
CHAPTER 1: PROJECT DESCRIPTION AND PROJECT DETAILS

1.1 PROJECT BACKGROUND

The project initiated by the Road Development Authority (RDA) consists of the construction of a link road as a single carriageway road complete with hard shoulders and drains on both sides (where necessary). It will be constructed with granular crushed stones and bituminous asphaltic concrete layers as base course and wearing course. The alignments of the proposed link road as presently conceived, are indicated in the Location and Site Plan enclosed at Annex 1A at the end of the Chapter 1.

The Flic-en-Flac Link Road (FEFLR) is being proposed as an alternative accessway to and from the Flic-en-Flac coastal area by-passing the village of Flic-en-Flac and the well-attended public beaches all along the Flic-en-Flac coastal fringe.

1.2 PROJECT SCOPE AND OBJECTIVE

The proposed project scope as defined by the Terms of Reference (ToR) of the RDA and the Project Corridor encompass various stretches as define below:

- (i) Its starting point is situated at about 100 metres downstream of the existing poultry farm premises situated on the Palma Road B2. This stretch will enable the traffic flow to avoid the Beaux Songes Village and is referred to as to the Southern Beaux Songes by-pass.

Note:

- *This alignment is approximately the same as that proposed as Option 4 at sub-section 2.3.4 of the RDA Pre-Feasibility Report of February 2013.*
 - *The Southern Beaux Songes Village by-pass can be considered as a probable second phase to this present project in order to extend the capital investment required over a larger period. Notwithstanding this, the Southern (and Northern) Beaux Songes by-pass options will be nevertheless studied in the traffic analysis.*
- (ii) From this point, the proposed road cuts across river reserves, thick vegetation and sugarcane fields towards the small housing agglomeration of Camp Créole, but at about 500 metres north of the Camp Créole village so that the latter will not be adversely impacted by it.
 - (iii) It will be linked with the Geoffroy Road B91 via a grade-separated junction.
 - (iv) It will cross the existing Black River Road A3 via a grade separator at a place called Xavier. This grade-separated intersection will be duly linked with the existing Cascavelle Shopping Village and the Cascavelle Junction.
 - (v) The proposed road will continue through the sugarcane fields of Palmyre generally parallel to the existing Flic-En-Flac Road B34 up to the end of the

road leading to Manisa Hotel in Flic-En-Flac (presently a dead-end), to which it will be connected. This road is named Avenue des Crècerelles.

- (vi) As local connectivity of the proposed FEFLR to the existing network i.e., for the last stretch of the proposed Flic-en-Flac Link Road, three options exist:

Option 1

Use the Avenue des Crècerelles to connect the proposed FEFLR to the FEF coast road at the Manisa Hotel Junction, as explained at (v) above.

Option 2

The last branch of the highway will run along the back (eastern boundary) of the Flic-En-Flac Morcellement De Chazal to join the existing Flic-En-Flac Coast Road at a point approximately 170 metres south of the Pearle Beach Spa Resort. The existing road within the morcellement which will be used is the Avenue carrière.

Option 3

The last branch to be aligned completely within the hunting ground of Société de Marco, and therefore to meet the existing Flic-en-Flac Coast road at the existing small roundabout within the Domaine de Wolmar, at a point about 200 metres south of the Pearle Beach Spa Resort.

The overall and umbrella objective of the Government is to decongest the existing road network across the island, provide better connectivity in the rural areas as a means of decentralizing certain major sectors and supporting economic activities, tourist activities and comfort of commuters.

The following key objectives are to be fulfilled through the construction of the new FEFLR from Beaux Songes to Flic en Flac:

- (i) Provide a second access option for the Flic en Flac Village and Wolmar area
- (ii) Increase the access capacity for the Flic en Flac/Wolmar area as well as providing better access to the commercial development in the region;
- (iii) Provide improved connectivity between the Plaines Wilhems region and the western part of Mauritius;
- (iv) Reduce traffic congestion on the existing road network, specially around the Cascavelle Shopping Village and within the Flic-En-Flac Village.
- (v) Reduce vehicle operating costs, travel times costs, between the central and western part of the island, and road maintenance
- (vi) Reduce driving stress of vehicle drivers with the view of reducing traffic accidents and enhance road safety.

1.3 LOCATION AND SITE PLAN

A copy of the Location and Site Plan is enclosed at Annex 1A at the end of Chapter 1. It shows the tentative alignment of the proposed Flic-en-Flac link road (FEFLR) – starting from the Palma Road B2 up to the end of Flic-en-Flac. It also shows the three options which are available for the last stretch of the FEFLR.

It therefore thus defines the projects corridor.

Note: *The upstream Beaux Songes By-Pass (which may be considered as a second phase to the project), is also shown on a drawing enclosed at Annex 1A at the end of Chapter 1.*

1.4 STRETCHES OF THE PROPOSED LINK ROAD

The various stretches of the proposed link road are as defined below:

- Its starting point is situated at about 300 metres upstream of the Palma Road B2/Geoffroy Road Junction – through a purposely-designed grade intersection

Note: *A stretch of the road by-passing the village of Beaux Songes has also been studied within the overall study for the FEFLR. It may be considered within the initial project or as a second phase to the project, depending on availability of funds.*

- From this point, the proposed road cuts across sugarcane fields of Camp Creole over its initial stretch – but at about 500 metres from the Camp Créole village so that the latter will not be adversely impacted by it.
- It will cross the existing Black River Road A3 via a grade separator at a place called Xavier. This grade-separated intersection will be duly linked with the existing Cascavelle Junction, considering the options of either maintaining the existing two sets of traffics lights (only 275m apart) or eliminating them.
- The proposed road will continue through the sugarcane fields of Palmyre generally parallel to the existing Flic-En-Flac Road B34 up to the end of the road leading to Manisa Hotel in Flic-En-Flac (presently a dead-end), to which it will be connected. This road is named Avenue des Crécerelles.

For the local connectivity of the proposed Flic-en-Flac Link Road to the existing road network with FEF, three options exist as described below:

Option 1:

Use the Avenue des Crécerelles to connect the proposed FEFLR to the FEF Coast Road at the Manisa Hotel Junction, as explained just above.

Option 2:

One last branch of the highway will run along the back (eastern boundary) of the Flic-En-Flac Morcellement De Chazal to join the existing Flic-En-Flac Coast Road at a point approximately 170 metres south of the Pearle Beach Spa Resort. The existing road within the morcellement which will be used is the Avenue Carrière. This alignment option is marked as EG on the Location/Site Plan at Annex 1A.

Option 3:

The last branch to be aligned completely within the hunting ground of Société de Marco, to meet the existing Flic-en-Flac Coast road at the existing small roundabout within the Domaine de Wolmar at a point about 200 metres south of the Pearle Beach Spa Resort. This alignment option is marked as DH on the Location/Site Plan at Annex 1A.

1.5 PROJECT JUSTIFICATION

Over these last years, there has been a fast population growth in the Flic en Flac Village and its surroundings due to the rapid development of these regions arising from a huge demand for both tourism-related accommodation and housing for workers travelling to Port Louis and the conurbation. This is evidenced by the fact that the number of housing units has more than doubled within these regions.

It is expected that with the continued development of new residential areas in these regions within the short and medium-term, as well as the increase in touristic and economic activities in the coming years, the trend in population growth will be accentuated. This will inevitably lead to an increased pressure on the existing infrastructure in that region and will therefore require the provision of better transportation links to support such development.

It is estimated that if nothing is done to alleviate this predicted traffic flow in the future, the existing junctions at the Cascavelle Shopping Village, including the FEF Road B34 junction, will reach Level of Service F (i.e. will lead to a complete breakdown of traffic flow in about 5-6 years).

The access to the Flic en Flac region is via the Flic en Flac Road (B34) which branches off from the Black River (A3) and serves the region extending from Cascavelle Shopping Village to Wolmar as shown in Figure 1.1 below:



Figure 1.1: Existing Road Network within Cascavelle and Flic-En-Flac Region

The Flic-en-Flac B34 Road at present provides the only access route to the following:

- All the residential morcellements and holidays apartments within the Flic-en-Flac Village
- Hotels and tourist-based economic activities along the Flic-en-Flac coastal belt
- Local inhabitants as well as people from other parts of the island attending the appealing long-white-sand public beach of Flic-en-Flac.

Over the past few years, the land use on both sides of the Flic-en-Flac (FEF) B34 Road has changed from agricultural to commercial and residential in the wake of the construction of new developments such as the Cascavelle Shopping Village, the Ruisseau Palmyre Residential Morcellement, Residence St Jacques and the Cascavelle Business Park. Moreover, the promoter Médine Properties intends to create the Médine Development Zone (MDZ) all along the southern belt of the FEF Road B34 in the coming years, within the ambit of the Médine Master Plan 2005-20025.

The additional traffic volume likely to be generated once all the proposed development is fully implemented will place a considerable stress on the current infrastructure which has already been showing signs of strain and over-loading. Congestion problems on the existing and road network of the region are recurrent during week-ends and the limitations of having a unique access to the Flic-en-Flac region were clearly demonstrated during the Flic-en-Flac Carnaval which was held by the Mauritius Tourism Promotion Authority in 2012.

Hence the justification for the implementation of this proposed FEFLR project.

1.6 ALTERNATIVE

The only practical alternative to the implementation of the FEFLR is the “Zero option” i.e. the “Do-Nothing” option. The foregoing of the proposed road project implies the continuation in the future of a traffic situation which will certainly get worse as time goes on and as the national vehicular fleet keeps on increasing. Moreover, postponing the project will leave the Flic-en-Flac Village and its touristic area without any flexibility of access – which will play against the economic development of this region in the future.

It is estimated that if nothing is done to alleviate this predicted traffic flow in the future, the existing junctions at the Cascavelle Shopping Village, including the FEF Road B34 junction, will reach Level of Service F (i.e. will lead to a complete breakdown of traffic flow in about 5-6 years).

1.7 DATABASE

This study of the environmental, social and traffic impact assessment for the new link road to FEF has been carried out taking into consideration the database submitted by the RDA – which can be listed out as given below:

- The Terms of Reference of the Study
- The Pre-Feasibility Report “*Beaux Songes – Flic en Flac Road*” dated 15th February 2013.
- Other drawings prepared by the RDA.