



## Rustenburg Rapid Transport



### **What is Rustenburg Rapid Transport?**

Rapid Transport, also known as Rapid Transit (RT) or Integrated Rapid Transit (IRT), refers to a mode of public transport that is fast and efficient. A rapid transport system provides an integrated transport network of safer, faster, affordable and more efficient public transport. It operates on fully or partly dedicated roads and transport routes. It connects with existing systems of rail, buses and mini-bus taxis, ensuring that people can move much more easily around a city. The Rustenburg Rapid Transport (RRT) system will be integrated, which means that the various public transport modes in Rustenburg - will work together in synergy.

### **When is RRT Happening?**

Feasibility and initial planning was completed in 2010, and PTISG funds were secured based on this. Detailed planning and design is happening throughout 2011 and 2012. Construction will commence in 2012 and run through to 2014. New vehicles will be ordered in 2013. The first phases of the service will be operational in 2015.

### **Will this be a RRT?**

BRT is one of the components of the RRT system design. BRT (Bus Rapid Transit) corridors are specified for the two main trunk routes where passenger numbers are highest. These BRT corridors will consist of dedicated median bus lanes and closed stations with level boarding.

Research and analysis of the passenger figures and traffic flows, indicate that Rustenburg has high enough passenger numbers to support Bus Rapid Transport corridors within an integrated quality public transport system. At this stage it is envisaged that 32 stations will operate over 40 km, with over 200 buses needed to service passengers along the main corridors. The system will also include Direct and Feeder services which will link into the BRT corridors. The fare system will be integrated and commuters will be able to use the same Smart Card on all routes and services.

## **What is Universal Access?**

Universal Access refers to the ability of the public transport system to cater for all members of the public, not only able-bodied people.

The National Department of Transport has mandated that all new public transport vehicles, systems and services are universally accessible to the disabled, to the hearing and visually impaired, as well as to the elderly, those with prams and young children, and injured people on crutches or in wheelchairs.

## **What will happen to the existing taxi and bus operators?**

The policy for the transition to the new system is that there will be no loss of legitimate jobs.

The Rustenburg Rapid Transport team is engaging with representatives of the taxi industry in Rustenburg and the surrounding areas to find transparent solutions that will enable all current taxi operators to participate in the new opportunities for enterprise and job creation and bring benefits to all. Existing bus and taxi operators are being engaged with from the outset of this project to ensure complete understanding of the operational contracts, employment and business opportunities. The aim is to have operational entities in place by 2014 to work alongside the project as it is implemented. The committed existing operators are guaranteed of operational contracts in the new system for the initial contract period. Operating contracts will be agreed through a formal negotiation process.

## **Why do we need this?**

Rustenburg is one of the fastest growing cities in South Africa. More and more people live and work in Rustenburg and we are at a population of over 500,000 already.

We don't want a congested and polluted city in the future. We want a city with places to walk and cycle, green spaces and a good quality of life. Traffic congestion is a reality and will not improve by building more roads. We need to look at how we manage and allocate our road space amongst the various needs.

South Africa has pledged globally to reduce carbon emissions by 2020 and Rustenburg has a role to play by reducing the number of vehicles on the road, and introducing more carbon efficient passenger transport options. To ensure we are economically, socially and environmentally sustainable as a city we must plan for the future we want. Effective transport services and infrastructure are key components for providing a better life for all.