SANRAL AND THE ECONOMY

- Historically, SANRAL managed mainly high mobility corridors including freeways.
- SANRAL has since taken over additional routes from the provinces, with substantial public transport and pedestrian activities and facilities.
Legacy Situations:

- Poor Access Management
- Poor Pedestrian Management (Alongside and crossing the road)
- Poor Spatial planning (high volume pedestrian generators located close to the freeway)
- Many schools (3403) within 2km of SANRAL roads
SANRAL now faces challenges related to:

- Pedestrians crossing freeways at grade;
- Public transport modal transfer areas;
- Public transport activities such as dropping off and picking up passengers alongside national roads;
- Informal trading at such locations;
- Pedestrian activities inside the road reserve (pedestrians walking next to the road/inside shoulders); and
- Increased pressure to accommodate these public transport and pedestrian facilities.
CURRENT CHALLENGES

Many of these inherited with routes taken over i.e Moloto Road, R71, R61
CURRENT CHALLENGES

N11 – 10km from Middelburg
CURRENT SOLUTIONS

N2 GEORGE
CURRENT SOLUTIONS

N2 North of Durban towards King Shaka International Airport
Contrary to popular opinion, there is a way to legally have pedestrians on freeways with the use of proper road signage.

In support of the DOT – Roads Policy.

Critical factor – to implement in the correct environment and with proper control.
THE RIGHT APPROACH ???

APPROACH 1
- Accept reality and manage it
  • Balance between freeway mobility, public transport and pedestrian accommodation
  • Ensure safety of both pedestrians and road users
MINDSHIFT – THINK DIFFERENTLY

- How do we accommodate public transport and pedestrians responsibly?
- How do we improve integrated planning (SPLUMA)?
- Is SANRAL getting involved in public transport operations?
Facility on Moloto Road will be different from the N1 Eastern Bypass

Facilities in a rural environment (irrespective of road class) will be different from an urbanised area

Allows in design principles for phased development of an integrated roadway/public transport/pedestrian facilities
OBJECTIVES OF THE GUIDELINES

• To develop an understanding of the problem
• To understand the legal framework for managing pedestrians and public transport activities
• To provide a uniform approach for all SANRAL regions
• To provide guidance to designers and decision makers through a systems approach
• These guidelines are not about universal access.

• Ensure that universal design is considered and designed in all our solutions and implemented as far as practicably possible.
ON ROAD FACILITIES

CLASS 2 ROAD - DIVIDED
ON ROAD FACILITIES

CLASS 2 – UNDIVIDED
ON ROAD FACILITIES

TYPICAL LAYOUT OF PUBLIC TRANSPORT FACILITY LOCATION ON CLASS 1 ROADS

CLASS 1 RURAL
ON ROAD FACILITIES

CLASS 1 - RURAL
ON ROAD FACILITIES

It is proposed that these facilities in order to operate for its intended purpose that SANRAL, jointly with the local authority, undertake:

- Operations and maintenance
- Provide resources
- Keep it clear from informal trading and
- Provide security
INTERSECTIONS

CLASS 2 URBAN

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INTERSECTIONS

CLASS 1 URBAN
ROUNDABOUTS

CLASS 2 URBAN DOUBLE LANE
INTERCHANGES

PUBLIC TRANSPORT STOPS ON INTERCHANGE SLIP ROADS
(for services entering or leaving a freeway)

PUBLIC TRANSPORT STOPS FOR THROUGH SERVICES AT AN INTERCHANGE

CLASS 1 URBAN
INTERCHANGE

CLASS 1 URBAN
INTERCHANGE

CLASS 1 URBAN
PEDESTRIANS ALONGSIDE THE ROADWAY

Should walkways be allowed inside the road reserve

- Yes
- How are they separated?
- Safe distance away from traffic?
PEDESTRIAN ACCOMMODATION

– More free flow a facility, the higher the conflict between pedestrians and vehicles:
  • Slipways
  • Circles
  • Single point interchanges
  • Diverging diamond
  • Freeway in general
Pedestrians need to be separated preferably physically with barriers to ensure safety and control.

Pedestrians feel insecure in enclosed environments.

Need to find the necessary mitigation.
PEDESTRIAN MOVEMENT

AT DIAMOND INTERCHANGES

STORMVOEL ROAD

 Legend:
LOCATION/POSITION OF PICTURE

STORMVOEL ROAD

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PEDESTRIAN MOVEMENT

AT DIVERGING DIAMOND
PEDESTRIAN AND PUBLIC TRANSPORT CONFLICTS

N2 Plettenberg Bay
PEDESTRIAN AND PUBLIC TRANSPORT CONFLICTS

Solution: Pedestrian Bridge and Drop off and collection Zone
Completed Solution
CONCLUDING REMARKS

- Pedestrians and public transport comprises more than 60% of person movement
- SANRAL cannot ignore it, we must have clear guidelines and thresholds to accommodate it
  - Legally
  - Good balance between mobility and safety
CONCLUDING REMARKS

• Mindshift
• Instead off wishing it away rather accept the responsibility to properly incorporate and accommodate it.
• SANRAL is getting into the public transport facility operations space
CONCLUDING REMARKS

• In principle acceptance in SANRAL
• Pilot phase to test the practicalities and workability of the proposed solutions
• Encourage consultants to consider the solutions proposed in these guidelines