

BACKGROUND INFORMATION DOCUMENT
FOR
THE PROPOSED BARRY MARAIS ROAD (K155) UPGRADE

City of Ekurhuleni Metropolitan Municipality:
Roads and Storm Water Department



GDARD REF: 002/20-21/E0011

Prepared by



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1. Introduction

The City of Ekurhuleni (CoE) has a Road Masterplan (ERMP), which guides the basic planning and development of roads within the municipality. The CoE and the Gauteng Province are busy planning for an airport city (Aerotropolis) built around the OR Tambo International Airport involving the development of industrial and commercial land uses offering businesses fast connectivity to suppliers, clients and partners nationally and world-wide.

In terms of transport infrastructure, the ERMP identified several routes that need to be upgraded to serve the Aerotropolis. In terms of planned activities, the Barry Marais Road is to link with several other high-order roads, such as the K116, K132, K165, K136, K131, K129, and K133, as well as over-passes (no access) with N17, PWV15 and PWV16.

The Gauteng Province has prepared their 25-Year Integrated Transport Masterplan (GITMP25) (Gautrans, 2013) in 2013. This plan listed the Tambo Spring Road Accessibility Project and the Gauteng Freeway Improvement Project (GFIP) Phase 2 project as catalytic projects for the province. These projects list several future roads for possible upgrading or construction. Based on the above studies as well as recent initiatives from the Province, it appears that the section of the PWV15 between the R21 Highway and the N3 Highway has a high probability of being constructed within the 20-year horizon of the traffic study. Gauteng Province has already advertised for consulting engineering services for Detail Design and Construction Supervision services for this section of the PWV 15.

The PWV15 runs North-South and parallel to Barry Marais Road. Two linkages between the PWV15 and Barry Marais Road was planned, one along the K129 and one along an indirect road linking with Barry Marais Road at a new intersection south of the existing intersection at the Boksburg Prison.

Based on the proposed future activities linked to the Barry Marais Road, there is a need for the upgrade of the road to accommodate these planned developments.

2. Project description

The proposed Barry Marais Road upgrade activities are confined between Barry Marais/N3 interchange, starting approximately 600m before the K133 and ending with K155 around Glasglow Road. The key proposed activities for the project are as follows:

- ❖ The doubling/upgrading of the Barry Marais Road (K155), which is a provincial road. The road is currently a single carriageway, with the proposed/planned upgrade to a dual carriageway.
- ❖ Upgrading of the following intersections; Intersection with unknown street (currently gravel road); K133 intersection; K129 intersection; Intersection with Lama Street; Intersection with Partridge Street; Intersection with Dagbreek Street; K131 Intersection; Intersection No 6 leading into Windmill; Intersection with Morema Street; Intersection with Central Road (No 2); Intersection with K165; Intersection with New Road; Intersection with Unknown Street (Prison Access Road) (No 3); Intersection with Keurboom Street; Intersection with Kershout Street; Intersection with Kingfisher Avenue/Besembos Street; Intersection with Mimosa Street /Van Wyk Louw Dr; Intersection with Jubilee Road; Intersection with Reservoir Road; and Glasglow Road.
- ❖ In terms of the above intersections, for the access to the Midas business centre is planned for closure
- ❖ Installation/construction of a storm water system on the upgraded road.

Barry Marais road is categorised as a class 2 road, which is the main access road between Vosloorus and Boksburg. The proposed activities area identified by the City of Ekurhuleni Metropolitan Municipality Road Masterplan, which provides details on planned activities and developments in relation to road upgrades. As a result of the planned airport city (Aerotropolis) around the OR Tambo International Airport, the City of Ekurhuleni Metropolitan municipality has identified several routes which need to be upgraded in order to serve the Aerotropolis, thus the proposed activities are aligned to planned future developments.

The table below shows the design parameter used for the Barry Marais road planned as a class 2.

Table 2: Geometric Design Parameters

PARAMETER	ROAD CATEGORY
	K155: Principal Arterial (Class 2)
Road Reserve Width	62,0m
Carriage way width (surfaced)**	7,4m
Desired maximum Speed	100km/h
Minimum Stopping Distance	155m
Minimum Gradient	0.5%
Maximum Gradient	6%
Minimum K-Value (Crest)	62
Minimum K-Value (SAG)	37
Minimum Vertical Curve	180
Cross Fall	3%

A formal storm water system will be constructed along the road, with roadways forming part of the storm water management system. The proposed system is a storm water pipe and concrete channel system. The following materials are proposed, where pipes will be required:

Where pipes are required the following will apply:

- ❖ Concrete pipes of the following classes are to be used:
 - Under roads: 600mmØ (min) class 100D
 - Under sidewalks, parks and servitudes: 600mmØ class 75D
- ❖ Manholes will be of brick with concrete slabs.
- ❖ Kerb inlets and grid inlets will be of brick with concrete slabs.
- ❖ Field inlet will be of brick with concrete slabs
- ❖ Wingwall outlet will be of concrete.

In addition to the above, the following associated infrastructure (4 bridges) are required at the following locations: Figure 2 above shows the positions of the bridges.

- ❖ 6+950
- ❖ 7+050 Road over rail bridge
- ❖ 13+300 Road over rail bridge
- ❖ 15+500

An outline of the proposed project phases is as follows:

- ❖ Phase 1A – Upgrading of Jubilee Road to Glasglow Road (Dual Carriageway).
- ❖ Phase 1B- Quarter Link Interchange to Jubilee Road
- ❖ Phase 2 - K165 to Quarter Link Interchange
- ❖ Phase 3 - Rondebult Road (R21) to K165
- ❖ Phase 4 - K129 to Rondebult Road (R21)
- ❖ Phase 5 - Start of Road Upgrade to K129

3. Location of the Proposed Barry Marais Road (K155)

The Barry Marais Road (K155) starts from the interchange with National Road N3 in Vosloorus and runs in the north-easterly direction towards Benoni / Boksburg. It goes on in this direction but curves in the northern direction after crossing Road K165 (D40) and then passes National Road N17 to end at the intersection with Glasglow Road. The specific section for the proposed activities starts from 5,459 km to 19,840 km, which is approximately 15 km.

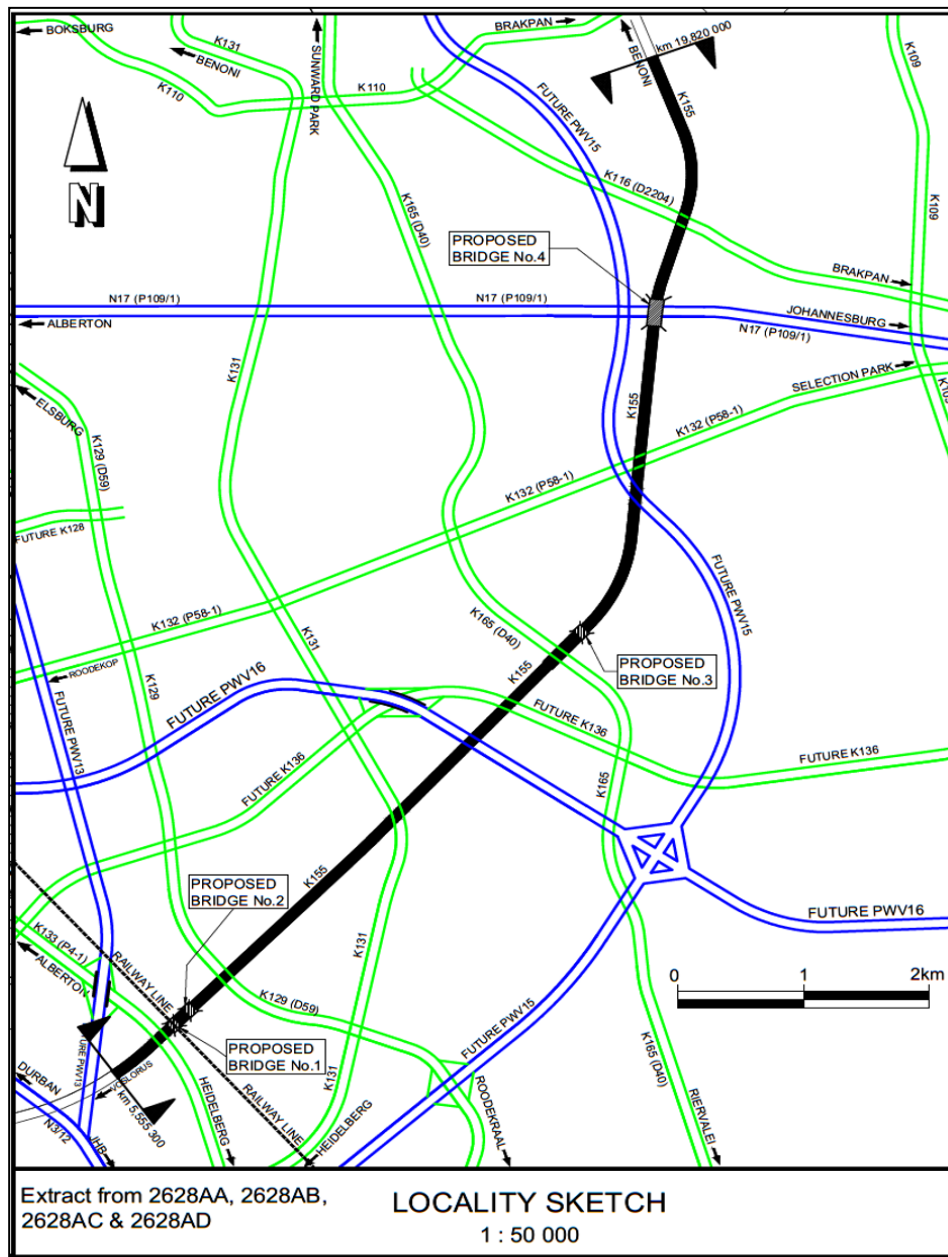


Figure 1: Barry Marais Road project locality sketch

The Barry Marais is a class 2 road that acts as the main access road between Vosloorus and Boksburg.

The coordinates for the study area limits are as follows:

Table 1: Study area coordinates

Coordinates	Start:	26°20'24.98"S; 28°13'22.12"E
	Middle:	26°17'38.60"S; 28°16'30.92"E
	End:	26°13'53.45"S; 28°17'40.45"E

As per the traffic report, there are mixed land uses that the Barry Marais Road traverses, and these are residential, industrial, mining, social infrastructure (prison) and public open space. The route crosses Regions E and F, this is as per the CoE Regional Spatial Development Framework (RSDF), where the land uses earmarked for these regions are mainly industrial and residential.

4. Need for Barry Marais Road Up-Grade (K155)

The proposed Barry Marais road upgrade is aligned to the planned airport city (Aerotropolis) around the OR Tambo International Airport. Based on the planned future developments it is certain that the proposed project activities will reduce traffic congestion for road users. The upgrades will also result in improved motorist, pedestrians, and public transport commuter's safety.

5. Environmental Legislation Requirements

Barry Marais Road triggers the following EIA regulations 2014 (as amended)

- ❖ Listing notice 1, Activity 19, The infilling or depositing of any material of more than 10 cubic metres into, or the dredging, excavation, removal or moving of soil, sand, shells, shell grit, pebbles or rock of more than 10 cubic metres from a watercourse;
- ❖ Listing Notice 3, Activity 4. c (iv)
The development of a road wider than 4 metres with a reserve less than 13, 5 metres.
c. Gauteng
iv. Sites identified as Critical Biodiversity Areas (CBAs) or Ecological Support Areas (ESAs) in the Gauteng Conservation Plan or in bioregional plans.

- ❖ Listing Notice, Activity 14. (ii)(iii)(vi) & (xii) – The Development of -
 - (ii) channels exceeding 10 square metres in size;
 - (iii) bridges exceeding 10 square metres in size;
 - (vi) bulk storm water outlet structures exceeding 10 square metres in size; (xii) infrastructure or structures with a physical footprint of 10 square metres or more;
 - c. Gauteng
 - iv. Sites identified as Critical Biodiversity Areas (CBAs) or Ecological Support Areas (ESAs) in the Gauteng Conservation Plan or in bioregional plans.

- ❖ Listing Notice 3, Activity 18 c. (iv), The widening of a road by more than 4 metres, or the lengthening of a road by more than 1 kilometre.
 - c. Gauteng
 - iv. Sites identified as Critical Biodiversity Areas (CBAs) or Ecological Support Areas (ESAs) in the Gauteng Conservation Plan or in bioregional plans;

- ❖ Listing Notice 3, Activity 26 - Phased activities for all activities— i. Listed in this Notice and as it applies to a specific geographical area, which commenced on or after the effective date of this Notice; or where any phase of the activity (may be) was below a threshold but where a combination of the phases, including expansions or extensions, will exceed a specified threshold.

5.1. National Environmental Management 2014 Environmental Impact Assessment to be followed:

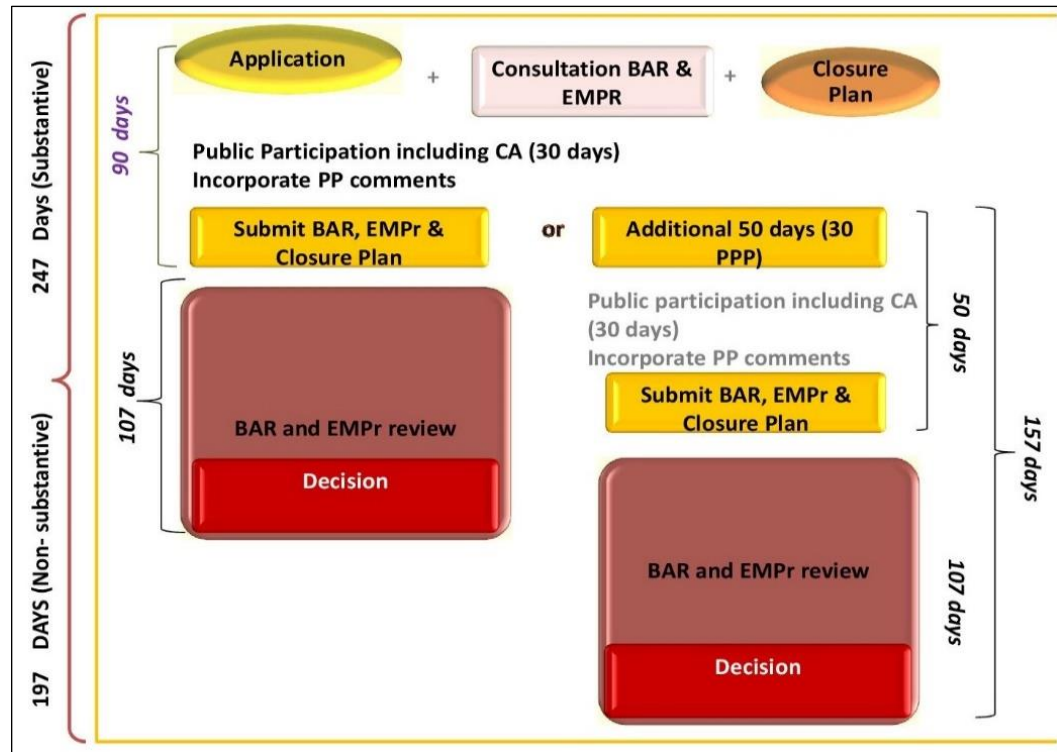


Figure 2: Basic Assessment process

- ❖ The Basic Assessment process takes approximately 197 days from lodging an application for authorisation with the Competent Authority.
- ❖ Once an application is submitted to the Competent Authority the EAP should within 90 days, submit the final Basic Assessment Report, which has been subjected to a 30 Days Public Participation Process to the Competent Authority for a decision on the Environmental Authorisation.
- ❖ The Competent Authority has 107 days to decide on the application from the date of submission.
- ❖ Once a decision has been issued, an appeal process should then be undertaken.
- ❖ This Public Participation Process forms part of the 30 days Public consultation process as required in the EIA regulations 2014, as amended.

6. Public Participation process

This process aims to provide all interested and affected with an opportunity to comment on the proposed project. The public participation process is one of the most important process where Interested and Affected parties (I&AP's) get an opportunity to make comments/issues which are taken into consideration during decision making processes. This is because people have a right to be informed about decisions taken, thus need to be given a chance to influence those decisions.

To ensure that you are identified and registered as an Interested or Affected Party, please submit your name, contact details, indication of your interest in Barry Marais Road in writing to:
Environmental Assessment Practitioner

CONTACT PERSON: Mr Bonginkosi Hlongwane

E-MAIL: bonginkosi@tholoanaconsulting.co.za

PHONE: +27 11 704 5071 FAX: 011 704 5130

Postal Address: P.O. Box 1549, HONEYDEW, 2040.

The Public Participation Process will start from the 23rd September 2020 end on the 23rd of September 2020 of which will be (30 days) starting from the day of conducting Public participation (23rd October 2020). Tholoana Consulting will be pasting site notices on proposed Barry Marais road street poles, shopping centres notice boards. The Environmental Basic Assessment Report including specialists' studies and Environmental Management Plan will be accessed to ward councillors for reviewing and comment on the report. The reports will be also accessed from drop box link and one drive online link that will be requested from the EAP. Details of the EAP are provided above. The newspaper advert will be made on the National newspaper, Sowetan.

Note: Please see attached registration form, kindly complete the form and return to Tholoana Consulting.

Interested and Affected Parties Registration

You are invited to register as an interested or affected party of the proposed development

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Please note that this registration form should be completed and sent back to Tholoana Consulting either by fax, Email or Post.