

**N21 (R300) TOLL RING ROAD
DRAFT MINUTES OF FOCUS GROUP MEETING NO.1**

DATE: Thursday, 11 April 2002
VENUE: Tokai Library, Main Road, Tokai
TIME: 15h00-16h30
FACILITATOR: Sadia Chand (Chand Environmental Consultants cc)

1. Attendance

Name	Organisation
Yvonne Wood	Tokai Residents' Association
Rina Voges	Norfolk Park Resident
Nicki Stock	Zeekoevlei Environmental Forum
Susanne Dittke	Zeekoevlei Environmental Forum City of Cape Town: Waste Management
Martin Thompson	South Peninsula Administration: Engineering
Rosemary Michelson	Kirstenhof Residents' Association
Dave Buerger	South Peninsula Administration:
Emma Oliver	Zeekoevlei Civic Association
Peter Samuel	Norfolk Park Action Group
Jenny Samuel	Norfolk Park Action Group
Stella Fogarty	Norfolk Park Resident
Simon Fogarty	Norfolk Park Resident
Holdi Ford	Muizenberg/Lakeside Ratepayers' Association
Brendan Ford	Muizenberg CleanSweep
Dalton Gibbs	City of Cape Town: Nature Conservation
Horace van Rensburg	Marina da Gama Association
N du Plessis	Marina da Gama Resident/New Homes Estate Agency
J du Plessis	Marina da Gama Resident
Thomas McEwen	South Peninsula Administration: Engineering
Magda Robinson	Tokai Resident
Hendrik Ludick	Ward S13 Management Committee
Andrew Officer	Goba Moahloli Keeve Steyn (Pty) Ltd
Mark Sasman	Ecosense
Sadia Chand	Chand Environmental Consultants
Emily Herschell	Chand Environmental Consultants
Poens Venter	Power Group of Companies

2. Apologies

L D Halliday Kirstenhof Residents' Association

3. Introduction

S Chand opened the meeting at 13h00 and welcomed all those present. The meeting's agenda first involved an explanation of the Environmental Impact Assessment Process, followed by a presentation, which would clarify the N21 (R300) Toll Ring Road Project in more detail. A discussion session would follow, in which all questions and queries would be answered.

4. The Environmental Impact Assessment Process

4.1 The Scoping Process

A Scoping Study was undertaken in accordance with the requirements of the Environmental Conservation Act No. 73 of 1989 and the National Environmental Management Act No. 107 of 1998. This took place from February to November 2000.

The Scoping exercise entailed initial specialist studies and public participation process. The Final Scoping Report was submitted and approved by the two environmental authorities, the Department of Environment and Cultural Affairs and Sport (DECAS) and the Department of Environment Affairs and Tourism (DEAT) in Pretoria.

4.2 Impact Assessment

Based on the results of the Scoping Report, a Plan of Study for an Environmental Impact Assessment was submitted to the environmental authorities during May 2001. Approval for an Environmental Impact Assessment was received on 4 July 2001.

The Environmental Impact Assessment would entail a further public participation process and detailed specialist investigation.

The specialists have been commissioned to investigate:

- Vegetation
- Birds and butterflies
- Reptiles and Amphibians
- Wetlands and Rivers
- Geohydrology
- Planning
- Visual
- Social
- Archaeology

4.3 Specialists: Terms of Reference

The specialists are required to:

- Conduct field studies;
- Interact in the public participation process;
- Use existing data where necessary;
- Confirm and further investigate impacts/issues raised during the Scoping Phase;
- Recommend mitigation measures to alleviate negative impacts;

- Use specified evaluation criteria to determine the significance of the impact both before mitigation and after;
- Assess implications and provide guidelines for the design, construction and operational phases of the development.

In addition, there is a workshop scheduled for the specialists and engineers, so as to allow their interaction within the process

4.4 Public Participation Process

There are a lot of people who may be affected by this road. It has been difficult contacting all those who registered on the Interested and Affected Party database during the Scoping Phase, as addresses and telephone numbers have changed since then. Communication during the Environmental Impact Assessment Phase would be with the I&APs on the database and any additional people who register throughout the process.

The methodology for the public participation process involves:

- Continual updating of the I&AP list.
- Distribution of a second Background Information Document to make I&APs aware that the process is continuing.
- Conducting a 'Knock 'n Drop' of background information flyers (English, Afrikaans and Xhosa) to homes adjacent to the proposed road.
- Flyer handouts (English, Afrikaans and Xhosa) at intersections along the proposed route to target road users.
- Hosting Focus Group Meetings aimed at informing chairmen of civic/interest groups and organizations that the process is continuing and to assess whether there are any further issues/impacts that have not been considered during the Scoping Phase. Focus Group Meetings are still to be scheduled with a number of interest groups;
- Placing an advertisement of the Environmental Impact Assessment in all local papers.
- Hosting Open Houses June-August. The exact dates for these, are, as yet uncertain, as we are waiting for new information from the engineers.
- Public review of the Draft Environmental Impact Assessment Report and further Open Houses are scheduled for September.

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E Oliver asked what efforts have been made to contact the Philippi farmers.

S Chand answered that this Focus Group meeting was aimed specifically at getting information from the southern areas – Zeekoevlei, Lakeside, Muizenberg, and a separate meeting altogether is to be held with the Philippi farmers' Association.

P Venter replied that during the scoping phase, they held a meeting with the Cape Metropolitan Council regarding the extension across the Philippi farmlands. We did some traffic modelling to determine the actual need for both routes. This study found that there are two traffic catchment areas and thus we have given the City of Cape Town an opportunity to find alternative funding for this road, which they don't have on their short-term budget. In the process that we are in now, we had to get the City of Cape

Town's approval that we could make use of their information, which they had gathered over a 5-10 year period over this section of road. It took us quite a while to get this because of the political changes and the structural changes that took place within the City of Cape Town itself. We finally got approval that we can

- a) make use of their information and
- b) make use of their I&AP database

So now we can contact those I&APs, and continue with the process that has already been started by the City of Cape Town. There is already a Record of Decision issued on this section of road, so the full EIA has run its course on this specific section. We have to take it back to the I&APs as it falls within our scheme and if we build it we would toll it. This issue would be addressed.

4.5 Products

The products of the Environmental Assessment Phase include:

- A Plan of Study for EIA (submitted to the authorities);
- An Environmental Impact Report including:
 - the specialists' inputs
 - the results of the Public Participation Process;
- A Draft Construction Environmental Management Plan, drawn up by M Sasman, for, if the project reaches the tender phase, applicants would need to consider this in their tender.

D Gibbs asked if a 'no go' option has been considered.

S Chand replied that the 'no go' option was considered in the Scoping report and that the specialists are looking at it.

5. The N21 (R300) Cape Town Ring Road

P Venter introduced himself and the contents of his presentation, which included:

- A brief introduction
- Project details
- Project viability
- Conclusions
- The way forward

5.1 Introduction

5.1.1 Peninsula Expressway Consortium

P Venter introduced the Peninsula Expressway Consortium as consisting of a mixture of local expertise and empowerment groups, that is the:

- Project Sponsors:
 - Murray & Roberts
 - Power Group of Companies
 - African Renaissance
- Construction Companies:
 - Murray & Roberts
 - Power Construction
- Toll Operating Company:
 - Tolcon

- Consulting Engineers:
Goba Moahloli Keeve Steyn
ASCH
Kayad
Jeffares and Green
- Financial Advisors:
PricewaterhouseCoopers

5.1.2 Project History

P Venter noted that the concept for this project had arisen in 1996 and Western Cape Cabinet Approvals had been given on the

- 14 May 1997
- 18 February 1998

After submitting a proposal to the South African National Roads Agency Limited (SANRAL) in October of 1998, Penway were awarded Scheme Developer status in January 2000 to develop their unsolicited proposal. An agreement was signed where Penway was allowed to develop the scheme on an exclusive basis. The project has been split into two phases, the first of which, the Initial Phase of Scheme Development, was completed in November 2000. After due consideration that the project was feasible, SANRAL granted approval for Penway to proceed with the second phase, the Final Phase of Scheme Development, in July 2001. An agreement (with project specific and strategic conditions) was signed in November 2001 to proceed with this phase.

P Venter went on to describe that important approvals had been received, specifically from:

- Western Cape Premier: 10 May 2001
- Department of Environmental Affairs and Tourism: 14 May 2001 (accepted the Scoping Report)
- City of Cape Town: 23 May 2001

5.1.3 Project Locality

P Venter described that in general, the road would consist of a limited access freeway of two/four/six lanes. The former means that one could only access the road through an intersection. It would be public transport-friendly and would use an electronic toll collection system, over a 30 year concession period.

6. Project Details

6.1 Traffic

6.1.1 Traffic-related work has consisted of:

- a) Data Collection (the traffic model has been developed from 10 – 15 years worth of traffic studies)
- b) Surveys undertaken
- c) Other information
- d) Traffic and Toll modelling (a requirement from the financial consultants is that the model must be audited at international standards)
- e) Some Pertinent Findings

These include:

- The traffic model accounts for \pm 166 000 morning peak hour trips

- The distances travelled on the R300 are relatively short due to the urban nature of the surrounding areas (dominated by N1 and N2 – toll perspective required)
- Trip purposes (daily trends)

Commuting	10,0 to 25,0%
Business	60, to 80,0%
Other	8,0 to 17,5%

- Trip frequency

One or more trips/day	45,0 to 72,0%
One or more trips/week	18,0 to 32,0%
Other	8,0 to 25,0%

P Venter noted that more people are seen as commuting for business purposes on a daily basis and for more than one trip per day.

- Daily Corridor Volumes (Year 2005, before Toll)

P Venter noted that in the northern areas, there are lower volumes of traffic. If this project gets the go ahead, these volumes may increase.

7. Engineering and Technical Details

7.1 Route Sectors

P Venter explained that the route consisted of four route sectors, made up of different highway sections. The four sectors include:

Sector 1: Westlake (M3) to Vanguard Drive (M7)

Sector 2: Vanguard Drive ((M7) to Stellenberg Interchange (N1)

Sector 3: Stellenberg Interchange (N1) to Otto du Plessis (M14)

Sector 4: Philippi Link: Vanguard Drive (M7) to Prince George Drive (M5)

7.2 Discussion of Highway Sections

The following describes the proposals for the highway sections within each sector.

Sector 1: Westlake (M3) to Vanguard Drive (M7)

Highway Section 1A

Westlake (M3) to Main Road (M4)

General

Upgrading of existing road

Length = 1,2 km

1 existing interchange at Westlake

Existing dual carriageway cross section comprising 2x3,7m , 1, 0m slow shoulder and 4,0m median

Projected Initial Traffic: 25 700 AADT

Initial Construction Phase

Crack sealing, surface and base repairs

No structures affected

Provision of a traffic circle at Main Road (M4)

Additional Construction Works Phase

Widen to 6 lanes (2022) (as soon as the road reaches its threshold)

Ongoing maintenance and rehabilitation (the concessionaire is obliged to do this, otherwise the concession would be cancelled)

Highway Section 1B

Main Road (M4) to Prince George Drive (M5)

General

Proposed new freeway section

Length = 2,8 km

Road reserve to be proclaimed

Projected initial traffic: 24 000 AADT

Initial Construction Phase

- Construction of dual carriageway freeway
 - Proposed cross section comprising 2x3,7 m lanes, 2.5 m slow shoulder and 1, 0 m fast shoulder
 - Construction of 2 grade separation and 2 drainage structures
 - Construction of an interchange at Prince George Drive (M5)
- Provision of toll plazas on western ramps of Prince George interchange

Additional Construction Works Phase

Widen to 6 lanes (2028)

Ongoing maintenance and rehabilitation

Highway Section 2

Prince George Drive (M5) to Vanguard Drive (M7)

General

Proposed New freeway section

Length = 14, 0 km

Projected Initial Traffic

Initial Construction Phase

- Construction of 12,0 km of single and 2, 0 km of dual carriageway freeway
 - Proposed cross section comprising 2x3,7 m lanes, 2.5 m slow shoulder and 1, 0 m fast shoulder
 - Construction of 5 grade separation, 2 drainage and 5 other structures over oxidation ponds. Also 1 pedestrian overpass.
 - Construction of an interchange at Vanguard Drive (M7)
- Provision of a mainline toll plaza

Additional Construction Works Phase

- Completion of a dual carriageway (2010)
- Widen to 6 lanes (2028)
- Ongoing maintenance and rehabilitation

Sector 2: Vanguard Drive ((M7) to Stellenberg Interchange (N1)

Highway Section 3

Vanguard Drive (M7) Swartklip Interchange (N2)

General

Upgrading of existing R300, which is at the end of its life

Length = 4, 0 km

Existing dual carriageway cross section comprising 2x3,7 m lanes, 3,2m slow shoulder and 1,0 km fast shoulder

1 existing interchange at Stock Road (M38)

Projected initial traffic: 49 400 AADT

Initial Construction Phase

- Crack sealing, surface and base repairs followed by an overlay
- No structures affected
- Safety improvements
 - Palisade fencing
 - Additional pedestrian overpass
- Provision of toll plazas on western ramps of Stock Road interchange

Additional Construction Works Phase

Widen to 6 lanes – km 19,8 to km 22,0 (2011)

Widen to 6 lanes – km 18,0 to km 19, 9 (2018)

Widen to 8 lanes – km 19, 9 to km 22, 0 (2019)

Widen to 9 lanes – km 18, 0 to km 19, 8 (2034)

Ongoing maintenance and rehabilitation

Highway Sections 4 and 5

Swartklip Interchange (N2) to Stellenberg Interchange Road (N1)

General

Extensive upgrading of existing R300

Length = 15, 5 km

5 existing interchanges

Projected initial traffic: 55 000 AADT

Initial Construction Phase

- Crack sealing and *in situ* reworking of slow lane and shoulder followed by an overlay
- Existing cross section (dual carriageway comprising 2x3,7 m lanes, 3,2m slow shoulder and 1,0 km fast shoulder) widened to 6 lanes on median side

Sector 3: Stellenberg Interchange (N1) to Otto du Plessis (M14)

Highway Section 6

Stellenberg Interchange (N1) to Wellington Road (R302)

General

Proposed new freeway section

Length = 8,0 km

Projected initial traffic: 28 230 AADT

Initial Construction Phase

- Construction of dual carriageway freeway
- Proposed cross section comprising 2x3,7 m lanes, 2,6 m slow shoulder and 1,0 km fast shoulder
- Cross section of 4 grade separation and 3 drainage structures
- Construction of 2 interchanges
- Construction of toll plazas on the western ramps of the de Villiers and Wellington Road interchanges

Additional Construction Works Phase

Widen to 6 lanes – km 37, 6 km to km 41, 9 (2018)

Widen to 8 lanes – km 41, 8 km to km 45, 6 (2025)

Ongoing maintenance and rehabilitation

Highways Sections 7 and 8

Wellington Road (R302) to Otto du Plessis Road (M14)

P Venter explained that the route north of Durbanville follows a new alignment, which was planned by the then Blaauwberg Municipality: the East-West Arterial. It was initially proposed to take the M19 to Big Bay, however, it made more sense in terms of utilization and planning to bring it south

This section has already been through a Scoping Phase and a letter of comment has been received from the Department of Environment, Cultural Affairs and Sport. Developments in the area include the Vissershok Waste Disposal Site. The rest of the area consists of Greenfield sites and the route follows along the southern part of the Blaauwberg Conservation Area

General

Proposed new freeway section

Length = 23,9 km

Road reserve to be proclaimed from existing provincial proclamation (80m)

Projected initial traffic: 11 350 AADT

Initial Construction Phase

Construction of single carriageway freeway

Proposed cross section comprising 2x3,7 m lanes and 2,5 m shoulders

Construction of 6 grade separation and 1 drainage structure

Construction of an interchange at Vissershok (M7)

Construction of a traffic circle at West Coast Road (R27)

Construction of a mainline and ramp plazas at the Vissershok interchange

Additional Construction Works Phase

Completion of dual carriageway (2021/2023). This may change as a result of the development occurring there now.

Ongoing maintenance and rehabilitation)

Highway Section 9

Regrading of N1 at Stellenberg Interchange

General

Regrading of existing National Route 1

Length = 1,5 km

Initial Construction Phase

Regrade 1,5 km of existing National Route 1

Existing cross section unaffected

Complete construction of the Stellenberg interchange

Additional Construction Works Phase

Ongoing maintenance and rehabilitation

Sector 4: Philippi Link: Vanguard Drive (M7) to Prince George Drive (M5)

P Venter explained that the Philippi Link was originally proposed as an alternative to the toll road, however the traffic model indicated that it made sense to include it as well because it

- a) serves two different traffic catchment areas and
- b) enhances the entire scheme

This sector has undergone an extensive Scoping Phase and the Cape Metropolitan Council requested a full Environmental Impact Assessment to be conducted on it. A Record of Decision has been issued for this section of road.

Highway Section 10a

Prince George Drive (M5) to Strandfontein Road (M17)

General

Construction of new freeway section

Length = 3,2 km

Projected initial traffic: 27 800 AADT

Initial Construction Phase

Construction of dual carriageway freeway

Proposed cross section comprising 2x3,7 m lanes with 2,5 m slow and 1,0 m fast shoulders

Construction of 3 grade separation and 2 drainage structures

Construction of an interchange at Strandfontein Road (M17)

Construction of toll plazas on the western ramps of the Strandfontein Road interchange

Additional Construction Works Phase

Ongoing maintenance and rehabilitation

Highway Section 10b

Strandfontein Road (M17) to Vanguard Drive (M7)

P Venter noted that extensive discussions with the farmers from this area have been conducted, however Penway still needs to and would carry out the public participation process with these Interested and Affected Parties on the tolling issue.

General

Construction of new freeway section
Length = 4,5 km
Projected initial traffic: 27 780 AADT

Initial Construction Phase

Construction of single carriageway freeway initially
Proposed cross section comprising 2x3,7 m lanes with 2,5 m shoulders
Construction of 2 grade separation
Construction of a traffic circle at Vanguard Drive (M7)
Construction of mainline toll plaza

Additional Construction Works Phase

Completion of dual carriageway (2010)
Ongoing maintenance and rehabilitation

7.3 Summary of Initial Construction

New Construction
Length of single carriageway freeway = 39,5 km
Length of dual carriageway freeway = 17,5 km
Number of new major structures = 39
Number of new mainline toll plazas = 11

Upgrading of existing roadway
Length of existing roadway = 20,7 km
Length of upgrading to 6 lane dual carriageway freeway = 15,5 km
Length of asphalt overlay = 20,7 km

Significant Safety Improvements
Provision of palisade fencing = 27,9 km
Provision of concrete median barrier = 15,5 km
Provision of pedestrian overpasses = 3

7.4 Technical Issues

P Venter explained that these issues arose out of the Scoping Phase:

- Realignment through the Blaauwberg Area
- Completion of the Stellenberg Interchange
- Design of the Cape Flats Freeway (Philippi Link)
- Noise abatement structures
- Highway lighting
- Crossing of the Cape Flats Water Treatment Works
- Relocation and/or protection of Services

He added that the City of Cape Town had granted Penway permission to make use of the Blaauwberg East-West Arterial and the Cape Flats Freeway Alignment.

8. Toll Strategy Development

8.1 Prerequisites:

- Equitable (The user is to pay for that section of road that he uses)
- Relatively comprehensive (charge fairly for numerous different trip O/D patterns)
- Affordable
 - open system
 - incorporate electronic and manual collection systems

P Venter explained that Penway is proposing three mainline toll plazas (that is. a toll plaza spanning the entire road) plus toll plazas located on ramps onto the road. There would be differential toll tariffs on both ramps and mainline toll plazas. He noted that this is not ideal from an operational point of view, but that it could not be done any other way because of the area's surrounding urban nature.

8.2 Toll Rates

P Venter explained that optimisation tests had been performed. The recommended values are also in line with current toll rate levels (20 to 30 c/km). As a result of the urban condition, higher values were incurred over shorter distances.

Requirements in regard to discounts are also being investigated (for regular users and those from disadvantaged communities).

9. Project Viability

9.1 Financial viability

P Venter noted that a transport economic study helps to prove project viability. A comprehensive financial model is needed for investors who are prepared to take equity.

An economic model is being developed by the University of Cape Town's Graduate School of Business. This would assess macro- and microeconomic impacts of the proposed road. This should be completed by July 2002.

10. Transport Economic Evaluation

P Venter explained that the toll rates/income equate to only a portion of the benefit received. There is a benefit to all road users on the Cape Town Road Network:

- Benefit-Cost Ratio = 13,2 (that is, the benefits obtained are greater than vehicle and time costs by this factor)
- Internal Rate of Return = 110%

The above very high economic returns reflect the urban nature of the road and the benefits realised to traffic throughout the metropolitan road network.

11. Conclusions

P Venter concluded that the project has reasonably been accepted by the public and has received a high level of support from the previous Western Cape Premier and his cabinet. He emphasised that support from new Premier and his cabinet is still required).

He added that there is a need for a ring road in the Cape Metropolitan Road Network as demonstrated by the demand in the traffic model. The existing R300 requires capacity and structural upgrading. Finally, the project is economically and financially viable and the project does not require any government subsidy.

12. The Way Forward

P Venter explained that the Final Phase of Scheme Development would include the

- completion of the Environmental Impact Assessment
- engineering design
- survey and investigation
- tender documentation (Note that Penway would also have to tender)

It is expected to be complete by December 2002.

He went on to say that if the relevant authorities approve the project, the following would occur:

- declaration of a National Road/Intent to toll
- tender
- preferred bidder

This is expected to take 12 – 18 months to complete (By 2004). Construction would take place over 3 years (2004 – 2007).

P Venter added that this information could also be found on the website: www.peninsula-expressway.org.za

13. Discussion

S Chand opened the floor for discussion.

13.1	Impacts/1986 Coastal Freeway	Action
	<p>N Stock queried why no showstoppers had been reported in the Scoping study. If the Zeekoevlei Environmental Forum had been consulted, there would have been many things that would have potentially come up as showstoppers. There are other issues besides the environmental issues, which must be considered, for example:</p> <ul style="list-style-type: none"> • the fact that a ring road attracts traffic and doesn't work – improving public transport is a better option (this is a more forward thinking option); • the many thousands of taxis that use the current R300 won't be able to afford the tolls and they know nothing about this toll road; • environmentalists are trying to protect the area by creating an Ecology Park in the Zeekoevlei/Strandfontein area. It is not wise to put a six lane highway through an Ecology Park; • the Zeekoevlei/Strandfontein area supports more bird life than Lake St.Lucia. 	
	<p>S Chand responded that the taxi operators would be consulted and that in terms of the current Environmental Impact Assessment study, these issues are currently under specialist investigation and issues are still being gathered - the opportunity still exists to comment/input on them.</p>	S Chand: noted
	<p>N Stock queried how the 1986 Coastal Freeway (decision made by only a</p>	

	few people) alignment could be allowed to turn into a six-lane highway. This road reserve goes straight through a wetland, and in this day and age you wouldn't do this.	
	J Samuel added that these wetlands support the Leopard Toad (last breeding habitat) have actually been improving	
	S Chand responded that there are no formalised approvals in place; we still have to go through the Impact Assessment Phase. The studies may show that the road is not acceptable from an environmental perspective. She added that those present must be aware that none of these issues are new and that the specialists are aware of these points. It is also possible to verify the specialists' studies with your own specialists. We want to inform you at this meeting that the Environmental Impact Phase has started and ask you if there are any other issues that we need to be made aware of for the process to continue.	
13.2	Economic Alternatives/Mitigation	
	S Dittke asked if economic alternatives have been investigated, such as the benefits from tourism potential. The Zeekoevlei area is earmarked as tourism area, which can be developed for future purposes. It offers a prime opportunity for environmental education for children and economic potential. This would all be destroyed by a road. Tourism, from a sustainable point of view, is much more valuable than a road. What if there is a tanker accident?	
	S Chand noted this point and asked P Venter to answer this.	S Chand: noted
	P Venter responded that in the simple construction and operation of this road, direct and indirect employment would be created over a period of thirty years. One should have a balanced look at the benefit to the City of Cape Town as well.	
	S Dittke asked what if a tanker had an accident on this road and oil spilled into the wetland. Havoc would result.	
	P Venter replied that in terms of the concession, they would be held liable for any accidents. One of the instructions is that we would have to find mitigation measures beforehand to prevent an oil spill from occurring.	
13.3	Approval	
	E Oliver stated that she was concerned about the 'approvals' obtained prior their consultation.	
	P Venter answered that before the National Minister of Transport can declare a national road and a toll road, he has got to acquire the approvals of the Premier of the Province as well as all the local authorities. He described the flow diagram that shows that for the project to go ahead, we have two processes running: the EIA process for approval plus the approvals from the government.	
13.4	Funding	
	V Kabalin commented that this concept has been talked about since 1996. The consortium has been given exclusive rights to take this process ahead. He asked who actually is funding this and who is at risk in terms of this not actually happening.	
	P Venter replied that the Consortium has paid for everything, except from	

	<p>the Scheme Development Phase onwards, when SANRAL came in and they are contributing on a partnership (50:50) basis to the cost of some of the processes – the EIA process as they believe it is the responsibility of a national authority. For the other processes, such as the traffic study and the engineering designs – whenever there is a benefit to the public authorities- whether this project is viable or not and if it is stopped, some sections of it can possibly go ahead. These designs would be made available to the City of Cape Town and they would be able to use them. For this reason, SANRAL has decided to also contribute on a 50:50 % basis to the cost of these designs. P Venter’s own time, and the others involved, such as the financial advisors, are all at risk of losing out if the approval doesn’t go through.</p>	
13.5	Showstoppers	
	<p>M Robinson noted that P Venter had then answered her next question regarding who pays the specialists, but also asked if can she assume that instead of ‘showstoppers’ there would only be allowance for ‘show changers’.</p>	
	<p>P Venter and S Chand answered that no, this is not the case. S Chand added that if a showstopper were to surface, it would be viewed as that exactly.</p>	
	<p>M Robinson asked if it were possible for certain sections of the road to go ahead.</p>	
	<p>S Chand replied that not only environmental viability, but economic viability were potential showstoppers. If it was too expensive to alleviate or mitigate an impact upon a sensitive area with even the technology available today, the cost of this might be too large to make their scheme viable. This would render that section a no-go option.</p>	
	<p>P Venter added that the project could only proceed if the entire road is approved. Sections of it would not be built.</p>	
13.6	Benefits	
	<p>N Stock noted that she cannot see how people are going to benefit from this road. After speaking to the taxi operators, she discovered that they would have to put their rates up if they are paying tolls or avoid the R300 altogether, which they cannot do. She was concerned about the tolls affecting people who could least afford it – Brown’s Farm, Philippi, Mitchell’s Plain, Delft are not exactly luxurious areas of Cape Town. Constantia, Bishopscourt residents wouldn’t notice a toll.</p>	
	<p>P Venter replied that one argument against this would be that according to the traffic model, 80% of the trips on this road would be for business purposes. Theoretically, these users would have a car and a job and would be able to pay a toll. A further argument for the road would be that the taxi operators at present can only make one trip from Mitchell’s Plain to Muizenberg because of traffic congestion. If they were to use this toll road, which would be available to them, they could make more than one trip and enhance their business. The road would be public transport-friendly. In other words, dedicated lanes for taxis may be incorporated, depending on usage and perhaps free-flow gates at toll plazas. This level of detail hasn’t been studied yet, but these are the alternatives which are available. The benefit to the Cape Town road user would be that one could have a road</p>	

	that is not there right now.	
	N Stock responded that it is really difficult to grasp the fact that benefits may outweigh the environmental and economic costs. This road would create congestion and all the costs would be for the impoverished people to pay.	
	S Chand replied that we acknowledge her point and that we would be meeting with the taxi operators in due course.	S Chand: noted
13.7	Alternatives	
	V Kabalin asked if any alternatives have been looked at, in view of the sense of the particular nature of the wetlands and Zeekoevlei – an alternative which could perhaps bypass these areas in a more northern route.	
	P Venter answered that alternatives form part of the whole process with the City of Cape Town. The Planning Department of the City of Cape Town still have their concerns and have asked us about upgrading Baden Powell Drive. It was asked which one of the two routes (Baden Powell Drive and Zeekoevlei) would experience the worst environmental impact. The answer was Baden Powell Drive and hence this option was 'shut down' because of its environmental impact. The Planning Department of the City of Cape Town queried a route along Prince George Drive. Previously, it was thought that this route would be too expensive –communities would be split in half, many properties would need to be acquired in that area, people relocated and so on. We have looked at the list of alternatives and what we believe would be the most suitable alternative is the one that we are proposing at this stage. But the door is not shut yet. We are now embarking on another process with the planners to see which alignment can actually serve us the best.	
13.8	Expense	
	J Samuel queried that if the whole project becomes far too expensive, would it still happen	
	P Venter agreed, saying that one couldn't balance expense just by raising the tolls to make more money - it doesn't work this way. He explained that the moment the tolls are put up, people won't use the road anymore, so one does not generate any income. One has to pitch the tolls at a level so as to attract people	
13.9	Planning History	
	D Gibbs commented that this toll road is based upon the 1986 structure plans for a coastal freeway, which was pencilled in on the structure plans, and was meant to be a 80km/hr road. He indicated that not much planning had been done for this alignment and asked how this could possibly evolve into plans for a six-lane highway. He stated that we must take cognisance of the history of the pencil line on that particular section of road, which was not a planned ring road through Rondevlei, the Philippi area and the Sewerage treatment works.	
	P Venter responded that this is one of the reasons why the proposal is being investigated further, in terms of design and engineering.	P Venter: noted
13.10	Road Detail	
	P Samuel asked how far away would the road be from the vlei.	

	P Venter replied that they are busy with this process right now. The route has just been flown and an aerial survey produced. Distance cannot be judged from the preliminary plans as yet, so the aerial photographs would allow for the generation of 1:1000 scale maps, where one would be able to plot a road reasonably accurately. Drawings showing property boundaries can then be completed, indicating the width of the road and how far it would be from different properties. He noted that it would probably take the best part of four weeks to map these photographs and that this information would be on display at the Open Houses.	
13.11	Public Participation	
	J Samuel commented that they appreciated being consulted and being part of the process, as lack of consultation was one of their main concerns	
	S Chand replied that attempts at contacting all I&APs had been made as well as efforts to contact the surrounding communities. She added that there are still advertisements to be placed in all the local papers.	S Chand: noted
13.12	Showstoppers	
	S Dittke queried how large a 'showstopper' had to be.	
	S Chand answered that she could not answer this question - one would have to see what emerges from the specialist studies.	
13.13	Simultaneous upgrading	
	M Thompson asked whether it would be safe to assume that for the Southern section that there would be upgrading of other roads so that the ring road would work and this would probably involve the City and quite a lot of capital investment. One cannot go ahead without the other. He asked if this would be coordinated simultaneously and what about financial viability.	
	P Venter agreed with this. The Transport Planning Department of the City of Cape Town have dedicated a person to this particular process, with whom we would work who would make sure that we are complying with their process. We have included costs for this and design.	P Venter: noted
13.14	Philippi Link	
	H Ludick asked if Highway Section 4 (Prince George Drive to Philippi) really is necessary and if so, for what reasons it is necessary. It would cost poor people a lot of money, whereas the government claims that poverty must be alleviated.	
	P Venter replied that the need for this section has in fact been identified by local authorities and was confirmed in our traffic studies.	
	H Ludick asked if this section of road would be tolled.	
	P Venter replied that yes, it would be tolled if built by the Consortium.	
13.15	Tender Phase	
	J du Plessis asked when the tenders would be going out and if it would be per sector.	
	P Venter responded that after approval, tenders would be advertised at the end of 2002. This would run for four months. Tenderers would then be selected and negotiated with, to ensure they have the correct qualifications. This usually would take 2 to 3 years. SANRAL is proposing to shorten this and allow about 12-18 months for this. A further requirement from SANRAL's side is that the whole road has to be built within the first three	

	years. The entire road would be a construction site – obviously some parts would go faster than others. The successful concessionaire (we would still have to tender for the project) would have to prioritise areas.	
	N Stock asked why the second link in the south is needed if so much research has gone into deciding upon the viability of the Philippi link already– two huge motorways within a couple of kilometers of each other. She stated that ring roads work in theoretical terms, but never fulfill their potential.	
	P Venter replied that in terms of their traffic model, these two links were needed as they serve two traffic catchment areas and overall enhance the scheme.	
	N Stock replied that it is possible to create the need by building the road.	
	P Venter replied that the road goes through the area of least resistance and that it is not something to manipulate.	
	S Dittke asked if the traffic model included weekends.	
	P Venter answered that the models' shortcoming was that it was an pm/am peak hour model. It does not include weekends.	
	E Oliver asked if it could be clarified if the upgrade of Baden Powell road was still a possibility or not.	
	P Venter replied that it is being investigated by CCT now. They (CCT) are in a position where they either close or rebuild it.	

14. Conclusion

S Chand thanked all those present for attending and closed the meeting at 16h30. She also reminded attendees to refer to the website - <http://www.peninsula-expressway.org.za>