

PENINSULA EXPRESSWAY CONSORTIUM

THE N21 (R300) CAPE TOWN RING ROAD TOLL PROJECT

MINUTES OF THE PROGRESS MEETING No. 1
BETWEEN PENWAY, CITY OF CAPE TOWN AND SANRAL

HELD AT CITY OF CAPE TOWN TRANSPORT DIRECTORATE OFFICES
10TH FLOOR METLIFE CENTRE, 7 COEN STEYTLER AVE, CAPE TOWN

10:00 ON THURSDAY 23 JULY 2002

ACTION**1. WELCOME**

- 1.1 The Chairman welcomed all present to the meeting, called by Penway to discuss various aspects of progress and approval between the City of Cape Town, SANRAL and Penway.

2. ATTENDANCE AND APOLOGIES**2.1 Attendance**

- 2.1.1 See attached attendance list.

2.2 Apologies

- 2.2.1 None.

3. PRESENTATION TO THE COUNCIL / APPROVAL PROCESS

- 3.1 Poens Venter noted the need for an agreed programme of cooperation and approval to integrate with the CCT planning processes.
- 3.2 Kevin Ketterer noted that there was no formal process within the CCT for the handling of toll road proposals, but undertook to forward a procedure to Penway by 31 July. CCT/KK
- 3.3 A single point of contact at CCT would also be confirmed. This has been handled by Ron Haiden to date, but will change due to other work commitments of Mr Haiden.
- 3.4 Kobus van der Walt requested that the contact persons for information relating to services within each municipality be provided. Kevin Ketterer noted that this would be handled through the single point of contact. CCT/KK
- 3.5 Sadia Chand asked if a 15 minute presentation to the full Council on environmental issues was required. CCT/KK
- 3.6 Ron Haiden is to complete his report to Council on toll roads, for the meeting of 8 September. This will address both the N1/N2 and R300 projects.
- 3.7 Poens Venter queried the time frame required for a policy decision from the CCT regarding toll roads, as according to the Act, the Minister is required to obtain approval from the CCT for the scheme.
- 3.8 Ron Harmse noted that decisions from CCT are required on :
1. Declaration of the National Road.
 2. Council resolution on toll roads in general. CCT

ACTION**4. BLAAUWBERG EAST-WEST ARTERIAL (BLOUBERG VLEI WETLANDS)**

- 4.1 Penway have adopted the alignment as proposed during the East-West Arterial study. The recent specialist studies carried out as part of the current EIA have indicated the need for a 500 m buffer zone around the vlei area identified along the southern boundary of the Blouberg Conservation Area, as opposed to the originally stipulated 100 m buffer.
- 4.2 Poens Venter pointed out the need for a way forward to be identified, as this issue affects both Penway in their design and the CCT from a planning perspective.
- 4.3 John Martheze noted his surprise at the recent findings, as this was dealt with in the previous investigation, and the recommended 100 m buffer was felt to be sufficient. JM felt that the current alignment as proposed by Penway should be retained until further study confirmed the need to move the road southwards
- 4.4 Ron Harmse felt that this could be handled through a desk-top level study.
- 4.5 Technical mitigation measures are to be discussed between the engineers and environmental specialist. PEN
- 4.6 It was decided that Penway would proceed on the premise that their alignment be based on a 100 m buffer zone, but that further investigation would be considered and carried out if required. PEN/PV
- 5. CCT WASTE DEPARTMENT**
- 5.1 Chris Manchip summarised discussions held with Peter Novella and Roy Mee of the CCT Waste Department regarding the two possible alignments in the vicinity of the Vissershok landfill site.
- 5.2 In the previous East-West Arterial investigation, Waste had indicated their acceptance of the southern alternative, but on the basis that should the R300 go ahead first, then this alignment would be preferable. On this basis CCT Waste were happy with the northern alternative.
- 5.3 The landowners at Brick and Clay must still be consulted regarding the impact of the road through their property. PEN/PV
- 5.4 Kobus van der Walt requested that a full cost comparison of the two alignments be calculated, including the cost of land acquisition, to assist in the final selection. This should be forwarded to SANRAL once completed. PEN/PV

ACTION

- 5.5 SANRAL queried whether the Morningstar community had been consulted on the northern road alignments. Brian Rossouw noted that the road passed through the buffer zone between Morningstar and the waste site, and as such would act as a barrier.
- 6. PROPERTY ACQUISITION**
- 6.1 Poens Venter reported that a meeting was held with Marilese Odendaal of CCT to discuss issues relating to property acquisition. It was agreed at this meeting that it would be preferable if CCT was involved in the acquisition process as this would result in more constant property prices, to the benefit of both SANRAL and CCT.
- 6.2 Kevin Ketterer agreed that Marilese would undertake all expropriation on behalf of SANRAL and in line with CCT procedures.
- 7. SOUTHERN NETWORK OPTIONS**
- 7.1 Poens Venter noted that Jeffares & Green had recently submitted a report to CCT regarding the possible upgrading of Baden Powell Drive and the issue of the False Bay Arterial alignment. The response of CCT to this report is vital to the Penway design approach in this area.
- 7.2 John Martheze is busy commenting on the report, but felt that the CCT position was that two links in addition to an upgraded Baden Powell are not required. He also noted environmental concerns that have been raised regarding the crossing of the treatment works ponds and the False Bay Coastal Park.
- 7.3 Kevin Ketterer undertook to have a decision on the routing through the False Bay Coastal Park by mid-August. This will however not be a formal "political" decision. CCT/KK
- 7.4 Poens Venter pointed out that it is vital to have the CCT support for this section of the scheme, as the project as a whole and specifically that section in the south would be in jeopardy without it.
- 7.5 It was reported by Sadia Chand that the current environmental investigation had not raised any major objection to the alignment in this area. The draft Penway environmental reports will be made available to CCT by Friday 26 July. PEN/PV
- 7.6 The motivation for the two alignments as proposed by Penway was queried by CCT. Poens Venter noted that a detailed traffic model had not yet been submitted to CCT, but that this would be immaterial if other objections such as environmental resulted in this leg being scrapped.

ACTION

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| 7.7 | It was suggested that the traffic engineers meet with CCT personnel to discuss the AM peak untolled data. This will be arranged within the next 3 weeks. | PEN/PV |
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| 8. | ENVIRONMENTAL MATTERS | |
| 8.1 | Poens Venter informed the meeting that Mark Dittke (an environmental lawyer) has been pressurising all parties regarding various issues surrounding toll roads and certain environmental matters. | |
| 8.2 | The meeting resolved that Penway would consider consultation with an environmental lawyer of their own on the matter. | PEN/PV |
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| 9. | FORWARD PLANNING POLICIES AND PLANS | |
| 9.1 | Poens Venter commented that with the various sub-structures, planning issues were generally fragmented and that it is proving difficult to amalgamate CCT planning with the R300. A way forward needs to be decided upon between Penway and CCT. | |
| 9.2 | Penway have appointed Johnathan Holtman to review the CCT planning process. A final draft of his findings will be included in the suite of environmental reports. | |
| 9.3 | Ron Harmse requested that SANRAL review this report prior to sending to CCT. | PEN/PV |
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| 10. | COMMENTS ON NORTHERN NETWORK REPORT | |
| 10.1 | John Martheze will comment on the Penway report on the impact of the R300 on the northern road network planning by mid-August. | CCT/JM |
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| 11. | GENERAL – OTHER MATTERS | |
| 11.1 | Kobus van der Walt raised a query about a 1.8 m diameter water main planned along the R300 alignment through Durbanville. KK undertook to address this issue with the relevant parties at CCT. | CCT/KK |
| 11.2 | Chris Atkins commented that CCT have done substantial work on the Phillipi Link, and have a design that has been accepted by the public through extensive negotiation and agreement with the public. | |
| 11.3 | Kobus van der Walt is to clarify with PAWC the handover of certain sections of the road, specifically that section south of the N2. | NRA/KvdW |

ACTION**12. NEXT MEETING / FUTURE MEETINGS**

- 12.1 The next meeting will be held on Friday 16 August 2002 at 14h00, at the offices of City of Cape Town, 10th Floor Metlife Centre, 7 Coen Steytler Ave.

13. CLOSURE

- 13.1 The Chairman thanked all present and closed the meeting.

PRESENT :

<u>NAME</u>	<u>FIRM / ORGANISATION</u>	<u>CONTACT NUMBER</u>
Atkins, Chris	City of Cape Town	021 406 7351
Bothma, GP	City of Cape Town	021 418 6830
Chand, Sadia	Chand Ecosense JV	021 418 6406
de Beer, Johan	City of Cape Town	021 418 6830
du Preez, Desireé	Chand Ecosense JV	021 887 2654
Erasmus, Danie	SANRAL	021 425 1510
Harmse, Ron	SANRAL	012 426 6000
Ketterer, Kevin (Chairman)	City of Cape Town	021 418 6830
Manchip, Chris	Penway Engineering JV	021 532 0940
Martheze, John	City of Cape Town	021 418 6830
Officer, Andrew	Penway Engineering JV	021 975 8235
Robinson, Alan	Goba Moahloli Keeve Steyn	011 236 3300
Rossouw, Brian	Penway Engineering JV	021 683 3633
van der Walt, Kobus	SANRAL	021 425 1510
Venter, Poens	Peninsula Expressway Consortium	021 905 1755

PENINSULA EXPRESSWAY CONSORTIUM

THE N21 (R300) CAPE TOWN RING ROAD TOLL PROJECT

MINUTES OF THE PROGRESS MEETING No. 2
BETWEEN PENWAY, CITY OF CAPE TOWN AND SANRAL

HELD AT CITY OF CAPE TOWN TRANSPORT DIRECTORATE OFFICES
10TH FLOOR METLIFE CENTRE, 7 COEN STEYTLER AVE, CAPE TOWN

14:30 ON TUESDAY 20 AUGUST 2002

ACTION

1. WELCOME

- 1.1 John Martheze welcomed all present to the meeting on behalf of City of Cape Town. This meeting and future meetings will be chaired by Penway.

It was noted that the meeting was preceded by a presentation to various CCT Divisions on Friday 16 August, as an information and Q&A session. Notes from this meeting are attached in Annexure A.

2. ATTENDANCE AND APOLOGIES

2.1 Attendance

- 2.1.1 See attached attendance list.

2.2 Apologies

- 2.2.1 None.

3. APPROVAL OF MINUTES OF THE PREVIOUS MEETING

- 3.1 **Item 3.6** : Should read "N1/N2".

4. MATTERS ARISING

- 4.1 **Item 3.3** : No formal process has been developed by CCT. (Ensuing discussion is minuted under Item 5.4). CCT

- 4.2 **Item 3.4** : JM tabled a draft contact list. Direct contact can be made with the various parties as required, with copies of discussion notes to go to JM.

- 4.3 **Item 3.5** : JM will confirm whether a full presentation to Council on environmental issues is required. This will need to tie in with the overall process. CCT/JM

- 4.4 **Item 4.5** : The issue of the BCA wetland has been resolved.

- 4.5 **Item 5.3** : A meeting was held with the Brick & Clay landowners. Feedback is expected by the end of August. Pen/AO

- 4.6 **Item 5.2** : Penway will approach CCT Waste on the routing through the Vissershok landfill site, to confirm the final alignment and issues of access, as feedback from the previous meeting. CM confirmed that CCT Waste were generally happy with the alternative chosen. Pen/AO

- 4.7 **Item 5.4** : Penway are addressing the cost comparison of the two northern options. Pen/AO

ACTION

- 4.8 **Item 7.3** : JM confirmed that CCT favour an upgrade of Baden Powell Drive, and that their view is that only one high order arterial route is required in the area of the ponds. However, a formal project level investigation is required to confirm this and to allow removal of the False Bay Arterial alignment from the master plan.
- 4.9 **Item 7.7** : A brief discussion was held with the CCT traffic engineers and Alan Robinson from GMKS. Penway will schedule further discussions. Pen/PV
- 4.10 **Item 8.2** : PV confirmed that SANRAL has a team of lawyers who assist with advice on environmental issues.
- 4.11 **Item 9.3** : A draft planning report has been completed and sent to SANRAL. JM confirmed that Carne Blandy is the contact person in this regard.
- 4.12 **Item 10.1** : JM will comment on the northern network report.
- 4.13 **Item 11.1** : A meeting was held with Mike Killick to discuss the pipe route through the road reserve in Durbanville, where the narrow road reserve is a problem. SANRAL is considering their position and will arrange a further meeting. NRA/DE
- 4.14 **Item 11.3** : Handover of road sections from PAWC : This is an ongoing issue. GB noted concern that CCT have not been contacted, and that the CCT as the local planning authority are not being consulted.
- 5. COUNCIL APPROVAL PROCESS**
- 5.1 Procedure**
- 5.1.1 PV noted the need for a consolidated response as part of the EIA process.
- 5.1.2 GB raised concern over the 60 day response cycle required, as it will take longer to get comments through the Councils.
- 5.2 Contact persons**
- 5.2.1 JM tabled a draft contact list (see Item 4.2). This will be updated to show primary and secondary contact, and will be e-mailed to AO. CCT/JM
- 5.3 Presentations to Council / Sub-Councils**
- 5.3.1 PV confirmed that Penway have been making various presentations to the Sub-Councils at their individual requests.

ACTION

5.4 CCT toll road policy

- 5.4.1 PV outlined the toll road process from initial scheme identification through to Declaration of a National Road and Declaration of Intent to Toll by the Minister of Transport.
- 5.4.2 EW asked if the road can be declared a National Road and not tolled. PV replied that this was possible in theory, but that it would then have to be funded by the public sector.
- 5.4.3 JM noted concerns that the EIA does not address the issue of toll as an impact.
- 5.4.4 RH noted that comment on the road and toll process could be made separately.
- 5.4.5 GB asked when CCT will be officially involved and asked to comment on the scheme. PV replied that CCT comments will be brought into the EIA process. GB queried whether their comments would be applicable to the intent to toll in the light of the question raised by JM (Item 5.4.3).
- 5.4.6 EW noted that if CCT were not able to have the impact of tolling included in the EIA process, then they would reserve the right to comment on tolling separately.
- 5.4.7 EW noted that the issues raised in the EIA are about biophysical impacts, and are more about the mitigation of these impacts. The report is a mitigation report and not a full EIA, which should include tolling and a no-go option.
- 5.4.8 PV commented that although the road is being marketed as a toll road, it could still operate without toll. GB noted that perceptions being generated are that of a toll road.
- 5.4.9 GB noted that the CCT is a main role player in the process and is not just an I&AP. PV confirmed that CCT is seen as more than an I&AP, and that the road must meet CCT standards. Support from the CCT is required both in terms of network issues and toll aspects.
- 5.4.10 PV noted that in terms of the National Roads Act, CCT can comment on the scheme and can appeal against the outcome of process. RH replied that CCT did not agree with the way that the Act was promulgated, and that they believe that it was not according to the Constitution. The Constitution calls for concurrent planning between National Government and Local Authorities.

ACTION

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| 5.4.11 | GB noted that CCT can assist Penway in comment on the final alignment, but cannot comment on the applicability of a toll road. All options are being explored by CCT as to the way forward. GB stressed that the Constitutional Court case alternative is an option only, not necessarily the preferred option. CCT will have to report to Council, who will make a policy decision on the toll issue. | |
| 5.4.12 | EW confirmed that CCT comment will include the issue of toll, as it is believed that this is a flaw in the process. | |
| 5.4.13 | PV confirmed that Penway will discuss the way forward with SANRAL. | Pen/PV |
| 5.4.14 | GB noted that they will probably need more than 60 days to comment, even without the toll road process. CCT will advise Penway of this officially. Comment can only be made once a formal submission has been received. | CCT/GB |
| 5.4.15 | PV noted that an economic study is being undertaken by a 3 rd party agency, to consider road user costs and benefits. EW requested that CCT be allowed to review the Terms of Reference for the study, as they would like to include tangible environmental costs. | Pen/PV |
| 5.4.16 | JM asked if “no-toll” is being considered as an alternative. PV replied that Penway would need to determine whether this should be looked at. | Pen/PV |
| 5.4.17 | JM suggested that CCT set up smaller task teams to deal with their approach and requirements on specific issues. | CCT/JM |
| 5.4.18 | JM noted that interim submissions (as made recently with the northern network report) should be made for their comment. | |
| 6.1 | Blaauwberg East-West Arterial | |
| 6.1.1 | Alignment approval : JM will comment formally on the northern network report (see Item 4.12) | CCT/JM |
| 6.1.2 | Bloubergsvlei wetlands : This matter has been resolved. The problem was related to misinterpretation of the required buffer zone. The road reserve bounds the buffer zone, and the sensitive area is to the north. AO will forward the report drafted by Brian Rossouw on the wetland to Joanne Jackson. | Pen/AO |
| 6.2 | Northern Network Report | |
| 6.2.1 | JM noted that the Penway proposal is acceptable. Concern was raised regarding the removal of certain links, which should not be done at this stage. JM will comment in general on the report. | CCT/JM |

ACTION

6.3 Southern Network Options

6.3.1 With reference to Item 4.8, PV queried the timing of a project level investigation into Baden Powell Drive, as if CCT favoured this option then this would form a competing route to the proposed Sector 1 of the R300. The Penway traffic engineers have confirmed that three routes (including Phillipi) in the area are not required. JM replied that CCT are not in a position to take the study forward at present, as no funds are available.

6.3.2 PV noted that according to the recent report released by Jeffares & Green, the Princess Vlei Parkway may also have an influence on the R300 toll strategy.

6.3.3 PV also noted that the CCT proposal for Vanguard Drive does not match that of Penway, as grade separated interchanges have been allowed for, with the possibility of free flow. RH replied that CCT have considered the cost-benefit issues of this configuration and have confirmed the viability.

6.3.4 RH noted that although the Phillipi Link has been addressed with the local population, the matter of toll needs to be addressed. PV confirmed that this is being done.

6.3.5 JM confirmed that the Transport and Environmental Divisions will officially inform Penway of their position on the southern alignments. CCT/JM

7. TRAFFIC MODELLING

No further discussion.

8. ENVIRONMENTAL MATTERS

8.1 East-West Arterial ROD

8.1.1 CM confirmed that reports for the East-West Arterial have been handed over, and that verbal comment has been received, but no formal comment.

8.1.2 EW noted that the Public Participation Process was carried out some time ago, and there may be a problem getting an ROD now.

8.1.3 JM will follow up on the comments and obtain an official response on the matter. CCT/JM

9. SERVICES

9.1 All drawings detailing services for confirmation are to be routed through JM as the single point of contact. Pen/AO

ACTION

10. LAND ACQUISITION PROCESS

No discussion.

11. GENERAL – OTHER MATTERS

No discussion.

12. NEXT MEETING / FUTURE MEETINGS

12.1 The next meeting will be held on Thursday 19 September 2002 at 10h30, at the offices of City of Cape Town, 10th Floor Metlife Centre, 7 Coen Steytler Ave.

13. CLOSURE

13.1 The Chairman thanked all present and closed the meeting.

ANNEXURES

ANNEXURE 1 : Notes of the Penway presentation to various CCT Divisions, Friday 16 August 2002.

PRESENT :

<u>NAME</u>	<u>FIRM / ORGANISATION</u>	<u>CONTACT NUMBER</u>
Bothma, GP	City of Cape Town	021 418 6830
Erasmus, Danie	SANRAL	021 425 1510
Haiden, Ron	City of Cape Town	021 418 6830
Manchip, Chris	Penway Engineering JV	021 532 0940
Martheze, John	City of Cape Town	021 418 6830
Officer, Andrew	Penway Engineering JV	021 975 8235
Pike, Llewellyn	Penway Engineering JV	011 236 3300
Rossouw, Brian	Penway Engineering JV	021 683 3633
Venter, Poens	Peninsula Expressway Consortium	021 905 1755
Weinronk, Eileen	City of Cape Town	021 487 2133

ANNEXURE A

N21 (R300) CAPE TOWN RING ROAD PROJECT

NOTES OF PRESENTATION TO CITY OF CAPE TOWN

**HELD AT CITY OF CAPE TOWN TRANSPORT DIRECTORATE
OFFICES**

**10TH FLOOR METLIFE CENTRE, 7 COEN STEYTLER AVE, CAPE
TOWN**

14:00 FRIDAY 16 AUGUST 2002

1. WELCOME

- 1.1 John Martheze welcomed all present to the meeting on behalf of City of Cape Town. The meeting will take the form of a presentation by Poens Venter from Peninsula Expressway Consortium, and will be followed by a Question and Answer session.

2. ATTENDANCE AND APOLOGIES

2.1 Attendance

- 2.1.1 See attached attendance list.

3. PRESENTATION

- 3.1 Poens Venter gave a presentation on the project from its inception phase through to implementation, after which the meeting was opened to the floor for questions.

3. QUESTIONS ARISING

- 3.1 Kevin Fawcett noted that discussions regarding the routing through the treatment work ponds had been held 2-3 years prior during previous phases, but no approach had been made since. KF also raised concern that there are a number of services in the area that may not have been picked up.
- 3.2 Brian Rossouw replied that the current process of defining the alignment in this area has been dictated thus far by certain environmental issues, and routes have only recently been determined following receipt of survey information.

ACTION

- 3.3 Andrew Officer confirmed that the design team would make contact with KF to arrange a meeting to discuss the alignment in the area. Pen/AO
- 3.4 Peter Novella queried developments regarding the northern alignments further to discussions with the Penway Engineering JV. Andrew Officer confirmed that the alignment has been routed through the buffer zone to the north of the waste site, and that a meeting has been held with the landowner (Brick & Clay).
- 3.5 Joanne Jackson queried the study of social impacts in the area of the False Bay Coastal Park.
- 3.6 Sadia Chand confirmed that Shakti Malan has carried out a social impact investigation, and that other studies into visual (OVP) and noise (Demo Dracoulides) impacts have been undertaken. Tourism effects have been considered by Jonathan Bloom, and the requirements for pedestrian bridges are being looked at by Gavin Ball.
- 3.7 John Martheze queried what impact the road would have on the viability of the False Bay Coastal Park. Joanne Jackson noted concern that as coordinator of the FBCP initiative she has not been contacted about the road.
- 3.8 Sadia Chand replied that extensive efforts have been made to contact people through the I&AP process. Kobus van der Walt also raised concern that although there has been interaction with senior CCT personnel, information has not been passed down.
- 3.9 John Martheze confirmed the need for further interaction between Penway and CCT on the FBCP issue. Pen/SC
- 3.10 Joanne Jackson queried the alignment of the road south of the Blouberg Conservation Area, as she has been contacted by people with concerns. It was confirmed that the alignment runs to the south of the BCA, and that it follows the previous East-West Arterial alignment.
- 3.11 Chris Manchip noted that although the northern alignment generally follows the East-West Arterial route, there have been changes in the area of the Vissershok landfill site. Sadia Chand noted that the current Public Participation Process has not considered the EW Art as this was covered previously. However, it can be picked up as part of the current process if need be.
- 3.12 Susanne Dittke noted that Cheryl Ozinsky had raised concerns about the routing of the road through the False Bay Coastal Park. Sadia Chand confirmed that she has now been informed.

- 3.13 Susanne Dittke also noted that Councillor Henning (Westlake) should be contacted regarding the project.
- 3.14 Sadia Chand noted that this is a large project with an extensive Public Participation Process, and that a great effort has been made to reach all I&AP's. Reliance is made on people to disseminate information.
- 3.15 Peter Novella queried why there has been no Council resolution to date. Poens Venter replied that presentations to the Municipalities started in 1996, and resolutions were obtained at that stage, with some for and some against the project. With the formation of the Unicity, a new resolution is required by SANRAL. A formal stance is required, for which a formal council procedure will be ready soon.
- 3.16 Sadia Chand queried whether the response to the environmental process will be unified and who it will come from. John Martheze confirmed that he will consolidate all responses on the EIA and pass them through.
- 3.17 Kobus van der Walt noted that at this stage, specific input that may affect the design process is required, such as information on services.
- 3.18 John Martheze noted that a 60 day response time is too short to suit the CCT structures, and that more time is needed.
- 3.19 Susanne Dittke noted that there is no "no-go" option included in the EIA. Keith Wiseman noted that this was raised in comments on the scoping report, and that there is a need to compare the alternative with the "do-nothing" option. Eileen Weinronck agreed that this should be included in the process, with an indication of the effect on the existing road network if the proposed project is not implemented.
- 3.20 Susanne Dittke queried the basis of the traffic modelling development. John Martheze replied that the CCT model had been used as a base and had been brought up to date.
- 3.21 Ken Lee-Jones confirmed that a study of the traffic flow induced by such a project will indicate the economic benefits, reduction in emissions etc.
- 3.22 Joanne Jackson asked whether public transport initiatives have been taken into account in the traffic modelling. Poens Venter replied that this has been considered. Ken Lee-Jones commented that there is a high concentration of public transport into the city, the standard of which has been declining. With the cost of upgrading these systems, there will in all likelihood continue to be a predominance of private transport in the near to medium term.

CCT/JM

- 3.23 Peter Novella queried the position regarding Baden Powell Drive. John Martheze confirmed that this has been considered from a strategic level, and that it has been recognized that this needs to be addressed. The possibility of routing the road behind the dune system is being considered. The preliminary view is that CCT favour the upgrade of Baden Powell Drive as the primary east-west mobility route, but that the False Bay Arterial alignment cannot be removed from the transport master plan at this stage without a project level investigation.
- 3.24 Peter Novella queried whether access to the False Bay landfill site from the R300 would be possible. Brian Rossouw replied that the alignments in this area are currently being finalised.
- 3.25 Mark Sasman queried when the traffic model would be finalised. Poens Venter replied that this would be done prior to the Best And Final Offer, and that the financial backers would insist on an independent verification of the traffic model, with a 90% accuracy.
- 3.26 John Martheze queried the difference in effect of the project with and without tolling. Poens Venter replied that the new links would attract traffic away from the network. On the existing roads, with the tolls there is initial movement back onto the network. John Martheze noted that CCT would need an indication of the impact on the surrounding network. Eileen Weinronk noted that this should be done as part of the EIA.
- 3.27 Kobus van der Walt noted that a separate report on the effects of tolling would be prepared. Eileen Weinronk commented that this was a major omission to the EIA process. KvdW noted that in the past the Minister of Environmental Affairs has not been prepared to comment on traffic issues. EW replied that this would be raised with DEAT.
- 3.28 Ken Lee-Jones noted that the State of Preference technique was used to determine acceptable level of toll tariffs, and that these needed to be targeted at a level that would attract users.
- 3.29 Susanne Dittke commented that the project would have an impact on food prices in the poorer agricultural areas. Kobus van der Walt replied that this was being considered.
- 3.30 Mark Obree noted that he would like to comment on the method of crossing waterways and / or wetlands from a drainage and/or aesthetic point of view. Poens Venter replied that Bill Harding has addressed this as part of the specialist study done for the EIA.
- 3.31 It was confirmed that Sadia Chand will work through all issues raised through comment from the CCT and from the Open Houses.

CCT/EW

3.32 Keith Wiseman queried the programme for comment. This is to be discussed further at the meeting scheduled for Tuesday 20 August.

3.33 Kobus van der Walt noted that further comment could be made at a later stage in the process, with another 60 day window linked to the Declaration of Intent to Toll.

4. CLOSURE

4.1 John Martheze thanked Penway for the presentation and all present for their input, and closed the meeting.

PRESENT :

<u>NAME</u>	<u>FIRM / ORGANISATION</u>	<u>CONTACT NUMBER</u>
Chand, Sadia	Chand Ecosense Joint Venture	021 418 6406
Clarke, Ronelle	CTA : Env. Man.	021 400 3241
Dittke, Susanne	CCT : Waste Red & Env. Advisor	021 487 2472
Erasmus, Danie	SANRAL	021 425 1510
Fawcett, Kevin	CMC : Wastewater	021 487 2604
Ferreira, Ansa	CTA : Spatial Planning	021 400 2159
Jackson, Joanne	CCT : EMD	021 487 2184
Lee-Jones, Ken	CTA : Trans. Planning	021 418 6830
Lund, Peter	CMC : Wastewater	021 396 1060
Manchip, Chris	Penway Engineering JV	021 532 0940
Martheze, John	CCT : TR&S	021 418 6830
Mazaza, Maddie	CCT : Trans. Planning	021 418 6830
McEwen, Thomas	CTA : South Pen Traffic & Trans.	021 710 8346
Mee, Roy	CCT : Waste Man.	021 487 2477
Novella, Peter	CCT : Solid Waste	021 487 2716
Obree, Mark	TR&S : CSRM	021 487 2205
Officer, Andrew	Penway Engineering JV	021 975 8235
Pinder, Mark	CCT : TR&S	021 550 1064
Rossouw, Brian	Penway Engineering JV	021 683 3633
Sasman, Mark	Chand Ecosense Joint Venture	021 886 4056
Van der Walt, Kobus	SANRAL	021 425 1510
Venter, Poens	Peninsula Expressway Consortium	021 905 1755
Weinronk, Eileen	CMCA. CCT Env. Man.	021 487 2133
Wiseman, Keith	CCT : EMD	021 487 2283

PENINSULA EXPRESSWAY CONSORTIUM

THE N21 (R300) CAPE TOWN RING ROAD TOLL PROJECT

MINUTES OF THE PROGRESS MEETING No. 3
BETWEEN PENWAY, CITY OF CAPE TOWN AND SANRAL

HELD AT CITY OF CAPE TOWN TRANSPORT DIRECTORATE OFFICES
10TH FLOOR METLIFE CENTRE, 7 COEN STEYTLER AVE, CAPE TOWN

10:30 ON THURSDAY 19 SEPTEMBER 2002

ACTION

1. WELCOME

1.1 The Chairman welcomed all present to the meeting.

2. ATTENDANCE AND APOLOGIES

2.1 Attendance

2.1.1 See attached list.

2.2 Apologies

2.2.1 See attached list.

3. APPROVAL OF MINUTES OF THE PREVIOUS MEETING

3.1 The minutes of the previous meeting were accepted with no changes.

4. MATTERS ARISING

4.1 **Item 4.1** : CCT will comment formally on the EIA with its analysis of both biophysical and toll impacts, once a formal submission has been made. Penway and CCT will continue to interact on a regular basis, as this was proving useful to CCT to remain abreast of developments. Contact on a lower level will also be maintained, with notes of each meeting to go to JM, Penway and Chand-Ecosense as a record of the discussions.

4.2 **Item 4.5** : Brick & Clay are to hold a board meeting on Thursday 26 September, and will discuss the road alignment then. Penway to follow up. Pen/AO

4.3 **Item 4.6** : Feedback on the final position of the road through the Vissershok landfill site will be given once input has been obtained from Brick & Clay and from the Morningstar landowners. JM requested that feedback be obtained from Crowther Cambell, from the point of view of the current regional landfill site investigation. BR will confirm the land ownership of the site to the west. Pen/AO/BR

4.4 **Item 4.7** : Penway are checking the cost comparison of the two northern route alternatives. Pen/AO

4.5 **Item 4.9** : PV confirmed that Wilfred Crouse and Bill Kennedy have had discussions regarding the traffic model. PV asked that WC indicate any further requirements. JM will follow up in this. CCT/JM

4.6 **Item 4.13** : SANRAL confirmed their decision not to allow the proposed pipeline route through the road reserve in Durbanville. A formal response has been drafted.

ACTION

- 4.7 **Item 5.4.15** : Barry Standish has confirmed that Hugo van Zyl can provide environmental economic input into the study, but there was some concern that this would be subjective input. EW confirmed CCT's desire to see the Terms of Reference for Barry Standish. Sadia Chand and EW are to meet to discuss the Terms of Reference. CCT/EW
Pen/SC
- 4.8 **Item 5.4.16** : PV confirmed the SANRAL stance that the road has either "toll road" or "do-nothing" alternatives. There is no alternative whereby the road may be constructed without toll funding, as there are no funds available. EW maintained that the EIA should consider alternative funding methods, as not doing this could constitute a flaw in the process which may be open to challenge. PV will follow this up with SANRAL. Pen/PV
- 4.9 **Item 6.1.1** : JM will comment formally on the northern network report. But reiterated the CCT approval of the document. PV noted that PAWC have also responded. PV will copy their letter to JM. CCT/JM
Pen/PV
- 4.10 **Item 6.3.5** : JM will respond formally on the matter of the southern alignments once input has been received from the False Bay Coastal Park Steering Committee. PV asked that CCT define their proposal requirements for any investigation into the Sector 1 alignments including Baden Powell, as Penway would be prepared to consider meeting these requirements for a formal investigation. CCT/JM
- 4.11 **Item 8.1.3** : Comment on the East-West Arterial will be available by end-October.
- 4.12 **Annexure A - Item 3.3** : Meetings have been held with Kevin Fawcett and South Peninsula Municipality regarding the alignment through the Strandfontein Ponds and various services in the area.
- 4.13 **Annexure A – Item 3.9** : Penway members will be attending the FBCP Steering Committee meeting scheduled for 8 October.
- 4.14 **Annexure A – Item 3.27** : Socio and macro economic impacts of tolling will now be included in the EIA process. This will include a study of the visual and local impacts of the toll plazas.
- 5. COUNCIL APPROVAL PROCESS**
- 5.1 JM confirmed that CCT are happy with the input received from Penway to date. A formal response from Council is now required.
- 5.2 PV noted the overall process flowchart discussed previously with JM and EW. This is included in Annexure A. This chart will be included in the second round of Open Houses.

ACTION

- 5.3 EW noted that CCT has been shown as an authority on one of the posters for the Open Houses, and queried whether this is correct in terms of their input to the process. PV will confirm this with DEAT. Pen/PV
- 5.4 JM confirmed that an updated contact list has been forwarded to AO.
- 6. TECHNICAL ISSUES**
- 6.1 AO queried the status of the Catchment, Stormwater and River Management policy within CCT. Based on the policy Quick Reference Guide received from South Peninsula Municipality, this could have an effect on the design of waterway crossing in some areas. JM conformed that this is to be presented to CCT shortly. Mark Obree is the contact person for discussions on the policy. Pen/AO
- 7. TRAFFIC MODELLING**
- No further discussion.
- 8. ENVIRONMENTAL MATTERS**
- 8.1 DduP queried whether CCT have any policy on public transport, as this needs to be included in the EIA. JM confirmed that information is available and will be forwarded. The relevant contact person is Ron Kingma or Henry du Plessis. CCT/JM
- 8.2 Sadia Chand and EW are to meet to discuss the environmental Terms of Reference. Pen/SC
CCT/EW
- 8.3 PV reported that 4 No Open Houses have been held to date, with responses in Westlake and Durbanville being good, but Kuils River and Mitchells Plaain being poor. The final Open House is scheduled for 19 September in Tableview. The possibility of a 6th Open House is being considered.
- 9. SERVICES**
- 9.1 It was agreed that 2 No copies of plans would be submitted for checking of services, with only the covering letter to be copied to JM and PV. Pen/AO
- 10. LAND ACQUISITION PROCESS**
- No discussion.
- 11. GENERAL – OTHER MATTERS**
- No discussion.

ACTION

12. NEXT MEETING / FUTURE MEETINGS

- 12.1 The next meeting will be held on Wednesday 23 October 2002 at 10h30, at the offices of City of Cape Town, 10th Floor Metlife Centre, 7 Coen Steytler Ave.

13. CLOSURE

- 13.1 The Chairman thanked all present and closed the meeting.

ANNEXURES

ANNEXURE 1 : Phases and Toll Road Actions Applicable to Unsolicited Proposals (2 Pages)

NAME

FIRM / ORGANISATION

CONTACT NUMBER

PRESENT :

Du Preez, Desir�e	DduP	Chand-Ecosense	021 887 2654
Erasmus, Danie	DE	SANRAL	021 425 1510
Manchip, Chris	CM	Penway Engineering JV	021 532 0940
Mangnall, Mike	MM	Chand-Ecosense	021 418 6406
Martheze, John	JM	City of Cape Town	021 418 6830
Officer, Andrew	AO	Penway Engineering JV	021 975 8235
Rossouw, Brian	BR	Penway Engineering JV	021 683 3633
Venter, Poens	PV	Peninsula Expressway Consortium	021 905 1755
Weinronk, Eileen	EW	City of Cape Town : EMD	021 487 2133
Wilson, Derek	DW	Penway Engineering JV	021 418 4988

APOLOGIES :

Haiden, Ron	City of Cape Town
Crouse, W	City of Cape Town
Bothma, GP	City of Cape Town

Annexure 1 : Phases and Toll Road Actions Applicable to Unsolicited Proposals – Page 1
Phases and Toll Road Actions Applicable to Unsolicited Proposals – Page 2

(.pdf files attached electronically)

PENINSULA EXPRESSWAY CONSORTIUM

THE N21 (R300) CAPE TOWN RING ROAD TOLL PROJECT

MINUTES OF THE PROGRESS MEETING No. 4
BETWEEN PENWAY, CITY OF CAPE TOWN AND SANRAL

HELD AT NRA'S OFFICES

08:00 ON MONDAY 11 NOVEMBER 2002

ACTION**1. WELCOME**

1.1 The Chairman (Mr. Venter) welcomed all present to the meeting.

2. ATTENDANCE AND APOLOGIES**2.1 Attendance**

2.1.1 See attached list.

2.2 Apologies

2.2.1 See attached list.

3. APPROVAL OF MINUTES OF THE PREVIOUS MEETING

3.1 The minutes of the previous meeting were accepted with the following changes:

Item 4.3: "Crowther Cambell" should be replaced with "SRK".

Item 4.8: The word "flow" should be replaced with "flaw".

Item 6.1: The word "conformed" should be replaced with "confirmed"

Item 8.3: Replace "Mitchells Plaain" with "Mitchells Plain"

4. MATTERS ARISING

4.1 **Item 4.3:** (Position of road through Vissershok landfill site): Mr. Klaver requested the northern alignment to be moved right up to their boundary to minimize disruption of their mining operation. However, the Morningstar residents opposed the route and requested that the alignment be moved as far away as possible. A report was prepared by the Engineering Joint Venture (EJV) discussing 3 alternatives through this section. The conclusion of this report was that the most northern alternative was preferred from an engineering viewpoint.

Feedback was obtained from SRK regarding the regional landfill site investigation. Through the discussions it was revealed that this would be a short-haul site. City Waste was in agreement with the northern alignment proposal. They requested that the southwestern ramp of the Vissershok interchange be moved as far north as possible.

4.2 **Item 4.5:** (Traffic Model) JM indicated that they have identified further requirements and will forward it to PV within the next two days. JM

4.3 **Item 4.7:** (Terms of reference – Barry Standish (BS)) Meeting to discuss the ToR for BS took place between Sadia Chand and EW. Hugo van Zyl's study BS

ACTION

is in progress and scheduled for completion by the end of November 2002.

4.4 **Item 4.8:** (EIA to consider alternative funding methods). EW sent a letter in this regard to Mr. Wynand Fourie of DEAT. PV copied this letter to Jenine Bothma of the NRA and awaits her comments. NRA

4.5 **Item 4.9: (Northern network report).** PV received the formal comments from JM. JM confirmed that the EIA work done exceeds the requirements stated in the letter.

4.6 **Item 4.10:** (Southern alignments). JM did officially comment on the southern alignments. CCT do not support the proposed alignment.

GPB stated that Mr. Alwyn Laubscher's viewpoint is that NRA/Penway should do a high level investigation on both alignments (Baden Powell alternative or False Bay Coastal alternative).

KvdW stated that SANRAL do not want to fund a further study for the two alternatives because the Baden Powell alignment is not feasible as a toll road.

4.7 **Item 5.3:** (CCT on posters). The issue is with Jenine Bothma. NRA

4.8 **Item 6.1:** (Catchment storm water and river management policy). AO had a meeting with Barry Wood. The policy is in draft format and will go to the Council and thereafter to the public for input. South Peninsula Municipality adopted the guidelines from this policy. The guidelines in this policy will not have an influence on the sizing of our drainage structures.

4.9 **Item 8.1:** (Policy on public transport). JM did provide documents to PV and DduP.

4.10 **Item 8.2:** (Environmental ToR). Meeting between Sadia Chand and EW has taken place.

5. COUNCIL APPROVAL PROCESS

5.1 There will be no Council meeting in November 2002. GP Bothma explained that the City's political structure would change to an Executive Mayor structure. Provincial legislation would however have to be changed before this can happen – due before the end of the year. The City will thereafter implement the system and appoint the necessary councilors/committees. A decision on the policy on tolling can therefore only be taken at the earliest in the February 2003 council meeting. CCT

ACTION

5.2	Four portfolio committees will workshop the CCT policy on tolling.	CCT
6.	TECHNICAL ISSUES	
6.1	JM requested that Penway schedule specific meetings with CCT to agree design aspects of the northern alignment step-by-step.	Pen/TVS
7.	TRAFFIC MODELLING	
	No discussion.	
8.	ENVIRONMENTAL MATTERS	
8.1	JM requested that the EIA should consider the effect that tolling of the link will have on their network. JM requested a separate meeting with the NRA on this matter.	CCT/NRA
8.2	KvdW said that SANRAL proposes the following periods for comments from CCT: <ul style="list-style-type: none"> • 42 days on the EIA; • 60 days on the intent to Toll. 	CCT
8.3	KvdW proposed a high level workshop between the NRA and CCT to discuss toll roads and toll road strategies.	CCT/NRA
8.4	PV will schedule a meeting where all the environmental specialists will present their findings to the CCT.	PV/CCT
9.	SERVICES	
9.1	Water main in the median of the N1. GPB stated that the NRA should schedule a meeting with Mike Marsden on this regard.	NRA
10.	LAND ACQUISITION PROCESS	
	Pen/EJV are finalizing the process of land acquisition with the NRA.	
11.	NEXT MEETING / FUTURE MEETINGS	
11.1	The next meeting will be held in January 2003. PV will arrange date and time.	PV
12.	CLOSURE	
12.1	The chairman thanked all present and closed the meeting.	

<u>NAME</u>		<u>FIRM / ORGANISATION</u>	<u>CONTACT NUMBER</u>
PRESENT :			
Van der Walt, Kobus	KvdW	SANRAL	021 425 1510
Erasmus, Danie	DE	SANRAL	021 425 1510
Daly, Neil	ND	SANRAL	021 425 1510
Martheze, John	JM	City of Cape Town	021 418 6830
Bothma, GP	GPB	City of Cape Town	021 418 6830
Venter, Poens	PV	Peninsula Expressway Consortium	021 905 1755
Pike, Llewellyn	LP	Penway Engineering JV	011 236 3300
Officer, Andrew	AO	Penway Engineering JV	021 975 8235
Van Schalkwyk, Theunis	TvS	Penway Engineering JV	021 975 8235
APOLOGIES :			
Chand, Sadia	SC	Chand-Ecosense	021 418 6406
Du Preez, Desireé	DduP	Chand-Ecosense	021 887 2654
Weinronk, Eileen	EW	City of Cape Town : EMD	021 487 2133

PENINSULA EXPRESSWAY CONSORTIUM

THE N21 (R300) CAPE TOWN RING ROAD TOLL PROJECT

MINUTES OF THE PROGRESS MEETING No. 5
BETWEEN PENWAY, **CITY OF CAPE TOWN** AND SANRAL

HELD AT NRA'S OFFICES

10:00 ON WEDNESDAY 29 JANUARY 2003

ACTION**1. WELCOME**

1.1 The Chairman (Mr. Venter) welcomed all present to the meeting.

2. ATTENDANCE AND APOLOGIES**2.1 Attendance**

2.1.1 See attached list.

2.2 Apologies

2.2.1 See attached list.

3. APPROVAL OF MINUTES OF THE PREVIOUS MEETING

3.1 The minutes of the previous meeting were accepted with the following changes:

Item 4.4: "EIA to consider alternative funding" should be replaced with "EIA to consider impact of tolling". ALL

4. MATTERS ARISING

4.1 **Item 4.2:** (Traffic Model): The letter from CCT to Penway, stating further requirements is still outstanding. JM

4.2 **Item 4.3:** (Terms of Reference – Barry Standish (BS)) SC will forward the ToR to EW. KvdW stated that the specialist's final report would only be made available once the alignment has been finalized and changes (if any) was incorporated in the reports. SC

4.3 **Item 4.7:** (CCT on Posters). PV stated that the CCT logo will not be displayed on the posters for the next round of open houses. PV

4.4 **Item 8.1:** (effect of tolling the link on CCT network). The meeting (between NRA and JM) that was requested by JM did not take place to date. PV said that the meeting would be scheduled as soon as the alignment was finalized. PV

4.5 **Item 8.2:** (period for comments from CCT). JM said the 42 days to comment on the EIA is problematic for them. They would be able to issue a technical comment but the time does not allow for a political endorsed comment.

SC said that the CCT is considered to be a major affected party and that the political endorsed comment would be accepted after the closing date.

ACTION

4.6	Item 8.3: (Workshop between NRA and CCT). KvdW said the meeting to discuss toll strategies and toll roads took place. However, there is a need for a follow up meeting.	KvdW
4.7	Item 8.4: (presentation of environmentalist's findings to CCT). PV said that the presentation would be arranged as soon as the final alignment has been determined. PV also requested SC to arrange for the presentation.	SC
	RH requested PV to invite him, Mr. Koos Smit and Me Jenine Bothma to the presentation.	PV/SC
	JM requested that the invitation to such a presentation should allow for at least 3 weeks notice to ensure all stakeholders within the CCT to schedule for it.	SC
4.8	Item 9.1: (water main in N1). KvdW said the NRA had a meeting with Mr. Arno Singles. All issues have been resolved and minutes were distributed.	
5.	COUNCIL APPROVAL PROCESS	
5.1	Procedure: JM stated that the process to convert from an executive council to an executive mayor is still in process and that the normal council cycles will commence during the month of February.	
5.2	CCT Toll Roads Policy: JM mentioned that there were requests for a further workshop (CCT internal) on the issue. The workshop will take place within the next month whereafter a report will be drafted for submission to the Council.	CCT
	JM requested a meeting with the NRA on the issue (before the workshop's findings go to Council).	CCT/NRA
6.	TECHNICAL ISSUES	

ACTION

- 6.1 **Alignment between Durbanville and Bloubergstrand:** TvS indicated the present proposed route on the network drawings. PV mentioned that the farmers affected by the alignment have requested Penway to investigate an alternative alignment that would have a lesser impact on their farming activities. TvS indicated this route to the meeting on 1:10 000 ortho-photo maps. TvS said investigations on the proposed alignment have already started and it would result in an additional 2,1 km of road. A follow up meeting is scheduled with the farmers so that the EJV can agree on an alternative route with the farmers. A report on this alignment will be prepared and presented to Penway/NRA for a decision.

Pen/TVS

PV informed the meeting that Penway intent to toll the link between the West Coast Road and the N7 as well.

- 6.2 **Philippi Link:** PV informed the meeting that Penway and the EJV are investigating possibilities of bringing down anticipated construction costs on this particular link. PV said the EJV are investigating the possibility of lowering the vertical alignment of the Philippi link and take all the smaller roads over the proposed freeway. No interchange will be provided at De Wet Road, as this would undermine the tolling strategy.

JM said the alignment was completed after extensive consultation with the community. The community accepted the design as it is proposed at the moment (mainly elevated with smaller roads underneath). JM stated that if Penway intend to alter the design they would have to facilitate the issue with the community. JM also requested a meeting between CCT officials and EJV so that the issue can be discussed in more detail.

JM
EJV
PV

EW mentioned that the CCT's planning on the link was completed before legislation required a ROD, therefore no official ROD exists for the CCT's design on the Philippi Link. CCT only received a letter from the Department of Environmental Affairs stating that they have no objections to the route.

7. TRAFFIC MODELLING

ACTION

- 7.1 **Baden Powell Drive Study: There** is an agreement between Penway and CCT on the necessity of a high order east-west mobility link in the area. The disagreement is on exactly where the link should be in the network.
- JM requested Penway to run the traffic model with the Baden Powell link in it, then the FBCA link in it and a third scenario with both the links in it. PV
- The NRA also indicated their willingness to fund the study requested by CCT but requested high level talks with the CCT before a decision will be made. KvdW
- KvdW requested a copy of the report discussing the revised CCT network in the South. JM
- 8. ENVIRONMENTAL MATTERS**
- 8.1 **Blaauwberg E-W arterial ROD:** The ROD for the Blaauwberg E-W arterial has been issued. However, it excludes the tolling aspect.
- 8.2 **Specialist workshop with CCT:** SC will arrange the workshop with the CCT before the next round of open houses. It will however be arranged only after the alternative alignments north of Durbanville has been finalized. SC

9. GENERAL

9.1 JM mentioned he had a request from private developers that they would like to construct the link between Main Road and Price George Drive (Sector 1) to improve access to the Capricorn development.

9.2 JM mentioned that a link to the Steenberg Station was foreseen in the initial transport plan. JM requested Penway to contact the CCT's public transport department to liaise on the matter.

PV/EJV

9.3 KvdW requested a copy of the CCT document "Moving ahead"

JM

10. NEXT MEETING / FUTURE MEETINGS

10.1 The next meetings:

1. Wednesday, 26 February 2003 (14:00)

ALL

2. Tuesday, 25 March 2003 (11:00).

11. CLOSURE

11.1 The chairman thanked all present and closed the meeting.

<u>NAME</u>		<u>FIRM / ORGANISATION</u>	<u>CONTACT NUMBER</u>
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PRESENT :

Van der Walt, Kobus	KvdW	SANRAL	021 425 1510
Daly, Neil	ND	SANRAL	021 425 1510
Harmse, Ron	RH	SANRAL	021 426 6022
Martheze, John	JM	City of Cape Town	021 418 6830
Weinronk, Eileen	EW	City of Cape Town : EMD	021 487 2133
Venter, Poens	PV	Peninsula Expressway Consortium	021 905 1755
Pike, Llewellyn	LP	Penway Engineering JV	011 236 3300
Van Schalkwyk, Theunis	TvS	Penway Engineering JV	021 975 8235
Du Preez, Desire	DduP	Chand-Ecosense	021 887 2654
Chand, Sadia	SC	Chand-Ecosense	021 887 2654

APOLOGIES :

Bothma, GP	GPB	City of Cape Town	021 418 6830
Erasmus, Danie	DE	SANRAL	021 425 1510

PENINSULA EXPRESSWAY CONSORTIUM

THE N21 (R300) CAPE TOWN RING ROAD TOLL PROJECT

**MINUTES OF THE PROGRESS MEETING No. 6
BETWEEN PENWAY, CITY OF CAPE TOWN AND SANRAL**

HELD AT NRA'S OFFICES

14:00 ON WEDNESDAY 26 FEBRUARY 2003

ACTION**1. WELCOME**

1.1 The Chairman (Mr. Venter) welcomed all present to the meeting.

2. ATTENDANCE AND APOLOGIES**2.1 Attendance**

2.1.1 See attached list.

2.2 Apologies

2.2.1 See attached list.

3. APPROVAL OF MINUTES OF THE PREVIOUS MEETING

3.1 The minutes of the previous meeting were accepted with the following changes:

Item 4.2: Add the following: "The EIA should reflect the process that was followed"

ALL

Item 4.5: "SC" should read "RH"

Item 5.1: Replace the paragraph with "JM stated that the transition to an executive mayor is still in process and that the normal council cycles will commence during the month of February"

4. MATTERS ARISING

4.1 **Item 4.1:** (Traffic Model): The letter from CCT to Penway, stating further requirements has been sent.

JM

4.2 **Item 4.2:** (Terms of Reference – Barry Standish (BS)) SC will forward the ToR to EW. EW has not received the ToR and request SC to fax it (021 487 2299) rather than e-mail it.

SC

4.3 **Item 8.1:** JM indicated that he is comfortable with the technical working group meetings between the EJW and CCT. JM indicated that decisions at the meetings do not indicate approval of the project but is merely for technical assistance.

JM

4.4 **Item 8.3:** (Workshop between NRA and CCT). KvdW said a meeting between himself and Alwyn Laubscher was arranged for 5 March 2003.

KvdW

ACTION

- 4.5 **Item 8.4:** (presentation of environmentalist’s findings to CCT). PV said that the presentation would be arranged as soon as the final alignment has been determined. SC
- RH requested PV to invite him, Mr. Koos Smit and Me Jenine Bothma to the presentation. SC
- JM requested that the invitation to such a presentation should allow for at least 3 weeks notice to ensure all stakeholders within the CCT to schedule for it. SC
- 4.6 **Item 9.2:** (CCT transport). JM requested Penway to contact CCT’s public transport department (Ron Kingma) on all sectors. PV/TvS
- 4.7 **Item 9.3:** (CCT documents). JM handed a copy of the 98/99 Metropolitan Transport Plan, 98 Approved Road Network Plan and a copy of “Moving Ahead” to KvdW and ND.
- 5. SANRAL CCT LIAISON**
- 5.1 **Road Funding Study:** A meeting was scheduled for the 5th of March between KvdW and Alwyn Laubscher. It would not be a project specific meeting. KvdW
- 5.2 **CCT Toll Roads Policy:** JM mentioned that no further meetings between the 4 portfolio committees took place and he is also not in a position to indicate when this process will take place.
- JM requested an informal discussion with the NRA on the issue. CCT/NRA
- 6. TECHNICAL ISSUES**
- 6.1 **Alignment between Durbanville and Bloubergstrand:** PV mentioned that the farmers have in principle accepted the alternative alignment. The alignment is 2,1 km longer and would be more expensive than the existing alignment. The EJV will submit a report on the issue to Penway and if NRA accepted the alignment, it will be issued to the environmental specialists for comment. Pen TVS
- 6.2 **Philippi Link:** PV stated that Penway would be investigating a revised vertical alignment along this section. The EJV will investigate changes between Strandfontein and Vanguard drive. It will also omit the ramps at De Wet Road. It will further propose minor changes between Strandfontein and Prince George Drive. EJV

ACTION

JM stated that they will comment on the EJV's revised alignment and that the design should not compromise on design speed and safety. JM stated that the EJV should address the improvement of access to the community if no ramps are to be constructed at De Wet Road.

EJV

BK stated that Penway could run a model with ramps at De Wet Road and ramps at Strandfontein Road. Thereafter, they would run a model with only ramps at De Wet Road. This will enable them to determine the extent of traffic generated at De Wet.

JM stated that the CCT's planning is programmed to go to Council. This will give the link status on the road network plan.

- 6.3 **De Bron Road:** TvS stated that the EJV had held discussions with V3 to accommodate as much of their planning as possible. There will however be abortive costs, as this cannot be avoided.

PV stated that the ramps at De Bron Road do not form part of our proposal. Penway omitted it due to interchange spacing as well as a low traffic demand.

KvdW stated that the future De Bron Road Interchange area was expropriated.

JM requested Penway to raise the issue with the CCT formally (a short proposal).

PV

7. TRAFFIC MODELLING

- 7.1 **Baden Powell Drive Study:** JM stated that their department has a preference not to build the FBCA. This is only a preference and not a formal position. The Baden Powell alignment is their preferred option.

JM

BK requested a small map indicating the alternative alignments that he should model. JM stated that John Spotten would contact BK directly.

JM

BK would draft a proposal on what should be done in terms of a traffic study.

BK

BK stated that they have built their traffic model in 2000 and are concerned about the accuracy of the traffic forecasting. BK requested any information later than 2000 that would assist in the forecasting. JM said that BK should contact Wilfred Crous and John Spotten.

BK

8. ENVIRONMENTAL MATTERS

- 8.1 **Philippi Link:** EW stated that Penway must get feedback from the community on this issue. EW also stated that if there are changes in the scope of the project, it will affect key role players and that there should be liaison with them on a focussed manner.

ACTION

Any changes through the horticultural area should be discussed with the directly affected landowner.

9. GENERAL

9.1 SC asked clarification on the way forward on the Baden Powell alignment issue. SC

JM replied that the CCT would prefer to take it to a project level study. This will not happen until the CCT received the budget to do it. JM

9.2 EW asked if Barry Standish included a chapter to value the open spaces in his study. EW stated that existing studies would assist Barry Standish to assign a value to these open spaces. SC

10. NEXT MEETING / FUTURE MEETINGS

10.1 The next meetings:

1. Tuesday, 25 March 2003 (14:00).

2. Tuesday, 20 May 2003 (14:00)

ALL

11. CLOSURE

11.1 The chairman thanked all present and closed the meeting.

<u>NAME</u>		<u>FIRM / ORGANISATION</u>	<u>CONTACT NUMBER</u>
PRESENT:			
Van der Walt, Kobus	KvdW	SANRAL	021 425 1510
Daly, Neil	ND	SANRAL	021 425 1510
Harmse, Ron	RH	SANRAL	
Martheze, John	JM	City of Cape Town	021 418 6830
Weinronk, Eileen	EW	City of Cape Town: EMD	021 487 2133
Venter, Poens	PV	Peninsula Expressway Consortium	021 905 1755
Pike, Llewellyn	LP	Penway Engineering JV	011 236 3300
Kennedy, Bill	BK	Penway Engineering JV	011 236 3300
Van Schalkwyk, Theunis	TvS	Penway Engineering JV	021 975 8235
Chand, Sadia	SC	Chand-Ecosense	021 887 2654

APOLOGIES:

None

PENINSULA EXPRESSWAY CONSORTIUM

THE N21 (R300) CAPE TOWN RING ROAD TOLL PROJECT

MINUTES OF THE PROGRESS MEETING No. 7
BETWEEN PENWAY, **CITY OF CAPE TOWN** AND SANRAL

HELD AT SANRAL'S OFFICES

14:00 ON MONDAY 26 MAY 2003

ACTION**1. WELCOME**

1.1 The Chairman (Mr. Venter) welcomed all present to the meeting.

2. ATTENDANCE AND APOLOGIES

2.1 Attendance

2.1.1 See attached list.

2.2 Apologies

2.2.1 See attached list.

3. APPROVAL OF MINUTES OF THE PREVIOUS MEETING

3.1 JM forwarded an e-mail to TvS and requested some changes and additions to the minutes. This e-mail was discussed at the meeting. The comments were added as an Annexure to these minutes. The minutes were accepted with these additions and changes.

ALL

4. MATTERS ARISING

4.1 Item 4.2: (Terms of Reference – Barry Standish (BS)). ToR was send to EW as requested.

4.2 Item 4.5: (presentation of environmentalist's findings to CCT). PV said that the presentation would be arranged in approximately 3 months time. JM requested that the invitation to such a presentation should allow for at least 3 weeks notice to ensure all stakeholders within the CCT would have enough time to schedule for it.

SC

4.3 Item 4.6: (CCT transport). JM requested Penway to contact CCT's transport department (Ron Kingmia) on all sectors.

PV/TvS

4.4 Item 6.1: (Farmer's alternative). The EJV did submit a report to Penway and SANRAL.

4.5 Item 6.3: (De Bron road ramps). BK to complete the report to motivate the removal of these ramps.

BK/AR

4.6 Item 7.1: (Baden Powell / FBCA). The maps requested by BK were forwarded to AR.

5. SANRAL CCT LIAISON

5.1 **CCT Toll road policy:** KvdW stated that SANRAL - Western Cape has drafted some comments and forwarded it to SANRAL's head office. SANRAL's H.O would issue this to the CCT.

GPB stated that the policy document is scheduled to go to the joint

SANRAL

ACTION

portfolio committee on 9 June 2003 and he requested that SANRAL submit their comment before that date. KvdW requested GPB to forward the latest revision of the Policy Document to him.

GPB

6. TECHNICAL ISSUES

6.1 **Northern alignments:** PV stated that the EJV had prepared and submitted a report, discussing the technical matters and financial implications of the revised alignment. Penway, SANRAL and the EJV conducted a site inspection along the proposed farmer's alternative alignment. All parties accepted the alignment. EW requested the EJV to issue her a co-ordinate list with a note requesting her to check the alignment against bio-diversity.

TVS

The EJV stated that the northern ramps at De Bron Road would be omitted as a result of interchange spacing and traffic requirements. JM recognizes that current road works at De Bron Road executed on behalf of the City may become redundant when the ring roads proceeds. BK should submit a short report on this matter.

JM requested Penway to address the following issues regarding the sector 3 alignment:

- ❑ Extra travel distance as a result of farmers alternative;
- ❑ As a result of realignment has the option of re-aligning to tie in with original proposals i.e. Melkbos Road been considered? What are macro travel impacts?
- ❑ Impact on N7 interchange spacing – this will need to be considered / PAWC involvement / proposals to be conveyed to the City;
- ❑ Van Schoorsdrift and Morning Star access – short vs long term access arrangement proposals to be considered by City;
- ❑ Frankdale Road closure linked to East-West arterial. Proposals to service Vissershok to be addressed. Concessions for waste disposal transfer vehicles should be considered;
- ❑ Access to and from East-west Arterial (short trips) part of local network. Tolling strategy to be assessed /conveyed to City;
- ❑ Koeberg Emergency evacuation. Impact of tollgates in emergency planning;
- ❑ Emergency vehicle accommodation at gates and concessions;

Penway /
EJV

ACTION

- ❑ Access to Blouberg Conservation Area;
- ❑ Crossing of Diep River. Has the Dept of Water Affairs been consulted – previously investigated for a dam site;
- ❑ CAD – route alignment / book of drawings required by CCT as part of network review and update;

6.2 **Southern alignments:** TvS stated that the EJV was in an advanced stage of the vertical re-alignment of the Phillippi link. The EJV would discuss the revised alignment with SANRAL where after revised drawings would be issued to the CCT for comment. JM stated that a report on the Cape Flats Freeway went to Council and that the report to Council was being circulated internally for comment. Responses from internal departments would be included in the report to Council.

EW stated that the route that was scoped and assessed by CCT only has whatever support it has as an alignment and grading and not as a toll road. This significant aspect of the proposal has to be brought to the attention of all previous stakeholders, affected landowners and IAP's, and must be assessed.

SC/DdP

EW further requested the environmental consultants to confirm in terms of the EIA regulations what the status of the current alignment was.

SC/DdP

False Bay Coastal Arterial. JM stated that he has been tasked to establish an internal team to obtain a CCT consensus position regarding the position of a road through the FBEP.

6.3 **Central alignment:**

JM stated that they have received an application for an access from Bottelary Road to the R300. The proposal links the existing Bottelary road via service roads to Van Riebeeck to provide a combined interchange with the R300. An overpass would be required between Morgan's Farm and Stikland. JM requested a discussion with Penway in this regard.

Penway / JM

JM also stated that Penway and the EJV should note that the City's planning indicated that the R300 / Stellenbosch arterial interchange would be upgraded to a systems interchange in future. RH requested the EJV to investigate the possibility of reserving land for a systems interchange.

EJV

7. TRAFFIC MODELLING

7.1 BK's proposal for work to be done to assist with a decision on the Baden Powell / FBCA in the south was accepted and the study has commenced.

ACTION**8. ENVIRONMENTAL MATTERS**

- 8.1 DdP stated that they are still working on the EIR draft. They're waiting for input/approval of the Durbanville farmers alignment as well as for outstanding issues on the FBEP and Baden Powell / FBCA alignment.
- 8.2 Proclamation of the Greater Zandvlei Estuary Nature Reserve: PV expressed concern that this might impact on the sector 1 alignment. JM replied that the park would not encroach on the road reserve as determined previously by the City and utilised by Sector 1 at present.

9. GENERAL

- 9.1 PV discussed the contents of the following 3 separate reports that was prepared by City officials and submitted to sub-councils or portfolio committees:
- ❑ N21 (R300) CAPE TOWN RING ROAD TOLL PROJECT: PROGRESS REPORT – submitted to the transport, roads and storm water portfolio committee on 14 April 2003;
 - ❑ FALSE BAY ECOLOGY PARK – submitted to sub-councils 4 and 7 on 12 March 2003;
 - ❑ FALSE BAY ECOLOGY PARK – submitted to sub councils 4 and 19 on 14 May 2003.
- 9.2 PV requested EH to forward a copy of the "comment" referred to in the 14 May 2003 report to all parties present.

10. NEXT MEETING / FUTURE MEETINGS

- 10.1 The next meetings:
Wednesday, 25 June 2003 (14:00).

11. CLOSURE

- 11.1 The chairman thanked all present and closed the meeting.

EH

ALL

ACTION**ANNEXURE A****Comments from J Martheze**

- **4.3 (refers back to 8.1 of previous meeting):**

No decisions are taken at these meetings. These meetings are for information sharing, input, discussion and opinions.

(Note that this was clearly articulated at the meeting and should be reflected as such)

- **5.2 CCT Toll Roads Policy:**

With respect to SANRAL comments on this policy. EW recommended that these comments be submitted to CCT as technical comments in the same way as CCT has been requested to submit technical comments 1- within the time frame and 2 - to guide process while comments are circulated for political endorsement.

The minute does not reflect this discussion at all. Recommended that this proposal be considered and responded to by SANRAL.

- **6.2 Philippi Link:**

- 8.1 should be reflected here – it is not a separate issue but an issue pertaining to the Philippi link of the proposal.
- What was actually said was that any change to the scoped proposal would have to re-scoped in some fashion and that DEADP should confirm the minimum requirements in this regard ie: full scoping, focused meetings – with whom etc. Further, that our gut feelings are that this should not pose too onerous a process – and that proponents should ensure that significant IAP's, original stakeholders and affected landowners as a minimum are scoped regarding any changes to the previously approved layout and configuration.
- The third paragraph does not appear to be an accurate record of the discussion. What has been recorded would not assist in determining the impact of not providing the partial interchange at de Wet.

Further it was stated by JM that the primary purpose of the cape Flats Freeway is to serve the community of Cape Town and that tolling may be considered a mechanism to fund this infrastructure provision. This was followed by some discussion on tolling strategies related to the provision or not of the de Wet Road interchange. JM also indicated that should the linkage to de Wet be excluded then this would need to be motivated, the consequence understood and where necessary appropriate mitigation proposed. It was also suggested that options regarding the de Wet road interchange should be further explored with the City.

ACTION

- **9.2 Value Studies**

EW asked whether BS and HvZ had used the open space value study etc in their economic assessment. This was raised as the environmental consultants had previously remarked that they have no way of establishing/ asserting a value to open space etc. The minute incorrectly reflects that a chapter on this is required.

- **7.1 Baden Powell Drive Study**

It was understood that the City would provide inputs into the SATURN model inputs in the form of link diagrams and network definitions for the alternative schemes. GMKS would assess costs/feasibility and internal discussions would be held by Penway before proceeding with the model runs.

ANNEXURE B

<u>NAME</u>	<u>FIRM / ORGANISATION</u>	<u>CONTACT NUMBER</u>
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PRESENT :

Van der Walt, Kobus	KvdW	SANRAL	021 957 4600
Daly, Neil	ND	SANRAL	021 957 4600
Harmse, Ron	RH	SANRAL	012 426 6000
Erasmus, Danie	DE	SANRAL	021 957 4600
Bothma, Jenine	JB	SANRAL	012 426 6000
Martheze, John	JM	City of Cape Town	021 406 7318
Weinronk, Eileen	EW	City of Cape Town	021 406 7318
Bothma, GP	PGB	City of Cape Town	021 406 7318
Venter, Poens	PV	Peninsula Expressway Consortium	021 905 1755
Pike, Llewellyn	LP	Penway EJV	011 236 3300
Robinson, Alan	AR	Penway EJV	011 236 3300
Van Schalkwyk Theunis	TvS	Penway EJV	021 948 3670
Du Preez, Desiree	DdP	Chand-Ecosense	021 762 3050
Herchelle, Emily	EH	Chand-Ecosense	021 762 3050

APOLOGIES :

Chand, Sadia	SC	Chand-Ecosense	021 762 3050
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PENINSULA EXPRESSWAY CONSORTIUM

THE N21 (R300) CAPE TOWN RING ROAD TOLL PROJECT

MINUTES OF THE PROGRESS MEETING No. 9
BETWEEN PENWAY, **CITY OF CAPE TOWN** AND SANRAL

HELD AT SANRAL'S OFFICES

14:00 ON 27 AUGUST 2003

ACTION**1. WELCOME**

1.1 The Chairman (Mr. Poens Venter) welcomed all present at the meeting.

2. ATTENDANCE AND APOLOGIES**2.1 Attendance**

2.1.1 See attached list.

2.2 Apologies

2.2.1 See attached list.

3. APPROVAL OF MINUTES OF THE PREVIOUS MEETING

3.1 The previous minutes were accepted as correct.

ALL

4. MATTERS ARISING

4.1 Item 4.2: (CCT transport). JM requested Penway to contact CCT's transport department (Ron Kingma) on all sectors. TvS stated that the meeting took place. The EJV met with Mr. Ron Kingma and Mr. Cobus Hugo. Two issues were raised at the meeting, viz.:

- The priority that public transport would receive over private transport; and
- The provision of dedicated bus lanes to the cross section.

PV stated that Penway would officially respond to these issues that were raised. He requested the CCT to issue all relevant information on strategic bus routes, as this would assist Penway in dealing with the matter.

Penway
CCT

WC commented that the City had not foreseen in their planning that the R300 would require dedicated HOV lanes. JM also stated that a document containing the strategic road based transport corridors were issued to SC.

4.2 Item 4.5: (De Bron Road ramps). BK to complete the short report to motivate the removal of these ramps. JM stated that the CCT did concur with the removal of the ramps but that the matter should be formalized in writing.

BK

5. SANRAL CCT LIAISON

5.1 **CCT Toll Road Policy:** ND reported that SANRAL did comment on the City's "Policy of the imposition of road tolls in the City of Cape Town". This comment was send to Mr. Alwyn Laubscher in a letter. JM confirmed that they did receive the comment.

ACTION

- 5.2 PV stated that Penway were in the process to prepare a document on access arrangement in the Morningstar Vissershok area and that Penway would set up a meeting with the City and PAWC to discuss their proposal as soon as the draft report had been finished. PV/TvS
- TvS stated that the EJV information on the northern network is out of date and requested an updated network drawing from the CCT. JM
- 6. TECHNICAL ISSUES**
- 6.1 **Northern alignments:**
- PV informed the meeting that Penway was investigating alternative alignments near the Vrymansfontein and Lochlynn farms north of Durbanville.
- TvS informed the meeting that the "Western Cape Microlight Club", had contacted the EJV. The club was in the process of extending their long-term rental agreement with the City for the property they operate from. They also investigated the possibility of tarring their runway. However, the Sector 3 alignment passed through their runway and this would impact on their decision to surface the runway and develop further. The club's chairman, Mr. Glen Mansfield mentioned that they would consider moving their runway to a different part of the property that was not affected by the alignment. However, they would need to liaise with the City on renting that particular portion of the property as well.
- The list of issues identified by JM at the previous meeting would be addressed in a report format together with the finalization of the farmer's alternative alignment. TvS
- EW requested TvS to contact Joanne Jackson to discuss access arrangements to the Blaauwberg Conservation area. TvS
- WC stated that he was under the impression that the portion of the Sector 3 alignment west of the N7 would not be a toll road. PV replied that Penway had done further studies and had to include this link as a toll link to comply with the tolling strategy of no cross-subsidisation of sections. This would also assist with optimising toll tariffs and attract more users to the toll road. WC replied that the City had also planned an east-west link south of Penway's

ACTION

proposed alignment. The network planning used by Penway in their latest network report is out of date.

WC (JM)

PV requested WC to issue a copy of the CCT's latest network planning for this area to the EJV.

6.2

Southern alignments:**Philippi Link.**

TvS reported that the EJV completed their vertical re-alignment of the Philippi link and submitted the design to SANRAL for approval. The EJV would discuss the revised alignment with the CCT as soon as approval was received from SANRAL.

ND

JM reported that the Transport department would take a report to Council to request approval for the Philippi Link (as planned by the CCT). Once the Council granted approval, they would proceed with the proclamation of the road.

JM

PV replied that Penway took note of these actions. PV also stated that when the R300 Toll Scheme reaches the appropriate stage, this road link would be proclaimed as a National Road.

PV stated that Penway was aware of the fact that there was only a "Letter of Comment" for this road link and not a ROD. A ROD would however be issued for the total R300 project, including the Philippi Link. The ROD would also be issued in SANRAL's name. The changes that were suggested to the City's design would be addressed through Penway's EIA process.

PV stated that he had a meeting with DEAT where they stated that any ROD issued for this project would be subject to SANRAL obtaining comment from the CCT.

False Bay Coastal Arterial.

PV reported that a number of meetings took place on this issue since the previous CCT-Penway meeting. PV continued that Penway and the CCT agreed to prepare a joint report that would address the alignment options and

ACTION

mobility strategies in this area. However, due to a number of reasons Penway and the CCT had each prepared their own reports. These reports did not have consensus to what alignment option and mobility strategy would be preferred.

The CCT had submitted their draft report to Penway and SANRAL for comment. SANRAL had submitted a letter to the CCT to comment on findings and statements made in their report. JM confirmed that they did receive the comments.

JM and WC stated the following on behalf of the CCT:

- The CCT agreed that **at a systems** level the upgraded Baden Powell Drive option did not provide the same level of capacity than the FBCA option (which is inclusive of Baden Powell) but that the Baden Powell upgrade option would meet their mobility requirements .
- The CCT would have to upgrade Baden Powell Drive regardless of what strategy option was implemented;
- The Philippi Link would be a new link in this area and it would improve the existing east-west traffic flow;
- The Philippi Link together with Baden Powell would reduce the need for the FBCA alignment;
- The CCT expressed the need to see the effect of the Sector 1 alignment's inclusion/exclusion on the traffic along the Philippi Link; BK
- The CCT further requested clarification on whether the figures provided by BK did include or exclude the provision of the Philippi Link. BK

KvdW stated that the CCT should define their mobility needs for the area so that the different mobility strategies could be measured against this need. JM

BK responded to the issues highlighted by the CCT as follows:

- The assessment comparing the pros and cons of upgrading Baden Powell versus developing the Southern Alignment, assumes the Philippi Link is developed and included;
- The assessment is based on 2000 traffic demands only. Hence the

ACTION

traffic and transport economic merits of the two options are reported upon in terms of Year 2000 figures and benefits. Whilst obviously as traffic increases on an annual basis, the advantages of developing the Southern Alignment will increasingly outstrip those to be gained from developing an upgraded Baden Powell Drive, this aspect and the implications of traffic growth are not addressed in the assessment. For this reason, the results of the assessment can be viewed as being conservative.

- The benefit of the Southern Alignment over an upgraded Baden Powell Drive is that the former provides a direct link for the major traffic origin/destination demand between the R300 and Muizenberg. If the former is not developed, this traffic would have to use existing routes (ie Vanguard and an upgraded Baden Powell) or alternatively Philippi and Prince George. Since these alternative route options are longer and since these alternative route options will be required to carry higher traffic volumes than would have been the case if the Southern Alignment was developed, the development of the Southern Alignment offers major operating cost savings.
- It was accepted that the issue of traffic growth did require further attention. However, it was understood that the CCT had agreed to convene a meeting on this subject with Penway, this to also involve the Planning Dept. of the CCT. BK therefore asked the CCT whether this meeting could not be expedited. In response to the last point above, WC stated that the CCT were awaiting 2001 census data. After further discussion it was however agreed that the CCT would follow-up and pursue the convening of the afore-mentioned meeting

Penway/CCT

7. TRAFFIC MODELLING

- 7.1 No specific discussion. All matters were covered through the FBCA alignment discussion.

8. ENVIRONMENTAL MATTERS

- 8.1 EW stated that sections of the alignment between the N7 and Ottu du Plessis might fall outside the pre-defined urban-edge. EW requested the EJVB to contact Mr. Peter Marthyzen for his comment on this regard.

TvS

		<u>ACTION</u>
8.2	TvS and JM should liaise to identify which properties that were affected by the proposed road reserve (on Sector 1) were privately owned and which the City owns.	TvS/JM
9.	GENERAL	
9.1	EW requested an electronic copy of the latest alternatives along the farmers route north of Durbanville.	TvS
10.	NEXT MEETING / FUTURE MEETINGS	
10.1	The next meetings: 08 October 2003 (14:00).	ALL
11.	CLOSURE	
11.1	The chairman thanked all present and closed the meeting.	

ANNEXURE B

<u>NAME</u>		<u>FIRM / ORGANISATION</u>	<u>CONTACT NUMBER</u>
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PRESENT :

Daly, Neil	ND	SANRAL	021 957 4600
Van der Walt, Kobus	KvdW	SANRAL	021 957 4600
Erasmus, Danie	DE	SANRAL	021 957 4600
Venter, Poens	PV	Penway	021 905 1755
Martheze, John	JM	City of Cape Town	021 406 7318
Weinronk, Eileen	EW	City of Cape Town	021 406 7318
Crous, Wilfred	WC	City of Cape Town	021 406 7318
Bothma, GP	GPB	City of Cape Town	021 406 7318
Pike, Llewellyn	LP	Penway EJV	011 236 3300
Van Schalkwyk Theunis	TvS	Penway EJV	021 948 3670
Kennedy, Bill	BK	Penway EJV	011 236 3300

APOLOGIES :

Harmse, Ron	RH	SANRAL	012 426 6000
Bothma, Jenine	JB	SANRAL	012 426 6000
Du Preez, Desiree	DdP	Chand-Ecosense	021 762 3050
Chand, Sadia	SC	Chand-Ecosense	021 762 3050

PENINSULA EXPRESSWAY CONSORTIUM

THE N21 (R300) CAPE TOWN RING ROAD TOLL PROJECT

MINUTES OF THE PROGRESS MEETING No. 10
BETWEEN PENWAY, **CITY OF CAPE TOWN** AND SANRAL

HELD AT SANRAL'S OFFICES

14:00 ON 08 OCTOBER 2003

ACTION**1. WELCOME**

- 1.1 The Chairman (Mr. Poens Venter) welcomed all present at the meeting.

2. ATTENDANCE AND APOLOGIES**2.1 Attendance**

- 2.1.1 See attached list.

2.2 Apologies

- 2.2.1 See attached list.

3. APPROVAL OF MINUTES OF THE PREVIOUS MEETING

- 3.1 The following corrections were requested:

- Some of the telephone numbers listed under Annexure B were incorrect and should be updated.

- 3.2 The previous minutes were accepted as correct provided that the above changes were made. ALL

- 3.3 PV requested that a 2nd and 3rd level of numbering be introduced and that the minutes for future meetings be numbered per paragraph. TvS

4. MATTERS ARISING

- 4.1 Item 4.1: (CCT transport). RH stated that SANRAL would respond officially to the CCT's Transport Department (Ron Kingma) on the two issues that were raised, viz.:

- The priority that public transport would receive over private transport; and
- The provision of dedicated bus lanes to the cross section. RH

- 4.2 Item 4.2: (De Bron Road north facing ramps). BK completed the report and submitted it to PV. PV would submit the report to SANRAL. PV

- 4.3 Item 5.2: (Morningstar access arrangements). The EJV prepared a draft report. The report would be discussed between Penway and SANRAL and thereafter submitted to the CCT.

- 4.4 Item 6.2: (Philippi Link redesign): Penway submitted the revised design and awaited approval from SANRAL. SANRAL

5. SANRAL CCT LIAISON

- 5.1 **CCT Toll Road Policy:** On a question from RH JM replied that the City's "Policy of the imposition of road tolls in the City of Cape Town" was approved

ACTION

by the following portfolio committees:

- Transport, Roads and Stormwater;
- Economic Development and Tourism; and
- Finance.

The only outstanding portfolio committee that should approve the report was the Planning and Environmental committee. The report has already been submitted to the committee.

RH expressed concern that the document did not adequately address the impact of a “no tolling” strategy on the timeframe for the delivery of capital infrastructure. RH further stated that certain statements in the document were incorrect, for example that SANRAL was able to raise money through fuel levies i.t.o Act 7 of 1998.

5.2 On a question from the CCT, PV responded that Penway did not conduct a Strategic Environmental Assessment (SEA) on the impact of tolling, as this was not appropriate for a project level investigation. RH replied that SANRAL had conducted a SEA on a countrywide basis.

5.3 RH requested an update on the FBCA vs. Baden Powell report. JM stated that the report was submitted to sub-council 18 and 19 where it was noted and accepted with very little comment. JM stated that this report would present the City’s position on the southern alignment. JM stated that Joanne Jackson’s report has not yet been submitted. PV requested a copy of the report.

JM

6. TECHNICAL ISSUES

6.1 Northern alignment:

6.1.1 PV informed the meeting that the EJV completed their investigation into the sub-alternatives near the Vrymansfontein and Lochlynn farms north of Durbanville. The EJV had recommended an alignment that passed through the valley on the Lochlynn farm. EW requested a hard copy of the latest sub-alternatives.

TvS

6.1.2 TvS reported that the meeting with Joanne Jackson, to discuss access arrangements to the Blaauwberg Conservation area, was still outstanding.

TvS

6.1.3 TvS reported that he had held a meeting with Mr. Peter Marthyzen (on 6 October 2003) to discuss the possible effect of the Northern Alignment on the defined urban edge between the N7 and Otto du Plessis. Mr. Marthyzen stated that the urban edge was linked to the road alignment and he therefore did not foresee any problems with the alignment on the urban edge itself, however, the EJV should also contact Blaauwberg Planning Department; MLH planners and HHO.

Mr. Marthyzen copied 2 pages of the 2001 “Urban Edge Report” and handed this to the EJV for information. SANRAL requested a copy of this information.

ACTION

- 6.1.4 TvS confirmed that the EJV had received a drawing (Parklands and Environs, May 2002, 1:10 000) from JM that indicated the CCT's latest northern network planning. PV reported that the EJV had prepared a draft report that contained the proposals for the ICW and future infrastructure works, using the above-mentioned drawing as a basis. The report proposed changes to the CCT's future road network along the east-west arterial. Penway would first seek SANRAL's approval of these proposals and thereafter the report would be discussed with the CCT.
- 6.2 **Philippi Link:**
- 6.2.1 JM reported that the Department of Transport Planning had submitted the conceptual design for the Cape Flats Freeway Extension to the relevant subcommittee. The subcommittee had approved the report. The report was also submitted to 2 of the 3 subcouncils involved and would be submitted to the 3rd subcouncil shortly. The next step was to proclaim the road through the horticultural area on approval by the 3 subcouncils.
- 6.2.2 SANRAL requested the opportunity to comment on the road-reserve co-ordinates that the CCT would declare. PV requested the EJV to submit a drawing to SANRAL that would illustrate the differences between the CCT's road reserve and the Penway Road Reserve.
- 6.2.3 KvdW requested Penway to ensure that their proposed road reserve fell within the CCT road reserve. TvS stated that the Penway road reserve would require additional land for toll plazas and for the overpasses as a result of the new vertical alignment.
- 6.3 **False Bay Coastal Arterial (FBCA or Sector 1)**
- 6.3.1 PV reported that BK had prepared a report that illustrated what the effect of the inclusion/exclusion of Sector 1 would be on the Philippi link traffic. PV stated that he would forward this report to JM and RH.
- 6.3.2 In response to the previous minutes, JM stated that their EMME/2 model determined the CCT's mobility needs. The CCT also referred to the Highway Capacity Manual to determine the Level Of Service. From this the City concluded that a 4-lane facility, with Philippi Link included, would satisfy a Level of Service D by the year 2025.
- 6.3.3 JM stated that he would issue the Census 2001 information to BK.
7. **TRAFFIC MODELLING**
- 7.1 No specific discussion. All matters were covered through the FBCA alignment discussion.
8. **ENVIRONMENTAL MATTERS**
- 8.1 SC reported that Chand/Ecosense had held a meeting with representatives of various organizations/groups in the Philippi area. This meeting was minuted separately. From the meeting it was concluded that the vertical alignment changes as well as the removal of the De Wet Road ramps were acceptable.

Penway/
EJV/
SANRAL

JM
TvS

PV

JM

ACTION

Tolling of the link was listed as a contentious issue.

8.2 KvdW expressed concern that SANRAL had not received an invitation to the meeting. KvdW requested that SANRAL be invited to future meetings of this nature.

8.3 TvS handed a letter to JM that listed the erf numbers affected at the Main Road Interchange. TvS requested JM to indicate which of the properties belonged to the CCT.

TvS/JM

9. GENERAL

9.1 EW requested a hard copy of the latest sub-alternatives along the farmers route north of Durbanville.

TvS

10. NEXT MEETING / FUTURE MEETINGS

10.1 The next meetings:

20 November 2003 (14:00).

ALL**11. CLOSURE**

11.1 The chairman thanked all present and closed the meeting.

ANNEXURE B

<u>NAME</u>		<u>FIRM / ORGANISATION</u>	<u>CONTACT NUMBER</u>
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PRESENT :

Daly, Neil	ND	SANRAL	021 957 4600
Van der Walt, Kobus	JCvdW	SANRAL	021 957 4600
Harmse, Ron	RH	SANRAL	012 426 6000
Venter, Poens	PV	Penway	021 905 1755
Martheze, John	JM	City of Cape Town	021 406 7390
Weinronk, Eileen	EW	City of Cape Town	021 487 2283
Du Preez, Desiree	DdP	Chand-Ecosense	0829223180
Chand, Sadia	SC	Chand-Ecosense	021 762 3050
Pike, Llewellyn	LP	Penway EJV	011 236 3300
Van Schalkwyk Theunis	TvS	Penway EJV	021 948 3670

APOLOGIES :

Kennedy, Bill	BK	Penway EJV	011 236 3300
Bothma, Jenine	JB	SANRAL	012 426 6000

PENINSULA EXPRESSWAY CONSORTIUM

THE N21 (R300) CAPE TOWN RING ROAD TOLL PROJECT

MINUTES OF THE PROGRESS MEETING No. 11

BETWEEN PENWAY, **CITY OF CAPE TOWN** AND SANRAL

HELD AT SANRAL'S OFFICES

14:00 ON 20 NOVEMBER 2003

ACTION**1. WELCOME**

- 1.1 The Chairman (Mr. Poens Venter) welcomed all present at the meeting.

2. ATTENDANCE AND APOLOGIES**2.1 Attendance**

- 2.1.1 See attached list.

2.2 Apologies

- 2.2.1 See attached list.

3. APPROVAL OF MINUTES OF THE PREVIOUS MEETING

- 3.1 The following corrections were requested:

Item 4.1: RH stated that the minutes incorrectly reflected that "SANRAL would respond officially". He requested that this phrase be amended with "the issue was discussed and that the matter would be attended to."

- 3.2 Item 5.2: RH requested that the following be added: "The documents were 'Moving Ahead' and 'White Paper on Transport'."

4. MATTERS ARISING

- 4.1 Item 4.1: (CCT transport). The CCT's Transport Department (Ron Kingma) raised two issues, viz.:

- The priority that public transport would receive over private transport; and
- The provision of dedicated bus lanes to the cross section.

RH

Both SF and JM stated that this was an important issue that needed discussion.

RH stated that SANRAL were in support of public transport improvements and would investigate options to address concerns on this issue. RH stated that toll discounts were negotiated for public transport users at other captive communities elsewhere in the country. Discounts would however be tied to a specific concessionaire and could not be quantified at present. RH continued that dedicated bus lanes would be expensive to provide as part of the infrastructure. He discussed some pros and cons of this at the hand of some USA examples.

PV and JM confirmed that the existing R300 formed part of bus and taxi routes and could therefore be classified as a public transport route.

JM expressed concern that public transport vehicles could be delayed at toll gates. RH responded that this concern could be addressed through

ACTION

Electronic Toll Collection (ETC).

KvdW stated that SANRAL would add clauses to the tender document that would make the tenderers aware of their contribution to public transport issues.

PV stated that an additional lane would be added to the existing R300 as part of the ICW and a further lane would be added during the concession period. (Note: These lanes are required for normal capacity upgrades and would not be dedicated or reserved public transport lanes.)

4.2 Item 4.2: (De Bron Road north facing ramps). BK completed the report and submitted it to PV. PV would submit the report to SANRAL. JM requested that this report be issued to CCT and PAWC as well.

PV

4.3 Item 5.2: (Morningstar access arrangements). The EJV prepared a draft report. The report would be discussed between Penway and SANRAL and thereafter submitted to the CCT.

4.4 Item 6.2: (Philippi Link redesign): Penway submitted the revised design and awaited approval from SANRAL. PV stated that Penway would submit the design to the CCT upon the official approval from SANRAL.

SANRAL

5. SANRAL-CCT-PAWC LIAISON

5.1 **CCT Toll Road Policy:** On a question from RH, JM replied that the City's "Policy of the imposition of road tolls in the City of Cape Town" was now approved by all four the portfolio committees, viz:

- Transport, Roads and Stormwater;
- Economic Development and Tourism; and
- Finance and
- Planning and Environment.

The document was submitted to the mayoral committee who has not approved it to date.

5.2 PV confirmed that he had received a copy of Joanne Jackson's report.

5.3 JM stated that the CCT were in the process of appointing a consultant to investigate the Bottelary Road issues.

6. TECHNICAL ISSUES

6.1 Northern alignment:

6.1.1 PV informed the meeting that the EJV had completed their investigation into the sub-alternatives near the Vrymansfontein and Lochlynn farms north of Durbanville. The EJV had recommended an alignment that passed through the valley on the Lochlynn farm. EW confirmed that she had received a hard copy of the latest sub-alternatives.

ACTION

On a question from SF PV confirmed that Penway had consulted with the provincial Department of Agriculture on the alignments north of Durbanville.

- | | | |
|------------|---|-----|
| 6.1.2 | TvS reported that the meeting with Joanne Jackson (JJ), to discuss access arrangements to the Blaauwberg Conservation Area (BCA), had taken place. JJ requested the EJV to realign the R300 to stay clear of a pre-determined 100-m buffer zone at Bloubergsvlei and the toe of Kleinberg. JJ further requested the EJV to investigate the possibility of an at-grade intersection to the BCA during the ICW. This access should be upgraded to an overpass during the dual carriageway stage. Both SANRAL and Penway stated that an at-grade intersection would not be acceptable on the R300 as it was classified as a freeway. | TvS |
| 6.1.3 | TvS briefly presented Penway's ICW and ultimate stage alignment proposals for the area between the N7 and the R27. PV stated that this section of road needed to be a tolled section due to the expensive costs and the equitable toll policy that excludes cross subsidisation. | |
| | JM requested a workshop between Penway, EJV, SANRAL, CCT and PAWC to discuss the alignment options in this area. | ALL |
| 6.2 | Philippi Link: | |
| 6.2.1 | KvdW stated that SANRAL's preliminary comments on the EJV drawings were that they would require more information on the toll plaza positions as well as the exact limits of the concession contract. | EJV |
| | PV replied that Penway had not completed the concept layouts for all the plazas yet. The site visits had taken place and the EJV were in process of completing the conceptual drawings. | |
| 6.2.2 | KvdW requested Penway to ensure that their proposed road reserve fell within the CCT road reserve. TvS stated that the Penway road reserve would require additional land for toll plazas and for the overpasses as a result of the new vertical alignment. | |
| 6.2.3 | JM asked if SANRAL would acquire land for the detention ponds as well. PV replied that the ponds were identified but that it would not form part of the road reserve. | |
| 6.2.4 | SANRAL requested a meeting with the EJV to discuss the Vanguard Drive I/C layout. | EJV |
| 6.3 | False Bay Coastal Arterial (FBCA or Sector 1) | |
| 6.3.1 | PV reported that BK had prepared a report that illustrated what the effect of the inclusion/exclusion of Sector 1 would be on the Philippi link traffic. PV stated that he would forward this report to JM and RH. | PV |
| 6.3.2 | JM stated that he would issue the Census 2001 information to BK. | JM |
| 7. | TRAFFIC MODELLING | |

ACTION

- 7.1 PV referred to an article published in "Die Burger" where Mr. Ketterer was quoted as saying that the CCT were waiting for information from Penway on anticipated traffic diversions.

PV presented a slide at the meeting that indicated the improvements on traffic flow throughout the City's network as a result of the R300 scheme.

SANRAL stated that the matter would be addressed through the CCT/SANRAL liaison meetings.

8. ENVIRONMENTAL MATTERS

- 8.1 PV stated that the first draft EIR had now been completed. It had been circulated for internal review. The second round of open houses was scheduled for February 2004.

- 8.2 Mr. Paul Hardcastle asked if the report addressed all alternatives considered. SC confirmed that it did and briefly discussed the alternative alignments/options for Sector 1, Sector 5, and Sector 3.

- 8.3 EW stated that the City would not only consider road network options as part of their alternatives but other aspects of city planning as well.

9. GENERAL

- 9.1 No additional matters.

10. NEXT MEETING / FUTURE MEETINGS

- 10.1 The next meetings:
15 January 2004 (14:00).

11. CLOSURE

- 11.1 The chairman thanked all present and closed the meeting.

ALL

ANNEXURE A

<u>NAME</u>		<u>FIRM / ORGANISATION</u>	<u>CONTACT NUMBER</u>
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PRESENT :

Daly, Neil	ND	SANRAL	021 957 4600
Van der Walt, Kobus	KvdW	SANRAL	021 957 4600
Harmse, Ron	RH	SANRAL	012 426 6000
Venter, Poens	PV	Penway	021 905 1755
Fanner, Steve	SF	PAWC – Transport	021 483 2000
Hardcastle, Paul	PH	DEADP	021 483 5756
Martheze, John	JM	City of Cape Town	021 406 7318
Weinronk, Eileen	EW	City of Cape Town	021 487 2213
Du Preez, Desiree	DdP	Chand-Ecosense	021 887 2654
Chand, Sadia	SC	Chand-Ecosense	021 762 3050
Van Schalkwyk Theunis	TvS	Penway EJV	021 948 3670

APOLOGIES :

Kennedy, Bill	BK	Penway EJV	011 236 3300
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