

**N21 (R300) CAPE TOWN RING ROAD
MINUTES OF FOCUS GROUP MEETING NO. 7**

DATE: Tuesday, 28 May 2002
VENUE: WPK Agri-market, Olieboom Road, Philippi
TIME: 10h00-11h30
FACILITATOR: Sadia Chand (Chand Environmental Consultants cc)

1. Attendance

Name	Organisation
Leon Rix	Cape Flats Agricultural Association: Chairman
G Engelke	Cape Flats Agricultural Association: Vice Chairman
Igor Rix	Cape Flats Agricultural Association: Secretary
Phillip Horstman	Cape Flats Agricultural Association
M W Hestermann	Cape Flats Agricultural Association
M J Reiwke	Cape Flats Agricultural Association
H Rix	Cape Flats Agricultural Association
M Heins	Landbou Vereniging
W R Kohn	Cape Flats Agricultural Association
Michael Mangnall	Chand Environmental Consultants
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 10h00 and welcomed all those present. She explained that an Environmental Impact Assessment process had already been conducted for the Philippi Link, hence no new specialist studies would be conducted for this part of the route. However, the cumulative impacts of this proposed road would be reviewed.

L. Rix stated that he was pleased to see that they have been kept in mind for this project. Today most of the men that drive the Cape Flats Agricultural Association were present. They were all fortunate to own farms in the Philippi area as the water and markets were nearby and they are in the heart of the city. They would like to continue farming in the area for many years to come. The team that worked on the Philippi extension road project has already consulted them. Although there are a number of good farms in the area, it is expensive to get the products to the markets. the closer and easier access to the market is, the better for us. If this could be kept in mind, it would be appreciated.

P Horstmann queried whether this public participation meeting was called only to deal with the issue of the tolling of the road.

S Chand confirmed this and stated that 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 has involved:

- Continual updating of the I&AP list.

- Distribution of a second Background Information Document so as 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 so as 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 the local papers.
- Hosting Open Houses between 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, to indicate construction mitigation specifications should the project reach the tender phase.

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

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 to 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

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.

- Year 2005 Traffic Volumes before Toll

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 Period

Crack sealing, surface and base repairs

No structures affected

Provision of a traffic circle at Main Road (M4)

Additional Construction Works Period

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 Period

- 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 Period

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 Period

- 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 Period

- 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 Period

- 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 Period

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 Period

- 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 Period

- 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 Period

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

Highway 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 Melkbosstrand, however, it made more sense in terms of utilization and planning to bring it south to the Big Bay area. 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 Period

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 Period

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 Period

Regrade 1,5 km of existing National Route 1
Existing cross section unaffected
Complete construction of the Stellenberg interchange

Additional Construction Works Period

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 Period

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 Period
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 Period
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 Period
Completion of dual carriageway (2010)
Ongoing maintenance and rehabilitation

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

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 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.

7.2 Toll Rates

P Venter explained that optimisation tests had been performed. The recommended values are also in line with current national toll rate levels (20 to 30 c/km). However due to the urban nature of the proposed system, higher values may be incurred over shorter distances.

Requirements with 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 the 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
- Detailed engineering design
- Engineering 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.

COMMENTATOR	COMMENT / QUERY	RESPONDENT	RESPONSE
P Horstmann	Have the environmental reports for the Philippi extension project been finalized?	P Venter	Environmental Affairs have approved the report. Although the planning sections within council have approved the project, a decision from the executive committee within council has not yet been received. There are a number of technical aspects still to be finalized. Many of these will come out of this process. If this project is not approved, a decision could still be made on the extension project.
P Horstmann	Are plans of developing an industrial park on the western side of Vanguard Drive still on the cards?	P Venter	In 1996, when the current R300 proposal was initiated, these plans were presented by one of the engineers, Brian Russouw. However, in 1998 the plans for the industrial park were scrapped as the South African National Road Agency does not have the legislation for that type of development, nor was it their type of business.
P Horstmann	Not developing anything on the western side of Vanguard Drive is one of the Philippi farmers' conditions for supporting these road projects.	P Venter	This was an important point. They had no intention to develop any industrial park on this side (Philippi) of Vanguard Drive. In terms of the

	Vanguard Drive and Strandfontein Road are seen as the fixed boundaries for this farming area.		development framework for the area, there is no development planned on this side of the road either.
M Hestermann	Who will be responsible for safety along the road?	P. Venter	As the concessionaires of the road, we will be responsible for safety.
G Engelke	Will you be looking at lighting along the road?	P Venter	The National Roads Agency requires fog detectors and electronic sign boards along the road, due to the high frequency of fog. The Roads Agency will not accept an unsafe road to be constructed for them.
M Hestermann	Will one have to stop and pay?	P Venter	There will be an e-tag system for people with credit facilities. Those without, will have to stop and pay. A number of other payment mechanisms are being investigated.
W Kohn	Will there be emergency generators at the toll plazas?	P Venter	Yes.
M Hestermann	How long will it take to build the 6km through our area?	P Venter	Approximately 12 months at a cost of approximately R100 million. The entire route will cost R1 billion. The whole system must be built within three years and at the end of the thirty year concession period the road is transferred over to public hands or the concession could be renegotiated either with the existing party or new entities..
G Engelke	What will the toll cost approximately?	P Venter	At this stage, this direct information has to be confidential because of tender purposes, but we can say that it is within SANRAL's limit, that is, between 20 and 30c/km.
P Horstmann	Will somebody be able to access Vanguard Drive on the way to town without having to pay a toll? We will support this if it gets the traffic out of our area. For example, instead of the proposal for a bridge at	P Venter	Yes. We are pretty confident that tolling will still attract traffic. It will however not attract all the traffic. Many motorists will be prepared to pay a few rand instead of fighting through the back roads of

	Morgenster Road, designers should look at an intersection. We acknowledge that equal tariffs should be charged for all users. But, the toll system may not achieve getting road users off the current roads.		Philippi.
P Horstmann	The toll system may not attract all those that are needed (off the internal roads network of Philippi), so in fact environmental relief is not achieved.	P Venter	Yes, the City of Cape Town also wanted to know what the impact of this road would be on the existing network. We are currently looking at this. The model can tell us what the reduction in traffic would be. The City of Cape Town has made this a condition of their approval.
W Kohn	One must remember that we are a third world country.	P Venter	Yes and we must take that point into consideration (in determining toll prices), otherwise we won't attract people onto the road and so won't make our money back.
P Horstmann	If we get a toll road in our area, we will effectively be taxed twice. The money that the government should be spending on our local roads will be used elsewhere, where we won't benefit from it.	P Venter	That is a political argument. We are purely in it for the project opportunities for the construction company and the investors in the project. This is not unique to South Africa.
P Horstmann	As users we will be contributing to their investment and benefit – how do we benefit?	P Venter	You will have the use of a facility that wasn't there before. A facility that will be well maintained.
P Horstmann	What is the likelihood of this toll road being constructed? Are there any ecological factors that may prevent it?	P Venter	That I cannot answer for you. We believe we have enough support. Many people from the greater Muizenberg want this road as it will improve their access to rest of the metropole. We are following a thorough environmental process, and will adhere to all the mitigation measures that arise out of it. There are a few issues on the route of the road that

			may require realignment of the road in places.
W Kohn	Our quiet farm atmosphere will be disturbed. The noise from the cars will be heard from far off.	P Venter	There is technology and road surfaces that would keep noise within legal noise limits.
M Reiwke	I do not think this road will affect the amount of taxis in our area, and what about the safety on the road?	P Venter	We think it may as the taxis will be able to take two trips instead of one per day to particular areas. In terms of safety and security around the route, there will be a 24hr surveillance/patrol. Accidents, overloading, etc. will be controlled by the concessionaire. Public/Private Partnerships will be initiated for the enforcement of the laws along the road.
P Horstmann	We represent about 80% of all the farmers in this area and about 75% of the residents. There are some others we can get you into contact with such as the Schaapkraal Residents' Association. Advertisements in this co-op also work very well.	S Chand	Noted – we will contact you.
L Rix	We are not opposed to the toll road, but don't think it's going to be used as it is intended.	P Venter	Noted.

13. Conclusion

S Chand thanked all those present for attending and closed the meeting at 11h30.