

Message from the Editor

This is the final edition of the e-Tran:SIT, in its current form, as the Urban Tran:SIT programme with the City of Cape Town has come to an end. Over the last 2½ years, I have shared with you some of my thoughts and interests around sustainable transport and highlighted key developments that are happening in South African cities and in cities around the world. I've enjoyed the comments and interactions with those who have read the newsletter and meeting some of you at workshops and conferences. The Tran:SIT website will be running in its current form for a few more months but will then be integrated into the new City Energy Support Unit website, which is currently under development.

This edition of the e-Tran:SIT is focused on some of the lessons learnt from the Tran:SIT programme as well as some details on the City of Cape Town's TDM projects.

I will continue to keep you updated on progress towards sustainable transport, although probably not on such a regular basis. Thanks for all the support

Lize

Lessons Learnt from the Urban Tran:SIT Programme

As the Tran:SIT Programme was the first of its kind in South Africa, there have been several lessons learnt as the programme has unfolded. We will highlight some of them here, with the intention that should similar programmes roll-out around the country, they will be informed and be prepared for similar situations.

- There is a need for passionate champions for sustainable transport in a City, with both the political will and enthusiastic buy-in from the senior City officials;
- Capacity building is a key element at the infancy stage of moving towards a sustainable transport agenda. Capacity building in a number of different forms including training and support for the Sustainable Transport Professional (STP), workshops, information dissemination and technical support, is fundamental to getting a City to think differently about transport planning and implementation.
- Sustainable transport must be integrated into policy, budgets, programmes and projects and not be seen as a stand alone item. Once capacity is built, the integration of sustainable transport into policy is the next step.
- The one City approach is not ideal and this programme would have been more effective if STPs were placed concurrently in several cities around the country so that lessons and experiences could be shared
- Expect delays at local government level as procedures and processes are bureaucratic in nature and can result in delays in aspects of the programme like this. This needs to be budgeted into future programmes, as this is a reality when working with a local authority environment.
- The programme would have been more effective in a non-2010 World Cup focussed environment as the implementation of 2010-related projects is currently a priority for local authorities and much of the capacity within the staff has been given to that.
- The programme has facilitated better relationships with other city departments, as the STP has been involved in several inter-departmental workshops, meetings and forums, awareness has been raised around the City's new focus on sustainable transport.

At the end of the programme, it can be said that most of its objectives have been met. The STP post, which was a 3-year contract post, has been recognised as strategically critical for the City and has been converted into a permanent post. Sustainable transport has been integrated into the heart of City transport planning and policy with sustainable indicators to measure progress. Implementation projects have been undertaken to promote sustainable transport

Travel Demand Management in the City of Cape Town

Travel Demand Management (TDM) has been identified as a critical mechanism towards the shift to a more sustainable transport system for the City of Cape Town. TDM is defined as the “art of influencing traveller behaviour for the purpose of reducing or redistributing travel demand” and its objective is to promote a diversity of sustainable travel modes and practices that will influence the choices made by commuters in order to reduce the overall number of vehicular trips, minimise travel time and optimise travel cost – especially during peak times.

The essence of the TDM objective is threefold:

- To reduce the use of single occupant vehicles. Create an awareness of alternatives to private car use and change the perceptions in the mind of the travelling public and that of business that car travel is the only feasible alternative and at the same time communicating the true cost of travel and the long-term sustainability of the system;
- Increase the use of public transport and non-motorised transport; supporting feasible and attractive alternative travel modes
- Develop land-use activities that will support the use of alternative modes as well as a supporting legal and policy environment.

The City of Cape Town has devised a number of TDM strategies, two of which have been identified for implementation in the short term, namely the establishment and upgrading of rail based Park ‘n Ride facilities and the development of Large Employer Programmes. The establishment of Park ‘n Ride facilities is the first of these projects to be implemented.

Establishment and upgrade of Park ‘n Ride facilities at rail stations

The CCT’s Park ‘n Ride initiative includes the establishment and upgrade of rail Park ‘n Ride facilities to meet both everyday commuter and 2010 World Cup travel demands. Park ‘n Ride refers to facilities at public transport stations that allow commuters to leave their vehicles in a parking area and transfer to the rail system for the rest of the trip. The vehicle is stored in the area during the day and retrieved when they return.

The initial phase of the project comprised the prioritisation of a list of potential stations in terms of transportation and urban design criteria. The main objective was to give preference to stations that already have a high demand for Park ‘n Ride, which would result in a large reduction in vehicle kilometres travelled and that could be integrated with the surrounding urban area, to facilitate the management and promote the attractiveness of these facilities. It was further recognised that certain stations would require temporary improvements to benefit events such as the 2010 FIFA World Cup.

The selected stations include: Kuilsriver, Brackenfell, Kraaifontein, Eersteriver, Monte Vista, Retreat, Fish Hoek, Muizenberg, Plumstead, Ottery and Lansdowne.

The project is currently in the second phase, which includes the detailed design, construction and establishment of the management structures at the stations. Construction is to be completed by December 2009.

Editor’s Choice

The Urban Tran:SIT Programme has come to an end and as part of the knowledge sharing exercise, we have developed a Tran:SIT Update focused on the Lessons Learnt from the programme. The Update also highlights components that are key to the implementation of a successful project.

The Tran:SIT Update is available on the Tran:SIT Website at

www.sustainable.org.za/transit

Sustainable Energy Africa (SEA)

Sustainable Energy Africa promotes sustainable energy approaches and practices through research, capacity building, information dissemination, project implementation, lobbying and networking. SEA manages the Urban TRAN:SIT Programme, which aims to build capacity in local government to develop more sustainable transport policy, strategy and implementation in South African cities.

If you have any comments or questions, please contact us at lize@sustainable.org.za or call 021 702 3622 and ask for Lize Jennings.

