

# ROAD 2382

## Public Meeting Minutes

30/09/04  
PLOT 160  
HWJ Timber Traders  
Doringkloof East

Type of meeting: Public Meeting to Discuss Issues Raised by the Interested and Affected Parties.

### Project Team:

- ❑ Developer – Gauteng Department of Transport
- ❑ Civil Engineers - Nyeleti Consulting
- ❑ PWV Consortium - Representative
- ❑ Environmental Consultants - Bokamoso Landscape Architects and Environmental Consultants

### Agenda topics

Welcome / Introduction

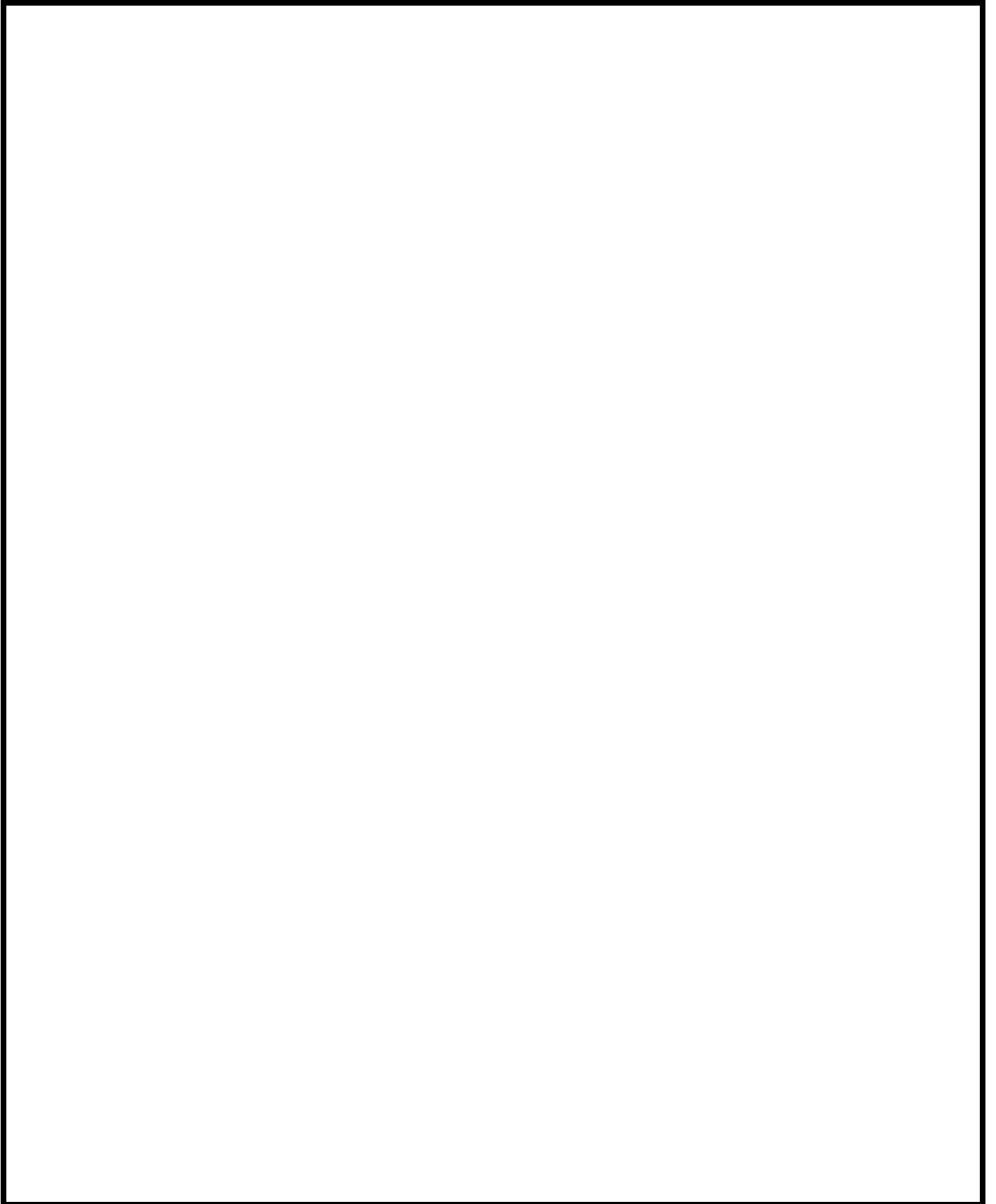
L. Gregory (Bokamoso Landscape Architects and Environmental Consultants)

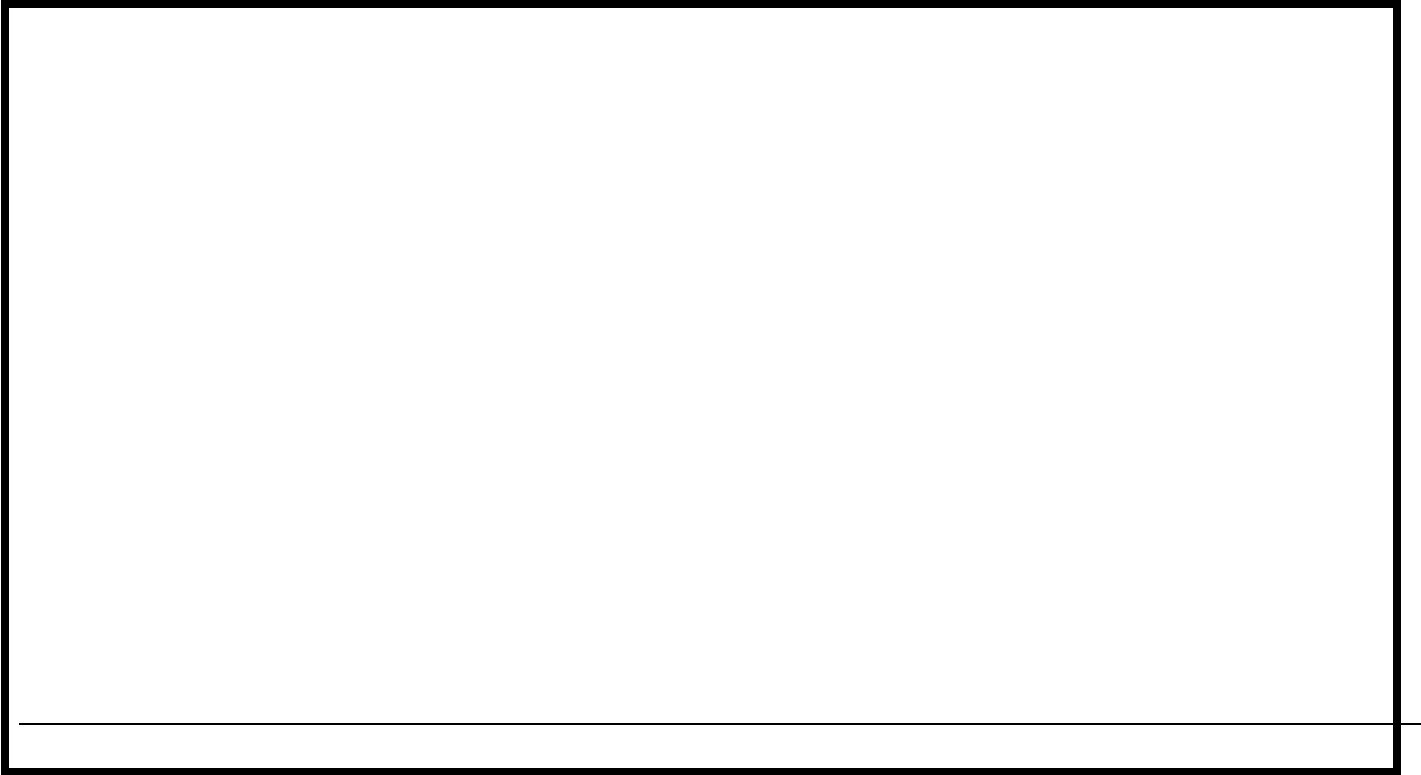
*The purpose of the meeting is to inform interested and affected parties about the proposed upgrading works to Road 2382. At present the road is a dirt road with dangerous curves and Gautrans is planning to upgrade this sub-standard road. The road is currently at detail design stage and in terms of the Environmental Conservation Act the EIA process must be followed for the upgrading of a provincial road. We will be compiling a scoping report/ mini EIA for the proposed project and the public*

*proposed project and the public participation process is an important component of the process. The scoping process requires that other alternative alignment also be considered and therefore the engineers will discuss the alternatives identified for the proposed road.*

*After the alternatives and the preferred alternative have been discussed, interested and affected parties will be granted the opportunity to raise issues of concern and to supply comments.*

*Me. Lizelle Gregory introduced the Engineer, Mr Sundran Naicker.*





***Why do we need to upgrade Road 2382?***

Mr. Sundran Naicker (Nyeleti Engineers)

- *Dangerous geometric standards*
- *Major dust problems*
- *Alleviation of congestion problems*
- *Increase in traffic volumes in the long term*
- *Change in road and land usage*

***Road Timeframe***

- *Time frame – 5 year plan.*

***Role of road in network***

- *Create linkages*
- *Provides support service in times of emergency*
- *Provides access routes from the R21 freeway feeding the residential areas via various interchanges*
- *Provide the functions of an arterial collector*

***Traffic Volumes***

*Two types of traffic counts:*

- *Recorded traffic counts*
- *Modelled traffic counts to cater for growth and land use changes*

***The recorded AADT volumes:***

*Road D2382 - 1100 vehicles/ day*

*Road P 122-1 - 5232 vehicles/ day*

***Future AADT volumes (20 year design period):***

*Road D2382 – 9 245 vehicles/day*

*Road P 122-1 – 29 985 vehicles/day*

***Road Classification and Design Standards***

*Gautrans has 4 road classes:*

- *Freeways –PWV (1<sup>st</sup> order routes)*
- *K-Routes (2<sup>nd</sup> order routes)*
- *District roads (3<sup>rd</sup> order routes)*
- *Access roads (4<sup>th</sup> order routes)*

*The proposed road will be a district road.*

***Design Standards***

- *Design speed – 100km/h (60 km/h at K54 intersection)*
- *Cross section – four lane dual carriageway (Future – when required)*
- *Vertical gradients – max 6%.*
- *Horizontal curves – min 350m*
- *Sight distances – min 300m at junctions*
- *Intersection spacing – min 600m*

***Project consist of 4 Phases:***

***Planning***

- *Route location and network planning*

***Preliminary Design***

- *Access*

- *Extent and implications of expropriation*
- *Environmental Impact*
- *Investigate alignment*
- *Relocation of services*

### **Detail Design**

- *Detail geometric design*
- *Detail pavement and material design*
- *Detail drainage design*
- *Preparation of tender documentation*

### **Construction**

#### ***Alternative Alignments.***

- *Understand purpose road*
- *Look at advantages and disadvantages of alternative alignments*
- *Evaluate total impact on the wider community*
- *Evaluate impact on individual members of the community*

***Seven alternative alignments were identified:***

#### ***Alternative 1- Existing Planning (Preferred alternative)***

##### ***Advantage:***

- *Optimum design standards*

##### ***Disadvantages:***

- *Major impact on properties*

– properties split.

- Deep cuts – 4m high

**Alternative 2 - Location close to R21 freeway**

**Advantages:**

- Optimum design standards.
- Lower impact on properties.
- Easier access points to properties.
- Utilize as much of the existing road as possible

**Disadvantage:**

- Expropriation of one established property

**Alternative 3 - Adjacent to portion 37**

**Advantages:**

- Optimum design standards.
- Easier access to nature reserve.
- Less impact on portion 37 as apposed to alternative 1

**Disadvantages:**

- Major impact on properties.
- Deep cuts – 4m high

**Alternative 4 - Adjacent to nature reserve**

**Advantage:**

- *Properties affected with other alternatives not affected*

**Disadvantages:**

- *Relocate existing route – new accesses*
- *Steep gradients*
- *Deep cuts - > 4m*
- *Negative impact on nature reserve*
- *Existing road still utilized – dust problem still exists*
- *Proposed interchange at new east/west link not possible*

**Alternative 5 - Existing road adjacent to central section**

**Advantages:**

- *Use existing road*
- *No negative impact on properties in that area*

**Disadvantages:**

- *Dangerous curves*
- *Capacity problems due to stop conditions*
- *Does not cater for future traffic growth*

**Alternative 6 - Straight section at central section**

**Advantage:**

- *High design standard*

***Disadvantages:***

- *Access problems due to high fills*
- *Design problems with clearance of link over R21*
- *Access interchange not possible*

***Alternative 7 - Along reserve (northern option)***

***Advantage:***

- *Less impact on properties adjacent to K54*

***Disadvantages:***

- *Change in route – extensive new accesses.*
- *Steep gradients*
- *Deep Cuts – 4m*
- *Negative impact on Rietvlei Dam Nature Reserve*
- *Existing road still utilized – dust problem still exists*
- *Proposed interchange at new East/West link not possible*
- *Large impact on residential development taking place*

***Discussion of Issues Raised by Interested and Affected Parties***

*The vehicles that use Road 2382 to get to the R21 freeway are a concern. This could be solved temporarily by the construction of an on-ramp at the R21- Apollo Road intersection as well as speed humps on Road 2382.*

Mr. Larsen

*The dust is a major concern and must be addressed as soon as possible. Some of the residents in the area had to relocate due to health impacts caused by dust pollution.*

I & AP

***Response:***

*At present many trucks and other vehicles are already using the road. The road is currently very dangerous and the trucks on the road make it even more dangerous. During the rainy season large trucks damage to dirt roads. The purpose of the upgrading of the road is not only to increase the capacity of the road, but also to prevent dust pollution, damage to the road and to eliminate dangerous curves. It will be advantageous to the surrounding residents.*

L. Gregory

*We are the consultants that are currently assisting with the compilation of the SER for roads and we also compiled the EMF for the N1/ R21 quadrant. The EMF does not make provision for*

SEF – Environmental Consultants  
Stephanie Koch

*development in the area and therefore we cannot understand why it will be necessary for the D2382 to be upgraded. The road will not carry any additional traffic.*

***Response:***

*We are aware of both the studies mentioned and we will definitely take the studies into consideration. We attended all the public participation meetings for the N1/R21 quadrant and we understand that the documents are finalized. Unfortunately we were not yet able to obtain a copy of the study where the maps are readable. We also went onto the internet to download the study, but we also had no access to the maps on internet. We contacted GDACE regarding the availability of the maps and according to GDACE the maps were not available, because they were still draft maps.*

Lizelle Gregory

*GDACE informed us in February 2005 that the full EMF is available on the internet, but it was still not possible (February 2005) to open the maps on the GDACE website. We would appreciate it if SEF could supply us (Bokamoso) and the Road 2382 Interested and Affected parties with a copy of the Final EMF for the N1/R21 quadrant.*

*Road 2383 also creates dust in addition to the dust created by Road 2382. Will it be possible to tar road 2383 as part of the Road 2382 upgrading process?*

Nick Oosthuizen Portion 66

*Many trucks use Road 2382 to avoid going uphill on the R21 freeway.*

***Response:***

The tarring of road 2383 is not regarded as part of the upgrading works. We will however mention your request to Gautrans.

As already mentioned the road will be upgraded to eliminate dangerous curves and dust pollution. Trucks are already using the road under very dangerous conditions. The upgrading of the road will improve the road safety.

*Mr. Hein Oosthuizen, the owner of a Youth Camp along is concerned about the amount of traffic on Road 2383, especially during weekends (approximately 230 children travel to the youth camp by bus or car during weekends). He enquired about the possibility of tarring Road 2383 and requested that tourism in the area should be taken into consideration.*

Mr. Hein Oosthuizen Portion 65

***Response:***

*Tourism will be taken into consideration.*

***Objection to proposed Development of Road 2382***

*Janet Geyer and her family have been living on Portion 37 Doornkloof*

Janet Geyer

*for the last 24 years and they have no intention of moving elsewhere now or in the near future. This property is the only asset they have as security for their future due to the fact that they have no pension. In addition they are of the opinion that the study area is a rural area.*

*According to Janet Geyer they were informed about the proposed K54 but had no knowledge of the proposed upgrading of Road 2382. The proposed alignment of Road 2382 cuts through their property and would reduce its development value and totally minimize the future prospects of their land.*

***Response:***

*We will take your issues of concern into consideration. Gautrans will negotiate the compensation with your family as soon as they are in a position to do so. The uncertainty regarding the final alignment of the proposed K54 must still be solved. Only when the final alignment for the K54 is finalized, will it be possible to finalize the alignment of the section of Road 2382 in the vicinity of the K54/R2382 intersection. Once the alignments are finalized, it will be possible for Gautrans to determine the extent of the impact of the road on your property and the other properties that are immediately affected (mostly along the northern section of the road).*

Lizelle Gregory

*As mentioned earlier, the SER for*

*roads must be finalized before the alignment of the K54 can be finalized. While planning of roads in Gauteng is pending (due to the SER for roads that is being compiled) the dangerous and unhealthy conditions on and along the existing Road 2382 continuous and valuable lives could be lost due to the sub-standard conditions. Some interim solution must be found for this problem.*

*Will it be possible to implement speed humps on the road to break the speed of vehicles that will use the road?*

***Response:***

*No, due to the fact that the proposed road will be a provincial road, it will not be possible.*

*Other measure such as speed limits on the road can however be implemented.*

*The scoping report for the project will address all the environmental issues namely:*

L. Gregory

- Ecological issues;*
- Economical issues;*
- Social issues; and*
- Institutional issues.*

*Once completed, the Scoping Report will be available for review for a period of one month. All the objections and concerns will be*

*addressed in the Scoping Report.*

*Interested and affected parties will be contacted as soon as the report is available for review.*

*It will most probably be available for review at the gate house of the Irene Glen Village Estate.*

