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CHAPTER 6: PROJECT DESCRIPTION

This chapter looks at the details of the project including the proposed alignment, tolling of the route, and aspects of implementing the project should it be approved.

6.1 BACKGROUND TO THE PROPOSED ROUTE

The proposed N21 (R300) Cape Town Ring Road Project has been based on the principle of utilising the existing R300, between the N1 and Vanguard Drive, and extending it north and south so that it intersects most of the important freeways and major arterial roads in the Cape Metropolitan Area (CMA). The total length of the proposed road would be approximately 80.10km. Refer to Figure 6.1 for a map of the proposed route, and Table 6.1 for a list of the dedicated road reserves.

The proposed road would be of highway standard, designed for a speed limit of 120 km/hr. This requires certain design parameters, such as limited access onto the road, with access being grade separated (i.e. interchanges with on and off-ramps and with bridged overpasses), minimum distances between on/off-ramps, gentle curves and appropriate slopes.

Initially, the proposal was to start the route at the Westlake Interchange near Muizenberg and then follow previously planned routes such as the False Bay Coastal Arterial (FBCA), the existing R300 from Vanguard Drive to Stellenberg Interchange on the N1 and then the proclaimed Trunk Route 81/2 through to Melkbosstrand via the existing provincial road (MR43). After due consideration, the Melkbosstrand route was abandoned in favour of the alternative alignment which ends near Big Bay in Bloubergstrand and partially follows the alignment of the proposed East-West Arterial as planned by the then Blaauwberg Municipality. After negotiations between the SANRAL and the CCT, it was further agreed to include the extension of the existing R300 from Vanguard Drive across the Philippi Horticultural Area to Prince George Drive (extension to the Cape Flats Freeway) in the scheme (Refer to Appendix 1.F). The then Cape Metropolitan Council (CMC) planned the route for many years and conducted a comprehensive EIA and Public Participation Process. Toll plazas are proposed on these routes to recover construction costs.

The project is being planned in five different sectors. These sectors are explained in Table 6.2.

Table 6.2: Description of road sectors and sections.

Road Sector	Road Section	Description
1 Southern Sector, southern alignment (False Bay Coastal Arterial)	1	Westlake Interchange (M3) to Prince George Drive (M5)
	2	Prince George Drive (M5) to Vanguard Drive (M7)
2 Central Sector -Existing N21 (R300)	3	Vanguard Drive (M7) to Swartklip Interchange (N2)
	4	Swartklip Interchange (N2) to Van Riebeeck Road Interchange (R102)
	5	Van Riebeeck Road Interchange (R102) to Stellenberg Interchange (N1)
3 Northern Greenfields Sector	6	Stellenberg Interchange (N1) to Wellington Road Interchange (R302)
	7	Wellington Road Interchange (R302) to Vissershok Interchange (N7)
	8	Vissershok Interchange (N7) to Otto du Plessis Road (M14)
4 (N1) Stellenberg Interchange	9	Old Oak Interchange (N1) to Brackenfell Interchange (N1)
5 Southern Greenfields Sector, northern alignment (Cape Flats Freeway; R300 Extension)	10	Vanguard Drive (M7) to Prince George Drive (M5)

6.2 ROUTE ALIGNMENT

The following section describes the current proposed route alignment, accompanied with relevant figures. For detailed drawings, refer to Appendix 1.K.

6.2.1 Sector 1 – Westlake Interchange to Vanguard Drive (Refer to Figures 6.2 and 6.3)

This portion of the road constitutes the FBCA and is also generally referred to as the southern section of the southern alignment.

This sector starts at the Westlake Interchange, which is the intersection between Steenberg Road and the Simon van der Stel Freeway (M3).

It runs from the Westlake Interchange via Steenberg Road, and passes over Main Road where a new interchange is proposed. From this interchange, it continues to pass over the Keysers River, over the Muizenberg–Cape Town railway line, over the Sand River and intersects with Prince George Drive. The section between Main Road and Prince George Drive would be a totally new road and would be constructed within the previously acquired road reserve (owned by the CCT) passing to the north of the Zandvlei Nature Reserve.

From the proposed Prince George Drive Interchange, the alignment utilises the FBCA alignment. It runs through Vrygrond, between Zeekoevlei and the CFWWTW (with a deviation to pass the Zeekoevlei Nature Reserve) and past Pelican Park up to Strandfontein Road (M17). In the ICW, the new road would pass over Strandfontein Road with no interchange or intersection at this crossing. From Strandfontein Road the route runs along the northern edge of the Strandfontein residential area up to approximately the end of the residential area. From here it turns towards the north through the Philippi sand mining area until it meets Vanguard Drive. It is aligned parallel with Vanguard Drive up to the existing N21 (R300) where a full systems interchange (the Vanguard Interchange) is planned. A southbound interchange is also planned (north east of the Strandfontein residential area) to link the proposed road with Wespoort Road.

The land between Strandfontein Road and Vanguard Drive belongs to 13 private property owners, from whom the land would be purchased.

This route does not traverse any proclaimed nature reserves or major wetlands. Some minor wetland areas would be traversed.

6.2.2 Sector 2 – Vanguard Drive To Stellenberg Interchange (Existing R300) (Refer To Figures 6.4, 6.5 and 6.6)

This sector starts at the existing Vanguard Drive (M7) intersection and represents the upgrade of the existing R300 up to the Stellenberg Interchange at the N1. The alignment of the existing route would not be altered.

The following interchanges provides access onto the freeway:

- Stock Road Interchange;
- Swartklip Interchange on the N2;
- Hindle Road Interchange;
- Stellenbosch Arterial Interchange;
- Van Riebeeck Road Interchange; and
- Old Paarl Road Interchange.

The proponent does not propose to add additional interchanges to this sector apart from constructing the Vanguard Drive Interchange and completing the Stellenberg Interchange on the southern and western ends respectively.

6.2.3 Sector 3 – Stellenberg Interchange to Otto Du Plessis Road (preferred route) (refer to Figure 6.7, 6.8 and 6.9)

This sector runs from the Stellenberg Interchange (N1) along the existing road reserve (proclaimed Trunk Road 81 Section 2) north of the N1 to the northern extent of urbanised Durbanville near Vierlanden, where it passes into rural land. This point is approximately 1km north of Wellington Road. In this section, De Bron Road would pass over the proposed road; De Villiers Road would connect with the road by means of an interchange; Langeberg Road would pass over the R300 and Wellington Road would connect with the R300 with an interchange. De Bron and Langeberg roads would not connect with the proposed road, because of the following reasons:

- There is not sufficient vacant land at the new Langeberg crossing with the R300 for the construction of an interchange; and
- The interchange at De Bron road would be too close to the N1/Stellenberg interchange to ensure safe operating conditions, particularly in regard to merging, converging and weaving movements of vehicles.

The existing Langeberg Road would be closed where it crosses the road reserve and a new, realigned Langeberg Road would be constructed to restore east-west movement and access.

Madeliefie Street, just south of the Wellington Road Interchange, would be closed where it crosses the road reserve. This is only a temporary road link and no bridge structure would be provided as movement would still be possible through the municipal road network.

From Wellington Road, the proposed road passes the farm Groot Phisantekraal 165 and 185, intersects the Spes Bona Minor Road and intersects Adderley Road (Div. 1102) approximately 500 metres north of the 400kV Eskom power lines on the farm Rondeboschjes 116. Between Spes Bona Road and Adderley Road the road passes through farm 130/1, 130/2 and Rondeboschjes 116. Both Spes Bona Road and Adderley Road would pass over the R300 and no access to the proposed ring road would be provided at these crossings. From here, the proposed road curves to the west through rural lands (farms Rondekuil 113, Zondagsfontein 114, Kuiperskraal 133, Ptn 2 of 138, Welvergenoegd 138, Rem of 104, Farm 137, Farm 139 and Vissershok 153). In this section, the road also crosses the Kuiperskraal Road (no access to the proposed ring road) and the Diep River on the way to the N7 (new interchange proposed to connect with the N7). West of the N7, the road traverses the mining land of Brick and Clay (farm 152/2 and 152/3) and runs along the southern boundary of the Morningstar residential area, before crossing the railway line and following the route of the Bloubergstrand East-West Arterial to Otto du Plessis Drive. West of the railway line the road crosses farms 431/2, 431(1), 268 and 255.

Changes to the existing access arrangements to Morningstar, Van Schoorsdrift Road, and Frankdale Road are proposed as a result of the new N7 Interchange. These changes are as follows:

- Close the weighbridge at the N7 and relocate to a new position (still to be identified).
- Close the at-grade intersection between N7 and Old Darling Road and provide access to Morningstar from the R300.
- Close at-grade intersection between the N7 and Van Schoorsdrift Road and provide a new link into the N7/R300 interchange. Van Schoorsdrift Road will be linked to Frankdale Road with an overpass over the N7.
- Limit Frankdale Road access to a left in left out.

6.2.4 Sector 4 – Old Oak Interchange to Brackenfell Interchange (refer to Figure 6.10)

This sector represents the part of the N1 (approximately 1,5 km) between the Old Oak Interchange and Brackenfell Interchange that would require vertical alignment re-grading to allow sufficient vertical clearances for completion of the Stellenberg Interchange. The completion of the Stellenberg Interchange would also form part of sector 4.

6.2.5 Sector 5 – Philippi Link (Cape Flats Freeway Extension) (CFFE) (refer to Figure 6.11)

This sector represents a new road between Prince George Drive (M5) and Vanguard Drive (M7), across the Philippi Horticultural Area (PHA). This road was planned and assessed by the CCT. This section of road is included in this project to enable its construction, since it forms a viable link in the project and because the CCT currently does not have the funds for its construction.

The road would start at Prince George Drive where it would pass through the Grassy Park residential area up to Strandfontein Road where a new interchange is proposed. From here, the road continues through the PHA and links up with the existing R300.

The proposed alignment does however contain the following changes (of the vertical alignment only) to the CCT's planning:

- **Montague's Gift Road:** The alignment of this road was changed and it would now pass over the R300 where previously the R300 passes over this road. New access roads are required to the Eskom facility as well as the school northeast of the crossing. The R300's alignment was lowered as a result of this change.
- **De Wet Road:** De Wet Road's alignment was not changed. However, the previous design allowed for on/off ramps in a westerly direction. These ramps were omitted in the new design.
- **Olieboom Road:** The vertical alignment of this road was changed and it passes over the R300 where previously it passed underneath the R300. The R300 was lowered at this crossing point.
- **Nursery Road:** The R300's alignment was lowered and Nursery Road would now pass over the R300 where previously it passed under the R300. The horizontal alignment for Nursery Road was also deviated slightly to the west to prevent any impact on the agricultural activities bordering the road's eastern side.

6.3 THE ENVISAGED INITIAL CONSTRUCTION WORKS (ICW)

The initial construction of the toll highway would take place over the first 3 years of the 30-year concession period (Refer to Table 6.3 for details). This EIA takes cognisance of the ICW. Additional expansion work during the concession period would be subject to a separate EIAs.

6.3.1 Sector 1 – Westlake Interchange to Vanguard Drive

Simon van der Stel Freeway to Prince George Drive – four lane dual carriageway with full interchanges (two on and two off-ramps) at Main Road and Prince George Drive. New bridges would be constructed over the Keysers River, the Muizenberg – Cape Town railway line and the Sand River.

Prince George Drive to Vanguard Drive – four lane dual carriageway with an interchange north east of the Strandfontein residential area to link the proposed road with Wespoort Road going south and a full systems interchange at Vanguard Drive. New bridges would be constructed over the Zeekoevlei outlet, Strandfontein Road, Weltevreden Road and Morgenster Road. The section between Wespoort Road Interchange and Vanguard Drive Interchange would be a single carriageway road.

6.3.2 Sector 2 – Vanguard Drive to Stellenberg Interchange (existing R300)

From Vanguard Drive to N1 - rehabilitation of the existing road to improve the riding quality as well as the addition of extra lanes to create a six-lane dual carriageway, road safety measures and road lighting.

No additional interchanges would be constructed but capacity improvements at all the existing interchanges would form part of the project.

6.3.3 Sector 3 – Stellenberg Interchange to Otto Du Plessis Road (ORIGINAL ROUTE)

From N1 to Wellington Road Interchange - four lane dual carriageway with interchange at Wellington Road and De Villiers Road.

From Wellington Road to West Coast Road – single carriageway. Agricultural underpasses would be provided for farmers to move across the road with their livestock and equipment. An interchange would be provided at the N7 (Vissershok) with free flow intersections on the N7. At-grade signalised intersections would be provided at the West Coast Road (R27) and Otto du Plessis Road (M14) crossings.

New bridges would be constructed over the R300 at Spes Bona Road, Lochlynne access road, Adderley Road and the railway line near Morningstar. New bridges would also be constructed to pass over the N7, Kuiperskraal Road, Diep River and Van Schoorsdrift Road.

Changes to the existing access arrangements would be necessary as a result of the new N7 interchange. These changes are described in Chapter 6.2.3.

6.3.4 Sector 4 – Old Oak Interchange to Brackenfell Interchange

The N1 (approximately 1,5 km) between the Old Oak Interchange and Brackenfell Interchange would require vertical alignment re-grading (lowering of existing road levels) to allow for completion of the Stellenberg Interchange. This regrade could be constructed through the N1/N2 toll scheme.

6.3.5 Sector 5 – Cape Flat Freeway Extension (CFFE)

Vanguard Drive to Prince George Drive would become a four-lane dual carriageway. Interchanges would be constructed at Vanguard Drive/existing R300 (which would also be joining up with the southern alignment) and Strandfontein Road. The connection with Prince George Drive would be through an at-grade intersection. No other accesses would be allowed onto the road, but no existing roads would be closed. These roads would be crossed by either overpasses or underpasses.

This proposal deviates from the previous proposal (by CCT) by not providing access at de Wet Road.

6.4 TOLLING THE ROUTE

6.4.1 Tolling Strategy

The proposed road would be a tolled road. The road would be built with private funding without any government funding (i.e. taxpayer's money), subsidy or guarantees. These funds would have to be recovered over a 30-year concession period. Tolling is necessary to generate the necessary revenue to repay debt and pay for capital and operational expenditure.

The objective of the chosen tolling strategy is to optimise equitability and cost. Equitability is achieved through differential toll tariffs for different users. Users travelling from one national road to the other will be tolled at mainline plazas. User's, who do not originate from or are destined for the national roads and use shorter road sections, will be tolled at the ramp plazas, which will incorporate lower toll tariff charges.

6.4.2 Toll Plaza Locations

The location of toll plazas and toll tariffs is determined through specific methods utilising data from detailed traffic studies.

Several factors are considered, namely:

- Where possible, to locate these facilities on new sections of road or on sections where major upgrading would be undertaken;
- The characteristic of traffic in terms of its trip origin, destination and trip length (i.e. the length of toll road that is used);
- Road geometry and safety aspects;
- Clear visibility for drivers from a safe distance;
- Sufficient stopping/acceleration distances from or into fast moving traffic;
- Appropriate, safe road grades;
- The level of traffic demand, and
- The ability of users to pay.

Toll plazas are likely to be located in the following positions (See Figure 6.12 and Table 6.4 below).

It should be noted that the mainline plaza between Stellenbosch Arterial and Van Riebeeck Road and the Stock Road Interchange ramp plazas, would require land acquisition outside the road reserve (See Figure 6.13).

Table 6.4: Proposed Toll Plaza Positions.

SECTOR	TOLL PLAZA	POSITION
1	Prince George Drive I/C	Western Ramps
	Mainline Plaza	Between Strandfontein Road and Vanguard Drive
2	Stock Road I/C	Western Ramps
	N2 I/C	Western Ramps
	Hindle Road I/C	Southern Ramps
	Stellenbosch Arterial I/C	Southern Ramps
	Mainline Plaza	Between Stellenbosch Arterial and Van Riebeeck Road
3	Van Riebeeck Road I/C	Northern Ramps
	De Villiers Road I/C	Southern Ramps
	Wellington Road I/C	Southern Ramps
	Mainline Plaza	Between Wellington Road and Spes Bona Road
5	Mainline Plaza	East of West Coast Road, between Koeberg Road extension and West Coast Road
	Strandfontein Road I/C	Western Ramps
	Mainline Plaza	Between Strandfontein Road and Vanguard Drive

6.4.3 Toll Plaza Layout (refer to figure 6.14)

The basic toll plaza design would be based on SANRAL's standard requirements, namely the use of a 5m-width lane comprising of a 3.2m vehicle lane and a 1.8m toll island for the tollbooth. A typical toll plaza canopy is 20m long and as wide as the number of lanes of the plaza. The exact size of the plazas would vary, depending upon traffic demand; the type of equipment used and the preferred lane mix of the successful concessionaire with respect to the use of manual, automatic and electronic lanes. Support infrastructure would usually include a control building, storage areas and parking.

The layout of the toll plazas would be similar to those seen on other urban tolled routes (e.g. Mariann Hill in Durban, Stormvoël and Zambezi, in Pretoria, etc.).

6.4.4 Toll Tariffs

Toll tariffs are not fixed at this stage, but would be derived by considering several factors, namely:

- The benefits offered by the new or upgraded toll road when compared to the costs of travel on the existing network;
- The length of the tolled section. The motorist shall only pay for the extent of the road that he uses. Consequently, each plaza would have a unique toll applicable to each individual class of vehicle;
- The ability of users to pay. It is common practice in South Africa to offer discounts to certain user groups. This can be done in a number of ways, including discounts to frequent

users, discounts to local users and discounts based on the time of day the road user passes through the plaza. Provision is also made under certain circumstances for exemption payment. The potential Concessionaire would be responsible for negotiating these discounts;

- The level of toll generally charged on existing toll roads in South Africa;
- Vehicle classes based on physical characteristics (number of axles and maximum number of tyres on a single axle); and
- Minister of Transport has final say.

All the above are used with the objective of determining the most equitable toll strategy and toll rate pricing structure that is capable of realising the revenue which could recover the costs that would be expended on the road.

Typical toll fees as charged around South Africa can be viewed in Appendix 1.I. The toll tariff structure would be similar to that found on other urban toll roads in South Africa, although one would anticipate toll rates of a lower magnitude, thus reflecting the fact that many trips along the road would be undertaken more frequently (daily) and would involve much shorter travel distances.

6.4.5 Electronic Toll Collection (ETC)

Currently, standard manual tolling systems are normally applied to rural toll routes in South Africa. It is proposed that this project introduce Electronic Toll Collection (ETC) systems whereby, particularly in respect to commuter traffic, toll is collected using the latest available technology and thus causing minimum inconvenience to users. The major features of the ETC system are summarised as follows:

- Frequent users of the toll route acquire an electronic "tag" fitted to the vehicle windscreen;
- When acquiring the tag, the user opens an account and makes an initial payment depending on the number of toll facilities the user expects to pass through in a specific period – normally one to three months;
- Having opened an account, the user qualifies for a possible discount, depending on the toll facility used;
- On passing through a toll facility, the user slows to approximately 60km per hour, but does not deviate from the traffic lane or stop;
- Scanners mounted on a gantry over the toll lane "read" the tag on the vehicle and electronically debit the user's account;
- Warning lights on the gantry flash green, amber or red, advising the user that the transaction was processed, the account is low, or that the account is in debit;
- In the case of an amber light, the user would have to make a further payment to credit the account, which could also be effected by electronic means;
- Should the red light flash, a video surveillance system automatically captures the license plate and an invoice is raised at full tariff, plus a penalty;
- Where a "run through" violation occurs, i.e. the vehicle does not possess a tag or an account, the same procedure is followed except that it is suggested the offender should not be able to renew the vehicle license without settling any debt in full, including a fine to recover costs.

The major advantage of ETC is that if the same number of ETC lanes are installed as there are freeway lanes, the system has the ability to process up to the freeway capacity, effectively eliminating the need for expensive upgrading and widening of toll plaza facilities as traffic volumes increase.

A number of standard manual lanes would however be planned at each toll collection point for users who are not in possession of the "tags" necessary to take advantage of the ETC system.

6.4.6 Safety and Security

The proposed freeway would be routed past neighbourhoods and through farms, creating a perception that security could be compromised due to easier access to these areas. However, it is anticipated that the security aspects of the proposal should discourage criminal activity during the concession period.

The following features would be developed to provide security along the route:

- Fencing along the route;
- Freeway lighting;
- Regular maintenance patrols;
- The entire freeway would be a controlled environment that could be shut via booms at the toll plazas. These plazas would be located on both mainline (on the through road) and on the on-and off ramps. All plazas would be manned by personnel as well as controlled from a Control Centre, 24 hours a day. The plazas would be linked to what is known as an Incident Management System (IMS) that in turn is linked to all police and other emergency services, assisting rapid response from these services;
- In addition to the IMS, SOS telephones would be provided at regular intervals to deal with breakdowns and emergencies along the route. Should problems still be encountered in particular areas, video cameras could be installed and linked to the Control Centre and additional patrols could be implemented;
- No access to/from the freeway, other than the proposed interchanges, would be provided making access to properties from the freeway difficult; and
- Traffic authorities would have jurisdiction over the total route for law enforcement.

6.4.7 Land Acquisition

Land required for road building purposes outside of the road reserve is acquired in terms of the land acquisition process in accordance with the South African National Roads Agency Limited and National Roads Act, 1998 (No. 7 of 1998).

SANRAL is committed to ensuring that people are not prejudiced in the process and that no action would be taken without consultation with the affected parties. SANRAL is obliged to follow the principles as set out in section 25 of the Constitution. Compensation would be fair and equitable and take into account the current use of the property, the market value, improvements on the property and any real financial losses suffered. Compensation would only be paid to persons directly affected by the road reserve.

Regarding the issue of tenure, SANRAL is committed to ensuring people are not prejudiced in the process. Therefore SANRAL, works with the Department of Land Affairs to ensure that Permission to Occupy or any other form of tenure is handled in accordance with the various Acts regulating tenure on land and the guidelines of the Department of Land Affairs.

SANRAL continuously consults with the Department of Land Affairs to address the issues of trust funds and compensation to be paid. Compensation would be paid to the Department of Land Affairs who would assist communities in establishing Trust Funds. Where Trust Funds already exist, compensation would be paid into such Trust Funds. Wide consultation with the community involved would also be undertaken before compensation is finalised.

Refer to Appendix 1.J for the list of anticipated land to be acquired.

6.5 HIGHWAY CONSTRUCTION

The project is planned to be developed in one phase, to the capacity required by current and short-term future traffic volumes. The project, including all toll plazas, would be constructed within three years of the concession being granted, as per the initial construction work table laid out in Table 6.4. These are the concessionaire's initial obligations in terms of the concession contract.

Construction would be guided with an EMP to address construction related impacts.

6.6 HIGHWAY MANAGEMENT AND OPERATION

The company that is selected by SANRAL for the concession of the project would be liable for maintenance and upgrading of the whole route for a period of 30 years, starting from the effective date at the commencement of construction. At the end of this 30-year period the road has to be handed over to the authorities in a condition similar to what it was at the end of initial construction.

The concessionaire would maintain the following level of service:

- A visible patrol of the road to ensure that if an incident occurs, assistance is always available;
- Provision of roadside communication systems (SOS) along the full length of the road;
- A trained, co-ordinated incident management team to rapidly take control of any potentially hazardous situation;
- Properly equipped and medically trained personnel to stabilise accident victims;
- Routine road maintenance teams to ensure fast and effective replacement of roadside furniture (guardrails, signage etc.), if damaged.