

# 1. Institutional setting:

## Involved institutions:

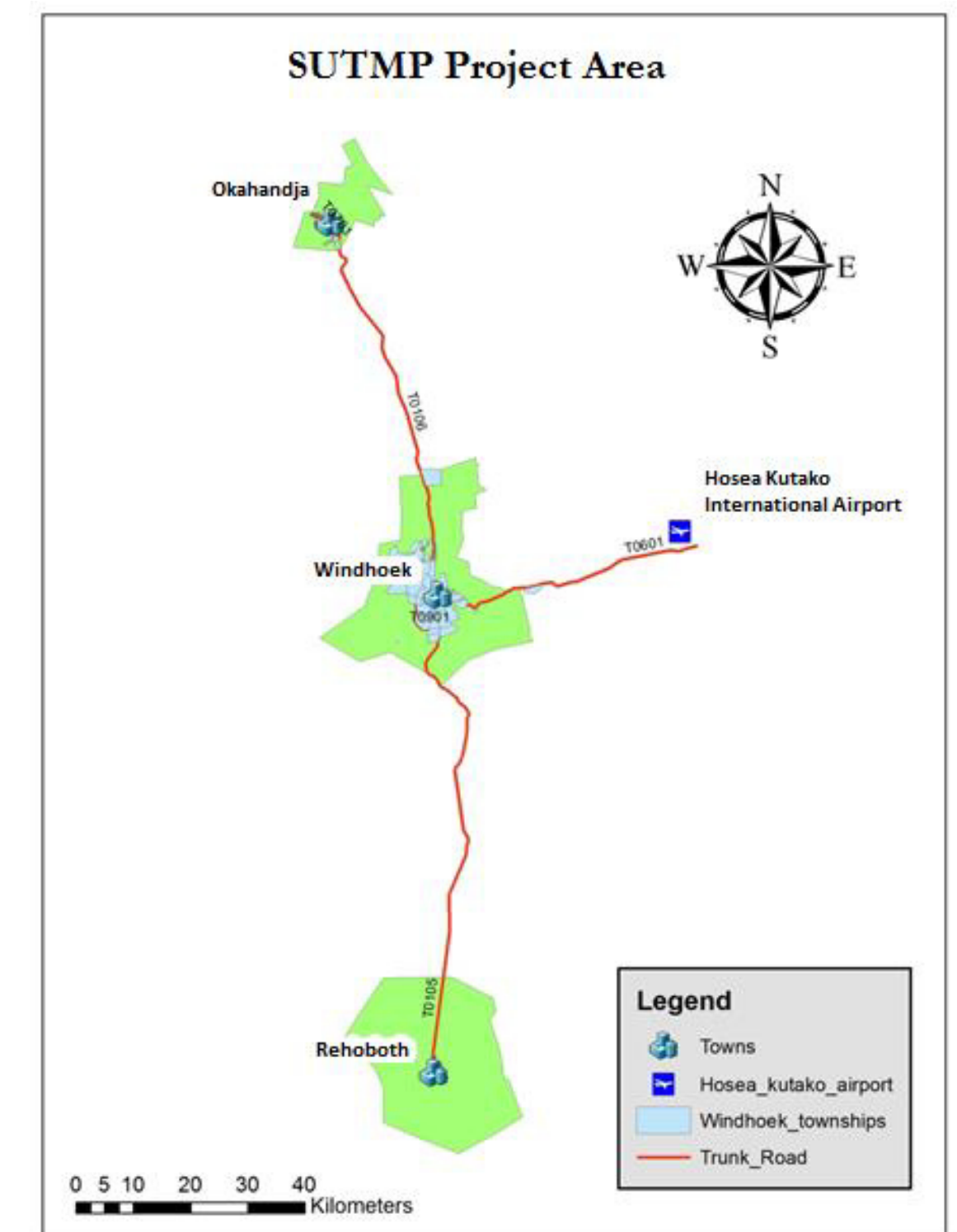
City of Windhoek, Ministry of Works and Transport, Ministry of Urban and Rural Development, GIZ, Rehoboth Town Council, Okahandja Municipality

The **overall objectives** of public transport policy will be:

- to ensure the provision of a well functioning, integrated public transport system which enhances competitiveness, sustains economic progress and contributes to social cohesion;
- to ensure the provision of a defined standard of public transport, at reasonable cost to the customer and the taxpayer;
- to ensure the timely and cost effective delivery of the accelerated investment in infrastructure and facilities necessary to ensure improved public transport provision.

## Legal framework

- \* Sustainable Urban Master Plan for Windhoek and surrounding areas
- \* White Paper on Transport Policy (Ministry of Works and Transport)
- \* SADC protocol on Transport, communications and Meteorology (GRN)
- \* NDP 4 2012/13 – 2017/2017 (GRN – National Planning Commission)
- \* German – Namibia Development Cooperation Priority Area: Transport Strategy Paper (GIZ)
- \* Climate Change strategy and Action Plan (Ministry of Environment and Tourism)





## 2. What was the main challenge / issue / problem to be addressed by the practice?



A significant portion of travel demand in Windhoek is met with low occupancy vehicles (LOV's).

The above figures give an indication of the modal split and roughly 87% of the population are seen as low income earners who cannot afford cars and 52% of the low income earners can also hardly afford public transport

Challenges due to these scenarios:

- Ever increased traffic congestion requiring more funds for widening existing roads and building new roads
- Inefficient public transport service (bus service only used by 4% of population). High accident rates per person
- No non-motorised traffic facilities (resulting in high pedestrian /vehicle conflicts)
- Reduced liveability and attractiveness of the City





### 3. Approach: Which methods, tools or instruments have been developed and were applied to address the challenge?

- Introduction of the project “move Windhoek”, through Sustainable Urban Transport Master Plan
- Increased bus fleet and introduce new attractive busses
- Introduce an improved bus routes and all week schedule
- Improve pedestrian walk ways and Cycling paths
- Improve bus efficiency and attractiveness



New bus



Old bus





## **4. Outputs: Which were the concrete tangible results, outcomes and/or impacts of the good practice and how do they ensure sustainability of the practice?**

### **Results:**

- \* More people are using the bus service experienced through revenue collection. Revenue collections tripled since introduction of the new bus system
- \* Existing infrastructure is being used more efficiently
- \* More bus stops have been introduced in all Suburbs, to maximize accessibility
- \* Introduction of business zones/ Schools/ clinics in residential areas the spatial planning to avoid people to travel far for shopping and work.

### **For sustainability:**

All new developments will be required to have bus service facilities and provisions for non-motorised traffic (paved walk ways and bicycle lanes on all Arterial and collector routes.

The City of Windhoek is committed to achieve greater integration between land use , transport and relevant policies to bringing together standard and best practice for sustainable transport.

## **5. Lessons: What are the main lessons learnt in the course of implementation of the good practice? Are there any open questions that need to be dealt with?**

- \* More education is required for the bus user to adapt to new routes for using the bus
- \* The current road network is not bus friendly (bus lanes, traffic light priority etc..)
- \* The private car drivers still do not understand that public transport has “right of way”.
- \* Other public transport facilities (train, rail bus) are required for an efficient bus service and to service satellite stations.
- \* The private car user still require convincing to use the bus service because the bus is still seen as for “low income earners”

## **6. Follow up: Are there any open questions that need to be dealt with?**

The public transport project “Move Windhoek” was funded through Government to increase the bus fleet.

New facilities and development of the road system is required to ensure an efficient bus service: who is going to fund the actual development of the technical work to develop the bus routes?

The Municipality currently has a challenged budget due to other pressing national projects.