

Bus Rapid Transit in Africa



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*UN Forum on Climate Change Mitigation, Fuel Efficiency and Sustainable Urban Transport
Seoul, Republic of Korea, 16 March 2010*

Existing public transport



Accra



Dar es Salaam



Nairobi



Johannesburg

High accident and fatality rates



BRT in Africa

Dakar



Accra



Lagos



Kampala



Nairobi



Dar es Salaam



Pretoria



Johannesburg



East London



Cape Town



Port Elizabeth



In operation



In construction



In planning



Abidjan busway, late 1970s



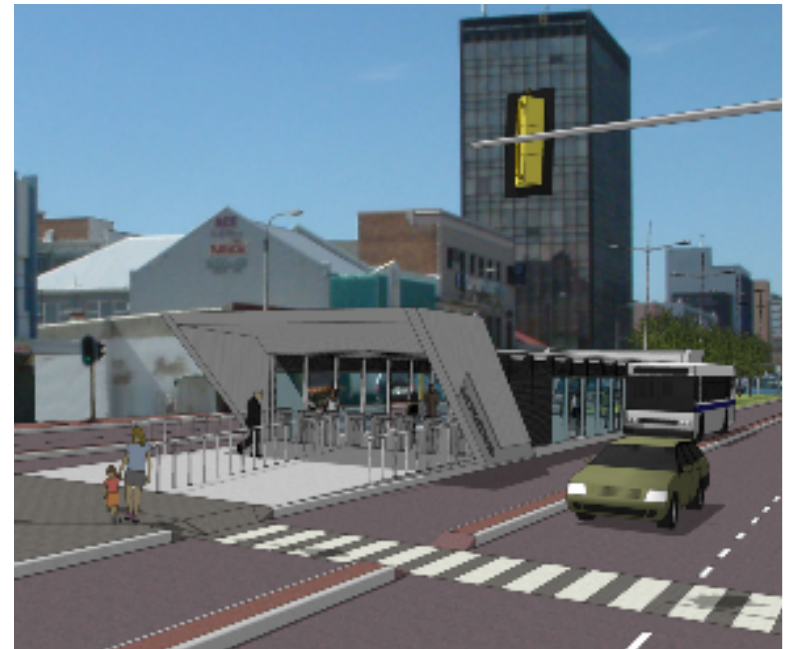
South Africa 2010



Cape Town



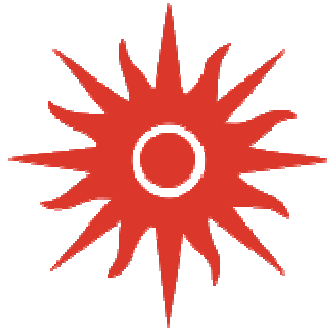
Johannesburg



Port Elizabeth







Olympics

World Expo

FIFA World Cup

Cricket World Cup

Asian Games

Commonwealth Games

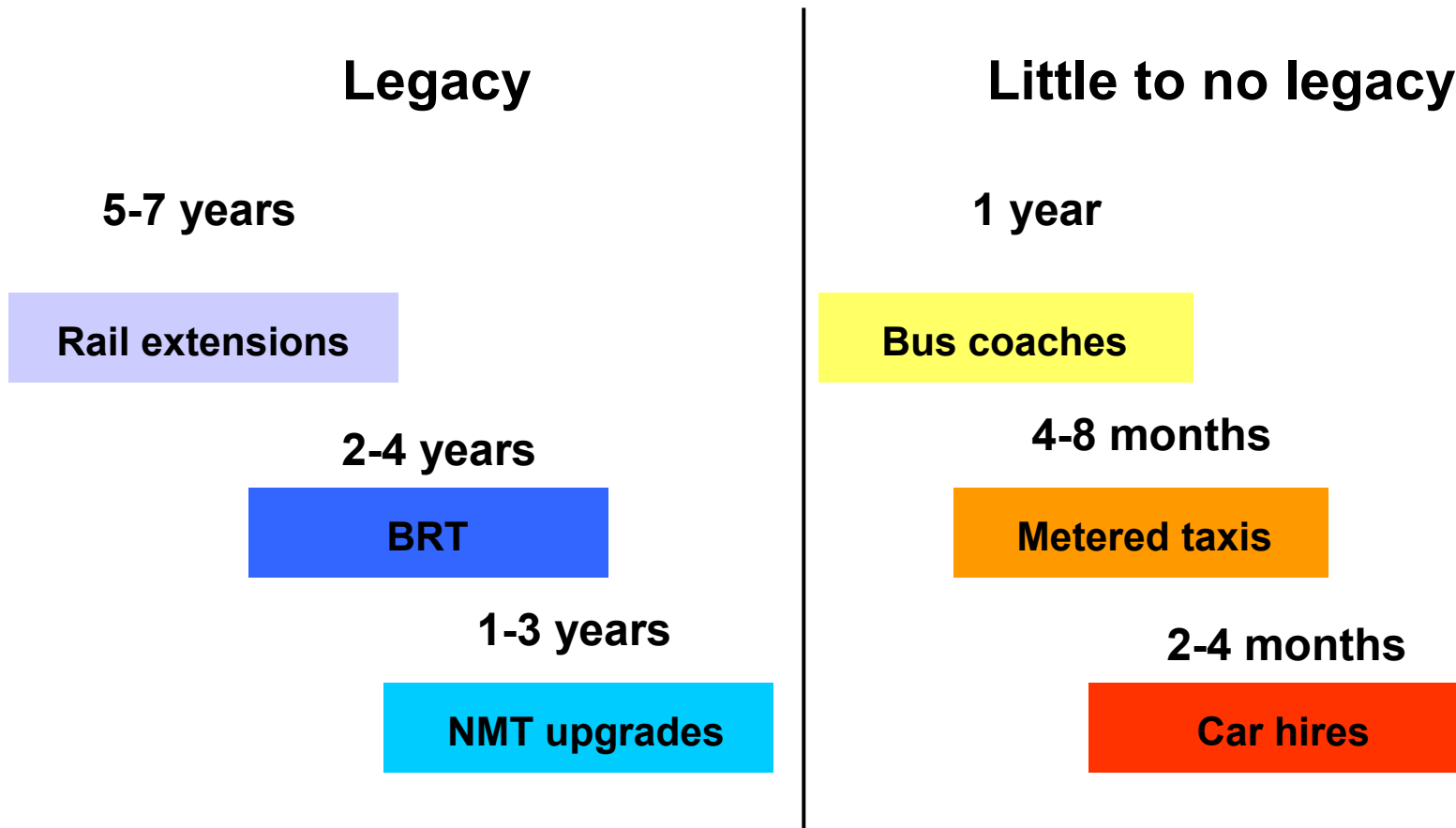
Southeast Asian Games



SOUTHEAST ASIAN GAMES FEDERATION



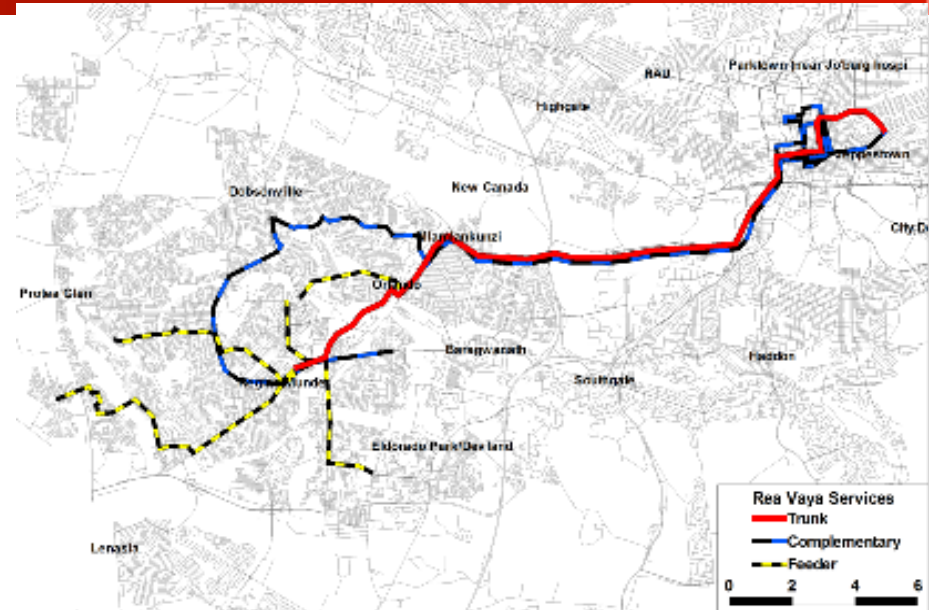
Number of years prior to event that project can be initiated



Rea Vaya: First full BRT in Africa



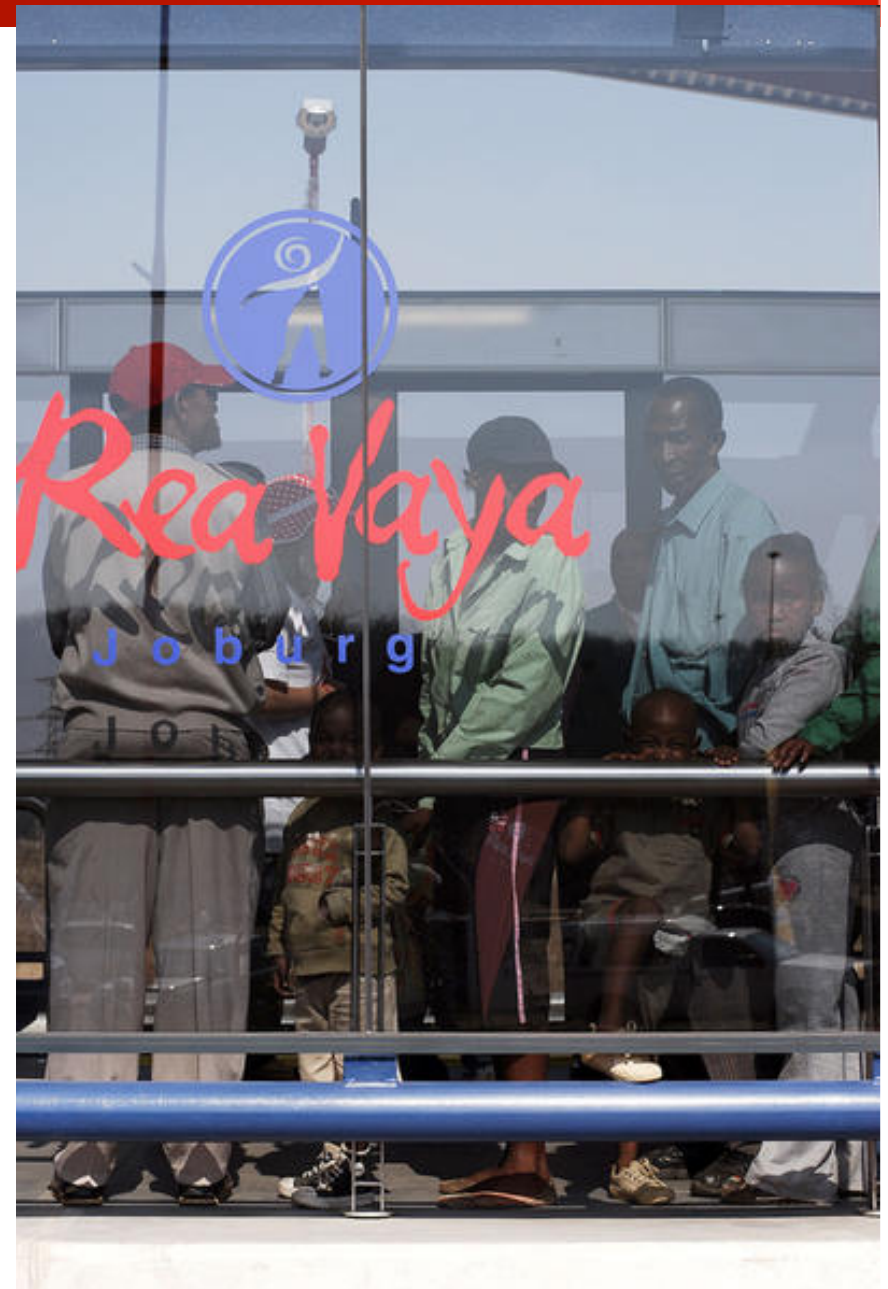
- 1. Population: 3.2 million**
- 2. Phase 1A**
 - 25 km of busways
 - 143 buses
 - 70 000 passengers per day
- 3. Operations began in 2009**
- 4. Full Phase 1**
 - 122 km of busways
 - 805 buses
 - 434 000 passengers per day



Phase 1A: Soweto services



- ✓ **Dedicated** priority infrastructure
- ✓ **Frequent** and **rapid** services
- ✓ **Level** boarding and alighting
- ✓ **Pre-board** fare collection and fare verification
- ✓ **Fare-integration** between routes, corridors, and services
- ✓ **Enhanced stations** that are secure and weather-protected
- ✓ **Clean** Euro 4 vehicles



- 1. National grant for infrastructure
R 2.3 billion (US\$ 300 million) to date**
- 2. HSBC developed financial structure, including financing of vehicles by Brazilian development bank**
- 3. German government grant for planning (BMZ/KfW/GTZ)
€ 2 million euros**



Universal access



Station amenities





**Some violence from
minibus taxi
industry**

**Strong response
from National and
Metropolitan police**

**Security at stations
and in vehicles**



New system largely supported by existing industry

Some elements of the industry have protested

Two major strikes have been held

Overwhelming support for system from public transport users



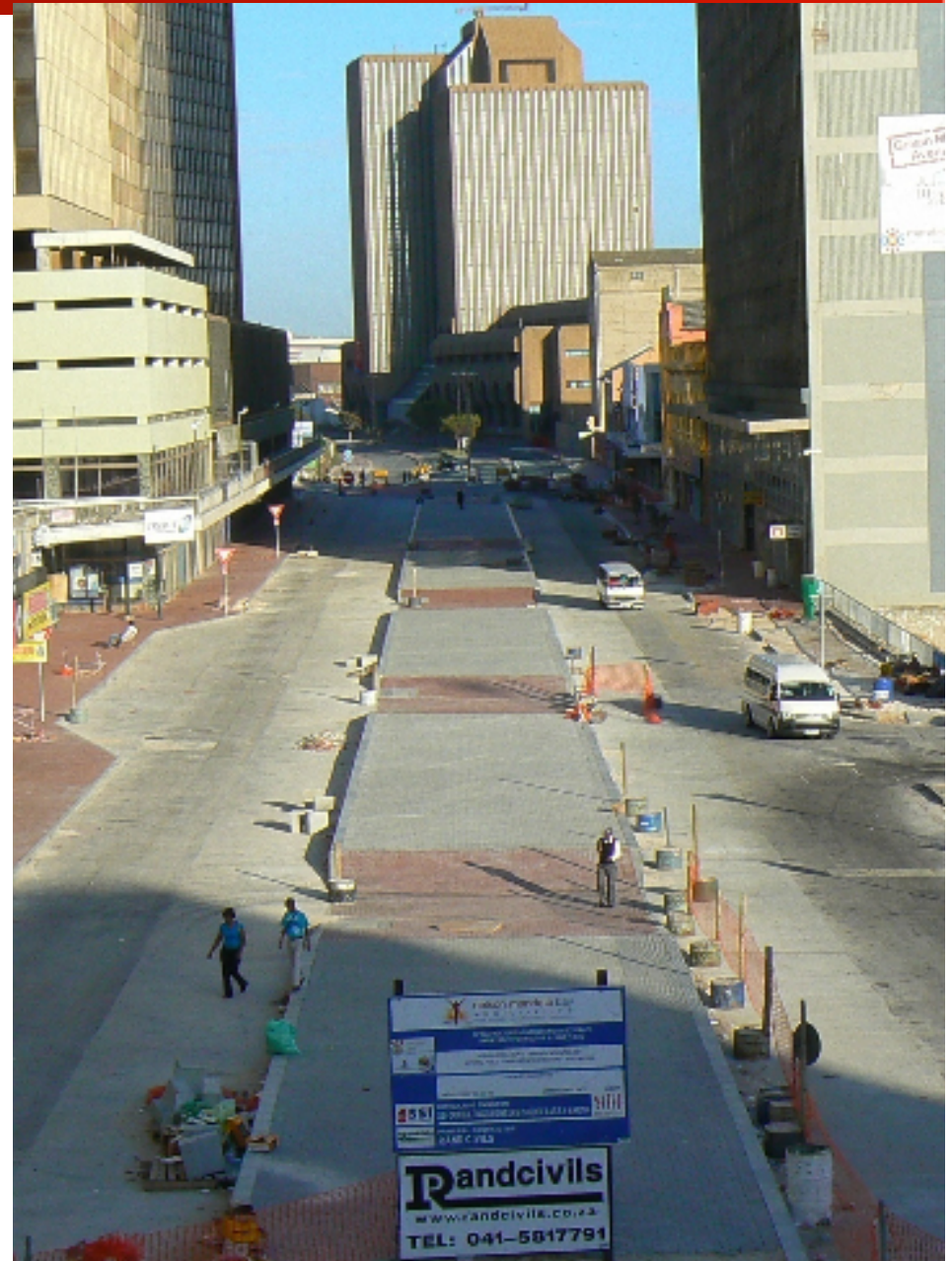
Phase 1A

- 9 km of dedicated busways
- Completed by June 2010

Phase 1 involves a city-wide re-organisation of the existing services

Phase 1

- Operational in October 2010

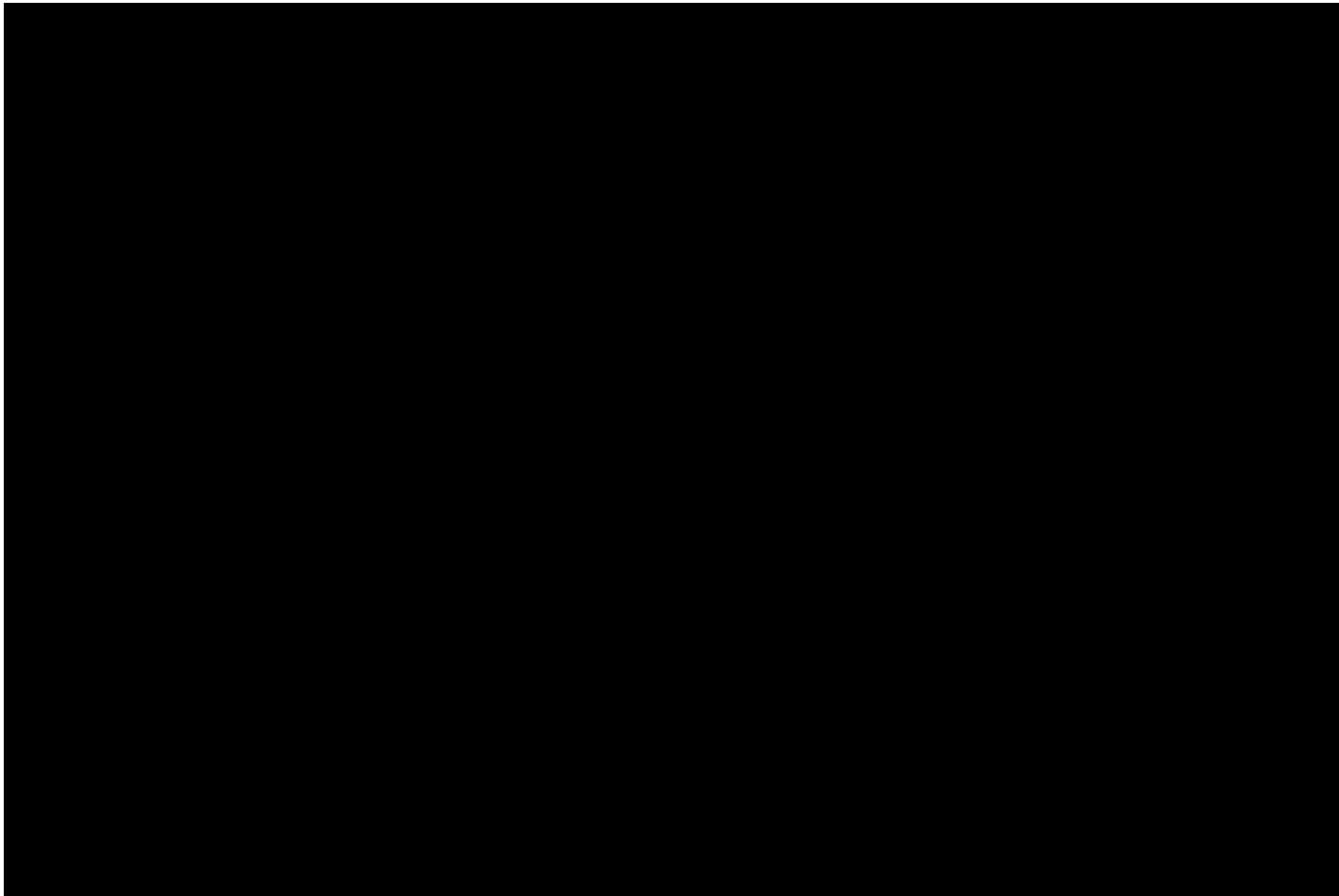


Cape Town



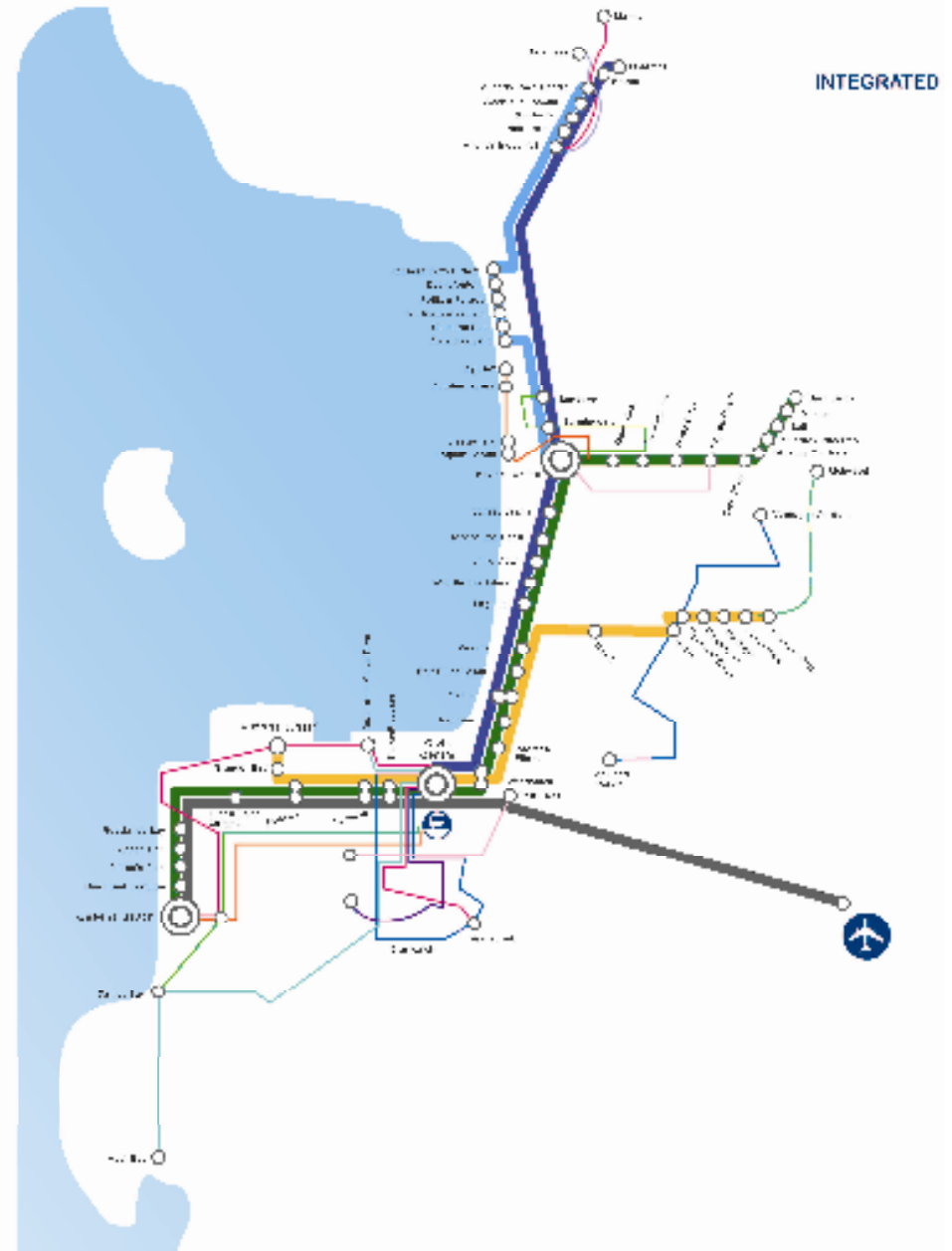


Cape Town Integrated Rapid Transit



Complete integrated approach

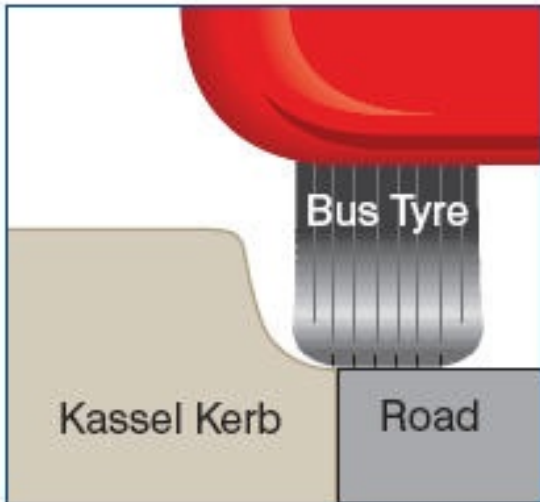
- ✓ Full BRT model
- ✓ High-quality feeder services
- ✓ Integrated cycle ways
- ✓ Upgraded pedestrian facilities
- ✓ Transit-oriented development (TOD)
- ✓ Bicycle sharing programme
- ✓ Pedicab integration
- ✓ Parking levy on private vehicles
- ✓ Application to CDM







Smooth contact face



Boot shaped profile



Kassel kerbs

“Europay Mastercard Visa” (EMV) technology

- Customers can use bank-issued debit cards or system-issued fare cards
- Improved security over standard smart cards
- National inter-operability between different modes and systems
- Use of card both for public transport and shopping





Feeder vehicles and feeder stations



Universal access with all feeder vehicles



Real-time information displays at feeder stations

Pedicabs as zero-emission feeders





Dar Es Salaam Rapid Transit
Morogoro/Bibi Titi station
artist's conception
Luc Nadal for ITDP
LNadal@itdp.org 00255 2006

GDP per capita: US\$ 1 300

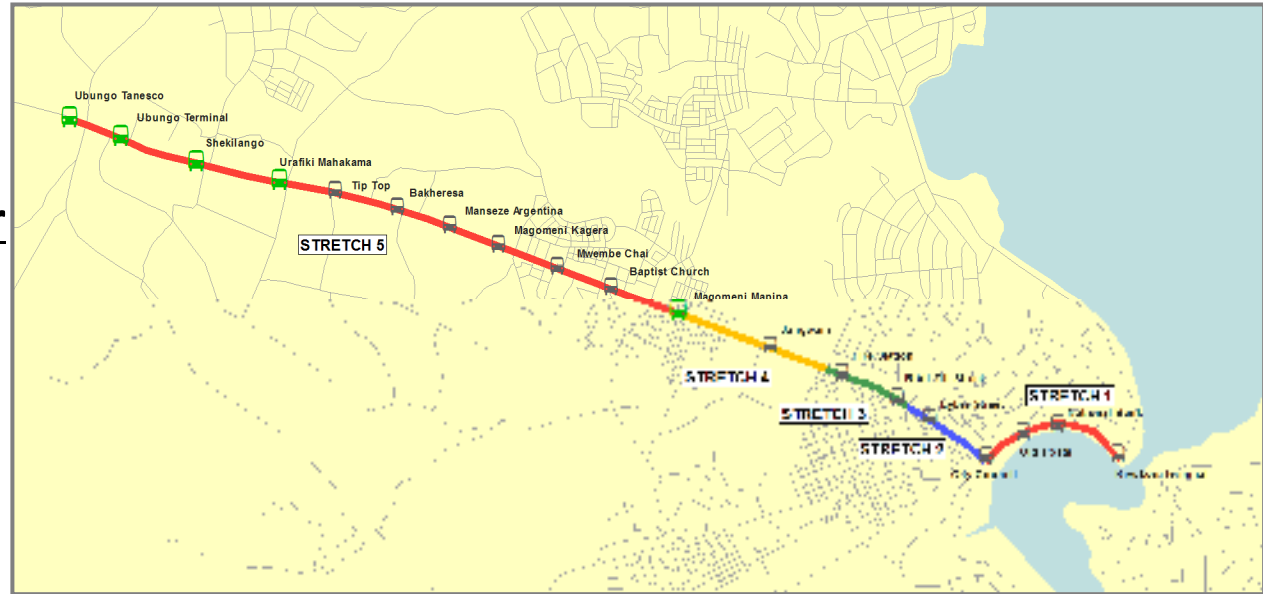
Morogoro “DART” corridor

11 km of median busway
17 stations
2 terminals

Cycle way development

World Bank financed

7 construction tenders
under way



www.itdp.org

Fourth edition being
developed in 2010



**Bus Rapid Transit
Planning Guide**

June 2007



Dutch BRT



Dutch football



Brazilian BRT



Brazilian football



French BRT



French football



South Korea



South Africa

vs.

Thank you



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