Integrating BRT with informal minibus services in South Africa

Some empirical observations

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Context

3 large cities operational (Cape Town, Joburg, Pretoria)
• 5 corridors, total 85km dedicated lanes
• Mostly trunk & feeder
• Max ~6,000 pax/hr/dir

5 failed/delayed in smaller cities
Context

Existing paratransit on BRT routes
Compensation paid for loss of trade
Formalisation & corporatisation
12-year negotiated bus operating contracts
COMPETITION COMMISSION

Minibus-taxi subsidy set to vex the transport market inquiry

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JOBURG taximen could use bus lanes without worry

Joburg mayor Herman Mashaba instructed the city's transport department to investigate ways in which minibus-taxi drivers could be allowed to use the new corridors.

Acting director of mayor's office, Luyanda Mlekwa, said allowing minibus-taxi drivers to use the bus lanes could be a way to improve traffic congestion in the city.
Range of enhanced road-based PT

Observations

(1) Hybrid formal-informal systems are *de facto* reality – how to make them work better?
Observations

(2) Dangers to passengers of laissez-faire trunk-feeder integration:

- *Unmatched frequencies and operating hours*
Observations

(2) Dangers to passengers of laissez-faire trunk-feeder integration:

- Unmatched frequencies and operating hours
- Double fare could lead to effective reduction in accessibility
Observations

(3) Evidence of (large?) operational inefficiencies in paratransit – opportunities for integration

**Hammanskraal-CBD route**
Observations

(4) Need to experiment with priority infrastructure for paratransit
Observations

(5) Models of successful contracting in niche markets exist
Observations

(6) Cashless ticketing is key to improving driver behaviour and passenger affordability
Conclusions

(1) Hybrid formal-informal systems becoming more accepted in low-density African settings

(2) Right to operate seen as property right of paratransit operators – financial barrier to integration

(3) Need to explore other incentives (not based on loss-of-trade compensation) to drive integration