URBAN RAIL AS BACKBONE FOR SMART MOBILITY

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Urban Mobility is NOT about transport, it is about PEOPLE...
Gauteng City Region: 3 Interconnected Cities – 12 million people
To facilitate the implementation of the ITMP25, eight mutually supportive strategic interventions were identified. These interventions are arranged into the following four clusters:

- Land Use Development;
- Strategic Public Transport Network;
- Freight Transport; and
- Road Transport.

Collectively, these interventions provide the long-term planning framework to support economic growth; help to create jobs; improve quality of life and reduce the impact on the environment.
The aim is integrated and seamless mobility from door to door.
Integrated Ticketing
Complementary Feeder Service
Mini-Bus Taxis
Promoting Non-Motorised Transport
BUT: Urban Rail as Backbone
The Need for Change in Gauteng

Rapid Population Growth
Gauteng’s population will increase to 18.7m by 2037
Annual population growth in Gauteng (+1.7%) is well above the SA expected rate

Deep Poverty and Inequality
Gauteng’s unemployment rate is 29%, which is above the SA average
Employment in the formal sector has declined to around 77%

Significant Traffic Congestion
Peak hour trips on key roads take 70% longer than during the off-peak
If no improvements are made average road speeds could deteriorate to 10km/hr by 2037

Intense Global Competition
The City of Johannesburg is ranked 42nd out of 44 cities on the Global Power City Index (2018)
Gauteng needs to invest in infrastructure to better compete on the global stage

Sources: Various. All sources for this contextual data are listed in Main Report.
Critical for Success

- Quality of Life
- Political Champions
- People Acceptance
- Return on Investment
Integrating the Region and its Communities

c.70% of all trips on Gautrain cross a city boundary

3.8m trips from Tshwane to Jhb/Ekurhuleni in 2018

4.8m trips from Jhb to Tshwane/Ekurhuleni in 2018

1.6m trips from Ekurhuleni to Tshwane/Jhb in 2018

Sources: GMA Ticketing Information; Google Maps
Integrating the Region and its Communities

Why do people use Gautrain to cross city boundaries?

- Shifting from car to Gautrain typically saves **43 minutes** between **Pretoria Station (Tshwane)** and **Sandton Station (Johannesburg)** at typical 7am peak.

- Shifting from car to Gautrain typically saves **44 minutes** between **Rhodesfield Station (Ekurhuleni)** and **Sandton Station (Johannesburg)** at typical 7am peak.

- Shifting from car to Gautrain typically saves **31 minutes** between **Pretoria Station (Tshwane)** and **Rhodesfield Station (Ekurhuleni)** at typical 7am peak.

Sources: GMA Ticketing Information; Google Maps
How Gautrain is Delivering Change

Five Pillars of Impact

- Delivering Jobs and Social Investment
- Changing Perceptions and Attracting Investment
- Influencing Transport Choices
- Integrating the Region and its Communities
- Reinforcing Development Nodes
Delivering Jobs and Social Investment

**Construction Phase Impacts (Over six years)**

- **35,000** direct jobs delivered* and around **87,300** through supply chain and wage spend
- **R128m** spent on training by the Concessionaire and their contractors
- **20,300** direct jobs for young people
- **51%** of jobs at the entry level (NFQ 0-1)
  - **13%** mid-level (NFQ 2-4)
  - **35%** at the higher level (NFQ 4+)
- **R19.4bn** contribution to GDP over 6 years

**Operational Impacts (Over six years)**

- **10,900** direct jobs delivered* and around **61,000** through supply chain and wage spend
- **R59m** spent on training by the Concessionaire to date
- **5,800** direct jobs for young people
- **93%** of jobs are mid-level roles (NFQ 2-4)
  - **7%** are at the higher level (NFQ 4+)
- **R20.4bn** contribution to GDP over first 6 years

*1 job = 1 full year of employment

Sources: Seriti; Hatch Calculations; Bombela Operating Company; Stats SA; CIDB; KPMG
Influencing Transport Choices

Each person who has chosen to make a trip on the Gautrain instead of in a car has delivered...

R74 of economic benefit per trip

87% of Gauteng residents think that Gautrain is a good idea

Sources: GMA Market Segmentation Report; GMA Perceptions Survey; Hatch Calculations
Reinforcing Development Nodes

Since 2010...

**Office**
- +820,000 sqm floorspace
- 45% increase in median sales values per sqm
  
**Retail**
- +31,000 sqm floorspace
- 32% increase in median sales values per sqm

**Other Commercial**
- +805,000 sqm floorspace
- 109% increase in median sales values per sqm

**Residential**
- +138,000 sqm floorspace
- 52% increase in median sales values

**+1,656,000 sqm more commercial space** around stations since 2010

87% occupancy rates in new commercial space which supports around **66,000 jobs**

Sources: GeoTerra; Lightstone; Homes and Communities Agency Employment; SAPOA; Hatch Calculations
Changing Perceptions and Attracting Investment

↑ **Foreign Direct Investment**

Over **R44bn** of FDI into Gauteng in 2016

This is the highest recorded since 2003

Johannesburg was the 2nd highest recipient of FDI in Africa between 2013-16

↑ **Conferences**

Over **80** conference centres in Gauteng

The number is growing annually

3 of the largest 5 conference centres are within **3km** of Gautrain stations

↑ **Visitors**

Over **4.3m** visitors came to Gauteng in 2016

The number is growing annually

45% of South Africa’s tourism income generated in Gauteng

Sources: Gauteng Province Socio-Economic Review and Outlook, 2018; Gauteng Growth and Investment Agency Handbook; Gauteng Tourism Authority Annual Report 2016/17
Creating Jobs in Development Nodes near Townships

Alexandra and Sandton/Marlboro

Alexandra residents can easily access Marlboro and Sandton (via the Grayston Pedestrian Bridge)

Commercial floorspace around these stations has grown by **506,000 sqm** since 2012

A proportion of new jobs are taken by people from Alexandra – E.g.

- Around **50%** of staff at Radison Blu Gautrain live in Alexandra
- Around **40%** of staff at Saint restaurant and bar live in Alexandra

Sources: GeoTerra; Hatch Research
The Proposed GRRIN Extensions
Gauteng Rapid Rail Integrated Network

LEGEND
- North – South Commuter
- East – West Commuter
- Airport
- Metrorail

HATFIELD
HAZELDEAN
MAMELODI
PRETORIA
SAMRAND
CENTURION
IRENE
TRAFIC EAST
RHODESFIELD
MARLBORO
SUNNINGHILL
QUEVENHOUTSBOSCH
CRADLE
FOURWAYS
LITTLE FALLS
JABULANI
ROODEPOORT
RANDBURG
SANDTON 2
PARK
ROSEBANK
COIS
LANSERIA
BOBSBURG
EAST Rando MALL

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