

THE BICYCLE. WHAT IS HAPPENING IN CAPE TOWN?

Garrod, K

Transport Department, City of Cape Town, P.O.Box 16548, Vlaeberg, 8012, South Africa. E-mail: kevin.garrod@capetown.gov.za

ABSTRACT

Proposed Metropolitan Bicycle Route Masterplan. A metropolitan system of routes has been developed on plan across the metropolitan area of Cape Town. This system is proposed to be fed by local bicycle systems in Cape Town.

Non-motorised transport (NMT) Strategy and Policy. The NMT policy for Cape Town has been formulated and approval is being obtained from the City of Cape Town for the implementation of NMT projects across the city. This Strategy ties in with the Proposed Metropolitan Route Masterplan and the Pedestrian Safety Project.

Klipfontein Corridor. A system of routes to support the public transport initiative along the Klipfontein Corridor has been designed for implementation early in 2006.

N2 Gateway project is a national project of rehousing the shack dwellers along the N2. This project includes the prioritisation of NMT facilities in all areas proposed for rehousing.

2010 World Cup transport solutions have a strong public transport and NMT input.

Bicycle CBD Tourism route has been marked for use along the routes passing most of the tourist attractions in the centre of the City.

Kommetjie Main Road Bicycle route. A bicycle facility within the shoulders of the road has been developed between Masiphumelele and Ocean View.

Khayelitsha Bicycle and Pedestrian facility. A combined facility for pedestrians and cyclists has been built in the suburb of Harare in Khayelitsha. Part of the construction work involved the training of local labour to complete various tasks including the youth and women specifically.

1. INTRODUCTION

The City of Cape Town is moving steadily towards the establishment of a metropolitan network of bicycle paths. Progress has been slow but there has been a steady increase in the implementation of bicycle facilities. One of the uncompleted projects was the establishment of a Non-Motorised Transport (NMT) Policy for the City. This has now been completed and is in the process of getting political and public approval. This document establishes the support for a Metropolitan Bicycle Masterplan as part of the Strategic Non-Motorised Transport Plan.

Various projects have been implemented, are in the process of implementation and have been planned. A cycle route has been established in Harare Khayelitsha combined with a pedestrian facility. There is also a bicycle facility along NY1 in Gugulethu. Both these projects are within the Klipfontein Corridor and are feeders to the rail system and proposed Bus Rapid Transit (BRT) Route. Along Kommetjie Main Road a bicycle facility has been provided along the shoulder as part of the construction of the pedestrian footway. In the Table View and Blaauwberg areas a number of facilities have been installed mainly linking schools and along the tourist routes. The existing network of cycle paths in the Claremont, Newlands and Rondebosch suburbs are currently being refurbished. Lock-up facilities at railway stations are also in the process of being refurbished or replaced.

There are various planning projects underway which include bicycle infrastructure. These are : The Klipfontein Corridor (BRT), N2 Gateway (Housing), 2010 Soccer World Cup (Transport) as well as a bicycle facility in the Cape Town CBD.

2. THE BICYCLE MASTERPLAN

The Bicycle Masterplan is not fully discussed here as it is discussed in another paper.

The 1980-1985 Transport Plan for Cape Town Metropolitan Transport stated that there are two minor transport modes that play an important part in the overall movement system of the City. These are the bicycle system and the pedestrian system. These two systems will form part of the Integrated Transport Plan of the City as a chapter on Non-Motorised Transport. (Cape Town Metropolitan Transport, 1979:1)

There have been various initiatives in the City of Cape Town since then, the first being the Bicycle Demonstration Project completed in March 1991, the Cape Town 2004 Olympic Bid, which created some interest in bicycle projects and two dedicated bicycle way facilities, reached final planning before being shelved when the City lost the bid as there was insufficient budget to implement them.

The Bicycle Masterplan is supported with the planning being done for the Klipfontein Corridor BRT proposal. An outcome of the Klipfontein Road Corridor Non-motorised Transport Planning and Conceptual Design was the review of the Bicycle Masterplan that overlaps the corridor. This was done and the conclusion was that the Bicycle Masterplan and the NMT Integrative Network were very similar and proposed no changes to the Masterplan.

3. NON MOTORISED TRANSPORT (NMT) STRATEGY

The City of Cape Town (COCT) has until now not had a comprehensive plan guiding the planning and implementation of programmes and facilities to respond to the multiple needs of NMT users. NMT includes walking, cycling, rickshaws, animal-drawn carts and rollerblading or skating for recreational purposes (City of Cape Town October 2005: iii to v)

The benefits of NMT include environmental benefits, increased liveability, improved health, economic gains and transportation benefits.

The NMT Strategy addresses two issues, it presents a policy and develops a Strategic NMT Plan that identifies key NMT routes and places where users should have priority.

The objectives of the Strategy as far as cycling is concerned are:

- Increase cycling and enable walking as modes of travel;
- Create safe pedestrian and cycling environments;
- Develop a quality, attractive and dignified environment;
- Promote a changed culture that accepts the use of cycling and walking as acceptable means to move around in the city and elicit more responsible NMT behaviour;
- Integrated land use development appropriately suited for non-motorised transport;
- The social and economic empowerment that non-motorised transport \can affect through the improved low-cost mobility; and
- The development of a safer streetscape that allows non-motorised transport users their fair share of the available public space in the mobility network environment.

The key strategic themes are access, people and communities, social and economic transformation, environmental sustainability, integration and awareness.

Access

The Access theme aims to improve connectivity and mobility within the City through NMT. This involves planning and implementing infrastructure that supports access through NMT.

People and Communities

NMT can promote social and economic transformation by generating economic opportunities and uplifting social conditions. The strategies for this theme have been divided into economic and social opportunities that are promoted through NMT, infrastructure development and other low cost mobility initiatives.

The people and communities theme promotes liveability and equity for citizens within the City through NMT. Strategies therefore include elements such as quality of environment, people safety and security.

Social and Economic Transformation

NMT has always been closely associated with environment sustainability because of its minimal impact on fossil fuel usage, noise and air pollution. NMT is also best supported by sustainable land use development principles.

Environment Sustainability

Lack of awareness discourages the use of NMT in the City. The inconsiderate behaviour and unlawful attitude of motorists and NMT users is problematic. This contributes to the high pedestrian accidents that currently exist. NMT needs to be marketed and promoted as a positive transport alternative accompanied by appropriate user behaviour.

Integration

NMT cannot be implemented in isolation and success relies on an integrated approach i.e. within government departments and between public and private sectors.

Awareness

The inclusion of NMT as a mode in integrated transport planning has resulted in a perceived increased awareness of it within transport planning although it is still not recognised as a mode of transport. There is a general lack of consideration for pedestrians by motorists and lawless and reckless attitudes of pedestrians. This lack of consideration is also inherent in infrastructural planning and design of transport elements.

4. KLIPFONTEIN CORRIDOR

NMT Planning along the Klipfontein Corridor argued that NMT, walking in particular, is a daily and basic activity that all people from all walks of life are engaged in and for that reason deserves to be prioritised above (but not compromise) motorised transportation. (Provincial Government: Western Cape and the City of Cape Town, April 2004)

Principles of access, equity and sustainability form the key foundations for NMT planning along the Klipfontein Corridor.

Access refers to the principle of catering for the person on foot first before other modes, to gain access to urban opportunities.

Equity refers to the principle of providing equitable access to opportunities offered by the city and urban environment.

Sustainability refers to social, economic historic and environmental endurance of the city's structure and fabric as well as its people.

The National Department of Transport promoted bicycles by way of the Shova Kalula project, a nationwide initiative launched in Khayelitsha in 2002. This should see bicycles becoming a significant presence on the road system in the future. The relatively new National Land Transport Transition Act has made it necessary for transport planning to acknowledge NMT.

The COCT and the PGWC are involved in a joint initiative to implement a mobility strategy for the City of Cape Town. This mobility strategy will have public transport, non-motorised transport and the creation of improved public environments as key components.

The brief of the NMT study along the Klipfontein Corridor is:

- to address the policy gap in the current transport policy;
- to address the need for mobility improvements through the provision of NMT infrastructure and traffic calming measures;

- to emphasise the need for Sustainable Transport through investment in Low Cost Mobility;
- to formulate a clear long term low cost mobility strategy and appropriate integrated policy interventions for city-wide to local level for NMT.

The corridor was divided into five areas with a coordinating team to put the final report together. The draft NMT Integrative Framework for the Klipfontein Corridor has been determined using both a micro (bottom up) and macro (top down) analysis and conceptual planning. The five area teams collected, prepared and interpreted 13 layers of detailed local area data, which was used to establish a local area NMT conceptual network, plan for each area (bottom up approach). The NMT Integrative Framework for the corridor, highlighting strategic routes, which had the potential to achieve urban restructuring and integration of communities or local areas, was then established (top down approach).

5. N2 GATEWAY

The informal settlements targeted by the N2 Gateway Project bound the N2 Freeway between the City of Cape Town CBD and the Cape Town International Airport. Located between Bhunga Drive near Langa and the Borchers Quarry Interchange near Nyanga, the informal settlements targeted are Joe Slovo, New Rest, Gxagxa, Kanana, Barcelona, Europe, and Vukuzenzele Khan F. These areas were prioritised because they suffer acute shelter and income poverty; income levels are very depressed; education levels are extremely low; unemployment is three times higher than in the rest of the Western Cape; and, access to adequate water, sanitation and energy is poor.

The N2 gateway project seeks to build 22 000 dwelling units to house communities abutting the N2 Freeway between the Cape Town CBD and the Cape Town International Airport. (City of Cape Town January 2006, Pages 1 to 10)

A network of non-motorised transport links is proposed throughout the nine precincts of Delft including facilities for bicycles. A major cycle link along Symphony way is proposed with other bicycle links to Symphony at Silversands Road and Hindle Road.

The site of Delft Symphony is located on the east of Cape Town International Airport and currently is in an inaccessible position due to the incomplete regional road network.

It is proposed that a shared pedestrian/bicycle route should initially be provided on the eastern side of Symphony way Extension only, on the island between the service road and the southbound carriageway of Symphony Way Extension. This is because the residential development would initially occur on the eastern side of the road reserve only and therefore the pedestrian/bicycle demand would initially occur on the eastern side. The bicycle demand should be accommodated by a two-way facility.

Ultimately, if the 200m wide strip on the western side of Symphony Way Extension is developed, a similar pedestrian/bicycle route should be considered for construction on the western side of the road reserve.

The shared pedestrian/bicycle route on the eastern side should be split into two separate facilities ie a 1.5m wide lane for pedestrians and a 3m wide two-way facility for bicycles, separated by landscaping/ tree planting.

The bicycle/pedestrian lanes would share the 3m wide pedestrian crossings at the major intersections and cross the left-in/left-out service slip lanes also at 3m wide pedestrian crossings. Bollards should be used at potential conflict areas to separate pedestrian and bicycle paths and control interaction between cyclists and pedestrians.

6. 2010 SOCCER WORLD CUP INITIATIVES

The City is pursuing a broad based programme aimed at attaining its transport vision and goals in line with the City's Mobility Strategy (City of Cape Town 2005). One of the main programmes that define the key transport thrusts or interventions to transform the transport system is the NMT and Low Cost forms of Mobility focussing on the following aspects:

- Promotion of cycling through provision of cycle routes, facilities, and storage facilities aimed at enhanced safety and convenience.
- Integration of non-motorised networks with public transport networks
- The implementation of the NMT along the full length of the Klipfontein Corridor.
- Bicycle storage facilities at key locations to cater for and provide easy access to the major socio-economic and transport facilities.

The NMT projects are expected to contribute to urban restructuring and place making and enable linkages to and between schools, public transport and other local opportunities including tourism. The state of the existing infrastructure (present form, alignment and condition) is compromising non-motorised transport safety i.e. areas where accident risks are high and the potential to lower the risk achievable, were seen as priority areas for intervention.

The local area and integrative NMT networks, in combination, facilitate the following:

- The movement of children to crèches, education, sport and recreation facilities and amenities along routes that are comfortable, safe and fun to walk/ cycle along.
- Movement in the off-peak periods, for those doing shopping, etc.
- The movement of employed persons using public transport on a daily basis along routes that are comfortable, safe, convenient and provide opportunities for social and economic interaction.
- In the long term, a more efficient public transport network allowing all users including the disabled access opportunities across the City, using a combination of rail, mini-bus taxi, bus, cycle and foot.

7. CBD BICYCLE ROUTE

The City of Cape Town is in the process of planning a cycle route network across the CBD that links with the current pedestrian route network and connects to various tourist spots eg. The castle, The City Hall, The Company Gardens, The Bo-Kaap, The Victoria and Alfred Waterfront, the Sea Point Promenade as well as the CTICC.

The route would feature safe crossing facilities, some on-road facilities and some sidewalk facilities with separation from pedestrians. Included in the system of routes would be facilities providing cycle hire, cycle maps, bicycle maintenance facilities, shower and lock-up facilities.

8. PROJECTS COMPLETED

Khayelitsha Bicycle Pedestrian Path

This project is currently being implemented in Harare Khayelitsha. It is approximately 2,5km in length along a strong pedestrian desire line in the green belt of Khayelitsha. It includes a 1,5m pedestrian footway as well as a 1,5m bicycle path separated by a 1,5m-landscaped area including trees, street furniture and lighting.

Masiphumelele footway

This project is a footway on the northern side of Kommetjie Main Road including a bicycle facility in the shoulder of the roadway extending from Masiphumelele in the east to Ocean View in the west. This project also includes the provision of lighting.

NY1

Ny1 is currently being upgraded along its length by paving the pedestrian area and upgrading intersections to provide safe crossing facilities for both pedestrians and bicycles. New bicycle facilities are being provided along the verge. This includes improved lighting and landscaping.

9. CONCLUSION

All the above policies and plans revolve around the most basic forms of people movement, walking and cycling. The cycling mode has not been developed to its full potential in the City of Cape Town. The time is now ripe for an intervention involving both the modes of walking and cycling. Making areas safe and secure for these movements are a priority. Integrating both modes with public transport is also important. The Klipfontein Corridor will be a catalyst for future interventions involving public transport, non-motorised transport and the social upliftment of communities along the corridor.

To create urban environments, restructure the city and integrate communities, the proper conditions must be set up. A key measure of this is to understand whether the lowest order of movement i.e. the pedestrian is adequately catered for and prioritised from an accessibility perspective. It is therefore important that these urban conditions be created at the most basic level of daily urban activity and inter-activity – i.e. Non-motorised transport. (Provincial Government: Western Cape and the City of Cape Town, April 2004)

REFERENCES

1. Cape Town Metropolitan Transport, 1980-1985 Transport Plan, Minor Transport Systems, Volume 8
2. City of Cape Town. October 2005. NMT Policy and Strategy Volume 2 Policy Framework
3. Phase One: Cape Town CBD – Klipfontein Road – Khayelitsha Corridor: Non-Motorised Transport Planning and Conceptual design, April 2004, Page 1.
4. Conceptual Design Report for N2 Gateway: Transportation Project, Symphony Way Extension, Delft Main Road to Stellenbosch Arterial Road, January 2006.
5. Transport Priority Statements; Financial Years: 2005/2006 to 2008/2009 for the City of Cape Town, A Guiding Planning Framework for the FIFA 2010 World Cup in the City of Cape Town.