
7.3.2 EASTERN LINK ROAD

The Eastern Link Road (previously incorrectly referred to as the eastern bypass) has been contemplated for a long time (see Section 6.5), but has never been formally adopted due to public and environmental concerns. However, the scale, nature and potential benefits of this project make it an ideal candidate to include portions of the link road into the 2022 RMP.

A preliminary alignment was obtained from the ICE Group of Consulting Engineers, and coded into the model as a single carriageway Class 4 collector road. This route involves the extension of Van Reede Road and a connection with Pastorie Road at the Theological Faculty with a new proposed bridge crossing over the Eerste River. Other alignment alternatives would include the widening of the Coetzenburg bridge near the CBD. However the modelling results, of alternative routes near the CBD, are expected to be of a similar order due to only marginal differences in travel time and distance.

The 2040 private transport commuter matrix was assigned onto this modified network, and the peak hour traffic results are shown in **Figure 7.4**. The next illustration in **Figure 7.5** shows a comparison with the existing network and highlights the attraction of traffic onto the new route. (Also refer to Appendix A-2)

Based on this limited modelling assessment, the following results are of interest:

- The term “bypass” is a misnomer, considering that very little traffic deviates from the R44 onto this route as an alternative access into the Stellenbosch CBD.
- The link road mainly serves as an internal connector, carrying a maximum of about 450 vehicles per hour in any given direction between the R44 and the proposed Van Reede extension.
- Traffic on the proposed Van Reede extension to Dorp Street (across the Eerste River) is however significantly higher (850 vehicles per hour), serving as an alternative to the congested Piet Retief Road.
- Traffic on the R44 near the Technopark intersection reduces as a result of local traffic using portion of new link road. Between Van Reede and Dorp Street, the reduction is more than 200 vehicles per hour, mainly as a result of the proposed Van Reede extension.

In terms of these findings, a strong case can be made for implementation between Van Reede and Pastorie Street. This should have immediate benefits, considering the lack of adequate river crossings and the present traffic demand patterns in this area.

The implementation of the Wilderbosch extension to Trumali Road and the Wilderbosch extension to (R44) Technopark would also have immediate benefits due to access restrictions on the R44 and proposed residential developments in the area.

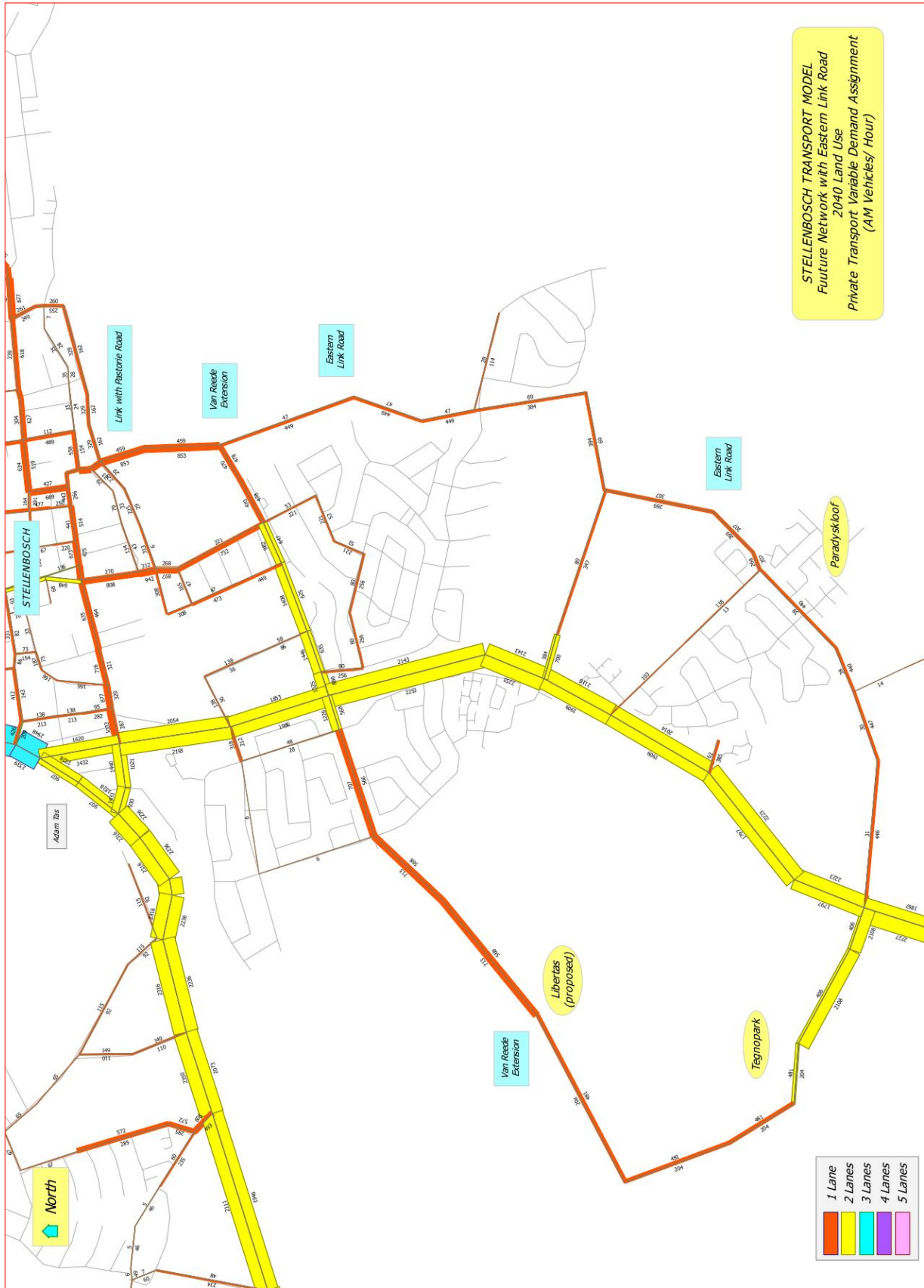


Figure 7-4: Eastern link modified network - 2040 AM peak hour traffic

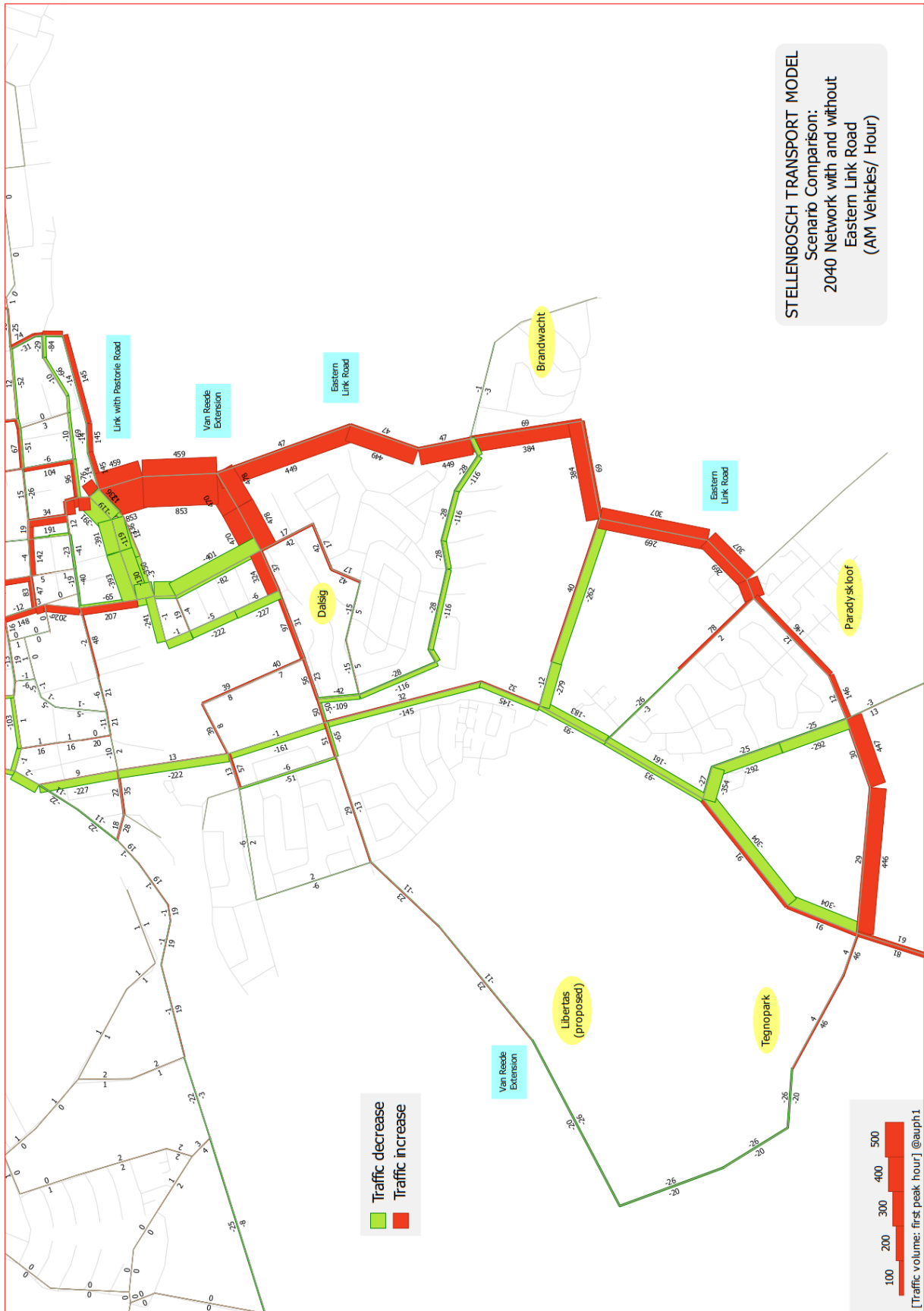


Figure 7-5: Eastern link compared to existing network, attraction of traffic 2040 Weekday AM peak hour