Annexure A

TO : Dr. H. Wiese
Mr. N. Pillay

FROM : Mr. Dennis Baloyi / Miles Arnold (Tel: 358-1500)

DATE : 14 February 2005

INITIATOR : Mr. Dennis Baloyi / Miles Arnold (Tel: 358-1500)

PURPOSE OF REPORT

To describe the proposed Inner city Bus distribution system to assist in eliminating mini bus taxis from the centre of the city.

Background

The CBD serves approximately 200 000 job opportunities. People come to the CBD for various reasons (1998 data):

- Work 59,0%
- Shopping 15,0%
- Education 12,0%
- Health 2,0%
- Entertainment 0,5%
- Other 11,5%

At present many of those who come to the CBD by private and public transport expect to be able to either drive to a parking area (private) or be dropped off very close to their work so that their walking time to their actual place of work is minimal. In practice this is not so. The modal split provided below is that for the whole of the CTMM’s travel, but it is an approximation of how people coming into the CBD may travel on their main mode:

<table>
<thead>
<tr>
<th>Mode</th>
<th>%</th>
<th>No of People in am peak period (to CBD)</th>
</tr>
</thead>
<tbody>
<tr>
<td>Minibus Taxi</td>
<td>15,1</td>
<td>30 200</td>
</tr>
<tr>
<td>Bus</td>
<td>9,5</td>
<td>19 000</td>
</tr>
<tr>
<td>Train</td>
<td>6,5</td>
<td>13 000</td>
</tr>
<tr>
<td>Car</td>
<td>33,0</td>
<td>66 000</td>
</tr>
<tr>
<td>Walk</td>
<td>33,0</td>
<td>66 000</td>
</tr>
<tr>
<td>Other (Bicycle, motorbike,)</td>
<td>2,8</td>
<td>5 600</td>
</tr>
</tbody>
</table>

In 1996 an investigation was done to see what the viability of an "Inner City Distribution System" would be for Pretoria, as part of the "Four Cities Project". The conclusion was that although some commuters walked fairly long distances (up to 2 km) and that others said they were prepared to pay something for a distribution service, the actual demand for such a service was relatively low, and any such service would not be viable enough for the low amounts that people were prepared to pay (as most were from low income groups).

A further transport study was done in 1998/99 on the public transport in the CBD as part of the Pretoria Inner City Integrated Spatial Development Framework. This study identified the three main public transport termini in the city as:

- Pretoria Station
- Belle Ombre / Asiatic Bazaar and
- The taxi ranks in the vicinity of Bloed Street / Boom Street and van der Walt Street.

In the report a proposed mixture of guided and non-guided forms of transport (light rail and bus) were suggested for the distribution of passengers between these termini and the inner city. Although this report was never formally adopted by Council, these broad proposals have found support within the CTMM.

From this report the following table is provided on passenger walking times and there acceptability from the terminus or station to the inner city:

<table>
<thead>
<tr>
<th>TIME</th>
<th>PERCENT</th>
</tr>
</thead>
<tbody>
<tr>
<td>&lt; 5 min</td>
<td>59,3</td>
</tr>
<tr>
<td>5 - 10 min</td>
<td>15,3</td>
</tr>
<tr>
<td>10 - 15 min</td>
<td>12,2</td>
</tr>
<tr>
<td>15 - 20 min</td>
<td>1,9</td>
</tr>
<tr>
<td>&gt; 20 min</td>
<td>0,4</td>
</tr>
<tr>
<td><strong>Total</strong></td>
<td><strong>100</strong></td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>ACCEPTABILITY</th>
<th>PERCENT</th>
</tr>
</thead>
<tbody>
<tr>
<td>Yes</td>
<td>56,0</td>
</tr>
<tr>
<td>No</td>
<td>24,9</td>
</tr>
<tr>
<td>Don't know</td>
<td>19,0</td>
</tr>
<tr>
<td><strong>Total</strong></td>
<td><strong>100</strong></td>
</tr>
</tbody>
</table>

2. Requirements for an Inner City Distribution Service

If the principle of the three major public transport termini for the CBD is accepted, then a system of two interlinked routes to serve these termini and the inner city destinations is proposed as an initial suggestion. See plan attached with the proposed routes. Where the routes cross, passengers can change between the routes at transfer points.

Due to the arrival times of trains, buses and taxis at the three termini (which varies from 3 to 10 minutes in the peak period, it is proposed that if the system is to be utilised, a maximum of 5 minute headways should be used in the peak periods (05:30 - 08:30 and 15:30 - 18:30). In the off peak the headways could reduce to 15 minutes. These service levels determine the costs of the system whatever the actual demand might be.
### Analysis of route requirements

<table>
<thead>
<tr>
<th></th>
<th>Yellow Route</th>
<th>Blue Route</th>
<th>Total</th>
</tr>
</thead>
<tbody>
<tr>
<td>Route length</td>
<td>7.2</td>
<td>4.0</td>
<td>11.2</td>
</tr>
<tr>
<td>No buses required (pk)</td>
<td>6</td>
<td>4</td>
<td>10</td>
</tr>
<tr>
<td>Bus costs (cap - annual)</td>
<td>R 2 250 000</td>
<td>R 1 500 000</td>
<td>R 3 750 000</td>
</tr>
<tr>
<td>Bus costs (fuel, tyres, maint.)</td>
<td>R 1 350 000</td>
<td>R 1 000 000</td>
<td>R 2 350 000</td>
</tr>
<tr>
<td>Total bus costs (per annum)</td>
<td>R 3 600 000</td>
<td>R 2 500 000</td>
<td>R 6 100 000</td>
</tr>
<tr>
<td>Drivers required (2 drivers/bus)</td>
<td>12</td>
<td>8</td>
<td>20</td>
</tr>
<tr>
<td>Staff Costs (annual)</td>
<td>R 1 600 000</td>
<td>R 1 000 000</td>
<td>R 2 600 000</td>
</tr>
<tr>
<td><strong>Total Cost (bus &amp; staff)</strong></td>
<td><strong>R 5 200 000</strong></td>
<td><strong>R 3 500 000</strong></td>
<td><strong>R 8 700 000</strong></td>
</tr>
</tbody>
</table>

The costs in the above table are based on the following:

- **Buses (single desk, low floor):** Capital cost R 1 500 000, Life 20 years, interest rate 8%
  Operating costs: R 6/km (300 days/yr)

- **Driver cost:** R 8 000 salary pm

- **Note:** existing staff will not be adequate for this service.

Initial Capital required for purchase of buses: 20 x R 1 500 000 = R 30 000 000.

### 3. Summary and Conclusion

The above gives the approximate costs of such an inner city distribution system. Due to the fact that these are relatively high costs and the need for extensive stakeholder involvement (existing bus and taxi routes and operations will be affected) it is essential that a proper feasibility study be done to verify the above and to test other possible routes combinations. Such a feasibility should be able to be done for about R 300 000. The implementation of such a system can have far reaching implications for the city and must be well considered.

Due to the fact that transfers are generally negative for commuters, it is assumed that there may be no income for such a service. If it is decided to bring in a tariff for the service, it is suggested that it should be a flat rate and that transfers between the routes should be free.

It should be noted that single deck buses (with good capacity - 60 seated passengers - and easy accessibility) were used for this costing exercise, however it should be noted that the choice of mode could be a contentious one, and possibly midi-buses could be used equally well. The problem comes with the actual number of passengers which use the system.

It should be noted that the Mynah buses in Durban were ultimately taken off as their capacity was too limited for the fluctuating demand; the maintenance costs were also relatively high for their capacity.

**Annexure: Possible 2 route system for inner city distribution system**
Hawkers on the march over harassment at rail stations

Vendors want Mbeki’s help to carry on trading

About 30 hawkers who ply their trade at the Pretoria station marched to the Union Buildings yesterday to ask President Thabo Mbeki to intervene and stop the “harassment” of vendors on trains, stations and streets.

Through the CA Railway Hawkers’ Association (Sahra), they handed over a memorandum of grievances to representatives from the Office of the President and Transport Minister.

They demanded a meeting with stakeholders to discuss their problems.

The hawkers complained of being arrested without any warrants of arrest issued or proper appearances in front of a “credible court of law.”

They demanded a “general review of all policies impacting on informal traders and that the president’s office must be the middlemen and call all stakeholders to meet and solve all problems once and for all.”

Sahra co-ordinator Augustine Mgaba handed the marchers’ memorandum to Elias Molotsi of the president’s office and Godfrey Mkhize of Transport Minister Jeff Radebe’s office.

“The reason for this march is the ongoing harassment of hawkers at all Metrorail stations countrywide,” said Mgaba.

“We believe that the matter is not a political rather than a business one. “We have chosen to be part of the informal sector as a means of survival rather than resorting to crime,” said Mgaba.

“The primary objective of the country’s economic policy is to promote growth and development to create jobs, sustainable development and alleviate poverty,” he said.

“The president’s office must apprise and deploy relevant experts who will assist the sector to have an in-depth understanding of informal trading in order for it to develop.”
New Bloed Street Mall will improve inner city and life of commuters

One of the major projects of the City Urban Renewal Programme, aimed at regenerating the inner city, is the R190-million Bloed Street mall and taxi rank. The development, which is scheduled to be completed by October 2008, will transform this busy and sometimes chaotic taxi rank into a world-class retail and transport facility.

The development has been planned carefully for some time now, after it was realised that the current taxi rank on Bloed Street was inadequate. Commuters, taxi operators, and traders alike had to deal with congestion and unsafe, often unsanitary, conditions. The City of Tshwane sought a private-sector partner for the development and implementation of the project, and found this partner in Lisbonelo Property Services.

The new “taxi-mall,” as it will be known, stretches between Bloed and Boom Streets and Andries and Prinsloo Streets. Work began in February this year and is progressing according to schedule. While construction is underway, a temporary taxi rank has been set up between Paul Kruger and Andries and Boom and Bloed Streets. This facility is of a high standard and was built at a cost of R3 million.

The mall will have two floors. Major retailers will occupy the upper level, while smaller convenience stores and the taxi rank will be situated on the ground floor. Tenants have already shown an interest, and the mall will contain a mix of formal and informal retail outlets and other service providers. The anchor tenant will be Spar, but five banks and other retailers, including clothing, food, furniture, liquor, grocery, and vehicle maintenance dealers will make up the rest of the tenants. A unique move on the part of the developers is to include informal traders in the formalised trading sector, with the aim of empowering them to graduate to larger shops. There will also be ample ablution facilities, overnight parking for taxis and on-site safety and emergency services.

Another advantage of the development is that the new taxi rank will be able to accommodate up to 450 taxis, which will reduce congestion caused by these vehicles on Van Der Walt, Boom and Bloed Streets. This will make the entire area safer for motorists and commuters alike. The structure of the mall’s operation will also allow for more visible policing and law enforcement.

During construction, about 3 500 jobs will be created and, once completed, about 800 permanent jobs will be made available through the daily operation of the mall.

Enquiries about the project can be made to Louraine Makwane at 012 358 7907.
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