

Corridor Study on R44 and Bredell Road Upgrade

NO.	ISSUE	NAME	METHOD	COMMENT	RESPONSE
5.5		Aubrey Stevens – Stellenbosch Municipality	2013.03.22 ☺	<p>Past solutions</p> <p>I have been a professional civil engineer for nearly 20 years and was also involved the past 16 years (as part of our Municipalities provincial road agency function for Province) with input from various technical role players (all with very good solutions) and all well received by the adjacent property owners and the public and politicians. These solutions varied from signalisation intersections on this section of the R44 that warranted signalisation, road safety awareness campaigns that included increased law enforcement, relocating/upgrading private accesses when evaluating new applications for change in land use, etc. Unfortunately, the reality the past 16 years was that the traffic safety impacts of all of these solutions were short term, therefore only bringing temporary relief.</p> <p>To address the dangerous traffic movements at the many farm median crossings present on a permanent basis, the engineering solution that was presented is to my knowledge the only one available without affecting the existing rights of the property owners regarding access and business.</p> <p>The responsibility of the Road Authority and political office bearers are therefore to ensure that the voices (and rights) of the current 30 000 daily road users and future (fast growing) road users are also heard and protected not forgetting to try and minimise any negative impact on the environment during construction and after completion of the proposed farm median crossing interventions.</p>	<p>Note that the proposed project takes into account future planning for a 30 year horizon.</p> <p>Alternatives were considered not only in terms of the impact on road users but also in terms of the impact on adjacent directly affected landowners.</p>
5.6	Traffic planning	Izak Fourie - Stellenbosch Municipality Councillor Ward11	2013.02.27 ☹	<p>It is a fatal flaw that the project is planned in isolation and not as an integral part of the complete traffic plan in and around Stellenbosch. That makes it unaffordable.</p> <p>From the answers provided it is clear that the persons who provided the answers have no knowledge of the rest of the traffic planning.</p>	<p>While government departments aim to have co-operative governance between the various departments, it is not always a reality and practically implementable. The DTPW is proposing to undertake the improvements along the R44 which falls under their jurisdiction. Urban roads in and around Stellenbosch falls under the jurisdiction of the Stellenbosch Municipality. Government funding is available for the proposed project. However, no funding has been applied for or provided for additional measures under municipal jurisdiction. The Stellenbosch Municipality are being involved in the proposed project – as such this project should inform future municipal planning.</p> <p>Traffic planning is being undertaken at a level appropriate to the proposed project. This project can unfortunately not take into account traffic of the greater Stellenbosch and Somerset West areas.</p>