Bergvliet Meadowridge Ratepayers Association
BMRA
for the good of the community

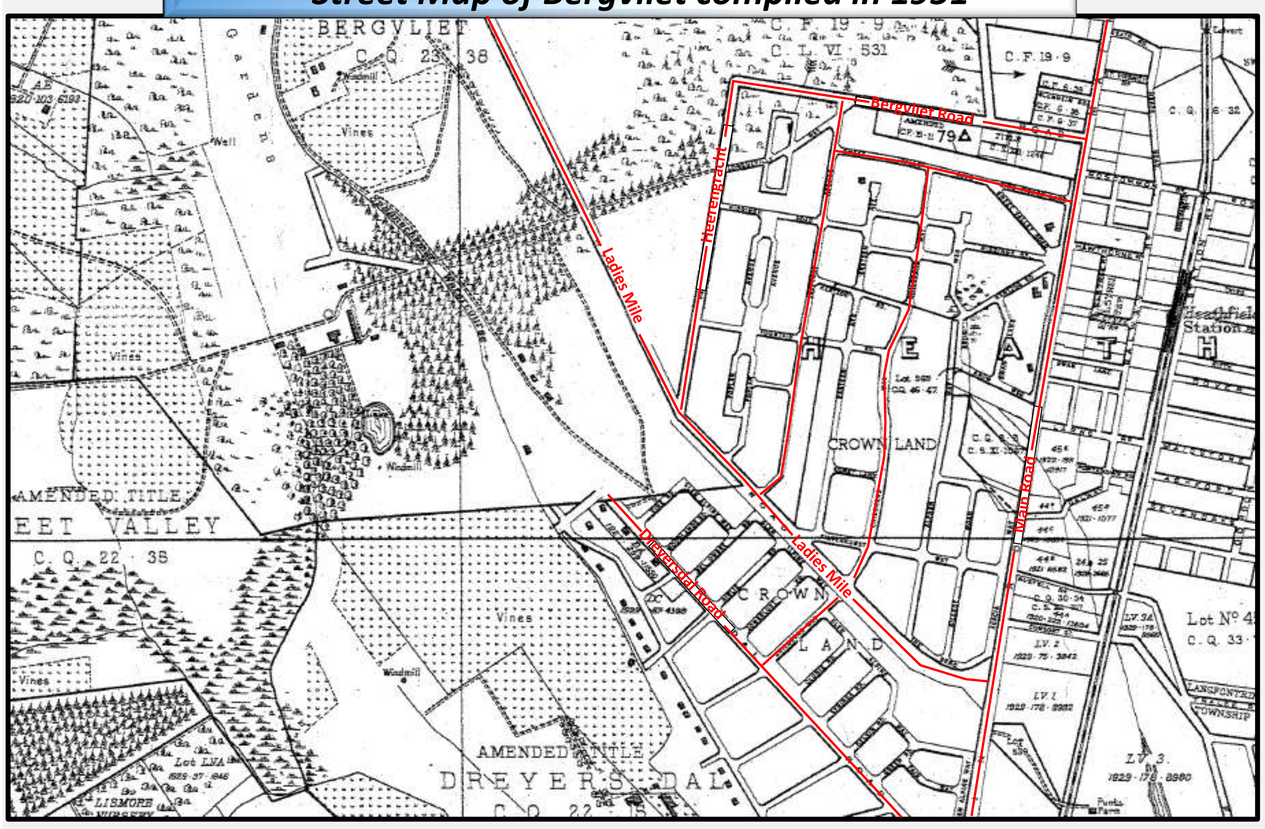
Bergvliet Meadowridge Ratepayers' Association

Celebrating 75 Years of Service to Our Suburbs

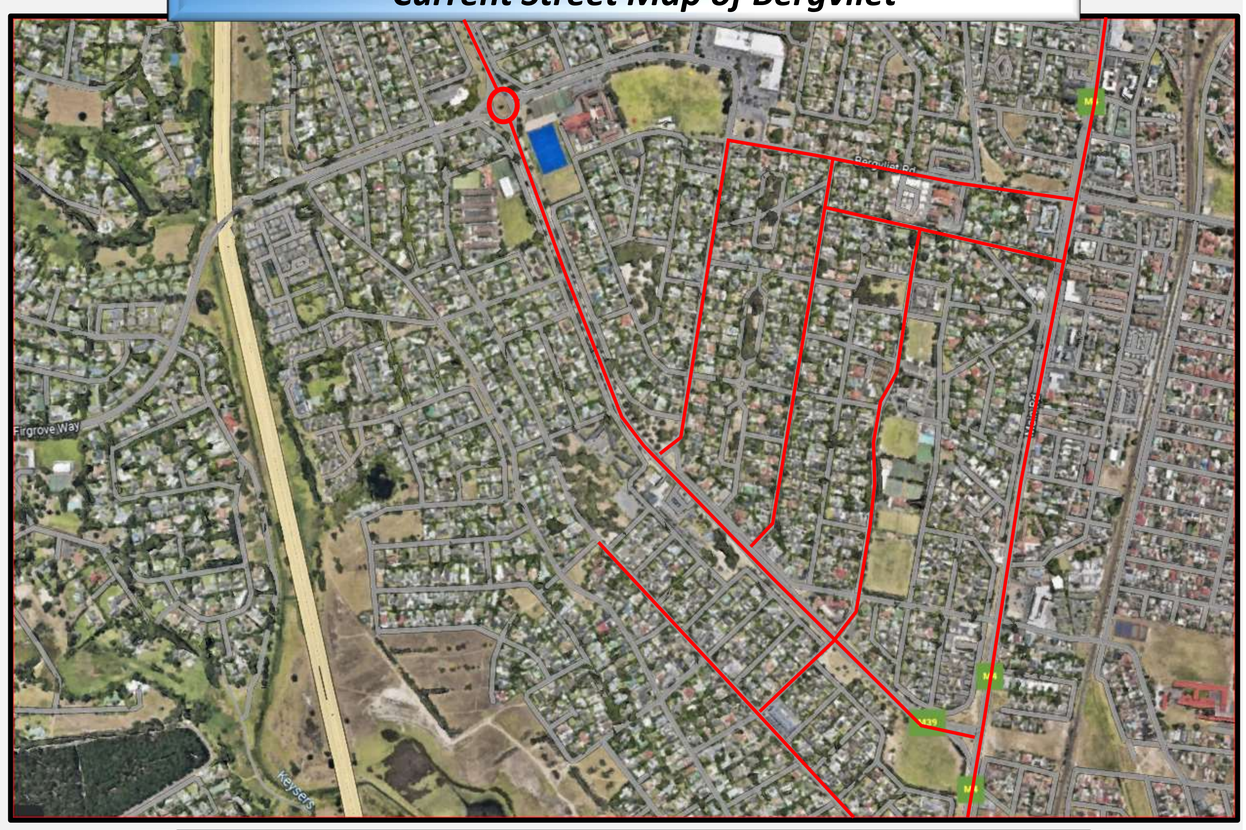
Continued Development in Bergvliet and Meadowridge

Our suburbs, originally under the District Council, were included within the Cape Town City Council in 1972. Building of the Simon van der Stel Highway (Blue Route) in 1979 probably marks the end of extensive farming activity on Bergvliet Farm, as easier access to Cape Town transformed our suburbs from those within a rural setting to those of working commuters. Continued development of our suburbs brings with it many issues that the Association monitors.

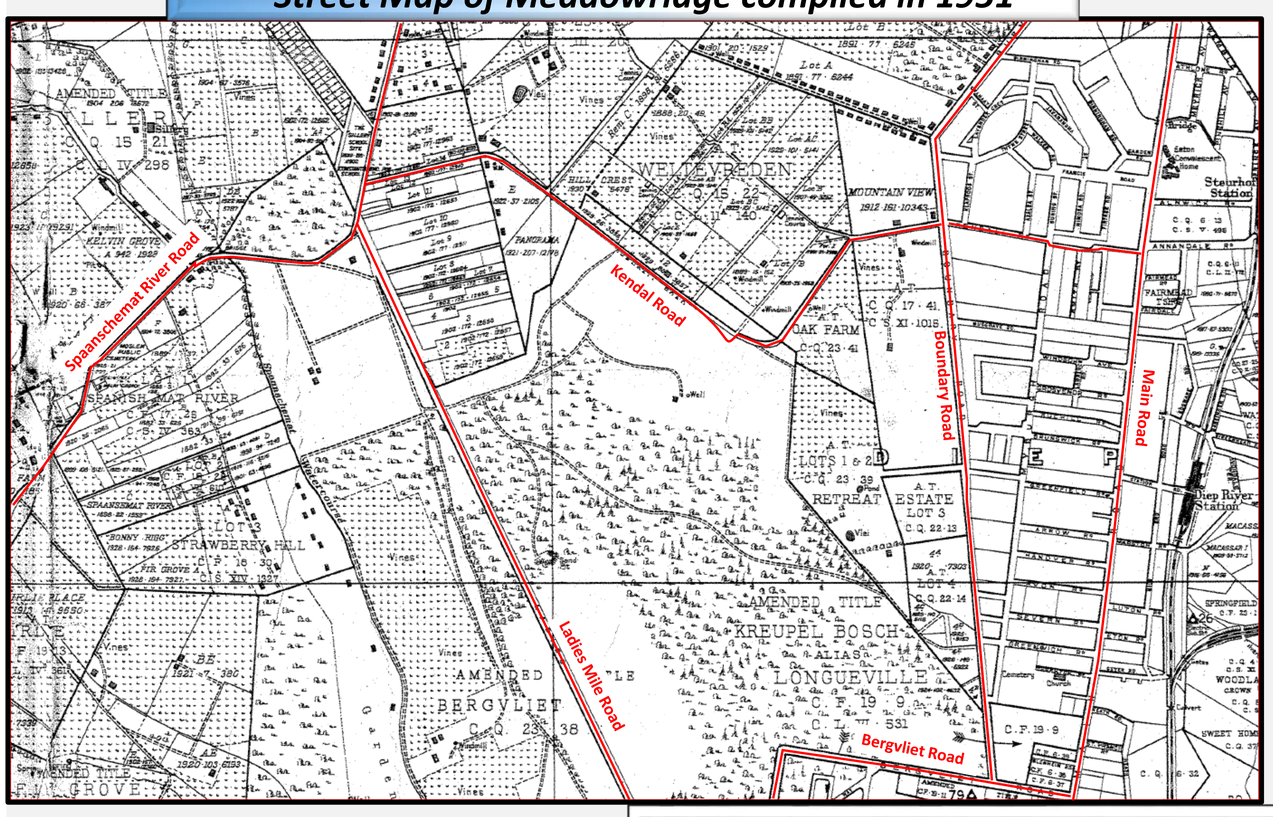
Street Map of Bergvliet compiled in 1951



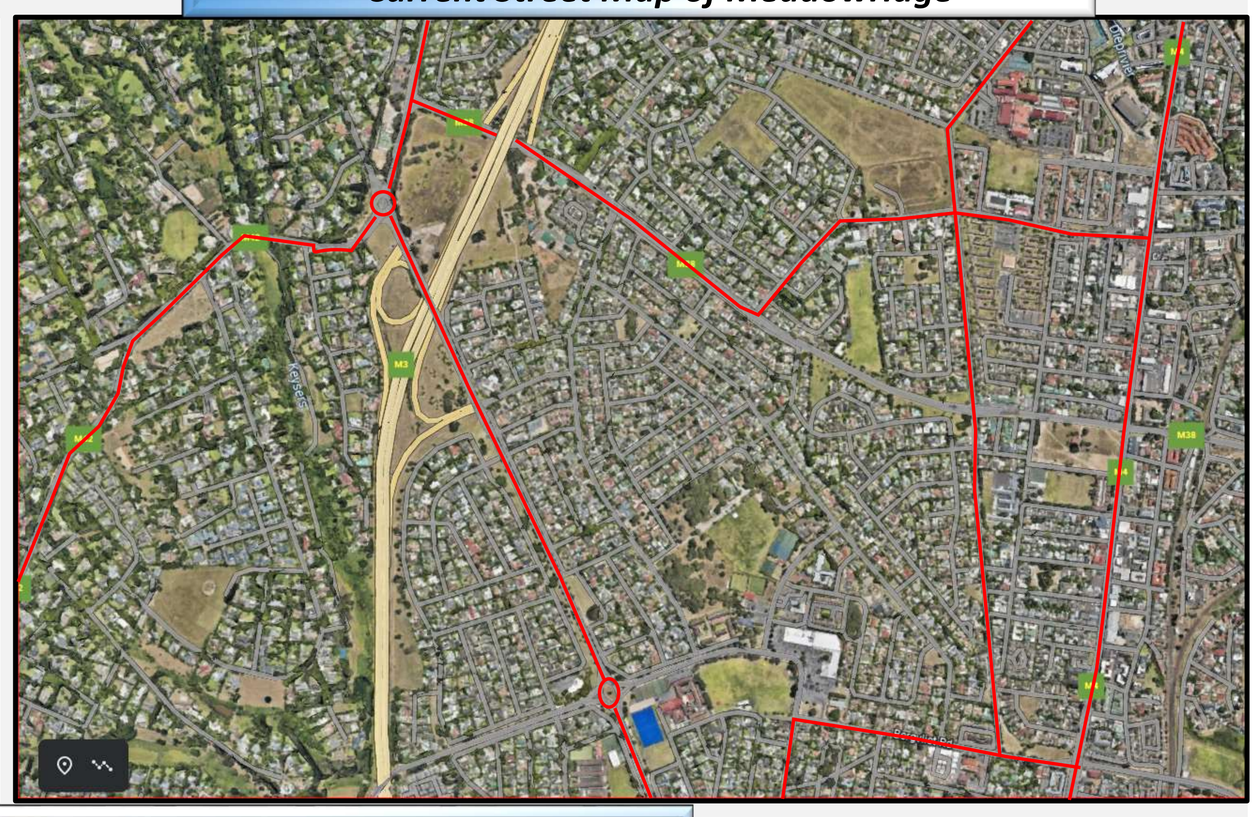
Current Street Map of Bergvliet



Street Map of Meadowridge compiled in 1951



Current Street Map of Meadowridge



Some examples of the work done by the Association

Municipal Improvement District: In 2000 the Association prepared a Draft Municipal Improvement District Business Plan for a levy of 4% on municipal rates to mow and clean public open spaces, clean streets and provide three scooters for a Crime Watch Patrol Service. In March 2001 the City Council was informed that the application could not be submitted because of the unfortunate lack of support of residents.

Crime Watch: For 18 years the Association ran a very successful Crime Watch. In 1988, under the Chairmanship of Mr Brian Gripper, the Association tasked Mr Claude Seha to set up a Crime Watch organization. With the help of the members of the Executive Committee the area was divided into 8 Areas with Blocks, each with an Area co-ordinator and a Block co-ordinator. In 1989 there were 112 Blocks operating with 1600 members and growing. The Crime Watch worked very well with the two police stations for the area resulting in a reduction in crime. In November 2006, some residents and block co-coordinators wanted to organise patrols and, to comply with the new Provincial legislation, the Crime Watch had to be separated from the Association so that a new separate neighbourhood watch body – now known as BKM Neighbourhood Watch – could be formed with its own constitution.

Delimitation of Wards: Since 1996, this Association had been making submissions to the Demarcation Board to keep Bergvliet and Meadowridge in one Ward. In 2020 a very small section of the southern part of Bergvliet was still part of Ward 71 and the rest was part of Ward 73. During the public participation process in 2020, the Association again submitted a request and motivation to extend Ward 73 southwards so that the suburb and community of Bergvliet was not split. The Demarcation Board approved the Association's request and since the 2021 elections Bergvliet and Meadowridge have been in one Ward, namely Ward 73.

Embayment outside Bergvliet High School: As far back as 1978 the Association asked the City Council to provide an embayment at the Bergvliet High School. The matter was shelved due to a lack of funds. Many years later, the Association again asked for an embayment and a small section was provided for off-street parking. In 2016 the Association again requested recessed parking bays on Firgrove Way to which no response has been received.

Intersection of Childrens Way and Ladies Mile Road: In 1968, the Association took up a request from Bergvliet Primary School for the placement of traffic lights at this intersection to improve pedestrian safety for school children. Despite numerous meetings between the Association and the Councillors of both Divisional Council and City of Cape Town, the undertaking of surveys and evaluations, and negotiations with traffic officials, it was not until 1994 that traffic lights were installed.

Stop Streets: The Association was instrumental in the placement of Stop Streets along Edison Drive, Newton Drive, Dreyersdal Road and other roads to interrupt speedsters.

Intersection of Molinera Way and Edison Drive: In 1983 the Association requested either Molinera Way be a one-way or a mirror be installed on this bend. In March 1999, with the assistance of Councillor H Syré the installation of the mirror was approved and installed.

Dreyersdal / Starke Road Traffic Calming:

With complaints of speeding along Dreyersdal Road on the increase after 1990, the installation of Stop Streets as a calming measure was requested but was refused by Council. Eventually in 1995 speed humps were constructed along the length of Dreyersdal Road.

(Additional traffic calming measures continue to be installed as traffic increases due to, amongst other factors, densification, the general increase in the use of unfettered public transport and online delivery systems.)