GOTHENBURG / NELSON MANDELA BAY PARTNERSHIP 2013-2016

Sustainable Mobility - Year 2 Report
1. SUSTAINABLE MOBILITY

2. COORDINATOR AND PROJECT LEADERS

<table>
<thead>
<tr>
<th>City of Gothenburg</th>
<th>Nelson Mandela Bay Municipality</th>
</tr>
</thead>
<tbody>
<tr>
<td>Project leader: Ms. Lisa Sundell</td>
<td>Project leader: Mr. Luvuyo Ntshebe (new project leader)</td>
</tr>
<tr>
<td>Urban Transport Administration (new name but same department)</td>
<td>Roads, Stormwater &amp; Transportation</td>
</tr>
<tr>
<td>P.O. Box 2403 SE-403 16 Gothenburg</td>
<td>P.O. Box ZA-6000 Port Elizabeth</td>
</tr>
<tr>
<td>Telephone: + 46 31 368 25 40</td>
<td>Telephone: + 27 41 506 2182</td>
</tr>
<tr>
<td>Fax: + 46 31 711 98 33</td>
<td>Fax: + 27 41 506 2231</td>
</tr>
<tr>
<td>E-mail: <a href="mailto:lisa.sundell@goteborg.se">lisa.sundell@goteborg.se</a></td>
<td>E-mail: <a href="mailto:LNTSHEBE@mandelametro.gov.za">LNTSHEBE@mandelametro.gov.za</a></td>
</tr>
</tbody>
</table>

| Partnership coordinator: Yvonne Wennerström | Partnership coordinator: Hester Botha |
| Content coordinator: Bo Aronsson | Content coordinator: Dawn McCarthy |

3. REFERENCE NUMBER - 2012-0063

4. SUMMARIES IN ENGLISH AND SWEDISH

4.1 Summary in English

One visit in each city has been conducted in year 2. The reports on these visits are appendices to this document. The project is focused on the five objectives which have been discussed and analysed. The following outcomes have been achieved:

- A model of the sustainable mobility planning process has been developed addressing How to achieve the quality of life? It is illustrated with a symbol of a sun and shows the importance of including all different functions, stakeholders and role players in the process, especially in the beginning of the process.
- Public participation could be used in different phases in the process for different purposes depending on the issues at hand. There may also be different definitions.
- The public transport facilities and quality of service needs to be upgraded to become more attractive, as it is planned within the IPTS-system in NMBM.
- A pilot project has been defined to improve non-motorized transportation in the Nelson Mandela Bay by connecting the University area to the City Centre.
- Inventory on knowledge and the current municipal fleet has been done to devise a strategy in NMBM to test and introduce greener or more efficient vehicles.
4.2 Summary in Swedish

Under det andra året har ett besök i varje stad genomförts. Rapporterna från dessa besök är bilagor till detta dokument. Projektet är inriktat på fem mål som har diskuterats och analyserats och lett fram till:

- En modell för den hållbara mobilitetsprocessen har utarbetats. Modellen innehåller en symbol för en sol och visar på vikten av att inkludera alla olika funktioner och intressenter i processen för att uppnå livskvalitet, speciellt i det inledande skedet.
- Medborgardialog kan användas under olika faser i processen beroende på vilket syfte man har med dialogen. Det kan även finnas olika definitioner av dialog.
- Kollektivtrafiksystemet och dess kvalitet måste utvecklas för att bli attraktiv och konkurrenskraftig, likt det som planeras inom ramen för IPTS-systemet i NMBM.
- Ett pilotprojekt har definierats för att förbättra icke-motoriserade transporter i Nelson Mandela Bay genom att förbättra kopplingen mellan universitet och centrum.
- Inventering och kunskapssammanställning har genomförts i syfte att ta fram en strategi för den kommunala fordonsflottan inom NMBM.

5. BACKGROUND AND PROBLEM IDENTIFICATION

The project is a continuation of the successful partnerships between the City of Gothenburg in Sweden, and the Nelson Mandela Bay Municipality (NMBM) in South Africa – a partnership that has been running for approximately 15 years. It focuses on co-operation, knowledge and information sharing with regard to identification of barriers to effective sustainable mobility within a city and the development of mechanisms for overcoming these. The project is part of a suite of five (5) projects that work towards bridging the gap between policy conception and implementation and translating policies into effective implementation within a municipal context.

In respect of needs assessment, communication took place between technical teams from the City of Gothenburg and the Nelson Mandela Bay Municipality, in line with the new model described in the concept document.

The technical teams from both cities met in Gothenburg in August 2012 to identify areas of common interest and concern for both cities and its citizens. The areas mutually identified in respect of co-operation regarding sustainable mobility and to form the basis of a project proposal are the following:

- Examine the policy and regulatory environment in both cities and successes with regard to implementation.
- To build upon work previously done in the co-operation.
- Re-conceptualising of transportation towards sustainable mobility.
- Explore the use of existing infrastructure to increase mobility for all.
- Examine factors leading towards accessibility, socio-economic integration and sustainability.
• Examine policies towards reduction of transportation costs.
• Explore Local Economic Development (LED) and poverty alleviation links with mobility aspects.
• Public participation in sustainable urban mobility planning.
• Explore multimodal mobility options to improve access for all.
• Examine the link between mobility and sustainability in all its dimensions.
• Promote integrated planning within mobility towards an integrated outcome.

It is envisaged that this project will be implemented over a period of three years. Throughout the 3 year period the focus will be on knowledge and information sharing as well as the collective building of new intelligence regarding the transition towards a plan for sustainable urban mobility to secure a multi-modal, resource efficient, safe & accessible city for all.

The project, in line with the concept document will involve the examination of the translation of our policies into effective implementation. It will entail co-operation, knowledge and information sharing with regard to examining the gap between policy conception and actual implementation and why effective implementation is largely lacking, and will focus on policy linked to inner city planning and development, sustainable mobility, sustainable energy and climate change.

The project is based on six reciprocal visits. The report covers the third visit, which took place in Gothenburg in March 2014 and the fourth visit in Port Elizabeth in November 2014, and provides an account of the activities, objectives and outcomes in terms of the project proposal.

6. TARGET GROUPS AND PARTICIPANTS

The cities have selected their project leaders (and teams) based on their knowledge and experience in sustainable mobility. These are senior officials in each city and this demonstrates the commitment of each city towards obtaining high level results.

The Gothenburg team comprises of three female participants and the Nelson Mandela Bay team comprises of one female and two male participants. During 2014 Nelson Mandela Bay Municipality has replaced their project leader.

<table>
<thead>
<tr>
<th>City of Gothenburg team:</th>
<th>Nelson Mandela Bay Municipality team:</th>
</tr>
</thead>
<tbody>
<tr>
<td>Ms. Lisa Sundell</td>
<td>Mr Luvuyo Ntshebe (new project leader)</td>
</tr>
<tr>
<td>Ms. Eva Rhodin</td>
<td>Mr. Shaun Abrahams</td>
</tr>
<tr>
<td>Ms. Frida Karlge</td>
<td>Ms. Siyabonga Somjaliso</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Other participants from Gothenburg:</th>
<th>Other participants from Nelson Mandela Bay:</th>
</tr>
</thead>
<tbody>
<tr>
<td>Ms. Sofia Hellberg</td>
<td>Mr. Tony Arthur</td>
</tr>
<tr>
<td>Ms. Malin Månsson</td>
<td>Mr. Zama Kele</td>
</tr>
<tr>
<td>Ms. Anette Thorén</td>
<td></td>
</tr>
<tr>
<td>Mr. Marcus Bredby</td>
<td></td>
</tr>
<tr>
<td>Ms. Susan Runsten</td>
<td></td>
</tr>
<tr>
<td>Ms. Cajsa Malmström</td>
<td></td>
</tr>
</tbody>
</table>
7. PROJECT OBJECTIVES

The overall objective of the project is to align transport and mobility policy and practices to the vision of the development of a sustainable and integrated city, accessible for all and to comprehensively change the mindset from transportation to sustainable mobility and the role that mobility plays in an integrated planning approach. A model of a sustainable urban mobility planning process is being developed which is aligned to the specific objectives of the project that can be used as an example of best practice in the development towards a sustainable and integrated city that is accessible to all. The following specific objectives are currently being addressed:

1. The development of a model of a sustainable mobility planning process to be used by the municipalities in the formulation of the mobility component of the two cities strategic plans.

2. Planning for improved accessibility for all, into and within the inner city precinct, in order to enhance the attractiveness and use of the area by local citizens and tourists and to promote the use of the area as the cultural hub of the city.

3. Planning for the development of a non-motorized transport system within the inner city precinct as a model that can be expanded to other parts of the city.

4. The facilitation of mixed land use planning processes and development incentives to encourage high density development in public transport corridors.

5. Ensure that the municipality leads by example in terms of sustainable mobility solutions within its own operations and daily activities.

The second year activities have all been met in the course of meetings and work in between meetings, by both parties.
The mobility team consists of both women and men and everybody has participated and made contributions to the objectives as well as to the results. The objectives have a cross cutting relationship and linkage with the Inner City Planning & Development, Climate Change and Sustainable Energy projects, as well as the overarching Policy and Implementation project, all of which are addressed under the current partnership.

During the work with the five different objectives the team realized that the listed order was not that workable according to the planning process. The objectives relate towards each other and a funnel shows the relationships in a good way. For example objective 1 is very wide and links to all other objectives in the mobility project.

\[\text{... model of a sustainable mobility planning process}\]
\[\text{... high density development in public transport corridors}\]
\[\text{... non-motorised transport of the inner city}\]
\[\text{... for improved accessibility for all, into and within the inner city precinct}\]
\[\text{... the municipalities lead by example}\]

8. OUTCOMES ACHIEVED

Below the outcomes on the five specific objectives that were achieved after the second year.

<table>
<thead>
<tr>
<th>Objective 1</th>
<th>Year 2</th>
</tr>
</thead>
<tbody>
<tr>
<td>The development of a model of a sustainable mobility planning process to be used by the municipalities in the formulation of the mobility component of the two cities strategic plans.</td>
<td>Activities</td>
</tr>
<tr>
<td></td>
<td>a) Propose amendments to policies, strategies, plans, regulations, by-laws, guidelines and standards (where possible) in order to remove barriers, and embrace opportunities in terms of transport and mobility.</td>
</tr>
<tr>
<td></td>
<td>b) Draft mechanisms to ensure implementation</td>
</tr>
<tr>
<td></td>
<td>c) Public participation</td>
</tr>
</tbody>
</table>

During 2013 both cities identified and reviewed current policies, strategies, plans, regulations, by laws, guidelines and standards relevant to transport and mobility. The
planning processes were investigated and a gap analysis undertaken. A matrix was then developed on Sustainable Mobility which addresses the linkages and cross cutting relationships with the Inner City Planning & Development, Climate Change and Sustainable Energy. Role players and stakeholders were also identified.

In 2014 the project team took a step further and developed a model of the sustainable mobility planning process. The knowledge and understanding from the earlier identification and investigation were used as input. The model considers the role players and stakeholders and the importance of their involvement in the planning process.

The symbol of the sun in the model shows the importance of including all different functions, from a citizen perspective. It gives a guide as to how to achieve a better quality of life. Current work is done in silos as represented by the sun ray on the next page. All the various sectors have the same ambitions to create a better quality of life however there is no integration in functions.

The model shows a phase that is missing in the planning process today, the first phase with the initial identification and dialog between the different role players and stakeholders. In this early phase we should start to discuss what we want to achieve together, the qualities of life. After that we can look into the different functions, what that means according to mobility for example. Sometimes it is difficult to know what we need to do and see things that do not yet exist. But if all participants can get a common understanding and create the same picture of what we want to achieve in the beginning of the process the implementation will be more workable and the result much better.

Today we do not have any forum for this first phase and no tradition of talking about the quality of life. If we could find an arena for that it would really make a difference, both in Gothenburg and Nelson Mandela Bay.

The model can be used internally within the departments, between the departments, within the cities, but also externally in processes where the city is one part. The model may also be used for the process in this partnering project itself; there the different teams are the different stakeholders.
Public participation (marked PP in the picture above) could be used in different phases in the process for different purpose depending on the issues at hand. In the beginning of the process the aim could be for example to include the expectations from the public. Later in the process it is usually more of ordinary democratic basis, to establish a plan or a measure within the city.

The public participation is made in different ways in the different cities. In Nelson Mandela Bay it looks like the politicians take a more active role in the public participation process and in Gothenburg it is more often a process run by the officials.

There may also be different definitions of what public participation is within the cities and between the two cities. Sometimes a dialogue with a high level of influence is needed, but in some situations, when the public have less influence, it is more appropriate to use another form. Questions that may be raised are:

- Methods for public participation and communication
- Frequency in different phases of the process
- Requirements (legal, political, public)
- Importance of public participation implementation
There is a lot of appropriate planning going on in Nelson Mandela Bay Municipality and in the City of Gothenburg but unfortunately the first phase in the planning process above is missing i.e identifying the stakeholders and describe how the different plans will contribute to a better quality. In order to achieve high density corridors and nodes with many functions, a good cooperation between the different planning disciplines is key.

Together with the Inner City Planning Team, the Sustainable Mobility Team identified that there are barriers between the different functions and disciplines. One problem is the terminology and definitions for example hub, node and corridor (urban and transport). The teams together decided to use the following terms:

- Primary node
- Secondary node
- Local node

The discussions highlighted that the definitions for different terms were not the same for transport and city planning, however there was a link between the two.

The teams discussed the fact that the public transport facilities and quality of service needs to be upgraded to make public transport more attractive. Transport planners and engineers cannot do this alone. For example high densities in the areas around the public transport are the success of public transport.

It is also important to identify on which level you are working, to get the right representation from the different stakeholders and role players. The different levels have been discussed in the project and are illustrated in the picture below (*the Pyramid*).
When talking about a quality of life, the goals we want to achieve and the measures that will be made, we have to include the different perspectives of sustainability i.e social, environmental and economic.

The Sustainable Mobility Team talked about the importance of bringing these different perspectives into the funding process and analyze what different mobility measures means for the different perspectives of sustainability.

The IPTS pilot service terminated in January 2014. Work on the operational plan in preparation for commencing with a starter service is in progress. However there are financial challenges. It has also been a discussion if this is the right system to develop for Nelson Mandela Bay Municipality or should the existing minibus systems be retained.

The IPTS (Integrated Public Transport System) pilot service terminated in January 2014. Work on the operational plan in preparation for commencing with a starter service is in progress. However there are financial challenges. It has also been a discussion if this is the right system to develop for Nelson Mandela Bay Municipality or should existing minibus systems be retained.

Issues that need to be raised in the Nelson Mandela Bay Municipality to continue the discussion of the implementation of the IPTS:

- What are the qualities, economically, socially and environmentally with the existing minibus system compared with the qualities for a developed IPTS system complemented with the minibuses as feeders?
- Who is the main target group/customer for a developed public transport system in Nelson Mandela Bay Municipality? Who would utilise a developed public transport system?
- Are we talking short time solutions or long term solutions for the future? It is also important to illustrate the alternative cost and consequences.
- The two teams could see similarities in the public debate about the future public transport systems in the two cities. In Gothenburg it is the debate about if Västlänken, the train tunnel for the commuter train system, will add any qualities to Gothenburg.
- How do we use public participation and how will we be able to explain future challenges and highlight qualities?
After meetings, consultation and in-loco inspections in both cities during the first year, a status quo of non-motorized transport in the inner cities was identified and a gap analysis undertaken. Gothenburg undertook to investigate and further develop its current cycling programme and the Nelson Mandela Bay Municipality undertook to identify a pilot project which could be launched to improve non-motorized transportation in the city.

We have also discussed the important issue of identifying who is going to use the different modes of non-motorised transport. By analysing the target groups we found out that both in Gothenburg and in Nelson Mandela Bay the target groups are or should be University students and the municipalities own employees.

Out from these two results a pilot project was defined. The pilot is to connect the University area to the City Centre of Port Elizabeth. There are good possibilities along Summerstrand and the new plans for the Baaken area locks up the city and create better cycling conditions. The cycling service should be a part of the IPTS-system and it is important to see cycling as a mode of transport, which is a paradigm shift.

Illustration of how different transport modes are used in different ages.
A SWOT analysis and an inventory were carried out and a business plan was prepared for the pilot. A mapping of places for cycle stations and also for park-and-ride facilities in Nelson Mandela Bay, relevant for the pilot area has also been made.

For more information about the pilot see the attached presentation in visit report 4.

The mapping of places for cycle stations and park-and-ride facilities in Nelson Mandela Bay.
For this objective we have, as in other planning processes, identified the importance for mobility planners and city planners working together to achieve accessibility for all. When making a gap analysis we could see that both cities have a challenge in making the whole city accessible for all people. Different areas or parts of the cities are accessible but with missing links and areas in between.

Even for this objective the planning model is important to use and the discussion about how we together can create the different qualities within the sun symbol. We need to cooperate to create accessibility and attractiveness for the tourists and citizens.

We pointed out the importance of creating attractive and functional nodes and networks where people are able to walk, cycle and utilise public transport. More people on the streets create a safer and the lively city open for all that we would like to see. Street light program is also an important issue to create a safe and vibrant city.

*If you plan for cars, you get more cars*

*If you plan for people, you get more people*

Even here it is important to get a common understanding between the different disciplines on what qualities we would like to reach and discuss the best way of getting there together. This will also be an issue for the overarching project.

The next step is to look into different fuels for the future. Is LNG (Liquid Natural Gas) and biogas the solution for Nelson Mandela Bay Municipality? There may be a national development of LNG in the Coega harbour area that could be used to cover up for the biogas. Should gas be used in the vehicles or is for example electricity more efficient and better to use from different aspects? We identified that we have to get more
information about what the plans are in the vehicle/fuel industry in South Africa, on private cars, bus and truck market. The maintenance is also important to consider when you are looking at new technology.

Nelson Mandela Bay Municipality does not have a strategy for the municipal fleet today. It could be good to include both new technology and ordinary measures and use a step-by-step approach rather than the big bang approach. This strategy should proceed from the common understanding of that we want to achieve and it should be known within the municipality, in the different sectors/disciplines.

After the visit in Gothenburg a document with the outcomes was created, *Strategies for clean and efficient vehicles in Gothenburg, Sweden* (see attached document). There are two different focuses in the lessons learnt:

1. **Vehicle technology**: new vehicle technology, fuel efficiency (for different sizes), vehicle safety, new fuels
2. **How to reduce the travelling**: car sharing and pools, PT, cycling, web conference

Success factors from Gothenburg is:

- Political involvement: The City Council and municipal government have been involved.
- Teamwork: The City has formed a special project to promote clean vehicles.
- Show results: The project has resulted in very positive trends regarding emissions and fuel consumption.
- Long term goals: Probably, it has been positive to have long term goals. The goals in Gothenburg have been set five or ten years ahead.
- Saving money: A part of the project has focused on lowering the fuel costs by acquiring car models that consume lesser fuel, without compromising with the needs of the users.
- Image: The image of the municipality is important. Companies and inhabitants of the city are expecting good governance.

One effective measure could be to find incentives for those who drive a more clean and efficient vehicle. Another option could be to build up knowledge and scan the South African clean vehicle market together with the University and the car industry.

Nelson Mandela Bay Municipality has established a task team who will work with the strategy. They will also analyze the possibilities to continue this work with a workshop/hearing for knowledge exchange and market scanning, together with the other teams, the University and the car industry.
9. ACTIVITIES IMPLEMENTED

Activities associated with the above outcomes will continue in year 3 of the programme following the implementation processes that have been identified. The phases of the project are shown below.

**Year 1: Analysis**
Intense knowledge sharing – institutional comparisons, processes, role players and planning methods.

*Status: Completed (refer to visit 1 and 2 reports)*

**Year 2: Proposals and Testing**
Explore "test bed" projects and examine the different approach and solutions.

*Status: Completed (refer to visit 3 and 4 reports)*

**Year 3: Conclude and Disseminate**
Final data collection and sharing of lessons learnt with "test bed" projects.

The lessons learnt will be fed into overarching project to develop a generic tool to be used for project implementation.

*Status: In Progress*
**Objective 1 - The development of a model of a sustainable mobility planning process to be used by the municipality in the formulation of the mobility component of the two cities strategic plans.**

Year 2 has focused on taking the next step towards implementation. What are the barriers and how can we get over them? There have been a lot of interesting discussions and analyses within the Mobility team, but also together with the other teams. The model for the planning process, which has been produced in different steps during the visits, has been discussed with the other teams and has contributed to a common understanding in itself.

For objective 1 the theoretical sessions and the discussions have been very valuable. To take time during year 1 to get to know each other and the situation in both cities has been crucial. The result of that has been a deeper understanding, trust to each other and more generous discussions.

During the visit in Gothenburg the project had an open lunch meeting in Älvrummet when the public could listen to the project and give their opinion on the relevance of the topics. In Nelson Mandela Bay the project members were having a public participation workshop to give input to the Bailey River Precinct Redevelopment and to see if the dialogue methodology could be used broader/more in both cities.

**Objective 4 – The facilitation of mixed land use processes and development of incentives to encourage high density development in public transport corridors.**

During the trips to both Gothenburg and Nelson Mandela Bay there has been site visits in relevant places to inform and show the participants how the cities has been planned and what is going on today according to objective 4. In Gothenburg for example the all teams visited the northeast redevelopment area, Angered. In Nelson Mandela Bay the Mobility Team went on a study tour in the IPTS-system and looked at all the bus lanes and potential hubs.

We also went together with the other teams to Crossways Farm Village, an eco-village under development 45 minutes from Port Elisabeth. After Crossways Farm we went on to Uitenhage and visited the redeveloped Uitenhage Square and the Science Centre.
In both cities there were also theoretical sessions within the Mobility Team, but also together with the Inner City Planning Team. We had interesting discussions on how to achieve integrated planning and the outcomes of these discussions is presented in Outcomes achieved above.

**Objective 3 – Planning for the development of a non-motorised transport system within the inner city precinct as a model that can be expanded to other parts of the city**

In objective 3 there have also been both theoretical sessions and study tours in the cities. When visiting Gothenburg in the spring we were walking around looking at different cycle- and pedestrian solutions. A survey that is made among cyclists in Gothenburg annually was also presented.

Both in Gothenburg and in Nelson Mandela Bay we had good discussions about the pilot project on cycling. On the visit in South Africa we also made a study tour along Summerstrand looking into the IPTS and the plans for the bicycle connection out to the University. We saw a big potential in using bikes within and to/from the University area.

**Objective 2 – Planning for improved accessibility for all, into and within the inner city, in order to enhance the attractiveness and use of the area by local citizens and tourist and to promote the use of the area as the cultural hub in the city.**

Objective 2 were discussed in both visits during theoretical sessions, sometimes in combination with objective 4, how to develop the hubs and corridors in a good way to create accessibility for all. During a session with the Sustainable Energy Team we talked about the importance of street lights and other measures to increase safety, but also about the possibilities to make an event where a street or corridor will be used only for non-motorized transport for one day or a weekend.

During the study tours objective 2 were included, for example when we visited the Uitenhage Square.
Objective 5 – Ensure that the municipality leads by example in terms of mobility solutions within its own operations and daily activities.

During the project meeting in Gothenburg there was a session together with the Sustainable Energy Team and the Climate Change Team with presentations on Environmental Zones and Mobility Management and some lessons learnt from Gothenburg. There was also a possibility to test new electric bicycles. In Nelson Mandela Bay there were also a couple of presentations but also focus on how we could take the next step towards implementation.

The Mobility Team also had some interesting discussions with the Sustainable Energy Team on how Nelson Mandela Bay Municipality should take the next step with a future fuel/technology and the strategy for this.

More detailed information about the activities will be found in the attached visit reports.

10. SUSTAINABILITY AND DISSEMINATION

The sustainability of the work done during the course of the projects currently being undertaken relies to a large extent on dissemination and sharing of the work done and knowledge gained with as wide an audience as possible. It also involves the project having the participation and creativity of as many as possible in the developing of new knowledge and solutions to the problems identified.

Sustainability of the projects is inherent in the objectives defined for the entire suite of projects. The overarching aim in each city is to enhance sustainability and integration. The suite of projects reported upon aim to address this, and in particular through the contribution to the implementation toolkit that will be developed as part of the overarching Policy Implementation Gap project.

The nature of governance and policies is that it is not finite but rather a reiterative process of continuous improvement. Solutions and information from the suite of projects will feed into improvement in governance processes in both cities over the duration of the project and it is hoped afterwards through the implementation of the policy to implementation toolkit.

The intention of the suite of projects is to provide solutions not only for Gothenburg and NMBM but for local government in general with widely applicable results.

The cities have developed a communication plan which was submitted as part of the project submission to ICLD. The plan was adhered to during year one and was developed to ensure efficient and effective communication. Now that we have reached the end of the second year of the project the intention is to update the communication plan.

The overall aim of the communication plan is to establish a communication process that would take into account the needs of all stakeholders in relation to the work undertaken in the partnership as well as develop strategies for disseminating results.

A detailed Dissemination Plan will also be developed now that the results of the second years work is available.

In both cities the reports and presentations that are produced in the course of the project are available on the municipal web sites.
In NMBM project reports are submitted to portfolio Committees and full Council, these meetings are open to the press as well as the general public and professionals. These reports then become available to the public for information.

In both cities staff participation in project work during the execution of the project is done within the relevant departments.

The work that is being done in the various projects is continuously being mainstreamed into the work of the municipalities and is being practiced as knowledge and better practices are discovered.

It is of particular importance to note that in the reciprocal visits, participation in the areas of interest for the visits have included a wide range of role players ranging from politicians, staff, professionals in the various fields (mobility, climate change, sustainable energy and planning and development), interested public and other audiences.

The objective is to reach a wider audience. This is essential to building up a community around sustainable mobility topics.

During the third year of this project we should strive to make links to other projects to communicate this project to similar organizations with similar specialities.

There are many platforms to execute this function, just to mention a few they are listed below;

- Face to face
- Networking
- Social Media
- Presentations at meetings and conferences
- Presentations at exhibitions, fairs ect.
- Project Website
- Dedicated workshops
- Events (Public exhibitions and testing of products eg. Electric bikes / vehicles)
- Bill Boards
- Pamphlets and fliers

It is vital to highlight that face to face communication is a must for dissemination. Don’t forget to share ideas not only on a formal level but also at informal meetings. Furthermore it should be interactive, flexible and you can get direct feedback and react to scepticism and critics.

In year two of the working visits it was discussed to include a hearing/workshop to discuss ideas relating to how the municipality could lead by example and the steps that need to be taken to move towards sustainable fleet/mobility (objective 5). Another proposed event was a sustainable transport day, where a certain main road will only permit eco-friendly transport and where bicycles (normal and electric) will be on
exhibition and tested and opportunities for public to experience electric vehicle technology, this will also involve public transport.

Dissemination will also be enhanced as both municipalities are members of the International Council for Local, Environmental Initiatives (ICLEI). Knowledge of these projects and their progress will be disseminated through our participation in ICLEI fora and through other external stakeholders.

Of particular note in this regard is the presentation of the suite of projects and the relationship between the sector projects in the partnership that was done in Nelson Mandela Bay as part of the ICLEI Africa conference in November 2013, with attendance by representatives from all over Africa. The presentation was attended by the Gothenburg and NMBM project leaders. Much interest by delegates was evident after the presentation.

**11. REDUCTION OF POVERTY**

The projects being reported upon are part of a suite of projects that are being dealt with together. The projects explore the interrelationships between Climate Change, Sustainable Mobility, Sustainable Energy and Inner City Urban Planning and Development. The aim is to improve policy implementation so that it is more effective. In doing so one would be improving governance to the extent of higher levels of physical, social, economic, spatial and cultural sustainability. Public participation is an integral part of the discussion within all the projects, which will promote policies that empower residents through the sharing of information and their involvement in policy formulation within the cities.

Effective cities are inclusive cities, with high levels of democracy, citizen empowerment and involvement. Effective cities also have higher economic development. The suite of projects aims to, by better policy implementation; enable the correct vision, strategies and implementation to take place thus creating better living environments and more equitable cities. This alleviates poverty. It should be noted that poverty reduction is a team effort from various sectors, which sustainable mobility has a role to fulfil

In terms of section 36(1) of National Land Transport Act 2009 (Act 5 of 2009) the main functions of the NMBM are to provide and manage efficient, safe, affordable, sustainable and accessible multi-modal transport services and infrastructure which promotes integrated land use development and ensures optimal mobility for residents and users of transport system in the metropolitan area. The contributing aspects sustainable mobility can provide to reduce poverty is the following;

**Necessary for survival:**
Affordable mobility within reach for citizens without access to vehicles. This will enable the working class to afford travelling to work and home without sacrificing daily needs of living. Most of the middle to poor citizens send the majority of their income on transport at the expense of:

- Shelter
- Food
- Better education for kids
- Investment opportunities
Safe mobility:
Death of economically productive young adults or injury to income-earning family member due to unsafe mobility options (taxi’s and jikeleza’s - in South African context) is a poverty trap for a surviving family.

Therefore providing safe and affordable mobility options is a major contributing factor to poverty reduction and can enhance quality of life.

12. RECIPROCITY

There has been a great deal of learning taking place during course of the project. This is from the multi-sectoral teams within each city as well as the multi-sectoral team of the partner city. We have learnt much from interacting with the other disciplines within our cities and within each other’s cities. This interaction would not ordinarily have occurred (although it should) and the improved interaction and thinking is directly attributable to the projects we are engaged in.

The projects and team members have benefited from having multiple age, gender, education, focus, skills and ethnicity. Alternative perspectives have added much value to the work done. Alternative perspectives have tested traditional interpretations of technical processes and solutions.

The value to the suite of projects of such a large and diverse group in all four project teams has been to determine and question perspectives.

We have learnt from each other because of the different contexts of each city. This has allowed self examination and a different perspective on how we do our own work. There has been great value in both cities of having external foreign references. There is recognition that we learn a lot from examining similarities and differences and the reasons for them.

Gothenburg has learnt lessons from the extent of NMBM integration problems and complexity. These serve as examples for the social cohesion problems also experienced in Gothenburg. The problems are the same in both cities however the scale is greatly exaggerated in NMBM.

13. ENVIRONMENT

All of the projects in the suite of projects have a direct bearing on the environment (green, social, economic and cultural). Intrinsic to the development of the project proposals are the primary considerations of sustainability and integration in all their dimensions. Thus the examination and exploration of how the two municipalities implement policies on planning, mobility, climate change and sustainable energy has a direct bearing on the environment.

More specifically, in the conduct of the project activities we have aimed to use public transport, walking and biking as far as possible. This has been easier in Gothenburg than in NMBM.

The case for sustainable mobility that contributes to the green, social, economic and cultural environment is the health (green and social) and road safety (economic and social). According to experience by practitioners in the field, arguments of improved
health levels are apparently more persuasive than environmental or ecological arguments in achieving sustainable mobility.

Reducing driving speeds would save between 5000 – 6000 lives each year and would prevent between 120 000 – 140 000 crashes, this saving 20 billion euro in damage costs for EU-15. Traffic crashes accounted for about 41% of all workplace fatalities reported in 1999 (WHO 2004, Pg. 45f, Eurostat Database). The complication comes with shifting citizens from private to public where bus drivers speeds are monitored by onboard systems and transporting occupants in dedicated lanes with limited conflict making it safer and saving countries capital (economic productive citizens, green environment, protecting social well-being, reduction in road accident fund claim and money that can be spent on enhancing quality of life for all).

It should be noted that in some instances it’s complicated to implement NMT and dedicated public transport routes as the social aspect of unemployment create dangerous situations and opportunities for unlawful activities that are stimulated by poverty. It is therefore some individual’s opinion that poverty is one stumbling blocks of sustainable mobility, especially in developing countries. This is one of the reasons why the working class strive to purchase a private vehicle as it is influenced by safety and their own well being.

The shared vision between Nelson Mandela Bay Municipality and the City of Gothenburg is of an integrated and sustainable city with majority of citizens depending on and using safe, efficient and reliable transport options (Biking, walking and public transport). Sustainability considerations, especially in the environmental sense pervade all parts of the partnership and project applications.

We have attempted to make the reciprocal visits during periods of good weather which facilitates walking tours, biking and public transport.

The entire suite of projects has been designed to further the aims of integration and sustainability in all its dimensions- physical, social, economic and environmental- as such it has been fundamental to all of our discussions.

City planning, sustainable mobility, sustainable energy and climate change are all oriented towards sustainability.

14. GENDER EQUALITY

The participation in the suite of projects as well as project management has included both men and women with the number of women exceeding the number of men- this is true on both the political and technical levels.

Consciousness regarding gender issues is important and the relevance of identifying gender representation in all processes has been recognised and implemented.

Apart from women and gender consciousness in our plans and processes we have further recognised the need to consider not only gender but economic status, culture, age and other aspects so that no one group is prioritised above others.

As an objective equity is considered a more important consideration than gender so that everyone has equal opportunity to participate in conceptualisation, formulation and implementation of plans and processes. This includes all services the municipality
offers be it planning, mobility, climate change or energy related. Ultimately an optimally accessible (in every sense of the word) city experience is what we should strive towards.

All projects being dealt with are examining public participation and inclusivity in project processes. It has been recognised that the inclusivity needs to be embedded at conceptualisation, formulation and implementation stage of policy development.

15. COOPERATIVE CLIMATE

The cooperative climate between the cities has been good, with both partners being well prepared and eager to share experiences from each context. Of particular interest has been trying to find further commonalities as well as, highlighting the difference between the two municipal areas and contexts.

The positive cooperation has not only been within the project teams of each city but also between project teams as well as with the Partnership Management Committees.

The way in which the project implementation was conceived with combined visits has led to much more intense interaction with all members of all the teams. The Partnership Management Committees have also travelled with the project teams to have a much more hands on approach to the work of the project teams.

It is true to say that no one city has co-operated or assumed a dominant role in the partnership - the work has been conducted on an equal basis.

In each city the Partnership coordinators act as a link between the Partnership Management Committees (political) and the Project teams (technical) to ensure administrative coordination is well dealt with and also to ensure that any assistance is given to the project teams as may be necessary from an administrative and political perspective.

Joint Partnership Management Committee meetings with the attendance of project leaders and co-ordinators are also held in each city.

For the overarching project there is a Project coordinator in each city. These co-ordinators have strong links to the two the Partnership coordinators and project team leaders to ensure the constant flow of communications between project teams and Partnership coordinators.

The project team leaders are responsible to communicate with each other from each city as well as to communicate with their teams for the conduct of the work of the individual projects. A programme identifying and specifying regular contact between the role players was developed for implementation in year 2 of the project and includes tele/skype conferencing and reporting between Gothenburg and NMBM role players in addition to ongoing work and communication within each city and city to city visits.

16. OTHER SOURCES OF FUNDING

The project has no other sources of funding.

18. DISBURSEMENT

The funds are to be deposited to Göteborgs Stad Stadsledningskontoret
19. FOREIGN PARTNER CONTRIBUTIONS
Total cost of the Nelson Mandela Bay Municipality for both visits undertaken (Tony Arthur, Luvuyo Ntshebe, Shaun Abrahams and Siyabonga Somjaliso) R 150 000

21. FOREIGN PARTNER’S ACCEPTANCE OF THE FINAL REPORT AND COST REPORT
Mr. Luvuyo Ntshebe, Nelson Mandela Bay Municipality

22. CONTINUED COOPERATION
The partnership is long standing and is well established in the two municipalities. The focus during the project period 2013-2016 is fully on implementing a successful cooperation for achieving important results for the two cities. A preparatory discussion on applying for means in regard to dissemination, within the project period, has started. Alongside of the present project, there is a dialogue on possible future areas of cooperation.

23. INTERACTION WITH ICLD
It would be of great value to be provided with all ICLD information and documents also in English, in order to facilitate a common understanding and efficient cooperation on a basis of a mutual understanding between the North and South partners regarding the framework, formalities and prerequisites of the projects. It is our understanding that other partnerships share this view.

It would also be of great value if ICLD could find ways to further favour sharing of experiences and ideas between the Swedish partners that participate in the programme.