

Summary of Transcript

Validation of drivers and scenarios with a policy strategist and a policy researcher embedded in local government in the City of Cape Town

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1. Role of the Interviewees

- Interviewee 1 conducts research to support policy in the City.
- Interviewee 2 works in strategic policy making for mobility, economic growth and waste in the City.

2. Drivers of transportation urbanisation

The interviewees were shown the 10 main drivers identified through the research. They were asked to discuss their importance and list any drivers they felt were missing or should be excluded. Whilst none of the drivers were taken out or added, the following were considered the most important:

Trust

A large share of the transport sector in South Africa is provided by the private sector, such as the minibus taxis, which are a low-governance private sector entity. Therefore trust is very important in an environment where transport is not well regulated. The transport system is made up of many parts, so one set of rules cannot be applied to all players. There has to be incentives on both sides that promote good practise because it cannot be achieved with regulatory intervention.

Institutional relations

Institutional relationships are very important because governance is split over 3 levels: national, provincial and local. For example, a lot of the funding is from national government is very specific in what it can be used for. Furthermore, different modes are more heavily governed by different levels of government and operated by different companies, which means that institutional relationships are really important for the functioning of the system as a whole.

Mode Integration

Institutional relations are also tied to mode integration because it's difficult to integrate the modes when they are split across different institutional actors. So for example, the Myciti BRT was largely built around the understanding that it would link with Metro Rail, and it hasn't largely - so that makes mode integration very difficult.

Railway decline

Railway decline is an interesting driver, because obviously the numbers show massive decline over the last 10 years, but here's also been a lot of promise with the new blue trains. A whole lot of things are premised on the fact that the railway is declining and there's lots of discussion around devolution as well, but there has been some recent improvement.

Funding

Funding and the conditions that come with funding have really shaped Cape Town's public transport environment.

Safety

From a road safety point of view, pedestrians are the most vulnerable in terms of traffic, accidents, but safety is also an issue for women and around public transport interchanges. This point was really made last year during the taxi violence when there was such striking stories and images.

3. Scenarios

The interviewees were told the names of the scenarios and asked to describe what they thought the characteristics of each scenario was, before being shown the descriptions derived from the research.

Current scenario

- Not an engineering issue - the defining characteristic of the current situation is an acute governance issue
- Defined by minibus taxi and private vehicle usage
- Railway decline
- Infrastructure poorly used
- Transport is expensive, huge part of household income

Business as usual scenario

- Continuation of high percentage of household income going to transport.
- Dampens benefits of economic growth for low income households
- Railway threatened
- Increased opportunity costs in terms of time
- More congestion
- More people aspire to have their own private vehicle

- All sorts of societal impacts on people spending four hours of their day commuting, such as declining health
- Very smoggy and full of car fumes

Integrated transport scenario

- Integrated ticketing
- Seamless integration from a user perspective
- Integrated scheduling
- Collaborations brokered between operators to adopt the same methodology for ticketing
- Serious institutional wrangling to promote coordination
- Rail fully operational with vibrant station precincts

Active travel scenario

- An interplay between infrastructure and management that is needed for active travel.
- Permanent and temporary pedestrianisation of streets.
- Cars do not dominant the roads
- People not afraid to walk and cycle
- Behavioural change
- Last mile delivery with bikes

4. Defining fairness, equity/ spatial justice

The interviewees were asked to define what they thought spatial justice/equity/fairness is.

- This is related to cumulative advantage and cumulative disadvantage. For example, if you're able to afford to live in a certain area, then you've got a lot of advantages. Your costs actually go down on other fronts quite substantially. And you've got access to better services because there were historical investments made in these areas. These cumulative disadvantages and advantages are being exacerbated by climate change, through heat stress and flooding. Spatial justice is about stopping that cycle of of cumulative disadvantage, through service access and transport access.
- This is related to social inclusion, to people being able to participate fully in society through being able to get to where they need to safely to lead the life they would like to live.