

MINUTES OF INFORMATION MEETING

CONTRACT: C1120

**THE UPGRADE OF MAIN ROAD 201 BETWEEN THE N1 (PAARL) AND THE R45 (WEMMERSHOEK)
PHASE 1: (KM 59.2 TO KM 62.5)**

ONLINE INFORMATION MEETING HELD ON 9 JUNE 2020 at 10:00 VIA SKYPE

1.1 WELCOMING

Mehdi Haider welcomed all to the meeting.

1.2 ATTENDANCE AND APOLOGIES

PRESENT:

Representing	Name	Abbreviation
WCG – Project Co-ordinator	Mehdi Haider	MH
WCG – Chief Engineer: Geometrics	Michael Hendrickse	MHKS
WCG – Representing the Planning Directorate	Harry Thomson	HT
ERO Engineers	Leon Kriegler	LK
ERO Engineers	Yolande Viviers	YV
GNEC (Environmental Consultant)	Carina Nel	CN
GNEC (Environmental Consultant)	Guillaume Nel	GN
Drakenstein Municipality	Louis Pienaar	LP
Drakenstein Municipality	Carel Lotz	CL
Boschenmeer	Schalk Opperman	SO
Boschenmeer	Michelle Horn	MHO
Boschenmeer	Karl Feil	KF
Boschenmeer	Stefan Van Niekerk	SN

1.3 PROPOSED DUALLING OF MR201 PAST BOSCHENMEER DEVELOPMENT

Background to the upgrade of Main Road 201 (MR201) was given by Mehdi Haider, from Western Cape Government (WCG), by means of a presentation. Due to development and changes to land-use adjacent to this section of MR201, or R301 as it is locally known, this section of MR201 will be upgraded to a Class E cross-section

INFO

<p>inclusive of streetlighting and NMT facilities. Some accesses will be cut off from MR201 and new access roads will be provided.</p>	ACTION
<p>The proposed dual carriageway cross section includes a 2 m sidewalk, 3.1 m surfaced shoulder, 2 x 3.4 m surfaced lanes per carriage way and a 5 m raised median between the two carriageways. Right turning lanes will be provided in the median at intersections that warrant them. Streetlighting will also be provided on this section.</p>	INFO
<p>Due to the classification of the upgraded cross section, accesses must be consolidated to improve mobility and safety along this section of MR201. The decision to move Boschenmeer Gate 1 from km 59.190 to km 59.000 was done to consolidate accesses with Azalea, Wilde Paarde and Zandriff, located on the eastern side of MR201. The reason for Boschenmeer Gate 1 moving and not the eastern accesses is due to improved spacing of intersections, a river crossing and change of ownership of land on the eastern side of MR201.</p>	INFO
<p>Boschenmeer Gate 2 and 3 will stay in their current location.</p>	INFO
<p>1.4 COMMENTS AND CONCERNS</p>	
<p>The following comments and concerns were received during the first round of the Public Participation Process and were addressed as follow:</p>	
<p>Speed Limit The setting of speed limits is governed by South African Road Traffic Signs Manual (SARTSM) Volume 2 Chapter 20. The speed limit might decrease as the area becomes more urban.</p>	INFO
<p>Intersection controls are determined by current and future developments.</p>	
<p>Traffic signals will be implemented in future when warranted. This is also governed by SARTSM Volume 3. All underground infrastructure will be put in place for future traffic signals.</p>	INFO
<p>Traffic Calming MR201 is classified as a class 2 urban arterial and therefore according to Access Management Guidelines policy, traffic calming measures are prohibited.</p>	INFO
<p>Speeding on this section of MR201 should be addressed by law enforcement and cannot be solved with design principals. The use of speed cameras to enforce speed control might be used as a traffic calming measure but it falls outside the jurisdiction of WCG Transport and Infrastructure Branch.</p>	INFO
<p>Public Transport stopping places. A 3.1 m wide shoulder is provided which will safety facilitate any public transport operations without obstructing traffic. Public transport will be monitored and once warranted, embayment's will be formalised.</p>	INFO
<p>Access relocation. Access Gate 1 has been shifted to improve mobility and safety along MR201.</p>	
<p>Noise will likely reduce or be equal to the current scenario as this traffic will be split onto two carriageways.</p>	
<p>Funding of the new gate will be arranged by WCG. Boschenmeer will be contacted soon regarding details for further arrangements.</p>	INFO

ACTION

Streetlights.

Streetlights will be installed on this section of MR201.

INFO

Crossing the dual carriageway.

Turning lanes will be constructed at warranted intersections to ensure safe turning movements.

INFO

Traffic accommodation during construction.

The new eastern carriage way will be constructed first. Traffic will then be diverted onto the new carriage way while the existing road is being upgraded to the new carriage way. This will minimize disruption to traffic. Accesses will be kept open at all times.

INFO

Dust control, construction working hours and construction workers.

Strict health and safety, and environmental practices will be enforced on site. This will be in accordance with WCG Contract Documentation and the General Condition of Contracts (GCC).

INFO

Contractors will only be allowed to work during specified working days and hours. Sundays will be non-working days.

INFO

1.5 GENERAL

Speeding through traffic is a concern for Boschenmeer residents when they are turning left out of their access gates. There was a question regarding a traffic circle build on the R60 near Ashton and why this will not be used on MR201 as a traffic calming measure.

WCG Response: It was noted that special circumstances can make a design deviate from design standards, but traffic circles on MR201 is not the ultimate future design solution. The circle on the R60 is built in a rural environment and traffic signals cannot be installed there. Traffic signals serve all legs of an intersection best where traffic circles might not work best where traffic is unbalanced. A larger portion of land will have to be expropriated for a traffic circle's footprint. The design life of a traffic circle is shorter than a signal control intersection. In most cases traffic circles ultimately gets replaced by traffic signals. Future traffic signals on MR201 will also create gaps in traffic and act as a traffic calming measure.

INFO

Stacking taxis currently using the gravel shoulder to park obstructs sight triangles at exit gates. There was thus a request for a painted acceleration exit lane in the surfaced shoulder to prevent this from happening.

WCG Response: According to WCG standards traffic counts needs to warrant exit lanes which is not currently the case. The design footprint does not currently allow for exit lanes to be painted and additional land will need to be expropriated to accommodate these lanes. If exit lanes are implemented but not warranted it will create a precedent and other developments will also request exit lanes. No stopping signs and red barrier lines can be painted to prevent vehicles from obstructing the shoulder and sight distances at exit gates.

WCG/
ERO

Taxis currently stop at Boschenmeer because that is where the majority of their clients work. Once development happens along MR201 this might change. There was a proposal that if Boschenmeer provide additional land at their new Gate 1 that WCG would consider constructing a bus embayment. Boschenmeer will provide a proposal to WCG. It should be noted that once the land adjacent to MR201 is fully developed, public transport movement might differ from current patterns.

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<p>The relocation of Boschenmeer Gate 1 is due to the watercourse left of the current access point and change of land ownership on the eastern side of MR201. Moving the access will also create more stacking space at the Lustigan Road (DR1110) when traffic signals are installed in future. The most logical solution was thus to move Boschenmeer Gate 1.</p>	<p>ACTION</p> <p>INFO</p>
<p>An independent evaluator will assess and evaluate the access gate and infrastructure that needs to be relocated. Boschenmeer will then either be compensated for the gate or the gate will be reinstated. Boschenmeer will be contacted regarding this.</p>	<p>ERO/ WCG</p>
<p>WCG will be contacting each landowner/roll player to have a meeting and address comments and concerns received during the first round of the Public Participation process. Due to the government's current rule against large gatherings WCG will have virtual meetings if possible. Boschenmeer will be impacted most due to their access gate moving. The majority of other properties are still to be developed and their approval conditions are set out to include the new upgrading of MR201.</p>	<p>INFO</p>
<p>It was requested that streetlights only light the road area and not light adjacent private property. WCG Response: This will be communicated to the Electrical Engineer involved in the design of the streetlights.</p>	<p>ERO/ WCG</p>
<p>Boschenmeer enquired about the land use of the vacant area to the left of Access Gate 3. WCG Response: The municipality will confirm the ownership and use of this property.</p>	<p>MUN</p>
<p>The walkway between access gate 2 and 3 is a concern for Boschenmeer residents. They currently have a palisade fence which is open and provide no privacy to the adjacent property. A request was tabled for a solid wall to be considered at this section.</p>	<p>WCG</p>
<p>Currently the earliest estimated construction date is mid to late 2021.</p>	<p>INFO</p>

1.6 APPROVAL OF THE MINUTES

I the undersigned do hereby confirm that these minutes are a true reflection of the discussions held at the meeting.

Engineer:  Date: 25/06/20



1.5 DISTRIBUTION LIST

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