Sustainable Urban Transport Master Plan for Windhoek

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Population by land use and suburbs

Percent distribution of households owning a car
Windhoek Mobility Stats

- 43% use private transport
- 35% use public transport
- 21% walk
- 1% cycle
- Poor spend up to 25% of income on transport

➢ Create access
➢ Increase safety
➢ Lower transportation costs
➢ In eco-friendly way

SUTMP (2014)
Modern Bus Network
Guiding principles:

- Frequent
- Reliable
- Affordable
- Safe
Implementation Challenges in the PT component:

- Insufficient funding
- Management and organisational structure not responsive to current demand
- Missing / insufficient infrastructure and resources
- Missing governmental leadership

- Huge demand, but from low income citizens
- Competition with informal taxi services

Stakeholder
- Organisational capacity
- Commitment and leadership

Project
- Funding gap
- Overambitious timeframe
Discussion questions:

- Focus on technical or organisational solutions?
- How could staff members be integrated to increase willingness to achieve?
- How could leadership / interest from governmental side be created?
Possible solutions:

- Strengthen leadership in bus services operations
- Focus on organisational restructuring
- Strengthen information sharing and communication with customers and public
- Engage more with line Ministry of City of Windhoek
- Engage high level champion (e.g. First Lady)
PROJECT COMMUNICATION

Homepages

- www.movewindhoek.com.na

Facebook

- www.facebook.com/movewindhoek

Twitter

- #movewindhoek
4 AREAS OF ACTIVITY (OUTPUT A-D) + Crosscutting (HIV/Gender/Inclusion)

Policy Advise
Sustainable Mobility
Logistics
Academic Capacity