



**Response to the Draft Scoping Report for the  
Proposed N2 Wild Coast Toll Road**  
*7<sup>th</sup> June 2006*

Established in 2004, the Alliance of Rural Communities (A.R.C.) is a pro-active network of Southern African rural poor communities that mobilises around its own resources and capabilities to address those challenges that most affect them. It aims to reach and create the necessary informed critical mass to effectively and positively lobby and engage with government. It is focused on ensuring that the voice of the rural poor becomes central to all debates and developments that have the potential to affect both their lives and livelihoods.

Whilst having a national presence and closely affiliated with other national and international grassroots movements such as Shack dwellers International (SDI), the Federation of the Urban Poor (FEDUP), and the Coalition of the Urban Poor (CUP), A.R.C. has a very strong and active presence in the former Transkei region of the Eastern Cape and in southern Kwazulu-Natal. A.R.C.'s strategies for ensuring that the voice of the rural poor is heard include:

- The creation and support of open forums for the rural poor to identify and explore those challenges that most affect them;
- The development and effective utilisation of a pool of professionals;
- The establishment and maintenance of effective and mutually beneficial relationships with local, provincial and national government and traditional leadership;
- The development and support of institutional and human capacity within rural poor communities;
- The sourcing and circulation of information pertaining to rural poor lives and livelihoods;
- The mobilisation of the rural poor on those challenges that keep them trapped in the vicious circle of poverty.

A.R.C. has closely followed the debate regarding the proposed N2 Wild Coast Toll Road and is particularly concerned by the lack of involvement in this debate by those persons most likely to be directly affected by this development. Upon the release of the Draft Scoping Report for the proposed N2 Wild Coast Toll Road, A.R.C. was concerned that a number of issues pertaining to the proposed public consultation process and those raised in the screening study on social impacts were being overlooked or differed with that which they were hearing from their member communities. Whilst A.R.C. recognises and supports the efforts that have been done to consult with rural communities in the Wild Coast region, A.R.C. was troubled by that which they were still hearing in these regions with regards to the level of understanding of the proposed development and the potential impacts that it could have on rural livelihoods.

To confirm these concerns and to ensure that these concerns were brought to the attention of the environmental consultants responsible for assessing the impacts on the socio-economic status of these communities, A.R.C. decided to undertake a homestead-to-homestead survey to gather information regarding the current levels of grassroots awareness and understanding of the proposed N2 Wild Coast Toll Road. This report represents an abridgment of the bulk of information that was gathered in this process and we trust that this may be of some value to you. Should the full comprehensive version of this report be required, please do not hesitate to contact A.R.C.

It is important to note that A.R.C. is an objective, non-partisan rural network and that it should not be confused with being an "anti-road campaign" organisation. Our activities are supported and funded by organisations and other grassroots networks that support constructive and effective engagement rather than confrontation.

#### **SURVEY METHODOLOGY**

From the 19<sup>th</sup> May – 2<sup>nd</sup> June 2006, A.R.C. facilitated a homestead-to-homestead survey of as many homesteads as time and budget could allow. The survey was conducted in the following communities' located en-route of the proposed N2 Wild Coast Toll Road:

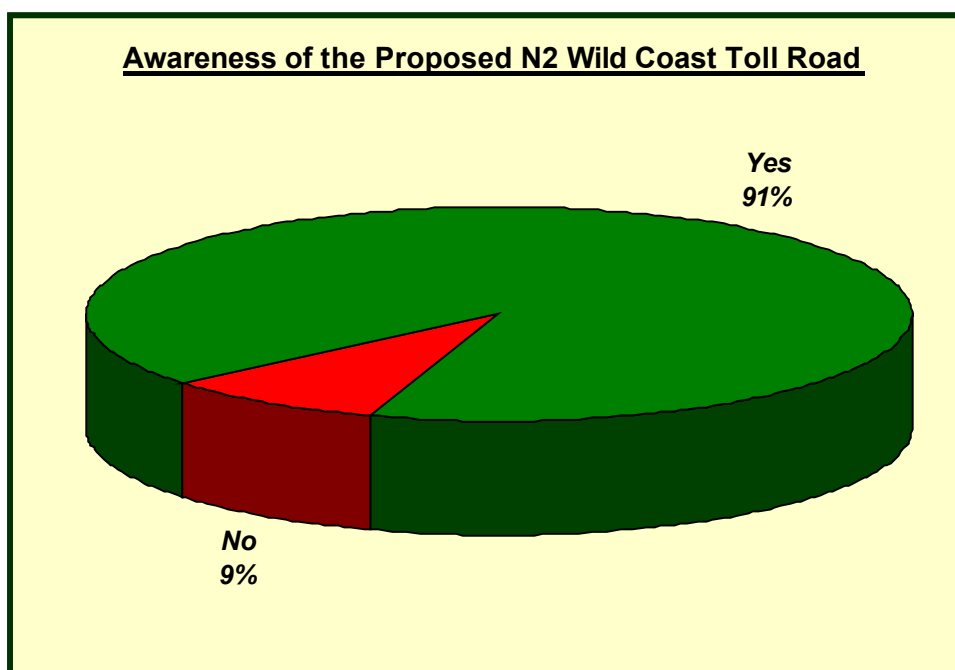
Chaguba	Luhohweni	Sandlulube
Dumasi	Mabhanoyini	Sigidi
Ebenezer	Magoba	Siphatha
Gangatha	Maphindela	Mzamba Mouth
Garhane	Mgugwana	Ntafufu
Gingqi	Mgxabakazi	Kwathahle
Khanyayo	Mkhanzini	Luphithini

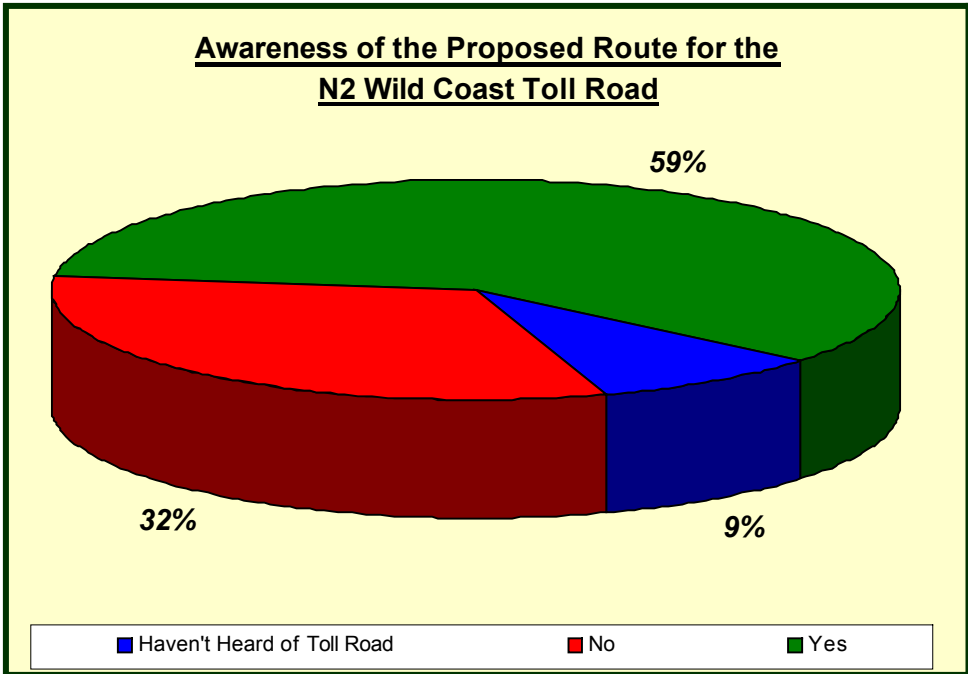
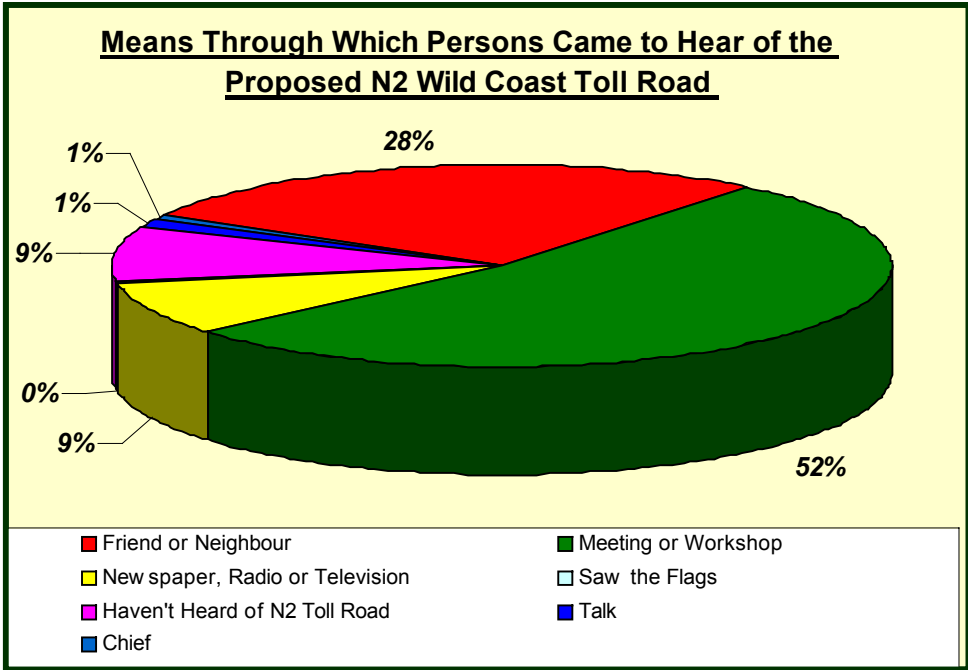
A.R.C. had intended to undertake surveys in those communities located between Lupithini and Mtentu but were at the last minute denied permission through the influence of a certain individual with personal vested business interests in the region. This persons unscrupulous efforts to paint A.R.C. as a anti-road organisation funded by “whiteys in Port Edward” not only denied the opportunity for communities in this region to play an active role in this participative process but also seriously undermined the public consultation processes undertaken by the environmental consultants for the proposed N2 Wild Coast Toll Road in this region.

Prior to any survey being undertaken in a community, A.R.C. ensured that they had the permission and full support of the traditional leadership and other community-based representative bodies such as trusts or development committees. A.R.C. utilised representatives from its member communities to undertake the surveys, ensuring that respondents were comfortable and open in responding to the survey due to a familiarity with the surveyor. Each surveyor was coached in surveying techniques and taught how to utilise the GPS devices. It was vital for the process that the surveyors were completely objective and impartial and that they did not try to influence responses. The survey had also been carefully designed to ensure that they did not anyway lead responses. In total 1850 homesteads were interviewed.

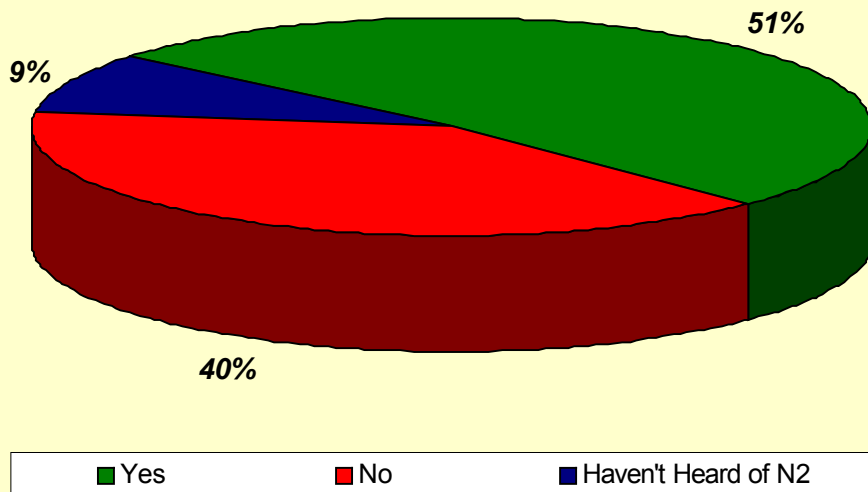
The data collected was then captured and analysed in Microsoft Excel and Arc view GIS. As mentioned prior, this report represents just a sample of the data collected and portrays an overall regional view. A full report that represents that data according to each of the respective communities is currently available and will be publicly circulated by 21<sup>st</sup> June 2006.

## FINDINGS

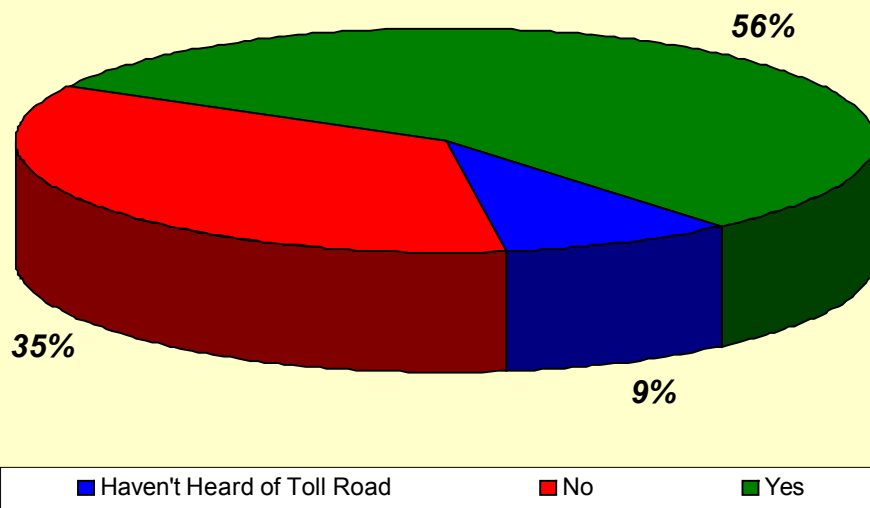


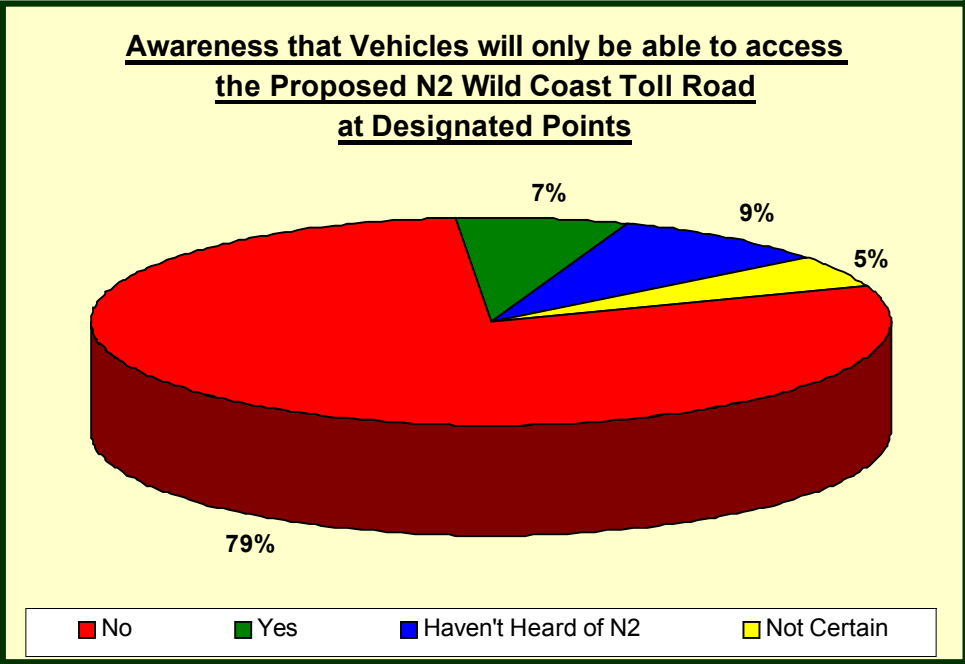
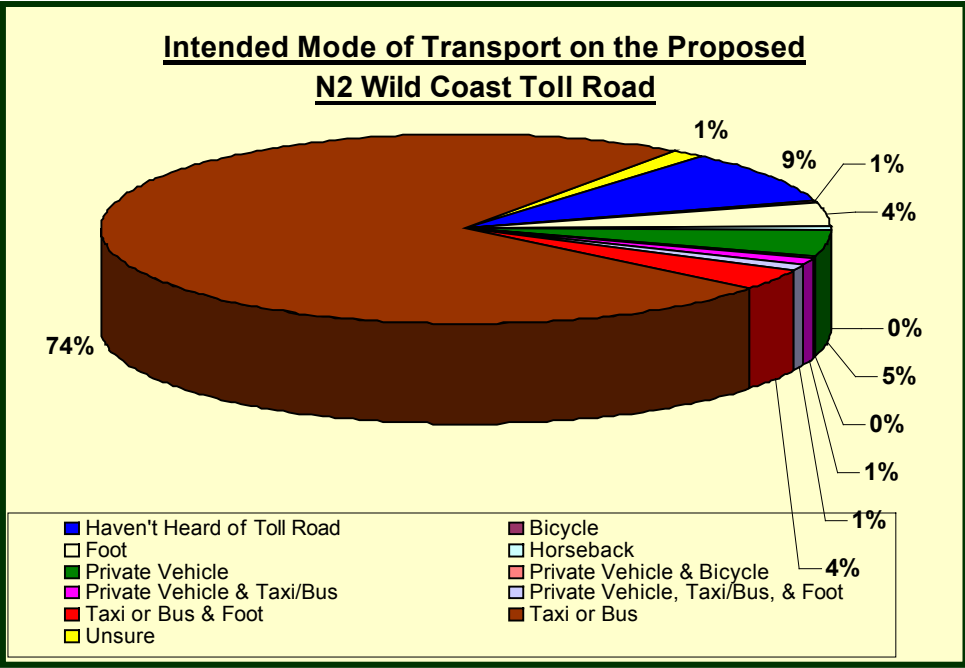


**Attendance of a Meeting on the Proposed  
N2 Wild Coast Toll Road**

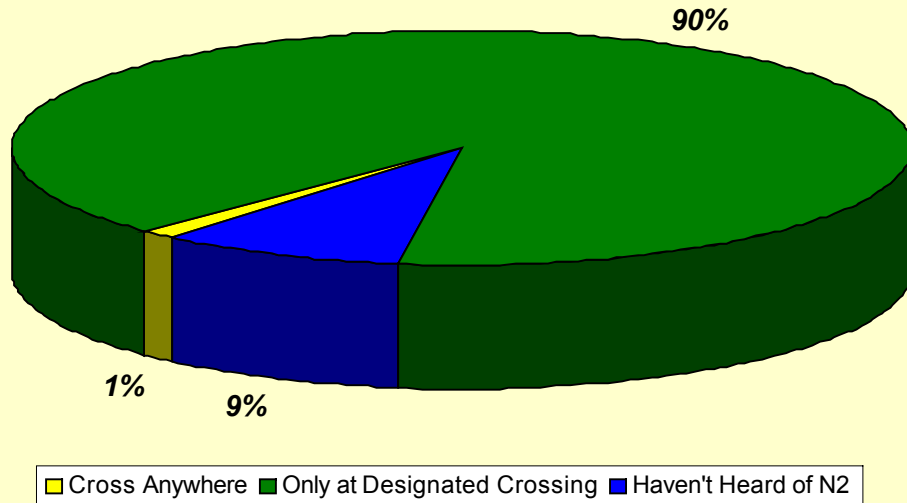


**Awareness of the Width of the Proposed  
N2 Wild Coast Toll Road**

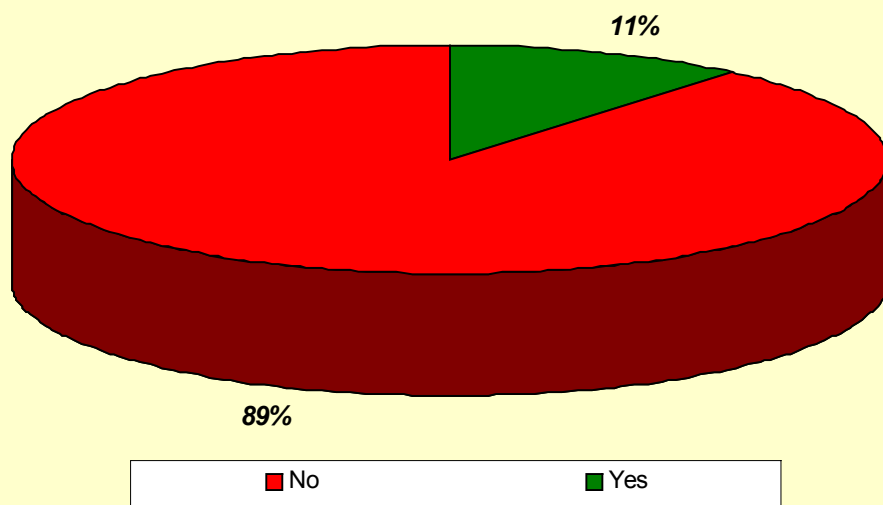




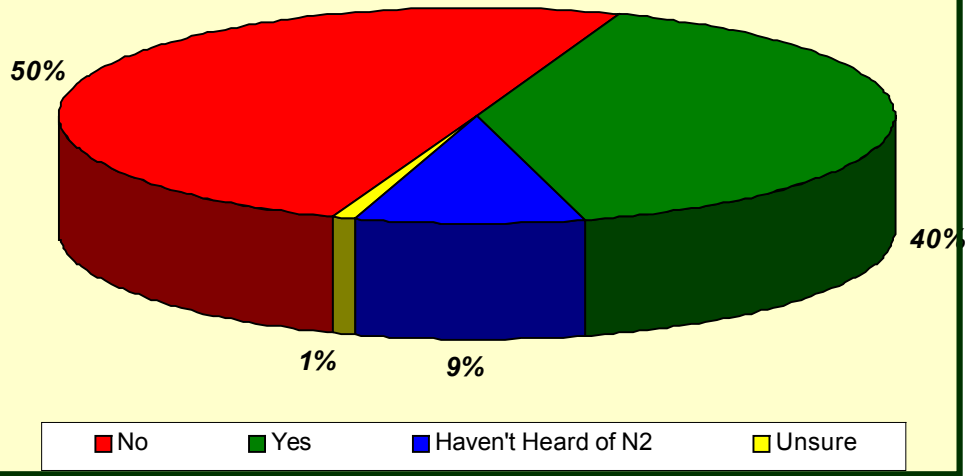
**Awareness as to Where Pedestrians will be Allowed to Cross the Proposed N2 Wild Coast Toll Road**



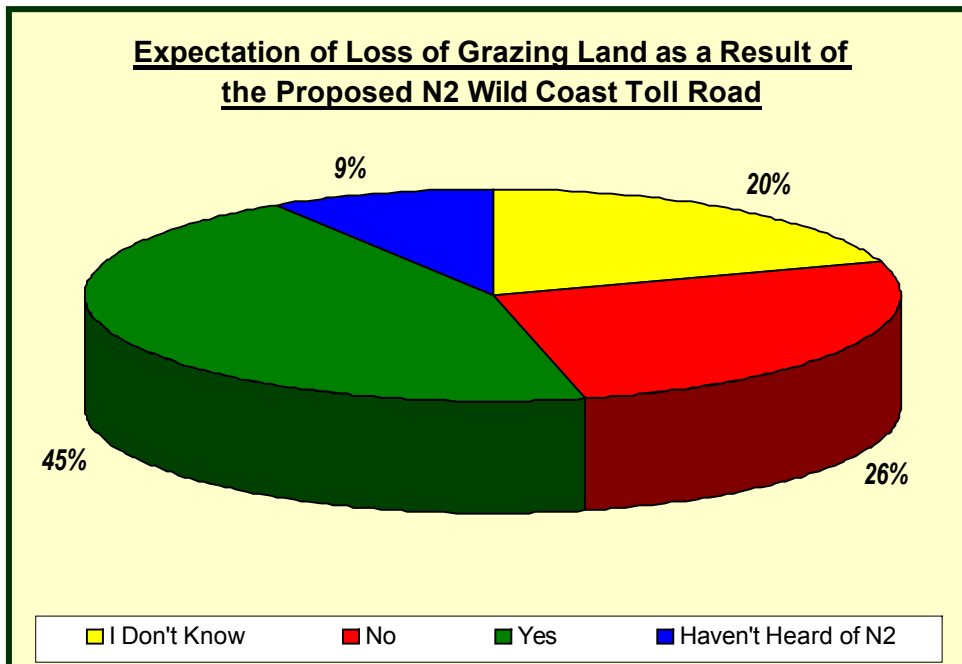
**Awareness of the Location of Pedestrian Crossings on the Proposed N2 Wild Coast Toll Road**



**Awareness of the Need to Pay a Toll to Utilise the Proposed N2 Wild Coast Toll Road**



**Expectation of Loss of Grazing Land as a Result of the Proposed N2 Wild Coast Toll Road**



## **Responses, Comments & Questions:**

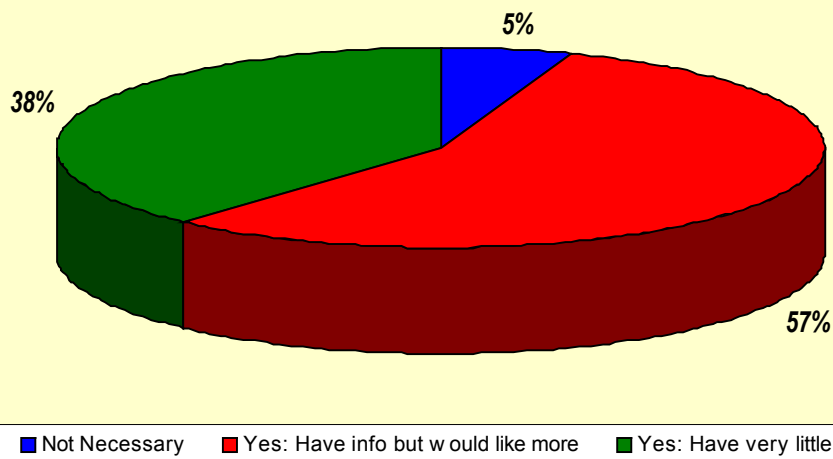
Based upon the above findings and through dialogue with the respective CBOs and community members, A.R.C. would like to submit the comments with respect to the Draft Scoping Report:

1. The high % of respondents (+ 75%) indicating that they intend to travel on the proposed N2 by taxi or bus and the respective location of these respondents in terms of this road, raises questions as to where the pick and drop off points on this road will be. Will persons along this route be able to embark or dis-embark public transport at any point or will there be designated points along this road for this purpose? Where would these designated points be? What factors would be considered in the determination of the location of these points?
2. There is a very high proportion of respondents (41%) who do not know of the proposed route of the toll road relative to their homes. A.R.C. questions whether a true social impact study can be undertaken when those persons most likely to be affected by the road have little or no knowledge as to the actual location of it. This factor is very likely to be linked to the fact that only 51% of the respondents have had the opportunity to attend a workshop on the proposed N2 Toll Road.
3. The fact that only 7% of respondents are aware of the fact that access to the road will be restricted to designated interchanges and on/off ramps and only 40% realising that a toll will be charged to utilise this road, raises concerns as to whether rural communities en route of this proposed road truly comprehend that nature of toll roads. These statistics coupled with discussions held during this process with community members and CBOs have indicated that whilst there is very strong support for the establishment of a major road through the region there is extremely limited understanding of toll roads.
4. Whilst 90% of respondents knew that there would be restrictions in place with regards to pedestrian crossings, only 11% claimed to know of the whereabouts of these crossings. There is no indication as to the location of these pedestrian crossings in the report. As this factor has major implications on the impact of the road on people's livelihoods, when will communities be provided with this information? Are the pedestrian crossings to be designed to be disabled friendly?
5. The proposed Toll Road passes through a number of areas under land claim such as in Mzamba and Mkambati. How will claimants be compensated for the loss of their land to this road?
6. Many respondents have expressed concerns regarding their relocation to make way for this road. What process in this relocation will be followed and when would this be initiated?
7. Two schools in the Ntafufu area are concerned that the proposed route will result in their re-location. No mention of this made in the report.
8. What special considerations will be made with respect to important socio-economic and heritage structures and activities such as graves, dipping tanks, grazing, and 'mealie-fields'. Has a study been undertaken to identify these factors and, if so, where is this information located in order that communities can ensure that all of them have been considered?
9. A.R.C. is particularly concerned by the public consultation processes outlined in the report. There is clearly a paucity of true understanding of the nature of this road in the region. When designing public consultation processes for rural communities it is vital that special consideration be given to the socio-economic status of these people and to design processes that accommodate this. A wide range of factors such as limited access to resources, poor infrastructure, disabilities and high levels of illiteracy have serious implications on rural community members to be actively included and heard within standard public consultation methods. The current processes do not effectively enable the active participation of the majority of rural community members in the Wild Coast region.

## **Conclusion:**

It is clear from A.R.C.'s consultations that there is still an extremely limited understanding of the N2 Wild Coast Toll Road amongst rural communities on the Eastern Cape Wild Coast. It is expected that this road will have a major impact on the livelihoods of these people and as such it is only right that they are properly advised and their voices heard on all discussions and debates pertaining to this road. As indicated in the graph below, more than 95% of respondents have requested further information pertaining to the nature of this road, the potential impacts that this may have on their livelihoods and the mitigating steps that will be taken to address these impacts.

**Requests For Further Information From Wild Coast  
Rural Communities Regarding the  
Proposed N2 Wild Coast Toll Road**



Whilst the original RoD issued by DEAT deemed that the “public participation process followed as part of the EIA process confirmed to the requirements of the regulations”, A.R.C. questions with the effectiveness of this process. If CCA Environmental and Nomi Muthialu & Associates are serious about ensuring that the “new public participation process is beyond reasonable criticism”, it is vital that the process be re-designed in such a manner as to enable effective participation of those who have not had the means to be effectively heard in past and current processes.

A.R.C. looks forward to positively engaging with you into the future.

Thank You

The Alliance of Rural Communities Advisory Group  
8<sup>th</sup> June 2006