###### National Assembly

Question Number: 412

**Mr T R Majola (DA) to ask the Minister of Transport:**

With regard to the Bus Rapid Transit system in the City of Tshwane, (a) what are the detailed reasons for reducing the car lanes into one, (b) which (i) engineer and (ii) report states that this is the best option, (c) what are the reasons for reducing the car lanes in each case, (d) when was this report signed off and (e) by whom?

**Answer**

1. Reasons for the dedication of existing car traffic lanes for the BRT system are best addressed under the NLTA, no. 9 of 2009 wherein public transport systems are to be promoted over car based transport systems in urban areas. This is also a well recognised approach internationally under the sustainable transport agenda where the most optimum use of road space is gained through the promotion and development of public transport systems.

The City of Tshwane IRPTN (Integrated Rapid Public Transport Network) Strategy also adopts this policy position. The policy is however also reflective of the need to provide sufficient capacity on its road network for all users and in this regard even where a lane of traffic is dedicated to public transport the junction capacities along a particular corridor are protected in so far as is possible.

1. (i) & (ii)

In regard to the specific issues raised in the above question the City appointed a reputable consulting engineering company to undertake a TIA (traffic impact assessment) of the specific BRT project (Lynwood Road / Atterbury Road to Menlyn). The results of which confirm the adequacy of the surrounding road network to cater for the allocation of a general traffic lane to a BRT lane on Atterbury and Lynwood Roads. However, mitigation measures are also proposed to maintain junction capacities on these roads.

1. The allocation of existing car lanes to BRT reduces capital costs of the project, eliminates the need for extensive property expropriation, makes more efficient use of roadspace (as a general traffic lane will only carrying 1000-1500 passengers per hour whereas the BRT lane can carry up to 6000 passengers per hour) and most importantly promotes the use of public transport by existing car users.

d & e

The report will be finalised by 12th March 2016 and will be processed by the Municipality, after which it will be realised to the public.

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