

**7.  
PROPOSED REALIGNMENT OF THE HERMANUS REGIONAL ROUTE CONNECTOR  
(R43)**

**15/1/3/3/2/4 & 16/3/R**

**S Müller**

**12 May 2021**

**Director : Infrastructure & Planning**

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**1. Executive Summary**

The purpose of this report is to inform Council of the status quo on the bypass road

**2. Service Delivery and Budget Implementation Plan - IGNITE**

Infrastructure & Planning

**3. Compliance with Strategic Priorities**

Provision of democratic, accountable and ethical governance  
Creation and maintenance of a safe and healthy environment

**4. Delegated Authority**

None

**5. Legal Requirements**

Local Government: Municipal Systems Act, 2000 (Act 32 of 2000)

**6. Background/Discussion/Evaluation/Conclusion**

**Background**

A possible bypass road located north of Hermanus has been under consideration as far back as the early 1970s. Various planning documents over the years included a bypass route on the urban edge on the mountain side of Hermanus.

In 2008 the Western Cape Department of Transport and Public Works (WCDTPW) indicated that they would pursue the mountain side bypass and started the planning process in 2011.

**Discussion**

On 30 April 2021 the WCDTPW's service provider, SRK Consulting, issued a project status update on the Hermanus CBD Bypass Environmental Impact Assessment (EIA). This report stated that the Department of Environmental Affairs and Development Planning (DEA&DP) had rejected the amended EIA

report, listing a number of aspects that were to be addressed in the revised EIA report. These included aspects relating to:

- Biodiversity offset and golf course wetland;
- Noise mitigation; and
- Need and desirability

DEA&DP also questioned whether the suggested bypass road will be the most appropriate solution to alleviate traffic congestion into the Hermanus CBD. This information was distributed to all registered stakeholders.

The view of the Overstrand Council remains that dealing with traffic passing through Hermanus should only be considered once the traffic congestion into and out of Hermanus has been resolved. At that time all the possibilities for dealing with traffic through Hermanus should be considered, including the possibility of introducing public transport. Should the preferred option require a biodiversity offset the maintenance of this offset will also need to be addressed.

#### **7. Financial Implications**

None

#### **8. Staff Implications**

None

#### **9. Comments from other Departments, Divisions and Administrations**

None

#### **10. Annexures**

None

#### **RECOMMENDATION TO THE COUNCIL:**

1. that dealing with traffic passing through Hermanus should only be considered once the traffic congestion into and out of Hermanus has been resolved;
2. that, once the external traffic congestion has been resolved, all possibilities for dealing with traffic through Hermanus should have been considered, including the possibility of introducing public transport; and
3. that, should the preferred option require a biodiversity offset, the maintenance of this offset will also need to be addressed.

**RESPONSIBLE OFFICIAL :**

**S MULLER**

**TARGET DATE FOR IMPLEMENTATION :**

**1 JUNE 2021**