

Letter by Pierre Joubert to Minister Gordham 13-12-03

The IPTS is not an Act of Parliament

Illustrative supporting detail

Attachment to Statement by Pierre Joubert
Created 2013-11-22



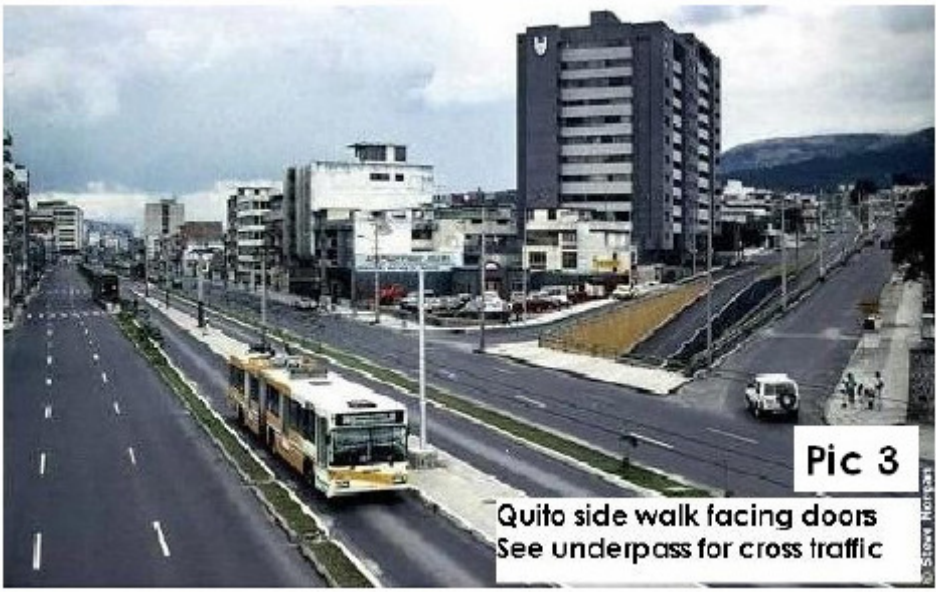
Pic 1. Bogotá's new B.R.T. (bus rapid transit) public transportation system moves millions of passengers each day on bright red vehicles that course along dedicated lanes in this city of 7 million. Road space 80 meters Text and Photo: Scott Dalton for The New York Times



Pic 1a. Pedestrian bridge carries passengers from median bus stop over busy freeway lanes Photo: Scott Dalton for The New York Times



Pic 2. The width of Bogota's freeways and boulevards can be further judged by this satellite view from Google Earth at 4.679219N 74.058536W near bus station Virrey. At this intersection of BRT Routes B and E multi level grade separated flyovers can be seen



Pic 3. Elsewhere in South America, Quito Ecuador, a trolley bus runs on a center lane with sidewalk facing doors. Road space 40 m. Better example for NMBM to have copied. See bus stop in distance behind and also note underpass for cross traffic.

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Pic 4. Seoul, South Korea, sidewalk facing doors, road space 50m, and note bus lanes are painted. Better example for NMBM to have copied.



Throttling of general traffic lanes. Typical section of NMM BRT in narrow Govan Mbeki - two bus stops next to each other use up 5 lanes of road space, leaves only two for general traffic and no parking for business.

Pic (5) Govan Mbeki in Port Elizabeth. Bogota generally has 80m of road space vs 30m in this view of Govan Mbeki and 20m in Ibayi and Motherwell. In this pic two lanes per side and a wide median platform closely resemble Bogota (pic 1), but obviously Govan is not wide enough for this and the capacity of Govan has been greatly reduced, leading to capital flight and empty buildings in this former bustling part of the City

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**Pic 6 Sao Paulo Brazil, Ave Celso Garcia
Proposed urban renewal of existing area (left) to precede
building of new bus station (right)**

Sao Paulo is a large car manufacturing center. It has pockets of Urban Renewal and street widening to accompany new bus lanes

Modal Interchanges: Korsten

nelson mandela bay MUNICIPALITY
PORT ELIZABETH | UITENHAGE | DESPATCH

are we ready for 2010 ?

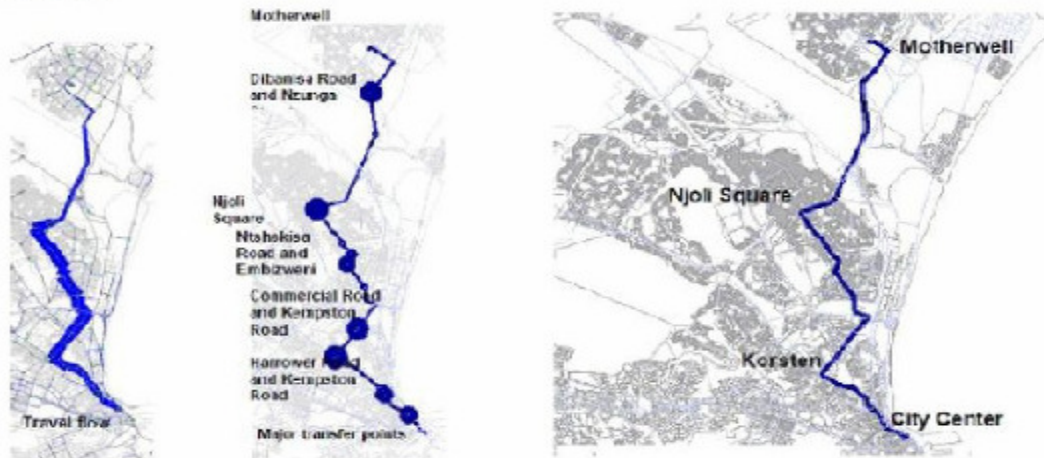
Pic 7. No Urban Renewals. A modal interchange for Korsten visualised by the Directorate in 2006 would not have touched the patchwork of existing old iron roof buildings, and could never have materialised in that congested area. No detail plans for Korsten were ever produced. See also Pic 6 and Pic 8 how other Metros made space available for their BRTs

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Pic 8. Bogota, Portal de Suba. This massive modal interchange at the head of one of their BRT routes sits at the confluence of two freeways. The entire area where this was built was flattened before construction could begin. NMBM Planners failed to notice that their concept of modal interchanges does not remotely match the concept as created in this their role model, Bogota. Notice also please at top of pic an example of the Median U Turn, referred to in paragraph 12 "Sort out Existing Road Networks First" and at "two o'clock" see example of pedestrian bridge per Pic 1a Google Earth ref 4.44.813 N 74.5.648 W

Khulani Corridor



EX page 40 National 2007 PTAP

Fig 6.8 First trunk bus route in the Khulani Corridor

page 36 NMBM 2006 PTP

Pic 9 Views of the Khulani Corridor which was to be the backbone of the IPTS. This part of it is now forgotten

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Wasteful Over Specification

Please see additional pages named below

Kempston Road

www.septua.co.za/gordham_files/Wasteful_expenditure_Kempston_Rd_South.pdf

Theale Street

www.septua.co.za/gordham_files/Wasteful_expenditure_Theale_Street.pdf

Fettes Road

www.septua.co.za/gordham_files/Wasteful_expenditure_Fettes_road.pdf

It's cheaper to change things on paper than in the hard, said my old boss

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