

AGENDA

8TH MEETING OF THE **COUNCIL**
OF STELLENBOSCH MUNICIPALITY**2022-10-26****11.6.5 REQUEST FOR APPROVAL OF STELLENBOSCH ROADS MASTER PLAN**

Collaborator No:

IDP KPA Ref No:

Good Governance and Compliance

Meeting Date:

19 October 2022 and 26 October 2022

1. SUBJECT: APPROVAL OF STELLENBOSCH ROADS MASTER PLAN**2. PURPOSE**

That Council **approves** the **2022** Roads Master Plan (RMP).

3. DELEGATED AUTHORITY

Municipal Council.

4. EXECUTIVE SUMMARY

Stellenbosch Municipality undertook the development of its first Roads Master Plan (RMP) in 2012 and the new RMP is a full review of the previous edition.

The aim of the RMP is to analyse the capacity of the current road network and identify the current and future road infrastructure requirements. This is undertaken with the aid of a Roads Simulation Model, that simulates existing and future road traffic scenarios. Results of the simulations are analysed and recommendations are made for infrastructure that will ensure an effective road layout for the Municipality.

The Draft Roads Master Plan (RMP) has been tabled at Council in April 2021, where the Draft Roads Master Plan (RMP) was accepted by Council and advertised for public comment. Comments were received from Friends of Stellenbosch Mountain (FSM), Stellenbosch Ratepayers Association (SRA), Stellenbosch Interest Group (SIG) and the University of Stellenbosch (US).

The Draft Roads Master Plan (RMP) received considerable comments from two interest groups in Stellenbosch, while others expressed concerns relating to listed projects. **Amendments to increase clarity has subsequently been brought about in the document.**

The Directorate's view is that the analysis carried out through the compilation of the Roads Master Plan (RMP) ensures that it is suitable for its **purpose, i.e. as an aid to the planning processes, providing input into the Comprehensive Integrated Transport Plan (CITP).**

5. RECOMMENDATIONS

- (a) that Council notes that the updated Roads Master Plan (RMP) was published for **public comment**;
- (b) that Council notes the comments received, and the **Directorate's views**; and
- (c) that Council **accepts the 2022 Roads Master Plan** (RMP).

6. DISCUSSION / CONTENTS**6.1 Background**

Stellenbosch Municipality undertook the development of its first Roads Master Plan (RMP) in 2012 and the new Roads Master Plan (RMP) is a full review of the previous edition.

The compilation of the Roads Master Plan (RMP), necessitates the development of a Roads Simulation Model, that simulates existing and future scenarios. The municipality's road network, as well as the existing traffic data are incorporated into the model. Normal growth and proposed future developments are also incorporated into the model, projections in traffic were made to forecast (as accurately as possible) for future traffic scenarios.

The compilation of the Roads Master Plan (RMP) therefore comprises an assessment of the road network, developing a transport network model, collecting traffic data and taking into account the latest information from Spatial Development Framework (SDF), Housing Pipeline and Integrated Development Program (IDP) to ensure that the Roads Master Plan (RMP) reflects the latest municipal information. Results of the simulations are analysed and recommendations are made for infrastructure that will ensure an effective road layout for the Municipality.

The Draft RMP has been tabled at Council in April 2021, where the Draft Roads Master Plan (RMP) was accepted by Council and advertised for public comment.

6.2 Discussion

Comments were received from Friends of Stellenbosch Mountain (FSM), Stellenbosch Ratepayers Association (SRA), Stellenbosch Interest Group (SIG) and University of Stellenbosch (US).

Summary of Comments Received**Friends of Stellenbosch Mountain (FSM):**

- The Roads Masters Plan (RMP) is an unnecessary document.
- Unbalance spending of planned Capital funding, 93% - 97% on roads and parking infrastructure.
- Roads Master Plan (RMP) focused exclusively on private vehicles.
- Stated that the Comprehensive Integrated Transport Plan (CITP) and integrated Transit Oriented Design and Travel Demand Management should lead road planning.
- Not in agreement with Traffic Modelling, request sensitivity studies relating to vehicle occupancies.
- Request that comments raised in October 2018 be incorporated into the current comments. Comments raised in 2018 relate largely to the Roads Master Plan (RMP), its status in law and its alignment with the Municipality's Spatial Development Framework (SDF) and Integrated Development Plan (IDP).

Stellenbosch Ratepayers Association (SRA):

The Stellenbosch Ratepayers Association (SRA) suggests that the Roads Master Plan (RMP) is problematic because it plans for more and bigger roads for privately owned vehicles in term of:

- Procedure and good governance.
- Underlying principals.
- Non alignment with relevant other plans and policies.
- Content.

Stellenbosch Interest Group (SIG):

- Proposes that Council notes its contents and approves some of its recommendations.
- The Stellenbosch Interest Group (SIG) provided further detail on proposals that is supported and proposals are not supported.
- Proposes that the report should not be given legal status as the future is too difficult to predict, and that the public be an equal partner in the planning of any proposed new road.
- The Stellenbosch Interest Group (SIG) proposes more public participation.
- The Stellenbosch Interest Group (SIG) suggests that the RMP is not integrated with the Municipality's Spatial Development Framework (SDF).

University of Stellenbosch (US):

- Concerns raised about the Eastern Link Road at its proposed intersection on Suidwal Street and the extension of Van Rhee de Road and how it would impact the University, it was however also noted that these were not a current priority for the Municipality.

The Directorate is aware of the limited scope of the master plans and specifically the Roads Master Plans (RMP), the inputs used to carry out the analysis, and the proposals contained therein etc. These limitations are taken into account when proposals from the RMP are incorporated into the Comprehensive Integrated Transport Plan (CITP). For example the RMP does not undertake Public Transport Studies, these studies are undertaken separately and also incorporated into the Comprehensive Integrated Transport Plan (CITP).

It is noted that further information on projects listed in the Master Plan and subsequently the Comprehensive Integrated Transport Plan (CITP), will only become available once preliminary approvals are obtained and more detailed assessments carried-out. Projects commence only once public participation processes are concluded, funding sources are confirmed and all relevant approvals are obtained. In addition projects such as the full scheme of the Western Bypass, although not a priority, will require the proclamation of the routes and road reserves and the associated expropriation of land by the Provincial Government.

The Directorate's view is that the analysis carried out through the compilation of the Roads Master Plan (RMP) ensures that it is suitable for its purpose, i.e. as an aid to planning processes, providing input in the Comprehensive Integrated Transport Plan (CITP). The Directorate has however reviewed and assessed the comments received (and where applicable) brought about amendments to increase clarity.

6.3 **Financial Implications**

Detailed cost estimates are carried out once projects are identified for further assessment or implementation. The cost estimates / funding analysis 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's 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 Comprehensive Integrative Transport Plan (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 (Provincial Government Western Cape) (Roads and Transport Department) in collaboration with the Municipality.

6.6 **Previous / Relevant Council Resolutions:**

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RESOLVED (nem con)

- (a) that the content of this item be noted;
- (b) that the Draft Roads Master Plan attached as **ANNEXURE A**, be accepted; and
- (c) that the Draft Roads Master Plan be advertised for public comment as part of the public participation process.

6.7 **Risk Implications**

The Roads Master Plan (RMP) propose new routes which, in most cases, are supported by interested and affected parties, due to its merits and the benefit derived from improving and strengthening the municipality's road network. It should be noted that certain proposals may not receive support from interested and affected parties. A full public participation process will however be conducted prior to the implementation of any listed proposals.

6.8 Comments from Senior Management**6.8.1 Director: Infrastructure Services****6.8.2 Director: Planning and Economic Development****6.8.3 Director: Community and Protection Services:****6.8.4 Director: Corporate Services:****6.8.5 Director Human Settlements and Property Management****6.8.6 Chief Financial Officer:****6.8.7 Municipal Manager:**

Agree with the recommendations / No comments received / The

APPENDICES

Annexure A: 2022 Roads Master Plan

Annexure B: Comments received

FOR FURTHER DETAILS CONTACT:

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Report Date	21 October 2022