

STELLENBOSCH MOBILITY FORUM, 21 Nov 2018



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Short Status Update on:

- A. Cycle Plan for the Town of Stellenbosch
- B. Progress with NMT Improvements in Stellenbosch Municipality
- C. The Provincial Sustainable Transport Programme (PSTP)

A. Cycle Plan for the Town of Stellenbosch, 2015



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Vision :

By 2030, cycling within and around Stellenbosch has become a popular form of mobility that is safe, convenient and is accepted and promoted by all.

Main objectives of plan:

- To make the case for cycling development as a vital component for a future sustainable transport strategy for Stellenbosch;
- Outline the comprehensive approach that needs to be adopted;
- Unravel achievable cycling advancements from broader transport constraints; and
- Define how the plan can be taken into implementation.

CYCLCE PLAN FOR THE TOWN OF STELLENBOSCH



JUNE 2015

Prepared for Stellenbosch
Municipality by

**transport
futures** 



Cycle Plan for the Town of Stellenbosch, 2015

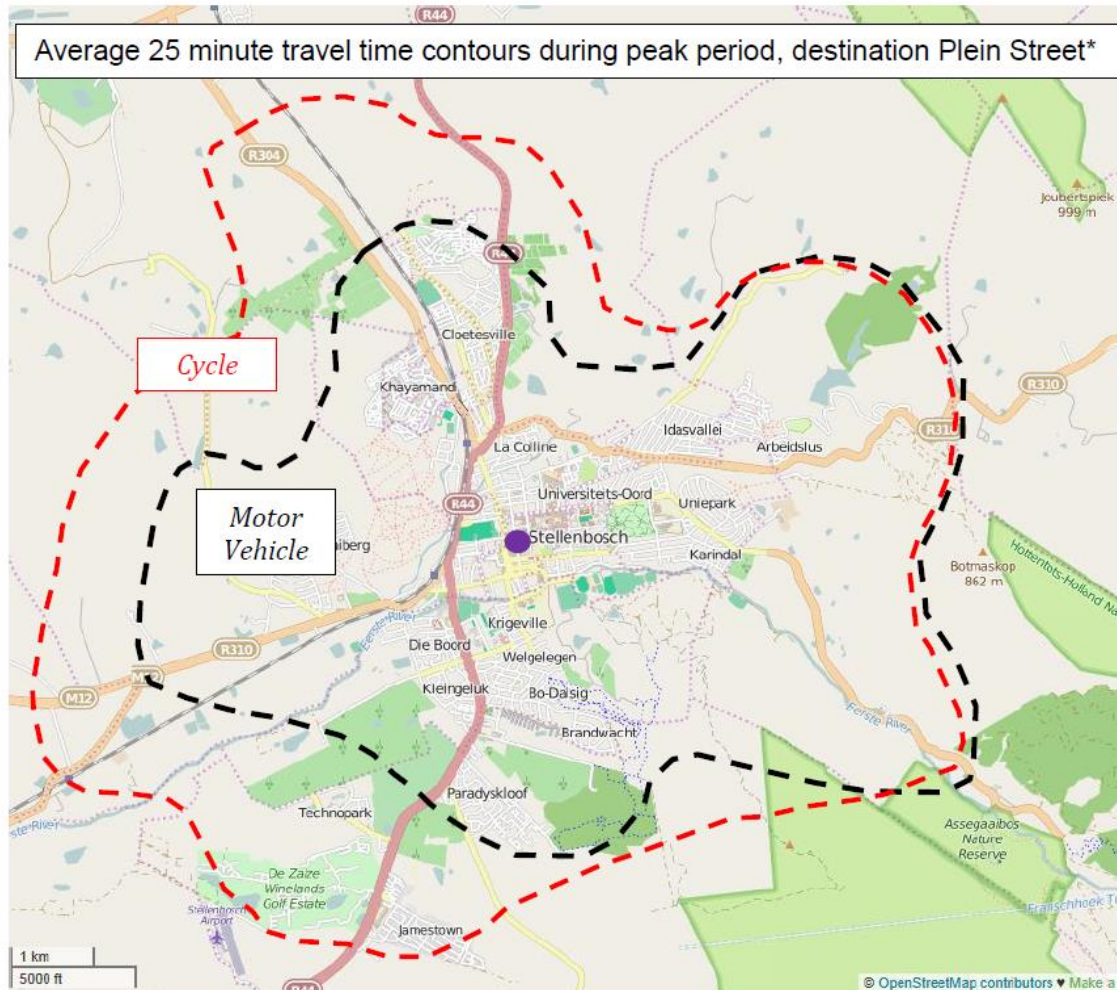
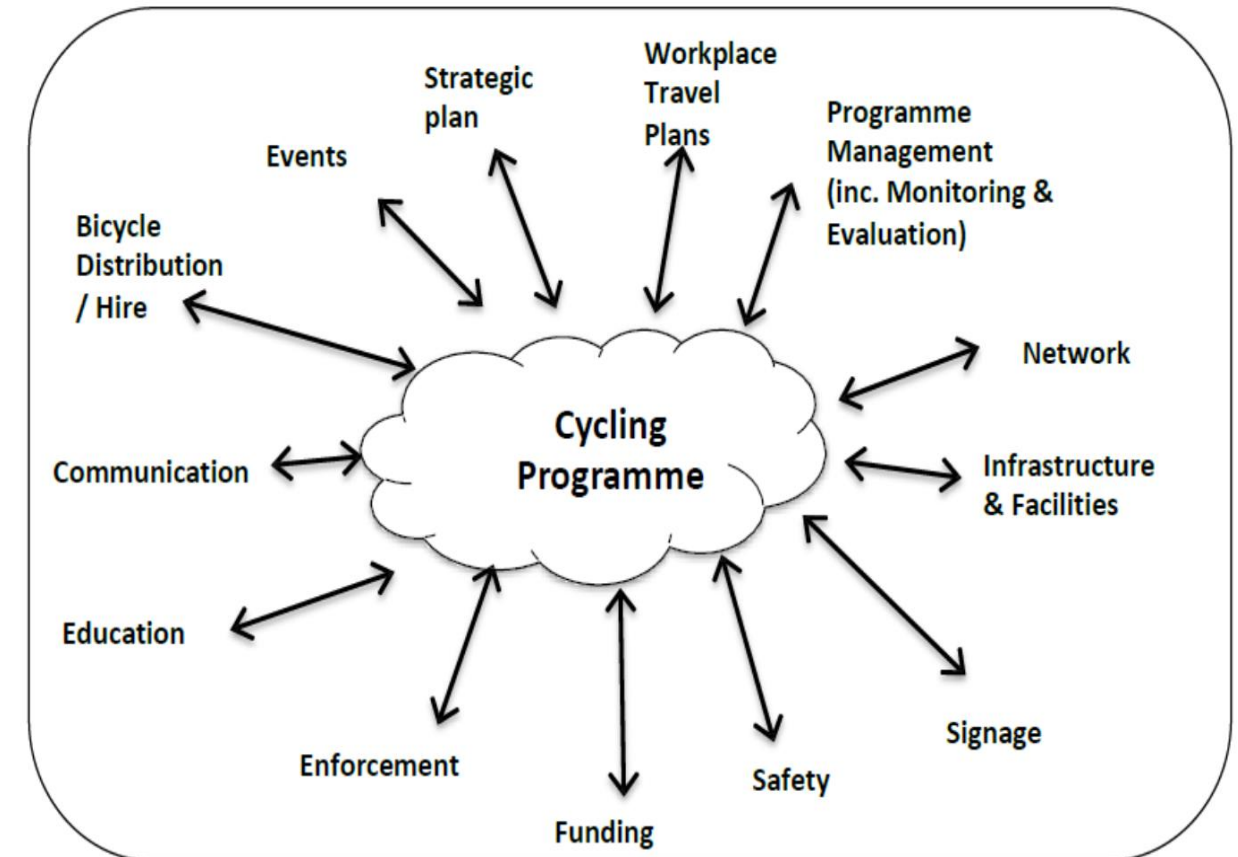


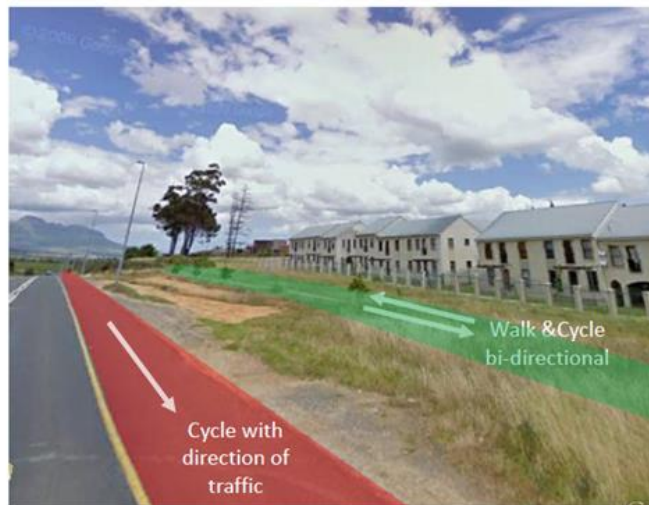
Fig A.1 Components of a Comprehensive Cycling Strategy



Cycle Plan for the Town of Stellenbosch, 2015

Audit and proposed treatments for all links included in the Cycle Plan

A 28 – R44



Intervention

Take current road shoulder and mark for use as cycle lane. **C3 -3**
 Construct new class 1 NMT asphalt pathway also available for use for cycling. **NMT-1**

Plan view Class 1 Cycle / NMT link for Welgevondon



Treatment Type

Code

Redevelopment & replan full cross section	Redev
Dedicated Cycling Provision – class 1	C1
Dedicated Cycling Provision – class 2	C2
Dedicated Cycling Provision – class 3	C3
Off Road / Trail	T1
Widened or improved mixed use pathway	NMT
Traffic Calming	TC
Cycling in general carriageway	C4

ZONE	STREET	Section	Length (m)	Nodes	INTERVENTION	CODE	Priority
A	Aden Tu / R501	NB to Stellenbosch (Stellenbosch to Welgevondon Rd)	5361	41	Sign and paint emergency shoulder from Welgevondon to town boundary as a cycle lane to validate as the main path.	C3	3
A	Aden Tu / R501	NB to Stellenbosch (Stellenbosch to Welgevondon Rd)	5361	42	Sign and paint emergency shoulder from Welgevondon to town boundary as a cycle lane to validate as the main path.	C3	3
A	Aden Tu / R501	NB to Stellenbosch (Welgevondon Rd to Cape Pines)	320	43	Construct 2m wide Class 1/2 NMT way (asphalt) between town boundary to point of commencement of corner.	NMT	3
A	Aden Tu / R501	NB to Stellenbosch (Welgevondon Rd)	320	44	Mark raised embankment as class 2/3 roadway section, drop kerbs at Cape Pines gate, point from line across C.	C2	3
A	Aden Tu / R501	NB to Stellenbosch (Cape Pines)	290	45	Mark raised embankment as class 2/3 roadway section, drop kerbs from Welgevondon C3-3.	C3	3
A	Aden Tu / R501	NB to Stellenbosch	300	46	Widen & resurface existing sidewalk into 2.5m cycle & walkway where possible. From Node 401 to 405. NMT-1.	NMT	3
A	Aden Tu / R501	NB to Stellenbosch	300	47	Widen & resurface existing sidewalk into 2.5m cycle & walkway where possible. From Node 401 to 405. NMT-1.	NMT	3
A	Aden Tu / R501	NB to Stellenbosch (Cape Pines intersection)	737	48	Drop kerbs, paint, no phase signals for NMT as necessary. NMT-2.	NMT	2
A	Aden Tu / R501	NB north view (Hedden intersection)	827	49	Sufficient space provision for cycling on north / east side via Class 2 facility. Clearly separate cycling and walking.	C2	2 or 3
A	Aden Tu / R501	NB north view (Hedden intersection)	150	411	Sufficient space provision for cycling on north / east side via Class 2 facility. Clearly separate cycling and walking.	C2	2 or 3
A	Aden Tu / R501	NB north view (Hedden intersection)	215	413	Sufficient space provision for cycling on north / east side via Class 2 facility. Clearly separate cycling and walking.	C2	2 or 3
A	Aden Tu / R501	NB north view (Hedden intersection)	151	414	No physical change in short term. Sign for cycles as well as pedestrians. Longer term to wider pathway to the north.	NMT	5
A	Aden Tu / R501	NB north view (Hedden intersection)	737	425	No physical change in short term. Sign for cycles as well as pedestrians. Longer term to wider pathway to the north.	NMT	5
A	Aden Tu / R501	NB north view (Hedden intersection)	736	427	Widen & resurface existing sidewalk into 2.5m cycle & walkway where possible. Outback straight. NMT-4.	NMT	4
A	Aden Tu / R501	NB north view (Hedden intersection)	360	428	Remove kerbs parking and relocate comparing to footpaths. Use a shoulder as cycle lane. Physical separation to the north.	C3	2 or 3
A	Aden Tu / R501	NB north view (Hedden intersection)	620	429	Widen pavement on that side separate for 2 way cycling and for walking. NMT-1.	NMT	1 or 2
A	Aden Tu / R501	NB north view (Hedden intersection)	440	425	Use of shoulder reserved for NMT / cycling and emergency breakdowns only. Paint shoulder. At long 5 junction.	C3	3
A	Aden Tu / R501	NB north view (Hedden intersection)	440	426	Take current road shoulder and mark for use as cycle lane C3-3.	C3	3
A	Aden Tu / R501	NB north view (Hedden intersection)	440	426	Take current road shoulder and mark for use as cycle lane C3-3.	C3	3
A	Aden Tu / R501	NB north view (Hedden intersection)	440	427	Take current road shoulder and mark for use as cycle lane C3-3.	C3	3
A	Aden Tu / R501	NB north view (Hedden intersection)	1105	428	Take current road shoulder and mark for use as cycle lane C3-3.	C3	3

Cycle Plan for the Town of Stellenbosch, 2015



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MAKING IT HAPPEN:

- Programme **Organisation**. What are the appropriate structures to take things forward?
- What are the likely overall programme **Costs**?
- What are the potential **Funding Sources** and how can we ensure that the Cycle Stellenbosch programme is well placed to secure funding?
- **Collaboration** - how does Stellenbosch most effectively integrate inputs between different areas of activity and the various organisations and stakeholders that can advance the programmes?

Cycle Programme Component		Av. per Year across phases
1. The Cycling Programme Unit, planning, implementation and management		1.2
2. Development and maintenance of the Cycle Network, Infrastructure and other cycling facilities	a) Dedicated Cycling Facilities Only	3.3
	2b) Includes also 50% of all NMT network and infrastructure costs	6.2
3. The Bicycle Distribution Programme		1.5
4. Communication, education, promotion and other programme elements		0.8
Rm		9.7

Cycle Plan for the Town of Stellenbosch, 2015



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The potential funding sources are considered to include:

- ☐ National Government
- ☐ Provincial Government
- ☐ Business Contributions and Trusts
- ☐ Donor Funding (International and Local)
- ☐ Stellenbosch Municipality
- ☐ Special Levies
- ☐ Other funding opportunities such as accessing Sustainable Development funding and Carbon Offset Pricing

What is the Status of the Cycle Plan?

B. Non Motorised Transport Development in Stellenbosch Municipality

- Good progress made within the limited funding envelope
- Local Municipal Focus – Municipal Roads and NMT connectivity in low income communities
- Many imperfections, much to do yet Stellenbosch Town has progressed to offering a walkable town centre with respect to pedestrians.
- Critical links along Provincial Roads remain essential urgent projects.

Provincial Sustainable Transport Programme (PSTP)



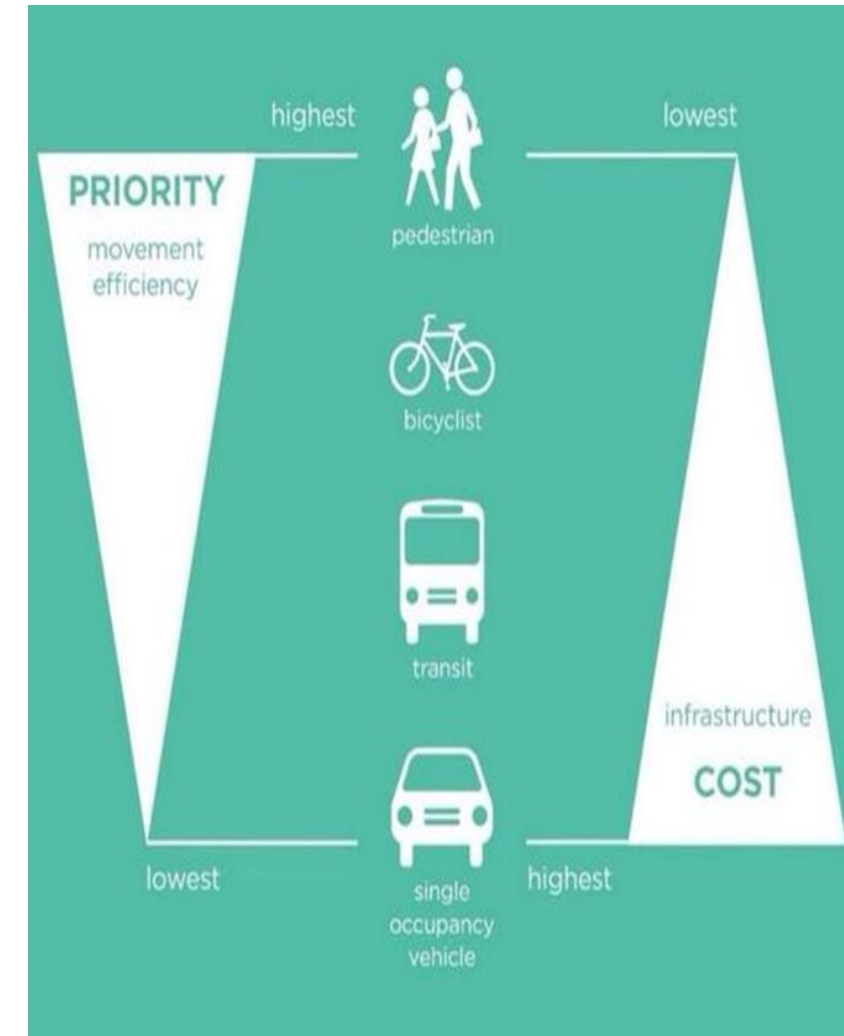
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Objectives

- *To support the development and implementation of sustainable transport systems in the Western Cape through partnerships with local government and other key stakeholders, and in alignment with strategic imperatives.*
- *Stellenbosch Municipality was the first chosen for development and demonstration of the PSTP commenced in July 2016.*

Development and Implementing Sustainable Transport Approach

- *Unfunded mandate upon local government*
- *As yet there is no approved strategic transport plan for Stellenbosch, no aligned future vision.*
- *A bold approach is required where we plan according to key principles aligned with clear policy goals*
- *Transport strategy must be central to and catalytic in addressing the increasing challenges of spatial form and access, poverty, inequality and unemployment*

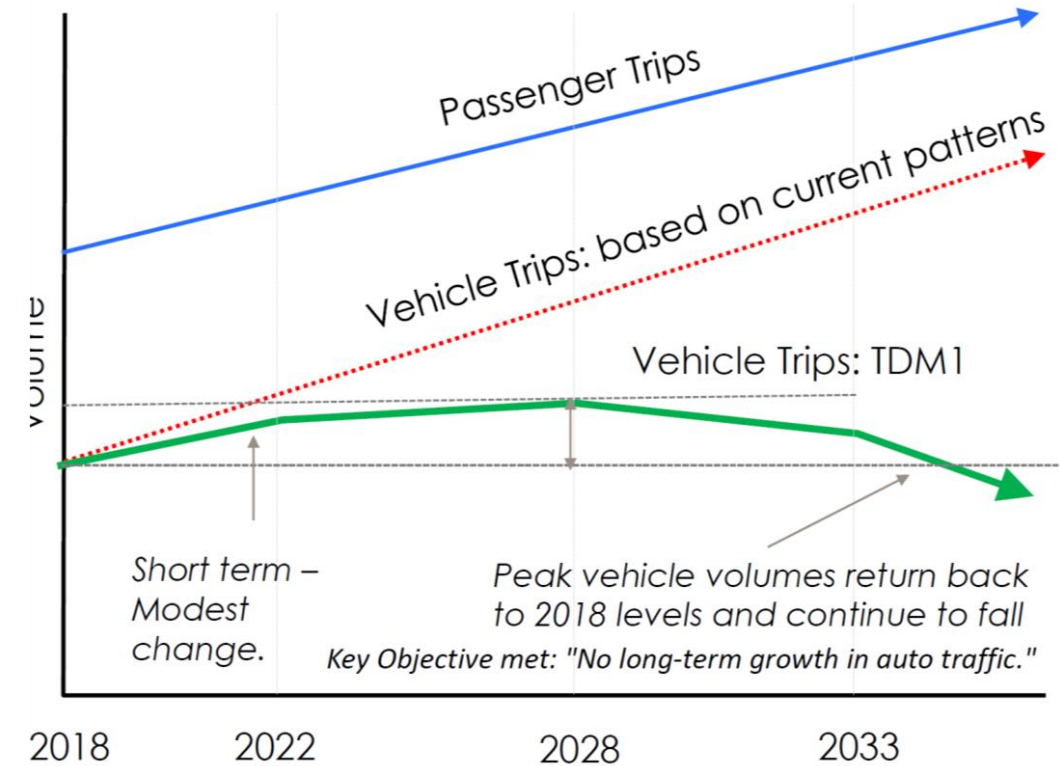


Sustainable Transport Strategy: Targets

Mode of Travel	Choice Traveller					
	Local Trips			Longer trips		
	Current (2017)	TDM Target 2025	TDM Target 2033	Current (2017)	TDM Target 2025	TDM Target 2033
NMT	18%	28%	45%	1%	3%	6%
Public Transport	1%	2%	5%	6%	10%	15%
LV-shared	54%	50%	35%	58%	62%	55%
LV-single occupant	27%	20%	15%	35%	25%	24%



Travel Demand Management Goals





Some Key Issues

- *Aligning PSTP with the Statutory Planning Process to prepare CIPT, SDF, IDP.*
- *Integrating with National Initiatives*
- *Current Status of PSTP and alignment with and within Provincial Department of Transport & Public Works*
- *Partnerships are critical to enable the plan to be properly activated and managed*
 - Provincial & National Government
 - Stellenbosch Municipality
 - Stellenbosch University
 - Business / Employers & NGO's
 - Civil Society and Interest Groups