

Department of Transport
City of Joburg
April 2015

Public Transport Promotion through the introduction of the Integrated Transport Network

1. Overview of the Integrated Transport Plan

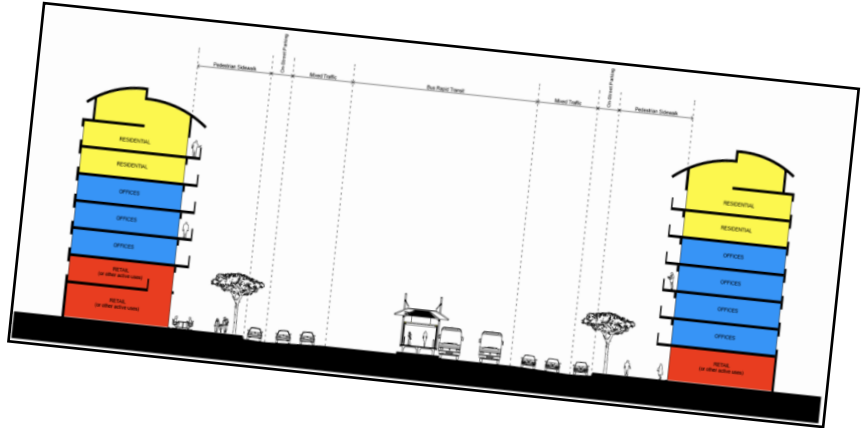
Transport Vision – “A people-centred transport system that is transformed”. A very liveable City: very pro public transport, walking and cycling.

The City has developed a ‘Strategic Integrated Transport Plan (SITPF) Framework , 2013’

- Status quo assessment of the last 10 years (2002 Household Travel Survey vs Gauteng Quality of Life Survey 2011, shows car modal share has stabilised at 42%)
- Reviewed the strategic imperatives of the City
 - **1-Restructure and integrate the city;**
 - **2 – Improve and expand provision of quality public transport and use of non-motorised transport**
 - 3 – Maintain, improve, extend and integrate transport infrastructure
 - 4 – Support economic growth through improving freight mobility
 - 5 – Manage congestion, travel demand and parking
 - 6 – Improve transport safety through active, engaged citizenry
 - 7 – Transform the transport sector and encourage new, efficient and profitable transport enterprises and green jobs
 - 8 – Plan and regulate the transport system
 - 9 – Resource and finance the transport plan

1. Overview of the Integrated Transport Plan (cont'd)

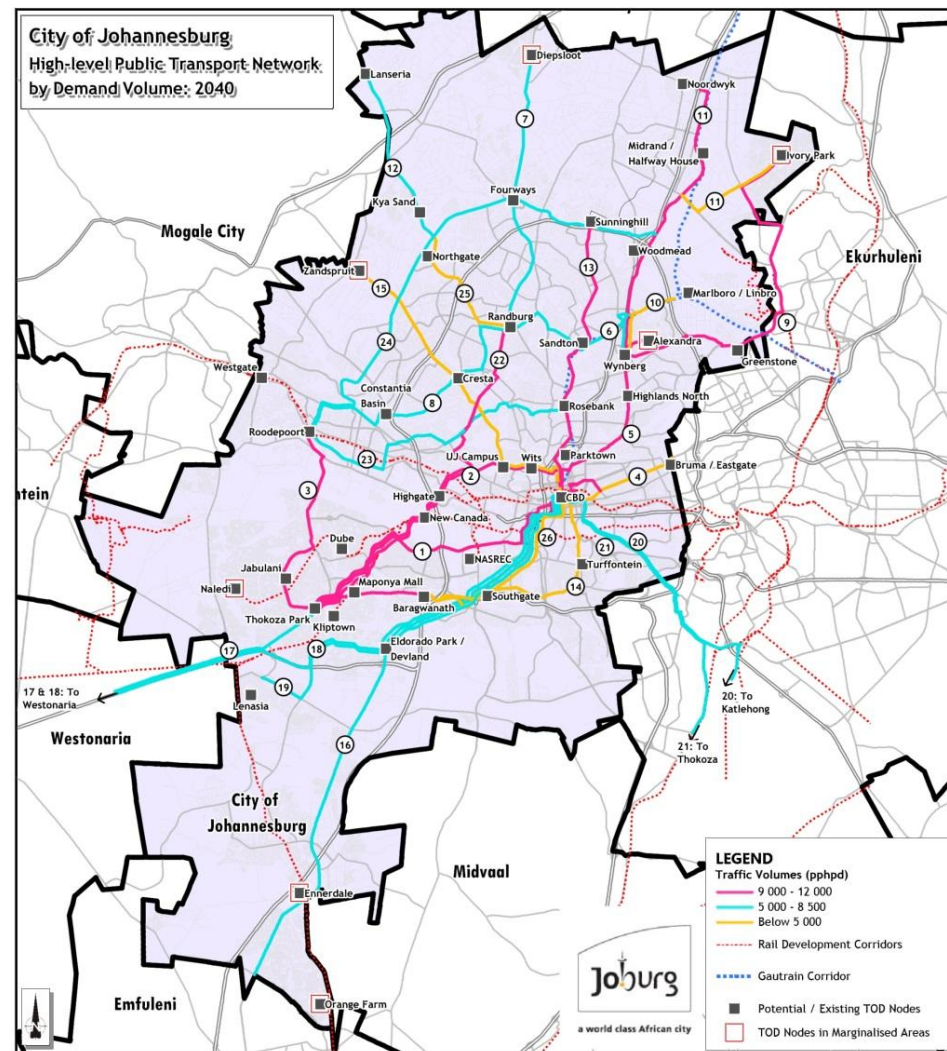
- Joburg is committed to Transit-Oriented Development as the way to change the shape of the City.
 - It means residential densification along well-served public transport corridors and a mixture of land uses in the corridors and the nodes along them.
- The Framework has developed a network of the primary public transport corridors, now and for projected demand up to 2040.
- Some of these will become our “Corridors of Freedom”



1. Overview of the Integrated Transport Plan (cont'd)

Network Identified in the SITPF

- The city population is expected to increase from 4.43 million in 2011 to 6.57 million in 2040.
- Density per km² will increase from 2 698 (2011) to 3 996.
- Significant increases in employment by 2040 especially in various nodes of the City
- If we assume that density and TOD reduces average trip length to 19 km and a public transport share of 65% due to new developments on Rea Vaya corridors (1A,B and C)
- Then the public transport morning peak hour demand is predicted to double from **298 000 trips in 2010 to 617 000 trips in 2040**
- And if these trips are assigned to the transport network, then this would mean that the City needs to develop the High-level Public Transport Network by 2040.



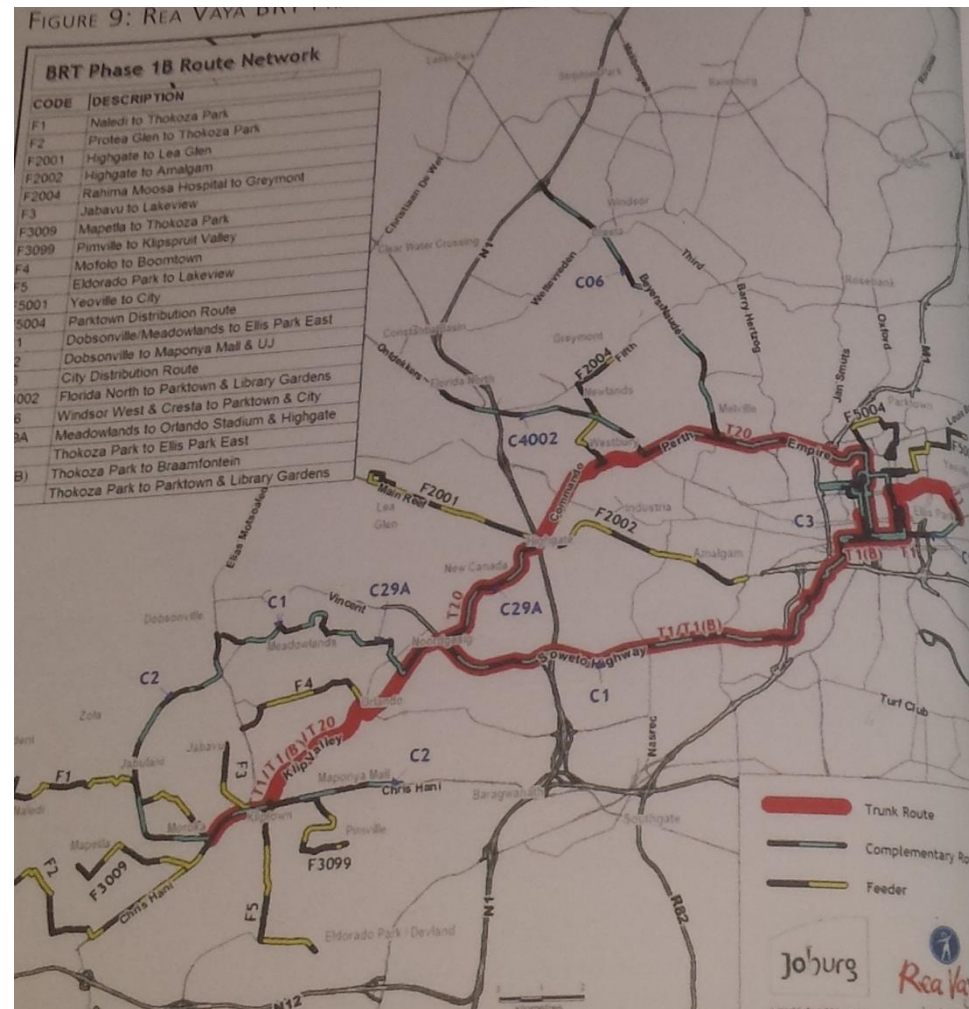
2. Development of the Integrated Public Transport Network (IPTN)

Refinement of the Public Transport Corridor Identified in the SITPF

- The objective is to integrate transport modes and schedules to ensure that passengers can move optimally from origin to destination in the shortest possible time with minimum fare paying transactions.
- The network is being updated taken into consideration the City's EMME/2 model and the City's Spatial Development Framework.
- Different scenarios are being tested for an optimum network based on economic(employment growth), political, social and demographic factors
- Once developed the IPTN will consist of the following:
 - A **cycle network** as an main mode or as a feeder system to public transport;
 - **Public transport infrastructure** required to support the network (e.g. stations, dedicated/managed lanes, off-street multi-modal transport facilities)
 - Identify the **role of each public transport mode** such as rail, bus, minibus, metered taxis, pedi-cabs);
 - **Freight transport network** and the infrastructure required to support the movement of goods within the City of Johannesburg and neighbouring municipalities and/or provinces.
 - Relationship between freight, public and non-motorised transport movements.
- Completion of project – by December 2015

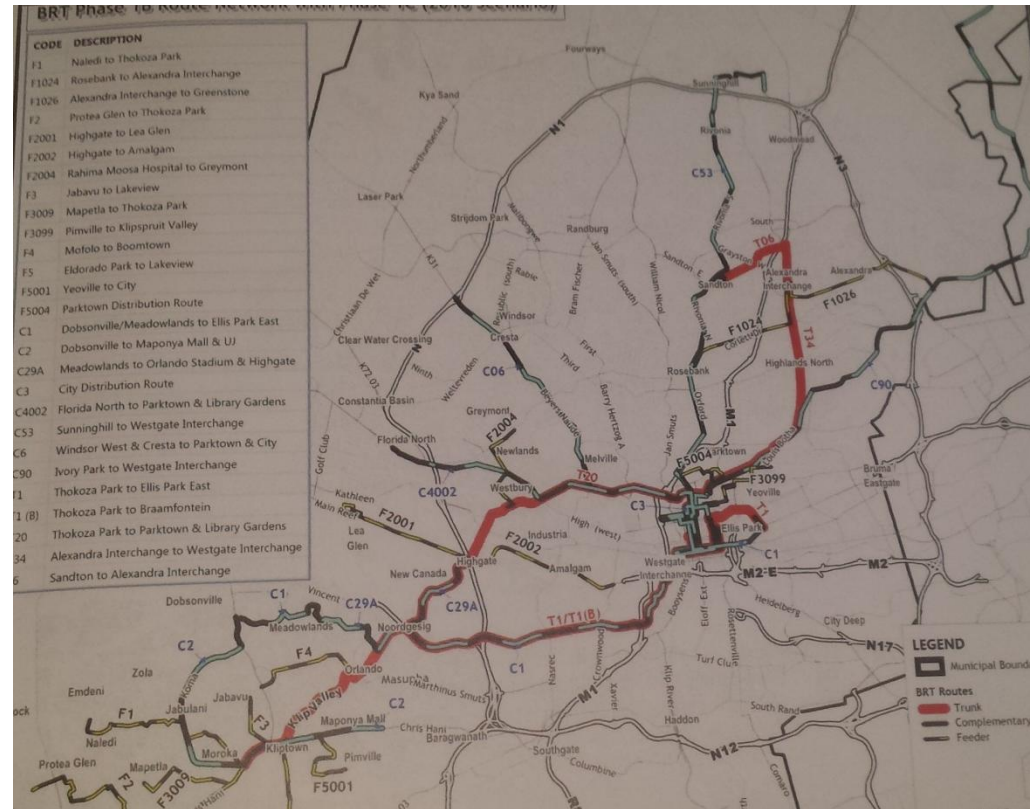
3. Existing Rea Vaya (BRT network)

- The following links of the Rea Vaya (BRT) network has been implemented:
 - **Soweto to CBD via Soweto Highway** (Phase 1A successfully built and brought into operation in stages between 31 August 2009 and February 2011) **Typical Weekday passenger trips of 40 000**
 - **Soweto to CBD via Perth** (became operational in October 2013).



4. Rea Vaya Under Construction (Current Phases)

- The following links of the Rea Vaya (BRT) network are being implemented:
 - CBD to Sandton via Louis Botha
 - Alexandra-Wynberg-Sandton
 - CBD to Wynberg to Midrand (plus links to Ivory Park and Alexandra)



4. Rea Vaya Under Construction (Current Phases) cont'd

- Alexandra to Sandton – The “Great Walk” – New bridge to provide a safe and convenient link



5. Public Transport & NMT Awareness

- Jozi Cycle Week – 15 to 21 March 2015 - raise awareness and perception for cycling
- UJ to Wits Cycle Lane Launched in March 2015.
- Transport Month (October) –Johannesburg will be the second City in the World to Host this car-free initiative. This will focus on the Sandton CBD. Planning is already under way.
- Investigation into the implementation of Managed Lanes in the Inner City
- Cycle paths implemented in Orange Farm Township to improve access to school

THANK YOU