ENGINEERING & TECHNOLOGY

ROAD SAFETY

COMMUNITY DEVELOPMENT

GOVERNANCE & FINANCE

ENVIRONMENT

SUSTAINABILITY & JOB CREATION

Moloto Road (R573) Upgrading:
RPF 07 NOVEMBER 2016

R573 – Moloto Road (Pretoria – Marble Hall)

Crash Data Analysis Mpumalanga and Limpopo
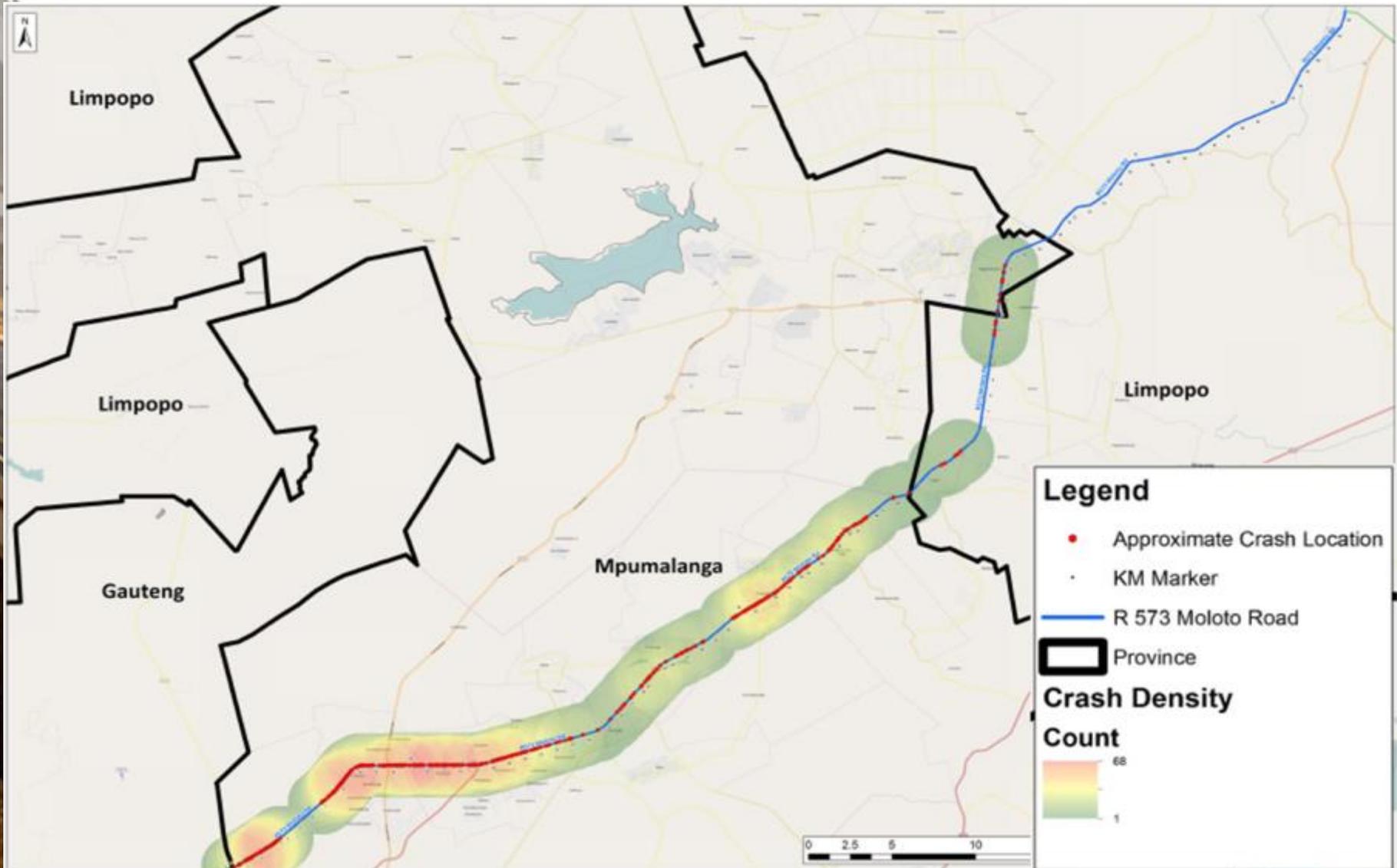
Background – Problem Statement

What makes this route different / "hazardous" ?

- Links 33 informal settlements and townships
- Serves as a primary mobility route
  - Distinct travel patterns, under dark conditions
- Also serves an accessibility function
  - High numbers of pedestrian activity
  - Land use development not controlled, many unplanned (unlawful) accesses
- Design standards inconsistent, little regard for road safety
- Trading in the road reserve
- Road user behaviour issues
  - Driving in face of oncoming traffic
  - Illegal U-Turns, speeding
- Lack of basic road maintenance, edge breaks, lighting, etc.

Background – Problem Statement (cont.)

- ■ Vehicles
  - Between 10 000 and 12 000 vpd (Gauteng and Mpumalanga Section)
  - Drops down to approx. 4 000 vpd (Limpopo section)
  - High percentages of buses in the peaks
- ■ Pedestrian activity
  - Pedestrian count at five busiest points at urban areas
  - Many of whom are crossing and travelling in **the dark**

Minor intersections

Major intersections

Challenges - Illegal Passing
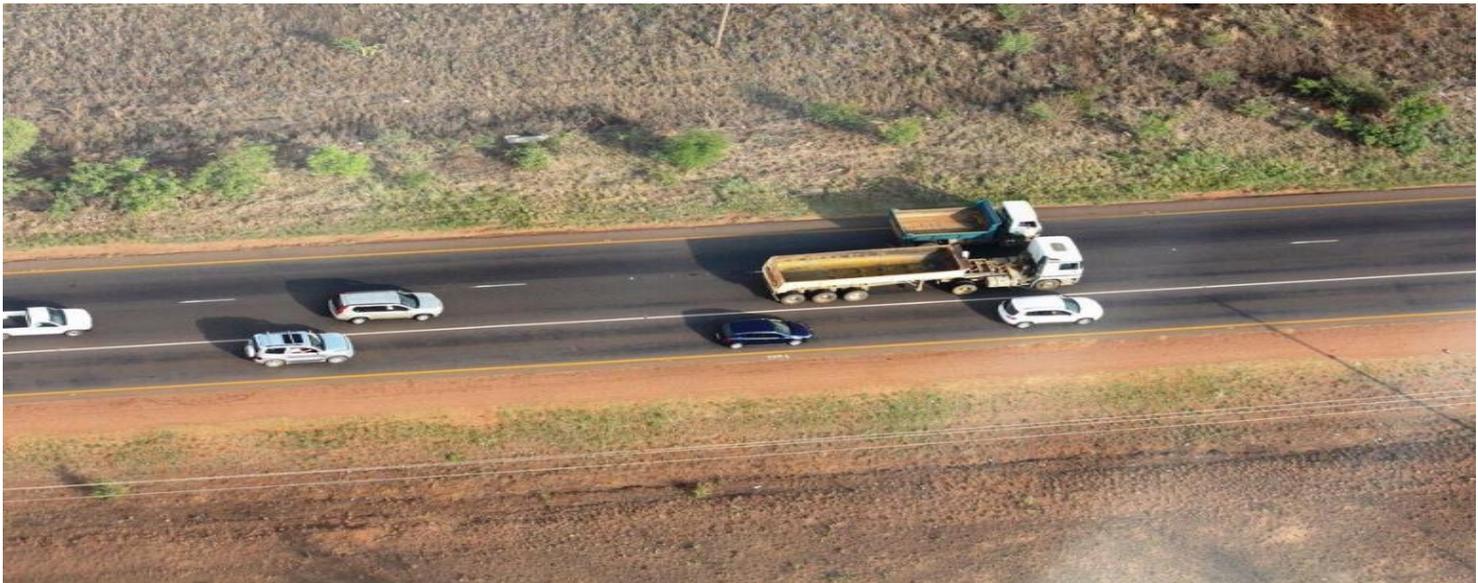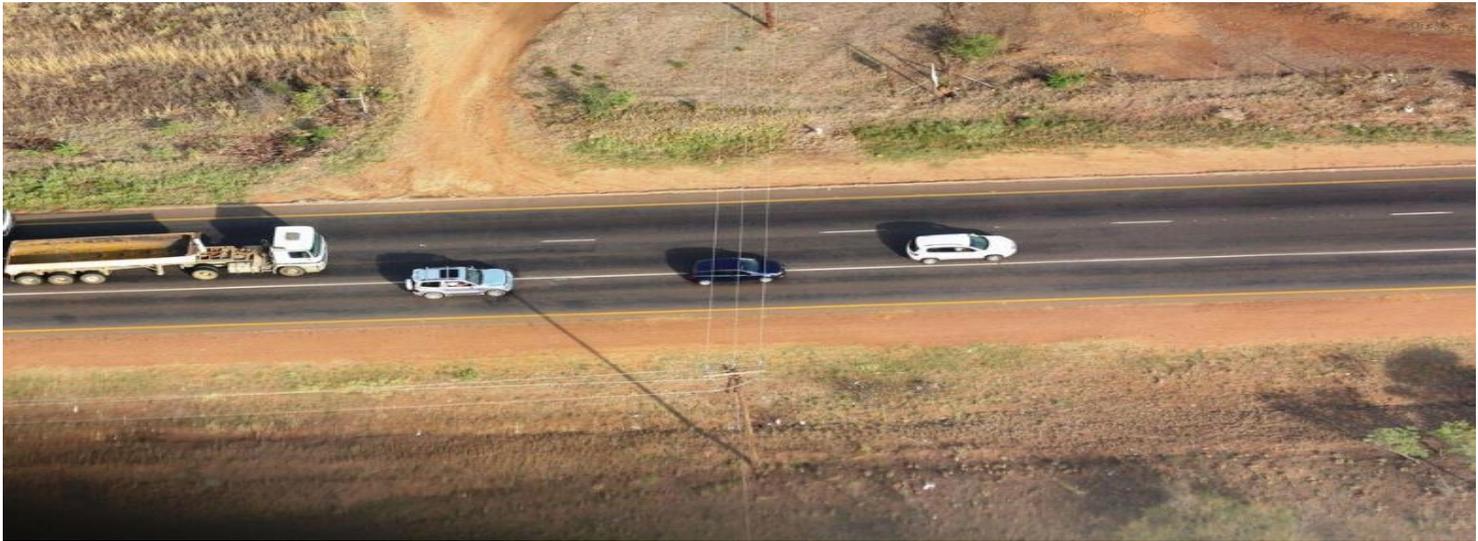
Challenges - Informal Accesses

Challenges – Informal traders

Challenges - Social

- High employment rate
- Stakeholder engagement
  - Politicians
  - Presidency, Cabinet, PICC
  - National departments (Treasury, DOT, DEA, DWS, DMR)
  - Provincial departments
  - Local municipalities
  - Local communities
  - Small businesses
  - Community organizations
  - Construction industry
  - Taxi industry, Bus Operators

Moloto Road Upgrade - The Rationale

- Runs through 3 provinces: Gauteng, Limpopo & Mpumalanga;

- Used by approximately 150 000 commuters daily;

- Road hasn't been upgraded for many years;

- Came to be known as "road of death" due to many accidents that have claimed lives over the years;

- The high rate of accidents necessitated the urgency to upgrade the road;

- DoT transferred LP & MP road sections to SANRAL in July 2015 to do the upgrades;

- GP not transferred but SANRAL will manage the upgrade i.t.o. an agreement (November 2015);

- The upgraded road will not be tolled.

- Remains an important economic route connecting the 3 provinces.

Proposed Intersection Upgrades

Roundabouts

### (Reduced Conflicts Points and Crash Severity)
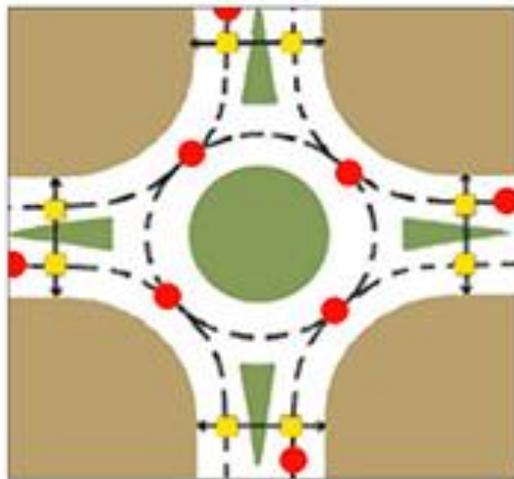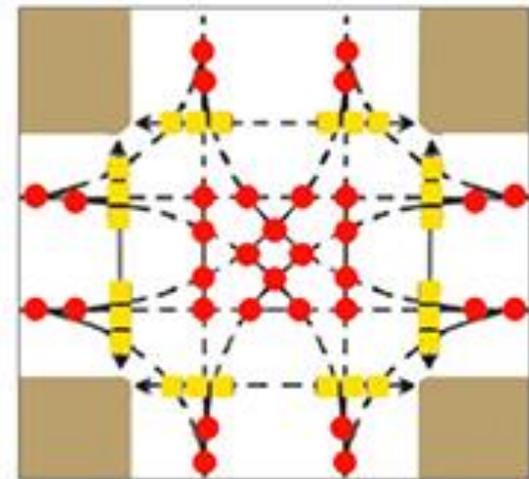
Improved intersections

Proposed Cross Sections
## Urban Sections: 2 lanes per direction + bus stop
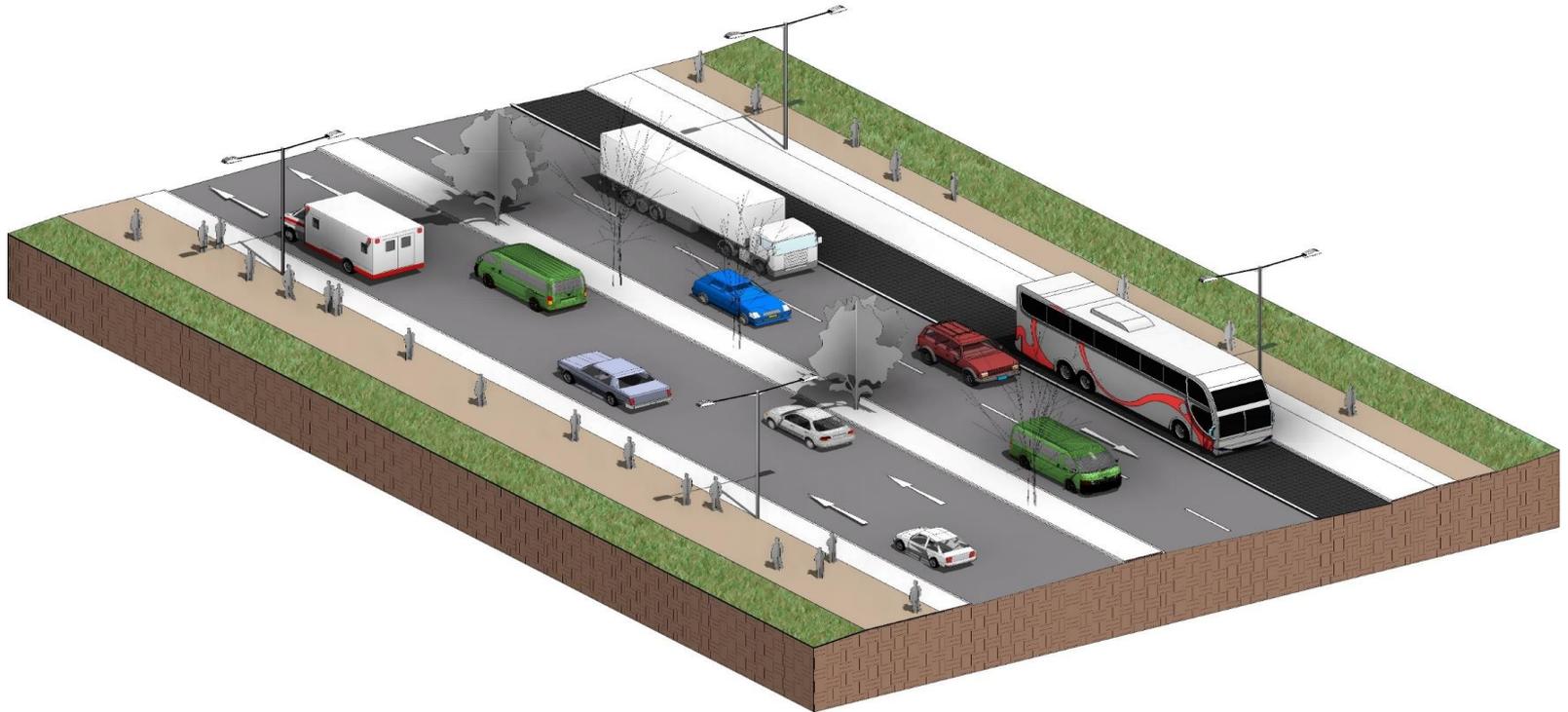
Proposed Cross Sections

- Rural Sections: 2 + 1 Configuration
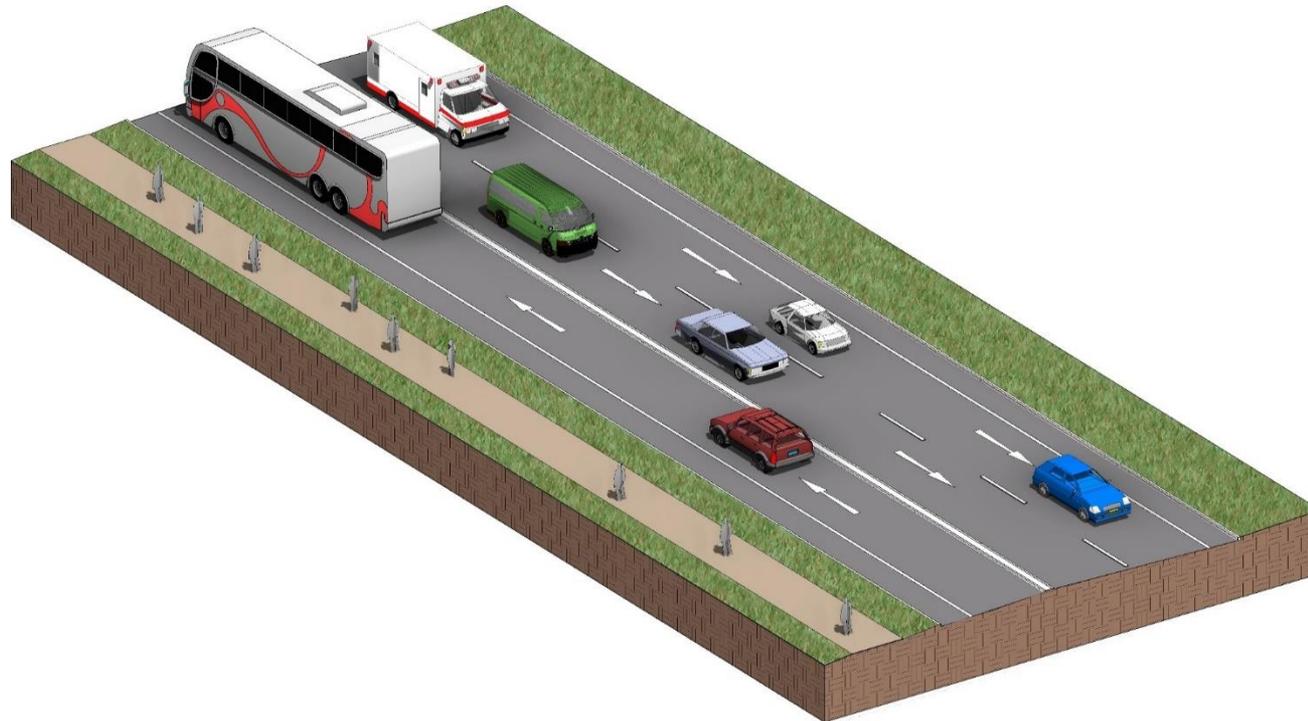
Proposed Cross Sections

- Rural Sections: 2 + 2 Configuration + Bus Stop

RURAL SECTIONS: 2+2 CONFIGURATION WITH BUS STOP
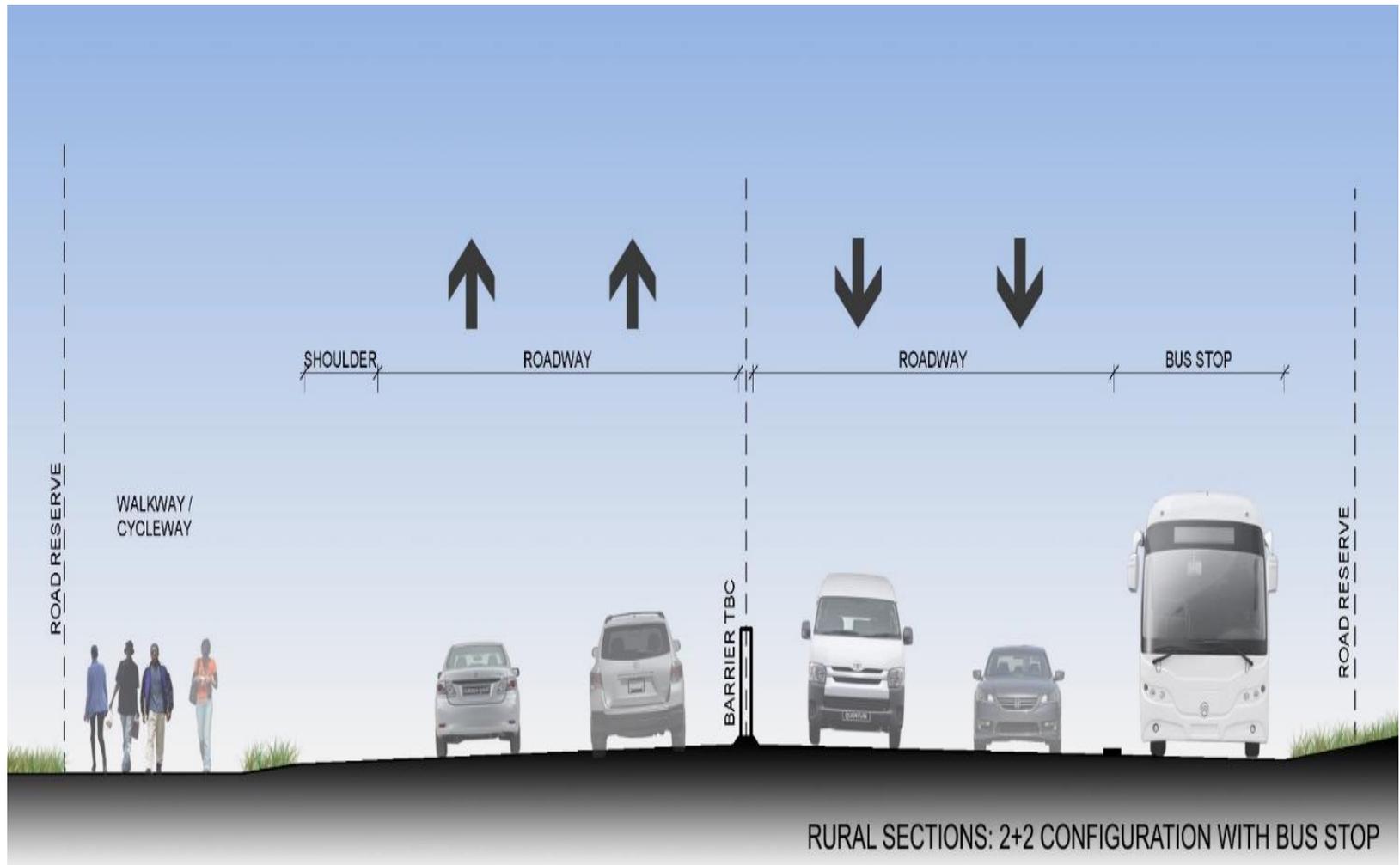
Implementation Strategy

- Implement RRM, Conventional and Community Development projects.

- Implement projects in phases.

- Main contractors – structured JVs.

- Training of labourers and small contractor development.

- Maximise labour participation.

- Maximise small contractor participation, preferably from the target area.

- Ongoing stakeholder management.

Progress - 2016

- Consultants have been appointed for all three provinces (GP, MP & LP)

- **June 2016**
  - Sod turning by Minister of Transport
  - SMME Information session (Thembisile Hani, Ephraim Mogale & Elias Motswaledi LMs)

- **July 2016**
  - SMME Information session (Dr JS Moroka LM)

- Ongoing Stakeholder Engagements

- **November 2016**

  Construction contracts awarded :

  - Upgrading of priority intersections in Mpumalanga Province: Raubex/ Moloto JV (Khuluphala, Themolo, Biz Afrika)

  - Upgrade of 22km road from south of Marble Hall: KPMM/ Chauke Business Enterprises JV

THANK YOU

SANRAL FRAUD HOTLINE 0800204558

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