

OVERVIEW OF MOBILITY IN ZIMBABWE: Tatenda Mbara & Gaynor Paradza (Lecturer) University Of Zimbabwe

ABSTRACT

Mobility is not simply concerned about moving from one point to the other. It is not about motorized transport as perceived by many people. Mobility is one of Man's fundamentals needs and indeed central to the quality of life, the environment, the social and economic needs of any nation. It breaks away isolation and enables individuals to participate in economic and social activities. In this respect, mobility becomes a critical factor for development and poverty alleviation.

Mobility is concerned about getting access to all sections of the community, including the socially and physically disadvantaged, people who cannot afford private vehicles, women, and pensioners. The process of mobility needs to be reliable, safe, efficient, comfortable and affordable.

This paper discusses Zimbabwe's experience on mobility. The mobility issue has received very little attention in Zimbabwe.

INTRODUCTION

Freedom of movement is enshrined in the national constitutions of many countries of the world including Zimbabwe. In this respect, mobility can be seen as a right. The Oxford Advanced Learners dictionary defines *mobility* simply as "the quality of being mobile". From this definition, there are two questions that one can raise, the first one being the reasons for mobility and the second on what is meant by quality. Transport Economists (Cole 1991, Button 1986) inter- alia; refer to movement as "a derived demand". Therefore, the reasons for mobility are inextricably linked to some functional activity and in rare cases is movement desired for its own sake. Thus people move in order to benefit from educational, employment social and other functional activities. The quality aspect of mobility embodied in the Oxford Advanced Learners definition, entails to the positive factors that enhance movement. These include comfort, and time taken to reach the desired destination. Edmund's (1998) definition of mobility as

"The ease and speed with which one can transport oneself and one's goods"

Is the most comprehensive and incorporates all the elements.

Mobility is important in the development process. With improved mobility, the opportunity for access is improved. The Oxford Advanced Learners definition of “access” is “the opportunity to reach, use or visit”. The definition of access comprises two important aspects, namely, mobility and proximity. As Edmonds rightly pointed out “transport permits the movement of people and goods to a destination (mobility) while access involves the possibility of moving the destination closer to the people (proximity)”. Clearly, it would be meaningless to focus on mobility without referring to accessibility as the two in terms of development are connected.

Poor accessibility leads to isolation, a factor that contributes to poverty. Poverty has generally been defined as the deprivation of human needs that are not met and primarily emanating from low income. This is a narrow definition as some empirical evidence, (Damson & Barwell 1993, Edmonds 1998) indicate that the level of access is also closely associated with factors that contribute to poverty.

There is a misconception of associating mobility with motorization. As a result developing countries concentrate on developing the conventional transport system. Zimbabwe is no exception: The major investments towards this have been limited to infrastructure for motorized transport. This is seen in the upkeep of tarred roads and erection of bridges to link places. The provision of e.g. cycle paths seems to be a pre independence phenomenon. The few cycle paths, which were built before 1980, are poorly maintained. In cases where new tarred roads have been built, no provision has been made for cycle paths. In the high-density areas where the majority of the black population lives, there is no modal split at all. Cycle paths are mostly restricted to routes serving schools, as cycling is a popular means of transport for the schoolchildren.

From the definition of accessibility above, it is clear that mobility can be enhanced by the implementation of non-transport solutions such as bringing services and facilities nearer the people. In short, the criteria for successful mobility are to reduce the total number of trips made, distance traveled and the risk involved i.e. safety.

In view of the above backdrop, this paper discusses the experiences of mobility in Zimbabwe. While the paper covers a wide area of mobility it will endeavor to focus mainly on those aspects of mobility with implications on poverty. Such issues are pertinent to many of the developing world countries including Zimbabwe. Before a detailed discussion of mobility aspects in Zimbabwe, it is important to review the socio-economic background of the country.

Background

Zimbabwe is a relatively new country. It attained its independence in 1980. The present population is about 12.5 million (3.2 % growth rates per annum) out of which approximately three-quarters reside in rural areas. (Central Statistics Office, 1980)

The country is landlocked with a relatively strong economy. Manufacturing output has been increasing since 1980. Whites heavily dominate the manufacturing sector. This is a legacy of Zimbabwe's apartheid past. The new government is trying to reverse this situation. This is being done through efforts like indigenisation policy, promotion of small-scale enterprises and subsidizing of education for the majority black people. The manufacturing sector contributes about a quarter of the country's Gross Domestic Product (GDP) and is an important employer principally in the urban areas.

Agriculture plays an important role in Zimbabwean trade as well as providing food for local consumption. About a quarter of the population is employed in this sector. Zimbabwe has secured a premier position in worldwide tobacco production and it is the main foreign currency earner. The country has been dubbed the "food basket" of the Southern African Development Community (SADC) region because of its ability to produce food for home consumption and export.

The country has a fairly good road network comprising primary (linking major urban centers and border posts), secondary (providing communication mainly between districts) and feeder roads (linking smaller centers of population with the network). Long distance and private operators mainly provide urban public passenger transport. A state owned Company Zimbabwe United Omnibus Company operates a limited service networks in both urban and rural areas. The fleet operated is very diversified, comprising of both conventional and minibuses.

The transportation of goods is the responsibility of private hauliers and the National Railways of Zimbabwe. The latter mainly carries bulk commodities.

Since the attainment of independence, the new government has pursued a "policy " programme that was geared in redressing the socio-economic imbalances, which had existed for several decades prior to independence. Government inherited an economic system that was mainly characterised by "social, economic and technological forms of dualism" (Transitional National Development Plan

1982). Decisions made by the new government were obviously skewed towards the social and economic improvement of the black population. Three important measures were implemented:

- The resettlement of many thousands of landless people. By 1996, more than 70 000 families had been resettled on 3,4 million hectares of land.
- The development and provision of rural infrastructure through a Rural Service Centre and Growth Centre policy intended to bring the rural population into close contact with services and markets.
- The rehabilitation and improvement of primary, secondary and feeder roads. Since independence, a significant number of roads have been tarred while many others have been upgraded.

All the three measures were targeted to the development of rural areas as well as to uplift the social status of rural people. The rehabilitation and improvement of roads in particular was meant to stimulate development in rural areas. Rural development remains a priority area for Government.

RURAL MOBILITY

In Zimbabwe, people in rural areas travel essentially to fulfil basic, social and economic needs. The extent to which a rural household needs to travel is dictated principally by the access it has to facilities required sustaining daily life. These access facilities include water sources, schools for education of children, clinics and hospitals. The majority of these trips are on short distances and therefore off road. Therefore, due to the nature of most trips undertaken, the real transport needs of rural population cannot be addressed by the construction and provision of roads and conventional transport service. A study conducted by the International Labour Organisation in Zimbabwe (1999) revealed that about 86% of the trips made by rural households are on short distances and invariably within the locality. Women carry a greater amount of the transport burden headloading most of the goods transported. Clearly, the major concern in rural areas is that of accessibility. This calls for non-transport interventions in order to reduce the burden by locating services and facilities nearer the people. The provision of conventional transport in rural areas does not necessarily mean increased mobility for the people, as the intended beneficiaries may not be able to afford private motorisation. Conventional transport is important for long distance social and economic trips mainly to urban centers. However, such trips are not frequent as they are constrained by affordability.

STATE OF URBAN MOBILITY IN ZIMBABWE

Urban Planning Framework

In urban areas of Zimbabwe settlement planning emphasizes the separation of land uses. The uses are classified as commercial, industrial and residential. As a result very few people live within walking distance to their places of work or commerce. As the urban areas expand rapidly in response to rural urban migration and natural growth the towns respond by growing horizontally rather than vertically. This "sprawling" of the urban areas means that more and more people live farther and farther away from their places of work. In direct contrast, the industrial and commercial areas continue to grow in the same place. The commercial areas also expand vertically. The result is that the same commercial area continues to serve an increasing population, which results in increased distances for mobility and access.

The responsibility for physical planning, transport regulation and posts and telecommunications are housed in different ministries within the government of Zimbabwe. As a result, it is very difficult to come up with a coherent policy on mobility, which would bring together issues of access, poverty, mobility and safety.

Mobility in urban Zimbabwe is by walking, cycling, rail, private cars and buses. Each of the modes will be examined in turn.

Cycling

Bicycles are widely available in the country but are not really affordable. Table 1 reveals that bicycle in the urban areas of Zimbabwe is very low

Firstly, although a bicycle is considered a low cost mode of transport, its price is still unaffordable considering the disposable incomes of the lowly paid people. However, the few who can afford them ride to and from work. Because of the distance involved, it is only people who live within a radius of up to five kilometers who can cycle to and from work. Secondly, there is no requisite urban infrastructure to encourage the use of this environmentally friendly mode. Thirdly, there is a general perception that people using bicycles have a higher probability of being involved in an accident. This perception emanates from the lack of interest in promoting the use of non-motorized transport from both central government and at the local government level. As a result, cyclists have to ride alongside motorized transport, which is very dangerous, as motorists tend to have a very low tolerance for cyclists. Poor people cannot afford the protective headgear, which would reduce their risk.

Rail

This cheaper option is not readily available in Zimbabwe. Zimbabwe's rail system is between the various urban areas and even then only links Harare, Kwekwe, Bulawayo, Mutare and Masvingo. The train service is operated by a parastatal the National Railway of Zimbabwe. It provides the bulk of the freight transport in the country. The railway is much cheaper than the buses even though trains take longer to reach their destination. The Government of Zimbabwe has for the past two decades planning to establish a rail link between Harare and Chitungwiza, a large dormitory town that provides bulk of the labour force working in the city of Harare.

Air

The national carrier and private operators provide the air transport.

The current pattern and characteristics of urban mobility is greatly affected by an individual's ability to pay for a trip. With the current rate of inflation hovering around 70 percent, the price of public transport having doubled in the last 12 months, the poor people in urban areas are finding it extremely difficult to fulfil their desired trips. Thus, the majority of the urban poor have resorted to walking. The sheer distances involved limit the option. However, some urban poor have resorted to walking one stage of the trip to work and then riding the other. This adjustment has been brought on

by the hardships resulting from the structural adjustment programmes Table 1 shows that between 1991 and 1996, the number of people who use walking as a mode of transport was very significant.

Table 1: Percentage modal split trends in urban areas

Year	Public transport	Motor car & motor cycle	Bicycle	Walk
1991	38	16	1	45
1992	41	17	5	37
1993	43	16	3	38
1994	48	14	3	35
1995	46	14	5	35
1996	39	16	3	42

Source: Transport Research Laboratory/Department of Physical Planning Home Interviews 1991 - 1992; University of Zimbabwe/Transport Research Laboratory Home Interviews 1993-1996

The results of modal split surveys show that a greater percentage of trips are made by public transport and on foot. For the majority of people, walking minimizes travel costs at a time when costs for most basic needs are increasing at an unprecedented rate. Of late, though not reflected in the modal split figures above, the poor are increasingly finding public transport expensive and are resorting to walking. This is evidenced by an article (Herald 27/10/99) shown in appendix 1.

Trip Length and Purpose

- The majority of trips made in urban areas are for work purposes. This includes travelling for formal employment as well as those people who might have migrated from the rural areas and in the process of securing a job. A survey conducted in 1996 showed that about 60 percent of trips in urban areas of Zimbabwe were for work purposes.
- Educational travel constituted 21 percent of all trips undertaken in urban areas.
- Trips on leisure and visiting friends and relatives (VFR) constituted only 12 percent.

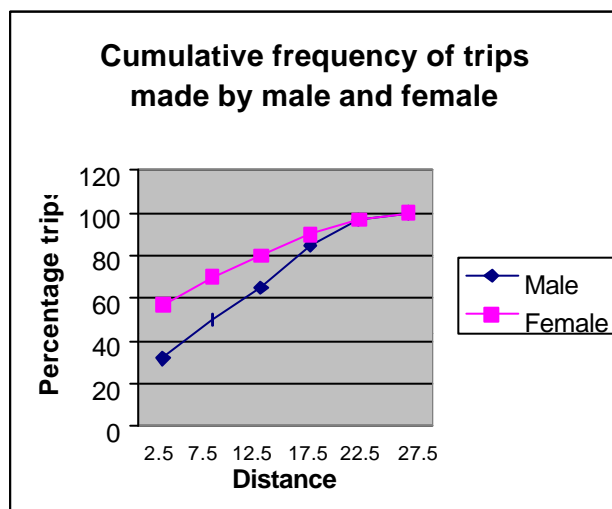
These figures give a clear indication that the hard economic times, have forced people to resort to essential trips. The work trip, which is also an essential one, is by far the longest. Table 2, illustrates the results of a trip length by purpose survey conducted in 1996.

Table 2: Trip length and journey purpose

Trip Purpose	Work	Education	Shopping	Leisure	Other
Distance(kms)	14.2	3.9	3.5	6.0	7.8

If the article in appendix 1 is to go by, some of the poor people are walking an average of 28 kilometers (return trip) daily.

In respect of trip responsibility, males undertake approximately two thirds of work trips while females are responsible for a third. However, about three-quarters of shopping trips are made by women. Thus the female members of the household make shorter trips but a greater percentage when compared to their male counterparts as illustrated by Figure 1.



As depicted by Figure 1, about 75 percent of trips undertaken by women are within a 7.5 km distance compared to 50 percent by their male counterpart. The majority of these trips are undertaken on foot. Women therefore walk longer distances when compared to their male counterparts.

The state of urban mobility in Zimbabwe can be summarized as follows:

- The majority of trips made in urban areas are for essential needs such as work

- Mobility is increasingly being constrained by increased costs and as a result a greater proportion of people have resorted to walking.
- Private car users constitute only about 15 percent. This is a private means of transport captive group composed of the rich and the people are unlikely to change their travelling behavior
- Although the bicycle has a small share of the modal market, it has a greater potential as mobility costs by the conventional means of transport continue to escalate. A bicycle is an environmentally friendly mode. Unfortunately, both central government and local authorities have not taken any steps to promote the bicycle as a viable mode of transport
- Women bear a greater mobility burden. They travel many trips on short distances and invariably on foot.

Effect of Deregulation on Urban Mobility

The current state of urban mobility has also been greatly influenced by government's decision to deregulate urban public transport. Shortly after independence in 1980, Government took the responsibility of determining public transportation fares. Previously this function was the responsibility of local authorities. Consequently, fares were held at a lower level to assist the poor members of the community to have access to basic, social and economic needs.

- In order to improve the capacity of public transport in urban areas, government in 1982 legalized "emergency taxis" an informal sector mode of transport. These emergency taxis operated for fifteen years until December 1997 when they were banned mainly because of their limited capacity and discomfort.
- Trade liberalization, was introduced which brought about a significant change from a regulated economic regime to a more liberalized one. This change which was a result of the Economic Structural Adjustment Programme (ESAP) was widespread, affecting not only the transport industry, but also the rest of the industrial and commercial sectors.

In terms of urban transport, deregulation of the transport sector that was effected in August 1993 has resulted in:

- An increase in the number of public transport operators operating in urban areas
- A general increase of traffic that resulted in congestion in the principal urban areas.

Table 3 below shows the growth in Traffic in Zimbabwe and Harare, the principal and capital City within the last 5 years.

Table 3: Trends in Traffic Growth (1994-1998)

Year	Registered vehicles (national)	Percentage increase	Registered vehicles in Harare	Percentage increase	Public Transport vehicles	Percentage increase
1994	582 420	-	217 442	-	1330	-
1995	640 662	10%	247 883	14%	1958	47%
1996	711 135	11%	287 544	16%	3445	75%
1997	789 360	11%	339 301	18%	4600	33%
1998	884 083	12%	399 312	18%	5400	17%

Source: Central Vehicle Registry and Commissioner of Transport

Although both the general traffic and public transport vehicles increased, mobility has not necessarily been enhanced. The number of people having access to private vehicle (at 51 per 1000 population in 1998) is small. Private cars are not accessible to the majority of the urban poor. The car is seen as a status symbol. The private car provides transport for people in urban areas for both the owners and the people who hitch a ride. The fares charged to a hitchhiker in a private car is normally higher than that charged by ZUPCO or the Omnibus. This makes the private car an option for the rich and middle class citizens in Zimbabwe Secondly, because of a mismatch between the provision of road infrastructure and the increased number of vehicles, congestion, noise and pollution in urban areas has been worsened. In terms of equity, these environmental effects of increased traffic affect the poor people more who do not own private cars than those with private means of transport.

Motorised transport is provided by Commuter Omnibuses, Zimbabwe United Passenger Company, ZUPCO and private vehicles. Distances traveled are between ten and seventy kilometer everyday. In addition, more often than not people have to catch "two buses" as all transport drops them in town and then from town to their destination. The trips cost the same irrespective of distance.

The providers of public transport in the country operate in such a way as to maximize profit. Logically this means more trips will yield more profit. This means that people who use public transport have to interchange. While there are direct routes linking different places, public transport providers prefer to drive to and from town only. This means that anyone wanting to travel has to pay for the trip to town first and then the trip from town to their destination. This system really hits hard on the pockets of the poor. The ZUPCO provides a limited direct service to school children and some workers. The main limitation which the ZUPCO has is that, like other public owned companies has a poorly maintained and shrinking fleet.

People with private cars can afford to go to their destinations directly. This option is not readily available to the urban poor.

Commuter omnibuses are an example of public informal transport network filling in gaps left by the ZUPCO carrier whose fleet has dwindled significantly since independence. These have grown from an insignificant number to more than eighty percent of the fleet on the roads in urban Zimbabwe. Though faster and more expedient than ZUPCO, the omnibuses are more expensive (their fares do not differentiate between adults and children and they charge the same fare irrespective of distance traveled), overloaded, cramped and uncomfortable for the urban commuters. In addition, the increase in vehicles resulted in fierce competition between operators and price wars which pushed other operators out of business. The remaining operators set prices, which makes the pricing system unresponsive to the needs of different sectors of society.

There is also a tendency by the operators to increase their prices during the peak hours. The other problem is that the planning authorities in Zimbabwe have not really accepted the commuter omnibus as an integral part of the urban public transport. As a result, this vital form of transport for the urban poor is rigidly controlled and seen as a nuisance and responsible for congestion in the city center.

This attitude is centered on control rather than facilitating the omnibuses. For example, permits are issued for a maximum of six months, the criteria for issuing permits is governed by the number of vehicles on a certain route and police constantly stop and harass the vehicle drivers.

The result is that few omnibuses are on the road which results in monopolistic tendencies when it comes to pricing and this really affects the urban poor. In addition, recent legislation passed in Harare has seen the Omnibuses being barred from parking in town. The restricting of omnibuses to

outskirts of the commercial areas increases distances which users have to walk more often than not carrying goods.

Since deregulation, fares have been increased regularly. For instance, between December 1995 and August 1999 urban bus fares went up by nearly 300 percent. During the same period, fuel costs have more than doubled. This increase in fares has greatly affected the mobility of people mainly from the lower income bracket.

From the events leading to deregulation, it is clear that government initially was keen to protect the mobility needs of the poor by controlling fares, but the changes in the economic environment forced government to take decisions particularly in terms of price increases that have adversely affected mobility.

Mobility and The Physically and Socially Handicapped

Throughout the western world, the last two decades have seen a significant shift in societies' view of the difficulties experienced by people with a mobility handicap. Nowhere has this been brought into sharper focus than in the area of transport. In relation to mobility, it is more appropriate to use the term "handicap" rather than "disability" and hence the need to define these terms. Disability refers to senses or actions that are impaired such as seeing or walking. Handicap refers to the inability to undertake certain tasks or functions that may be considered usual. Thus, public transport handicap indicates an inability to use public transport and the broader term mobility handicap an inability to participate in everyday life due to restricted mobility. It must be realized that there are a number of categories of non-permanent impairment conditions that also restricts the mobility of an individual concerned. This category includes temporary disability such as pregnant women and those injured or with a broken limb, and those carrying luggage.

There are also others who argue that liquidity is a handicap. If someone cannot afford to travel, then to some extent one has a mobility handicap. Clearly, the special group with mobility impairment is very wide and constitute a large category that merits attention. In Zimbabwe, no special attention is being paid to this group. Surprisingly, even the Disability Persons Act is silent on how such persons can be assisted as far as mobility is concerned. The public transporters transport the blind for free provided they are carrying a letter from the Department of Social Welfare. They can only carry so many at any trip as this eventually erodes their profit.

The building laws in Zimbabwe require all public buildings to provide ramps for use by disabled people. However, the regulation is not strictly enforced with the result that the disabled's access is severely limited.

The ZUPCO buses have seats at the front of the bus, which are reserved for the elderly and disabled if needed. The commuter omnibus which are taking over the market do not provide facilities for disabled.

Freight

Logistics is a very wide area which covers the management of the total supply chain. Transport is just one element of this supply chain and the other components include warehousing and storage, inventory, packaging and information systems. From this definition, one has to appreciate that this area is private sector driven. However, as a private sector driven activity, the need to make profits is of paramount importance.

A detailed discussion of logistics management is clearly outside the scope of this paper. What would be of interest is to concentrate on the logistics gaps not covered by the private sector as these have implications on poverty. Two areas of critical importance in Zimbabwe which need to be addressed are:

- (i) the transportation of agricultural produce (post harvest), farming inputs and
- (ii) the mobility of the urban informal sector people engaged in ordering and transportation of goods for resale

The transportation of agricultural produce and inputs is a perennial problem in Zimbabwe. A large amount of agricultural produce cannot be transported to markets due to unavailability of transport. For the same reason farmers in remote parts of the country experience difficulties in getting farming inputs such as fertilizer, insecticides and improved seed. An Italian non-governmental organisation attempted to address this problem by piloting a periodic markets project in one district. The objective was to improve

accessibility by bringing goods and services nearer the people. Unfortunately, due to poor management, the project flopped and could not be replicated elsewhere.

In urban Zimbabwe, there is no "formalised" way of transporting goods for the urban poor. The urban poor need to transport groceries, stocks for their Tuckshops, raw materials for their home industries and furniture when they move house. As a result they rely on bicycles, headloading, and informal transport like carts or they just load their goods onto an omnibus seat and pay the equivalent of the fare which passengers would pay. ZUPCO provides buses with facilities to carry luggage at very little charge but the capacity is too small to cater for the needs of the urban poor who need this service the most.

The informal sectors in Zimbabwe's urban areas economically support a large number of people. In the current harsh economic environment, this sector plays a significant role in alleviating poverty. However, the mobility of these people who are mainly women traders is constrained by lack of a suitable means of transport. The conventional public transport is not suitable for the transportation of goods traded by these people. This is an area that requires innovative solutions. The present "push cart", an intermediate mode of transport that is used by most traders need to be improved as it is a slow and cannot cover long distances. The pushcart is a very cheap and negotiable means of transport used by the poor for luggage, furniture and waste paper transport. Pushcarts are operated by unemployed youths and are made from scrap metal and old tyres. Pushcarts are environmentally friendly. The disadvantage is that they can only travel short distances. Due to the lack of modal split in urban road planning, the carts are pushed on the roads used by private cars, which endangers both the pusher and the client as they come into conflict with motorised transport.

Environment

The environment is a concern in Zimbabwe. The cause for the environment is being championed by various organisations, which include local authorities, and non-governmental organisations. In so far as the promotion of environment friendly modes of transport is concerned, the government of Zimbabwe has introduced an electric powered train. Unleaded petrol has also been introduced though it is more expensive than the leaded fuel. There is an opportunity for government to encourage use of the unleaded fuel by subsidizing it.

The bicycle though widely available in Zimbabwe is considered by many as poor people's transport. There is great potential for reducing pollution through the promotion of this mode of transport.

The pushcarts are also another environment friendly mode, which is used by the urban poor. There is a need to carry out more research and facilitate the mode.

The Zimbabwe government has laws to protect the environment from exhaust fumes. However, the fines are very low and are rarely effected.

Telematics

The infrastructure used for mobility be it telecommunications, roads and rail networks are all owned and provided by central government. While the Internet and electronic mail is in use in Zimbabwe, the infrastructure is too expensive for the majority of the poor. The hardware required is very expensive even for the better of citizens.

The postal system though reliable and with the lowest rates in the region provides limited opportunity for the poor. The reasons are that it is linked to literacy, it is expensive and is biased towards formal settlements. Postal deliveries are made to buildings with an address. This makes it an unpopular option for the poor who usually are employed temporarily, informally and move around a lot to earn a living.

Telephones are available but the bulk of the service is in the central business district and in the high-income areas. The Post and Telecommunications Corporation a parastatal which provide the service is struggling to maintain the public booths which are available in the townships where most of the urban poor live. As a result, the needy poor fall victim to private line operators who charge them an exorbitant amount to make a telephone call.

Private/Public Sector Donor Involvement

Road ownership and maintenance in Zimbabwe is divided between the government which owns and maintains all the state roads while local authorities own and maintain local roads. The private sector's involvement has been restricted to the participation as contractors to the public sector. However, there was an encouraging development in the past year where a private corporation erected a footbridge for the pedestrian in central Harare in exchange for a piece of land for development of a supermarket in the townships.

CONCLUSION AND RECOMMENDATIONS

Mobility as an issue is not well understood by policy makers. Mobility needs to be seen in terms of facilitating access. There are several areas that need to be addressed in order to enhance mobility in the country. These include traffic-related issues in urban areas to relieve congestion, enhancing mobility in both rural and urban areas and in particular the poor and disadvantaged members of the community. As already stated in the abstract of this paper, there is very little that is being done in Zimbabwe in addressing mobility. An agenda for action is required which include the following:

- (i) The absence of a national transport policy is one of the fundamental reasons contributing to the lack of understanding of mobility as an issue. There is need for a policy framework that incorporates and addresses mobility. At present a number of government ministries and local authorities have responsibilities on planning and implementing independent decisions with implications on mobility. There is therefore need for a co-ordinated planning to facilitate responsive policy.
- (ii) Mobility can be enhanced by minimising travel. If the need to travel has got to be minimized, then an integrated land use transportation planning has to be implemented. Increasingly, the distances traveled by the poor continue to increase, as new housing areas are located far away from places of employment. There is need to integrate future housing areas with places of employment in order to reduce travelling costs or eliminate the need to travel. There is also the need to integrate uses and bring some facilities closer to the communities who need them. This will greatly enhance accessibility and reduces costs for the poor.
- (iii) Traffic congestion in the major urban areas of Zimbabwe is increasing at an unprecedented rate. This is seriously affecting the business sector in terms of loss of time. The detrimental effects of congestion equally affect the poor who invariably are pedestrians. The local authorities are not in a position to construct more roads to relieve congestion as they are constrained by financial resources. There is therefore need to implement traffic management measures in urban areas. Traffic management measures optimize on the use of the existing facilities and thus, reduce the need for expensive capital projects. Such measures include pedestrianisation schemes, one way street systems, and according priority to public transport. The railway is an area with a lot of potential, which could be expanded to provide daily service to urban commuters.

- (iv) There is need to address the specific needs of special groups such as the physically and socially handicapped. Providing these people with transport facilities adapted to their needs can enhance the mobility. This can be done either through the ZUPCO concentrating on these marginal groups and providing direct services, which can be subsidized by the state. The private sector should be encouraged to play a role by either being given an incentive to provide direct services and tax holidays when they import vehicles.
- (v) The use of non-motorized transport in urban areas is a grey area that needs to be addressed. Non motorized transport can significantly benefit the poor who are finding it extremely difficult to use conventional public transport. Local authorities need to introduce appropriate infrastructure in order to encourage the use of non motorized transport. This is an area where the donor community can also assist by introducing credit facilities for people to purchase bicycles. Carts should be embraced as a means of transport for the poor and should be accommodated in the traffic management systems
- (vi) In respect of rural areas, mainly implementing non-transport solutions can enhance mobility. People in rural areas require access primarily to basic goods and services. Therefore, with proper planning and appropriate location of these basic facilities (such as brothels, clinics, and grinding mills) the travelling burden will be greatly reduced.
- (vii) There is need to undertake research on how mobility in the country can be enhanced. Research is even needed in some recommendations cited above. These is need to undertake research on the following areas:
- How the special groups can be assisted
 - Why non motorized transport is not widely used in urban areas
 - Impacts of transport on the environment
 - Value of time and how people in rural areas make use of the time saved when travelling times to basic facilities and services is reduced
- (viii) Planning for urban areas should encourage mixing of some compatible uses. Provision should be made for direct routes, which should be encouraged through by laws and regulations discouraging trips into town. The plans should use include mobility in their criteria

for layout planning. Planning standards should have a private car/population ratio below which, it becomes mandatory to provide cycle tracks and pedestrian walkways

- (ix) Punitive fines should be imposed on those whose vehicles pollute the air
- (x) Services like telephones, mail delivery should be made more accessible by increasing the density of service per population. The government can assist by giving numbers of ambulance and fire services toll-free to increase the poor people's access to essential services. Mail collection centers can be established at commercial centers or at all police posts to enable the poor to communicate.
- (xi) The private sector should be given an opportunity to play a larger role in infrastructure provision. The idea of "exchanging" land for infrastructure is a very noble one. Donor and private operators should be allowed to increasingly become involved in ownership and provision of services whilst the state remains a regulator and facilitator
- (xii) The public authorities' attitudes towards the private transport operators have to be more positive and facilitative. There should be a balance struck between the need to control the number of vehicles on a route and the gains, which the public makes from reduced prices, which result from increased competition.
- (xiii) The government and private sector should make efforts to improve mobility by disseminating information through both formal and informal avenues. Community centers, ethnic and religious groupings could be used as vehicles for disseminating information on essential services

References

- Cole, S. (1991), *Applied transport economics*, Kohan Page
- Button, K J (1980), *Transport Economics*, Gower
- Edmonds G. *Wasted time* (1998), *the price of poor access*, International Labour organisation, Geneva
- Dawson, J & Barwell, I, (1993), *Roads are not enough: new perspectives on rural transport planning in developing countries*, Intermediate Technology Publications
- Government of Zimbabwe, (1982), *Transitional National Development Plan, Volume 1, 1982/3-1984/5*
- Government of Zimbabwe, (1998), *Zimbabwe Programme for Economic and Social Transformation 1996-2000*
- Government of Zimbabwe, *1982 Census report*
- Mbara, T C and Maunder D A C, (1996), *The initial effects of introducing commuter*