

**ROAD 2382**  
**2<sup>nd</sup> Public Meeting Minutes**

26/10/2006  
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 (Chris Buitendag)
- Civil Engineers - Nyeleti Consulting (Mongamo Jantjies)
- Environmental Consultants - Bokamoso Landscape Architects and Environmental Consultants (Lizelle Gregory)

**Agenda topics**

1. Welcome / Introduction

There is currently major dust pollution on Road 2382 and many people want the road to be tarred. We, Bokamoso Environmental Consultants, have already compiled a Scoping Report and we tried to include as many as possible specialist studies. We received comments from GDACE on the Scoping Report (SR) and additional specialist studies as well as a 2<sup>nd</sup> public meeting was requested. An amended SR will be submitted. GAUTRANS have approved the additional funds for the additional work and we can now continue with this process.

Gautrans have stated that the upgrading of the road to a major multi-lane component of their “plan” is essential. Just removal of dust etc issues is not enough justification.

2nd Public meeting was acknowledged early on in the proceedings, not just AFTER submission to GDACE.

*Lizelle Gregory*  
*(Bokamoso*  
*Landscape Architects*  
*and Environmental*  
*Consultants)*

Bob Dehning

Bob Dehning

Mr.Larsen, representative of DKOA, indicated that he did not want to have a meeting before the legal issues of the road was resolved. However, many people phoned us and indicated that they wanted the road to be tarred as soon as possible due to safety and health reasons.

The legal status of the road was highlighted as an issue early on in the proceedings, and has NEVER been confirmed by Gautrans, other than Mr Buitendag's comments about the 15 year period at the meeting. It is unlikely that tarring can proceed while there are looming legal actions. Hence a Public Meeting with this still outstanding was premature.

We recommended in our SR that the road be tarred and dangerous curves be removed. It is further recommended that only phase 1 be approved. The alignment of Phase 2 can only be finalized once the alignment of the K54 is finalized. Phase 1 would only be a single carriage way.

I do not find ANY comments about phase 1 / phase 2 in the SR !!! The meeting, while centred around Phase 2, left it unclear whether there is to be an implicit commitment to Phase 2.

The request for a noise impact assessment has been discussed with GDACE and it was agreed that it was not required at this stage. It will be done at a later stage when the road is a dual carriage way.

See above comments...

The request for the tarring of Road 2383 was discussed with Chris Buitendag, GAUTRANS – he will discuss this issue during this meeting.

Bob Dehning

Bob Dehning

Bob Dehning



<p>3. Where in the process of route determination are we now? Once route determination has been done it freezes development for an area of 200m on both sides. Affected landowners must have input before route determination is published. Dr. Joubert intends to submit a town planning application. The needs of affected properties must be taken into consideration. Input from GAUTRANS is required.</p>	<p>Dr. Herman Joubert</p>
<p>Route determination – must Gautrans go back to it or must they go ahead?</p>	<p>Chris Buitendag</p>
<p><b>The Gautrans doc in the SR states that the Route Determination is not finalized ! It is noted that nothing has been entered into Title Deeds.</b></p>	<p>Bob Dehning</p>
<p>Dr Joubert wants the road to be tarred as soon as possible. Comments from affected parties must be taken into consideration for the final alignment and the road must be built.</p>	<p>Dr. Herman Joubert</p>
<p>It was indicated that the Red line is the planned alignment – access issues were discussed.</p>	
<p><b>There was discussion of variations around the Red Alignment: the southern section differs. Herman Joubert’s proposal makes sense according to C-Plan2. If the E/W Link is now removed, the Alternative 6 becomes viable again!</b></p>	<p>Bob Dehning</p>
<p>Dr. Joubert requested that the alignment follows a straight line over his property - compromise on his access. If the alignment is not published there is greater freedom to build a road. Dr. Joubert indicated that he discussed his comments with Gautrans and Nyeleti Consulting.</p>	<p>Dr. Joubert</p>
<p>4. Mr. Larsen – is the representative in the area. It is recommended that Mr. Larsen be ignored due to the fact that he did not attend the meeting.</p>	<p>I &amp; AP</p>

<p>Mr Larsen's status incorrectly quoted. He is SECRETARY not REPRESENTATIVE for DKOA!</p>	<p>Bob Dehning</p>
<p>5. Mr. Bosch indicated that they were not informed of the proposed upgrading of Road 2382.</p>	<p>Mr. Bosch</p>
<p>Mr. Bosch = Clive Thirlwall throughout. Mr Bosch not present...</p>	<p>Bob Dehning</p>
<p><i>It was explained that here are certain ways of informing people – ward councilors, representative. It is always an issue – people always say that they have not been informed.</i></p>	<p>Lizelle Gregory</p>
<p>Clive Thirlwall &amp; Theresa Bosch are <b>DIRECTLY</b> affected by the D2382 as proposed in the SR, yet were not recipients of hand-delivered notes etc. See extract from the SR at the end</p>	<p>Bob Dehning</p>
<p>6. There were 4 issues raised in the previous meeting:</p> <ul style="list-style-type: none"> <li>• I &amp; AP were not interested in a dual road.</li> <li>• Road 2382 &amp; 2383 to be tarred only</li> <li>• The section south of the "dead man's corner" is not an official road and should not be tarred.</li> <li>• Off ramp at Apollo Highway</li> </ul> <p>It is requested that consensus of people attending the meeting be asked – do they agree or not?</p> <p>It is recommended that both roads be tarred but not south of 'dead man's corner" unless some people want it to be tarred.</p>	<p>I &amp; AP (I believe Henri Joubert?)</p>
<p><i>The current proposal is for single way only. There are different opinions - people who want it tarred are mostly affected by dust, accidents etc. Also legal issues involved. With conflict the process is not going anywhere. There are issues between owners on the southern section.</i></p>	<p>Lizelle Gregory</p>



<p>10. It was mentioned that an off ramp at the K220 would mean a lot for the area. It is very important to support the proposed tarring of Road 2382 up to K220 in order to join the Apollo off ramp.</p> <p>It is asked when the K220 is planned.</p>	<p>I &amp; AP</p>
<p><i>It is not currently on the 5 year plan.</i></p>	<p>Chris Buitendag</p>
<p>11. A spring will be affected by the K220.</p> <p>I explained what was meant by this: increased runoff and pollution from increased (particularly commercial) traffic will adversely affect the Tshwane Dolomitic water resource.</p>	<p>Mr. Bob Dehning</p> <p>Bob Dehning</p>
<p>12. It was indicated that the people attending the meeting supports the tarring of Road 2382 &amp; 2382. Mr. Jean Duvenhage was proposed to also be a representative of the area.</p>	<p>I &amp; AP</p>
<p><i>It is beneficial to have more than one representative in an area.</i></p>	<p>Lizelle Gregory</p>
<p>Mr Larsen's status again !!! Still incorrect !</p>	<p>Bob Dehning</p>
<p>13. The road is not a legal road and Mr. Larsen's opinion must not be ignored.</p>	<p>Mr. Henri Joubert</p>
<p><i>Lizelle Gregory said that she did not say that Mr. Larsen must be ignored. However, the opinions of other people must also be heard.</i></p>	<p>Lizelle Gregory</p>
<p>15. Mr. Joubert does not agree with the comments from GAUTRANS regarding the Legal status of the road – it is recommended that I&amp;AP &amp; Gautrans meet on a legal ground.</p>	<p>Mr. Henri Joubert</p>
<p><i>If community don't want the road Gautrans will give money elsewhere.</i></p>	<p>Mr. Chris Buitendag</p>
<p>Gautrans stated in docs in the SR that they were only interested IF the road is upgraded to multi-lane !!!</p>	<p>Bob Dehning</p>

<p><b>Hence this is an idle and irrelevant threat !</b></p> <p>Mr. Joubert indicated that he is not satisfied with the legal issue.</p> <p>16. Mnr. Larsen is the representative of DKOA. Mr. Deon v. Tonder – Councilor of Kungwini is introduced - he can also play an important role as representative.</p> <p><b>No: Mr Larsen is SECRETARY !</b></p> <p>17. The tarring of road 2383 &amp; 2382 is very important.</p> <p>18. Legal issue – a servitude of a road can never be changed except through a proclamation process.</p> <p>Gautrans will have to proclaim the road further to the south. Dr. Joubert indicated that he is 100% happy that this is part of the process and that it be handled as part of this process.</p> <p>19. If the southern section of the road is not tarred the condition will deteriorate.</p> <p>20. It is requested that the alignment of Road 2382 is parallel along the R21 in order to enable that a development can be accommodated.  Dr. Joubert is not against proclamation but he is against the process and how they area being treated by GAUTRANS.</p> <p><b>Hear ! Hear !</b></p> <p>21. It is mentioned that 1 representative can not represent affected property owners – individuals must be informed. It is very important that the road be tarred and Mr. Oosthuizen indicated that he is not happy about the fact that his opinion is given to Bokamoso by a representative.</p>	<p>Mr. Henri Joubert</p> <p>I AP</p> <p>I &amp; AP</p> <p>Dr. Herman Joubert</p> <p>Mr. Chris Buitendag</p> <p>Dr. Herman Joubert</p> <p>Bob Dehning</p> <p>Mr. Nic Oosthuizen</p>
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<p>22. It is recommended that I &amp; AP and Gautrans meet regarding the legal issue of the road to try to resolve the issue.</p>	<p>Mr. Henri Joubert</p>
<p><i>It should be noted that road 2382 is not only a social issue – there is also a maintenance problem and the road is currently very dangerous. The road has to be tarred.</i></p>	<p>Lizelle Gregory</p>
<p>23. When will alignment in close proximity of K54 be finalized?</p>	<p>I &amp; AP</p>
<p><i>We have submitted a SR for a section of the K54 two years ago - GDACE informed us that they are still busy with the review of the road network and cannot make a decision. Can not say when K54 alignment will be finalized. Red data ferns were identified in the proposed alignment.</i></p>	<p>Lizelle Gregory</p>
<p><b>Acknowledging Bokamoso involvement with current K54 work !</b></p> <p><i>It is confirmed that as part of phase 1 the existing road will only be tarred on the current alignment up to K54 (phase 2). The proposed alignments might not be necessary. People area advised to carry on with their lives – when alignment of K54 is finalized Gautrans will deal with affected parties.</i></p>	<p>Bob Dehning</p>
<p><b>Hardly comforting !!! The lack of Strategic Planning is part of the burden this D2382 project carries !</b></p>	<p>Bob Dehning</p>
<p>24. A question is asked about the access at the junction with the K54.</p>	<p>I &amp; AP</p>
<p><i>There will be an official stop – a 3 way stop.</i></p>	<p>Mr. Chris Buitendag</p>
<p>25. What do you tell person when you sell property?</p>	<p>I &amp; AP</p>
<p><i>You have to tell about road – however it can be in your advantage – property value can increase – could be identified as an activity spine</i></p>	<p>Mr. Chris Buitendag Lizelle Gregory</p>

<p><b>Not if the road cuts your property !!! As in the Bosch/Thirlwall objection !</b></p>	<p>Bob Dehning</p>
<p>26. Rietvlei Ridge development – how will people get on the highway?</p>	<p>I &amp; AP</p>
<p><i>ITS traffic engineers compiled a complete traffic impact study – road upgradings for the short and long term were recommended.</i></p>	<p>Lizelle Gregory</p>
<p>27. Mr. Bob Dehning informed the meeting on behalf of Mr. Larsen that Mr. Larsen ensures that e-mails be sent to everybody – he has a server and a DKOA website. I &amp; AP requested a second public meeting in March 2006. However Mr. Larsen did not receive the requested information from Bokamoso.</p>	<p>Mr. Bob Dehning</p>
<p><b>Also that if anybody unhappy with the representation given on the website, they should say as much ! The items stand for themselves, Mr Larsen does NOT represent them !</b></p>	
<p><i>Lizelle Gregory indicated that this is why we are having this meeting – to give information on the EIA process. We tried to address the issues in the SR with the limited funds that were available.</i></p>	<p>Lizelle Gregory</p>
<p>Mr. Dehning indicated that he did not agree and requested that he wanted to read the comments from GDACE.</p>	<p>Mr. Bob Dehning</p>
<p><i>LG said that he could go ahead to read the comments from GDACE.</i></p>	<p>Lizelle Gregory</p>
<p>28. Mr. Oosthuizen again said that he has a problem if the process is managed by the decisions of other people – each party must be able to give his opinion. He is worried that the process is being delayed by people who disagree on issues.</p>	<p>Mr. Oosthuizen</p>
<p><i>We do not want to replace Mr. Larsen and will</i></p>	<p>Lizelle Gregory</p>

*address all issues. It seems as if there are different opinions and we had to have the meeting for the community. We will also not ignore the inputs from Mr. Dehning. Mr. Larsen does not drive in the evening – that is why he is not here tonight. We must try to solve the legal issues between Gautrans, Mr. Larsen & Mr. Joubert.*

**As stated for the last couple of years !!!**

Bob Dehning

29. Mr. Dehning reads the comments from GDACE on the Scoping Report.

Mr. Bob Dehning

*Lizelle Gregory indicates that sufficient money was not available for the additional studies and that we have only now received additional funds from GAUTRANS for the public meeting and additional studies. The comments are not so bad.*

Lizelle Gregory

**But in the meantime, an unacceptable SR was submitted to GDACE !!! And without a second Public Meeting !**

Bob Dehning

*The Way forward:  
Complete additional studies.  
Issues and comments from I&AP & GDACE will be addressed in an amended SR.  
The Draft amended SR will be available for review by I & AP – possibly at tonight's venue.  
The final SR will then be submitted.  
Wait for the RoD.*

*Due to the fact that the alignment of phase 1 of the road is mainly on an existing alignment we tried not to do too many studies to save the public's money.*

*We are trying to ensure the safety of the community.*

**See comments about Gautrans' stated position on the development !!!**

Bob Dehning

*The issues from previous meetings and issues*

<p><i>registers will be sent by e-mail to Mr. Larsen. You are welcome to add comments.</i></p> <p><i>We will inform you when the draft SR has been completed.</i></p> <p>Mr. Joubert indicated that they do not want the fight about the legal issues to delay the process. He prefers a straight alignment over his property.</p> <p>Mr. Bob Dehning requested that the e-mail from Mr. Larsen be included in the minutes of the meeting.</p> <p><i>Everybody was thanked for attending the meeting.</i></p>	<p>Dr. Herman Joubert</p> <p>Lizelle Gregory</p>
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The following are significant extracts from the Scoping Report:

**Environmental Scoping Report  
For Road 2382**

roads 781 and P122-1. Road 2382 is the only road serving the relatively narrow strip of land between the R21 freeway (in the west) and the Rietvllei Dam Nature Reserve (in the east).

The need for the planning of the upgrading of Road 2382 stems from two different but not unrelated perspectives. In the first instance, development in the area has reached the stage where traffic on the road has increased to the extent that it is causing a dust nuisance for traffic on the freeway. In the second instance a reassessment of the major road network in the area and its development potential has indicated the need to strengthen the regional network by providing a link between road P122-1 (K54) and road 781 (K220).

In order to provide good accessibility to the area to the west of P157-1 (R21), a need has also been identified for a further, third order, east-west road link midway between proposed roads K54 and K220. The spacing of interchanges on road P157-1 would permit an access interchange at the crossing of such an east-west link with P157-1.

Note the wording in the second half of the middle paragraph !!!

### ***Design speed and cross section***

#### **Road 2382**

According to the involved engineers a 100 km/h design speed would be appropriate over most of the route. The sharp curves close to its ends, however, dictates a design speed of not more than 60 km/h over this section of the route. The area to be served by the route is relatively small and does not require a high order route to serve it. However, the distribution

The route is also to act as an extension of Road P122-1, which has a road reserve width of 30m. This width, however, is deemed insufficient for a dual carriageway road and it is recommended that at least 35,4 m UTG1 cross section or a 40 m cross section be adopted for this road. ***(Refer to Annexure D, Appendix B for a typical cross section).***

#### **2382 East – West Link**

A design speed of 100 km/h has been used for the link. A similar cross section as for Road 2382 is proposed for it.

**Summary of design standards achieved**

Item	Standards Achieved	
	Road 2382	East - West Link
<b>Horizontal alignment</b>		
Design speed	100 km/h (60 km/h at K54 intersection))	100 km/h
Min. radius of curvature	135 m	500 m
Min. road reserve width	40 m	40 m
<b>Vertical alignment</b>		
Design speed	100 km/h	100 km/h
Maximum grade	3,1439 %	5,8 %
Minimum grade	0,5 %	0,5 %
Minimum length of vertical curve	200 m	180 m
Minimum K values:		
Crest	98	62
Sag	154	64

**5. ALTERNATIVES IDENTIFIED**

**5.1 The "No-Go" Alternative**

According to the PWV Consortium and Gautrans Road 2382 would play an important role in the Gauteng Strategic Major Road Network by linking the proposed K220 and K54, which are two of the important east-west running routes. In addition dust pollution caused by traffic in Road 2382 poses health and safety risks to the passing traffic and surrounding community.

As a result of the above-mentioned information, the PWV Consortium and Gautrans does not regard the "No-Go" Alternative as an option.

Note "important role" and no consideration of "No-Go" option !!!

Alternative 6 Straight section at central section	Major impact on Portion 113 (division of property)	Cuts through a large section of Bankenveld area (Portion 113); Crosses a wetland and drainage channel between km 0,0 and 1,5.	Cuts through business properties affecting some buildings and accessibility to properties; Runs underneath ESKOM power lines; Telephone lines affected.	High design Standard; Access problems due to high fills; Design problems with clearance of link over R21; Access interchange not possible.
Alternative 7	Less impact on	Negative impact	Change in route –	Steep gradients;

This (Alternative 6) is Herman Joubert's alternative !!

Note “design problems with clearance of link over R21; Access interchange not possible”. Otherwise comments substantially the same as other alternatives !!!

		channel between km 0,0 and 1,5.		
Alternative 8 Existing road to be tarred only with speed humps	Dangerous geometric design of existing road poses a safety risk for vehicles traveling at high speed – Gautrans is not willing to consider this option (Gautrans could be held liable for accidents); Not possible to put speed humps on a Provincial Road.	No additional ecological impacts.	According to the Gautrans It is not viable to spend money on a sub-standard road. Road 2382 has an important role in the Gauteng road network system - needs to be upgraded to the proposed standard in order to fulfill this role.	Existing Road has a dangerous geometric design; Not possible to put speed humps on a Provincial Road.

Note 4<sup>th</sup> column: Gautrans says “not viable” and “Road 2382 has an important role... upgraded to the proposed standard”

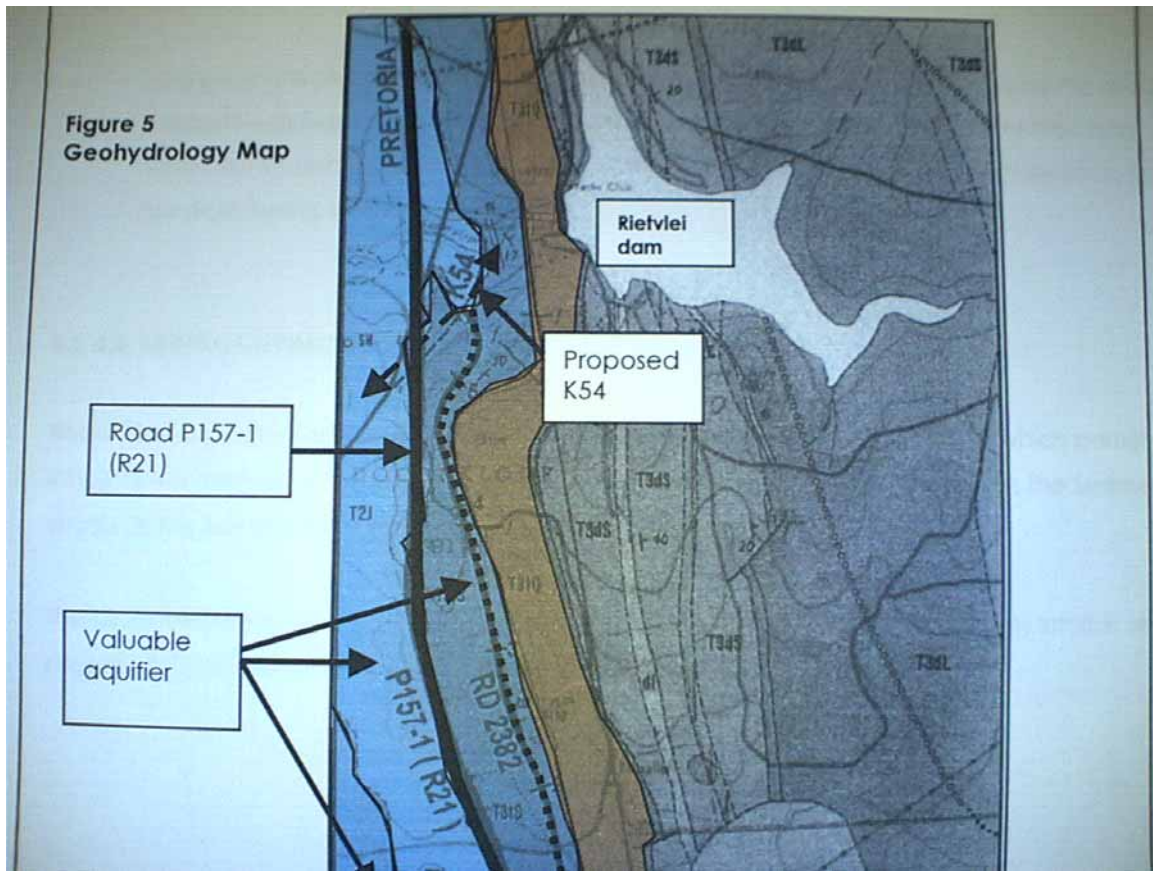
Environmental Scoping Report  
For Road 2382

**Dolomite:**

- The usual precautions that apply to construction on dolomite are applicable (***please refer to Annexure H for the precautionary measures for construction on dolomite***).
- The dolomitic formation is regarded as the best aquifer in South Africa and ground water pollution risks in dolomitic areas are high. Dolomite has very high yielding and storage capacity and in the Rietvlei area the storage capacity is very high (up to 6%). It also has high recharge potential estimated at 10 to 20% of the annual rainfall. The City of Tshwane obtains a significant amount of water from boreholes within dolomitic areas. The abstracted water is used untreated to supplement the drinking water of the city. When development takes place in dolomitic areas, ground water pollution management plays an important role in the planning, construction and operational phases;
- It is known that karst features develop in the dolomites and the occurrence of sinkholes and dolines are mainly due to disturbance in the natural surface drainage. This occurs especially in areas where the overburden is relatively thin. Any development in a dolomitic area (including a road) requires an intensive geophysical investigation. The geotechnical report compiled for the road will be subject to the review and approval of the Council of Geoscience.

[Very interesting comments – to be read with the Tshwane report on Dolomitic pollution etc...](#)





Note: Valuable aquifer

**Environmental Scoping Report  
For Road 2382**

**Implications for the Road:**

- The ground water pollution potential on the study area (especially the dolomitic areas) is regarded as high and if not planned and managed correctly, the construction and operational phases of the proposed road could cause sub-surface water pollution (this could be detrimental to Nestlé Water).

**6.2.4.2 SURFACE-HYDROLOGY**

I think this is about the only real mention of Nestle Water !!!

Any deterioration of the ground water would WIPE OUT Nestle Water !!!

suitable and superior habitat is available in close proximity.

#### **Implications for the Road**

- Apart from the wetland area and small sections of Bankenveld areas that are affected, the rest of the study area's vegetation and fauna are regarded as very disturbed by human activities (i.e. agricultural activities).
- The Bankenveld areas are also disturbed. In order to rehabilitate disturbed Bankenveld areas, the veld must burn on an annual basis. Due to the R21 in close proximity of the Bankenveld areas and the ESKOM powerline that crosses (from east to west) the Bankenveld area, it is dangerous to burn the affected Bankenveld areas on an annual basis.
- **The flora and fauna specialists recommended that the construction of the road be kept out of the wetland area and where possible cross the wetland via a bridge and as far west as possible. It is recommended that the existing road be used for this purpose.**
- Care should be taken during the storm water management design of the proposed road to benefit fauna adapted to wetland conditions. Storm water runoff should not be allowed to be contaminated, and care should be taken to stabilize the streambeds to maintain pools of permanent water and wetlands.
- **The areas earmarked for exclusion from the proposed road (wetland areas) must be fenced off during the construction phase to ensure that the developer and its contractors do not disturb the natural vegetation in these areas. Dumping of building rubble and other waste on these areas must be prevented.**

Note the 3<sup>rd</sup> (bolded) bullet !!!

This is presumably why the "red route" has been kept close to the R21 at the Southern end, which was queried by (I think) Henri Joubert, and was not answered satisfactorily !!!

#### **Implications for the Road**

- The proposed road will have a significant impact on the agricultural holdings where the proposed road cuts through permanent structures;
- Due to the fact that the proposed road runs immediately adjacent to agricultural holdings, the proposed road could have a noise impact on the properties immediately adjacent to the proposed road, especially houses situated on the higher lying areas. However, the noise impact from the proposed road should be insignificant in relation to the noise from the adjacent P 157-1 (R21);
- Visual impact on the houses situated on the higher lying areas of the properties;

Glib statements made...

## Economical environment

### The proposed road cuts through the properties of the following businesses:

- **Nestlé Mineral Water** (building not affected, only western section of property – possible positive and negative impact on accessibility of property);
- **Nulaid Eggs** (some buildings are affected and possible positive and negative impact on accessibility of property);
- **Civilicon** (some of the buildings are affected and possible positive and negative impact on accessibility of property);
- **Chicken farm** at approximately km 2,3 (building not affected, only western section of property – possible positive and negative impact on accessibility of property);
- At km 0,4, 1,0 and between km 1,5 and 1,6 the proposed road runs underneath **ESKOM** power lines; and
- Telephone cables are situated along sections of the proposed road.

Implications for Nestle are far more than just access !!!

The development could well wipe them out !!!

### Implications for the Road

The ground water pollution potential on the study area (especially the dolomitic areas) is regarded as high and if not planned and managed correctly, the construction and operational phases of the proposed road could cause sub-surface water pollution, which could have a detrimental impact on **Nestlé Mineral Water**.

- The upgrading of the road would have an enormous positive impact on the economic environment. However, if not planned and managed correctly the road could have negative impacts on some of the existing economical activities in the area.
- If the proposed road is designed to miss the permanent business structures and if the access roads to the business properties are adequately reinstated or not affected, the proposed road would have a positive impact on the accessibility and on the traffic flow to and from the affected properties;

In terms of the Guideline Document for Environmental Impact Assessment (EIA) Regulations promulgated in terms of the Environment Conservation Act (Act No.73 of 1989), stakeholders (I&AP's) were notified of the Environmental Evaluation Process through the following actions:

- The activity was advertised in a local newspaper (**Refer to Annexure Fi**);
- Pamphlets/ flyers were distributed (by fax, e-mail, registered mail and by hand) (**Refer to Annexure Fii**);
- The placement of site notices at prominent points (**Refer to Annexure Fiii**);
- A public meeting was held on 30 September 2004 where information was presented to interested and affected parties and opportunity was given for comments and questions (**Refer to Annexure Fiv for the comments received, and the attendance/ issues registers**) - **Also Refer to Annexure Fv for other letters and correspondence received by I & AP's regarding the proposed.**

Note the 2<sup>nd</sup> bulleted point ! Yet she “fobbed off” Clive and Theresa’s complaints !!! When they are DIRECTLY AFFECTED parties !

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**Response to issues that were raised**

- Residents want the existing road to be tarred only and not widened.

**Response**

This option is not considered by Gautrans due to the fact that the upgraded road would play an important role in the major road network in the area and it would not be financially viable to spend money on a sub-standard road. In addition, the dangerous geometric design standard of the existing road would pose a safety risk to vehicles travelling at high speed.

Again: a hardline comment from Gautrans !!!