

How to

travel **SMART**

Promoting sustainable transport in the workplace

Produced by
The Sustainable Transport Unit
City of Cape Town



CITY OF CAPE TOWN | ISIXEKO SASEKAPA | STAD KAAPSTAD

THIS CITY WORKS FOR YOU

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The Travel SMART programme

Background

The Travel SMART programme is about working our way towards **sustainable transport** – sustainable transport being any means of transport with low impact on the environment, and connects and revitalises communities. It includes public transport-oriented initiatives, active mobility (also known as non-motorised transport and including walking, cycling and skateboarding), lift clubbing, low emission vehicles, and building or protecting urban transport systems that are fuel efficient, inclusive, space-saving and promote healthy lifestyles.

The current transport trends of increasing vehicle ownership and usage, particularly of single occupancy vehicles (SOVs) in Cape Town, is not sustainable. In comparison to other modes of transport, SOVs are energy inefficient and contribute significantly to emissions, which impact negatively on local air quality (the air we breathe every day), health and global climate change. Furthermore, SOVs are space intensive and ongoing demands for more space for both travel (roadways) and storage (parking) is increasing. The capacity of the current transport infrastructure is under increasing pressure, resulting in longer peak periods, worsening congestion and valuable time wasted in traffic. Not to mention the ever-increasing cost on the pocket of the commuter.

The City of Cape Town's Travel Demand Management (TDM) programme was identified as an important strategy towards the shift to a more sustainable transport system. TDM aims to promote a range of sustainable travel modes and practices that influence choices made by commuters in order to:

1. Reduce the overall number of vehicle trips;
2. Minimise travel time; and
3. Optimise travel costs particularly during peak times.

The Travel SMART Programme – originally known as the Employee Trip Reduction Programme (ETRP) - has been identified by the TDM programme as one of the measures for implementation. In 2011, the City began to roll out the Travel SMART programme as a pilot project to a number of large employers in the Central City

About the Travel SMART programme

The overall aim of the Travel SMART Programme is to assist large employers to create a mindshift among their own staff members and provide these staff members with information, and where possible options, in order to encourage the use of more sustainable ways of travelling both to and from work and during the working day in order to:

- Increase the use of more sustainable travel options;
- Reduce SOV use; and
- Reduce vehicle emissions.

Communication and information

Through the City of Cape Town website the Travel SMART programme can now be accessed by all Capetonians in order to help reduce SOV and assist everyone across the City to become Travel SMART.

There are currently four initiatives being promoted to encourage people to Travel SMART and information on each of these is contained further on in this publication:

- Consider the use of Public Transport
- Get Actively Mobility (use Non-motorised Transport)
- Form or join a Lift Club
- Become a SMART Driver.

Other useful websites for thinking SMART

To access the **City of Cape Town Smart Living Handbook** – go to:

www.capetown.gov.za/en/EnvironmentalResourceManagement/Pages/SmartLivingHandbook.aspx

To access the **Climate Smart Cape Town** website, go to: <http://climatesmartcapetown.co.za/>

Public Transport Information

The City of Cape Town's aim of creating "A better life for all" includes improving access to opportunities for all communities. This is supported by a policy which looks towards the provision of safer and higher-quality public transport services across all modes – road and rail - at a greater quantity.

To this end, the Cape Town Integrated Rapid Transit (IRT) system is a bold initiative to transform the public transport sector by dramatically improving public transport and the customer's experience thereof. This initiative will seek to integrate all of the current transport modal options into a fully integrated service package. Among the modes to be integrated are: Metrorail services, road-based public transport services on trunk routes, conventional bus services, minibus taxi integration, feeder bus services, improved pedestrian and bicycle access, metered taxi integration, park-and-ride facilities and improved railway stations and public transport interchanges.

The following is a summary of existing public transport options, and how to make contact for information.

The City's around-the-clock Transport Information Centre (TIC)

The City of Cape Town's Transport Information Centre (TIC) is a 24-hour, seven-days-a-week call centre service that provides residents and visitors with information on public transport in Cape Town. These include MyCiTi, Metrorail, Golden Arrow Bus Services, taxis, Dial-a-Ride, Park-and-Ride and kerbside parking. It focuses on routes, schedules, ticket prices, ticket outlets and locations of interchanges, ranks and Park-and-Ride facilities.

In addition to this it offers information on long distance bus, rail and taxi operators, the location of tourist information centres, heritage sites and popular attractions in and around Cape Town.

The TIC operates around the clock. It has 60 incoming lines, language selection and voice and screen recordings.

The service is currently available in English, Afrikaans and Xhosa. All calls are recorded to maintain the centre's fast and efficient call response.

Please call the 24/7 toll-free Transport Information Centre on 0800 65 64 63

Or email: transport.info@capetown.gov.za ; Fax: 086 576 0278

Park-and-Ride facilities at rail stations

Access to the public transport system is very important to ensure that people can transfer seamlessly from smaller feeder modes to larger mass transit options. The aim of Park-And-Ride project is to improve public transport interchanges so that more private-car users are encouraged to park their car at a convenient venue close to home and from there switch to rail for the rest of their journey. Such a switch will reduce road congestion and the associated air pollution, and will ensure easier commuting for many.

In order to achieve this aim, Park-And-Ride focuses on making rail station precincts: safe • clean • attractive • comfortable • cost-effective • efficient • and multi-functional.

The City allocated a budget of R47 million for the extension and upgrade of stations in order to prepare for the 2010 FIFA World Cup™, but also as a lasting transport legacy after the event. A total of 26 stations were selected throughout the metropolitan area for further evaluation. To date, 16 of these have already been upgraded with the rest on the cards for roll-out in the future.

The focus is on parking for cars, but other modes are also accommodated including walking and cycling, as well as feeder services and drop-and-go (kiss-and-ride) facilities. The possibility of incorporating the station precinct into the broader urban environment is an important consideration for each upgrade as are improved pedestrian crossings and forecourts wherever possible.

The following 16 rail stations currently have upgraded Park-and-Ride facilities: **Brackenfell • Claremont • Diep River • Eerste River • Fishhoek • Heathfield • Kenilworth • Kraaifontein • Kuils River • Lansdowne • Monte Vista • Muizenberg • Oosterzee • Ottery • Plumstead • Retreat**

Remember you can always get information on Park-and-Rides by calling the toll-free, 24/7 TIC number: 0800 65 64 63

Metrorail

Operating throughout the Western Cape, the Metrorail system currently records more than 732 000 passenger journeys per day during the working week. While the system is in need of revitalisation, major plans are underway to recapitalise the entire fleet over the next 20 years, which will see the first new trains on our tracks by 2015.

Passengers can purchase tickets at railway stations for daily, weekly or monthly travel. If ticket offices at local stations are closed, then tickets can be purchased on trains from mobile ticket machine operators or inside Cape Town station before exiting through the turnstiles. Various express routes also exist (see website for details.)

Information on Metrorail services can be obtained via their website:

www.capemetrorail.co.za

This website is dedicated to passengers in the Western Cape. It provides a route map and timetables, a Fare Calculator and a Weekly Maintenance Schedule (indicates areas where maintenance will be done on all lines). It also contains general Customer Information and news.

www.gometro.co.za

Go Metro provides the customer with train times, announcements, service updates and information, as well as entertainment – all the touch of a button – on mobile phones with internet access.



Tips for using Metrorail

Using the Metrorail service for the first time can be a daunting prospect so here are some useful tips:

1. Trains have two different travel classes; Metro Plus and Metro (economy) which affects the cost of the fare as well as the quality of the coach in which you travel. Generally Metro Plus coaches will be at the front of the train followed by the Metro coaches. However the configuration of trains may differ, depending on their destination – please check the insignia on the coach exterior before boarding.
2. If you're concerned about safety, try to avoid empty carriages.
3. Tickets will be checked when entering and leaving the platforms at stations. In addition, random inspections can occur on board the train by inspectors and fines are issued so make sure you have the right ticket.
4. If you're travelling regularly on the train, it is more affordable to purchase a weekly/monthly ticket instead of a single/return day ticket. A return ticket is also more affordable than two single tickets.
5. All train doors are equipped with door closing mechanisms. Once the train has come to a complete stop, the mechanism is released and the doors open. Only in the event of doors failing to open in time to disembark, attempt to open doors manually.
6. If you're unfamiliar with the route you'll have to keep a watchful eye out until you get to know your route and recognise stations. Each station has signs on the platform with the name of the station, such as *Claremont* or *Woodstock*. Route maps can be found above most train doors which will help you determine which station to disembark at. Please note no announcements are made on board.
7. Every attempt is made to keep trains in their proper configuration (Metro Plus coaches together followed by Metro coaches). However, circumstances such as coaches being withdrawn for maintenance, damage due to vandalism or fire will inevitably result in changes. Please check the insignia on the coach exterior before boarding.
8. Additional services include: Reserved Coaches (secure coaches for all groups), Themba the Edutrain (excursions for school groups) and Rail Tourism. For more information about these services visit the website or email: promotions@metrorail.co.za / railtourism@metrorail.co.za

Remember you can always get the most up-to-date information on Metrorail services in the Western Cape by calling the toll-free, 24/7 TIC number: 0800 65 64 63/ or visiting www.gometro.co.za for internet enabled mobile phones.

Golden Arrow Bus Service (Pty) Ltd

Carrying more than 200 000 passengers each day during the working week, Golden Arrow serves the entire metropolitan area of Cape Town from six depots. It currently has a user friendly, trip planning system on its website (under Timetables) that enables passengers to plan trips to destinations serviced by Golden Arrow from a start to an end point, or to view all timetables.

For more information visit: www.gabs.co.za or call the TIC on 0800 65 64 63

benefits. When all the phases have been introduced, in the not-too-distant future, the City will have catered for all the various users.

- When a card is purchased, the customer gets two emergency tickets to use should he/she get stuck without value on the card. These tickets substantially reduce the R22 activation cost. From the middle of February this year MyConnect cards may be handed in at any station to get back the R22 activation fee, provided you have kept your receipt.
- Later this year a single-trip option will be available. This will benefit tourists and visitors to the City who may not want to purchase a card.
- For the irregular users of the MyCiTi service another benefit of the card is that the money on the card does not expire, so money can be loaded onto the MyConnect card to use at any time. This will cater for Capetonians who catch the bus infrequently.
- The single-trip option and the concessions for regular users will also be available later this year. When buying in bulk each trip will be cheaper, and there will be no banking charge for purchasing what is referred to as “transit products” –products developed for regular users.
- MyConnect will also be usable at a later stage for other paid services such as parking.

PLEASE NOTE: The above information on the MyCiTi system is correct as at June 2012. However, this system will continue to evolve and for the most up-to-date information on established or new routes please visit: www.capetown.gov.za/en/MyCiTi/ or call the toll-free, 24/7 TIC number on 0800 65 64 63

Minibus taxis in Cape Town

Minibus taxis service most areas on dedicated routes and are frequently available, inexpensive and convenient since loading and offloading happens on demand pretty much anywhere en route! Payment is made on board and it is a good idea to ensure you have change as the driver may not always be able to assist. Prices start from approximately R5 per trip (for around the Cape Town Central City area or from the Central City to the V&A Waterfront) with amounts increasing according to the distance travelled.

In addition to carrying cash, the TAP-I-FARE™ card payment system has recently been introduced to Cape Town. This card is a MasterCard PayPass brought out by the taxi industry in several provinces across the country and is similar to the MyConnect card used to pay for fares on the MyCiTi buses in Cape Town. Currently the route runs from the Central City to the V&A Waterfront, with further rollout to other areas in the future.

The TAP-I-FARE™ card is available from designated retail points (for example at the minibus taxi rank in town and in the V & A Waterfront complex) where passengers can buy the TAP-I-FARE™ smartcard and load money onto it with cash. This card also functions as a low-balance debit card.

Tips for travelling by mini-bus taxi

Using a minibus taxi for the first time can be intimidating so here are some tips on how they operate:

1. A minibus taxi's destination will either be shouted out of the window or you'll have to enquire before boarding. At taxi ranks signs usually indicate which minibus taxi is going where; otherwise all you have to do is ask. Sometimes the destination is also displayed on a sign behind the windscreen.
2. Minibus taxis usually hoot if they have space available. You simply have to raise your hand to get them to stop.
3. At the minibus taxi rank, minibus taxis usually only leave when they are full.

4. There is usually a driver and a fare collector. The fare collector also opens and closes the door and is responsible for getting the attention of potential passengers by calling out the destination.
5. Fares are usually paid once you're on board. Passengers will say "one" or "two" when handing over the money to indicate the number of passengers they're paying for. If you're at the back of the minibus taxi you simply pass your money to the people in front of you and they will pass it to the fare collector or driver.
6. When you want to get out of the minibus taxi you simply tell the driver/fare collector where to stop, usually by shouting a local landmark such as "Shoprite" or "Long Street". Sometimes, the driver/fare collector will also ask the passenger for the "next stop".
7. Finally, a warning: minibus taxis often drive quite fast/recklessly. Sometimes they also play very loud music so ear plugs could be useful!

For more information on minibus taxi services call the toll-free 24/7 TIC number on 0800 65 64 63

Metered taxis (sedan)

Various fleets of metered taxis supplement the public transport network throughout the Cape Town metropole and fall under the jurisdiction of the City. All legitimate operators use the taximeter and fares are clearly displayed on the outside of the taxi per metered kilometre. They are significantly more expensive than minibus taxis but have the major advantage of offering a door-to-door service. As metered taxis in Cape Town are theoretically not allowed to stop for customers on the streets, they should be ordered in advance, or found in one of the City's designated taxi ranks. Taxi ranks can be found, for example, in Bloem Street, Adderley Street (opposite the Cape Town Rail Station), opposite the Civic Centre MyCiTi station and outside most large hotels in the CBD.

Examples of reputable taxi companies include Marine Taxi (www.marinetaxis.co.za), SA Cab (www.sacab.co.za) and Unicab (www.unicab.co.za). You can also make use of The Green Cab (<http://thegreencab.co.za>), Cape Town's first metered taxi solution with eco-credentials. The vehicles used by this company have been converted to run on Liquefied Petroleum Gas (LPG) which results in fewer harmful emissions.

For more information on metered taxi services call the toll-free 24/7 TIC number on 0800 65 64 63

Active Mobility (Non-Motorised Transport/NMT)

Background

A city in which people walk and cycle is a safer, vibrant, integrated one with cleaner air and a healthier population. The City of Cape Town therefore plans to increase the numbers of people on foot and using 'self-propelled' wheels of all kind. This is now being known increasingly across the globe as "Active Mobility" – a term that sounds more positive and user-friendly than the term used for it in the past – IE: Non-motorised transport or NMT.

Cape Town is one of the few cities in South Africa with a bicycle master plan, and it aims to improve on this on an ongoing basis. Already the City has built new pedestrian and cycling facilities in the Central City to connect the Cape Town Station to the Cape Town Stadium. There are also already completely separate, high-quality cycling paths alongside the MyCiTi route, along the Klipfontein Corridor (which includes the Liesbeek Parkway) and at other sites around the City. More bicycle and pedestrian paths are being planned throughout the City, designed for commuters and all other people using bicycles as for transport or leisure.

At the moment, bicycles are allowed on MyCiTi buses, but not on Golden Arrow Bus Services. Officially, no bicycles are currently allowed on Metrorail (exceptions have been made for bicycle event days); however, in terms of trains, the issue is currently under discussion with Metrorail.

What can you do to get yourself out of motorised transport and using non-motorised transport instead?

If you can't walk or cycle seven days a week; start small and even if you use motorised transport most of the time, you're still making an impact:

- Ride your planned commuter route over the weekend first, so you don't get lost or arrive late on the day;
- Ride or walk from your office to meetings or drive part of the way to work, then ride;
- Plan ahead: leave a selection of personal items at work, or clothing for a day or two;
- If your work does not (yet!) have shower facilities: shower before you leave home, ride slowly, and you won't need to shower again at your destination. Cool down, then dry yourself with a towel or damp cloth, freshen up, and no-one will know the difference;
- Lobby your office, railway or bus station, shopping centre or building manager for lock-up facilities, bicycle parking and a shower in the building.
- Start walking or using your bicycle for transport over the weekends, for shopping and to visit friends if possible;

If you're not quite convinced yet, at least think about doing the following.

We can't all work it into our schedules to walk more, or ride a bicycle even some distance, but it's important to support those who do.

- Slow down, share the road, and be considerate toward people who are using more sustainable modes of transport;
- Support courier companies that use bicycles;
- Don't burn fossil fuels looking for the nearest parking bay – walk that little bit extra.

SMART Cycling

Five good reasons to use a bicycle:

Cape Town promotes cycling both as a sustainable method of transport and a great way to stay fit and healthy. Compared to travelling by car or indeed any motorised vehicle, using a bicycle is:

1. **Cheaper.** Cycling is much more economical than using a car because bicycles don't require expensive fuel or costly maintenance and repairs. Plus parking is free.
2. **Healthier.** Cycling is great exercise and supports a healthy lifestyle by boosting physical fitness, maintaining a healthy weight and supporting psychological well being. Like other forms of exercise, it reduces the risk of heart disease, cancer, stress, depression and diabetes and can improve energy levels, work productivity and the quality of sleep you get.
3. **Greener.** Using a bicycle is an effective way of reducing your impact on the environment. Unlike driving a motor vehicle, a bicycle doesn't produce harmful pollution and therefore has a substantially lower impact on local air quality and global warming.
4. **Quicker.** During peak hours bicycles can be significantly faster than motor vehicles. A bicycle can travel 5km in approximately 20 minutes.
5. **Better.** Cycling around a city contributes to a better, more sustainable urban environment and supports a balanced transport system.

Source: www.travelsmart.qld.gov.au/Travel-alternatives/Cycling/Cycling-benefits.aspx
www.ctbicyclecommuter.org/why-ride/

Cycling Safely

We need to be aware that not all our roads are designed to accommodate cyclists and motorists safely, and it's important for both cyclists and motorists (and indeed anyone using non-motorised or motorised transport) to have respect for the Rules of the Road. This and common sense can make cycling a safe and enjoyable activity. Therefore, before you venture out on your next ride or start to use your bicycle to commute to work on a daily basis, keep the following safety tips in mind.

1. **Cyclists stay alive at 1.5.** In other words, motorists should ensure that they have 1.5m distance between your bicycle and their vehicle on the road at all times.
2. **No helmet = no ride.** Make sure your helmet is properly fitted and worn correctly. And remember: riding without a helmet has been illegal in South Africa since 2004.
3. **Be visible.** Wear reflective gear. If you plan on riding anytime after sunset or before sunrise, place flashing lights both at the front and rear of your bicycle. You must always assume that you have not been seen by motorists.
4. **Carry your emergency details with you.** Have contact details with you at all times in case of an accident.
5. **Keep left, single file.** Cyclists should always stick to the left so as to make way for motorists and keep the 1.5m distance. Riding in the middle of a lane, two or more abreast, is irresponsible and dangerous.
6. **Obey all traffic rules.** As road users, motorists, cyclists and pedestrians are required to obey all traffic laws – this includes making a full stop at an intersection.

7. **Tell a friend or family member.** Always let someone know when and where you are going to ride.
8. **Remember your manners.** Indicate your intentions (for example if you are going to turn right) and check if drivers have seen you. Make eye contact with motorists at intersections – smile and nod your head so that they know you are there. Thank motorists that give you the right of way.
9. **Be prepared.** If you are going to be cycling for a long time, make sure you have sufficient water and something to eat.
10. **Carry spares.** And know how to use them – a spare tube, tyre lever and pump are the bare minimum.
11. **Be vigilant.** Ride in groups or with other people. Do not venture into known trouble areas alone. If you are feeling unsafe or even just unsure, turn back.
12. **Check your bicycle before you start your trip.** Check for anything that may cause a flat tyre, check your brakes and check for any loose nuts and bolts.

Tips for choosing the right bicycle and gear for safe commuting

1. **Use the right bicycle for the right 'journey':** For commuting purposes, it is recommended that you ride a hybrid or mountain bicycle. It is more comfortable due to the upright riding position and the additional gears help when you are fully laden.
2. **Try putting semi-slick tyres on the bicycle.** This will ensure that you do not get much rolling resistance on tar, yet are still able to ride on gravel or road shoulders without any problems.
3. **Fit panniers (carrier bags) to your commuting bicycle.** These may be more comfortable than trying to ride with a rucksack, laptop bag or any other bag strapped to your body. Make sure the panniers are easily removable so that you can take them indoors with you. They also appear to make the bicycle look wider – a helpful safety feature! – and they can also add stability.
4. **Buy a decent helmet and always wear gloves.** Both can mean the difference between a bad accident or just a few bumps and scrapes should something go wrong.
5. **Always wear bright, reflective clothing.** It doesn't matter if you look like a Christmas tree. The brighter and more luminous, the better. Sleeveless wind jackets (also known as gilets) especially for cyclists are highly visible and well worth wearing.
6. **Always have something warm and waterproof with you.** Cape Town weather can change at the drop of a hat, so always be prepared for cold or rain.
7. **Put reflectors and lights on your bicycle.** Ensure that your bicycle is clearly visible with a good head lamp, tail light and reflectors both front and back.

Rules of the road for cyclists

According to South African traffic laws, bicycles are regarded as vehicles, which mean you have every right to be on the road. Along with dedicated bicycle paths and lanes, you may therefore ride on any road open to cycling. This excludes freeways (like the M3, M5, N1 and N2 in and near Cape Town, and all roads which indicate they are closed to bicycles. Use cycle lanes wherever these exist. Mountain bikers should also obey all no entry/no cycling signs.

As bicycles are regarded as vehicles, this means there are rules which cyclists must obey in terms of the National Traffic Act 93 of 1996 and the National Road Traffic Regulations (some of which we have already covered):

1. Riding without a helmet is illegal.
2. Always stop at all red traffic lights and all stop streets, and give way to pedestrians.

3. The law says you must ride on the left of the road. However this does not mean the edge of the road – ride a safe distance from the edge to avoid glass, cats’ eyes, manhole covers and drains.
4. You must be seated in your saddle.
5. You must ride in single file.
6. You may not deliberately swerve your bicycle from side to side.
7. If you are riding on a public road where there is a bicycle lane, you must use that lane.

Cyclists and motorists: learning to share the road

The following are extracts from an article entitled *Drive safe, cycle safe* published by the British Department of Transport to make both motorists and cyclists aware of one another and to counter the intolerance that can develop between them: in short to establish a climate of mutual courtesy and care. The contents are as valuable to South Africans as they are to motorists and cyclists anywhere in the world.

A. What CYCLISTS would like motorists to know:

- Cyclists are more vulnerable than motorists – drivers have the major responsibility to take care. Rain, wind and poor visibility make conditions worse for cyclists.
- Cyclists can feel threatened by inconsiderate driving. They have a right to space on the road and need extra room at intersections and circles where cars change speed, position and direction.
- Cyclists ride away from the kerb, not to annoy motorists but to:
 - avoid drains, potholes and debris
 - be seen as they come to intersections with side roads
 - discourage drivers from squeezing past when it’s too narrow.
- Cyclists turning right are exposed – and need extra consideration from motorists, especially on multi-lane roads with fast-moving traffic.
- Cyclists can be forced into faster traffic – by vehicles parked or even driving in cycle lanes, at intersections or on yellow or red lines.
- Cyclists are dazzled by full-beam headlights, like everyone else.
- Cyclists can be fast movers – 30km/hr or more.
-

What motorists can do about these:

- Think bike. Expect to see cyclists, and take care.
- Slow down and drive smoothly. Keep within speed limits. Expect sudden movements by cyclists, especially in windy weather and on bad road surfaces.
- Signal: always at circles and every time you pass a cyclist
- Watch for riders on the inside when you turn left. Don’t cut them off.
- Give cyclists space – 1.5m or at least half a car’s width – and never force past them. Be patient – a few seconds for a cyclist hardly affects your total journey time.
- Right-turning cyclists need space and time.
- Park considerately. Always look for cyclists before opening a car door.
- Don’t drive in lanes reserved for bicycles.
- Use dipped headlights.
- Expect speed from bikes. Think of a bike as a vehicle – it is.

B. What MOTORISTS would like cyclists to know:

- Motorists get upset if cyclists ride without lights at night, ignore red traffic lights or hop on and off the sidewalk.
- Motorists usually travel faster than cyclists and may have less time to take account of hazards.
- Motorists may not always see cyclists.
- Motorists are made uneasy when cyclists seem hesitant, move out suddenly or wobble around potholes.
- Motorists can feel delayed by cyclists.
- Motorists don't always understand that some road surfaces, intersections or traffic conditions cause problems for cyclists.

What cyclists can do about these:

- Follow the Rules of the Road.
- Don't
 - jump red lights
 - ride on sidewalks (unless they are shared paths)
 - ride the wrong way in one-way streets (unless signs say that cyclists are permitted to do so)
 - ride across pedestrian crossings.
- Think ahead. Anticipate drivers' actions. Catch their eye.
- Be visible. Ride well clear of the curbside, wear bright clothing, and always use lights after dark or in poor day-time visibility.
- Show drivers what you plan to do. Always look and signal before you start, stop or turn. Ride a straight line past parked cars rather than dodge between them.
- Move over, when it's safe and convenient and but try not to hold up other traffic.
- Ride positively and decisively. It helps motorists to understand what you plan to do.

Useful SA websites for cyclists

- Pedal Power Association - www.pedalpower.org.za
- Bicycle Empowerment Network - www.benbikes.org.za
- Cape Town Green Map - www.capetowngreenmap.co.za
- Cape Town Bicycle Map - www.capetownbicyclemap.co.za
- Cape Town Bicycle Commuter - www.ctbicyclecommuter.org

SMART Pedestrians

Six good reasons to walk

A significant number of the journeys we travel by motorised transport each day are over short distances. Some people are lucky enough to live close to work, while others attend meetings during the day in buildings close by. Making these journeys by foot rather than driving is good for your pocket, good for the environment and, importantly good for your health. If you live far away from your place of work, consider using public transport for part of your journey and then walk the remainder. Walking has a number of benefits:

1. **Cheap and affordable.** Walking is an inexpensive travel option over short distances, especially given the rising cost of fuel. Walking also eliminates the need to search for and pay for parking.
2. **Improve your health and well being.** Walking has multiple health benefits including the prevention of heart disease, stress, diabetes, cancer, depression and back pain. Walking can also improve your mental well being, muscle tone, metabolism and even your memory and concentration. Walking every day is a practical way of fitting exercise into a hectic life and assists you to maintain a healthy weight. For the average person of around 68kg, 1km of walking burns an average of 250kJ.
3. **Reduce your impact on the environment.** Walking produces zero emissions. Moving around the city by foot instead of by motor vehicle reduces your impact on local air pollution, energy consumption, global warming and the health of your family and other fellow Capetonians.
4. **Support a liveable city.** By walking the streets of Cape Town you help to bring life to the city and support the development of walkable, safe and sustainable urban spaces.
5. **See so much more.** Moving around the city by foot is a great way of getting to know what the city is really all about and discovering places you didn't even know were there.
6. **Have fun.** Walking through the city on a sunny day can be far more enjoyable than completing the same journey by car, particularly in a city as beautiful as Cape Town.

Source: www.tmr.qld.gov.au/Travel-and-transport/Pedestrians-and-walking/Benefits-of-walking.aspx
www.travelsmart.qld.gov.au/Travel-alternatives/Walking/Walking-benefits.aspx

Being a safe pedestrian

There are approximately 10 000 South Africans killed on our roads each year and more than 40% of these are pedestrians. However, often these fatalities are not the fault of motorists but irresponsible pedestrians who take a chance, don't know the rules of the road or don't realise that they can misjudge the speed and distance of oncoming vehicles – especially at night. Of all road users, pedestrians are in fact the most difficult to persuade into safer road conduct.

As a result, the Arrive Alive campaign, in conjunction with Provincial Departments of Transport, has come up with a **Pedestrian Safety Manual**. To make you a SMART Pedestrian, we'd like to provide you with a summary of this information to ensure you keep yourself safe on the roads as a SMART Pedestrian.

The SMARTEST and most important thing that the manual advises is to: **See and be seen**. This is the number one rule for crossing the street and should be remembered particularly in any of the following situations.

- Crossing suddenly in front of, behind or from between parked vehicles can get you killed. Watch what is happening. Establish eye contact with drivers where you want to cross. Make sure that they can see you - then take all the usual precautions before crossing the road.
- Never run across, and always cross in a straight line rather than crossing diagonally. Remember, the straightest route is the shortest. Crossing at an angle means you are on the road for longer than necessary - and at greater risk of being hit.
- Jay-walking - which is how some pedestrians choose to take chances by crossing the street, between intersections and through moving traffic - is extremely dangerous. Even if you are super-alert, traffic moves faster than you and you will be involved in an accident.
- Vehicles suddenly coming out of concealed driveways are also always a danger. Always stop and look - EXPECT vehicles to drive out of driveways - especially when your view is obstructed by big walls or high objects like trucks or buses.

The basic rules of the road (and pavements!)

- Ensure that you are clearly visible at night. Always wear lightly coloured clothes or reflecting clothing.
- Do not walk in the road but on the pavement. If there is no pavement, walk as near to the edge as possible, facing the oncoming traffic.
- Avoid roads at all times when intoxicated – alcohol and roads never mix. Alcohol (and drugs) can impair your ability to walk safely, just like they do a person's ability to drive or ride a bicycle.
- When crossing the road and there is a pedestrian bridge, use it, even if it means walking further.
- Never run across the road without looking both ways, and check that there is no traffic before crossing.
- Never assume that you have been seen – there are many things that could distract the attention of the motorist, so be aware. Most drivers are nice people, but don't count on them paying attention. Try to make eye contact with them to be sure they have seen you.
- Do not leave children unaccompanied next to the road.
- Do not walk halfway across the road or weave in and out of the traffic - remain beside the road until both lanes are clear.

Pedestrians and the law

The law states that where there is a pavement, no pedestrian should walk in the roadway. Pedestrians are advised to use pavements wherever these are available.

If there is no pavement, walk as far as possible to the right hand side of the road, facing oncoming traffic. You will be out of the way and can see vehicles long before they get close to you. You cannot be surprised by something coming up behind you - and if anything looks dangerous, you have enough time to step even further away from the road.

However, under no circumstances is it legal for a pedestrian to cross a highway, other than by using a pedestrian bridge.

Crossing the street

Many pedestrians are killed or injured by crossing the road carelessly. There is one simple rule: always stop and look before you cross:

- Look right, left and right again for oncoming traffic.
- Cross only when the road is clear, looking in both directions and being aware of oncoming traffic while crossing.

- When you cross, walk briskly but don't run.

Crossing at a bus/taxi stop: Never cross a road in front of a bus or taxi, even if they are stationary. Rather wait until they have passed or walk down to the end and cross behind them. You will have a much better view of oncoming traffic and will not be stepping out blindly into oncoming traffic.

Controlled crossing: These have a responsible adult such as a traffic officer or school crossing guard directing pedestrians across a road and are the safest places to cross the street. Children in particular are safer when they are in the company of parents or adults who show them how to cross the street.

Crossing at traffic lights: There are a few rules for crossing a road at a traffic light or “robot”:

- Cross only when the light is green and if it is safe to do so.
- Keep between the solid white lines and watch for moving vehicles;
- Cross briskly to avoid impatient motorists;
- Beware of drivers especially those that may be turning a corner;
- Do not cross when the light shows amber /yellow.
- Do not cross when pedestrian light is red. Only cross with the green man and when it is safe to do so.
- When the red man appears while you are in the middle of the road/street, continue crossing; but if you are still on the pavement, do not cross at all. Most intersections have traffic lights which all road users - both motorists and pedestrians - have to obey.

Crossing at a marked pedestrian crossing: This is where pedestrians have the right of way, but even never take it for granted that drivers will stop for you. They may not notice you or may just decide not to obey the law. Always remember to stop on the curb, look carefully and make sure the traffic has stopped before you start crossing. Keep a good look out all the time. Never run - walk briskly.

Crossing where there are no traffic lights, controlled crossing or markings: Where there is no special place for you to cross, such as in rural areas, look for a straight stretch of road away from sharp bends or anything that blocks your view such as bushes, hills, slopes or rises. When you cross, you must be able to see clearly in both directions.

Pedestrian bridges: These must be used to cross a highway, and should be used whenever these are available across normal city streets, particularly very busy ones.

Source: Compiled by Arrive Alive and Education & Communication: Division Road Traffic Management, as well as the National Department of Transport in conjunction with Provincial Departments of Transport.

comply with all the normal legalities and conditions in terms of insurance, vehicle licensing, driver licensing and vehicle maintenance. However the following is a summary of what you need to be particularly aware of:

1. **Lift Club drivers can recoup the costs of petrol from their fellow passengers** as long as the costs are split evenly and there is no profit involved. If you are charging to make a profit, then you would need to apply for both an operating licence (OL) for your car from your local Public Transport Authority (for more information 021 483 0294/0218.) You would also have to apply for a Professional Driving Permit (PrDP) at any driving licence testing centre or you can download forms and information from the electronic national administration traffic information system (eNaTiS). Visit www.enatis.com
2. **The NLTA notes in Section 69 on Lift Clubs:** "... the requirement that written confirmation from the employer or other documentation must be kept in the vehicle ..." According to the NLTA's Legal Department "other documentation" could also be a letter drawn up by Lift Club members verifying that they are indeed members of the Lift Club. If the employer has organised the Lift Club, then it would be a good idea for that employer to provide a letter verifying that the group travelling together are part of a lift club. It should also be noted in any documentation whether more than one vehicle is used in the lift club (and what the registration details of those other vehicles are.)
3. **In terms of the RAF,** lift clubs fall under the category of "Liability limited in certain cases." This limits the RAF, under Section 18.1(a), "... to the sum of R25 000 in respect of any bodily injury or death of any one such person who at the time of the occurrence ... was being conveyed in or on the motor vehicle concerned ... (iv) for the purposes of a lift club..."
4. **Requirements relating to insurance must also be in order** (as stated in 69(c) of the NLTA. Insurance implications vary from service provider to service provider. If you are providing a vehicle for a lift club, please check requirements according to the insurance company through which you insure yourself and your vehicle. Please also check the terms and conditions should another member of the lift club drive your vehicle (ie: do you have an 'open driver' policy or are you the only person recognised as the driver by the insurance company?)

Examples of Western Cape public service providers and networks currently available

The following is the result of research conducted by members of the City's Sustainable Transport team. It is not the definitive list of service providers and networks currently available, but is instead an example of possibilities in the Western Cape.

www.capetowntransport.com

This is a privately run business website with general information on transport in Cape Town. For information on railway services it redirects visitors to the Metrorail site, and for information on buses it redirects either to Golden Arrow or MyCiTi. However it does have a public, free access lift club registration service for those looking to offer or find a lift club to various areas across Cape Town. There are no customised corporate sites on offer.

www.carpoolworld.com

It is interesting to note that this is an international site, but yet does list lift clubs right down to Cape Town and other destinations in South Africa. It has a public, free-access site and also offers customised sites for corporates. However, it does tend to be USA-centred and the accuracy of its information delivery for South

African signups could not be determined. There is a carbon calculator for public access users as well, but this was not working on the day the system was tested.

www.eliftclub.co.za

While it offers no other services other than putting lift clubs and potential users in contact with each other, this site seems to cover the entire country – including the Western Cape – quite well. Registration is free, and the website contains useful tips and information about how to join or form a lift club as well as safety tips.

www.findalift.co.za

Findalift offers two services: firstly it provides a free service to the public to register and link up with others who want to travel together. Secondly it offers customised options to corporates who would not only like to offer secure journey-matching to their staff, but who wish to keep track for reporting purposes of the efforts and achievements (results) made towards creating a sustainable corporate environment. This company is the first South African provider of ridesharing software and services.

www.gumtree.co.za

As it does with so many other things, Gumtree has a site for carpool/ridesharing under its Community link on the main page. Areas throughout Cape Town/Western Cape are broken down comprehensively, as are whether rides are wanted or on offer. No registration fee is required and an ad can be placed in the same way in which you would place any other ad on this site.

www.liftshare.co.za

Liftshare South Africa is a free website which helps South Africans to find others who are planning a similar trip so they can share their journey. Liftshare South Africa is also a social enterprise which helps businesses, organisations and communities set up their own online journey-matching tools to encourage local car-sharing and more sustainable mobility. Businesses, organisations and communities can measure and report on their CO₂ emissions based on their liftshare scheme. In addition, Liftshare provides on-going support services to help market and monitor liftshare schemes.

Safety tips and general hints for Lift Clubbers

The following are a few hints and tips for those people who are either considering joining existing networking services and other service providers or starting/joining a new lift club:

1. When entering your contact details, do not give your home address.
2. Agree to meet the person offering or wanting a lift in a secure location, not your home. The secure location can be at your office building, a public place such as a coffee shop or a shopping mall.
3. Agree to terms before starting the lift club. This would include payment (reimbursement of petrol costs), the method of payment, lift times, etc.
4. Make sure the driver has a valid driver's license.
5. Get the details of where the driver works and check the facts by phoning the driver's work for confirmation.
6. If you are a woman, you may want to only have a lift club with other women for safety's sake.
7. Make sure the car is in a reasonable condition.
8. A lift club is an informal arrangement and not a business. Don't try running a taxi service!
9. Advise your family and friends about the details of your lift club arrangements.
10. If the driver appears to have been drinking alcohol or drives negligently, terminate the arrangement immediately.

11. Always have an emergency backup plan in case your lift fails to materialise on any given day for any reason. The unexpected can happen!

Source: www.capetowntransport.com/offeringliftsone.htm

Frequently asked questions about Lift Clubs (also known as car pools and ridesharing):

1. What is a Lift Club?

A lift club is simply a method of travel where people share a vehicle with other people who live in their general area and are travelling to and from the same destination, usually for work purposes. You are able to enjoy the same conveniences as driving your own car, yet save money in the process.

2. I don't have a car. Can I still join a lift club/ use a lift club website?

Yes - just search the relevant pools or trips, find a suitable lift club or trip and contact the owner of the vehicle. However, on most sites you must be registered first before you can log in to make contact; however most sites have free registration. Once contact has been made you will be expected to chip in for costs in exchange for the ride.

3. What do I say when I contact potential lift club partners?

Simply explain why you are making contact and ask to meet the other person for coffee or lunch to iron out the details. At that time, you can determine whether you're suited to the lift club and also find out/decide on the rules.

4. What if there is no lift club in my area?

Simply register your details on one or more lift club sites and hopefully you will be contacted when a lift club becomes available in your area.

5. What if I need my car during the day?

Develop a plan with your fellow travellers. Are all of you willing to lend the car out if needed in case of emergency? Are you willing to drive each other home? Co-workers can often be called on to help in a crisis, or you may consider having a back-up plan handy (public transport or the details of someone you can contact in an emergency.) Also, ask your employer if your company offers a programme that guarantees a ride home in case of emergency or unexpected overtime.

6. How can I use this service with my erratic schedule?

If your schedule often varies, consider using a lift club regularly (once or twice a week), instead of every day or use multiple lift clubs as some may be going your way and have a vacancy. If using multiple lift clubs, ensure that the owner is aware of your arrangements and is not stood up on those days you do not travel with them e.g. every Thursday with Lift Club A and the rest with Lift Club B.

7. Is lift clubbing safe?

Safety always has to be a priority. Get the full contact details of the driver before the journey and let your family and friends know beforehand that you will be in a lift club. You could arrange to meet the driver beforehand in a common location with friends, to initially break the ice and set the rules.

8. **Isn't it risky to ride with strangers?**

Always use your best judgment. Meet with your potential lift club partners before agreeing to ride together. If you decide to give lift clubs a try, you may want to set up a probation period. That way, if you're not comfortable, you can easily bow out and find another lift club. There is absolutely no obligation to stay in a lift club that isn't working.

9. **What can I do to help my new lift club succeed?**

Once you've established initial arrangements and operating rules, set up a trial period to give the lift club a chance to work. If possible, a four-week period is ideal to get it running smoothly. Check progress with all your other lift club members periodically during the trial period to make sure it's working for everyone.

10. **How do we decide who drives?**

Is there someone in the group who likes to drive or may be willing to do the driving? Some people only want to ride and are willing to reimburse part of the costs, while others prefer to share the driving. If driving is shared and different vehicles are used, no money need be exchanged. Most lift club partners trade off driving each week. Whoever will be the driver(s) should make sure they have a safe vehicle and are willing to obey the rules of the road.

Source: <http://www.eliftclub.co.za/faq.asp>

How to be a Smart Driver

The City of Cape Town's Fuel Efficient Campaign

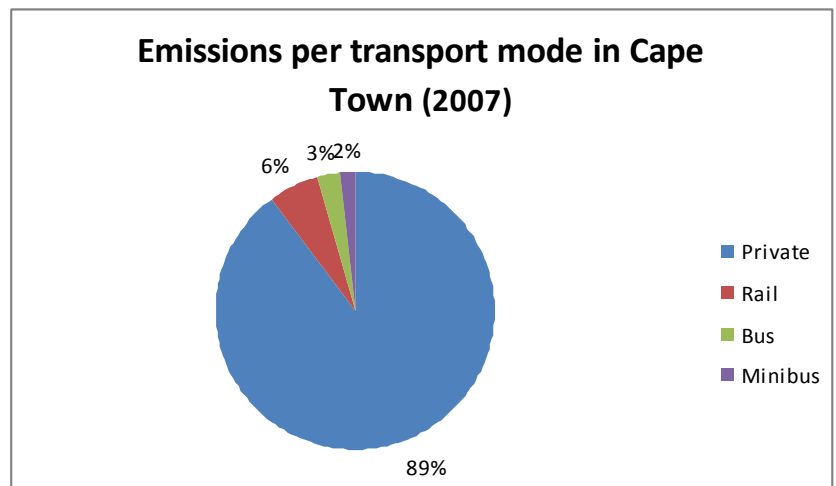
Originally known as the Eco Driver campaign, this campaign began two years ago to promote eco-driving practices during the 2010 FIFA World Cup™ and thereafter to encourage this behaviour beyond this period. It highlights the benefits of driving more efficiently in terms of reducing fuel consumption, fuel costs and carbon emissions. The name was changed to fit in with the City's other brands, namely Climate Smart and Smart Living.

During the Smart Driving campaign of the Travel SMART programme, it will be used in particular to encourage staff to drive more efficiently. The message here is that trip planning along with smooth, steady driving and lower speeds all help to reduce fuel consumption and result in fewer vehicle emissions.

***Make the SMART choice: become a Smart Driver
– save fuel, money and the environment***

Why reduce our fuel use?

Transport consumes more energy than any single other activity or industry sector in Cape Town; it accounts for 55% of our total energy consumption, and for 28% of all carbon emissions. Toxic emissions from the transport sector contribute significantly to the ambient air quality, just as greenhouse gases contribute to climate change on a global scale. Greenhouse gases, particularly carbon dioxide (CO₂), are produced when fuel is burned in a vehicle's engine.



Driving a private vehicle is largely unsustainable. Moving a person over a given distance by public transport consumes, on average, about half the energy of moving a person the same distance by a private vehicle. In addition, the emissions per person are much lower on public transport than in a private vehicle as illustrated by the graphic above.

The City's transport focus is therefore on promoting alternative and more efficient modes of transport and to reduce the use and dependence on private vehicle trips. Various public transport, travel demand management and non-motorised transport projects, which aim to promote a modal shift to more sustainable modes, are currently underway.

The focus of this campaign however, is to encourage those of you who continue to use private vehicles to drive as efficiently as possible in order to reduce fuel consumption and your overall carbon footprint. Not only are bad driving practices a waste of energy but also a waste of your money. You can save thousands of rands per year in fuel and maintenance costs by adopting a fuel-efficient mindset.

Why Smart Driving?

There are many factors that affect emissions from vehicles. These include vehicle kilometres travelled, fuel economy, vehicle technology, maintenance practices and driving practices. The way in which the driver of a vehicle behaves while driving can have a very large influence on the amount of fuel consumed and emissions produced. In other words, your own driving habits (when and where you drive, how often, the speed at which you travel, your aggressiveness on the road and other factors) affect your car's vehicle consumption and therefore the costs to run it. You can control the costs of operating your vehicle and minimize the emissions it produces by driving less and driving more efficiently.

Top tips from the City's Smart Driver campaign

(to help you drive more efficiently):

1. **Keep your car well serviced and check the fluid level regularly.** Servicing your vehicle regularly ensures that it performs at its best and uses the least amount of fuel (less litres per kilometre = fuel economy). This also means making sure there are no holes in the vehicle's exhaust. Correctly maintained cars can operate more efficiently and help reduce CO2 emissions (badly maintained vehicles can increase fuel usage by as much as 50%.)
2. **Check your tyre pressure monthly.** Under-inflated tyres can increase fuel consumption by up to 40%. Plus they can cause accidents.
3. **Remove unnecessary weight from your vehicle.** The more you are carrying in your boot or on your back seats, heavier the car, the harder the engine has to work and the more fuel it consumes. So lighten the load!
4. **Close your windows at higher speeds and remove empty roof racks.** This will reduce wind resistance and can lower your fuel consumption by up to 10%. Closing the windows also applies to sun roofs.
5. **Use air conditioning only when really necessary.** Turning on your air conditioner and adding the extra load on to your engine can increase fuel consumption and CO2 emissions by up to 5%.
6. **Reduce idling.** If you are going to come to a complete stop for more than 60 seconds, except when you are driving in traffic, turn off your engine. This has minimal impact on the starter system, but idling for more than 10 seconds already uses more fuel that it takes to restart your car.
7. **Avoid speeding and drive smoothly.** Increasing your speed from 100 km/h to 120 km/h can increase your fuel consumption by 20%.
8. **Change to the highest gear as early as possible.** Driving in a higher gear is more economical in terms of fuel consumption.
9. **Try to anticipate traffic flow.** Look at the traffic as far ahead as possible in order to avoid unnecessary stopping and starting.
10. **Walk, cycle, join a lift club or take public transport to your destination.** Fewer cars on the road mean less congestion, as well as a reduction in your fuel costs and vehicle emissions.

Would you like some more tips on how to be an even better Smart Driver? Then how about these:

1. Driving Habits

- Keep your safe distance (three seconds between you and the car in front of you). This will allow you to anticipate decelerations – including traffic light changes.
- Don't idle your car engine to warm it up (or at least try to keep it to 20-30 seconds). It will warm up best and most safely by driving immediately but without accelerating rapidly.
- Use cruise control as much as possible (except in hilly areas.) But don't overdo it either. Modern motors can handle better driving at lower rpms.
- Remember the one-minute rule and turn off your engine, for example, if you need to fasten seatbelts for your kids, or load or unload your car: a couple of minutes a day can add up to 10 hours of wasted fuel burning in just one year.

2. Monitoring

- Keep a fuel consumption log to compare your mileage.

3. Car Cooling

- Along with using your air conditioner sparingly, try to drive at cooler times.
- Park your car in shady or covered areas. You will need less air conditioning and there will be less evaporation of fuel.
- If do use air conditioning, try to put the temperature up a bit higher: switching from very cold air inside your car to warm outside can affect your health as well.

4. Planning

- Make it a challenge and fun: set yourself a target each year and try to reduce it by 10% compared to the previous year.
- Don't leave for your destination at the last minute; rather leave five minutes earlier and enjoy a safer and more pleasant ride (with less swearing... :)
- Plan to combine various trips into one.

5. Tires

- Buy your own pressure gauge and check your tyre pressure more accurately yourself. They are relatively cheap and more reliable than the ones from fuel stations and are always on hand whenever you want to check.
- When you buy new tyres, go for low rolling resistance ones. They can increase your mileage by 5%.

6. Car Loads

- If you do have to load your vehicle heavily, then try - if possible - to balance the weight more to the front to avoid lifting the nose of the vehicle and thus increasing the air drag.

7. Fuel

- When filling up do so during cooler times of the day: fuel will be denser, there will be less evaporation and the pump will register less fuel.
- Many cars on the road have loose, missing or damaged fuel caps, resulting in millions of evaporated litres of fuel every year. Make sure you have yours in place.

8. Car Choice

- Lighter colours, both inside and outside will reduce cooling requirements. If you are not getting a new car but have a dark interior, how about adding washable light coloured seat covers?
- Buying a new car? Rather than buying a big one that can be used to cart family, friends and kids during for a road holiday, think about buying a "roof rack box" instead that you can put on to your vehicle when holiday time comes around. This will allow you to purchase a smaller car with better mileage that you can use all year round, but still give you the storage space you need for those holiday trips.
- When buying a new car, compare several vehicles; choose the car with the best "kilometre per litre" range within a particular category.
- Just so that you know: manual gear transmission cars are more fuel efficient than automatics. And cheaper in price. (But, admittedly, they can be a "pain" and frustration to drive in stop-start traffic.)

Resources

http://www.liftclubs.co.za/fuel_saving.php

<http://www.capetown.gov.za/en/EnvironmentalResourceManagement/tips/Pages/FuelSavingTips.aspx>

<http://www.capetown.gov.za/en/GreenGoal/Pages/The2010FuelEfficiencyCampaign2.aspx>

<http://www.arrivealive.co.za/pages.aspx?i=1225>

How to track your fuel consumption

Many vehicles have fuel tracking systems, but you can also track your fuel consumption (to ensure accuracy) and monitor how many kilometres you actually get out of a tank of fuel. Using fuel efficient driving practices can increase the distance you travel for every tank. So start tracking

Calculate your fuel consumption in four easy steps:

STEP 1: Fill up your vehicle's fuel tank completely and record the vehicle's odometer reading (kilometres).

- Example: the last time the tank was filled, the odometer reading was 40 200km.

STEP 2: When it's time to refuel, fill the tank completely and record both the number of litres it took to fill the tank, as well as the vehicle's new odometer reading. Once two odometer readings have been taken, you can calculate your vehicle's fuel consumption.

- Example: it took 56 litres to fill the tank, and this time around the odometer reading was 41 000km.

STEP 3: Calculate the distance travelled by subtracting the new odometer reading from the previous one.

- Example: the distance driven would be 41 000km minus 40 200km = 800km

STEP 4: Divide the number of litres it took to fill the tank by the distance travelled and multiply this value by 100. The result is the vehicle's fuel consumption for that driving period.

- Example: 56 litres ÷ 800km = 0.07.
0.07 x 100 = 7.0 litres (ℓ) per 100 km.
Therefore the fuel consumption for that driving period would be 7ℓ/100km

What is your vehicle costing you to run?

Visit the AA of South Africa website:

For calculating the operating costs of your vehicle - www.aa.co.za/content/62/vehicle-operating-costs/

For the latest in fuel prices - www.aa.co.za/content/59/fuel-pricing/

Low impact vehicles

(Or how else can you be a Smart Driver)

As great as they are, hybrid or electric vehicles are beyond the reach of most of our wallets right now. However, if you are in the market for a new car, you can at least choose one that's small with low fuel consumption, low carbon emissions and preferably one that's made locally. And perhaps even one that's made with a high percentage of recyclable materials. The fuel-efficiency of a vehicle isn't always the answer: remember that a big car could be fuel-efficient for its size, but still have high overall fuel consumption. Under new legislation, all new cars sold in South Africa must display their fuel consumption and emission figures on a placard placed on the windscreen wherever the vehicle is on display.