

**N21 (R300) TOLL RING ROAD
DRAFT MINUTES OF FOCUS GROUP MEETING NO. 2**

DATE: Thursday, 11 April 2002
VENUE: Tokai Library, Main Road, Tokai
TIME: 17h30-19h00
FACILITATOR: Sadia Chand (Chand Environmental Consultants cc)

1. Attendance

Name	Organisation
Una Hartley	Zandvlei Trust
Nicky Cloete	Ward 62 Association / Peninsula Tourism
S P White	Tokai Residents Association
Julie Oertel	Norfolk Park Resident
Charles Oertel	Norfolk Park Resident
Brendan Stein	Kirstenhof Resident
Oliver Trevor	Muizenberg Historical Conservation Society
Roger Godwin	Zeekoevlei Environmental Forum
Gillian Jordan	Zeekoevlei Resident
Vincent Marincowitz	Zandvlei Trust / False Bay Water Quality Advisory Committee
Gerry Bailey	Resident
Otto Naude	Norfolk Park Action Group
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. 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 would be answered.

3. The Environmental Impact Assessment Process

3.1 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 Environmental and Cultural Affairs and Sport (DECAS) and the Department of Environment Affairs and Tourism (DEAT) in Pretoria.

3.2 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

3.3 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

3.4 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 from 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.

3.5 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.

4. 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

4.1 Introduction

4.1.1 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

4.1.2 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

R Godwin commented that at this time, the City of Cape Town did not have authority over the Southern Peninsula.

P Venter replied that a letter had come from the Cape Metropolitan Council (Planning Department), as a representative body.

4.1.3 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.

5. Project Details

5.1 Traffic

5.1.1 Traffic-related work has consisted of:

- a) Data Collection
- 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 ± 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.

R Godwin queried where the base data had come from

P Venter answered that the data had been collected over a number of years - the traffic model has been developed from 10 – 15 years worth of traffic studies. This has been updated and used.

R Godwin queried if the estimated number of trips taken in the city were for just the Peninsula or for the entire network.

P Venter explained that it was for the entire network and that the nature of a ring road is such that it is to be used mostly for short trips. That is, people get onto the ring road at a specific point, travel a few kilometers and get off again. Very few trips are taken around the full ring road. He added that the authorities require that parts of the scheme are not built, but that the full scheme is built.

G Bailey queried whether this applied to the southern part of the proposed scheme as well.

P Venter answered that yes, this is so and added that Penway is confident that the model is fairly accurate. Current counts show that we are in the region of 50 000 vehicles per day and this is the predicted traffic for 2005.

S Chand added that the traffic model cannot be discussed in one session. Any traffic query or comment, however, should be taken up with the traffic engineer, Bill Kennedy, via Chand Environmental Consultants.

6. Engineering and Technical Details

6.1 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)

6.2 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)

B Stein queried whether there would be a traffic circle on Main Road itself.

P Venter replied that yes, the dominance of traffic flow is in that direction.

G Bailey noted that he could not see how a six lane highway could be directed around a traffic circle.

P Venter replied that Penway is currently in discussion with the City of Cape Town. The traffic engineer would be able to tell you what the capacity through that traffic circle would be versus the capacity of a signalized intersection. The predominant flow is down that way. It is done, and sometimes signalized, such as in Heerengracht Street in Cape Town.

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. He also noted that 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 on this road. He also noted that as a result of this, extensive discussions with the farmers from this area had 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.

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)

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

B Stein asked how the road is going to cross the sewerage ponds and what its approximate height may be.

P Venter replied that at this stage the proposal is to place it on a fill embankment with a number of bridges between, to allow for the free flow of water. This is a concept which has not been workshopped or discussed with representatives from the Treatment Works itself. The engineers thought of this as a viable option, but there are still issues that need to be resolved with the Treatment Works. We have not had the detailed information yet to design these structures. He added that the route was surveyed at the beginning of the year and an aerial survey was conducted approximately two weeks prior to this meeting. The aerial photographs are being processed for design. An estimate of height and width can therefore not be given as yet, hence the reason for the open houses.

B Stein noted that he did not think the road would make a difference from an operational point of view.

P Venter answered that as a sewage oxidation plant, this would be a correct assumption to make.

R Godwin asked where the toll plaza was going to be so as to allow users such as Rondevlei and Grassy Park residents to access it, in terms of the existing road structure.

P Venter replied that the options included accessing it at Prince George Drive or at Vanguard Drive.

B Stein noted that the map indicates a toll plaza there, but there is no road there. He asked how people would get onto the toll road from Marina da Gama, as they are not going to go all the way to Lavender Hill or past Lavender Hill.

P Venter replied that we are in a process now with the City of Cape Town, who have similar questions to this. One question regarded including Baden Powell Drive as an

alternative. The City of Cape Town are currently investigating Baden Powell Drive, as it either has to be operated or closed because it has serious capacity and structural problems.

B Stein commented that there was a scheme at one time – a road built parallel to where Baden Powell Drive is, but not across the sewage works.

P Venter replied that yes, there are a number of alignments through there (indicating on the map), and noted that this route is only a proposal and has not been finally approved by any authority

R Godwin commented that there were certain requirements for Baden Powell Drive, when was planned by a pencil line drawn in 1985, for example, an 80km/hr maximum road and a single lane. This was minuted by the Council in 1985

P Venter replied that no planning on those 'lines' had been done in those days and that was a reason why the investigation into the upgrading of Baden Powell Drive continues.

R Godwin noted that the issue is then wear and tear He suggested that if a road follows along the coast, to put it on stilts and let the sand go underneath it, which they do successfully on the East coast of America.

S Chand added that this sort of coastal road would result in a huge visual impact and acknowledged that the Baden Powell option is not without its impacts either.

P Venter acknowledged this point and added that this option is being investigated. He noted that nothing had been approved as yet.

N Cloete asked why two southern roads are actually necessary.

P Venter explained that both links were necessary as they served two traffic catchment areas and enhanced the entire scheme.

S Chand explained again that Bill Kennedy was the traffic engineer and traffic questions/comment should be directed to him through Chand Environmental Consultants.

V Marincowitz thought that this road – the Philippi Link- was not actually a toll road.

P Venter replied that an Environmental Impact Assessment had been conducted already and that a Record of Decision exists for the Philippi Link. If Penway builds it, it would be tolled. He added that Penway is to schedule a separate Focus Group Meeting with the people from this area.

J Oertel queried if there are any figures of people preferring tolls to not preferring tolls.

P Venter replied that no, there was not, but Penway has to pitch the toll rates at levels which are competitive and which would attract people. This is the only revenue that Penway would have to repay the debt that is incurred when the road is built.

V Marincowitz asked who picks up the tab if Penway folds after the road is built

P Venter replied that Penway would. Penway has to ensure that guarantees are in place and has to ensure against failure. The insurers would pay and the road would end up in the public sector.

V Marincowitz queried, from a ratepayers' point of view, how would this toll road affect rates.

P Venter replied that there is no reliance on any subsidy from any government institution or from the local authorities. This is a requirement that the SANRAL have.

R Godwin asked why the City of Cape Town want this road at all as it might end up costing Cape Town more money. He added that it would get more expensive somewhere.

P Venter replied that it would be a road that would be available to the City and people can choose whether they want to use it or not. The dairy farmers in Durbanville, for example, say that they would rather pay the toll on this road than travel down through the Durbanville area to deliver their milk to different outlets as it would be quicker to get there and get back.

V Marincowitz asked what could stop this road from going ahead.

P Venter answered that our point of view as investors, finances would stop it; If the road becomes too expensive to build and this can not be recovered through applying reasonable toll rates, it would not go ahead. From an environmental point of view, the scale of impact may stop it. That is, if the authorities decide that Zeekoevlei is too sensitive an area and if an alternative cannot be found. It would be stopped if the Minister of Transport is not prepared to declare the road a toll road, because of the impact on the socio-economic aspect and the different communities. Also, if the City of Cape Town decides not to support this project.

V Marincowitz asked how the residents of Cape Town could then get the best deal if the road does go ahead.

P Venter replied that Penway has to pitch the toll rates so that local users, even the people that come from areas that are marginal, would use it. If no users are attracted, there is no return on our investment and so our debts incurred cannot be paid.

O Trevor commented that residents in the South Peninsula have been forgotten for years. Capricorn isn't working as wealthy people on this side of the Peninsula cannot get to Capricorn. He added that here is a chance for the Blue Route, which stops in an absolute traffic jam, to link up to Prince George Drive. It would make Capricorn work.

Again, here is an alternative to Baden Powell Drive – part of this road is an absolute disaster. He added that one must look at the positive side – the road is only going to help the South Peninsula.

R Godwin replied that there are 38 identified sites which support 95% of the biodiversity of all our plantlife and that if we destroy one of these sites, we reduce the chances of their survival.

6.3 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

Gerry Bailey enquired about the phasing of construction.

P Venter replied that there would be no phasing – the entire route would be built within three years.

6.4 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 planning of the Blaauwberg East-West Arterial and the Cape Flats Freeway Alignment.

7. Toll Strategy Development

7.1 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.

J Oertel asked if one would then pay three times to travel the entire route.

P Venter replied that this would be the case.

7.2 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).

8. Project Viability

8.1 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.

9. 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.

10. 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.

11. 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

12. Discussion

S Chand opened the floor for discussion.

12.1	Public Participation	Action
	B Stein asked why he did not know anything about this meeting.	
	S Chand asked if he was part of a civic organization.	
	B Stein replied that no, he was not.	
	S Chand said that there has been misinformation written by interest groups in the papers about public meetings. This focus group meeting was intended specifically for organisations. The details of public meetings/ open houses would be widely advertised and they would be on the website. As the engineers are taking longer than expected with design, the Open Houses may in fact be delayed. She noted that interested and affected parties need to be presented with more information. She reminded those present that the purpose of this meeting is reengage I&APs, to let them know that the EIA process has started. She added that those involved are well aware of what kinds of issues are on the table, and requested that if there is something that has been missed out on, to please inform them now, as the specialists are busy investigating. She added that if anyone had an objection, that they must write it down. She asked those present what kinds of issues need to be addressed by the specialists that have not already been taken into account.	
12.2	Environmental evaluation	
	C Oertel commented that he had seen financial modeling, but what is not being analysed is the true ecological cost of the project. He added that this is extremely difficult to do, but there	

	are international standards now against which one could measure the environmental impact in financial terms of any project. He noted that this should be doing for this road.	
	S Chand agreed that this must be considered in terms of financial viability and noted this point.	S Chand: noted
12.3	Impacts on road network	
	S White asked what consideration had been given to the impact the road would have on his area [Tokai], which had recreational areas within it – and was adjacent to Table Mountain, that is, what impact on traffic and its volume would occur as a result of the traffic which comes off this road and into the Tokai system .	
	P Venter replied that for the most the studies are restricted to the corridor that is followed by the road. Part of the process with the City of Cape Town, however, is to take their planning and the impact on their roads into account. We are currently involved with the Transport Planning Department of the City of Cape Town to investigate all of that.	
	M Sasman added that specialists are also looking at road reserves, the areas with the upgrades, the impact on the road reserve whether it's built now and in twenty years time.	
13.3	Public transport	
	O Naude asked if any specialists had looked at upgrading public transport.	
	S Chand acknowledged that this was a burning issue, but is a problem that the government must address and the specialists have not been asked to address it	
13.4	Biophysical/public participation	
	R Godwin commented that the Botanical Society had released a report in 1999, which quoted the minimum number of sites, which can support biodiversity in the area. Capricorn is one of these sites together with Rondevlei and Zeekoevlei. This project is actually addressing three out of the 38 sites, in terms of ecological damage. This percentage is too high and insufficient detail has been gone into to sort this out. He added that there is also the greatest concentration of endangered species present in these areas as urban sprawl has concentrated them.	
	S Chand clarified that R Godwin was making a point that all the specialists must know about the three special areas and that there are endangered species present.	
	R Godwin commented that the issue really is that to come with a mitigating answer really is too short-term in terms of the unknowns over the first thirty year period and the thirty year period thereafter.	
	S Chand added that part of them arriving at significance looks at ratios rather than impact so the duration of impact is taken into account when determining impact.	
	R Godwin wanted to know where his 11 page objection had gone to.	

	S Chand replied that all the documentation that came through to Chand Environmental is put into the report and fed through to the authorities.	
	J Oertel asked that from a participation point of view, regarding the advertising of meetings, could one not reach all the residents of the areas through attaching a note of dates and times to their rates accounts. She added that there seems to be a breakdown of communication with interested and affected parties.	
	S Chand noted that she had not considered this before, and acknowledged the idea. She added that all efforts had been made and that a knock 'n drop had already been conducted. There is a limited budget and we are advertising in a medium that should reach most people. We are also going to try to advertise on local radio stations.	
	M Sasman noted that those present must take the information presented back to their constituents of the organisations that they represent.	
13.5	Boyes Drive and M3 link	
	U Hartley stated that she did not think that anybody had thought of relieving the traffic from the False Bay area by a link between Boyes Drive and the M3.	
	P Venter replied that he and the City of Cape Town are aware of this.	
13.6	Tourism	
	N Cloete noted that for the most part, her organizations liked the project. The one major problem, however, was from a tourist's point of view in that Rondevlei, Zeekoevlei and the Strandfontein ponds had been identified as areas which could attract many international tourists (which it already does). She added that putting a road through the middle of it, would be like putting a road through the middle of Kirstenbosch. It would be a disaster – it is an ecological place, which is near the centre of the city and from a tourism point of view, it is underutilised.	
	S Chand noted this and replied that part of what makes this place special is its biophysical characteristics and if the biophysical studies show that this road is going to ruin this place, then it won't happen	S Chand: noted
	N Cloete replied that she was not talking about the biophysical perspective, but the visual and noise aspects and the fact that if tourists could not see it as an open area, they would not visit there.	
	S Chand agreed.	S Chand: noted
13.7	Environmental education	
	R Godwin added that this land had been donated by the City Council and a manager had been appointed at Rondevlei. There was an educational centre there, which currently takes children on walks around the sewerage works. This cannot continue with a	

	road through the area.	
	U Hartley noted that the same thing is also organised at the Zandvlei Trust.	
	S Chand agreed.	S Chand: noted
	B Stein added that they were not against the road per se, only for the section through Zeekoevlei.	

7. Conclusion

S Chand thanked all those present for attending and closed the meeting at 19h00. She also reminded attendees to refer to the website (www.peninsula-expresssway.org.za).