**Clarence Drive Action Group**

**Minutes of a Meeting of Rooielsers on 10 Dec 2016 at Wonderlings**

**1. Present:** Jenny Stark, Koos Smit, Ruth Mattison, Wolfgang Steinbach, Shelley Blake, Riël Buys, Pierre Kruger, Kevin Philips, Estelle Raymond, Frank Raymond and Joselyn Mormile (scientist/researcher)

**Apologies:** Fiona Smit (KBRC), Dick and Jill Lockley

**2. Purpose of meeting:**

* To identify Rooiels Clarence Drive issues
* Strategy and actions to address problems
* How to best use the formal channels of REC, RERA, Website, KBRC, Ward Committee and Local and Provincial Government.

**3. Definition of Rooiels Clarence Drive**

This is the portion of Clarence Drive from the 60km/h sign on the hill on the Pringle Bay side of Rooiels to the end of the first parking area after the bridge going up the hill towards Gordon’s Bay.

We consider this portion of Clarence Drive as part and parcel of the Rooiels Village.It is important to note that Clarence Drive **does not bypass** Rooiels (this is a mistaken perception) butRooiels Clarence Drive serves as the main road of our village, with homes in Rooiels situated on both sides of it.

 The Rooiels portion of Clarence Drive is, according to Superintendent Harold Williams (Provincial Traffic services), particularly under stress as it carries Rooiels traffic, Scenic Drive tourist traffic, traffic to and from Pringle Bay, Betty’s Bay, Arabella, Kleinmond and the greater Hermanus area.

**4. Most of the Rooiels Clarence Drive issues can be grouped under:**

**4.1 Pedestrian and Worker Safety:** the road lends itself to excessive speeding which poses life-threatening danger to Rooiels’ pedestrians (including children and tourists), municipal and other service personel.

**4.2 Threat to Fauna:** Rooiels Clarence Drive on the bridge directly abuts the core zone of the Kogelberg Biosphere Reserve. 90% of all road kill in Rooiels takes place on Rooiels Clarence Drive as fauna moving up or down the Rooiels River valley will need to cross this road at some time. (Records of road kill here regularly include baboons, snakes, water mongoose, otter, porcupine, dwarf chameleons and grysbok). All levels of government have a legal duty to support the Biosphere principles – and we would expect special measures on this stretch of road where it passes through the Core Zone to minimise environmental harm.

**4.3 Safety of the Road itself:** Part of the support stucture of the Rooiels bridge (on the Gordon’s Bay side) is cracked and eroded, raising concerns as to its integrity. There are also concerns about the safety of this portion of the road for motorists and tourists wishing to turn off into other Rooiels roads along this steep and curvy stretch of road (Rooiels Clarence Drive), where vehicles tend to travel at high speed. Numerous accidents (some fatal) involving motor vehicles and motor cycles occur on this specific stretch of road.

**4.4 Security:** The parking lot on Gordon’s Bay side of Rooiels Clarence Drive is used as a base for criminal activity (robberies and burglaries) in Rooiels village and serves as a point of quick getaway on the R44.

**4.5 Tourism and Scenic Drive:** Clarence Drive has been designated as a “Scenic Drive” and was in 2015 voted “Most Scenic Route in the World” (ahead of Chapmans Peak at #3)! As such, Clarence Drive is valuable asset of national and international importance and is worthy of special measures and protection. It cannot just be regarded as an alternative route to the N2, nor should it be a fast route.. speed on a scenic route is not appropriate.

**5. Next Steps**

**5.1 Wolfgang**  will liaise with Ward Councillor Fanie Krige on a continuous basis around Rooiels Clarence Drive issues, keeping him informed and establishing a good working relationship.

**5.2 Wolfgang, Joselyn and Shelley** will meet informally with Fiona Smit (KBRC) before end of Dec, to fully brief her on the danger of Rooiels Clarence Drive to fauna. They will request her to place the matter on the KBRC agenda and agenda of management meetings with Overstrand in January.

**5.3 Everyone** to send copies of relevant correspondence, notes, photos of road kills and accidents, dates etc to **Shelley** who will liase with **Kay** to create a Clarence Drive Section on the website where updates, news etc can be posted, but also a record of events and communications can be kept.

**5.4 Jenny** will liaise with Alan Smith (Hatch) asking for advice on the possible appointment by the Rooiels community of an expert consultant who can advise us (behind the scenes?) on both technical and process issues. **Riël** likewise to contact a friend at SANRAL regarding an expert that can assist us.

**5.5 Wolfgang** will make enquiries with Ben de Klerk regarding Ben’s possible contacts at the provincial roads authorities when he erected his wall.

**5.6 Pierre** will liaise with Superintendent Harold Williams (Provincial Traffic)on a continuous basis around Rooiels Clarence Drive issues, keeping him informed and establishing a good working relationship.

**5.7 Shelley and Estelle** will draft a short email to all Rooielsers asking for support, contacts, information, photos etc.

**5.8 Wolfgang** will raise the Clarence Drive issues formally at the AGM’s of RESA, RERA and REC to ensure that the broader Rooiels community fully supports this initiative. (If needed, **Jenny** will second any motions.)

**5.9 Pierre/Jenny** to compile a “who’s who” list of names, email addresses, positions, etc of all relevant officials and to circulate this to the rest of this action group.

**5.10 Pierre** to investigate the cost of and possibility of the Rooiels community funding a casing for a permanent camera as well as its possible joint use by RESA.