

POLICY DEVELOPMENT TO PROMOTE CYCLING – A SOUTH AFRICAN PERSPECTIVE

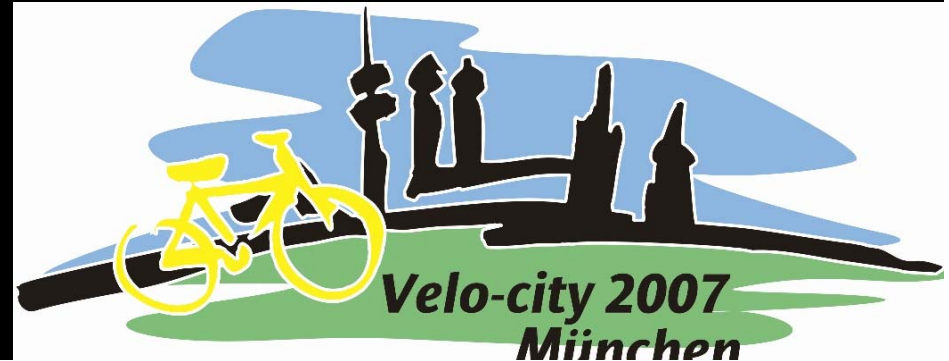


CITY OF TSHWANE

"we are the same"

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Africa and South Africa





SOUTH AFRICA



- One sovereign state
- 9 Provinces
- 6 Metropolitan Municipalities
- 284 Municipalities
- Total population of 43 million
- Gauteng 1,4% of total land surface
- 8 Million population, 40% of GDP





A CASE FOR CYCLING AND NON-MOTORIZED TRANSPORT

- Findings of the National Household Travel Survey 2003 emphasize need for low-cost mobility:
 - Of 16 million learners who travel to school, 76% walk!
 - About 3 million children spend more than an hour a day walking to and from schools
 - About 550 000 children spend more than two hours a day walking to and from schools





A CASE FOR CYCLING IN THE CITY OF TSHWANE

- According the Integrated Transport Plan for the City of Tshwane:
 - 32,9% of commuters walk to their destination whilst only 0,9% cycle – large % of people who walk are potential cyclists!!
 - 41,8% of commuter spend more that 10% of income of travel cost
 - Mean walking time from home to trains stations – 37 minutes
- 2010 FIFA World Cup





A CASE FOR CYCLING IN THE CITY OF TSHWANE

- According the Integrated Transport Plan for the City of Tshwane:
 - In Atteridgeville (pilot project) mean walking time to stations is 31,7 minutes







A CASE FOR CYCLING IN THE CITY OF TSHWANE

- According the Integrated Transport Plan for the City of Tshwane:
 - In Atteridgeville (pilot project) mean walking time to stations is 31,7 minutes
 - 24,7% of residents spend more that 10% of income on transport
- Cycling can save significant time and money for these residents





ENABLING ACTS AND POLICIES

- The National Land Transport Transition Act, Act No 45 of 1998 (NLTTA)
- Regulations from the Act: NMT must be included in the Provincial Land Transport Plan plus strategy to promote use of NMT
- Municipalities develop Integrated Transport Plans to feed into Integrated Development Plans. NMT often not provided for!





GUIDELINE DOCUMENTS

- Bicycle and Pedestrian Infrastructure Guidelines developed by the Department of Transport
 - Guideline outdated, lack best practice and is not compatible with countries needs
 - Guideline is not sufficiently utilised by authorities in planning process





SHOVA KALULA (PEDAL EASY) PROJECT

- Shova Kalula was first national cycling programme
- Aim: To distribute low cost, new and used cycles and delivery chain that included container based shops, cycle repair training courses, scholar programmes and a women's training programme
- Between 2001 and 2006 total of 2478 cycles distributed
- Target to roll out 1 million cycles by 2015





SHOVA KALULA - Hand-over of cycles to learners





POLICIES AND PROGRAMMES IN THE CITY OF TSHWANE

- The Tshwane Integrated Transport Plan and Integrated Development Plan
- The Shova Kalula pilot project to integrate cycling with rail transport
- Tshwane Integrated Environmental Plan





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THE TIEP IMPLEMENTATION PLAN

TOWARDS ENVIRONMENTAL EXCELLENCE

An initiative of the Tshwane Integrated Environmental Policy

January 2007

**Environmental Resource Management Section
Environmental Management Division
Housing, City Planning and Environmental Management
Department**





TARGETS SET IN THE TIEP

TARGET	APPLICABLE LEGISLATION AND TIEP PROVISIONS	RECOMMENDED ACTIONS	LEAD RESPONSIBILITY	ROLE-PLAYERS
TRANSPORTATION				
Incorporate Bicycle routes for at least 5% of Tshwane's roads. (375 km)	<p><u>National Road Traffic Act No.93 of 1996</u> GNR.225 of 17 March 2000 Regulation 311(7) Whenever a portion of a public road has been set aside for use by persons riding pedal cycles.</p> <p><u>TIEP objective vii(p.13)</u> Incorporating bicycle routes where feasible And appropriate to the local context</p>	Integration of bicycle route Planning activities into strategic planning of the Roads an Storm Water Division	Roads and Storm Water Division	Transport Development Division Sustainable Energy Tshwane (SET) City Planning Division





What are reasons for decline in cycle usage??

- Lack of an integrated policy
- Guideline manuals are outdated and not taken into account during planning
- Lack of infrastructure
- Perception that cycling is a mode of transport for the poor
- Road environment does not provide safe facilities
- Lack of integration of cycling as a mode of transport eg facilities at stations
- Driver behaviour and attitude toward cyclists





NEARLY 3 000 cyclists took to the streets of Pretoria yesterday morning to protest against the deaths of two local cyclists last weekend.

An allegedly drunken driver on his way home from a party is accused of ploughing into a group of about

25 cyclists early last Saturday, killing Johann Bester and Ham Tromp and severely injuring Kobus Mouton.

Yesterday's protest began in Lynnwood Road and made its way to the scene of the accident in George

Storrar Drive, where flowers were laid in honour of the dead cyclists. Protest organiser Andriette D'Abreton from Gauteng North Cycling said four Pretoria cyclists had been killed in the past six weeks — Gudrun Heckl
Picture: DUDU ZITHA

Protest – cycling safety!





ADJUSTING POLICIES – main elements to be addressed!

From Vision to reality

- NMT Policy and Strategy to be developed
- NMT Funding – commitment from all spheres of government
- NMT Planning and Engineering – town planning and road design need to be transformed to integrate NMT. Guidelines for Pedestrian and Cycle Infrastructure to be reviewed
- NMT Safety and Security – road user and community safety awareness programmes
- NMT Regulations – to be reviewed





ADJUSTING POLICIES – main elements to be addressed!

From Vision to reality

- NMT Integration – NMT has to be integrated with Public Transport
- NMT roll-out – programme to be speeded up including rural. Roll-out of cycles to be supported by infrastructure provision
- NMT and stakeholders – partnerships to be established
- NMT best practice – incorporate best practice into guidelines to suit own conditions
- NMT mindset – campaign to change perception on cycling
- 2010 FIFA World Cup partnerships



Thank you for your attention!!



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This paper contains the views of the authors and not necessarily that of the Department of Transport





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