

## **PARTIAL TRANSCRIPT OF MEETING OF STELLENBOSCH MOBILITY FORUM MEETING OF 2019-01-29**

### **HC EGGERS**

Sent out by email on 2019-01-30

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**

Welcoming by Clr Quintin Smit (QS) Now in adjustments budget cycle. Council meeting tomorrow, lots of stress. Only chance to move funds around.

### **2. ABSENCE / APOLOGIES**

Clr Badenhorst, Gerrit van Schalkwyk DTPW, Richard Gordge, \*\*\* Ferris? Stellenbosch University

### **3. APPROVAL OF PREVIOUS MINUTES**

Director Deon Louw (DL): noted that constitution for Mobility Forum was not distributed as minuted. I promise to have it at next meeting. (18 March)

Hans Eggers (HE): Re Agenda point 8: can provide extra material regarding the legal status of RMP following discussion with Fullard after the November 18 Mobility Forum meeting.

HE: Re Sept 2018 meeting minutes: Corrections of important issues omitted were sent as decided at November 18 meeting. These were implemented only partly. Y Venter's comments in the September 2018 MF meeting were not correctly minuted; they stated that their modelling found that the Western Bypass was not viable but that the R44-Adam Tas link was viable. No modelling was done on Eastern Bypass.

QS: accepted, HE to send word file with missing material marked in red. Will be circulated and tabled at next meeting.

### **4. MATTERS ARISING FROM PREVIOUS MINUTES**

None

### **5. OVERVIEW OF ROADS AND TRANSPORT INFRASTRUCTURE**

### **6 CURRENT MAJOR TRANSPORT PROJECTS**

J Fullard (JF) powerpoint combining items 5 and 6. Can ask questions afterwards

Slides 1 and 2: Roads within Stellenbosch Mun Area. We do assessment every five year, detailed assessment of road conditions. Roll out road rehabilitation and maintenance program.

Slide 3: what happens with road as time goes by: Pavement condition vs time (qualitative graph). Large effort and cost required if maintenance not done timeously.

Slide 4: Total network performance as function of time. Black line: if zero funding in budget. Green line: R40m input,

Slide 5: upgrading of gravel roads picture.

Slide 6: Before and after photo. In next 5-6 years all gravel roads to be upgraded

Slide 7: Map of Lanquedoc access road and bridge. Also looking at Kylemore, Pniel

Slide 8: Lanquedoc bride upgrade. Narrow bridge. NMT facility also for cyclists.

Slide 9: Kayamandi Pedestrian Bridge (from Kayamandi to Cloetesville)

Slide 10: Intersection improvements and upgrading: 6 or 7 intersections upgraded to allow for better traffic flows. Traffic signal optimisation program also being implemented at the same time. Smart technology.

Slide 11: Other current projects:

Parking development Project; Idea to construct parking garages, link to CBD by NMT.

Technopark Access Road; construction has commenced expected completion December

Planning and Design for Western Link Road R44/ATas;

Vlottenburg Road re-alignment

## **QUESTIONS**

Cindy Wiggett-Barnard (CWB): Kayamandi Bridge: still in planning phase?

JF: busy getting necessary approvals. CB: has it been tested against building standards for universal access policy

Dawid Botha (DB): Gaan fietspaaie ook geassesseer word? Gaan daar ook by kruisings 'n veilige baan vir fietsryers wees?

JF: We do intend having an assessment. Will look at incorporating NMT into intersections

DL: Yes we will do NMT assessment

Clr Johanna Serdyn (JS): Link to Adam Tas: Where will it connect with Adam Tas?

JF: Dont have that detail yet. Still busy with studies.

HE: Where will these parking garages be?

JF: Project only in feasibility phase. Earmarked various positions optimal Technopark, Koelenhof, Adam Tas Rd.

DL: busy with Section 78 of Mun Systems Act process. There will be Public Participation Process. Section 78.3 will have PPP. There are four stages 1. whether mun can do by

internal method, 2. decide to go internal or external, 3. when external 4. Which option is best

HE Question regarding the upgrade of Techno Avenue: The March 2018 MPT meeting minutes stated that Mun was not paying for it; in May 18 the MPT says that funding has been found. who is funding this?

DL: Co-funded between Municipality and Capitec, between R44 and Western Link to ATas. We plan to build that with the DC from those roads of Province required the widening of the access road, would amount to about R60million and could be more

Piet Van Blerk: Capitec DC amounts to R\*\*\* million

HE: Which other road projects yield DCs of R60million?

DL: Have saved up an amount. Currently in state of discussion, various developments taking place.

HE: DTPW 2017 letter requires the Tpark access road to be built before the Capitec development is approved. What legal basis does DTPW have to prescribe to Mun which municipal roads they must build? They are prescribing to Mun while Mun should be authority

QS: We are not privy to comments which you are referring to.

JF: the prov government is authority on provincial roads. They can manage their roads and only allow access to their roads if their prescription is followed.

QS: PPP would still be done on this. Council cannot be prescribed to.

Neil Bosch (DTPW) (NB): Provincial Government does not prescribe what Mun roads must be built. They only prescribe what further development to use existing access onto existing provincial roads.

NBosch: Re parking project: Parking is normally an effect of transportation problem and not a cause. We should not try to solve the effect but the cause. Province is also looking at planning project in the larger area. Issues like parking should be considered in this larger context.

\*\*\*\* from province: It would be ideal if we place parking at transport interchanges.

DL: Exactly, we want to put it at places. But railways must work. Want to prevent the cars from coming into town.

## **7. PEDESTRIAN AND CYCLING (NMT): OVERVIEW OF POLICY, PLANS AND RECENTLY IMPLEMENTED FACILITIES**

Roscoe Bergstedt

We do have NMT policy, including cycle plan. Upgraded most of NMT facilities in Mun area. Class 1 projects started in beginning of financial year. We still have 8 facilities which still need to be completed. After that consolidate all the plans into the one plan. Waiting for the SDF to see where the nodes will be.

Looking at area which have lack of transport infrastructure into CBD.

## **8. DEVELOPMENTS IN PUBLIC TRANSPORT**

Roscoe Bergstedt

Only one formal PT facility (Bergzicht). Informal ones have been popping up, next to Stell station, du Toit station. Upgraded Klappmuts, also Kayamandi entrance facilities. Appointed consultants to upgrade to handle more than one mode (taxis) so that we can accommodate large scale buses. Included Mellowcap to do the "last mile" operation, demand driven, similar to Uber. About 4km distance. Once we have a system which run between KManDi and FHoek connecting communities from the outskirts. Klappmuts getting funding (line item in adjustments budget). Link to railway line envisaged.

Decline in rail transport has increased taxis coming in from outside Stellenbosch. Golden Arrow service from Klappmuts to STB. Would also like service to Cape Town, but taxis would prefer to deliver the city. We have planning forum with CT. Look to have a scheduled service integrated with rail. TOD principles being considered.

### **QUESTIONS AND COMMENTS**

DB: Baie dankbaar dat NMT beleid weer aandag kry. Moet onderskei tussen voetganger en fietsgeriewe. Daar is gese daar moet 'n NMT werksgroep word, kom nie aan die gang nie. Daar moet ook geld op gelyke plekke gegooi word. "Mun should prepare a rolling 3-year budget". Ons het fietsplan wat R650k gekos het, en dit le net op die rak. Fietsplan identifiseer vier kruispunte: (verbinding tussen gemeenskappe) Twee van hulle is: Rustenburg na Cluver (Idasvallei) - geen geriewe vir fietsryers. Pleidooi dat die burgemeester \*\*\* Fietse dra by tot oplossing van verkeersprobleem. Ons raak agter met Kaapstad en res van die wereld.

QS: Ons het binnekort strategiese sessie: watter plan het ons wat nie gekoppel is aan begroting?

Cindy WB: We had meeting with Bergstedt for putting disability into public transport. Want to cooperate with them to get 15% of population to take part in mobility.

QS: Wheelchairs are part of NMT.

DB: daar is gestremdes wat alreeds \*\*\*

\*\*\* From Stellenbosch University: Safe pavements, accessibility. We did walkabout in university, have since reported, had meetings with Mr Fullard.

QS: Report will be tabled 18 March.

Marita Nel: facilities management SU. Are implementing shower facilities in support of staff and students who prefer to cycle.

Yolande Venter (YV): At Kayamandi there is an informal crossing at railway line Safer solution for children to cross the railway line.

JF: Lot of LED, look at corridor to link two facilities (Kayamandi to other side) since lot of pedestrian movement across the bridge.

### **8. GENERAL MATTERS**

CWB: Need clarification: how do we formulate agenda for next meeting?

QS: Forward agenda items to Lize-Mari Visser ahead of meeting

DL: Going into budget season, announce budget PPP and approved end of May.

**9 DATE OF NEXT MEETING**

18 March 2019

**10 CLOSURE**

at about 14h15