

11.6.7	REQUEST FOR APPROVAL OF STELLENBOSCH NON-MOTORISED TRANSPORT MASTER PLAN POLICY
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Collaborator No: 736147
 IDP KPA Ref No: Good Governance and Compliance
 Meeting Date: 19 October 2022 and 26 October 2022

1. SUBJECT: REQUEST FOR APPROVAL OF STELLENBOSCH NON-MOTORISED TRANSPORT MASTER PLAN AND POLICY

2. PURPOSE

That Council notes the 2020 Non-Motorised Transport (NMT) Master Plan and Policy.

3. DELEGATED AUTHORITY

Municipal Council.

4. EXECUTIVE SUMMARY

Stellenbosch Municipality compiled an NMT network plan, a separate cycling plan and an NMT Policy in 2015. The Draft 2020 NMT Master Plan and Policy is a review, update and consolidation of the aforementioned documents.

The aim of the Non-Motorised Transport (NMT) Master Plan and Policy is to analyse the capacity of current network, identify current and future NMT needs, and make recommendations for infrastructure that will ensure an effective NMT network.

The Draft 2020 NMT Master Plan and Policy has been tabled at Council in April 2021, where the Master Plan and Policy was accepted by Council, and thereafter advertised for public comment. Comments were received from, Friends of Stellenbosch Mountain (FMS), Stellenbosch Ratepayers Association (SRA), Stellenbosch Interest Group (SIG), Stellenbosch Cycling and the University of Stellenbosch (US). Public Comments received were largely supportive.

5. RECOMMENDATIONS

- (a) that Council notes that the NMT Master Plan and Policy was published for public comment;
- (b) that Council notes the Directorate's view and comments received; and
- (c) that Council approves the 2020 NMT Master Plan and Policy.

6. DISCUSSION / CONTENTS

6.1 Background

Stellenbosch Municipality compiled an NMT network plan, a separate cycling plan and an NMT Policy in 2015. The Draft 2020 NMT Master Plan and Policy is a review, update and consolidation the aforementioned documents.

The aim of the NMT Master Plan and Policy is to analyse the capacity of current network, identify current and future NMT needs, and recommends infrastructure that will ensure an effective NMT network.

The NMT Master Plan and Policy also serves to refine and focus strategic objectives and strives to position NMT as a consistent long term municipal priority. The principal objective is the construction of a coherent, logical and integrated NMT network for

Stellenbosch by 2024. Projects listed in the Master Plan are further assessed and incorporated into the Comprehensive Integrated Transport Planning (CITP).

The Draft 2020 NMT Master Plan and Policy has been tabled at Council in April 2021, where the Master Plan and Policy was accepted by Council and thereafter advertised for public comment.

6.2 Discussion

Comments were received from the following Interest Groups, Stellenbosch Friends of the Mountain (SFM), Stellenbosch Ratepayers Association (SRA), Stellenbosch Interest Group (SIG), Stellenbosch Cycling and Stellenbosch University.

Summary of comments received:

- SFM: Suggests that the vision is narrow vision with low ambition, however supports the acceptance of the NMT Policy and Masterplan and further suggests that it be revisited once the CITP strategies are addressed:
- SRA: commended the work carried out by the Municipality.
- SIG: Suggests that the NMT plan does not address actual implementation of cycle lanes in the CBD. In favour of the NMT Masterplan and Policy and proposed that more detailed maps be provided.
- Stellenbosch Cycling: Generally supportive of the content of the document and suggest that more can be done to improve cycling in Stellenbosch.
- US: Generally supportive, highlighting the need to continue collaborative efforts between the University and Municipality.

It should be noted that the purpose of the NMT Masterplan and Policy is to provide the framework for future NMT interventions and to provide input into the CITP. Further details of projects listed in the Master Plan and subsequently the CITP, will only become available once preliminary approvals are obtained and more detailed assessments are carried-out. Projects commence only once public participation processes are concluded and all relevant and final approvals obtained.

The Directorate's view is that the analysis carried out through the compilation of the NMT MP and Policy ensures that is suitable for its purpose, i.e. as an aid to planning processes, providing input in the CITP. The Directorate will review and assess the comments received (and where applicable) incorporate these into the next revision of the NMT MP and Policy.

Full public participation exercises are carried out during the compilation of the CITP, through IDP sessions, and when proposals are identified for possible implementation.

6.3 Financial Implications

Detailed cost estimates are carried out once projects are identified for further assessment or implementation. The cost estimates / funding analyses will determine the financial implications and the most appropriate funding source / model will be selected. The implementation of proposals may be phased to coincide with available funding. Examples of sources of funding are: Municipal Capital Funding, Development Contributions, Provincial Roads Authority and Infrastructure Grants.

6.4 Legal Implications

The recommendations in this report comply with Council's policies and all applicable legislation.

6.5 Staff Implications

A resource requirement assessment will be carried out once a proposal is identified for implementation. This assessment would determine, for example, whether internal

capacity is sufficient or whether external resources will be needed. Proposals listed in the CITP could be undertaken by:

- Stellenbosch Municipality's internal staff or appointed consultants and contractors.
- Developers, in accordance with Municipal standards, and to the approval of the Municipality.
- The PGWC (Roads and Transport Department) in collaboration with the Municipality.

6.6 Previous / Relevant Council Resolutions

42ND COUNCIL MEETING: 2021-04-28: ITEM 11.5.4

RESOLVED (nem con)

- (a) that the content of this report be noted;
- (b) that the Draft Non-Motorised Transport Master Plan & Policy attached as **ANNEXURE A**, be accepted; and
- (c) that the draft Non-Motorised Transport Master Plan & Policy be advertised for public comment as part of the public participation process.

6.7 Risk Implications

None

RECOMMENDATIONS FROM THE EXECUTIVE MAYOR, IN CONSULTATION WITH THE EXECUTIVE MAYORAL COMMITTEE, TO COUNCIL: 2022-10-19: ITEM 7.6.6

- (a) that Council notes that the Roads Master Plan was published for public comment;
- (b) that Council notes the comments received and the Directorate's view; and
- (c) that Council adopts the revised 2022- 2022 Roads Master Plan for recommendation to Council.

ANNEXURES

Annexure A: Non-motorised transport (NMT) Master Plan & NMT Policy

Annexure B: comments received

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