

World Cup: Are the Transport Systems Ready or Not?

When the City of Johannesburg introduced the Bus Rapid Transit (BRT) in 2006, it was seen as an opportunity to transport 2010 football fans successfully. Unfortunately, the very vital route along Oxford road to Sandton will now not be ready in time. The Department of Transport has yet to announce the alternative transport plan between Sandton and Park station along Oxford road.

The Rea Vaya BRT was successfully implemented between the Johannesburg CBD and Soweto on 1 August 2009, with successive date in 2010, and sees the reintroduction of the Inner City Distribution System and the further extension of the Feeder Routes to Protea Glen and Eldorado Park on 3 May 2010.

Road infrastructure, 40 days before kick off, can embarrass the city as potholes are forming and reoccurring at a rate faster than they are fixed. Trenches across the city have still to be reinstated, lack of maintenance of storm water facilities often create the impression of a lakeside city and the general condition of the road infrastructure is rapidly deteriorating.

The Democratic Alliance believes that the Rea Vaya System is vital in the successful transporting of many spectators to and from match venues. Problems around finalization of the loan agreement between Scania and the Bus Operating Company, lack of clarity about a road reserve along Empire road and the expensive bill attached to expropriation along Oxford road currently raise concerns around the set time lines of the project.

Clr De Jager, DA Transport Spokesperson in Johannesburg, is doubtful that the city will be able to display a World Class Transport Road Network to compliment what is ready of the Rea Vaya BRT. It is therefore imperative that the proposed public transport network between Sandton and Park Station be made known immediately and that the JRA become pro-active when they work.

For more information contact:

**Clr Nico de Jager
DA Spokesperson Transportation
City of Johannesburg**