

# **TRANSCRIPT OF MEETING OF STELLENBOSCH MOBILITY FORUM MEETING OF 2019-07-31**

## **HC EGGERS**

Sent out by email on 2019-08-01

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 Dir Louw; apologies by Clr Quintin Smit (QS) Change in agenda: Discussion around the Eastern Link Road. Fill in attendance register please.

D Botha: Problematies dat ons die agenda minder as 24 uur voor die tyd gekry het. Vra dat agenda een week voor vergadering uitgestuur word. DL Introduced new secretary Viola Anthony.

DL: From next time the meeting will be recorded. Need set of decisions at the end.

### **2. ATTENDEES / PRESENT**

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

#### **02/04/2019 Minutes**

H Eggers: Three issues I picked up which are wrong in the draft minutes.

DL: Decision: leave the minutes until next time. HE to submit written corrections to [Viola.anthony@stellenbosch.gov.za](mailto:Viola.anthony@stellenbosch.gov.za)

HE: Discussion of policy and legislation was already raised as agenda point in September 2018 decision. DL: Ok; legislation will also be done today.

DL: General matters: Add Eastern Link Road to the agenda.

### **Eastern Link Road**

DLouw:

There is no such thing as a Eastern Bypass. Not Speed limit 120kmh but 60kmh. We are looking at the three proposals for routes between Paradyskloof Rd and Trumali Rd. We have to close median at Pkloof/R44 intersection. This means there is only one northern link left to Pklofers. Idea is to create link between Pkloof and Trumali for Pklofers to go north. Any further developments will make the problem worse. In long term we need a mindshift to use public tpt. However before we can get this done we must have to increase capacity of road infrastructure, decrease motorists discomfort. In medium term we must try to improve the public tpt system.

Three route proposals for Wildebosch-Trumali link. 1. Schuilplaats, dev contributions by Mediclinic. However court proceedings have stopped implementation 2. Link from F372 Kings View to Trumali. MPT decided on this route. 3. Eastern Link latched onto Wildebosch. Long history of earmarking of this road. We are only thinking of going to Trumali. Should also have to widen Trumali to R44 part.

Positives and negatives of the routes:

Sschuilplaats has negative that road is too narrow.

Middle route from Kings View: Developers would fund road. Negative it may take long, may not be collector oad.

Wildebosch Rd extension: promulgated a long time ago. Negative: expensive to build; route would be for cost of Mun. Will take number of of years to construct. No need to build the last link to Eersterivier in next ten years.

Current state of decision: Schuilplaats could proceed if court case resolved

Middle road still needs permission

Eastern Link: No decision other than to estimate the cost of this project.

J Fullar:d: No additional comments

Cindy Wiggett-Barnard: We have not discussed the ten-year plan. The tail is wagging the dog at the moment. We should do the mind-shift now not in ten years. Planning looks good but the mindshift must happen now.

G Bester?: Stellenbosch Road Master Plan: Stel asb beskikbaar. Ek het mandaat van Teghnopark SRA. Ons besef ons het probleme. Stellenbosch het geweldige groei. Ons kan nie op dieselfde paaie ons voertuie probeer bestuur sonder nuwe paaie. Jy kan nie ontwikkeling stop nie. Ons is 'n dorp wat ontwikkel. Nuwe Mediclinic. Kan nie op 40 jaar oue paaie inkom. Eastern Link road kan nie wag maar moet prioriteit word. Tegno Park is ten gunste dat die pad gebou word om die verkeer te verminder.

G Groenewald: Mindset in ten years time. Waar publieke vervoer gewerk het is die inisiatief geneem deur die owerhede. Mindset gaan nie gebeur nie tensy ons daadwerklik optree. Dit sal nie vanself gebeur nie.

GG: Re Eastern Link Road: In Wyk 7 is almal totaal gekant teen die pad wat deur Coetzenburg deurgaan.

PVB: Tegnopark steun ook publieke vervoer, maar dit alleen is nie goed genoeg nie.

Carstens: 'n Mens moet verder gaan as om net paaie te bou. Universiteit en studente is probleem, maar mens moet opwekking van verkeer daar ondervang.. Re toemaak van mediaan van R44. Moet mens nie net Pkloof pad \*\*\* Schuilplaats moet kom maar dit gaan impak op waarde van eiendom he.

D Botha: Ontwikkeling is nodig en belangrik. Mindshift moet nou al begin plaasvind. Ons moet kyk na bree belang van die dorp. Daar word in ander dele vd wereld paaie nie meer gebou nie. Meer paaie beteken meer verkeer. Om nog paaie te bou is om 'n oorgewig

persoon 'n gaatjie in sy lyfband te maak nie. Tegno Park is nie beplan om so te ontwikkel soos hy ontwikkel het nie. Probleem met die parkeergarage. Meer paaie is nie oplossing nie.

HCE: Long talk. Topics covered:

\*\*\* I will continue to publish on the issues involved in Eikestadnuus. This forum not leading anywhere at the moment, many people not attending.

\*\*\* Shift in mindset must start with this municipality; of course the public in general, but this council and this administration must shift minds first.

\*\*\* The mindshift is that people come before cars. Mobility is about people. Batho pele.

\*\*\* The way to solve problems is the occupancy ratio.

\*\*\* Re Eastern Link Road: median will not be closed but rather limited butterfly interchange put in

\*\*\* Role of DTPW is bad, they forced Stellenbosch to build a road. Acting ultra vires since they have control only over R44 but made recommendations on secondary roads and Eastern Link road.

\*\*\* The claim that the link from Wildebosch to Trumali is not the eastern link road is wrong. Blaauwklippen put in 4 development proposals to new MSDF, one of them the land south of Pkloof. That would of course lead to the link from Tpark intersection to Wildebosch being built. Then we would already have 3 of the 4 pieces of the total eastern link road in place.

\*\*\* The MTREF budget and Capital Expenditure Framework approved by council in May still shows old mindset. I did the calculations on the numbers. About 75 percent of the CEF over 3 years is still related to roads. Only 23 percent related to public tpt and NMT. We should be spending billions on public tpt and NMT infrastructure. But municipality still says there is no money, but they immediately have money when the Western Link road etc is to be built. We need to change budget to have 30 percent road-related, 70 percent transport and NMT related.

\*\*\*In short term we can solve traffic congestion by focusing on the occupancy ratio. Just by raising it all the congestion problems go away. May not be easy but at least we would be focusing on the right things. At the moment Mun is acting like it wants to repair a bucket which has a hole by punching another hole in the bucket. Also fiscal measures can be effective in the short term.

\*\*\* We should be working together, not have to fight to implement the legislation and policy.

J Fullard: Certain Roads are a requirement. Mun is proceeding with further studies, have now gotten background where we stand on portions of the Eastern Link Road. Re mindset of commuters

What the municipality has been doing in the last five years:

Our focus was in the taxi industry. We have upgraded taxi rank, constructed Kayamandi, one in Klapmuts, busy with rank in Franschoek. Busy setting and providing the facilities for providing public transport. Started taxi liaison committee. Parking management system, we are constructing parking garages outside CBD areas. We have earmarked areas on Adam Tas Road and Technopark and Bottelary as potential areas where parking garages can be constructed. All the planning done by us. We are really busy with that, looking also at the

NMT network. Rolling out facilities in the last 4-5 years in low income areas. Can provide details.

JF: Re budget must be more realistic. A lot of road funding is to redress historical backlogs.

JF: Re provincial roads dept. DTPW is the authority on R44. Part of their mandate is to manage access to R44, can stipulate conditions re access.

JF: Re Eastern Link Road and budget: There is no budget for Eastern Link Road. It was put on initially. After review the final budget shifted the budget to Schuilplaats Rd because it has a much better chance. If outcome of court cases are favourable.

DL: I did a little exercise about transport problems. Various groups using different forms of transport; will do presentation next time. NMT will only address 1/3 of the problem, the short trips only. Each of the suggestions tackles one aspect. We need a combination.

GB: Ek kan nie verskil nie van wat mense se nie. Ons moet na publieke vervoer beweeg. As jy na PTpt wil gaan moet jy bus stelsel begin. Plan om van 1.2 occupancy te verhoog is goed. Ek weet nie van iets behalwe bus stelsel nie. Trein is fiasko. Vir 'n busstelsel het jy nog baie nodig. Kan nie net paaie bou nie, maar kan hulle ook nie van aardbol afvee nie. Ons het goed deurdinkte planne nodig om dit te bewerkstellig. Klomp busse wat skole toe gaan, die busse sit ook vas in die verkeer.

GB: Re Tegno Park. The Western Link pad: In 2018 het munisipaliteit het alreeds gese dat dit binne vier jaar sal gebeur.

DL: Die Link is deel van Capitec voorstelle se goedkeuring.

PVB: In Tpark is 7000 mense, 400 maatskappye. 3200 voertuie op spitsstye. Die probleem affekteer huurinkomste, belemmer verdere ontwikkeling. Ons wil dat mense werk moet he. Moet dit eerste in gedagte he. Ons moet vir jeug werk gee en Tpark het nou sukses geword waar 7000 mense kan werk. Ek wil nie meer deelneem aan paaie nie, is teen die jeug.

HE: Re Jeug: dit is hulle wat sal ly onder klimaatverandering en 'n huidige job is nie goed genoeg nie. Ons moet hulle help deur nou van mindshift te verander.

HE: As ons ten minste kan ooreenkom dat dit nie gaan oor motors maar oor mense en occupancy ratio, dan het ons vordering gemaak. Weer: Re begroting: ons moet wegkom van 'n verhouding 75 persent tot 23 persent na 30 persent een 70 persent ten gunste van vervoer en NMT.

DBotha: Frustrasie oor fietse. Fietsplan le op die rak. Word gese dit is elitisties. Ek is keelvol om beskuldig te word dat dit elitisties is. Ons soek verbintenis van BM, komitee ens tot die fietsplan. Ek is moedeloos. Ons word geignoreer.

Badenhorst: Lig aan die einde van die tunnel. In Wyk 21 het ons 'n prioriteit om die NMT roete van Jamestown tot Paradyskloof klaar te maak.

DL: Ons is nou in die nuwe begroting. NMT kon nie in ou begroting gebeur nie, maar sal nou gebeur.

Wiggett-Barnard: toeganklikheid oor mense met gestremdhede. Ons het memo aan BM oorhandig en nog nie antwoord gekry nie. Ons fokus nou meer oor publieke vervoer. 15 persent van populasie word uitgesluit van mobiliteit.

J Fullard: Verlede week NMT working group vergadering gehou. Kort en medium term projekte bespreek. Jtown NMT road EIA is nou verkry. Paradykloofpad voltooi. Gepraat oor universal access. Work in progress. Ons sal nie alle sypaaie kan universal access kan maak nie, prioritiseer waar dit belangrik is.

JF: Roads Master Plan amper voltooi, sal binne 'n week versprei kan word.

Roscoe Bergstedt: Studies oor busdienste. ITPN ons het Section 78 gedoen itv geïntegreerde vervoerstelsel. Kyk ook na roetes buite ons dorpsgebied. Ons kom ook agter dat 8 uit 12 maande is die verkeer hoog. Busdiens in verlede Somerset – Stellenbosch. Golden Arrow se busdiens is nie gesubsidieer nie, en getalle het afgeneem. Die rede was omdat die bus dieselfde roetes moet gebruik en dus ook in verkeer vassit. Daar is verskillende markte vir gebruik van busdiens. Daar is 'n roete van S/Wes Kuilsrivier, Drakenstein maar hulle is captive users. Mense verkes om nie R44 pad fiets te ry nie. Ons moet kyk na fasiliteite, kan net binne munisipaliteit fasiliteite bou. Ons het met provinsie gepraat re Go George plan Section 78 het ook die koste van vervoerstelsel bepaal. Sal baie duur wees. Daar sal 'n entity geskep moet word, nuwe departement. Kyk na opsies vir toerbusse. Het met Mellocabs gepraat om toerbusse te bedien. Operating license plan is voorberei; sover het Stb nog nie een gehad nie. Kyk na verskil tussen operating licence en integrated transport. Ons het nie infrastruktuur vir IPTN. Kyk na stelsel wat minibusse op skedule loop. Probleem is natuurlik op spitstye. Vra om buite onbenutte parkeerareas buite dorp met park en ride te verbind.

HE: Ek hou nie van stry nie. Kan ons nie ten minste begin saamwerk nie. Traffic Demand Management and Occupancy Ratio is die kort termyn oplossing. Vra dat ons pertinent kyk na Occupancy Ratio.

Groenewald: Probleem met spesifieke pad. Franschoek pas toe, en dit is nou baie beter.

PVB: \*\*\* Globale verhitting moet teengewerk word Busse met elektrisiteit. Probleem is ook Eskom.

DL Hierdie is die munisipaliteit met die meeste debat voor dat gestem. word

## **MATTERS ARISING FROM PREVIOUS MINUTES**

### **DRAFT CONSTITUTION OF THE MOBILITY FORUM**

### **DATE OF NEXT MEETING**

### **CLOSING**

Sluit 12h10