



Transport and the WC2010

Creating a lasting legacy

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Aim of the presentation



Lets get real!

A realistic assessment of the transport challenges and barriers in SA and what broad indicators it gives for a transport strategy for WC2010

There are a lot of unrealistic expectations out there about how Public Transport is going to be transformed in a few years!



Contents

1. Reality Check

- Public Transport Realities
- Road Safety Realities

2. Dispelling some myths..

3. Transport Strategies for WC2010



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- **Spatial structures of SA cities makes PT inefficient**
 - Densities are low
 - Distances far
 - Tidal flows
- **Means relatively high operating subsidies!**
- **Not likely to change radically in next 10 years!**



- **PT in SA is not attractive**
 - Fleets are old requiring substantial investment (R billions)
 - No through ticketing
 - No good information systems
 - Little PT priority
 - Safety and security are major issues
- **We are not going to be able remedy all this by 2010!**
- **Interventions will have to be very selective!**



- A major portion of the PT system is unregulated and “informal” with numerous operators (Minibus Taxis)
 - Not quickly sorted out
 - Barrier to quick implementation
- But you cannot leave them out of the equation!



- **Transport functions are still fragmented**
 - Where are all the TA's?
 - Even with TA's, devolution is another story!
- **Fragmentation is a real hindrance to integration and co-ordination!**



- **We have a very poor road safety record**
 - In particular, our CBD's are not pedestrian friendly at all.
 - Pedestrian accidents are high!
 - All our efforts thus far have not produced lasting accident reductions
- **How many tourists are we going to kill?**



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- We are not going to have a world-class PT system by 2010
 - but it can be better than the present system, and parts of it can be good.
- It will have to be combination of legacy issues (limited?) and once-off arrangements.
 - You must target specific transport interventions on specific existing corridors/ nodes to leave a legacy



- You must make provision for the car.
- Don't forget the operating money / subsidy!
 - Any PT systems that operate before and after WC2010
 - Safety and security (operating budgets!)
 - Information systems e.g. call centre
 - Where is the additional operating money going to come from?



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Low income
PT based



PT Priority

High income
Car based



High income
Car based



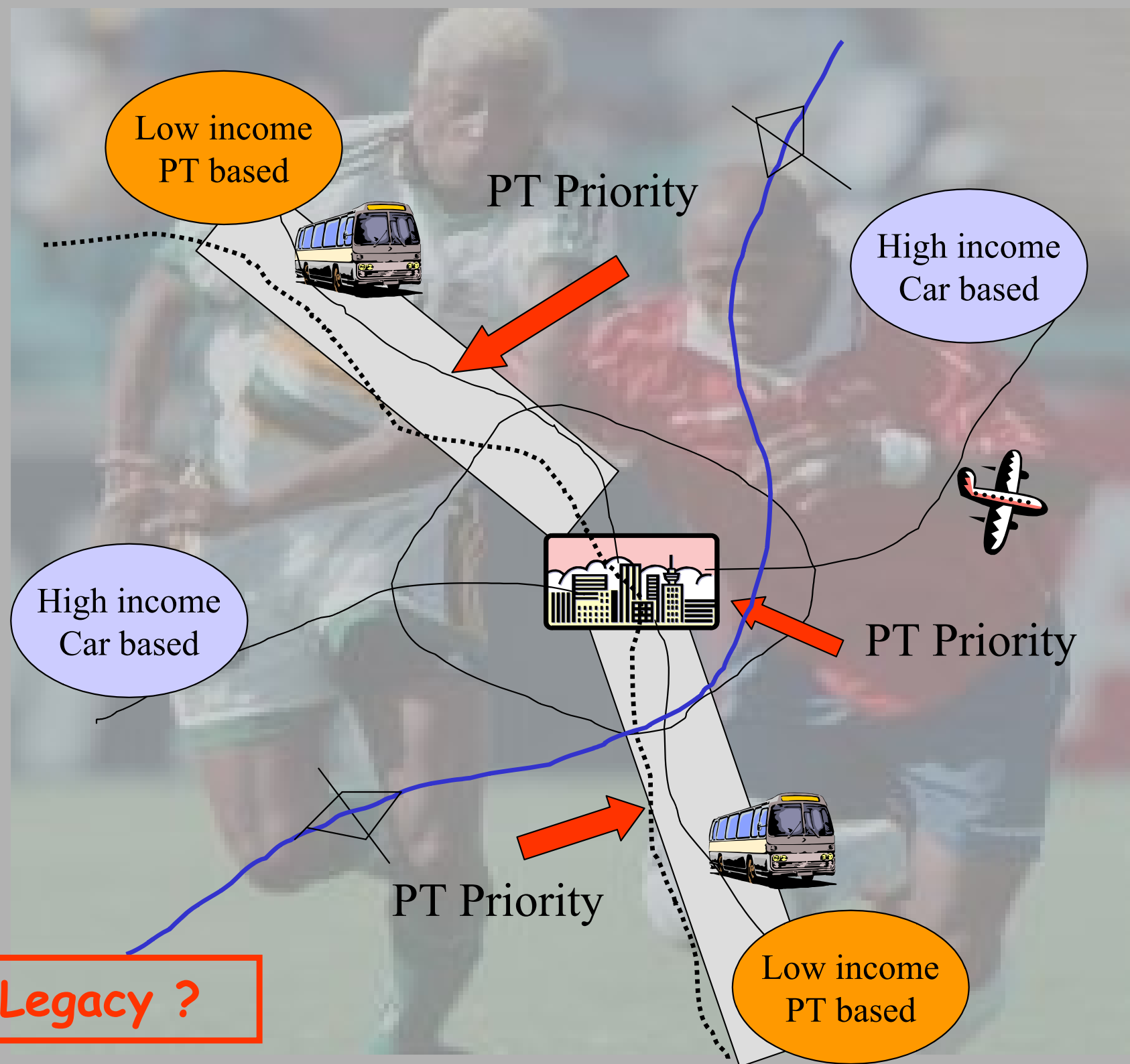
PT Priority

PT Priority



Low income
PT based

Legacy ?





- **Location of stadium**
 - On existing, high vol PT corridors or near CBD's ideal
- **If not...**
 - Legacy potential dramatically reduced
 - High operating subsidy before and after event



Low income
PT based



High income
Car based



High income
Car based

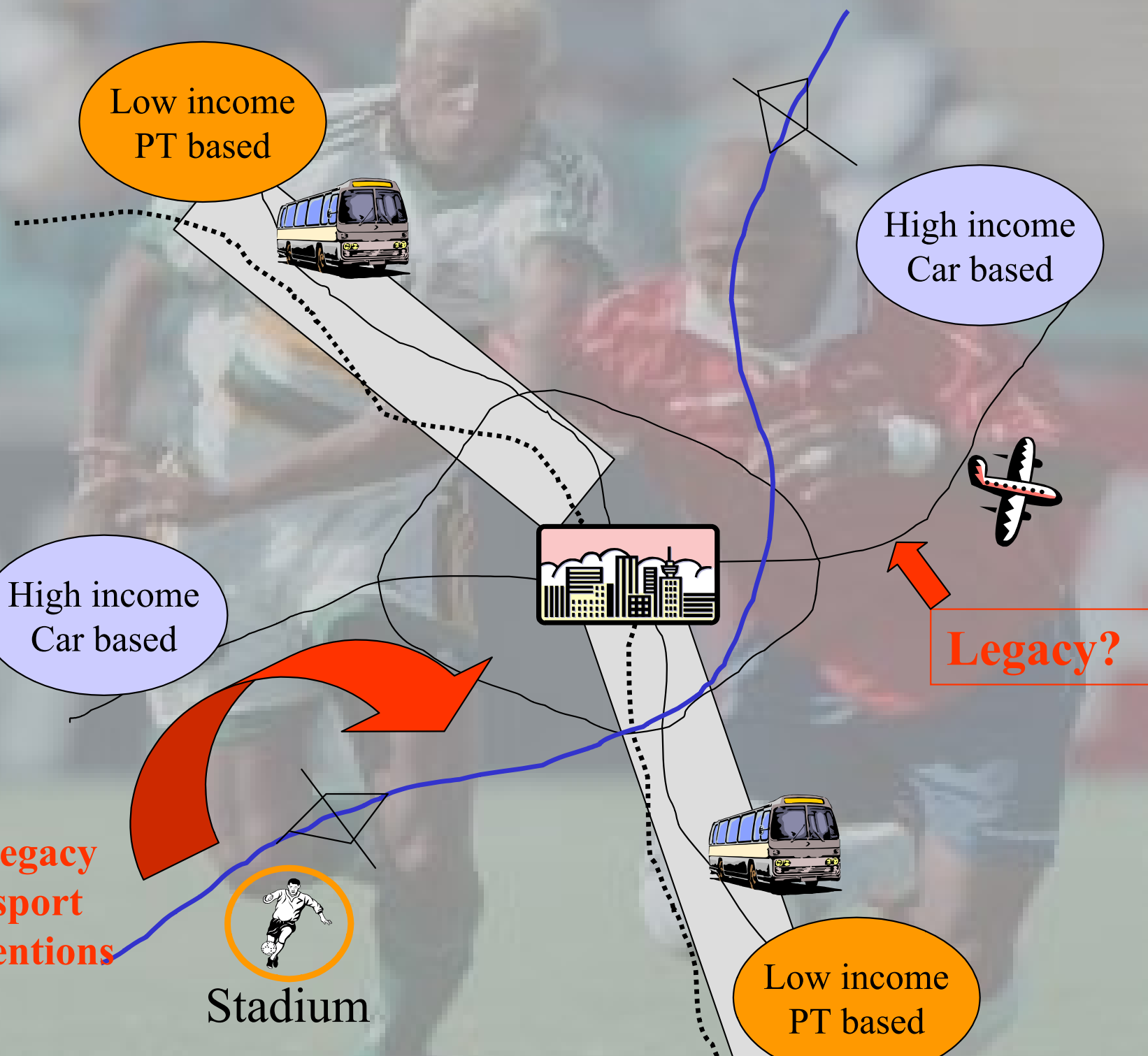
Legacy?

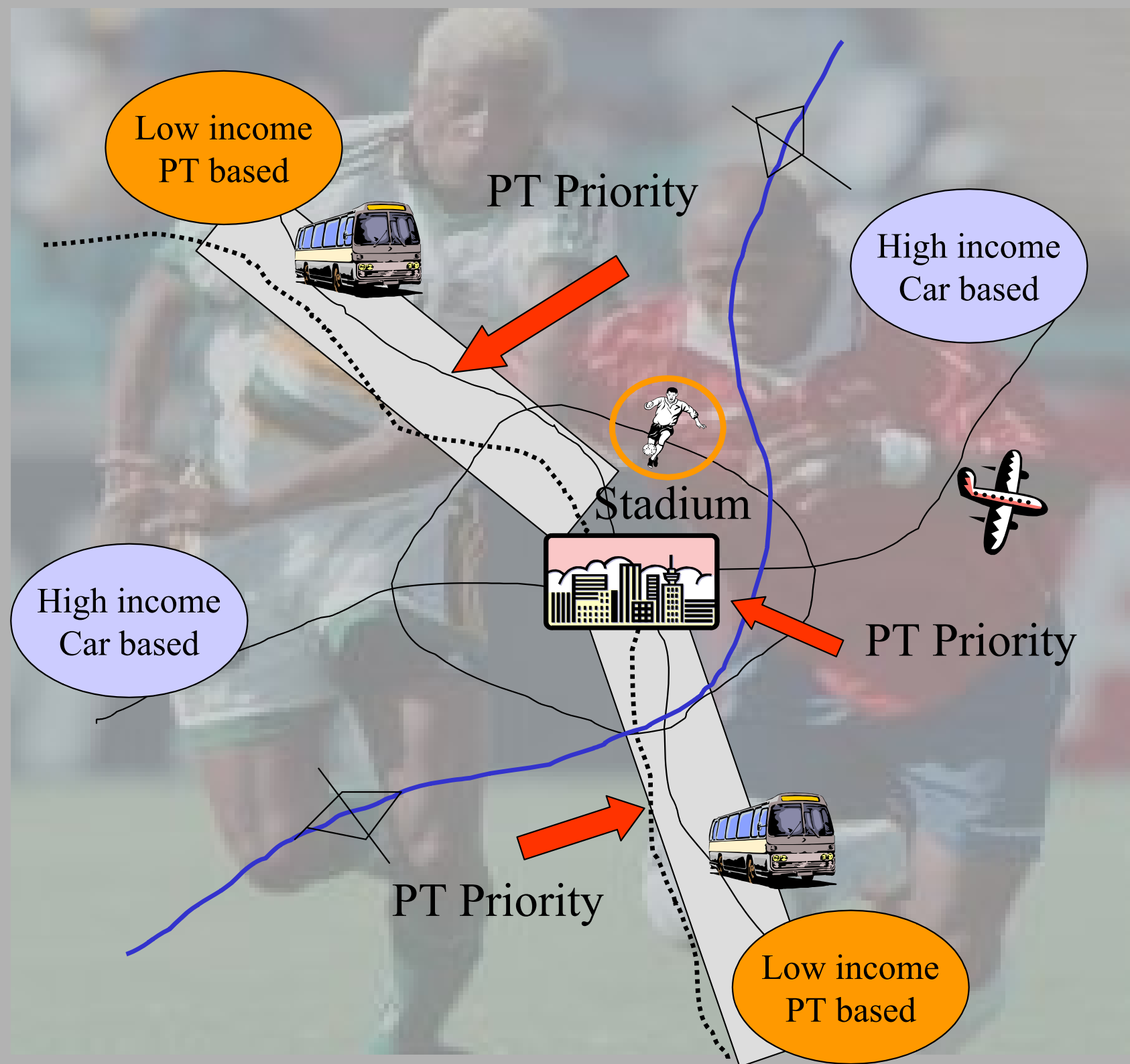
Non-legacy
transport
interventions



Stadium

Low income
PT based





Low income
PT based

PT Priority

High income
Car based



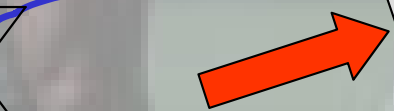
Stadium



High income
Car based



PT Priority



PT Priority



Low income
PT based

Legacy transport strategies



- Focus on CBD's
 - Pedestrianisation
 - PT priority circulatory systems
 - Links to accommodation belt
 - Road safety (esp Eng and Enf)
 - ITS
 - Remote parking garages for car
 - Walk or connected to PT system



- **Focus on high vol PT corridors to CBD**
 - **Fleet upgrades**
 - **PT priority measures**
 - **ITS**



- **Intermodalism**

- Key PT interchanges in CBD and corridors
- Through ticketing
- Information systems



Finally...

- **Serious, sustained funding (capital and operating / subsidies) is required to turn transport around in SA**
- **WC 2010 does provide an opportunity to kick-start the transformation.**