



a world class African city

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MEDIA RELEASE

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Rea Vaya: Backbone of Transport Corridor taking a big leap in Joburg

The Rea Vaya Phase 1B which runs from Soweto and pass through Noordegesig, New Canada, Pennyville, Bosmont, Coronationville, Newclare, Westbury, Westdene, Melville, Auckland Park and Parktown and linking to the CBD, is set to be operational in October this year.

The extension of this bus transit route which has potential to carry 40 000 passengers daily which starts in June 2013, is likely to be received with great excitement. The faster, safer and cost-effective Rea Vaya bus service has been exceeding its daily target of transporting 80 000 passengers daily.

This is one of the key announcements which arose from Executive Mayor Mpho Parks Tau during his State of the City Address in Johannesburg today (Thursday May 9, 2013).

The trunk route will also be complemented by feeders extending to places like Yeoville, Cresta, Florida and Parktown including the Charlotte Maxeke Hospital.

By 2016, we would have rolled out the third phase of Rea Vaya BRT, extending the Rea Vaya North to Alexandra and Ivory Park as well as linking to the Sandton and Rosebank CBDs.

The Rea Vaya is thus, together with rail, the key catalyst of transit orientated development and of developing "corridors of freedom" in the City of Joburg. Through these corridors of freedom, Johannesburg City will be able to fundamentally reverse apartheid spatial planning and also reduce structural unemployment and poverty that has been created by denying job seekers easy and affordable access to work opportunities close to where they live.

These corridors of freedoms and quality public transport also offer young and up and coming graduates and professionals alternatives to spending all their newly earned income on petrol for their private car and a mortgage for an expensive town house far from work.

The City will be developing concrete plans in the next year to prioritise the development of affordable and inclusive housing options along the Rea Vaya Phase 1B and 1 C routes such as at New Canada, Auckland Park, Marlboro and along roads such as Empire and Louis Botha.

The role of a Rea Vaya as a catalyst has also moved beyond public transport and spatial transformation. The 134 buses that will provide the Phase 1B service are being assembled and their bodies built in South Africa, leading to the creation of 300 jobs. Another 40 jobs will be created over the next 12 years in the maintenance of these buses.

The contract for Phase 1B buses was awarded to Sandown Motor Holdings who have a 40% BEE partner. The chassis will be manufactured by Mercedes Benz and the bus bodies provided by Marco Polo.

Moving towards integration

As the Rea Vaya continues to be implemented, integration with other modes will become more central. The Phase 1C plan includes the construction of three larger scale multi-modal interchanges at Sandton, Westgate and Pan Africa in Alexandra to enable passengers to transfer between Gautrain, PRASA rail, Metrobus, mini bus and metered taxi modes. At the same time as the construction of dedicated bus routes, there will be a significant upgrading of roads and pathways for cycling and walking - especially in Alexandra, Wynberg, Marlboro and the Sandton CBD.

The Rea Vaya BRT down Louis Botha to Alexandra will also lead to the extensive revitalisation and regeneration of areas like Hillbrow, Berea, Yeoville, Orange Grove, Alexandra, Marlboro and Wynberg and will make the Sandton CBD more inclusive and be accessible to commuters within these areas.

Innovation

Rea Vaya continues to lead the country, Africa and even the world in the field of fare collection. The City's Transport department has just completed the roll out of a bank based fare collection system which has been hailed as a world first. The project has been partnered with two leading technology consulting firms, as well as ABSA bank. The latter intends to place a sign on top of its Central Business District (CBD) headquarters, congratulating Joburg its achievement on the bank based fare collection system.

The ace in single card innovation is that Rea Vaya passengers will be able use it to pay for their bus fare and basic commodities such as bread, milk and newspapers. Over a period, the same smart card will be used for integrated travel across other modes such as Gautrain and Metrorail.

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