



Stellenbosch Municipality

IDP Office

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Prof. Hans.C. Eggers

Friends of Stellenbosch Mountain

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Dear Prof Hans Eggers

Thank you for your written submission of 24 April 2018. Your input and feedback are tremendously valued as it is a contribution to the foundation on which all key strategic plans of the municipality are based. Although the municipality is not in a position to adhere to all requests received, we will continue to do what is possible within our limited fiscal envelope.

We would like to take this opportunity to respond to some of your concerns and contributory input raised w.r.t. the SDF/IDP/Budget process undertaken throughout April 2018.

Your concerns and contributory input are stipulated below with feedback:

1. R44 upgrades

- a) I would like to have it noted within the IDP process (and of course the associated MSDF processes) that the proposals being propagated by DTPW and the above EA run counter to, and are detrimental to, the stated goals and principles of the Stellenbosch IDP, both in its 2017/18 and in the draft 2018/19 forms.
- b) While some upgrades to the R44 may be necessary and desirable, the proposals, if accepted, would pre-empt and invalidate the decision making process currently underway in the 2017/18 and 2018/19 IDP and MSDF processes with regard to the role and priority of roads and private motorised vehicles versus public transport and non-motorised transport. The exact extent and location of upgrades should be informed by, not inform, the MSDF spatial planning.
- c) For that reason, the Municipality should ask DEADP to suspend or preferably withdraw the DTPW R44 upgrade proposal.

Response:

Your comments are duly noted. Growth, development and traffic congestion are unwavering concerns in Stellenbosch. A Transport Working Group has been established to contend with a range of transport related challenges in Stellenbosch Municipality. This committee draws together a wide range of role-players including the Passenger Rail Agency of South Africa (PRASA), Western Cape Provincial Government, Transport for Cape Town (TCT), the Cape Winelands District Municipality (CWDM), the University of Stellenbosch, the Stellenbosch Sakekamer and taxi-associations, amongst other groups. The municipality is exploring development planning that takes transport networks into account, as is already apparent in the Urban Development Strategy. The means of development explored by the municipality encourages mobility and densification.

The municipality wants to maintain good relations with the Provincial Department of Transport and Public Works whilst also representing the interests of our communities. We want to ensure that a safe road network is established, which will be in the best interest of all our residents. The municipality is committed to a balanced approach to development and carefully considers all relevant trade-offs.

It should be noted that the R44 is a provincial road and all decisions regarding this road resides with the Provincial Department of Transport and Public Works. The Municipality is, however, in discussion with the Department on various matters including transport and road related matters. As a Municipality we endeavour to receive continued updates and keep the community abreast.

The Department is currently busy with their Environmental Impact Study and as soon as the final product is available, the Municipality will make comments on the study.

2. Western Bypass: Eastern Link Road, R44

Response:

Eastern Link Road, R44: This route had previously been proclaimed by the Provincial Government. There are sections that are essential from a transport network point of view from R44 (Blaauklippen to Traumali). The remaining sections are being analysed to ascertain its most appropriate route. The feasibility of partial or full implementation are also being analysed.

Western Bypass: This route has not been proclaimed by the Provincial Government. It is still in the Concept stage and a final position of the route has not been finalized. This Project will be initiated by Provincial Government. Certain sections of the Western Bypass are essential from a transport network perspective, namely The Technopark link with Adam Tas Road.

We thank you for your participation in the IDP process. We will continue to utilise the IDP as our key vehicle of communication with our stakeholders on our strategic plans and projects that will take place throughout Stellenbosch.



Sincerely,

Gakeema Salie

MANAGER : IDP & PERFORMANCE MANAGEMENT