

N21 (R300) CAPE TOWN RING ROAD

FOCUS GROUP MEETING: ADJUSTMENTS TO PHILIPPI LINK

DATE: Thursday, 2 October 2003
TIME: 17h00 – 18h00
VENUE: Lotus High School
FACILITATOR: Sadia Chand

1. ATTENDANCE

PRESENT	ORGANISATION
S Isaacs	Lotus High School
R Arends	Lotus River/Ottery/Grassy Park Residents' Association: Chairman
Clr S Moodley	Ward Councillor (Ward 66)
G Engelke	Kaapse Vlakte Landbou Ver.
T van Schalkwyk	GMKS
P Venter	Penway
S Chand	Chand Ecosense JV
D du Preez	Chand Ecosense JV
E Herschell	Chand Ecosense JV

2. APOLOGIES

Mrs English	Plantation Primary
Mr Romaney	Grassy Park Business Association
Mr Hassen	Grassy Park Business Association
Mr Janssen	Perivale Primary
Me Esterhuizen	Fairview Primary

3. INTRODUCTION

S Chand thanked those present for attending the meeting. She noted that the Philippi Link, had already undergone an Environmental Impact Assessment process (Jeffares and Green), and had received all necessary authorization from the City of Cape Town.

The City of Cape Town has, however, authorised Penway to include the Philippi Link road proposal as part of the proposed N21 (R300) Cape Town Ring Road Project (as Sector 5).

S Chand explained that the aim of this meeting was to explain the changes that Penway has made to the Philippi Link proposal so as to incorporate it into their project, to gain feedback on these changes and to answer queries and to record any concerns that attendees may have.

T van Schalkwyk explained the changes to the alignment as including:

- Closing the current De Wet Road;
- Re-routing De Wet Road across the highway;
- Lowering it in four places (i.e vertical alignment)
- Tolling the Philippi Link

- Access/Exit ramps at Strandfontein,.....

These changes are consistent with and make sense in terms of safety and engineering standards.

P Venter added that If Penway constructs and operates Sector 5, the road would be tolled, and that if the City of Cape Town built it, then it would not be tolled.

4. DISCUSSION

S Chand opened the floor for discussion.

COMMENTATOR	COMMENT	RESPONDENT	RESPONSE
G Engelke	Will your road have ramps because it will be a toll road?	P Venter	No, it would still have ramps if built by the City – but we would add toll plazas.
R Arends	Why have you closed this De Wet Road, when it is a major link between Ottery Road and Klip Road?	T van Schalkwyk	There is very little space for an interchange there.
G Engelke	One will still be able to get to Klip Road. Although, one will not have access onto the proposed road from this point.	P Venter	Correct. As this is a high order facility, we cannot have ramps too close together. Note that this is the only major change that has been made to this alignment.
Cllr S Moodley	What is the distance between these De Wet Road and the Strandfontein ramps?	P Venter	600m.
R Arends	How much traffic would the proposed road be taking from Klip and Ottery Roads?	P Venter	We are proposing a single carriageway, which would carry in excess of 20000 vehicles/day. I am not sure of the exact figure, but these will be available in the traffic report.
R Arends	The tolling is another issue altogether. The changes that you are proposing here are not major issues for us, and the engineering reasons	S Chand	Noted.

	given for these changes are plausible.		
S Isaacs	De Wet Road currently carries a lot of traffic. People use it to get to Klip Road.	T van Schalkwyk	Noted.
R Arends	We have many accidents at the interchange with Zeekoe Road.		
S Isaacs	Note that along this route you are proposing, there are sporting activities for children, who will most likely not use pedestrian bridges.	P Venter	Part of this concession is to maintain the fencing around the road at all times, and patrolling will occur on a 24-hour basis.
R Arends	Who is putting this proposal forward?	P Venter	A private consortium of companies. There is no government funding at all.
R Arends	With all due respect, there are not many people travelling from south to north to get to work. Most people need to go to town. What have you done with regards to the sensitive areas that the road traverses.	S Chand	Noted. A full EIA has been conducted which included studies of the wetlands, plants etc.
R Arends	Why are you dropping the road vertically?	T van Schalkwyk	It will still be elevated over Acacia Road and the smaller road will be taken across the bigger road.
Cllr S Moodley	I am not happy with the fact that it would be tolled.	S Chand	Noted. We need to know if there are any communities that can be considered captive.
G Engelke	The bright side of this is that we will be able to catch thieves a lot more effectively.	P Venter	True. All access and egress point will be monitored.
R Arends	We would like to see a reduction in the traffic on the two	P Venter	If Penway is awarded the tender, we would be obliged

	main roads in Grassy Park. I am not happy with the toll, but I have no objection to the road proposal itself.		to construct the road within a three year period. The City would build this road in phases.
G Engelke	If people need something, like a bridge, could this be done?	P Venter	Yes, but this has already been done in the previous EIA.
R Arends	Could we perhaps schedule these meetings at a later time?	S Chand	We can, although most people want to get home by 19h00.

5. CONCLUSION

S Chand concluded the meeting by noting that public open houses would be held after Christmas this year. The Environmental Impact Report would be submitted to the Department of Environmental Affairs and Development Planning and the Minister of Transport. Until the Record of Decision is issued from DEA&DP, and the Minister has decided on tolling, the proposed road in its entirety is not *affait a compli*.

S Chand thanked those present for attending and closed the meeting at 18h00.