



STELLENBOSCH MOBILITY FORUM MEETING
MINUTES OF MEETING
31 JULY 2019 AT 10:30
STELLENBOSCH MUNICIPALITY COUNCIL CHAMBERS

ITEMS FOR DISCUSSION		
1.	Opening and Welcome The Chairperson, Director Deon Louw, welcomed everyone to the meeting.	
2.	Present/Attendees Refer to the attached attendance register.	
3.	Apologies Cllr Quinton Smith.	
4.	Approval of previous minutes 02 April 2019 – to be discussed and approved at the next meeting.	
5.	Requests Minutes to be distributed at least 3 weeks before the quarterly meeting.	
ITEMS FOR DISCUSSION		
	COMMENTS	ACTION
6.	Matters emanating from previous minutes A decision was made in September 2018 that the policy and legislation need to be discussed.	 Add to agenda for the next meeting (separate item).

	ITEMS FOR DISCUSSION	COMMENTS	ACTION
7.	<p>Draft Constitution of the Mobility Forum</p> <p>Constitution will be submitted as an item at the next meeting for all to have time to read through it.</p>		Add to agenda for the next meeting (separate item).
8.	<p>General Matters</p> <p>Eastern link road (Deon Louw)</p> <p>8.1 Low speed of 60km/ph.</p> <p>8.2 There is currently 3 proposal:</p> <p>8.2.1 If any further development takes place in the Paradyskloof area, the R44 median have to be closed at the Paradyskloof entrance. Only one northern link will then be used. You will have to drive down to the Technopark road then you will be able to turn north.</p> <p>8.2.2 The long term plan (more than 10 years) is where a mind shift is needed to travel by public transport, which is the purpose of the NMT Working Group.</p> <p>8.2.3 The short term plan (less than 5 years) is to increase the capacity of the road infrastructure, to decrease the rise of motorist discomfort.</p> <p>8.2.4 The medium term plan will be to improve the public transport system.</p> <p>8.3 Three proposals can be used for traffic to go north:</p> <p>8.3.1 The median will be closed and the traffic will move north. Schuilplaats Road will be extended till Trumali Road.</p> <ul style="list-style-type: none"> - Construction can be done in a few months if the impairments are lifted. 	<p>There is a traffic light intersection where the drivers could go north, should the link between Paradyskloof and Trumali Road be develop.</p>	<p>Current state of decisions regarding the <i>Eastern Link</i> road:</p> <p>Schuilplaats road may proceed if all impairments have been cleared.</p>

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<ul style="list-style-type: none"> - Negative impact is that the road is not very wide and has a few entrances to properties, which could cause discomfort in the morning peak. - The idea is to use the proposed reserve that will meet with Trumali Road. <p>8.3.2 (Kings View and Welgegund) Medi-Clinic has been asked to use their development contributions to build the Schuilplaats Road, but court proceedings need to be adhered to before the development can start. There are two other developments, if they should start, the median will have to be closed. They asked that a road "unnamed" should be built between them that will lead forward.</p> <ul style="list-style-type: none"> - The developers will fund the construction of the road between the developments for the joint road to be shared. - The negative impact is that it will probably take a number of years for it to realise. Which could possible not be a proper collector road. <p>8.3.1 The Eastern Link latches on to Wilderbosch that will meet up with Trumali Road. Trumali Road need to be widened that has a gate and a single lane road that lead up to the municipality's water purification plant.</p> <ul style="list-style-type: none"> - The long term planned collector route has been promulgated. - It will take a number of years to construct. - The negative impact is that it will be very expensive to build. The municipality will have to provide the majority of the funds, because the municipality will not have sufficient development contributions from developers to do that. 		<p>The middle road is a prerequisite and the developers still have to produce plans.</p> <p>It is estimated that only the portion from the current Wilderbosch to Trumali Road will be built at the same standard as the current Wilderbosch standard, should this idea proceed.</p>

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<p>8.4 Cindy Wiggett-Bernard Request the forum to discuss the 10 year plan, which will make it easier to interpret the different scenarios.</p> <p>The mind shift change need to happen now regarding public transport.</p> <p>Will the Stellenbosch Roads Master Plan be made available again?</p> <p>8.5 Prof. Hans Eggers The way to solve problems is not to accommodate cars, but to accommodate people. Raise the occupancy ratio. The mind-set shift need to happen now.</p> <p>Hans Eggers said that he did an analysis, which he forwarded to all, based on modelling a road that could possibly be built between the R44 and Polkadraai.</p> <p>The NMT budget need to be amended; 75% of that budget is roads related and 23% is NMT related. It need to be changed to 70% NMT and 30% roads related.</p> <p>Referring to the various link roads, it need to made clear to the forum who is going to be responsible for the town development and what the legal proceedings will be.</p> <p>8.6 Deon Louw KWV is leasing land from the municipality, which the municipality want to use for a link road. KWV has a problem with the link road that could possibly be developed on that land.</p> <p>8.7 Prof. Hans Eggers Blaauwklippen Agricultural Estate put in four different request for development in the current SDF, which is not yet approved.</p>	<p>Refer to email that was sent by Prof. Hans Eggers.</p>	<p>Johan Fullard indicated that more information regarding the Stellenbosch Roads Master Plan will be made available, on request.</p>

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<p>- One of those four developments is the area between Paradyskloof, south of Paradyskloof and the R44, which form part of the link road.</p> <p>8.8 Johan Fullard</p> <p>There are deficiencies in the road network. The current road network have backlogs and the road network is not complete.</p> <p>When a road has to be built it is done with the benefit of the broader communities and travelling public, therefore certain roads are a requirement, such as:</p> <ul style="list-style-type: none"> - Western link Road (between Technopark and Adam Tas Road); - The municipality have received an overall background on where they stand with portions of the Eastern Link Road. <p>The municipality's function is to facilitate public transport and make public transport more effective and efficient. Within the last five year the following was done:</p> <ul style="list-style-type: none"> - Upgraded Bergsig Taxi Rank - Constructed a Kayamandi Taxi Rank - Busy with the 2nd taxi rank in Kayamandi - Constructed a Klapmuts Taxi Rank - Construction will soon start with a taxi rank in Franschoek <p>The municipality is in the process of providing facilities to increase the use of public transport.</p> <ul style="list-style-type: none"> - A Taxi Liaison committee was formed who now have regular meetings with the Taxi fraternity. - Another long term project that has commenced is the parking management system, which is a program where parking garages is constructed outside of the CBD area and a public transport service into 	<p>The municipality has done some studies and will proceed with further studies in the near future.</p> <p>Johan Fullard indicated that it is in the planning phase.</p> <p>Johan Fullard indicated that he will provide more details about what has been constructed in the last five years, if requested.</p>	

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<p>the CBD. Areas have been earmarked where the parking garages can be constructed, such as Adam Tas Road, Technopark and Bottelary Road.</p> <p>8.9 CAPEX Budget A lot of the funding for roads is to address historical backlogs that is in residential areas where there are no service roads, but gravel roads. This is to improve the infrastructure and to make it equal to all.</p> <p>There was an initial budget for the Eastern Link Road, for the portion between Trumali Road and Paradyskloof (±R2 000 000.00). Which would have been used for feasibility studies. After the final budget review, the R2 000 000.00 was shifted into Schuilplaats Road, which has a better chance of being constructed if the outcome of the court cases are favourable.</p> <p>8.10 Provincial Roads Department The Provincial Government is the authority for the provincial road, such as the R44. Part of their mandate is to manage access onto the R44, of which they can stipulate the conditions the developer has to meet.</p> <p>8.11 Deon Louw What impact do the congested traffic have on Stellenbosch? There are various groups that use different forms of transport to come into the CBD. NMT will only deal with a $\pm\frac{1}{3}$ of the problems, which will not work for the 10 000 students travelling into the CBD on a daily basis from far.</p> <p>8.12 Piet Van Blerk More than 7000 people is in service in Technopark. Of which more than 400 are registered companies. In peak times, 3200 vehicles are travelling on the R44. Technopark is not yet fully developed. The congested traffic has a negative impact on the further development of Technopark.</p>	<p>Johan Fullard indicated that he will provide more information regarding the CAPEX budget, if it is required.</p>	<p>Deon Louw will do a presentation on the transport problems at the next Stellenbosch Mobility Forum.</p>

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<p>8.13 Dawid Botha The bicycle plan need to be looked at and be taken seriously.</p> <p>8.14 Cllr Rikus Badenhorst Residents of Ward 21 requested that the NMT route between Jamestown and Paradyskloof be made a priority for it to be completed.</p> <p>8.15 Deon Louw The NMT routes will be accommodated with the new financial year's budget.</p> <p>8.16 Cindy Wigget-Barnard Walk with Disability awareness campaign has been happening for the last 3 years to see where the need for accessibility need to be improved for persons with disabilities.</p> <p>8.17 Johan Fullard: The NMT Working Group had a meeting and the following was discussed: 8.17.1 NMT facilities was constructed in the 2018/2019 financial year. 8.17.2 The short and medium term plans e.g. Jamestown and Paradyskloof link. 8.17.3 Received the Environmental Impact Assessment (EIA) approval for the pedestrian bridge across the Blaauwklippen River. Procurement process is being put in place for the upgrade of this sidewalk. 8.17.4 Other projects to be completed in the 2019/2020 financial year, is completing the links of roads and sidewalks. - Paradyskloof Road – sidewalk to be completed. - Noorwal-Wes Road – sidewak to be extended to complete the route. 8.17.5 The NMT and Cycle Master Planning need to be upgraded and revised. 8.17.6 The Universal Access progress that was made in the 2018/2019 financial year. 8.17.7 The Roads Master Plan that is almost finalised</p>	<p>Each time a memorandum was handed over to the Mayor, no feedback was received, even after numerous enquiries.</p> <p>The draft of the NMT and Cycle Master Plan will be available in the two weeks.</p>	

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	<p>8.18 Roscoe Bergstedt The progress and studies that was done with regards to a bus service and all the preliminary investigations is as follows: 8.18.1 The Intergrated Public Transport Network (IPTN) was put in place. 8.18.2 A Section 78 was done in terms of the intergraded transport system for the town. The system will look at the existing roads in Stellenbosch and how the taxi industry can add to increase parts of the trunk routes (routes outside the CBD). 8.18.3 The municipality is looking at a transport system for the morning and afternoon peak times.</p> <p>8.19 Franschhoek Main Road and Pass to be discussed at the next Stellenbosch Mobility Forum.</p>		<p>Add to agenda for the next meeting (separate item).</p>
9.	<p>Date of next Meeting</p> <p>All meeting dates for the rest of 2019, to be distributed to all.</p>		
10.	<p>Closure</p> <p>12:08</p>		