

- Review of the PTIS Phase 4 and PTAP Phase 1 applications by a re-description and reprioritisation of projects to reflect full BRT infrastructure and operations characteristics.
- Re-budgeting following the completion of the network operational plan.
- Re-submission of PTIS Phase 4 and PTAP Phase 1 to accurately reflect the project descriptions.

### **DESIGN AND CONSTRUCTION PROGRAMME IMPLICATIONS:**

The following design and construction implications are to be taken into account:

- New conceptual designs need to be done and detail designs need to be amended accordingly. (6)
- The design process may be delayed to some extent until the network operational plan is being completed and signed off by DOT. (7)
- Other decisions relating to the specification of the buses are still outstanding, which will impact on aspects such as station platform heights, door configurations, etc.
- It can be expected that phase 1 of the system will not be completed by June 2009 (Confederation Cup) due to the reasons given above.
- Public Transport Route construction work around the stadium cannot be carried out during the Confederation Cup period.
- A realistic target for phase 1 of the network and the introduction of all the services is mid-2010 with staggering of construction work around the stadium during mid-2009.

### **RESOURCE IMPLICATIONS:**

The primary resource implications are the following:

- Uncertainty about the willingness of National Treasury to fund the purchasing of new buses suitable for full BRT operations. ? (8)
- Capacity constraints in the bus manufacturing industry to supply the number of new buses required for the BRT systems envisaged by DOT country wide. In addition, large numbers of new buses for 2010 will be required for inter-city travel.
- Limited contractor resources due to the very large surge in infrastructure construction, which will continue beyond 2010.
- The general lack in experienced staff to manage a high quality and sophisticated system such as BRT.

### **RECOMMENDATIONS:**

It is therefore recommended that:

- 1) The implementation of a full BRT system is supported by the Council. This system should include the following features:
  - a. An integrated network of trunk routes, some of which will operate in median dedicated bus lanes, with central stations, pre-boarding fare verification and level boarding with full BRT characteristics. (9) LANES
  - b. The trunk routes will be complemented by feeder and other routes.
  - c. The services on the BRT routes will be operated with modern, high capacity vehicles with wide, multi-door access on the right hand side but will also be fitted with a single left hand door for the sections of routes where median BRT lanes are not yet provided. (10) DOORS
  - d. The fare system will be a simple, easy to understand zonal system that will facilitate seamless transferring throughout the system.