

REPORT TO SUBCOUNCIL 09

1. **ITEM NUMBER :** *To be inserted by secretariat*

2. **SUBJECT**

**CONCEPT DESIGN OF THE PROPOSED UPGRADE OF THE NOLUNGILE
AND VUYANI PUBLIC TRANSPORT INTERCHANGES**

**KONSEPONTWERP VAN DIE VOORGESTELDE OPGRADERING VAN DIE
NOLUNGILE- EN VUYANI-OPENBAREVERVOERWISSELAARS**

**INGQIQO ELUYILO EJOLISWE KWISIPHAKAMISO SOPHUCULO
LWEERENKI EZINKULU YEETEKSI ZASENOLUNGILE NASEVUYANI**

3. **PURPOSE**

The report aims to provide progress, updated timelines and cash flows for the implementation/execution plans for the proposed Upgrades of the Nolungile and Vuyani Public Transport Interchanges (PTIs).

4. **FOR NOTING**

In terms of Part 25, Section 6(1) of Council's System of Delegation as approved on 21 March 2022, the Subcouncil must monitor the implementation of applicable legislation affecting the Sub-council's area of jurisdiction.

5. **EXECUTIVE SUMMARY**

The City of Cape Town Transport Planning & Network Management: Public Transport Infrastructure Branch identified the need to upgrade the Nolungile and Vuyani PTIs to support the spatial transformation agenda and improve the commuters experience through the establishment of universally accessible, dignified, vibrant, well integrated and well managed Interchanges.

The upgrade also includes a much-needed investment to improve the neglected surrounds in order to create a safer, more efficient and more pleasant experience for commuters and for operators of public transport services.

6. RECOMMENDATIONS

It is recommended that the content of this report be noted.

AANBEVELING

Daar word aanbeveel dat daar van die inhoud van hierdie verslag kennis geneem word.

IZINDULULO

Kundululwe ukuba makuqwalaselwe okuqulathwe yile ngxelo.

7. DISCUSSION/CONTENTS

The intention of these projects is to upgrade the existing over-saturated PTI facilities by retaining all the existing uses on the site, but to reorganise them on the site to ensure the following is achieved:

- i. Make more efficient and sustainable use of the available land
- ii. Provide additional space to accommodate the capacity demands experienced at the PTI
- iii. Provide clear and comfortable pedestrian circulation, with minimal conflict between pedestrians and vehicles
- iv. Provide an adequately sized public space to receive and distribute pedestrian flow, which will also include trading spaces and ancillary facilities for the PTI users
- v. Provide an optimal and safe movement of public transport vehicles and allow for the safe operation of the PTI facility
- vi. Provide sufficient space to accommodate Informal Traders and promote economic activity in accordance with the proposed trading plans
- vii. The upgraded PTI will include:
 - a. Taxi Rank, Bus terminal and ancillary uses;
 - b. Non-Motorised Transport (NMT) network, pedestrian circulation and spaces;
 - c. Formal shops and Informal Trading spaces;
 - d. Landscaping.

The PTI's will be fenced with visually permeable fence (clearvu). The land uses will be reorganised to respond to pedestrian/public desire lines whilst also channelling the pedestrian flow to minimise vehicle conflict.

The ORIO co-funding will be claimed based on essentially the following grant conditions:

- i. The co-funding is capped at approx. €18,1 million and 35% of contract value. (About 12 contracts.)
- ii. Approval (Statements of No Objection) is required for various aspects of each contract. If it is not complied with for a specific project, that project is not co-funding and must be funded entirely from PTNG-BFI funding (conditional Grant funding from National Government).

- iii. Each contract has its own scope and Euro amount. If the scope reduces, in turn the Euro amount reduces.
- iv. R/€ exchange rate is a City risk.
- v. ORIO co-funding is zero-rated VAT, i.e. VAT is reclaimable from SARS on this co funding.
- vi. Contingencies and an additional approximately 4% of the costs are only considered and paid at the end of a contract.

During the execution of an ORIO co-funded project, the following main steps are followed:

- i. Dependent on some of the above conditions and variables, at the start of a contract, a percentage split between City (PTNG-BFI) and ORIO co-funding, and a disbursement schedule are agreed with the Dutch.
- ii. The City's service provider submits two invoices each month. One for the City-funded portion and the other one the ORIO-funded portion. Both are paid in full by the City.
- iii. At intervals of not less than three months, the City will submit invoices to the Dutch, based on the percentage of work completed and paid by the City, the agreed disbursement schedule and the subtraction of contingencies and the additional 4%.
- iv. At the end of contract the approved contingencies and 4% are paid to the City.
- v. All invoices to the Dutch and their payments are in Euro. ORIO co-funded financial transactions are reflected in the City's relevant ring-fenced General Debtor (GD) account, in Rand.

Project Execution Plan (Anticipated Completion Dates)

Nolungile PTI:

Conceptual Design	: February 2023
Public Engagement	: October 2022
Detail Design	: June 2023
Procurement	: June 2024
Commencement	: July 2024
Execution	: July 2026
Commission	: TBC

Implementation Budget (Anticipated)

	Financial Years					
Funding	Current Budget 2022/23	Proposed Draft Budget 2023/24	Proposed Draft Budget 2024/25	Proposed Draft Budget 2025/26	LP 2026/27	Total
ORIO Budget	1 830 000	1 678 718	7 809 272	17 576 554	13 478 090	42 372 634
PTNG-BFI	5 224 890	3 689 048	14 502 933.00	32 642 171.00	25 030 739	81 08 781
Total	7 054 890	5 367 766	22 312 205	50 218 725	38 508 830	123 462 416

The above financials are merely estimates and the high level cost estimate of the project is approximately R 123,000,000.00 (excl. VAT) and will be aligned with the actual costs once the Tender has been awarded.

Vuyani PTI:

Conceptual Design : February 2023
 Public Engagement : October 2022
 Detail Design : June 2023
 Procurement : June 2024
 Commencement : July 2024
 Execution : December 2025
 Commission : TBC

Implementation Budget (Anticipated)

	Financial Years				
Funding	Current Budget 2022/23	Proposed Draft Budget 2023/24	Proposed Draft Budget 2024/25	Proposed Draft Budget 2025/26	Total
ORIO Budget	958 474	1 192 312	5 624 649	11 879 509	19 654 944
PTNG-BFI	3 475 520	2 785 722	10 445 778	22 061 946	38 768 966
Total	4 433 994	3 978 034	16 070 427	33 941 455	58 423 910

The above financials are merely estimates and the high level cost estimate of the project is approximately R 58,423,910.00 (excl. VAT).

7.1. Constitutional and Policy Implications

This report has no Constitutional or policy implications.

7.2. Sustainability implications

Does the activity in this report have any sustainability implications for the City?	No <input checked="" type="checkbox"/>	Yes <input type="checkbox"/>
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7.3. Legal Implications

This report gives effect to the stipulations in the Municipal Systems Act.

Clause 16(1)(a) “*encourage and create conditions for the local community to participate in the affairs of the municipality*”

Clause 17(2)(b) “*notification and public comment procedures*”

Clause 21A(2) “*invite the local community to submit written comments*”.

7.4. Staff Implications

Does your report impact on staff resources or result in any additional staffing resources being required?

No ☒

Yes ☐

7.5. POPIA Compliance

☒ It is confirmed that this report has been checked and considered for POPIA Compliance.

7.6 Other Services Consulted

None

(1) NOTE: In these instances the author must please ensure that all annexures, files etc. referred to in the report are made available for scrutiny at the meeting. Such documents must be handed to the relevant Committee Officers on the day prior to the meeting.

FOR FURTHER DETAILS CONTACT :

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