CITY OF TSHWANE

TSHWANE RAPID BUS TRANSIT SYSTEM (TRT) PROPOSED

LINE 1A:

RAINBOW JUNCTION TO NANA SITA (SKINNER STREET)
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PURPOSE OF THIS DOCUMENT

The aim of this document is to inform you that the City of Tshwane (CoT) is proposing to implement a Tshwane bus Rapid Transit system (TRT) Line that includes a link from Hatfield to Menlyn. This document will provide you with:

- Background information regarding the proposed project;
- An opportunity to register as an Interested and Affected Party (I&AP);
- Information on how you can participate in the process; and
- An opportunity to raise issues and concerns and to request information about the project.

BACKGROUND TO THE PROJECT

The City of Tshwane (CoT) is planning to construct and operate a Tshwane Rapid Transit (TRT) system to improve public transport within the city. The Inception Phase of the project links the city centre to Hatfield and is scheduled to be operational by April 2014. The next phase of the system links Akasia to the CBD and Hatfield to Menlyn.

Figure 1: Tshwane TRT route

The TRT System is aligned with the CoTs Integrated Rapid Public Transport Network (IRPTN) Strategy
and aims to provide an efficient and accessible transport system comparable to private transport. The TRT infrastructure will maximise the facilities for non-motorised traffic (i.e. cycling and walking) along the entire route and will be designed to fit in with the existing streetscape.

The IRPTN Strategy: describes the overall vision for rapid mass public transport systems integration for the City which is characterised by:

- The integration between the Comprehensive Integrated Transport Plan and the Integrated Public Transport Network;
- Role of each mass public transport mode in the City;
- Integration of rapid mass public transport systems with the overall public transport network;
- IRPTN Network plan for future BRT Corridors and the integration with rail services such as Gautrain and Prasa in the short, medium and long term; and
- A Non Motorized Transport Network Strategy supplementing mass public transport services.

The CoT aims to achieve the following benefits from the IRPTN System which includes the TRT:

- An efficient, safe, reliable, cost effective, accessible rapid bus transport system
- Provide improved travel times during peak hours
- Reduced traffic congestion on roads
- Environmental benefits
- Provides greater mobility and access to key employment, economic and social nodes
- Provide greater integration of various public transport systems such as Gautrain, Metrorail etc
- Supports economic growth and development
- Provides greater connectivity between communities and entrench a one city philosophy

**TRT is a high quality, efficient transport system that delivers rapid comfortable urban mobility through the provision of dedicated right of way infrastructure, rapid and frequent operations, and excellent customer service.**

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**DESCRIPTION OF THE ROUTE**

The proposed TRT system will include a number of different lines, including **Line 1A** which links the CBD with Rainbow Junction. Line 1A runs along Rachel De Beer Street, R101, Mansfield Avenue and Paul Kruger Street.

The proposed TRT Line 1A will include the following:

- Construction of a designated bus lane;
- Construction of a single lane for traffic in either direction;
- Possible removal of existing parking bays at Church Square;
- A proposed section of the route between Pretorius Street and Madiba Street which will be solely for buses (pending approval from the City of Tshwane);
- Construction of BRT bus station (8) and terminals;
- Widening of certain sections of the road; and
- Widening will be done within the existing road reserve.

Royal Haskoning DHV (Pty) Ltd has been appointed as the Public Participation Practitioners to facilitate and to undertake a public participation process for line 1A of the project. No activities for the proposed project require authorization in terms of the National Environmental Management Act (No. 107 of 1998) listing notices.

Figure 3: Schematic Cross-Section of the Route: Section 1A:
The TRT will have dedicated bus lanes (i.e. the two inside lanes will be reserved as bus lanes) with stations located in the middle of the road at designated intervals along the route.

Figure 4: Schematic Cross-Section of the Route: Section 1B

Figure 5: Schematic Cross-Section of the Route: Section 1C

Figure 6: Schematic Cross-Section of the Route: Section 1D
A TRT station will be an enclosed bus shelter that will include other facilities and generally positioned on the median area or in the middle of the streets, depending on the specific road type category, available space or geometry. Pedestrian access to and from the station will be at the one end of the station and the two sides will be used for alighting and boarding of the TRT buses in the two opposite directions.

Passengers will move through an access controlled area when entering or leaving the station. Depending on passenger demand, a station may serve more than one bus in the same direction simultaneously; therefore a modular design will be the most suited to cater for varying demand at different stations. To improve the ease of boarding and reduce delays at stations, buses will stop at defined positions right against the boarding platform.

It is anticipated that the design of the stations will differ from each other due to, inter alia, its size and length, functionality requirements and the habitat within which it will be located. The station sizes vary due to the anticipated passenger demand. These variations should however be accommodated within the uniform modular approach, for a consistent image and accommodation of standard requirements

Two types of Stations will be utilised for the CoT TRT, namely:

1. The Memory Box concept; and
2. Retro Tram Concept

The Memory Box concept is to be located on Paul Kruger Street. This concept includes imagery and information relating to the historic buildings surrounding it.

The Retro-Tram concept was chosen for the Stations outside of the CBD. This concept evokes the imagery of the old tramlines realized in a modern style. Its distinctive design and allegory to trams suggests a timeless quality that is rooted in the past but also reflects a modernity of the future.

Figure 7: Artist impression of the proposed Retro Tram Station
Figure 8: Artist impression of the proposed Memory Box Station to be used in the Inner City.

Figure 9: Artist impression of the Memory Box Station used in the inner city.
Figure 10: Artist impression of the interior of the station

Figure 11: Artist impression of the Retro Tram Station

It is proposed that seven stations will be constructed along line 1A.
Figure 12: Map of the proposed TRT station

i. Station B20 – This station is situated at Rainbow Junction : Intermodal station

ii. Station B21 – This station is situated between Louise Trichardt & Van Rensburg

iii. Station B23 – This station is situated between Eloff and Booysen

iv. Station B24 – This station is situated between Flowers and Trouw

v. Station B25 – This station is situated between Zoo/Hoerskool Langenhoven

vi. Station B26 – This station is situated between Johannes Ramokhoase and Struben street

vii. Station B28 – This station is situated between Francis Baard and Pretorius street.

FEEDER ROUTES

The TRT trunk route will be served by feeder routes (as indicated below) to be confirmed in consultation with key stakeholders. These routes could be served by normal busses or taxies.
INTEGRATED TICKETING SYSTEM

As mandated by the National Department of Transport (NDOT), the Payment Card system shall be an Automatic Fare Collection (AFC) system using EMV (Europay, Mastercard and Visa) technology and conforms to the NDOT AFC Data Structure.

Using EMV technology and the NDOT AFC Data Structure would also allow passengers to use the same Payment Card for other transport modes (bus, taxi and rail). The Gauteng Integrated Fare Management (IFM) project terms this as “fare media integration”. Further integration with other transport modes is possible but has not been considered at this stage.

Stations will be closed and passengers will need to enter through ticket gates to access the trunk network. Tap on and tap off will happen on feeder networks. A zonal based fare structure is currently proposed and we anticipate concessions and products being available.

HERITAGE RESOURCES

A Heritage Resource Assessment was undertaken to identify and assess the potential impact on heritage resources along the route. There are a number of buildings and associated infrastructure, particularly within the Pretoria CBD, which are protected in terms of the National Heritage Resources Act (No. 25 of 1999).

The findings of the Heritage Assessment include the following:

- The limiting of vehicular traffic, the improved sidewalks and improved greening will enhance and improve the ‘protected’ building’s profiles and characters;
- There are large sections of ‘historical’ and protected slate paving still in place that will need special design parameters;
Most of the curbing along Paul Kruger are granite block and are protected. This will need special design parameters;

An unknown number of paved water furrows exist under the macadamized streets. These are all protected;

Some protected building’s verandas extend onto the pavement. These are protected and may not be altered without following the proper procedure.

If the design of the route implies excavation for new foundation layers, then archaeological remains may be impacted upon.

The final design of the streetscape and pavements must be approved by SAHRA’s building committee before any excavations or demolition can be undertaken.

CONSTRUCTION

Construction is expected to commence in March 2013 and Line 1A should be operational by April 2015. Temporary construction related impacts such as dust, noise and lane closures should be expected. Construction may also, in some cases, require moving services such as water and/or sewerage pipelines, electricity and telephone lines causing temporary disconnection.

Any construction related queries or concerns can be submitted to Clifford Malimabe, 012 358 6269, cliffordma@tshwane.gov.za or Dawid Maree, 082 443 2047, dmaree@amce.co.za

OPERATION

The bus service is expected to run from approximately (05h00) to (20h00) seven days a week.

PUBLIC PARTICIPATION

The City of Tshwane is undertaking a Public Participation Process in order to provide Interested and Affected Parties with information about the project, and to provide opportunities for queries, comments or input. The public can participate in the process by:

- Completing and submitting the stakeholder registration form in order to be captured on the stakeholder database and receive additional information about the project and participation opportunities as they become available;
- Providing comments in writing, by e-mail or telephonically to the contact details provided below;
- Attending public or focus group meetings scheduled to take place during October and November 2012 where more information about the project will be presented and questions may be posed;
- Responding to the announcement in the Provincial Gazette; and
- Commenting on the draft documents.
PROVINCIAL GAZETTE

A Provincial Gazette will be advertised promulgating the proposed TRT Line 1A and locations of the proposed bus stations. Interested and Affected Parties will have 21 days after the placement of the Gazette to submit concerns to the City of Tshwane. Please contact Melissa Naidoo at Royal HaskoningDHV for further information regarding the Gazette.

STAKEHOLDER REGISTRATION FORM

In order to ensure that your concerns are considered during the Public Participation process, please complete and return to Sibongile Hlomuka and Gift

PO Box 867
Gallo Manor
2052

Tel: (011) 798 6458 / (012) 367 5976
Fax: (011) 798 6010
E-mail: melissa.naidoo@rhdhv.com
E-mail: seshni.govender@rhdhv.com
E-mail: dmaree@amce.co.za
The following issues must be considered during the process:

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Please add the following individual(s)/organisation(s) to your mailing list:

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