Sub Council 9,10,11,12,13,14, 17,18,19,20,23 & 24

MyCiTi Lansdowne/ Wetton Corridor (LWC) and associated roadworks and infrastructure developments

January 2015
Presentation Outline

1. Project Background
2. LWC Route Selection
3. Project Process
4. Initial Implementation Projects
5. Implementation and Construction
6. Industry transition
7. Public Participation
8. Project Risks
1. Project Background
TRANSPORT FOR CAPE TOWN (TCT), THE CITY OF CAPE TOWN’S TRANSPORT AUTHORITY, AIMS TO:

Provide integrated, efficient and responsive public transport that will in turn:

• Reduce negative impacts of Apartheid spatial planning;
• Bring down high economic and social costs of access;
• Better connect communities to opportunities; and
• Reduce network inefficiencies.
The **approved transport plans** that set the framework for the reform of public transport across Cape Town are:

- **The Comprehensive Integrated Transport Plan (CITP) 2013 - 2018**, which gives TCT its mandate;

- **The Integrated Public Transport Network (IPTN) 2032**, which deals with rail and road public transport priorities, the first (road based) of which is the Lansdowne/Wetton Corridor (LWC)
  
  - The **LWC** addresses the east-west public transport movement linking the metro south east to Wynberg and Claremont
Comprehensive Integrated Transport Plan (CITP)

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- Unanimously approved by Council in December 2013
- CITP mini-review also approved by Council in June 2014
The IPTN plan determines the role of appropriate public transport modes to provide users of the system with optimal solutions to be able to travel from origin to destination in a seamless and in the most cost effective manner.

- Ensures the correct mode responds to the correct function to ensure maximum efficiency
- Ensures viability and efficiency within the development of the City

Integrated Public Transport Network (IPTN)

rail—Mass rapid transport across the Metropolitan area

BRT—Large volumes carried on dedicated bus ways

Feeder bus—Distribution and feeder service

Mini-bus taxi—on demand local service

Metered - taxi

NMT
Integrated Public Transport Network (IPTN)

BRT – Large volumes carried on dedicated bus ways

Bus Rapid Transit (BRT) mainly comprised of:

- **Dedicated bus lane (‘red road’) where required**
  - Along road sections where there is minimal congestion trunks could operate in mixed traffic.

- **Stations**, where there are significant volumes and transfers between services, predominantly in the median.
2032 IPTN NETWORK
Unanimously approved by Council, June 2014

Providing a 2032 plan for:
• Rail;
• BRT; and
• Indicative scheduled and unscheduled feeder services which will be firmed up during the more detailed corridor work.
Proposed Rail Network

- New Blue Downs Rail Link
- Doubling of the existing Strand line
- Extension of Chris Hani Rail link to Somerset West subject to planned development in Somerset West
- Special attention to be given to the Fisantekraal line during the operational plan
BRT Network

BRT routes covering the following corridors:

- Lansdowne – Wetton
- Symphony Way
- Klipfontein Road
- Strandfontein Road
- Metro South East to West Coast
- Blue Downs to West Coast
- Westlake/ Retreat to Bellville
- Frans Conradie Drive
- Gordons Bay to Retreat
2. Lansdowne Wetton Corridor
PHASE 2 INTERCHANGEABLE TRUNK ROUTES

- Claremont
- Wynberg
- Turfitt Rd
- Standlochin Rd
- Ottery Road
- Govan Mbeki Rd
- Mitchell's Plain
- Stock Rd
- A3Bamental Drive
- Jetope Khayelitsha

Transfer opportunities

Khayelitsha
COMMUNITIES SERVED BY MITCHELLS PLAIN TO CLAREMONT ROUTE

[Map showing the route from Turfall Rd to Govan Mbeki Rd through various communities such as Tafelsig, Mitchell's Plain CBD, Eastridge, Beacon Valley, Lentegeur, Phillippi East, Phillippi, Hanover Park, Sweet Home, Guguletu, Browns Farm, Nyanga, Crossroads, Kenilworth, Crawford, Wetton, Lansdowne, Rondebosch East, Kenwyn, Hanover Park, and Claremont.]
### Communities Served by Khayelitsha to Wynberg Route

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<td>Lansdowne</td>
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<td>Hanover Park</td>
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![Map showing the route from Khayelitsha to Wynberg](image-url)
About the LWC:

- Accessible to **1.4 million residents** of more than 40 suburbs;
- Investment of an estimated **R4.1 billion** (Infrastructure Cost only) in accordance with national grant funding;
- Eclipses any previous public transport infrastructure projects by City;
  - In the region of **four times the size** of MyCiTi Phase 1A (Atlantis Corridor)
- **14 000 onboard passengers** per hour in morning peak in both directions in interconnected portion of corridor along Govan Mbeki Road (between Stock Road and Strandfontein Road/Jan Smuts Drive) – translates to one bus every 60 seconds per dominant direction.
- In order of **25 stations** and 45 pairs of bus stops along trunk routes, six park-and-ride facilities, three bus depot facilities
Why the Fork in the Alignment?

Increases Coverage and community reach

In addition to the trunks along Ottery and Turfall Roads, the feeder service along Wetton Road + other supporting feeders increases the width of the corridor.
Why the Fork in the Alignment?

Wetton Road is not a suitable class of road to provide quick and efficient trunk operations

1. Trunk Routes require:
   • Space to provide dedicated public transport roads;
   • Intersections and median breaks that are reasonably far apart; and
   • Adjacent land-use that supports efficient public transport operations.

2. Wetton Road fails due to:
   • Direct erf access (btw Wetton Circle & Chukker Road)
   • Frequent road intersection spacings
   • Road reserve requirements

➢ Will result in slow trunk operations
➢ More suited for a feeder service which will link Hanover Park to Wynberg (possible extension to Hout Bay)
Why the Fork in the Alignment?

This fork alignment provides for seamless transfer with the future north-south Strandfontein Trunk services

- Transfer between major services is best served by median trunk stations
- This can only be achieved if routes overlap and share a trunk station

Closed and seamless transfers is achieved

Impossible to achieve closed and seamless transfers
Why the Fork in the Alignment?

This fork alignment provides for seamless transfer with the future north-south Strandfontein Trunk services.

- Transfer between major services is best served by median trunk stations
- This can only be achieved if routes overlap and share a trunk station
- The shaded segment of the IPTN provides this overlap and ensures closed and seamless transfers between the following corridors:
  - Lansdowne Wetton Corridor
  - Strandfontein to Cape Town
  - Westlake/Retreat to Bellville
Why the Fork in the Alignment?

Provides more direct service to Greater Wynberg area

- Existing Public Transport takes all passengers to the Wynberg PT Interchange.
- Majority of these passengers do not work in the immediate vicinity of the PTI.
- They either walk or take a taxi further along Main Road or the greater Wynberg area.
  - This involves additional transfer and additional costs
- The proposed alignment via South, proposed Brodie Road (Wynberg) couplet to the PTI allows for passengers to be dropped closer to their final destinations.
Why the Fork in the Alignment?

Otter road supported by larger land-use opportunities

• Compared to Wetton Road, Otter Road consists of larger commercial, office, and industrial land-use parcels and therefore better service opportunities
  • Makro, PNP Hypermarket, China Town, Industrial area around Ottery station and etc.
• This proposed alignment makes use of the proposed South Road Scheme
• This Road Scheme is part of the City’s approved Road Network Plan for decades;
• Based on this property was acquired along this route to implement the scheme as and when funds became available.
3. Project Process
LWC PROJECT PROCESS

- **Comprehensive Integrated Transport Plan**
  - Provides overarching guidance

- **Integrated Public Transport Network**
  - Identifies the Public Transport Corridors
  - High level economic viability

- **LWC Conceptual Design**
  - Defines the Route and stop and station locations, Road reserve requirements, intersection treatment and depot locations

- **LWC Business Plan**
  - More detailed financial and economic viability

- **LWC Detail Design (takes approximately 24 months)**
  - Prepare detailed Engineering drawings for construction

- **LWC Implementation** - First operational roll out provisionally by 2020
Where are we now?

**LWC Conceptual Design**
- Defines the route and stop and station locations, road reserve requirements, intersection treatment and depot locations

**Completion Status:**
- **Completed**
  - To start the discussion
  - To start tender process for Detail Design Consultants

**Timeline:**
- End February 2015 onwards

**Engagement & Participation Process:**
- Engagement with Transport industry

**Further Technical Analysis**
Framework for Engagement process

1. City Approvals
2. Industry involvement
3. Community

Agreement within City

Industry involvement through a registered forum like the Mini-bus taxi sub-committee

Sub-Councils, Ward Committees and Community forums and other stakeholders
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4. Initial Implementation projects
1. Stock Road
   • Between Govan Mbeki Road and the R300

2. Strandfontein Road
   • Between Govan Mbeki Road and New Ottery Road
Why were these segments accelerated?

• These road segments were originally planned for road upgrades:
  • Road widening & rehabilitation; and
  • Non-motorised transport.
• In an attempt to minimise future abortive work, the detail designs have been adapted to accommodate the proposed BRT route
• Decision was made to construct the ultimate road reserve to respond to both private vehicle and public transport needs rather than to have to come back in the near future and rework this section of road to accommodate the BRT route.
Implementation to include:

**Stock Road**
- Dual carriageway;
- Queue jump lanes and dedicated BRT lanes where required;
- Closed stations and kerbside stops as required; and
- Non-motorised transport improvements.

**Strandfontein Road**
- Dual carriageway;
- Dedicated BRT red road;
- Median closed stations; and
- Non-motorised transport improvements.
5. Implementation and Construction
Stock Road

1. Tender for construction close on the 27 January 2015.
2. Construction to commence in May 2015.
3. Construction period approximately 18 months.

Strandfontein Road

1. Tender for construction already closed.
2. Construction to commence in April 2015.
3. Construction period approximately 18 months.
Remainder of the Corridor

1. Detail design for the remainder undertaken through four separate appointments.

- First three are Civil Works East, Civil Works West and Depots
  - Tenders for detail design already closed and under evaluation.
  - Consultants for detail design scheduled to be appointed towards end of March 2015

- The fourth appointment is the Station Superstructure
  - Tenders for detail design close 30 January 2015
  - Consultants for detail design scheduled to be appointed towards end of June 2015
6. Industry transition
• Mini bus Taxi Sub Committee was briefed on the LWC project at a special meeting held on 24 October 2014.
  • Sub committee comprises of representatives:
    • from SANTACO Western Cape;
    • from each of the 6 regions operating in the City (Greater Cape Town, Two Oceans, Mitchell’s Plain, CODETA, CATA, Northern Region);
    • relevant TCT officials; and
    • Provincial Government officials.

• All existing transport operators/ associations directly affected to be identified and engaged.
7. Public Participation
Public Participation Processes

February 2015

- Open Days: Advertised in community newspapers, libraries and sub council offices
- E-mail and SMS notifications to community organisations
- City’s “Have Your Say” webpage;
- Have Your Say website, linked to Twitter and Facebook;
- Publication on the City’s website of details of public open days;
- Telephone number to be made available for enquiries;
- Postal address for public comments.
- Involvement of ward committees and councilors in resolving community issues that impact on the roll-out of Phase 2A.
8. Project Risks
Overcoming key risks together:

- “One Team” including:
  - Officials
  - Sub councils
  - Ward Committees
  - Industry
  - Community leaders
  - Business
  - National and Provincial Government

- On-going availability of funding

Key issues to address:

- Public perception and expectations;
- Informal dwellings located in road reserve;
- Informal trading and land-use management;
- Management of stakeholders groupings; and
- Related economic opportunities.
Thank You