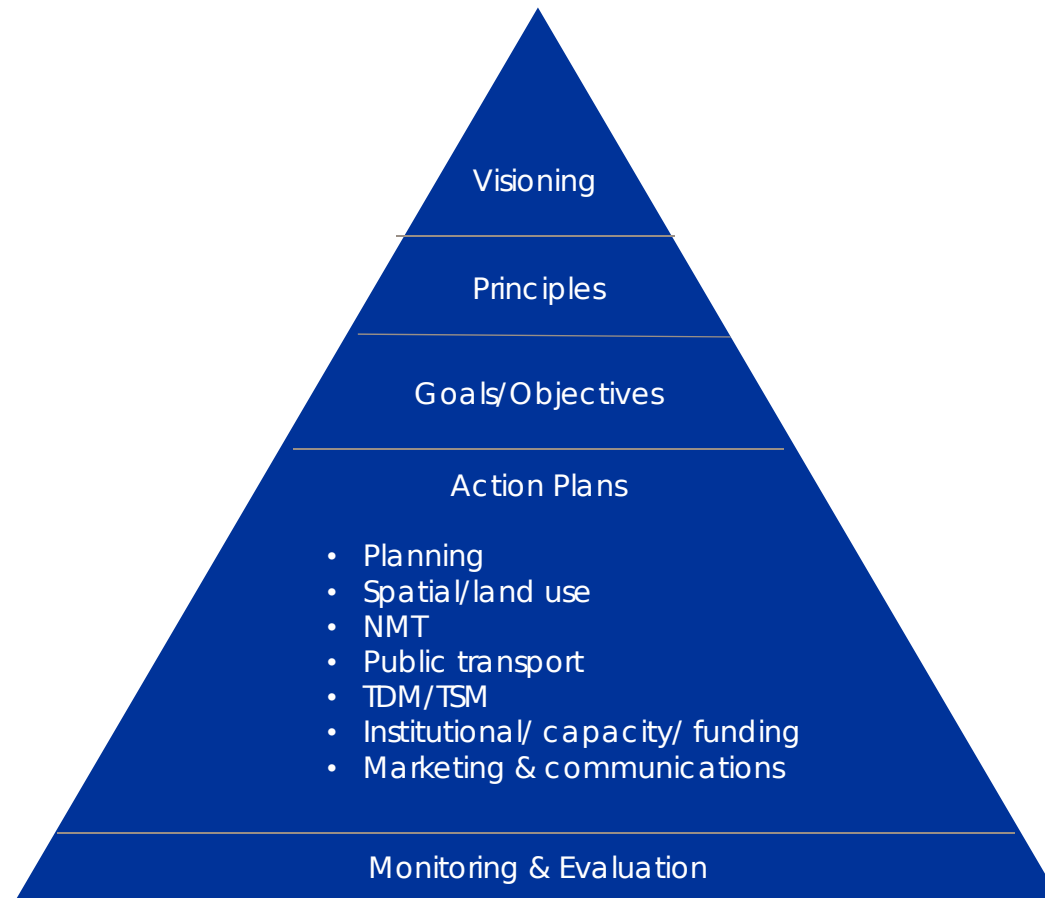
## Content

- Overview of the document
- Context and Vision
- PSTP Plan for Stellenbosch – Activities
- Way Forward



# Overview of the Document

# Vision & Plan





# Approach

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- PSTP work in Stellenbosch needs to

Work toward the vision for sustainable transport in Stellenbosch

*and*

Demonstrate progress in the near term to build momentum

# Document structure

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- Introduction and background
- Developing the PSTP for Stellenbosch: Context setting
- Toward a Vision for Sustainable Transport in Stellenbosch
- Framework for the Development of a Sustainable Transport Plan
- Workstreams and Key Activities
- Selection of Priority Projects for Implementation
- Resourcing
- Next steps

# Context and Vision

# Context

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- Alignment with Policy Objectives.....
- Sustainable transport = responsible integrated transport planning
- But recognise very different interpretation of key issues between the various responsible departments that impact on transport and its sustainable implementation.
- Service delivery protests on Cycle Tour .....
- Very first objective is to initiate, and work hard towards aligning, the current different views to ensure a base starting point for the intended partnership for PSTP, while demonstrating improvement in the short term
- Delicate, intricate, and critical timelines due to high cost capital projects in the pipeline that may “lock-out”
- Recognise the institutional constraints that has prevented development of a (sustainable) transport plan to date
- Visioning is vital (for alignment, and energise around common goals) but we must not go too far into defining proposed solutions in detail at this early stage
- Transport demand management is at the core, behavioural change is tough, mass demonstration of different approach is necessary and possible. We propose a large scale activation programme

# Context....

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**Key departure point is a general understanding and acceptance of the issues that affect / impact on the ability to plan for and deliver any form of responsible or sustainable transport.**

**For Stellenbosch a high level summary of these includes:**

- ***High Gini coefficient - high disparity between rich and poor:***
  - Income disparity
  - High numbers of LIC members with little access to opportunity
  - Excessive proportion of income used for basic services incl. transport
  - High unemployment
  
- ***Lack of clear transport vision that talks to Responsible / Sustainable Transport:***
  - Transport planning paradigm that is primarily single / low occupancy & high mobility focussed
  - Concept of Responsible transport planning / constraining urban sprawl / sustainable development (urban) not broadly understood
  - Extensive use of single / low occupancy private motor vehicles
  - Limited formal public transport
  - Urban sprawl - develop outside urban edge
  - Dispersed area with 3 primary towns/settlements & 11 other “settlements”

## Context....

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**Key departure point is a general understanding and acceptance of the issues that affect/ impact on the ability to plan for and deliver any form of responsible or sustainable transport.**

**For Stellenbosch a high level summary of these includes:**

■ ***Accommodation:***

- Low income - Extremely limited low income formal accommodation, extensive informal settlements
- Limited middle income accommodation....

■ ***Pressure on municipal services:***

- In “towns” - at capacity and aging
- Outside “towns” - non-existent / long “carry” distances
- Limited resources - municipal and funding

■ ***No substantive transport plan for University Stellenbosch yet single biggest “daily population” and trip generator***



# Vision

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**A start..**

***To be the municipality which is the prime example of sustainable transport in South Africa, in which transport:***

- ***Provides access for***
- ***Is affordable by***
- ***Is safe, comfortable and dignified for All,***

***Whilst supporting economic development within environmental constraints***



# Expanded Vision

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## In development..

- Any transport or development project automatically **considers NMT and Public Transport** as the fundamental means of creating physical access to opportunity.
- **Capacity and funding** is structured to reflect a sustainable transport approach.
- There are **effective, safe and well maintained NMT routes and facilities** for all trip needs across the municipality, and the NMT system forms both a key primary and a supporting travel network for Stellenbosch's overall transport system.
- **Public Transport is a popular and well used mode of transport** and is on a par as the mode of choice for motorised travel (on appropriate routes), and is affordable to the low and no-income communities.
- The **public's right-of-way**, one of the community's most valuable assets, has been substantially reclaimed.





# Expanded Vision

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## In development..

- Populations that have historically not cycled now **cycle as a key means of transport**.
- The rise in NMT use has been accompanied by a **sharp increase in safety for all residents due to the use of appropriate best practices in NMT design**, pedestrian, cycling and motorist safety campaigns, strong enforcement and improvements in motorists' attitudes and consideration for NMT. Improved safety is also tied to the increasing numbers of cyclists, walkers and public transport users.
- The prioritisation of non-motorised travel has been a primary catalyst for urban regeneration, densification and mixed-use development.
- **Businesses and employers** strongly encourage workers and visitors to use NMT and public transport options and offer incentives and adequate facilities in the workplace.

# Principles

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**In development..**



## Objectives to be developed for

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Travel into settlements

Travel within settlements

Safety and security for NMT/PT

User perception of NMT/PT

Planning and funding?



PSTP Plan for Stellenbosch - Activities

# PSTP Plan for Stellenbosch

- The PSTP Plan for Stellenbosch has 7 focus areas and identifies interventions over the short, medium and long term to achieve the Vision outlined earlier.
- The short-term interventions are necessarily more detailed, and further planning is required to firmly identify medium and long term interventions.

## Focus areas

Planning

Spatial Planning and Land-Use Management

Non-Motorised Transport

Public Transport

Transport Systems Management

Institutional, Capacity and Finance

Stakeholder Engagement and Education

# PSTP Plan for Stellenbosch

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## *Components*

Vision

Stage 1  
(Short Term)

Stage 2  
(Medium Term)

Stage 3  
(Long Term)

# Stage 1



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# Stage 1 Plan - Objectives

## Planning

- Comprehensive Sustainable Transport Strategy
- Reliable and comprehensive data sets
- Technical support and input to key processes

## Spatial Planning and Land-Use Management

- Focus on institutional/legislative/regulatory pre conditions for enabling development supportive of sustainable transport

## Non-Motorised Transport

- Updated NMT Planning
- Priority NMT infrastructure implementation
- Pilot enhanced bicycle distribution rollout

## Public Transport

- Begin to improve relationship with and support the MBT industry
- Meet basic standards for PT infrastructure
- Address regulatory and enforcement issues

## Transport Systems Management

- Strategy for effective parking management
- Reduced-speed pilot and priority traffic calming initiatives
- Enhanced TDM measures, including Large Employer Programme

## Institutional, Capacity and Finance

- Boost the capacity of the Municipality to plan and manage sustainable transport
- Align and secure additional funding for the PSTP in Stellenbosch
- Strengthen enforcement capacity

## Stakeholder Engagement & Education

- Develop vision and engage/align stakeholders
- Promote Stage 1 sustainable transport initiatives through strategic M&C interventions



# Stage 1 Plan

## Planning

Spatial Planning and  
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and Education

- The establishment of a well-resourced PSTP planning workstream.
- The development of a comprehensive Sustainable Transport Strategy for Stellenbosch over a period of approx. 18 months, which includes a systems plan.
- Data gathering for the gaps already identified:
  - OD data / Household Travel Surveys
  - Comprehensive NMT counts
  - Public transport surveys, including the completion of a minibus taxi industry market survey (objective here is to have as robust an understanding of existing industry as possible)
  - Transport user perception surveys
- The completion of a data plan which identifies all existing datasets, key gaps and actions required to address gaps.
- Develop public transport operational plan, focussing on MBT operations, and identifying potential operational improvements.
- Provide technical input to relevant provincial/municipal processes which are ongoing, including:
  - The Integrated Development Plan
  - The Municipal Spatial Development Framework
  - The Transit-Orientated Development Project
  - The R44, the Western Bypass and other road upgrade or capacity enhancement projects



# Stage 1 Plan

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- Provide technical support to the Municipality to move toward full alignment between spatial planning, land-use management and transport planning.
- Work with the Municipality to prioritise the review of strategic policy and regulatory tools which influence sustainable transport. The following tools have been identified for review: development charges, parking ratios, floor area ratios, urban edge, land-use decision-making process, spatial development framework review process, overlay zones, pro-active rezonings, and transport impact assessment evaluation processes.
- Support the municipality, where necessary, to amend regulations to implement priority strategic regulatory tools which will have the greatest impact on enabling sustainable transport. Of the tools mentioned above, potential Stage 1 focus on parking and development charges.



# Stage 1 Plan

## Planning

### Spatial Planning and Land-Use Management

### Non-Motorised Transport

### Public Transport

### Transport Systems Management

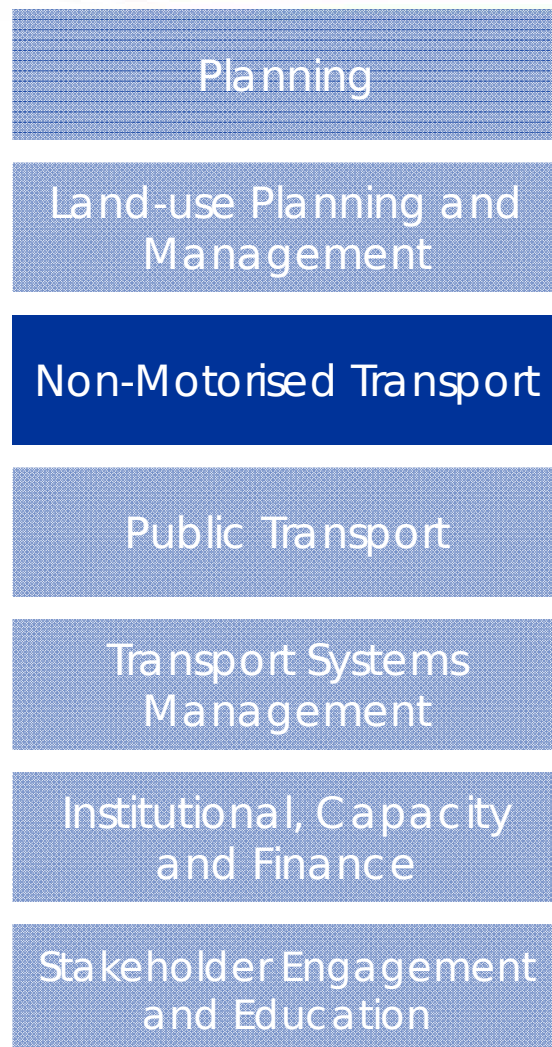
### Institutional, Capacity and Finance

### Stakeholder Engagement & Education

- While drafting the proposed Parking Management Strategy, ensure alignment with revised land-use regulatory tools (alignment with TSM workstream). Identify capacity development opportunities to enable implementation.
- Engage with WCGDEADP to explore opportunities to support the Municipality to improve the consistency of land-use planning application record-keeping systems to support enhanced data-management and transparency of evidence-based decision-making.



# Stage 1 Plan



- Update NMT Plans for main settlement clusters (Klapmuts, Franschhoek and Dwarsrivier Valley), including infrastructure status quo, key links & missing links.
- Implement priority NMT infrastructure projects already identified.
- Complete 'long-list' of priority NMT infrastructure interventions.
- Implement next set of priority projects from long-list based on agreed prioritisation criteria, including:
  - Current usage.
  - Existing critical safety concerns.
  - Completion of the higher order NMT network.
  - Connecting low-income communities to opportunities.
- Develop and implement a Bicycle Distribution Rollout Programme (aligned to NMT infrastructure and learner transport activities) to support and supplement activities of existing roleplayers. Full consideration to training, maintenance and marketing dimensions.
- Implement a bicycle distribution pilot and scale up as appropriate.
  - Short-term opportunity in Kylemore.
- Implement secure bicycle parking in strategic locations.

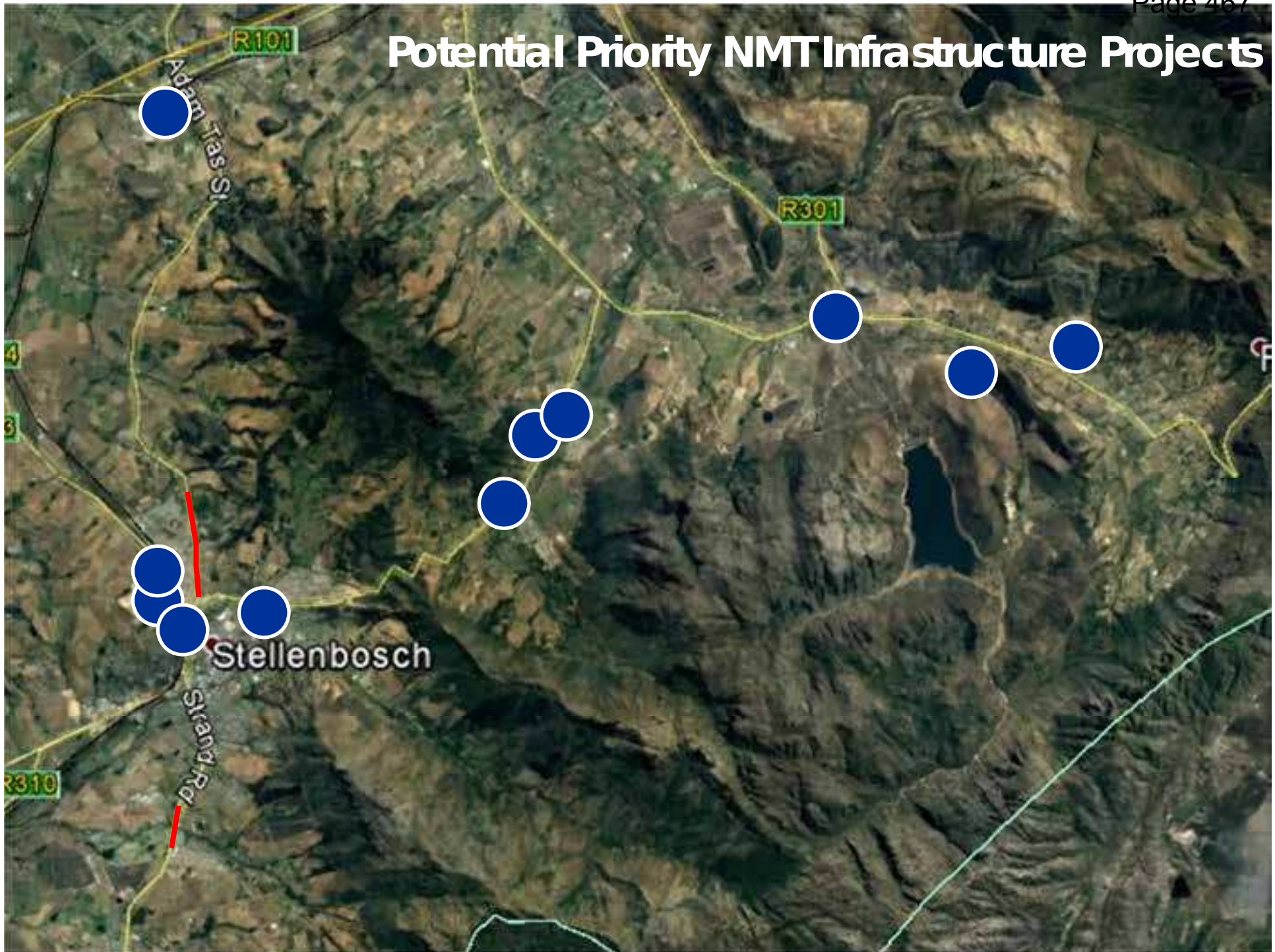


## Potential Priority NMT Infrastructure Projects

Project	Current Status	Road Authority	Implementation
Link to Idas Valley over Helshoogte	Design	WCG	Municipality
Kayamandi - Cloeteville Crossing	Design	WCG	Municipality
Kayamandi Bridge - NMT facility and rail crossing (short term)	Discussion	Municipality	Municipality / PRASA
Kayamandi Bridge Planning Study	Discussion	Municipality	Municipality
Update of mud paths in Kayamandi	Proposal	Municipality	Municipality
Further planning and design work for projects identified on provincial roads, actual implementation by PR (Stellenbosch, Wemmershoek, La Motte)	Proposal	WCG	WCG
Additional planning and implementation of NMT infrastructure in Klappmuts, coupled with bicycle distribution and traffic calming?	Proposal	Municipality	Municipality
NMT infrastructure upgrades in the Dwarsrivier Valley & Groendal (incl. 'small bridge over river to school')	Proposal	Municipality / WCG	Municipality



# Potential Priority NMT Infrastructure Projects



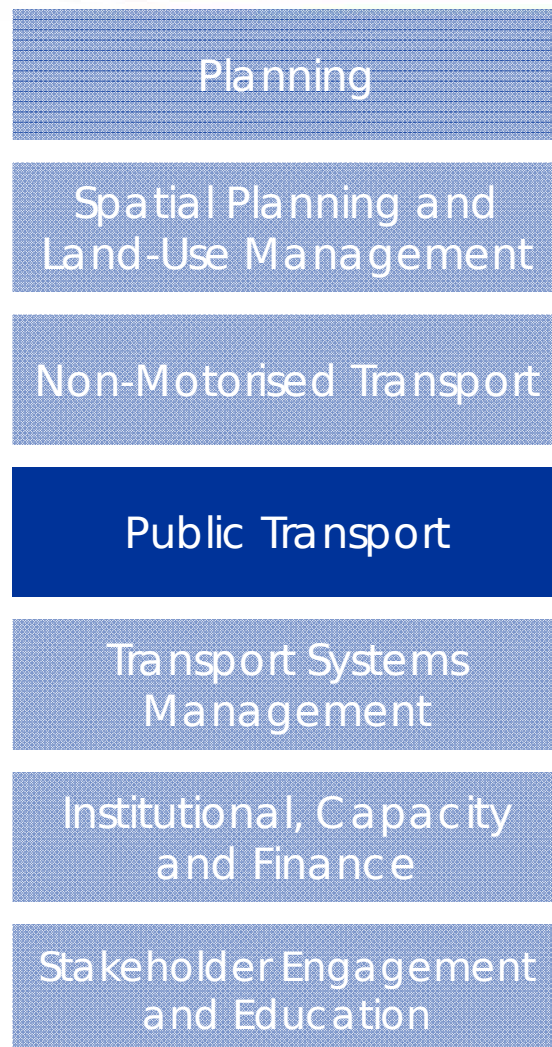


# Kayamandi Bridge Site



- Short term Improvements (rail crossing, NMT paths, lighting, trading, paving)
- Parallel planning study to understand appropriate use of site
- Provides an opportunity to improve integration of Kayamandi into Stellenbosch town

# Stage 1 Plan



- Overall focus on improving the quality of existing minibus taxi services.
- Establish an aligned formal government-industry engagement structure.
- Based on understanding gained through engagements, development and implementation of a phased Industry Transition Programme, working with operators to improve their businesses/operations, maximise additional business opportunities, providing training and vehicle recap if warranted.
- Explore role of technology for improved customer experience, owner business management and service monitoring by government.
  - Implement appropriate pilot projects.
- Address regulatory issues:
  - Verify accuracy of OL data.
  - Revise OL Strategy based on thorough understanding of MBT operations (planning exercise) and need for additional authorities.
  - Set up monthly meeting between PRE and Municipality to discuss regulatory issues, supported by PSTP.





# Stage 1 Plan

## Planning

## Spatial Planning and Land-Use Management

## Non-Motorised Transport

## Public Transport

## Transport Systems Management

## Institutional, Capacity and Finance

## Stakeholder Engagement and Education

- Plan and implement basic improvements to public transport infrastructure, including:
  - Improve bus shelters to a basic standard across the Municipality on a prioritised basis.
  - Support the Municipality to develop a formal taxi rank in Kayamandi.
    - Planning support (1 year); implementation (+1 year); Link - Kayamandi Bridge railway crossing NMT corridor.
- Implement repairs and improvements to the Bergzicht Taxi Rank.
- Assist the municipality to develop a facilities management plan to improve the management of the Bergzicht Taxi Rank (and other formal taxi ranks, such as the new Klapmuts Rank).
  - Explore the role of MBT industry in providing contracted facilities management services.



## Basic Public Transport Infrastructure Improvements (Immediate Short Term)

### Public Transport Stops

#### Shelters

- 14 stops have shelters
- 11 require maintenance

#### Seating/railings

- 13 stops have seating
- 2 require maintenance

#### Road marking

(maintain existing symbols)

- 50 stops have road markings
- 36 stops require repainting

#### Signage

(maintain existing signage type)

- 19 stops have signage
- 4 stops require replacement signage

#### Refuse Bin

- 12 stops have refuse bins

### Informal Taxi Ranks

#### Shelters

- 2 ranks have shelters
- 1 rank requires maintenance
- 7 ranks do not have shelters

#### Seating/railings

- 3 ranks have seating
- 1 rank requires maintenance
- 6 ranks do not have seating

#### Road markings

(maintain existing symbols)

- 4 ranks have road markings
- 1 rank requires repainting
- 5 ranks do not have road markings

#### Signage

(maintain existing signage type)

- 3 ranks have signage
- 1 rank require replacement signage
- 6 ranks do not have signage

#### Refuse Bin

- 4 ranks have refuse bins
- 6 ranks do not have refuse bins

#### Lighting

- 8 ranks have adequate lighting
- 2 ranks require lighting

#### Asphalt Surface

- 8 ranks have adequate surfacing
- 2 ranks require asphalt surfacing

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- Engage with PRASA / Metrorail to explore options for service enhancements:
  - Improvement to rail stations, including lighting, security, ablutions (PRASA).
  - NMT access/station precincts (WCG).
  - Security enhancements on-board services to Stellenbosch (PRASA).
  - Sustainable solutions to dangerous pedestrian crossings (WCG/PRASA).
  - Understand linkage issues Paarl – Klapmuts – Stellenbosch.
- Engage with WCED to explore opportunities for optimising subsidised learner transport services:
  - Build on review currently in process and develop recommendations.
  - Explore options for integrating cycling into the broader LT programme to cater for shorter distance trips to school (move toward a multi-modal approach to learner transport).



# Stage 1 Plan

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Public Transport

**Transport Systems Management**

Institutional, Capacity and Finance

Stakeholder Engagement and Education

- Develop a Traffic Calming (i.e. reduced speed) Implementation Programme for key town centres and local communities, including:
  - Stellenbosch town (incl. Cloetesville and Idas Valley), Groendal, and Klapmuts.
  - Incorporate 'Shared Space' principles where appropriate.
- Implement a Traffic Calming pilot project/s and prepare for scaling up in late Stage 1 or Stage 2.
- Develop a Parking Management Strategy, including a Park & Ride Feasibility Study.
- Align to, support and expand existing Large Employer Trip Reduction Programme (TDM).
  - Support the establishment of a pilot (commercial) bus service between Strand - Somerset West - Stellenbosch (R44).
    - Ensure appropriate role for MBT industry.
    - P&R facilities at key origin points.
    - Funding contribution from large employers, including University.
  - Work with employers to encourage cycling for staff travelling short distances (bicycle distribution, showers, secure parking, internal promotion).
  - Employers to develop vehicle occupancy targets and programmes to support their achievement.
- Feasibility Study for establishing a limited-vehicular access zone in Church Street. Support implementation of zone if found to be feasible (trail through World Cup, see Marketing and Comms slide).



# Stage 1 Plan

## Planning

## Spatial Planning and Land-Use Management

## Non-Motorised Transport

## Public Transport

## Transport Systems Management

## Institutional, Capacity and Finance

## Stakeholder Engagement and Education

- Complete the Section 78 process and conclude an Inter-Governmental Agreement which formalises the relationship between the Municipality and the Department and identifies their respective PSTP responsibilities for the implementation of Stage 1 interventions.
- Support the Municipality to expand sustainable transport planning, management and enforcement capacity.
  - Determine optimum capacity requirements.
  - Provide technical input to the Stellenbosch organisational redesign process on sustainable transport capacity requirements.
  - Temporarily fund additional capacity.
  - Establish focussed PT/NMT enforcement unit.





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- Align municipal budget for sustainable transport initiatives with the PSTP (incl. MIG, NMT, PT, TDM Funding).
- Investigate the viability of increased municipal parking tariffs and private parking levies ring-fenced for sustainable transport.
- Explore opportunities for leveraging private sector funding for bicycle distribution, establishment of commercial bus service and P&R.
- Secure SETA funding for MBT training and Local Government capacitation initiatives.



# Stage 1 Plan

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### Next Steps:

- Identify and/or establish the appropriate fora for engaging with the following key stakeholders and through these work toward a common vision and programme of action:
  - Other Municipal Departments
  - The Private Sector
  - The University
- Professional compilation and illustration of the PSTP Vision for Stellenbosch to use as materials for stakeholder engagement and marketing.
  - Consider developing a film documenting the struggles currently experienced by transport users in Stellenbosch.
  - Develop a Marketing and Communications Strategy
- Pilot implementation of a 'Sustainable Transport Day/Week' coinciding with a large event, including e.g. car-free streets, temporary park n ride with shuttle buses and HOV lanes
- M+C campaign to raise awareness and support the implementation of reduced-speed zones in the CBD and local neighbourhoods.



# Way Forward



# Way Forward

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- Completion of draft plan by end of March
- Comment and refinement in April