

MINUTES OF MEETING: Proposed N21 (R300) Cape Town Ring Road
Approved Road and Rail Network for Cape Metropolitan Area: 1998
Interim Transport Plan (as amended) Ref. Fig. 6.1

DATE: Tuesday, 1 April 2003
TIME: 13h00 – 14h00
VENUE: City of Cape Town Offices, Foreshore

1. ATTENDANCE

NAME	ORGANISATION
John Martheze	City of Cape Town: Transport, Roads and Storm water
Desireé du Preez	Chand Ecosense JV

2. ISSUES ARISING

- **Philippi:** A road is planned between Spaansemacht River Road and Prince George Drive, over the M3. This road will connect with Main Road in Southfield, Plumstead and the M5. Philippi Road ties in with the R300 North.

- False Bay Coastal Arterial

The transport plan does not support this proposed road, as it does not serve any community between Prince George Drive and Vanguard Drive. Between the upgraded Baden Powell Drive and the Cape Flats Freeway, there would be two high order roads in the area that serve communities, with no need for a third.

- Baden Powell (R310)

The route between Main Road and Prince George Drive north of Sandvlei is proposed as an Expressway Class 1 Standard (e.g. De Waal Drive). It will be an extension of Ou Kaapse Weg to Prince George Drive which will link southwards, via Princess Vlei Parkway, and to Baden Powell Drive. This route could have less minor accesses than the existing Baden Powell Drive. Some of the existing Baden Powell will probably be kept to maintain local access to the beach.

- Penway: Proposed Impacts

➤ A major public transport interchange is planned at Steenberg

Station. How will this link to the Freeway?

- Investigate a linkage to Capricorn Park at its eastern end and to the waste site and the Waste Water Treatment Works.
- A connection with Strandfontein Road and Vanguard Drive South, in the Weltevreden Road area would be necessary to serve communities and meet network requirements in these areas.
- The road parallel to Vanguard Drive: how will accessibility for farms etc. to the west be catered for?
- An additional access is required between Bottelary Road and the R300. This may not need to be direct access and could be via other roads.
- De Wet Road: The local traffic and land-use issues related to removing this access to the Philippi Freeway need to be addressed.
- The Department of Agriculture and the Department of Minerals and Energy should be invited for comment regarding possible effects of the road on the Philippi horticultural area.
- The impacts on the old Weltevreden Road should be investigated.
- Durbanville
 - There are no issues or problems here as the proposed road corresponds with the existing reserve. It is in line with planning.
- Farming are north of Durbanville
 - The original proposed route is not a problem and the question has been raised as to why one could not revert to the original proposal in terms of the route to Melkbos Strand as opposed to Alternative 2.
 - The east/west Blouberg Arterial is planned as an expressway. There would be options for more local movement. With the tolled freeway local movement is not possible and this will potentially impact the planned local network. There must be provision for access to the Bouberg Conservation Area.

- The planned Atlantis Freeway is further north than the proposed R300. In terms of future planning, the impact of the R300 is not problematic as long as a future linkage is possible. It must also be noted that an airport to the north of Durbanville is proposed in terms of future planning.
- In terms of the proposed road, there will be a change of location of major interchanges on the N7. The implications of this on other interchanges need to be investigated e.g. Morningstar, Frankdale and Vissershok interchanges. There is a desire to upgrade Frankdale road, hence the Blouberg east/west arterial was planned the upgrade with future planning. The R300 will not solve the Frankdale Road upgrade issue.
- Access from the R300 without toll to the waste site should be investigated.
- Potential dam sites on the Diep River for Cape Town require clarification.
- Koeberg Emergency Evacuation protocols should be investigated.

Contact: Peter Matthysen : 021 – 4872033
 W. Crous ; 021 – 4186830 (Transport modeling)
 T. Hill 021 – 5539506 (Koeberg)

- Transport planners must flag where the City should change transport planning (e.g. road classes). Town planners are to determine implications of these changes to the road itself and adjacent land use.
- Refer to CCT letter which is favourable to the northern route and response to J&G report. Letter obtainable from Chris Manchip.