1. Contribution for Day 1
1.1. Description: City of Tshwane the situation of NMT in the city.
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- The City of Tshwane Metropolitan Municipality comprising 13 former city and town councils and managed under an executive mayoral system. Wiki pedia

- Ethnic group 2011 census

<table>
<thead>
<tr>
<th>Ethnic group</th>
<th>Population</th>
<th>%</th>
</tr>
</thead>
<tbody>
<tr>
<td>Coloured</td>
<td>58 788</td>
<td>2.01%</td>
</tr>
<tr>
<td>Black African</td>
<td>2 202 847</td>
<td>75.40%</td>
</tr>
<tr>
<td>White</td>
<td>586 495</td>
<td>20.08%</td>
</tr>
<tr>
<td>Indian/Asian</td>
<td>53 744</td>
<td>1.84%</td>
</tr>
<tr>
<td>Other</td>
<td>19 614</td>
<td>0.67%</td>
</tr>
<tr>
<td>Total</td>
<td>2 921 488</td>
<td>100.00%</td>
</tr>
</tbody>
</table>

- Ethnic group 2011 census (age 0-4)

<table>
<thead>
<tr>
<th>Ethnic group</th>
<th>Population</th>
<th>%</th>
</tr>
</thead>
<tbody>
<tr>
<td>Coloured</td>
<td>5 802</td>
<td>2.12%</td>
</tr>
<tr>
<td>Black African</td>
<td>225 111</td>
<td>82.20%</td>
</tr>
<tr>
<td>White</td>
<td>36 860</td>
<td>13.46%</td>
</tr>
<tr>
<td>Indian/Asian</td>
<td>4 280</td>
<td>1.56%</td>
</tr>
<tr>
<td>Other</td>
<td>1 814</td>
<td>0.66%</td>
</tr>
<tr>
<td>Total</td>
<td>273 867</td>
<td>100.00%</td>
</tr>
</tbody>
</table>
1.1. Description: City of Tshwane the situation of NMT in the city.

Comprehensive Integrated Plan. (City of Tshwane Website)

Vulnerable road users:

- Pedestrians and cyclists fatalities remain a big challenge and represent 20% of all deaths (as per the Tshwane data). The national average is closer to 40%. A proportion of 10% of cyclists are among all NMT users that are involved in road accidents. The fatalities figure remains roughly constantly the same, except for 2009 when close to 80 NMT fatalities occurred. However, a slow decline over the last three years can be identified although there is not much of a change in terms of proportion of all fatalities.
1.1. Description: City of Tshwane the situation of NMT in the city.

Comprehensive Integrated Plan. (City of Tshwane Website)

Number of pedestrian fatalities

![Graph showing the number of pedestrian fatalities from 2008 to 2012. The graph indicates a decrease in pedestrian fatalities over the years.]

<table>
<thead>
<tr>
<th>Year</th>
<th>Pedestrians</th>
<th>Cyclists</th>
<th>All road users</th>
<th>% NMT User</th>
</tr>
</thead>
<tbody>
<tr>
<td>2008</td>
<td>54</td>
<td>1</td>
<td>264</td>
<td>21%</td>
</tr>
<tr>
<td>2009</td>
<td>76</td>
<td>3</td>
<td>279</td>
<td>28%</td>
</tr>
<tr>
<td>2010</td>
<td>67</td>
<td>5</td>
<td>255</td>
<td>28%</td>
</tr>
<tr>
<td>2011</td>
<td>57</td>
<td>6</td>
<td>236</td>
<td>27%</td>
</tr>
<tr>
<td>2012</td>
<td>48</td>
<td>6</td>
<td>243</td>
<td>22%</td>
</tr>
</tbody>
</table>
1.1. Description: City of Tshwane the situation of NMT in the city.

Comprehensive Integrated Plan. (City of Tshwane Website)

- The allocation of funds for road safety engineering related projects is approved within the municipal budgetary process and monitoring is ensured through the City’s Performance Management System.

- In short, the process can be outlined as follows:
  1. Compilation of list of proposed road safety projects per type of measure (see 4.)
  2. Input into the IDP
  3. Budget approval and preparation of annual budget
  4. Preparation of implementation programme according to available funding per road safety measure (TEO, refer to Figure 14.1):
     - Traffic Calming and Pedestrian Safety for Tshwane
     - Cycle and Pedestrian Paths for Tshwane
     - Parking Bays/Bays at Schools
     - Essential and Unforeseen Road Improvements
     - Traffic Flow and Safety on Corridors
     - Improvement of traffic flow at intersections
1.1. Description: City of Tshwane the situation of NMT in the city.

Comprehensive Integrated Plan. (City of Tshwane Website)

The UN-compliant structure qualifies Tshwane to apply for funding through the Road Safety Fund.

The Road Safety Fund encourages the implementation of the Global Plan of the UN Decade of Action by supporting core funding for projects. Specifically, it directs and facilitates alliances for a range of donors (companies, governments and philanthropies) to support road injury prevention programmes in countries and communities across the world.

In South Africa there are so far two projects that receive funding from this source.
1.1. Description: City of Tshwane the situation of NMT in the city.

Comprehensive Integrated Plan. (City of Tshwane Website)

- SANRAL The South African National Roads Agency (SANRAL) supports the Decade of Action for Road Safety. Specifically, SANRAL’s involvement relates to infrastructure, road-user behaviour and post-crash response.

- Infrastructure As part of its community development program, SANRAL promotes pedestrian accessibility and mobility by providing appropriate infrastructure. Over the next five years actions will focus on: • Constructing pedestrian and bicycle paths and strategically located pedestrian bridges to safely accommodate non-motorised modes of transport.

- Effective traffic-calming measures at locations with pedestrian activity.

- Development of the Netsafe road safety risk tool. Netsafe is one main component of SANRAL’s Road Safety Management System. Netsafe is a tool, that uses the existing road geometry to predict risk areas (by calculating “risk” and “priority” indices for homogeneous road sections.). This tool will help guide investment that yields maximum road safety return.
1.1. Description: City of Tshwane the situation of NMT in the city.

Comprehensive Integrated Plan. (City of Tshwane Website)

A KALEIDOSCOPE OF PEDESTRIAN BRIDGES IN SOUTH AFRICA

A ROAD AUTHORITY’S PERSPECTIVE

Edwin KRUGER

Bridge Network Manager

South African National Roads Agency SOC Ltd.

Pretoria, South Africa
MODAL SPLIT RESULTS OF (HTS 2013)

- Train: 33%
- Bus: 29%
- School bus: 6%
- Minibus-taxi: 5%
- Car: 22%
- Walk: 2%
- Other: 3%
Current Status of NMT – City

- Lack of key NMT infrastructure even though there's a significant number of People walking on a daily basis for various reasons:
  - Low & Mid Income – walk to Public Transport, schools etc.
- Modal Split – 29% walk, 1% Cycle (other)
  - Low income – walk up to 5km
  - High income – car primary mode
- Latent demand – poor facilities and lack of awareness, safety and security discourage its use – 245-280 fatalities per year and of which approx. 50 are pedestrians

Significant infrastructure backlog (1300 km) in both regional, metropolitan and local network
EXPANDED VISION & GOALS: TSHWANE

- Reduced reliance on private transport, congestion eased (40% > 30%)
- Cycling now key mode (1%>10%)
- Effective & Safe Mobility for all (NMT accidents down 50%)
- Catalyst: urban regeneration, densification and mixed used development.
- Fully integrated with restructured public transport
- Strong employer based incentives for NMT and Public Transport
- Carbon footprint reduced, public health enhanced
- Pedestrian friendly centres and Public Right of Way reclaimed

- Achieved because Tshwane’s leaders recognised the possibility and potential for prioritising and integrating NMT into urban and business life.
What is the biggest challenge in getting people to walk and cycle?

There are 2 problems with proposals to increase walking and cycling: their current danger and inconvenience in most American cities. As documented in this article, walking and cycling in the United States are much more dangerous than car travel, both on a per-trip and per-mile basis. Moreover, the lack of proper pedestrian and bicycling facilities makes walking and cycling not only unsafe but also inconvenient, slow, unpleasant, and unfeasible in most places.

Promoting Safe Walking and Cycling to Improve Public Health: Lessons From The Netherlands and Germany

John Pucher, PhD and Lewis Dijkstra, PhD

https://www.ncbi.nlm.nih.gov/pmc/articles/PMC1448001/
The primary objectives of the Draft NMT policy are, among others, to increase the role of NMT as one of the key transport mode, integrate NMT as an essential element of public transport and provide a safe NMT infrastructure and allocate adequate and sustainable funding for the development and promotion of NMT.

The document also promotes and changes the mindset in our diverse culture in order to accept the use on NMT as the most appropriate for shorter distance for urban and rural areas.
What is the biggest challenge in getting people to walk and cycle?

DRAFT ROADS POLICY FOR SOUTH AFRICA (Public comments March 2018)

7.5 INTEGRATED TRANSPORT AND LAND USE

• A large part of South Africa’s infrastructure and road network has been constructed subsequent to the invention of the private car. As a result, its towns and cities have largely been designed to facilitate the movement of cars rather than people. Combined with the effects of apartheid-era spatial planning, South Africa’s poor face many obstacles in accessing the formal economy without a private car. Overcoming inequality requires that interventions focus addressing access and mobility opportunities for the marginalised. Reducing the dependence on private vehicles requires the provision of alternative modes of transport, and a different approach to spatial planning that reduces distances between residential areas and places of work.
What is the biggest challenge in getting people to walk and cycle?

DRAFT ROADS POLICY FOR SOUTH AFRICA (Public comments March 2018)

7.6 SOCIAL HEALTH AND ECONOMIC OPPORTUNITIES

• South Africa has one of the highest unemployment rates in the world. Poor and non-integrated road infrastructure limits citizens’ ability to access employment opportunities and key services, directly affecting poverty, inequality and the pursuit of improved living standards amongst South Africa’s poorest.

• There are currently striking inequalities concerning public access to private or public transport modes. The lack of integrated public transport systems (e.g. road to rail links), NMT infrastructure and extensive sprawl of South African cities combined with the effects of historic apartheid-era spatial planning further exacerbates the problem.
What is the biggest challenge in getting people to walk and cycle?

DRAFT ROADS POLICY FOR SOUTH AFRICA (Public comments March 2018)

7.6 SOCIAL HEALTH AND ECONOMIC OPPORTUNITIES (SOLUTION)

• Health is a national concern and NMT can contribute to a healthier lifestyle for South Africans. **Increased use of active transport modes will create healthier vibrant communities with lower obesity rates that are more interactive.**
What is the biggest challenge in getting people to walk and cycle?

DRAFT ROADS POLICY FOR SOUTH AFRICA (Public comments March 2018)

In addition, **eco-mobility** modal options are also included into this definition of NMT. These refer to transport options that are:

- **Integrated** with public transport
- **Socially inclusive**
- **Environmentally-friendly**
- They are **right sized for their purpose**,  
- Energy source **sustainable**  
- Produces **zero emissions**  
- Preferably they are **powered by renewable energy** sources such as solar, wind or bio-energy from waste  
- NMT vehicles are deemed to **not exceed a top-speed of 35 kilometres per hour**
What are you currently working on that is promoting NMT?

Assess the current provincial and municipal non-motorised transport (NMT) infrastructure networks. Research, benchmark. Identifying and implementing flagship (demonstration) projects to promote NMT. Develop and promote NMT designs. Facilitate the development of NMT standards.

I am involved in the green transportation and sit in various committees to promote Non Motorised Transport in South Africa on National, Provincial, Metropolitan and Local Governments.

The following committees are:

- Secretariat of the Non Motorised Transport Coordinating, under the custodianship of the Department of Transport, on national and provincial and metropolitan municipality levels,
- National Transport Masterplan (NATMAP) 2050,
- Green Transport Policy and Strategy Committee,
- Programme KFW German Developing Bank for the NMT infrastructure projects,
- South Africa Road Federation (SARF) Road Safety Forum.
Non-motorised Transport (NMT) Trends

NON-MOTORISED TRANSPORT FACILITY GUIDELINES WORKSHOP
Have you taken part in an Open Streets day or a similar car-free initiative?
Have you taken part in an Open Streets day or a similar car-free initiative?
Have you taken part in an Open Streets day or a similar car-free initiative?

Agency Npho Hayes. "The city already has a metrobus service that covers quite a number of areas within the city, comprising about 60% of the city's traffic. We have a bus and rail system that also prioritises public transport. It just makes it more effective. That's where we're going in terms of infrastructure on our side. We have the mandate to make roads more inclusive in their design, even at highway level with the M1, M2 and Symon’s Highway earmarked for upgrades that include space for public transport.

In the township or on the residential area and built-up areas, we're trying to promote cycling, walking, jogging and so on..." Raa continues. "In the past, when we were upgrading roads, we used to focus only on the roadways, now our approach has changed to live in the complete street policy that has been approved by the city. All our roads now include cycle lanes, sidewalks, and particularly in residential areas, we're implementing traffic calming measures. In most of the townships where we've upgraded road to travel roads, the next problem we're called to deal with is speed. A number of calming measures are included in the complete street policy, like raised pedestrian crossings and constructing chicanes. These force motorists to slow down and create an environment that's conducive to pedestrians because people will feel more safe.

While it's not the city's intention to build settings, motorists don't seem welcome in the Jacobs of 2040, "Look at the construction that's happening here (Seedoro). It's unique with some of these (new) buildings taking up 80,000 square meters of space," explains Npho Milego. "The number of people who are going to be in these offices. You cannot have people using cars to come to this space because it's going to be gobbled up. You need to create an infrastructure that supports these kind of buildings and that should be public transport infrastructure."

The ultimate method behind the madness is to reduce the estimated average 80km per hour speeding and make walking and cycling a more attractive option. seedoro's traffic index, the city's official traffic index, need not be a single operator, it's the entire city. The City's transport authority, the Tshwane City Transport Authority (CTA), has embarked on a citywide campaign to reduce speeding. The goal is to reduce the number of traffic accidents.

This is where the city's traffic index comes into play. In 2010, when some of these city areas were targeted by a real estate, the City's transport authority, the Tshwane City Transport Authority (CTA), has embarked on a citywide campaign to reduce speeding. The goal is to reduce the number of traffic accidents.

There is a city in the world that can survive on private transport. In 2040, when some of these city areas are targeted by a real estate, the City's transport authority, the Tshwane City Transport Authority (CTA), has embarked on a citywide campaign to reduce speeding. The goal is to reduce the number of traffic accidents.

The South's CBD is a city of activity, with construction works ongoing on both of its pedestrian intersections done for the Economy World Festival that aims to open the streets of Sandton and the minds of its residents to alternative modes of transport. "The initial reaction was a bit of a shock, with a lot of people asking "Why Sandton?" says Hlomla Jack, head of the Sandton Central Management District board, the business owners and residents' reaction to the festival. "Yet, due to our close involvement with the city's economy that's the reality that we have to address the transport issues within the district and find solutions. When the festival is over, the Sandton Central Management District board has commissioned a Sandton transport study and presented it to the executive mayor (Pallie Motau) as well as the Department of Transport, just as it will go on a long way in improving the national average of 11 days (according to Tshwane's annual report on accidents) and public transport. We see it as an opportunity to change the way people think about transport, to realise that there are other options available to them."

The festival aims to work with residents and businesses to identify areas with high traffic density and propose alternative transportation solutions. The festival's goal is to create a safe and accessible city for all residents, and to promote a shift towards more sustainable and efficient forms of transport. The festival will run from October 2015 to November 2015.
Have you taken part in an Open Streets day or a similar car-free initiative?

PEDESTRIAN life

mobility World Festival in Sandton is teaching the city of Johannesburg that you don’t need a car to be in the big smoke. BY LINDSEY SCHUTTERS

So AT OR TAMBO WITH nothing but the jeans back (loosely packed in a backpack) and the year-old to arrive in Sandton at the Pulse of public transport. It’s the week before Sandton Forever City Festival and I’ve been to Johannesburg many, many times before the trip, and that will only help to make an already well-planned system even better.

-条件, BRT is a welcome escape from city streets. After an Uber ride and a short on an infrastructure tour around Sandton to see the festival preparations was this: “It is the earliest we’ve driven and people travel abroad with their cars with them, but when they get back they’re raving for their cars.” Johannesburg’s key pedestrian manager, Skai Ntsho, makes a point about how Sandton residents—and locals in general—use public transport, never mind the concept of mobility. So far, the streets of Sandton were due for a more pedestrian-friendly overhaul if the bustling district is to keep pace with the likes of EveryCity and the futuristic Chinese-backed Mozambique City. Although Ntsho admits that refreshing a city for the alternative means of transport will never look as slick as a shiny new eco-friendly development, he is excited on the motives behind the project. “We’ve maintained the tranquility of the city in our road provisions. In terms of the discourse around transport and movement, it has been a vehicle privilege,” he explains. “All this road space is for our person in this case: We’re trying to cut it shorter and we need to move things by making it safer for both pedestrians and cyclists.”

The number behind this zero-car sentiment are quite staggering. Every day there are 3.5 million trips generated across the city of Johannesburg. These trips include work commutes, school runs, grocery shopping, party麦克

any time a person leaves their home to go somewhere. Of these millions of trips, 1.3 per cent are done via public transport. While the Johannesburg CBD is well-stocked with the VBS leaves and self-established taxi routes, Sandton has seen a small increase in the number of people using public transport in their motorized cars and public transport. These alternative means of transport are considered longer and often. “We can see the national representation of a typical private transport journey as a mode of transport.”

But it’s hard to tell what the roads are zoned up at 9 km to a Friday afternoon and your NHS regime seems subtle enough crawling at 5 km/h. And this will be your reality after October if you lose your week in the Sandton central district.

The Sandton Shandelier produces the Sustainability World Festival 2013 to help a couple of months and, ultimately, demand cut with the City’s “complete street” infrastructure policy. What is a complete street? Well, it means everywhere. That’s space for cars, public transport, cyclists and pedestrians. In short, all the temporary infrastructure in place for the festival will make way for more permanent solutions that will see the road shared equally among all road users. And then it will spread throughout the entire Johannesburg metropolitan area.

My Uber driver says he makes about R7 000 per week and doesn’t work on Tuesdays because it’s too quiet. He opens his laptop to the Facebook event page and makes room of his money getting on the road before the Gautrain. We’re second to the FNB building in the CBD, and I can’t be late. “We intend to make public transport more attractive,” says acting MEC of the Johannesburg Ready

www.pulseoffestival.co.za | NOVEMBER 2013

55
Have you taken part in an Open Streets day or a similar car-free initiative?

Programme during Transport month 2015:

• Changing the use of certain streets in Sandton for a month and the provision of alternative forms of transport to those who would usually use their private car (OPEN STREETS);

• EcoMobility Dialogues in week of 5 – 9 October 2015;

• EcoMobility World Exhibition showcasing local and international Eco mobile vehicles and history of transport;

• Street festivals, races and similar events focusing on EcoMobility and using the streets; and

• Legacy projects (Rea Vaya BRT, cycle paths, donation of bikes).
Have you taken part in an Open Streets day or a similar car-free initiative?

**Activities completed:**

- Over 15,000 people attended at least 10 different large scale events on the streets of Johannesburg, including the Freedom Ride where over 4000 cyclists participated.

- The EcoMobility World Dialogues was addressed by 47 speakers from more than 20 countries and attended by approximately 500 local government leaders, experts and practitioner. The address by 47 speakers produced a Johannesburg Declaration of Ecomobility in Cities which was being endorsed by Cities and international organisations to be taken forward into the climate talks at COP 21 in December 2016.
Purpose of the Green Transport Strategy

The GTS will be the cornerstone of policy development within the transport sector regarding the lowering of GHG emissions, the contribution of transport into the green economy, the promotion of green sustainable mobility and the uptake of cleaner and more efficient technologies.
Non-motorised transport infrastructure, namely the building of cycle lanes along key transport routes and improved pavements and sidewalks must be included in the maintenance mandates of SANRAL and local government where appropriate. These facilities require urgent expansion to provide for the majority of South Africans who utilize NMT as their primary mode of transport and to capitalize on the growing public desire for non-motorised ‘green’ transport.
DEPARTMENT OF TRANSPORT
SOUTH AFRICA

Thank you
Ke a leboga
Ngiyathokoza
Ngiyabonga
Nakhensa
Ndi a Livhuwa
Enkosi
Dankie
Nanri
Dhanyavaad
Shukraan Lakum
Neels Basson
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