



a world class African city



Johannesburg case study

UNEP Conference, Nairobi Kenya

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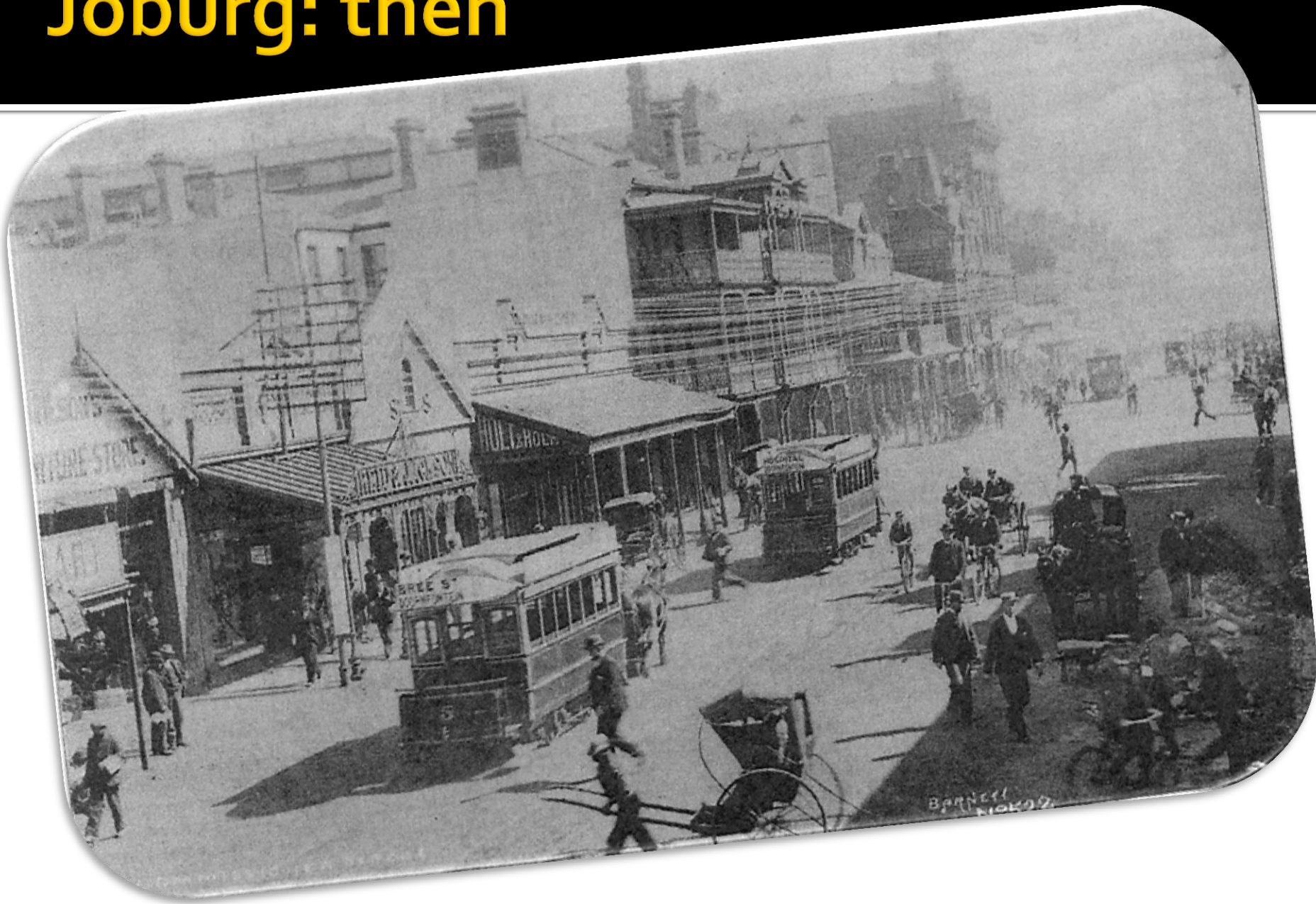
City of Johannesburg Metropolitan Municipality

30 May 2016

Agenda

- High level overview
 - Background to City of Joburg
 - Public transport initiatives
 - Rea Vaya BRT System
- Transformation of informal sector/previously disadvantaged operators
 - City approach
 - Key experiences from existing operational phases (Phase 1A and 1B)
 - Lessons and conclusions

Joburg: then



Joburg: now

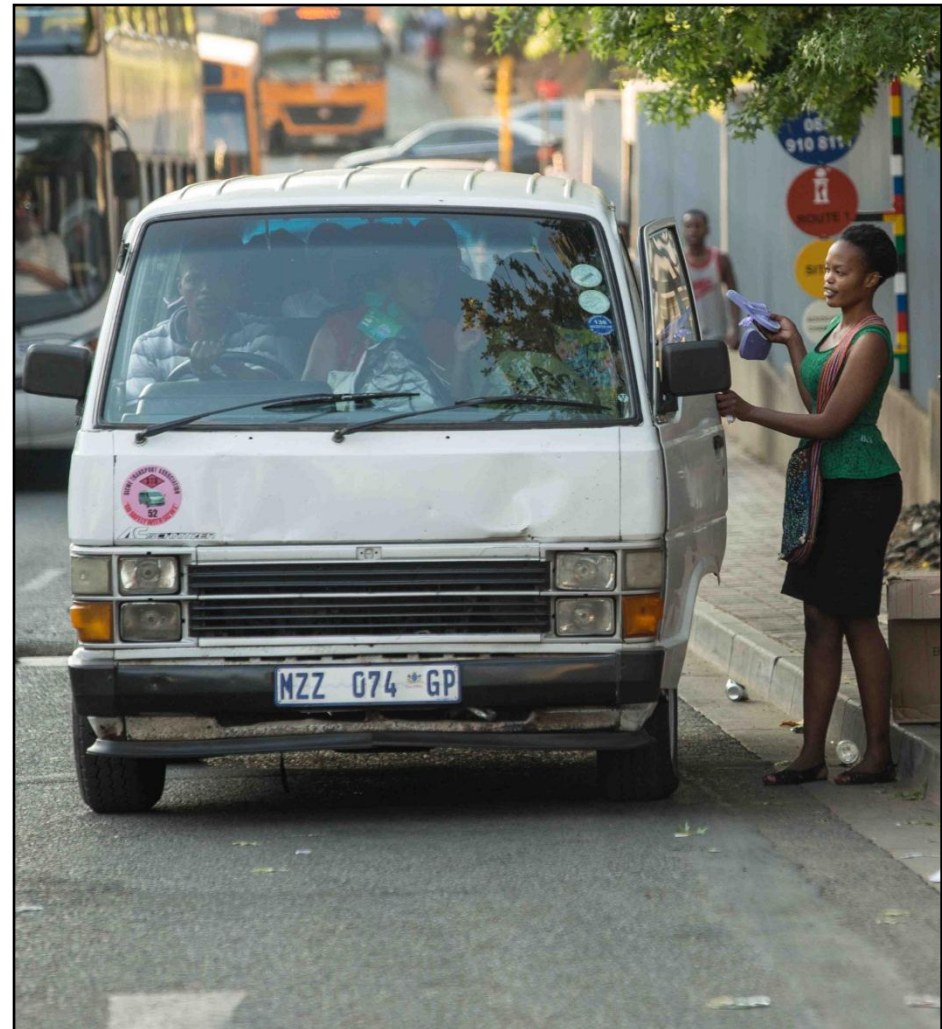


Brief overview of Joburg

- Population: 4.4 million
- Population growth rate: 3.4%
- Land mass: 1 645 km²
- Population density: 2695/km²
- Household number: 1 434 856
- Household size: 3 persons per household

- Growth rate: 3.3% in 2011
- Unemployment: 23% of economically active people in 2010 but if those who have stopped looking for work are included, the number grows to >30%
- 67.4% of households live on less than R3200 per month with a large percentage of poor household's income going towards transport
- Gini co-efficient: 0.63,- highest in world

- Carbon emissions: 56% is contribution of Joburg to national carbon emissions, 13% highest carbon emitting City in the world and Transport has the highest demand for energy (67%)



State of Transport

HISTORICAL LEGACY

- Insufficient investment in transport in Cities:
 - Road network: 80% of road network has pavement structure of over 20 years
 - Rail rolling stock: average age 35 years, no infrastructure upgrade for 20 years
 - Metrobus: No bus less than 8 years old
 - Taxi recapitalisation not achieved desired numbers
 - Public transport facilities: vary from informal to formal – stops, stations, interchanges.

BUT IT IS CHANGING

- Gautrain:
 - 90 km high speed train linking airport to old and new CBDs of Joburg and Pretoria
- Rea Vaya Bus Rapid Transit
 - 47 kms of trunk route operational linking CBD and Soweto
 - Planning for further 16km in next two years
- Gauteng Freeway Improvement Scheme
 - R32 billion project aimed to upgrade national road network around Joburg
 - Paid through tolls but generated significant controversy and resistance – leading to lower toll revenue than planned

Implementing public transport



Implementing our objective: Making public transport, walking and cycling the mode of choice



Structural changes

- Rea Vaya BRT
- Cycle lanes
- Public transport lanes
- Wider sidewalks
- Public transport facilities: Interchanges,



Operational changes

- Rea Vaya bus services
- Metrobus restructuring and recapitalisation
- Park and rides



Cultural change

- Eco-mobility Festival
- Freedom Rides
- Ride sharing
- Corporate travel plans
- Open streets

预览已结束，完整报告链接和二维码如下：

https://www.yunbaogao.cn/report/index/report?reportId=5_16411

