CITY OF TSHWANE
IRPTN / BRT SYSTEM
OVERVIEW

15 November 2012
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Integrated Transport Plan (ITP), inclusive of Strategic Public Transport Network (SPTN) – Feb 2007

Tshwane Rapid Transit: Implementation Framework was developed – May 2007

The Operational Plan for the BRT was approved by the Mayoral Committee on 2 July 2008

Project was delayed due lack of resources (Loss of Project Manager and ED: Transport Development, Lack of an dedicated Project Team)

Mayoral Committee approved a turn around project strategy on 17 September 2008
A dedicated IRPTN PMU was established with dedicated project management office – May 2011

A complete review of the BRT Line 1 and Line 2 was conducted taking into account Ndot and Treasury concerns Sept 2010 – Feb 2011

Development of a draft IRPTN Strategy which was concluded.

Operations planning, design and consultation Phase 1 Tshwane BRT currently underway for Line 1 and Line 2
There are two strategic transport planning processes underway:

- IRPTN AND CITP

IRPTN Strategy: describes the overall vision for rapid mass public transport systems integration for the City

The IRPTN Strategy 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;
- A Non Motorized Transport Network Strategy supplementing mass public transport services;
What is BRT?

- Bus Rapid Transport (BRT) is not a normal bus service;
- BRT is a high quality, efficient transport system that delivers fast comfortable urban mobility through the provision of dedicated right of way infrastructure, rapid and frequent operations, excellent customer service;
- It basically is a form of train service utilising busses;
Why BRT?

- Dedicated priority infrastructure
- Frequent and rapid services
- Level boarding and alighting
- Pre-board fare collection and fare verification
- Fare-integration between routes, corridors, and services
- Enhanced stations that are secure and weather-protected
- Clean Euro 5 vehicles and CNG
- In essence Car-competitive quality
Key Elements of the Tshwane BRT System

- Segregated BRT Lanes
- Modern Stations
- BRT Busses
- ITS/CCTV Technology
- EMV Smartcard Technology
- Dedicated Control Centre
- Dedicated NMT Network
Key Elements of the Tshwane BRT System
Key Elements of the Tshwane BRT System

- ITS/EMV CARDS/CCTV CAMERAS
Station Concepts

MEMORY BOX

RETRO TRAM
Key Elements of the Tshwane BRT System

- NMT AND UNIVERSAL ACCESS
Phase 1: April 2014 - April 2015
Phase 1B/C: April 2015 - April 2016
Phase 1D: April 2016 - April 2017
Phase 1E: April 2017 Onwards
The BRT System is trunk-feeder system;
- Stations will be “closed stations” with EMV smartcard technology
- Trunk services will operate on dedicated median roadway / low floor
- Feeder services will operate in mix traffic
- Trunk services will operate on 3-5min frequencies during peak hours with feeder services 15min frequencies;
- A full NMT Network will be developed integrating with all BRT station within a 2km radius for cycling and 500m for walking;
The BRT System will have a fully dedicated control centre

ITS Technology will be utilised to enhance security and provide real time passenger information to commuters on buses as well as at all stations;

Buses will comprise a mixture of articulated buses, standard 12m buses and CNG buses;

All buses will be low floor buses;
"A developed country is not a place where the poor have cars. It's where the rich use public transportation." Mayor of Bogota

Thank You.