

**N21 (R300) ENVIRONMENTAL IMPACT ASSESSMENT PHASE:  
OPEN HOUSE 5: PARKLANDS COLLEGE  
I&AP COMMENTS**

DATE RECEIVED	SECTOR	SURNAME	NAME/ INITIAL	ORGANISATION	COMMENT
19/09/02	3, 4	Theilig	G D	Theilig Family Trust	<ol style="list-style-type: none"> <li>1. We would like to see an earthwall made to project the northern side of the estate from excessive noise!</li> <li>2. There is no need to open the stretch from the R27 to Otto du Plessis Drive for trucks over 4 tons excepting buses or vehicles necessary to truck building materials to sides nearby the Otto du Plessis Drive.</li> </ol>
		Thiart	T		In Cape Town we do not need a toll road and especially the proposed ring road. Rather upgrade the existing roads. The proposed ring road will only be to the benefit of an exclusive of an exclusive small group of people and maybe businesses. No, I am totally against it. It is also not environmentally friendly!
		Vandermade	Dr J		No. Unacceptable to go through wetlands.
		Lotz	P		I retain my opinion that the destruction of some of the last remaining wetlands in the Strandfontein area and the subsequent loss of biodiversity is not negotiable in terms of transport congestion. We already have a problem with high water table in winter and the impact of the Philippi aquifer is unknown and many people are dependent on its water. Also to destroy one of the last remaining areas of Renosterbos in the Wellington Road interchange area, is not practising sustainable development. Central government should use the entire fuel levy to finance the maintenance of roads.
		Visagie	C P	Friends of Rietvlei	<ol style="list-style-type: none"> <li>1. Road over river bridge not to interfere with stream flow or river dynamics.</li> <li>2. Stormwater runoff from road to run into detention/polishing ponds before entering the river system to avoid contamination.</li> <li>3. Any other negative impacts to be minimized.</li> </ol>
		Ledgard	Sylvia		<ol style="list-style-type: none"> <li>1. Poor communities: section of toll road which would pass through Lavender Hill, Capricorn, etc. – no alternative route which people could use.</li> <li>2. Proposed Southern Greenfields section (Section 3?) which would cut</li> </ol>

					through Strandfontein sewage pans, destroying some 25% of pans and creating a barrier between the pans and adjacent wetlands, Zeekoevlei and Rondevlei. The pans are the principal feeding area for tens of thousands of waterbirds, resident and migratory, particularly in the summer months, while the adjacent areas are used for roosting and breeding. Strandfontein is rated by BirdLife International as one of the five most important sites for birds in South Africa (IBA-Important Bird Area).
4/11/02		Krause	R C	Golden Arrow Bus Services: Corporate Development Manager	<p>1. Pedestrian Desire Lines</p> <p>There can be no particular quarrel with the need for pedestrian bridges/crossings along the proposed alignment of the ring road. However, practical experience has shown that despite the concrete barrier fences separating the houses along the existing road in the Delft/West Bamk areas, as well as of pedestrian bridges, there is still a very high incidence of uncontrolled pedestrian traffic across the road in several places. Better fence management and adequate policing need to receive as much attention as additional pedestrian bridges and overpasses in the tender specification. Moreover, given that even increasing and upgrading physical control measures such as fencing, bridges and subways is unlikely to eliminate the problem of breaches in the fencing, it seems sensible to ensure that adequate street lighting is provided on the road, at least adjacent to the residential areas. This should also be specified in the tender.</p> <p>2. Social</p> <p>We subscribe fully to the concerns that the proposed ring road is likely to have considerable (and mostly negative) impacts on the areas identified during the Open House. We are particularly concerned with the issue of travel costs. There are two separate aspects to this. The first relates to fares, the second relates to travel time. Both of these need to be carefully considered in determining the tolling strategy, which we understand is part of the tendering process.</p> <p>a) It is difficult to assess whether prospective tenderers are going to be required to give specific attention to the very important issue of public transport services on the proposed toll routes. From our understanding of the specialist investigations, this is regarded simply</p>

				<p>as a factor in determining the tolling strategy and that such minimum and maximum toll charges that might have been suggested were educated guesstimates for illustrative purposes only. If this is indeed the case, we believe that it is imperative for the tender to require specific attention to be given to the question of how public transport vehicles are to be treated. It is acknowledged that it is almost impossible at this stage of the process to deal in concrete terms with this very difficult issue. However, the point needs to be made quite clearly that public transport operators will be more or less compelled to pass onto the customer any increase in their current road use costs. It should be remembered that the vast majority of public transport customers (bus and minibus taxi) are the poorest of the poor, who are already required to pay disproportionately high percentages of their disposable incomes on travelling costs.</p> <p>Unless the tolling strategy can significantly discount the charges to high-volume road users so that bus and minibus taxi fares can be kept at the maximum 10% of disposable income that is the stated norm of government, then all legitimate buses and minibus taxis should be exempted from tolls altogether. To give some idea of the percentage of total vehicle journeys which might involve buses, the bus statistics in Annexure A may be useful.</p> <p>Whatever toll is charged to commuter buses or minibus taxis, even on a blanket discount basis, will have to be incorporated into the fares, which means that these passengers will have to pay increased tariffs for what could easily be a slower, less reliable service. Given that the majority of passengers travelling on the R300 routes are from seriously previously disadvantaged communities, which depend absolutely on road-based services, any increase in fares will have a seriously detrimental economic effect.</p> <p>Ideally, in the event that public transport vehicles are required to pay tolls, the tender should specify that escalations of toll charges must be implemented at the same time as the dates of annual fare increases. This is because there are legal prescriptions on how and when bus fare increases may be introduced.</p> <p>b) The tolling of the R300 will have a major impact on commuter traffic flows in the Cape Metropolitan Area. The most important of</p>
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these impacts will be:

- The current unacceptable levels of traffic congestion are likely to be aggravated, not only in peak hours but in the off-peak as well. Unless very favourable tariffs are charged for commuters, a great many private car users are likely to be forced to use – and greatly increase the congestion on – alternative routes to the R300.
- At the same time, tolled access to each of the many ramps feeding the highway is most likely to create bottlenecks spreading congestion into areas that are currently already free of traffic. This can materially affect the ability of buses to adhere to existing schedules and is likely to require longer running times to complete existing origin destination trips. The tender specification should require that, in the event that the toll strategy is to charge public transport vehicles, some sort of automatic payment system must be provided to enable such vehicles to pass through the toll plazas without stopping. This is to ensure that disruptions to schedules caused by queuing are eliminated.

### 3. Toll Plaza

The specialist report appears to take no account of the fact that the proposed R300 toll plaza on the N2 coincides with a toll plaza proposed at the same place for the district Winelands Toll Highway proposal. The engineering complexities of designing, building and operating a tolled interchange that caters, at the same location, for the customers of two different concessionaires would seem to be of nightmare proportions. The customers of both concessionaires will require access to each other's toll roads, as well as to non-tolled roads or portions of roads leading to several destinations in different directions.

Of course an engineering solution might not be needed. Probably the best solution would be for a single toll plaza to be constructed in terms of an agreement between Penlink and Winelands concessionaires that provides for sharing of the facility a joint management or agency basis. This prospect needs to be provided for in the tender specification.

