

Contact Address:

iCE Group (Stellenbosch), **Tel No:** +27 (0) 21 880 0443
P O Box 131, **Fax No:** +27 (0) 21 880 0390
Stellenbosch, 7599 **e-mail:** piet@icegroup.co.za

Contact Person: Piet van Blerk**Your Ref:** Stellenbosch Western Bypass**Our Ref:** iCE 1121A **Date:** 23 April 2017**Consulting Services**

- Civil Engineering Services
- Roads
- Traffic Engineering

Stellenbosch Municipality
PO Box 17
STELLENBOSCH
7599

Attention: Mr Dupré Lombaard

Sir

STELLENBOSCH WESTERN BYPASS – STATUS REPORT

Your request to provide you with a status report on the progress on the Stellenbosch Western Bypass project, refers.

1. Background

The idea of a road to bypass Stellenbosch to the west of Stellenbosch originates from 20 to 30 years ago. There was also the idea of an eastern bypass from somewhere around Jamestown through Paradyskloof, Brandwacht/Dalsig area to intersect Van Riebeeck Street opposite Marais Street. This road would have provided an “eastern bypass” to link to the Helshoogte Road. This route is not possible anymore as, for some reason, building plans were approved years ago to construct buildings for Boland College across this route. It was, only recently, discovered that a route from the R44 from opposite the Techno Avenue-intersection, through Blaauwklippen farm along Wildebosch Road (through Paradyskloof) through Brandwacht and to the east of Dalsig, across Wellgevalen and Coetzenburg to tie in opposite Marais Street is a proclaimed Provincial main road. It thus appears that this proclaimed main road was supposed to be the “eastern bypass” mentioned above.

If one look at the Road Network Plan of the City of Cape Town, that includes Stellenbosch, the higher order south/north routes (expressways/freeways) consist of the M3, the M5, the R300 with nothing to the east of that. All these routes are currently already under pressure with regard to capacity. The R44 (Class 2 road) currently provides the only south/north route for traffic to the east of the R300 but the congestion through Stellenbosch has become intolerable. From there the idea of a bypass to the west of Stellenbosch. Taking into consideration the existing road network, such a road would serve a regional function and not only Stellenbosch. Based on the regional function of the bypass road the PGWC should be involved in the planning and funding of the project.

The implementation of a western bypass to Stellenbosch is not seen as the ultimate solution to the traffic congestion in Stellenbosch. Other road infrastructure requirements are the upgrading of intersections along the R44 as well as Helshoogte Road in order to provide more stop line capacity (a report on this to acquire funding from the PGWC was submitted in December 2015), the adjustment of the setting of traffic signals throughout Stellenbosch and the provision of and “Eastern Link Road” with another link across the Eerste River.

Stellenbosch office:

Tel : 021 8800 443
Fax: 021 8800 390

Directors:

P.J. van Blerk, Pr Eng.

iCE Group (Overberg) t/a
iCE Group (Stellenbosch)
Reg No:2006/133238/23

2. Appointment

When a consultant team was appointed by the Stellenbosch Municipality for the Northern Extension of Stellenbosch project, the team pointed out that determining the road reserve of a possible bypass road is of utmost importance as this would most probably be the northern boundary of the project. The consultant team's appointment was then extended to include determining the route of a possible bypass route.

3. Route Assessment

In order to determine the start- and end-point of the possible bypass road, several route options were considered. Factors that needed to be considered in determining the routes were environmental issues, technical issues such as spacing of intersections and horizontal and vertical alignments standards, traffic desire lines, heritage issues, property issues, future developments, etc. Some of the routes were eliminated based on technical issues, preliminary environmental issues, future developments as well as input from affected property owners, already consulted.

The road that will be planned as a dual carriageway, will tie in with the R44 in the vicinity of the Annandale Road in the south and with the R304 in the vicinity of the Welgevonden Road-intersection in the north, a distance of ± 14 km.

The intention is that there will be no direct property access to the road and that all intersections will be grade separated (interchanges).

4. Traffic Modelling

Traffic modelling of the bypass road taking into consideration various scenarios of development is currently in an advanced stage. Currently three (3) scenarios of development will be modelled, i.e.

Scenario 1: The current traffic flows (2017) with and without the bypass road;

Scenario 2: The estimated traffic flows (2025) including the future developments as per the SDF Amendments of May 2017;

Scenario 3: The estimated traffic flows (2050) including all possible future developments.

Information with regard to existing and future developments is obtained from the IMQS-system and the Stellenbosch IDP.

Possible phasing of the bypass road would also be tested.

5. Public Participation

Up to now most of the affected property owners (with the exception of a property that is in the process of being transferred to a new owner) have been consulted at least once in one-on-one meetings where the consultant team and the affected owner were present. In some cases more than one such meeting was held. For each meeting "Meeting Notes" were compiled and an attendance register signed. The intention is to meet with all the affected owners again before going officially public by means of the official environmental process.

6. Project Management Team (PMT) Meetings

The first PMT-meeting will be held on Wednesday, 3 May 2017. This meeting will be attended by the professional team, the Stellenbosch Municipality (planners and engineers) as well as the PGWC (mr Malcolm Watters).



At this meeting it will, inter alia, be decided who should be represented at the PMT-meetings other than those attending the first meeting, the specialist studies required, and the way forward with a program.

It is currently anticipated that the EIA-process would take between 18- and 24 months where after the Conceptual Design would be finalized based on the conditions contained in the Environmental Authorization. During this stage a more accurate cost estimate of the road would be conducted as well as an economic evaluation in order to determine the feasibility of the project.

We trust that the above gives you sufficient information on the progress of the project. Please contact the undersigned should you require any additional information.

Yours faithfully

A handwritten signature in black ink, appearing to read 'P. van Blerk', written over a horizontal line.

Piet van Blerk Pr. Eng
iCE GROUP (STELLENBOSCH)