



Belangegroep Stellenbosch Interest Group

Director: Infrastructure Services
 Mr. Deon Louw
 Stellenbosch Municipality
Engineering.services@ Stellenbosch.gov.za

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Dear Mr Louw

COMMENT ON THE DRAFT REVISED ROADS MASTERPLAN FOR STELLENBOSCH

The Stellenbosch Interest Group (SIG) refers to the above-mentioned document which was released for public comment on 14 May 2021 calling for comment by 14 June 2021.

As a point of departure, the SIG is of the opinion that it would be counter-productive for the Council to approve this academic desktop report. Noting the contents and approving a few recommendations should more than suffice. Many of the proposals contained in the document have very far-reaching implications, with unintended consequences, which are likely to have an extremely negative impact on the fragile urban and rural character, which constitutes WC024. Following the compilation of the above-mentioned report during 2018 – 2019 planning for the future, because of the advent of Covid 19, has also changed dramatically. This is particularly true in respect of planning future roads.

Because many of the proposals (such as proposed western and eastern bypass roads) contained in the Revised Roads Masterplan are aimed at the long term (2040), comment is limited to the recommendations contained in the executive summary on pages (ix and x) of the report. These are as follows, with comment on each recommendation appearing in bold typeface thereafter.

1. Polkadraai Road: The remaining single carriageway sections from Cairngorm Road to Vlothenburg (unnamed road) to be upgraded to a dual carriageway (2 lanes per direction) before 2035, in accordance with the Provincial Road infrastructure programme. **This could possibly be supported subject to an in-depth process of public participation, especially with IAP's who live along the route (M12). Note that the Provincial Roads Authority needs to be held accountable for**

its notorious failure to consult the broader public in respect of so-called road improvements, which often have extremely negative consequences for adjoining owners and the broader public.

2. R44 north of the Stellenbosch CBD: Upgrade to dual carriageway from the end of the current dual carriageway north of Fir Road to the Welgevonden access at Hendrikse Road. **See comment for paragraph 1 above.**

3. The R44 in the vicinity of Klapmuts will require additional capacity due to the proposed future residential and employment developments in the area, as well as future upgraded road links off the R44. **See comment for paragraph 1 above.**

4. Adam Tas Road could become the busiest section of road in Stellenbosch and will require 3 lanes per direction between the R44 in the south and Merriman Avenue to the north. **See comment for paragraph 1 above.**

5. In addition, it is planned with high priority (short term) to upgrade and reconfigure the Adam Tas intersections with the R44/Alexander Street and Merriman Avenue. **See comment for paragraph 1 above.**

6. The Adam Tas/George Blake intersection also needs to be improved or reconfigured to provide additional capacity. **See comment for paragraph 1 above.**

7. R304 (Koelenhof Road): Upgrade to dual carriageway between Adam Tas (R44) in the south to Bottelary Road/Kromme Rhee Road. **See comment for paragraph 1 above.**

8. Merriman and Cluver Street link: Upgrade to dual carriageway or minimum 2-lanes per direction required between Bosman Street and Banghoek Road. **This is a confusing recommendation, but whatever the case, detailed urban design will be necessary, because of the need to cater for non-motorised transport and to preserve the urban fabric of the university precinct, especially from a heritage point of view. Stellenbosch University has a lot of information and plans which will impact on this recommendation.**

9. Lower Dorp Street: Capacity improvements required between the R44 and Adam Tas Road. Conceptual planning has been undertaken for the dualling of this section. **This cannot be supported as it will negatively impact on the historic nature of Lower Dorp Street and the adjoining buildings. Capacity shortcomings need to be addressed at the Adam Tas/R44 intersection.**

10. Van Reede and Vrede Street link: These roads require dualling between the R44 and Piet Retief Street, with improvements at the R44/Van Reede intersection. **Substantial improvements have already been made to the R44/Van Reede intersection and the dualling from Doornbosch to Piet Retief is highly problematic. Dualling is also very unlikely to relieve congestion which will simply be pushed further north. Based on the available information this recommendation cannot be supported.**

11. Van Reede Street westbound extension linking into Electron Road to provide a second access to Technopark. **This recommendation can under no circumstances be supported as it will have the unintended consequence of liberating the historic Libertas Farm for development. It will**

also lead to massive congestion for residents of Die Boord. Should another road access to Technopark be considered desirable a link westward to Vlotenburg or northwards to the Adam Tas Corridor could be considered. This is, however, a long-term issue.

12. R44-Technopark, De Zalze, Brandwacht and Welgevonden access roads: Dualling and/or intersection improvements are required. **See comment for paragraph 1 above.**

13. Jamestown Road: Road Network Development required due to major residential developments planned for this area. **See comment for paragraph 1 above.**

14. Baden Powell Drive: Dualling of remaining single carriageway sections between the N2 and Polkadraai Road. **See comment for paragraph 1 above.**

The conceptual planning of the following intersections upgrades has been undertaken, the detail design and construction should be implemented as soon as possible

15. Adam Tas and Merriman Avenue. **See comment for paragraph 1 above.**

16. Adam Tas and Helshoogte Road (including the closure and relocation of the Helshoogte Rd/La Colline Road T-junction further east). **See comment for paragraph 1 above. In addition, rather than closing the intersection, the installation of traffic lights or construction of a roundabout could be considered.**

Stellenbosch Municipality should discuss this report in more detail with other interested and affected parties and start a public participation process to discuss the outcome of the RMP. **OK, agreed.**

Stellenbosch Municipality should adopt the RMP, giving it legal status. **This report should not be given legal status, the future is too difficult to predict, and contractors are always looking for contracts.** The RMP should be distributed privately and publicly, informing planners/developers as well as the public of future road schemes within the municipal area. The RMP should be incorporated into the CIP. **The public does not want to be informed about future road schemes. The public needs to be an equal partner in the planning of any proposed new road. Those sections of the report, which are acceptable to the broader community may, however, be incorporated.**

Stellenbosch Municipality should continue discussions/workshops with CoCT's IRT department to explore opportunities to extend their future MyCiTi bus services to include Stellenbosch. **OK, agreed.**

Stellenbosch Municipality should start the process to expropriate and purchase the land required to construct future roads, specifically the implementation of portions of the Western Bypass and Eastern Link Road, and other roads associated with proposed housing developments and catalytic projects as defined in the draft 2019 MSDF. Future road reserves should be formally registered with the Surveyor General to protect them. **This should not be agreed to, the recommendations are far**

too subjective to warrant such drastic action at this juncture. The old “red road” mentality should prove the futility of this approach.

The planning of the western bypass and or a combination of substantial upgrading of the R44 must commence in conjunction with the PWCG. This should ideally occur prior to the construction of the proposed intersection upgrades along the R44 to prevent abortive work. **The idea substantially upgrading of the R44 should be aborted as, if implemented, it would pose a severe hazard for pedestrians. Many roads in Stellenbosch are already used as “racetracks”. The proposed upgrades would also not in any way relieve congestion during peak periods.**

The RMP should be incorporated into Stellenbosch Municipality's asset management database, (IMOS) IMOS an Infrastructure Management System software. The priority list should also be incorporated. **Once appropriately amended this may be done.**

Planning for the funding of the road projects must commence to ensure that the short- and medium-term priority listing can be achieved. **OK, agreed.**

The planning and commissioning of each project should ideally be retested using the 2018 EMME4 model and detailed intersection capacity analysis to ensure that each project will achieve its objectives. **OK, agreed.**

Future revision and amendments to the RMP should be coordinated to ensure that other parallel planning processes are undertaken in an integrated manner, such as land-use planning and public transport planning. **OK, agreed. At present the draft Roads Master Plan is in no way integrated with the principles and policies contained in the Municipal Spatial Development Framework (MSDF). Concerning the MSDF caution needs to be exercised in regarding the urban edge as being elastic, because this attitude defeats the sound principles and policies which constitute the backbone of the MSDF.**

This updated RMP should assist to plan future land-use developments within the Stellenbosch Municipal area. Future planning processes such as the SDF and IDP should complement this RMP, and vice-versa. **The RMP should underpin and support the principles and policies contained in the MSDF and the IDP and not the reverse.**

Future revision of and amendments to the RMP should be coordinated to ensure that other parallel planning processes are undertaken in an integrated manner. **OK, agree.**

Kind regards

Patricia Botha (Chairperson)

Cc Ms G. Mettler, municipal.manager@ Stellenbosch.gov.za

Mr Anthony Barnes: Director, Planning and Economic Development
Anthony.Barnes@ Stellenbosch.gov.za

Mr Stiaan Carstens Senior Manager, Land Use Management
Stiaan.Carstens@ Stellenbosch.gov.za

Councillor Esther Groenewald: Planning and Economic Development Portfolio
Esther.Groenewald@ Stellenbosch.gov.za

Ms Gesie van Deventer: Executive Mayor, Stellenbosch mayor@ Stellenbosch.gov.za