

COP 17 ENERGY EFFICIENCY DAY: It is about their future!

7 December 2011

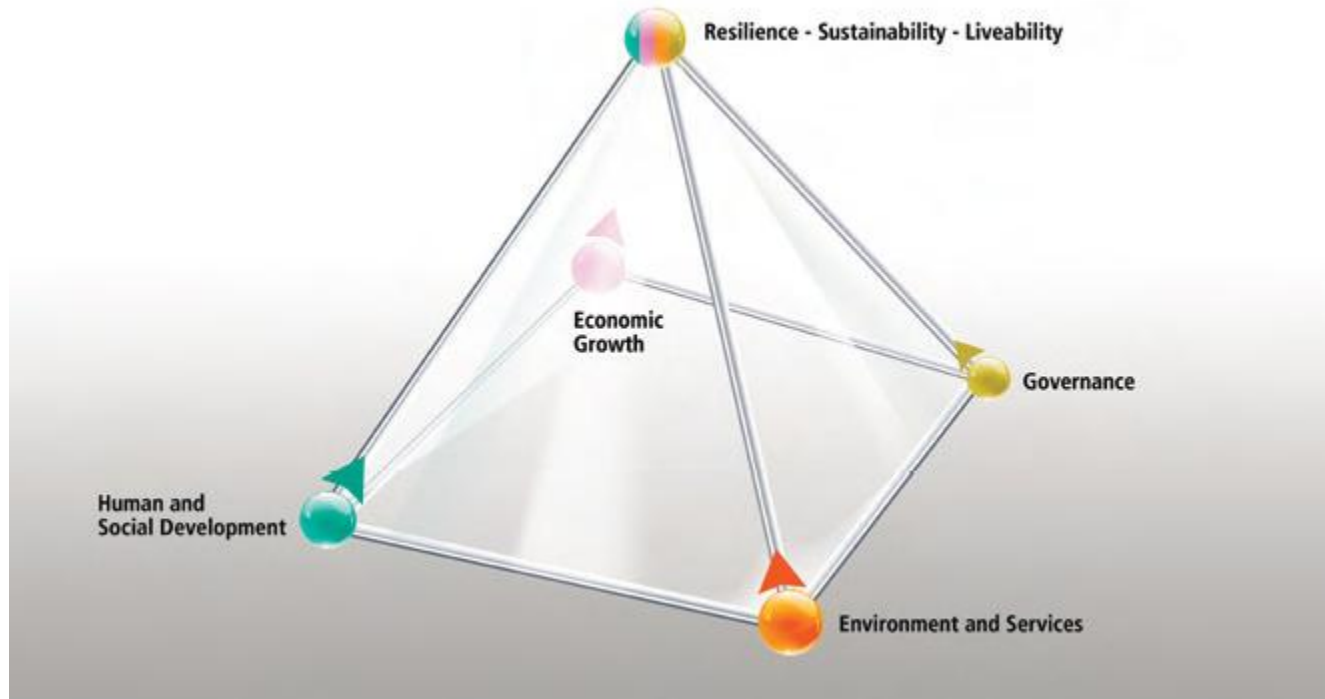


Mobility in Johannesburg Context



- ⦿ Apartheid spatial planning deliberate exclusion of communities.
- ⦿ 1970s and 1980s : deliberate car based planning – removal of trams/ trolley buses and public transport. Creation of high rise parking lots.
- ⦿ Apartheid transport provision and the rise of the minibus taxi sector.
- ⦿ 53 to 47% modal split: Private car to Public Transport.
- ⦿ Cars as status symbols
- ⦿ Hosting of the FIFA World Cup: Legacy Projects.

GDS 2040: Fundamental Transformation



Vision for Mobility



- ◉ Two new programmes and set of five year outputs under banner of “eco mobility”
 - **Programme 1: Promotion of public transport, walking and cycling**
 - Roll out of Rea Vaya BRT as part of integrated mass transit network
 - Promotion of walking and cycling
 - Travel demand management (esp. Peak period car use)
 - **Programme 2: Transport infrastructure and congestion management**
 - Implementation of “Complete Streets” that are people friendly
 - Appropriate mobility for freight, logistics, delivery and service vehicles
 - Transport infrastructure construction, upgrading and maintenance
 - Intelligent transport systems
 - Road safety



REA VAYA BRT



a world class African city



National Public Transport Strategy of 2007 creates the framework for mode shifts...



- ⊙ Fully supports direction to roll out integrated PT and NMT network in phases with aim of 85% of city residents within 500m access of network.
- ⊙ Increasing road and parking space for cars is not viable, equitable or sustainable.
- ⊙ Estimates that in 6 metro cities a combined total of 2.5m people use a car to work. 2 million of these are car drivers and 1 million of these do not need a car at work. These are prime target for positive mode shift onto high quality public transport networks like the Rea Vaya BRT.
- ⊙ Of the 5m students in the 6 metros, around 1m use a car to go to school.
- ⊙ Getting a good, basic integrated, city regulated public transport system in place is critical to reduce energy and carbon footprints in Johannesburg. Getting 6 car drivers onto Rea Vaya covers the energy use of an articulated bus carrying 120 passengers!

Transport Values



Opportunities to scale up...?



- ⦿ Dispersed cities like Johannesburg need a lot more infrastructure to cover the same number of people when compared to denser cities like Bogota or Hong Kong
- ⦿ To avoid gridlock in the next decade the city simply has to find a way to accelerate the rollout of up to 300km of BRT trunk corridors to maximally cover the city and to transform all existing bus and minibus services into a single Rea Vaya system
- ⦿ A citywide network that can retain existing public transport users and attract at least 20% of current car users is the only way to go for a city like Johannesburg.
- ⦿ To achieve this will take a massive effort across the spheres of government as well as across the city and with all local stakeholders and investors.

THANK YOU

