How is this different from existing services?

Faster. On trunk routes vehicles will have their own lane and there will be a regular, frequent, scheduled service on feeder routes.

Safer. There will be security personnel at the main stations with CCTV cameras in the stations and vehicles. Security will be a priority. Drivers will be monitored and vehicle tracking will ensure that there is no speeding or reckless driving and that vehicles will be at the stations on time.

Comfortable and accessible. The vehicles will be modern and clean, with space for seated and standing passengers. The vehicles are also adapted to be accessible to the elderly, children and people with disabilities and to provide space for wheelchairs.

Sustainable. Low-emission vehicles and more people using public transport rather than private cars will offer environmental benefits.

Affordable. While establishing the system will cost billions of rands, the aim is to have fares that are comparable with those currently charged.

Easy to use. A smart card system will be used that will allow passengers to transfer from one trunk route to another on a single fare. These cards will be widely available at stations and through other retailers.

What does this mean for passengers?

The service will run for far longer – during the day, into the evening and at weekends and will be regular, frequent and reliable. Once the full system is in place, people will be able to travel around the city to visit friends and family, shopping centres and places of leisure, and tourists will be able to get around easily.

The aim is to have easy access between the system and other ways of getting around, such as walking, cycling, metered taxis and park-and-ride facilities. A non-motorised transport plan is being developed for each of the stations.

What does this mean for people in private vehicles?

Where special IRT lanes are envisaged, some road space will be lost to private motorists and traffic signals will prioritise public transport vehicles. This will encourage people using private cars to switch to the new system. The separation of public transport from general traffic can be beneficial to both public transport and cars.

Streets where private motorists will lose road space to the new system are in the centre of town at Hertzog Boulevard and DF Malan. However in all these areas the remaining lanes will be sufficient to carry the peak period demands.

Who will run the system?

The City of Cape Town will build the special IRT lanes and specify the levels of service, cost of fares and vehicle types to be used.

Private sector companies will provide the actual operations and services. The operator will be paid on the basis of kilometres travelled and by meeting other performance standards.

There will be a separate tender process for an independent company to collect the fares.

There will also be an oversight agency established to monitor the quality of the service and to deal with complaints from the public.

What does this mean for the current operators?

The City of Cape Town is talking to representatives of the bus and minibus industry in order to ensure that they play a central role in the new system. The objective is to achieve a high quality of service while improving profitability and working conditions in the industry.

What does this mean for workers in the industry?

The new system is expected to create many jobs, not just in the construction phase but also in the operations. Working for the new system will mean permanent jobs with all the annual benefits of formal employment, such as job security, regular hours of work, predictable income, leave, sick leave and maternity benefits.

Where is the money for this project coming from?

The system is being financed through support from national government and the City of Cape Town. All three spheres of government, including the Western Cape Provincial Government, are committed to transforming public transport in Cape Town.

When will all this happen and how will it affect me?

Phase 1A will be completed from 2010 to 2012 and will provide a link from the airport to the city centre and from the city centre to Green Point Stadium, as well as an inner city feeder service. There will also be a West Coast link which will service the areas of Atlantis, Mamre, Table View, Blouberg, Du Noon and Doornbacht.

How can I get more information?

You can get more information by visiting the City of Cape Town's website at www.capetown.gov.za/irt.

Cape Town's Integrated Rapid Transit System

A better way of moving people

June 2009

CITY OF CAPE TOWN | ISIXEKO SASEKAPA | STAD KAAPSTAD

THIS CITY WORKS FOR YOU

What is an Integrated Rapid Transit (IRT) system?

The IRT is a way of ensuring that all modes of public transport work together and have priority over private transport. A major part of this is a Bus Rapid Transit system (BRT) – a fast, modern road-based system, which carries commuters in public transport vehicles of various sizes.

Cape Town's IRT system is based on examples of rapid transit systems that are working well in many parts of the world, including Latin America, Asia, North America and Australia. It will give Capetonians a regular, frequent, fast and reliable form of public transport.

How will the IRT work?

There will be two parts to the service:

- Trunk routes
- Feeder routes

On the trunk routes there will be separate, dedicated IRT lanes for special 18 m articulated vehicles. There will be weatherproof, enclosed stations in the centre of the road on these routes, which will ensure that the vehicles can move quickly past other traffic and that people can wait in safety and comfort.

The feeder services, with shorter 8,8 m vehicles, will carry people to the trunk routes in normal traffic with stations along the side of the road.

Each trunk vehicle will have several wide doors that open level with the station platform so that lots of people can get in and out quickly. Feeder vehicles will have a ramp the driver can lower for disabled people. The service will operate for 19 hours a day and vehicles will be frequent. The frequencies will range between a few minutes in peak hours and at least three times an hour when there is less demand.

Fares will be affordable and comparable with those charged by buses and minibuses at the moment.

Example of a feeder service bus

Example of a trunk service bus

This transit map shows the system that will roll out over the next 12 years. The focus now is on the grey route from the airport to the Green Point Stadium and surrounds.

Cape Town is getting an Integrated Rapid Transit system

This pamphlet outlines:

- What an integrated rapid transit system is
- How the system will work
- Where the system will go
- How the system will affect commuters, existing operators and other road users
- When the project will be implemented

Where will the system go?

The City of Cape Town's aim is to establish an IRT network across the city within 10 to 12 years. The network will ensure that more than 75% of people are within 500 m of a high-quality public transport system.

This can only be achieved one step at a time.

There are four phases for rolling out the IRT. The first phase will be completed from 2010 to 2012.

Phase 1A:

This phase will provide a link from the airport to the city centre and from the city centre to Green Point Stadium and surrounds.

Phase 1B:

The remainder of Phase 1 will include a trunk route up the West Coast to Bayside Mall, along Blaauwberg Road and up Potsdam Road to Du Noon, and feeder services to Bloubergstrand, Atlantis and Mamre, as well as around Table View and Parklands, and through Montague Gardens via Century City to Richwood.

There will also be IRT lanes to Century City and Montague Gardens and IRT lanes from the airport to Bellville and Durbanville, Strand and Gordon's Bay, Claremont and Constantia, and Table View via Century City.

Phase 2:

This phase will link the densely populated southeast of the city, which includes Mitchells Plain and Khayelitsha, to destinations across the Peninsula.

Phases 3 and 4:

The final phases will expand and link routes to the complete network, including areas such as Delft, Blue Downs and Helderberg.