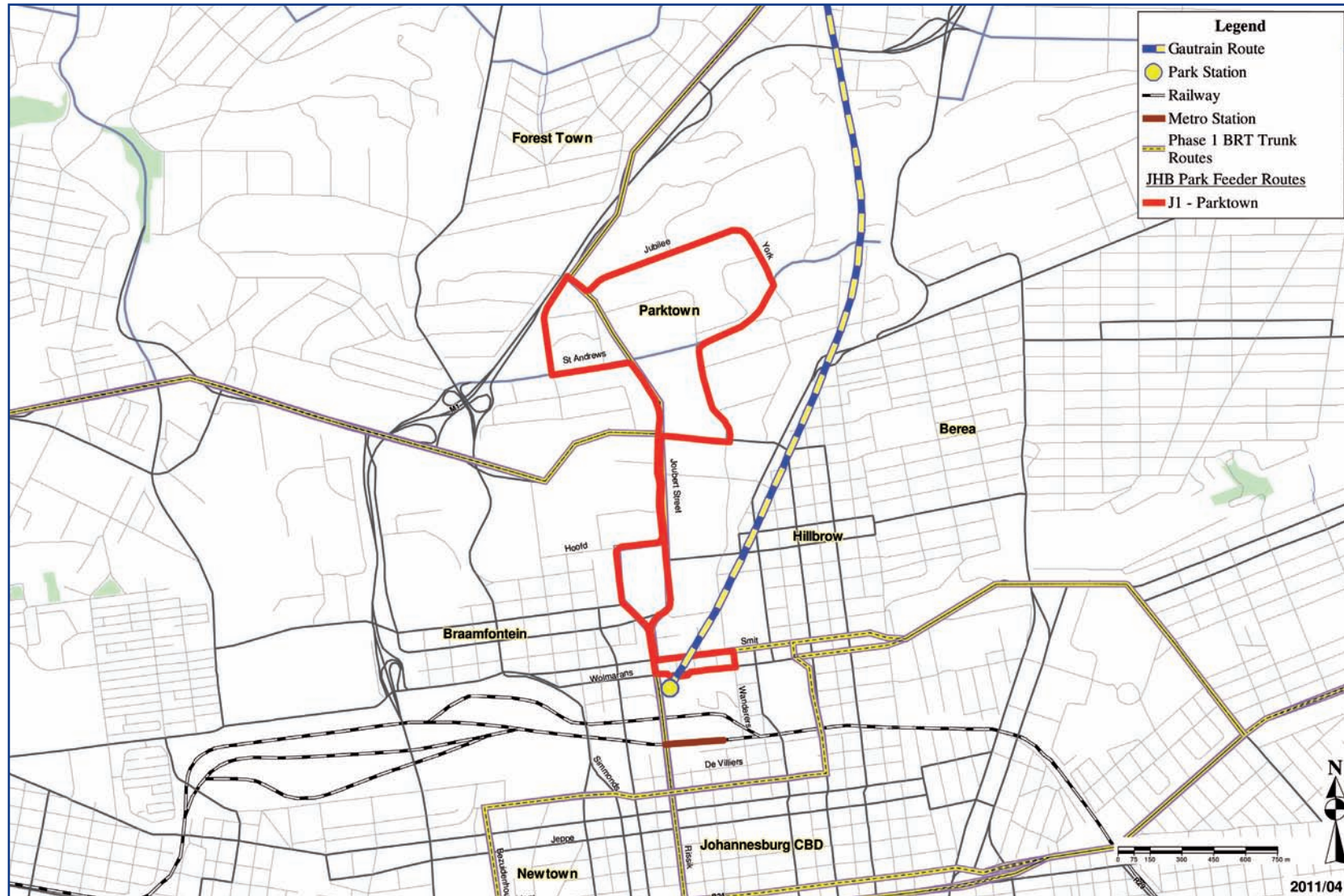


Johannesburg Park Station: Feeder and Distribution Routes (OCD 2)



Note: Small adjustments may still be done to routes before implementation.

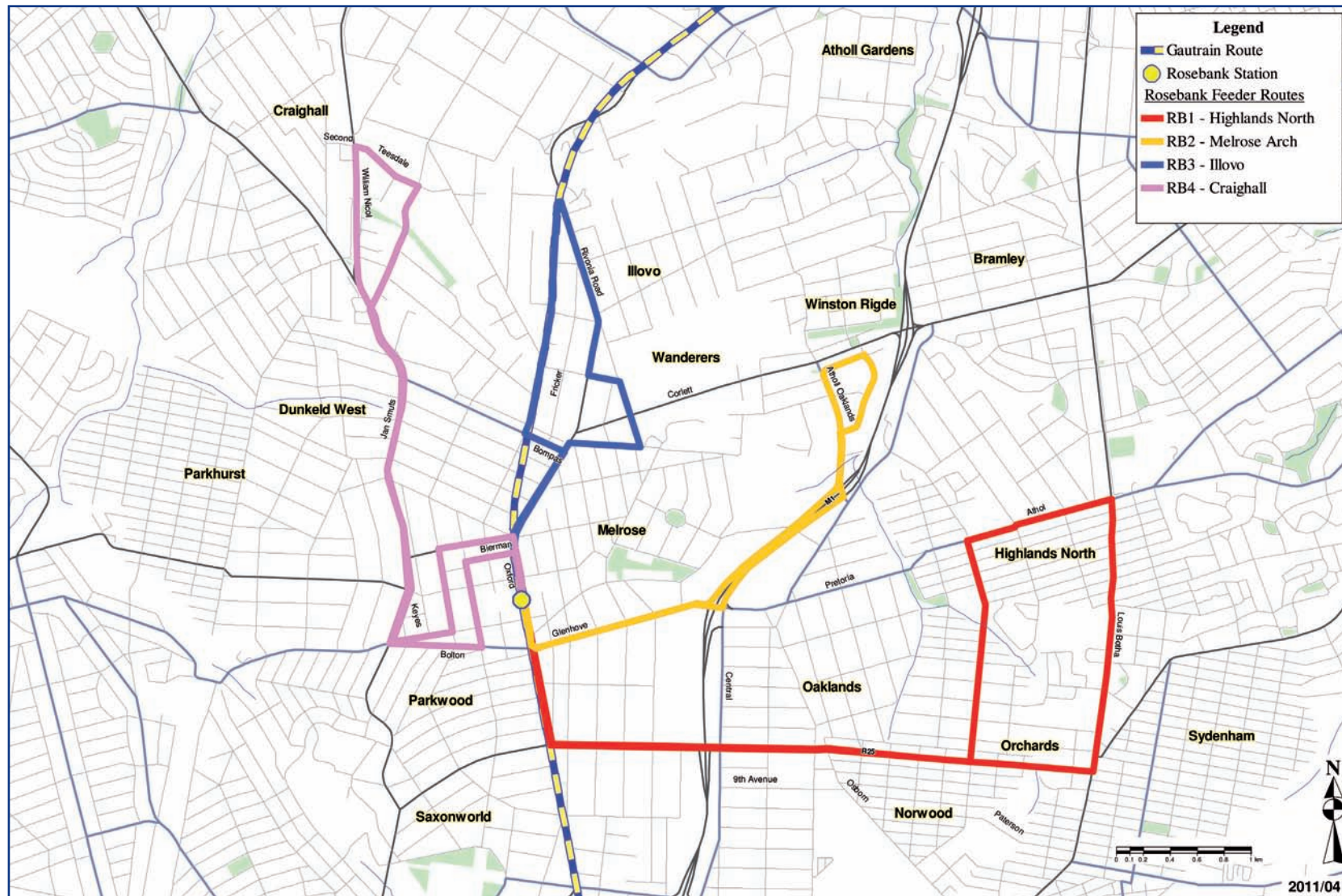


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Rosebank Station: Feeder and Distribution Routes (OCD 2)



Note: Small adjustments may still be done to routes before implementation.

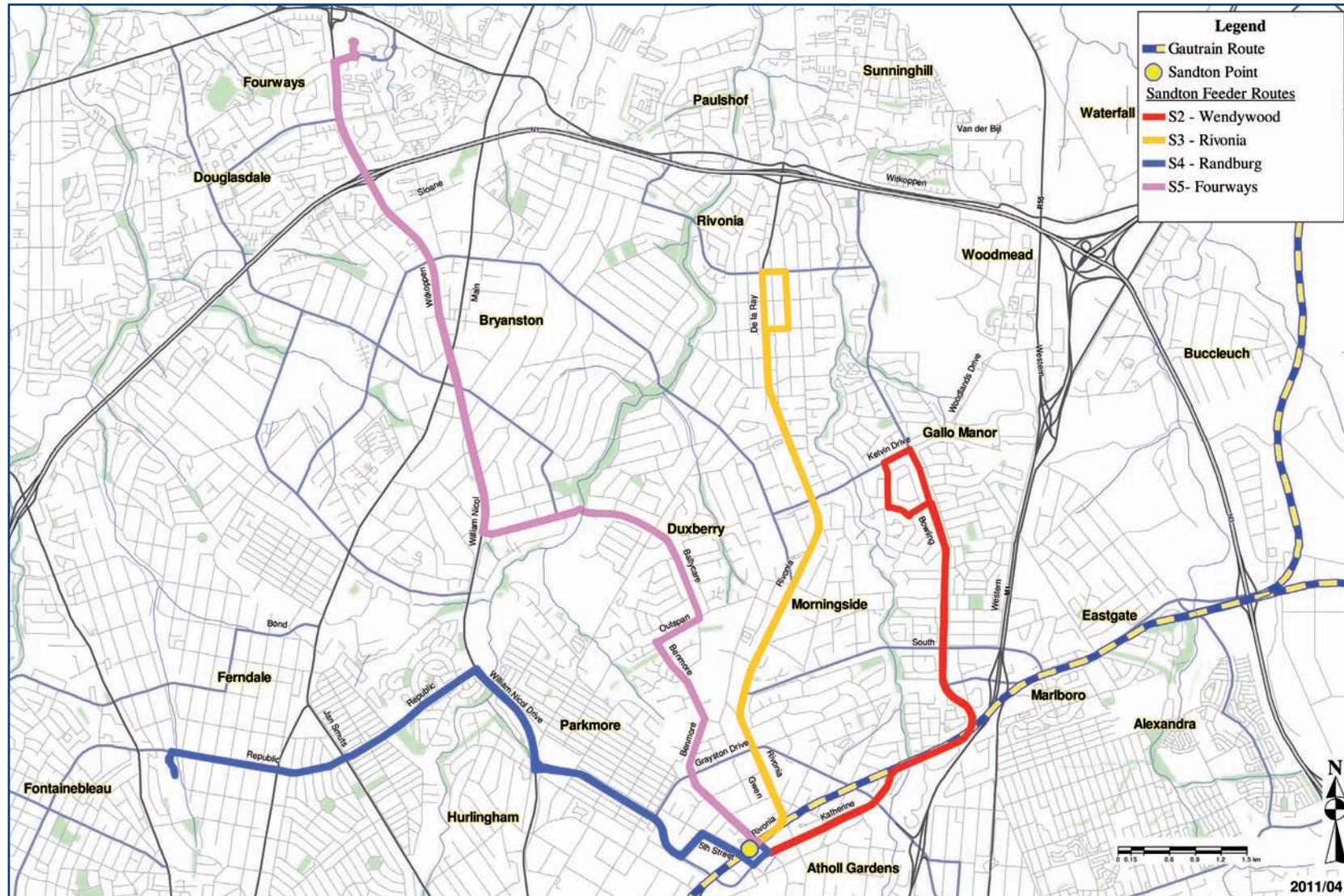


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Sandton Station: Feeder and Distribution Routes (OCD 2)



Note: Small adjustments may still be done to routes before implementation.

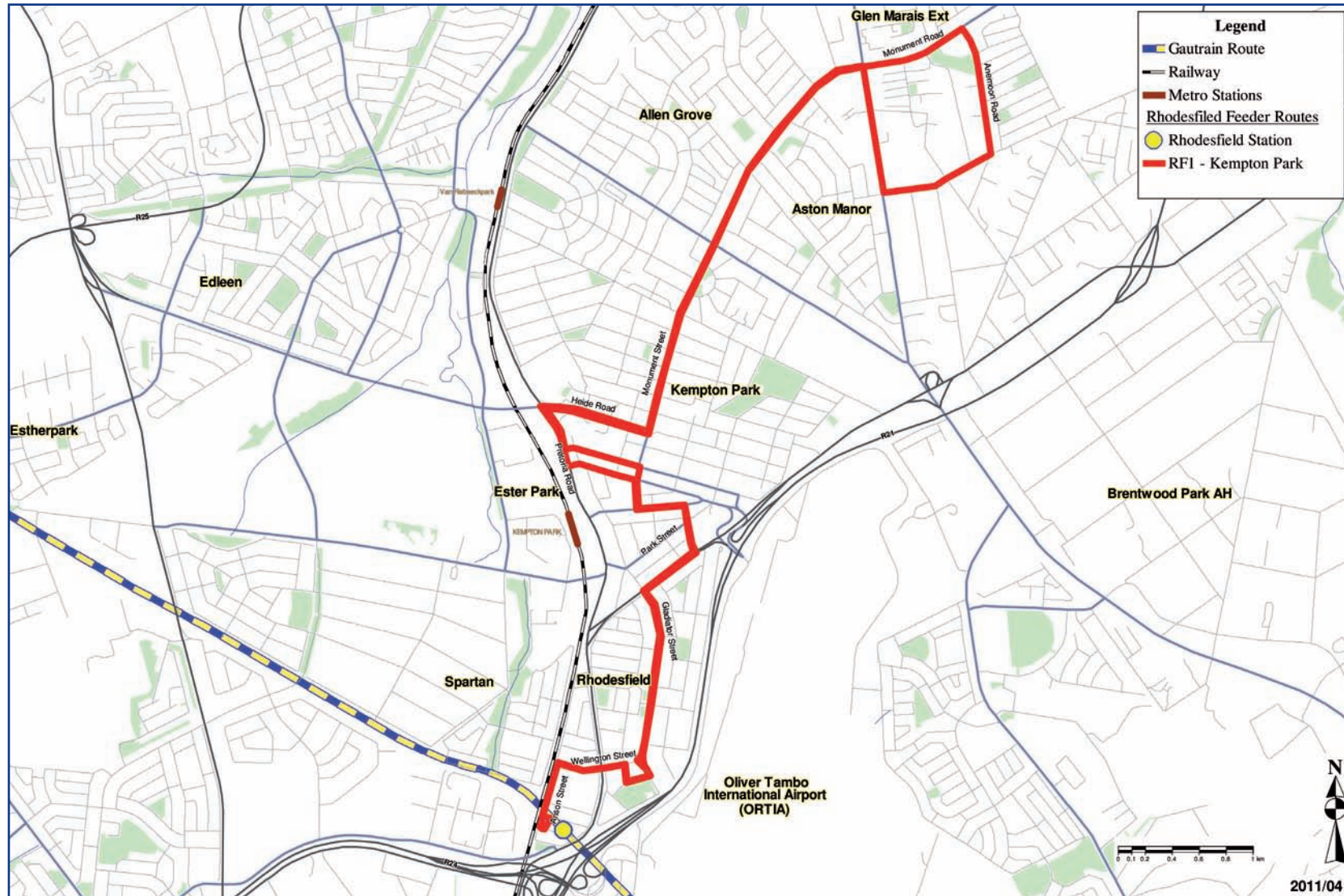


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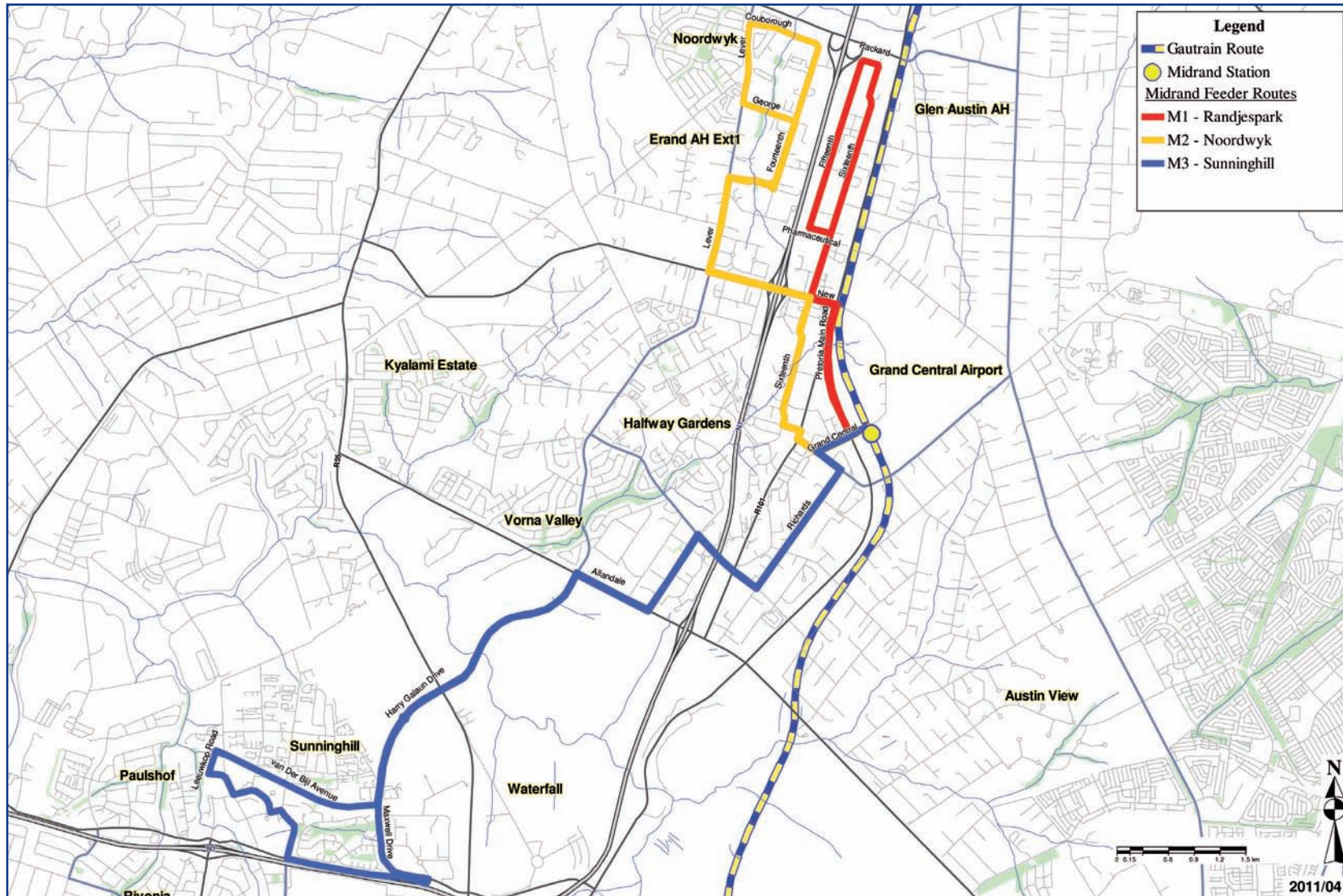
Rhodesfield Station: Feeder and Distribution Routes (OCD 2)



Note: Small adjustments may still be done to routes before implementation.



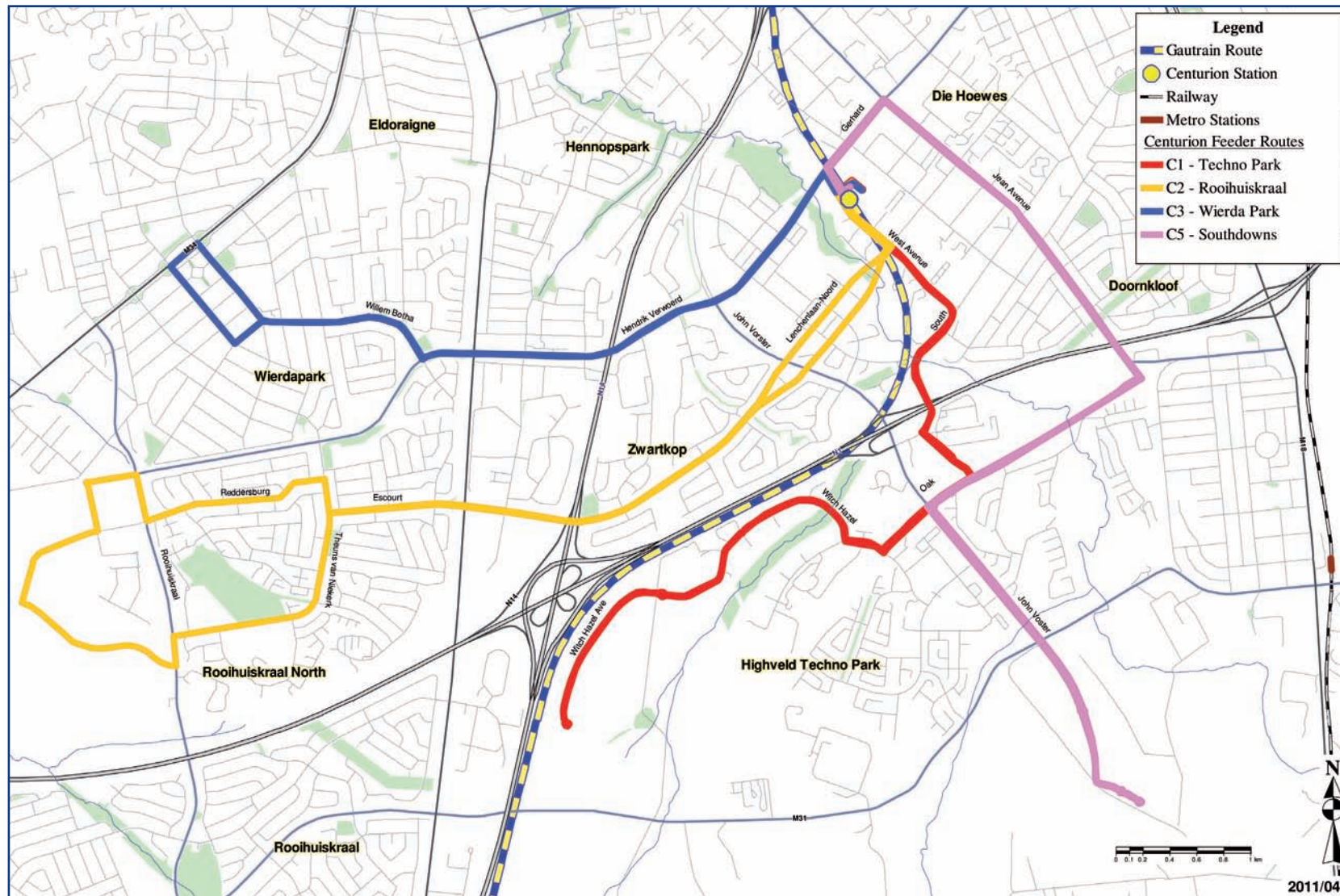
Midrand Station: Feeder and Distribution Routes (OCD 2)



Note: Small adjustments may still be done to routes before implementation.



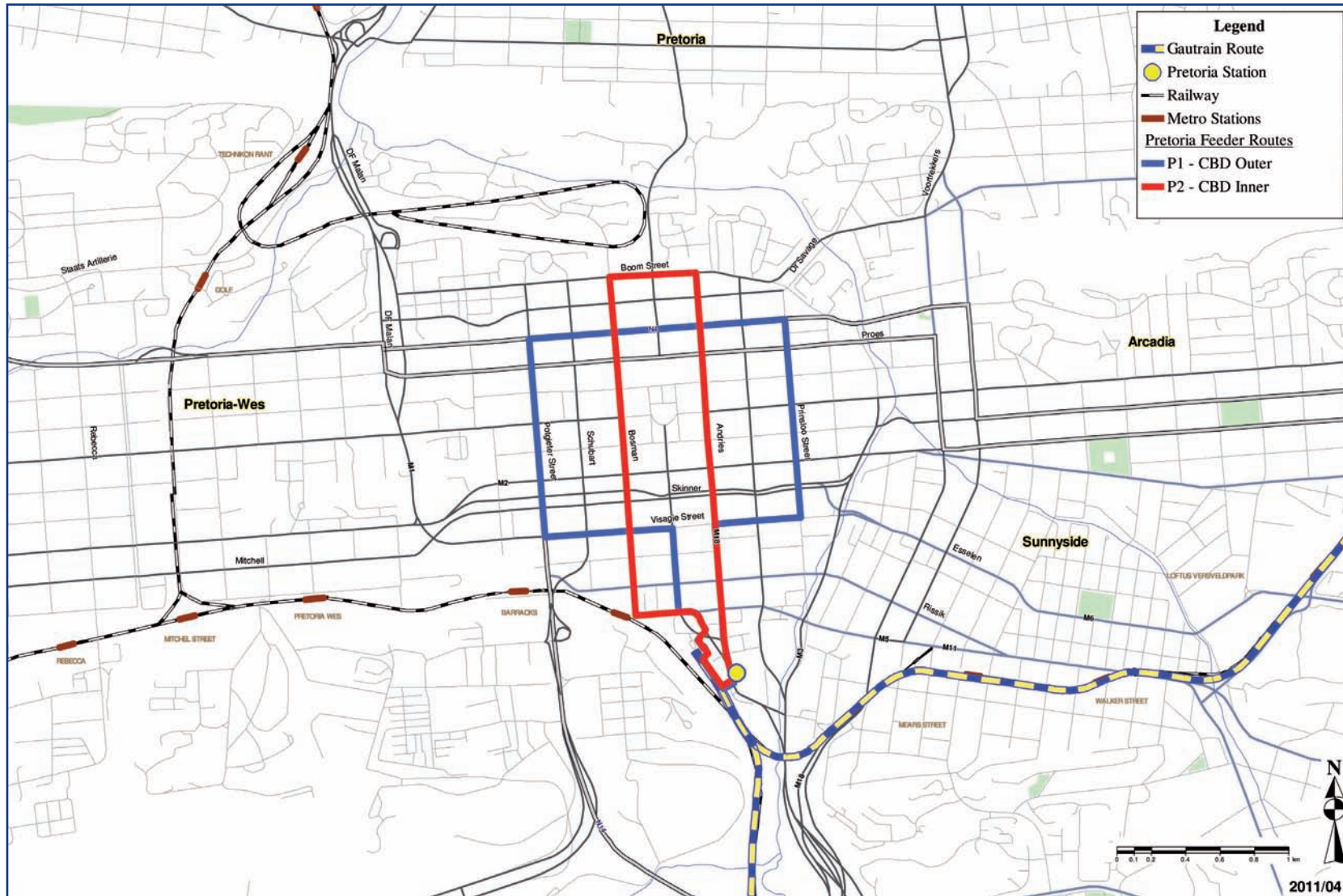
Centurion Station: Feeder and Distribution Routes (OCD 2)



Note: Small adjustments may still be done to routes before implementation.



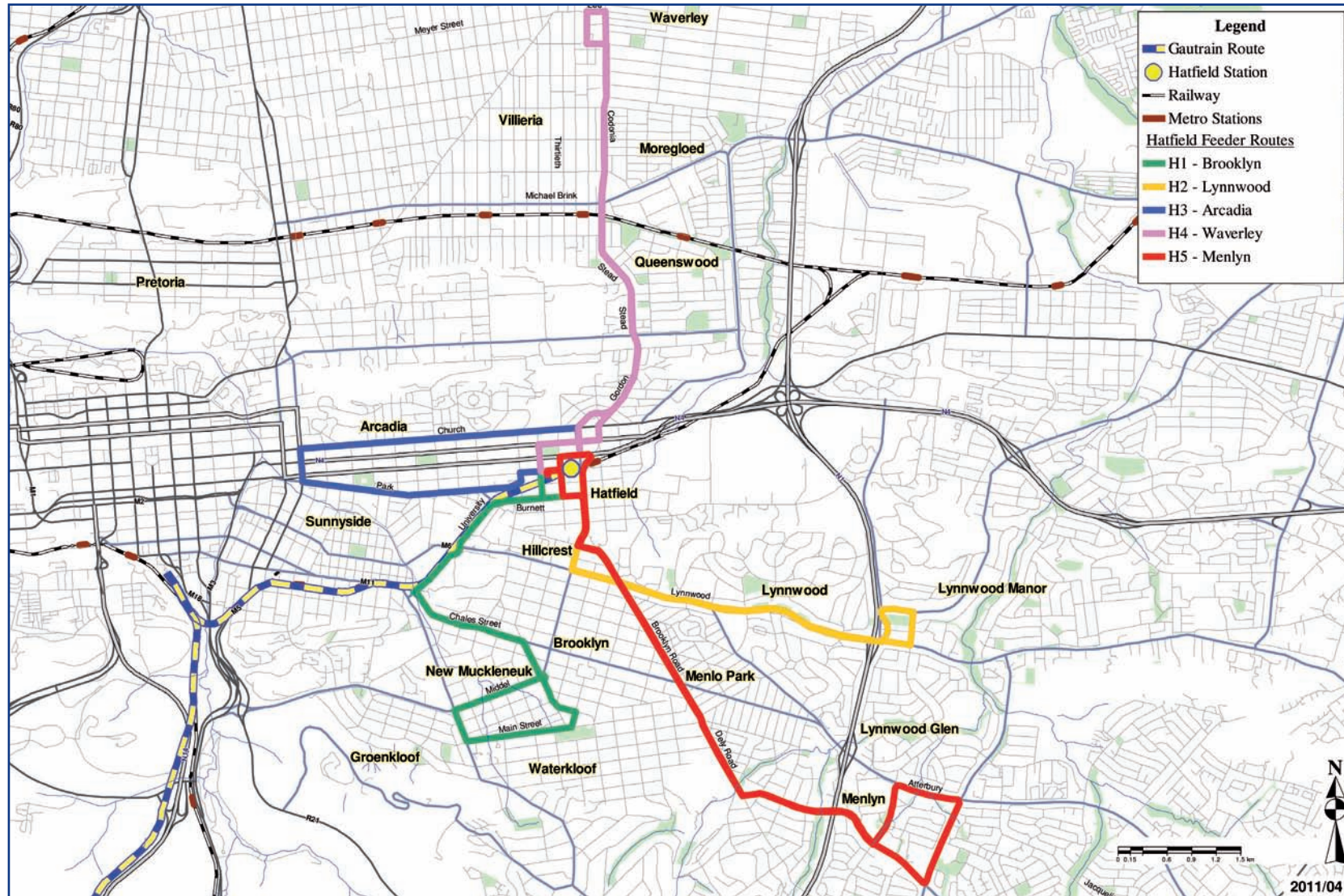
Pretoria Station: Feeder and Distribution Routes (OCD 2)



Note: Small adjustments may still be done to routes before implementation.



Hatfield Station: Feeder and Distribution Routes (OCD 2)



Note: Small adjustments may still be done to routes before implementation.



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Bus route rationale

Accessibility of stations was always seen as one of the key success factors of the Gautrain. As part of the solution of providing passengers with efficient and convenient access to stations, it was decided to introduce a Gautrain feeder and distribution bus service, which will complement existing public transport services. However, the Gautrain feeder and distribution bus service was never intended to directly compete or duplicate existing road-based public transport services of a similar quality and standard, such as the bus rapid transit systems being developed by the respective municipalities.

During the development of the Gautrain feeder and distribution bus network numerous routes within a 10km radius from the various stations were investigated. The Gautrain patronage demand forecast model was used as a tool to analyse routes, predict the potential passenger numbers per route and identify the most critical bus routes per station. Experience from the already existing feeder and distribution bus services show that most bus passengers originate from major commercial nodes and very high density residential developments. This was also used as an input into the design of the feeder bus routes.

It is important to note that the Gautrain feeder and distribution bus routes are not “cast in concrete” for the next fifteen years of the Gautrain Concession Contract. The Contract makes allowance for the continuous adjustment and improvement of the bus service to better serve the needs and meet the requirements of passengers. An example of this is the introduction of a new feeder route through Kempton Park to the Rhodesfield Station at the beginning of May 2011. After the introduction of further feeder bus services to new stations in the middle of the year, these services will be observed and passenger responses monitored, with a view of fine tuning the service.

Gautrain shuttle services operated with smaller vehicles to Marlboro Station will start operations during May 2011. The first route will be towards Linbro Park, with routes to other destinations such as Woodmead and Greenstone being viewed as future possibilities.



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