



Tongaat  
Business  
Forum

Russell Stow

19 July 2011

Re: Environmental Impact report Dube Trade Port TradeZone Link Road

Thank you for the opportunity for comments. Our input is as follows:

Section 4.4.2 (b)

“Access to the Trade Zone is currently via the Airport Access Road in the South. It is proposed that this access road be closed in the future, with sole access to the Trade Zone being from the proposed Link Road.”

Comment:

If we understand the above comment correctly – the access road from the R102 will be closed. This scenario will allow transport vehicles to travel through Tongaat to access the New Link road to avoid the toll fees. The R102 runs through Tongaat and this will allow unnecessary traffic through our congested town placing unnecessary stress on the town’s infrastructure and the traffic.

We advise that the current Access road remain open as to prevent the heavy transport vehicles from entering Tongaat.

Section 10.2.2

The report indicates that there will be a negative and positive impact for road users during the construction and operation of the Link road.

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Comment:

1. Kindly, highly the positive impacts.

2. As for the negative factors, we wish to raise the following factors:

- There will be an increase of vehicles transporting materials to the construction area. These vehicles would need to travel through Tongaat to reach the site. This will further add to deterioration of the R102 on the South and North end. As for the uShukela Highway, the area leading to the Link Road is displaying deterioration also. The primary cause has been the heavy traffic volumes of construction vehicles during the Dube Trade Port construction. We propose that no material carrying vehicles travel through Tongaat during the construction phase. Kindly identify alternative routes for these vehicles.
- To avoid toll fees, cargo-carrying vehicles to the Dube will travel through Tongaat and the R102. We anticipate that will be the cause of traffic congestion.
- There is great discussion on the construction of the road but little mention of the nature of the intersection between the New Link road and the uShukela Highway. The report mentions a signalized management system. Has a traffic circle been considered as an alternative? Areas like Ballito have adopted these traffic management policies as to reduce maintenance and traffic congestion. As for the human traffic, we propose a designated area along the New Link road for taxis and buses.
- With respect to the future developments along the New Link road and the TH Group developments, we request an investigation on the condition of the uShukela Highway be conducted – is it not the focused route leading to these future developments? Hence, if this is not undertaken, then the research undertaken is flawed, as it has not considered impact on the uShukela highway.

Thank you for the opportunity for our comments.

Yours Faithfully

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