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**For Attention: Director of Infrastructure Services
Stellenbosch Municipality: Infrastructure Services
PO Box 17
Stellenbosch
7599**

Dear Mr. Deon Louw,

**STELLENBOSCH MUNICIPALITY – Public Comments on the Roads Masterplan 2018
(Notice 44/2021) and NMT Policy Framework Draft1 2021 (Notice 47/2021)**

The University welcomes the opportunity to submit formal comments on the recently advertised proposed Roads Master Plan 2018 and NMT Policy Framework Draft 1 2021. The comments herewith included relate both to a consideration of the aforementioned policies in relation to Stellenbosch University's long-term planning vision as set forth in the Integrated Campus Spatial Development Framework (currently being circulated for comment), and a virtual consultation with Mr Johan Fullard (Senior Manager Stellenbosch Municipality: Roads, Transport, Storm Water and Traffic Engineering), on Friday 02nd July 2021.

First and foremost, Stellenbosch University acknowledges and appreciates the commitment to an ongoing partnership between the University and Stellenbosch Municipality, as indicated in the Non-motorised Transport Policy (pg.4). Integrated planning is one of the six strategic themes that informs the Stellenbosch University SDF vision. The University therefor raises two main points in this letter but recognises these concerns will be addressed in due course as part of the ongoing planning coordination discussions between the University and the Municipality.

The first concern relates to the current alignment of the proposed Eastern Link Road, as indicated in the Roads Masterplan. Although it is understood that the role of the Roads Masterplan and the current Eastern Link Road diagram is merely intended to indicate a long-term vision for potential future connections, the University requests that alternative alignments be indicated in the next revision of the Roads Masterplan. The existing alignment negatively impacts Stellenbosch University's spatial vision for the expansion of the existing Welgevallen Agricultural Hub and Coetzenburg Sports Fields. Should the proposed road cut across the South Campus in the alignment currently indicated, it will pose an increased security risk for the University, amplify thoroughfare vehicular movement in an area earmarked as a recreation and pedestrian-priority zone, and create a buffer diagonally across the proposed 'green' sports zone link with the adjacent schools precinct.

The University is also concerned about the impact that the Eastern Link Road's discharge will have on Suidwal Street, considering that this road is already congested with the limited capacity of the current bridge crossings over the Eerste River, and this road serves as the primary feeder route to the Coetzenburg and Welgevallen facilities. In confirmation of the discussion with Mr. Fullard, the University further confirms that the purpose of the current re-alignment diagram is merely to indicate the potential need for a link but will not impede on the University's development rights and is currently not a priority for the Municipality. Should either the Municipality decide to move forward with the planning of the road or the

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University with the expansion of the campus facilities, the matter will be discussed in more detail to accommodate both parties.

The second main point relates to Stellenbosch University's proposal to create safe 'drop and go' zones in strategic locations around the campus, in support of the campus' integrated mobility plan. Since the creation of these pick-up points will require a partnership agreement between the University and the Municipality (and be located on both University and Local Authority land), the University requests that main planning principle and location of these pick-up points be included in the Municipality's NMT Policy Framework.



Image 1. Stellenbosch University Mobility Plan – 'Drop and go' points





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2. Revised Roads Masterplan

- 2.1 Eastern Link Road (pg. iv) – immediate/ imminent implementation of Van Reede extension/ Pastorie Street link proposed as initial phase of Eastern Link Road. This impacts future considerations of alternative alignments with the implication that the proposed alignment across SU Coetzenburg/ Welgevallen site will remain in place, but may in future not be necessary.

Thank you for your consideration.

A handwritten signature in black ink, appearing to read 'F. Swart'.

Vriendelike groete | Iminqweno emihle | Kind regards

Francois Swart

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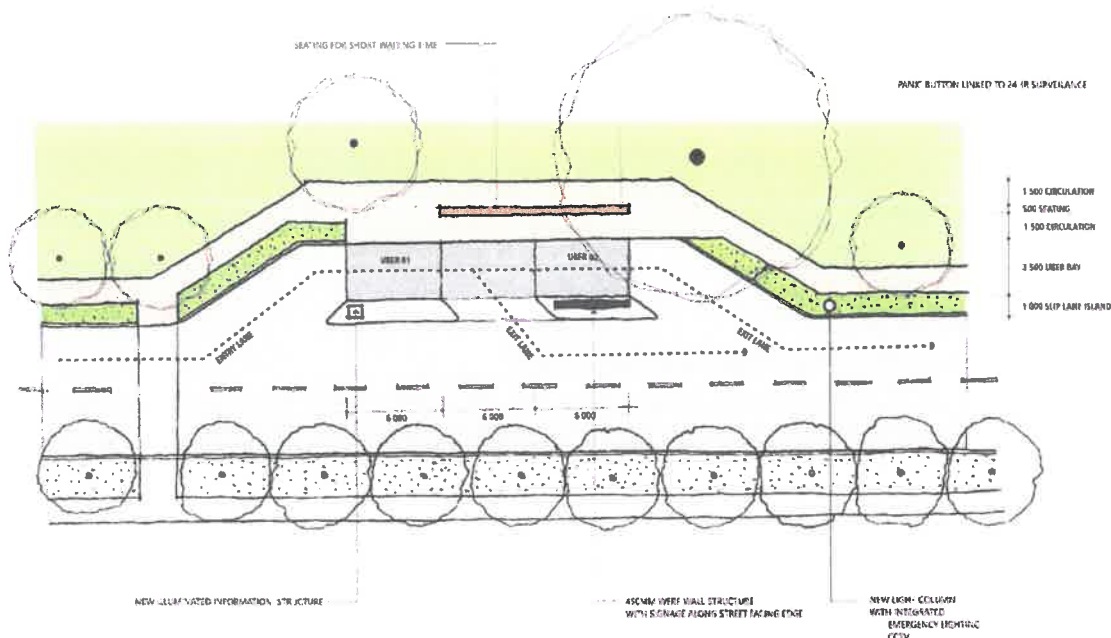


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The Stellenbosch University Mobility plan included the following diagram in the Campus SDF to outline the important safety elements of the 'drop and go' zones.

Image 2. Stellenbosch University – Proposed concept design for 'Drop and go' points

In



In addition to the two main comments outlined above, Stellenbosch University notes the following feedback points related to the aforementioned policy documents, for consideration and further discussion.

1. Non-motorised Transport Policy and Masterplan

- 1.1 Universal Accessibility Policy (pg. 5) – cross-over zones and integration of planning elements in areas that also interface with the Stellenbosch University's Universal Accessibility Policy.
- 1.2 Clarity regarding the latest Stellenbosch Municipality DC Policy (pg. 6). Will Stellenbosch University be credited for implemented SU funded NMT projects on municipal roads or properties? What is the expected implementation date for the new DC Policy?
- 1.3 Clarify the requirements for the proposed Site Transport Assessments and which consultants will be responsible for preparing and submitting this report. Will this be part of all project submission requirements or what criteria will trigger this assessment (in addition to Site Development Plans and Traffic Impact Assessments).
- 1.4 Existing and Proposed NMT Network Plan (December 2020) – diagram 1: Note overlap of University NMT routes and Municipality routes (particularly around North Campus), for discussion and detail planning purposes.

