

a world class African city

Corridors of Freedom

Re-stitching our City to create a new future



The City of Johannesburg is embarking on a new spatial vision for the City in line with the GDS 2040 Strategy, based on corridor Transit-oriented Development.

The shape of the future City will consist of well-planned transport arteries – the ***“Corridors of Freedom”*** – linked to interchanges where the focus will be on mixed-use development – high-density accommodation, supported by office buildings, retail development and opportunities for leisure and recreation.

In this future Joburgers will live closer to their workplace and be able to work, stay and play without having to use private motorised transport. Safe, affordable and convenient buses, cycling and pedestrian activity will replace the carbon-burning private car.

The ***“Corridors of Freedom”*** will transform entrenched settlement patterns which have shunted the majority of residents to the outskirts of the City, away from economic opportunities and access to jobs and growth.

In this way we will be re-defining and re-stitching our City together to create a new future.

**Clr Mpho Parks Tau
Executive Mayor
City of Johannesburg**

Introduction

For too long our City continues to be shaped by our apartheid past. It is still divided between rich and poor areas, white and black areas, townships and suburbs. Black people in the main continue to live far from their workplaces and have to travel far distances to reach places of work, school, and leisure and so on.

We are re-stitching our City to create a different future for our residents where we can link jobs to people and people to jobs. We will be embarking on Transit-oriented Development. Because the developments are along transport corridors, the provision of transport like Rea Vaya will enable fast, safe and affordable mobility along the corridors.

Thus we have dubbed these corridors - **“Corridors of Freedom”**, giving our residents increased freedom of movement as well as economic freedom – liberating them from apartheid spatial legacy characterised by informal settlements, poor schooling and limited recreational spaces.

We envisage a future where: The City will consist of well-planned transport arteries:- the **“Corridors of Freedom”** – linked to mixed-use development nodes with high density accommodation, supported by office buildings, retail developments and opportunities for education, leisure and recreation.

In this future Joburgers will live closer to their workplace and be able to work, stay and play in the same space without having to travel long distances. Reduced cars will save our environment due to less carbon emissions.

The **“Corridors of Freedom”** will transform entrenched settlement patterns which have shunted the majority of residents to the outskirts of the City, away from economic opportunities and access to jobs and growth.

This will give rise to a people-centred City where the needs of communities, their safety, comfort and economic well-being are placed at the core of planning and delivery processes. The concept **“Corridors of Freedom”** will result in the reduced poverty for the majority of the City’s residents who are currently spending a large percentage of their income on transport.

The new City skyline will consist of high-rise residential developments growing around the transit nodes, gradually decreasing in height and density as it moves further away from the core. Social infrastructure, schools, clinics, police stations and government offices will be strategically located to support the growing population.

Through the ***“Corridors of Freedom”*** Johannesburg will make a decisive turn towards a low-carbon future with eco-efficient infrastructure that underpins a sustainable environment.





Targeted areas

Over the course of this year we will be consulting our residents and stakeholders to finalise the routes and nodes of our corridors of freedom. They will however focus on the following areas:

In the medium term - 2016

- Soweto to CBD along Perth Empire
- CBD to Alex
- Alex to Sandton
- Turfontein node
- Mining Belt

In the long term - 2040

- Sandton/Randburg to Diepsloot
- Alex to Ivory Park

Apartheid spatial planning has left the City with sprawling low-density areas without viable public transport systems. The majority of working class and poor citizens are still living on the fringes of the City and have to commute over long distances to access work and economic opportunities.

Private car use is a significant driver of energy consumption and greenhouse gas emissions in the City. A 10% shift of private car users to public transport for their daily commute will result in an 8% reduction in energy consumption.

Future planning must address both the issues of sustainability and inequity.

The most efficient urban form is compact, mixed land-use with an extensive public transport network that includes high intensity movement corridors and with attractive environments for walking and cycling.

Such a compact City is energy efficient, provides residents with greater access, promotes social cohesion and creates a vibrant urban environment.



City skyline

The key features of Corridors of Freedom

- Safe neighbourhoods designed for cycling and walking with sufficient facilities and attractive street conditions
- Safe complete streets with features to calm traffic, control vehicle traffic speeds and discourage the use of private transport
- Mixed-use developments where residential areas, office parks, shops, schools and other public services are close together, stimulating economic activity and creating opportunities for emerging entrepreneurs
- Rich and poor, black and white living side by side - housing options provided cover a range of types and prices including rental accommodation
- Limited managed parking to reduce the amount of land devoted to parking and further discourage the use of private transport
- Convenient transit stops and stations

There will be a clean break with apartheid spatial distribution and people living on the periphery will be able to move closer to economic opportunities

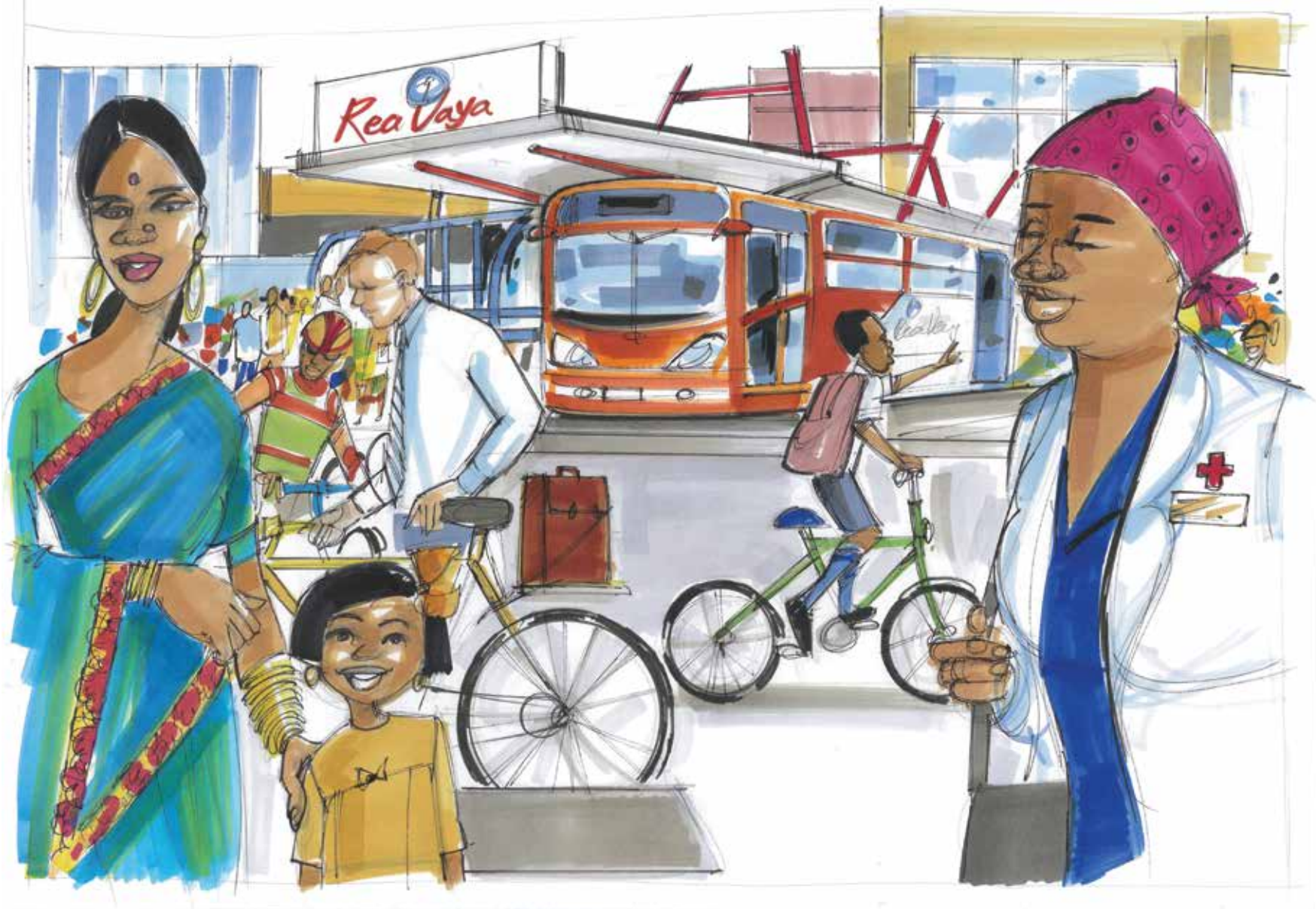


Shopping

The Long-Term Impact

The development of dedicated transport corridors hold a number of advantages for Joburg:

- The City will focus productive land use and economic activities in areas where transport infrastructure – both rail and road – are already present or being planned
- The demand for private motorised transport will be reduced and the average trip length will be shortened
- Public transport will become a viable alternative because residents will live in closer proximity to work, shopping and leisure opportunities
- High-density housing will stimulate opportunities for the SMME sector and small-scale operators in the informal economy
- The environmental impact of public transport in high-density areas will be significantly smaller than in the case of low-density urban sprawl reliant on private cars
- Residents will benefit because they will not have to spend so time and money on transport
- Learners will benefit because they will be closer to school
- Unemployed people will benefit because it will be easier to get to places to look for work
- Factories will benefit because workers will come to work on time
- Shopping centres and hawkers will benefit along the corridors and nodes due to increased number of people passing their shops
- Our environment (and our lungs) will benefit with less private car use and dangerous carbon emissions
- Construction and other related industries will benefit because of the job opportunities throughout the lifetime of the project



Transport

Hearing the voices of people

For the average Joburger the option to live in close proximity to public transport facilities with easy access to the City and to make use of an improved transport system will be a life-changing experience.

Gone will be the days of being forced to rise at dawn to catch a train, bus or taxi to a place of work. Gone will be the days of days of returning to your home late in the evening, unable to share a family meal together or spending quality time with your spouse and children.

The Corridors of Freedom will usher a new era of access to opportunity and a choice for residents to work, stay and play within the same space without the inconvenience and high costs of travelling over long distances every day.

The majority of South Africans have been forced by apartheid social engineering to live on the outskirts of cities and towns. In terms of these policies they were temporary sojourners, fit only to provide cheap labour to industry and commerce, unable to share in the fruit of their production.

Although the transition to democracy in 1994 brought fundamental changes in political freedom to the majority of South Africans many of the racially-based settlement patterns remained in place.

All this will change through the development of the corridors of freedom based on an effective public transport system and high-density neighbourhoods closer to the places of economic opportunity giving rise to sustainable human settlements.

The National Household Travel Survey (2003) conducted by Stats SA found that the average travel time between home and work for commuters making use of public transport is 59 minutes. More than 1.3 million South Africans spend more than two hours a day travelling to and from their places of residence. To this can be added at least 30 minutes per trip spent on walking towards a station and stop and waiting for the bus or train to arrive.

For the Joburger living in areas such as Diepsloot, Orange Farm or Ivory Park this means waking up before



Schooling

dawn every working day to access transport that will take them to working places in the city or the Northern Suburbs. In the evening the process is duplicated.

The survey also showed that 16.4% of Gauteng residents spend more than 20% of their monthly income on transport.

The social fabric of families suffer because of absent parents who are already on their way to work when their children prepare for school and arrive back at home late, unable to share a family meal, supervise homework or spend quality time with their spouse and children.

The ***“Corridors of Freedom”*** are designed to reverse these trends.

Medium- and high density housing will spring up next to the transport arteries and around the transport hub – linking home and work. Travel time will be significantly reduced because of shorter distances and more effective public transport.

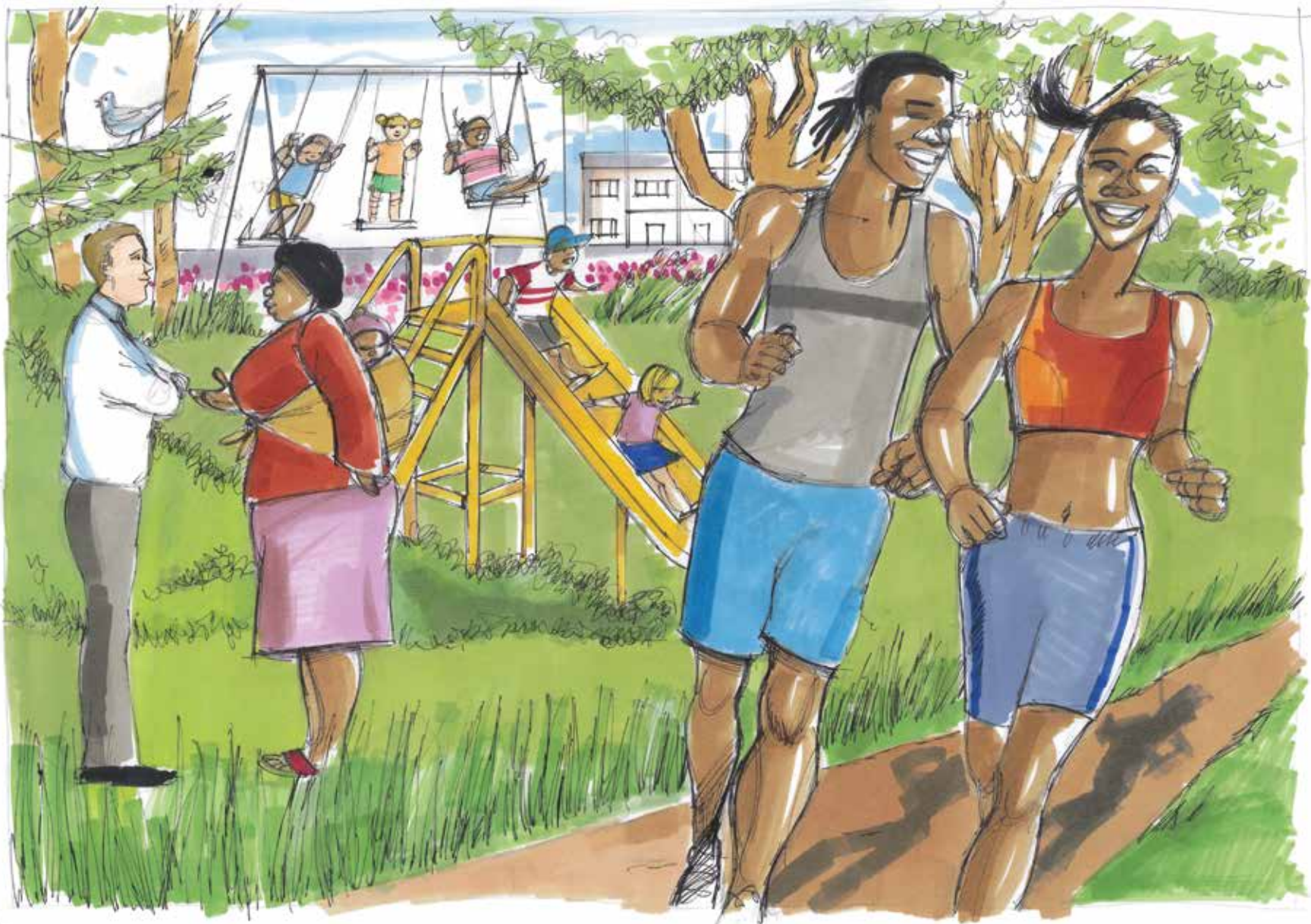
The cost of transport will be lowered leaving households with more money to spend on food, education, shelter and other basic necessities of life. The quality of life enjoyed by families will be improved because parents will be able to spend more time with their families, sharing experiences and supporting their educational and leisure activities.

The average Joburger of the future will be able to work, live, stay and play within the same geographical space. Neighbourhoods will be supported by social infrastructure – local shops, local parks, local schools, local clinics and local police stations.

Residents will be given a wider range of choices of housing with a strong emphasis on rental accommodation in well-located and managed developments.

Cutting down on carbon emissions and exhaust fumes will lead to a cleaner environment and improvements in the health of the population and the quality of life they enjoy.

Johannesburg will continue to lead South Africa towards a low-carbon economy – ensuring a sustainable future for all its citizens.



Recreation

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