1. ITEM NUMBER  TDA 07/04/17

2. SUBJECT
   CYCLING STRATEGY FOR THE CITY OF CAPE TOWN
   ONDERWERP
   FIETSRYSRATEGIE VIR DIE STAD KAAPSTAD
   ISIHLOKO
   ISICWANGCISO-BUCHULE ESINGOKUHAMBA NGEBHAYISEKILE
   LSU 5078

3. PURPOSE OF THIS REPORT

   The purpose of this report is to inform the Transport and Urban Development Transversal Committee of the Cycling Strategy for the City of Cape Town and to request for support of the Strategy and submission to the Executive Mayor, together with the Mayoral Committee for consideration, and for approval by Council.

4. DELEGATED AUTHORITY

   This report is for decision by:
   □ Transport and Urban Development Committee
   □ The Executive Mayor together with the Mayoral Committee (MAYCO)
   ✓ Council

5. DISCUSSION

   In recognizing that cycling is an important part of the City's integrated transport solution, the Transport Planning Department of TDA Cape Town embarked on the development of the Cycling Strategy for the City of Cape Town. This Cycling Strategy was developed with the input from a broad range of City Departments and external cycling stakeholders to encourage and grow the modal share of utility cycling across the City.
Utility cycling includes all commuting trips (including for work and education), delivering goods, providing services, shopping, accessing services and social activities. The Cycling Strategy, as amended after consideration was given to the public consultation, is attached as **Annexure A**. The Draft Cycling Strategy went out for public participation from 23 January to 21 February 2017 and the comments are attached in **Annexure B**.

Reviews of cycling trends in global cities with an established cycling culture confirmed that to effectively encourage and grow utility cycling, a comprehensive cycling development programme must be undertaken. While the City of Cape Town has focused on the provision of cycling infrastructure there is a realization that a broader approach is required to grow utility cycling.

This broader approach is reflected through the six Key Focus Areas prioritized during the development of this Cycling Strategy to encourage and grow Utility Cycling: improve access to affordable bicycles, improve safety and security, provide and maintain cycling infrastructure, improve data collection and monitoring, improve stakeholder collaboration and improve communication and education. The long term desired outcome of the Cycling Strategy is to increase cycling modal share from the current 1% to 8% by 2030, which will contribute to the reduction in congestion and emissions on the one hand but primarily address the needs of 17% of Cape Town’s population that currently only have access to the NMT Sector due to severe financial constraints.

An Implementation Framework with actions is included in the Cycling Strategy. The Implementation Framework sets out priority actions for the short to medium term to deliver the strategy’s objectives. Actions are aligned under the six Key Focus Areas.

The Cycling Strategy will be reviewed and updated every 5 years to be in line with the Comprehensive Integrated Transport Plan (CITP) and to stay abreast of changes in the transport and urban planning environment. It will also be assessed in as to how it has been able to shift behaviour, which is its primary focus.

**5.1 PUBLIC PARTICIPATION PROCESS**

The public participation process took place between 23 January and 21 February 2017. This section provides feedback on the process which was undertaken, in terms of the guidelines prepared by the City’s the Public Participation Unit.

As part of the Public Participation process, the following actions were undertaken:
A media release was circulated on 18 January 2016 communicating the City’s public participation process and providing pertinent details of the proposed strategy.

Advertisements were placed in the Weekend Argus (22 January 2017) and Burger (21 January 2017) and a printed copy of the advert and executive summary were distributed to Sub-councils and libraries.

A copy of the document and advert was sent to all Sub-council managers for distribution to their councilors.

The document was placed on the City’s ‘Have Your Say’ web platform.

Electronic copies of the Strategy were sent to external stakeholders who participated in a stakeholder engagement during the development of the Cycling Strategy.

137 written comments were received from various interested and affected parties. The comments were reviewed and assessed to provide appropriate responses. The schedule is attached as Annexure B. The Cycling Strategy has been amended to incorporate where applicable, changes from the comments received.

Financial implications

- ✓ None
- □ Opex
- □ Capex
- □ Capex: New Projects
- □ Capex: Existing projects requiring additional funding
- □ Capex: Existing projects with no additional funding requirements

Legal Compliance

- ✓

Staff Implications

- □ Yes
- ✓ No

5. OUTCOMES OF DISCUSSIONS WITH MAYCO MEMBER

The Draft Cycling Strategy was circulated to the MAYCO Member for comment.
6. RECOMMENDATIONS

It is recommended that the Transport and Urban Development Committee support the Cycling Strategy for the City of Cape Town and submit it to the Executive Mayoral Committee (MAYCO) and then Council for approval.

AANBEVELINGS

Daar word aanbeveel dat die komitee oor vervoer en stedelike ontwikkeling die fietsrystrategie vir die Stad Kaapstad steun en aan die uitvoerende burgemeesterskomitee en daarna aan die Raad vir goedkeuring voorlê.

IZINDULULO

Kundululwe ukuba iKomiti engezoThutho noPhuculo lweDolophu mayixhase iSicwangciso-buchule esingokuHamba ngeBhayisekile seSixeko saseKapa ize isingenise kwiKomiti kaSodolophu weSigqeba (MAYCO) size sigqithiselwe kwiBhunga ukuba siphunyezwe.

ANNEXURES

ANNEXURE A:
Cycling Strategy for the City of Cape Town

ANNEXURE B:
Draft Cycling Strategy for the City of Cape Town - Comments from the Public Participation Process and Responses.

FOR FURTHER DETAILS CONTACT

<table>
<thead>
<tr>
<th>NAME</th>
<th>Teuns Kok</th>
<th>CONTACT NUMBER</th>
<th>021-400 3262</th>
</tr>
</thead>
<tbody>
<tr>
<td>E-MAIL ADDRESS</td>
<td><a href="mailto:teuns.kok@capetown.gov.za">teuns.kok@capetown.gov.za</a></td>
<td></td>
<td></td>
</tr>
<tr>
<td>DIRECTORATE</td>
<td>Transport and Urban Dev</td>
<td>FILE REF NO</td>
<td>Cycling Strategy</td>
</tr>
<tr>
<td>SIGNATURE: DIRECTOR</td>
<td>Maddie Mazaza</td>
<td></td>
<td></td>
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</tbody>
</table>
# Approval Form

**Supported for inclusion on the agenda**

## Cycling Strategy

**Report Reference:** 509937  
**Meeting:** Section 79 Transversal Committee - Transport and Urban Development  
**Meeting Date:** 06.04.2017  
**Meeting Venue:** Council Chamber

**Contact Person:** Teuns Kok  
**Contact Telephone:** 021-400 3262  
**Contact Email:** TEUNS.KOK@CAPETOWN.GOV.ZA

<table>
<thead>
<tr>
<th>Item</th>
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<th>Approver</th>
<th>Approval</th>
<th>Approved Date</th>
<th>Approver Comments</th>
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<tr>
<td>01</td>
<td>Author</td>
<td>TEUNS KOK</td>
<td>Approved</td>
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<tr>
<td>02</td>
<td>Director</td>
<td>MADDIE MAZAZA</td>
<td>Approved</td>
<td>24.03.2017 09:55:13</td>
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<td>03</td>
<td>Executive Director</td>
<td>Melissa Whitehead</td>
<td>Approved with Comments</td>
<td>24.03.2017 10:28:58</td>
<td>Approved for submission onto TDA Section 79 Transversal Committee</td>
</tr>
<tr>
<td>04</td>
<td>Legal</td>
<td>Ncumisa Willie</td>
<td>Approved</td>
<td>27.03.2017 15:56:37</td>
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<td>05</td>
<td>Chairperson</td>
<td>Anthony Moses</td>
<td>Approved</td>
<td>28.03.2017 10:27:58</td>
<td></td>
</tr>
</tbody>
</table>

ECS Officer:
Cycling Strategy for the City of Cape Town

March 2017
Glossary

Accessibility
The degree to which a site, building, service or environment is accessible to people, irrespective of who they are or how they move.

City of Cape Town/ City
“City” means the City of Cape Town, a municipality established by the City of Cape Town Establishment Notice No. 479 of 22 September 2000, issued in terms of the Local Government: Municipal Structures Act, 1998, or any structure or employee of the City acting in terms of delegated authority.

Cycle Facilities
Broad range of physical aspects that serve cycling – these include but are not limited to cycle paths.

Cycle Path
A dedicated cycle route identified either by road markings or physically separated from other road users.

Cycle Route
Route along which cyclists travel – may be unmarked and shared with other road users.

Cycle-able
A route that is capable of being ridden on a bicycle with relative ease.

Mobility
The ability to physically move between an origin and a destination.

Modal share of cycling
Commuter trips undertaken by bicycle as a percentage of all commuter trips undertaken in a specific area.

Recreational Cycling
Cycling for purely recreational purposes includes sports cycling.

Utility Cycling
Cycling for commuter and non-recreational purposes.

Abbreviations

IPTN
Integrated Public Transport Network Plan, 2032

NMT
Non-motorised transport - a form of transport that is dependent on human or animal power for movement and does not require a motor for propulsion.

TDA
Transport and Urban Development Authority of the City.

TOD
Transit Oriented Development - development which is focused on densification and intensification of land use in relation to the integrated transport network.
Executive Summary

Worldwide utility cycling is increasingly recognized as a vital contributor to cities which strive to be sustainable. The City of Cape Town recognizes that cycling is an important part of the City’s transport system and developed the Cycling Strategy to improve access to bicycles and support the growth in utility cycling.

The City of Cape Town recognises the important role cycling can play in responding to a range of challenges that needs to be addressed City-wide:

- Cycling is a cost-effective form of transport that can help reduce delays on our road and public transport networks.
- Cycling supports economic growth and help generate jobs.
- Cycling contributes in creating better places to live by making it easy for people to move around their local communities.
- Cycling contributes to a healthier environment by helping to reduce air pollution, noise and greenhouse gas emissions.
- Cycling helps to reduce physical inactivity and improve the health of Capetonians.

Over the past 10 years recreational and sport cycling have grown tremendously and continue to do so. This growth is evident in the high numbers of recreational and sport cyclists observed on the roads and participating in events. While cycling is already a popular form of recreation and exercise, there is considerable room for growth in utility cycling. Overall only 1% of transport journeys to work and school are by bicycle. Cycling has the potential to grow even further, particularly for short local trips, for trips to road and rail based public transport services and for children riding to school.

The Cycling Strategy takes a holistic, co-ordinated and strategic approach to cycling by considering the needs of all cyclists and developing policies, programs and actions to address these needs. Currently, a number of barriers prevent the growth of cycling, including limited access to bicycles, concerns about road safety and personal security, gaps in cycling networks, limited data on cycling use, limited engagement with stakeholders and how people think about cycling. Addressing these barriers means that the Cycling Strategy must do more than support better cycling networks – it must build knowledge and processes that will grow and support cycling.

A comprehensive cycling development programme is required to effectively encourage and grow cycling. The six key focus areas prioritised during the development of the Cycling Strategy reflect this broader approach and are - improved access to bicycles, improved safety and security, provide and maintain cycling infrastructure, improve data capturing and monitoring, facilitate stakeholder collaboration and improve communication and education. The Cycling Strategy seeks to improve data on cycling. By building a better evidence base, the strategy will enable more informed decisions to be made.

The desired outcome of the Cycling Strategy is that cycling will become recognized and accepted as a safe, viable and attractive means of travel for all and that cycling’s mode share will increase from the current 1% to 8% by 2030. The Cycling Strategy aims to make it easier for more people to cycle and to make it safer for people who already ride.

An Implementation Framework with actions is included in the Cycling Strategy. The Monitoring and Evaluation will focus on the monitoring of outcomes such as the increase in numbers of cyclists, improvement in cyclists safety and security, extent of cycling infrastructure and acceptance of cycling.
1. Problem Statement

Over the past 10 years recreational and sport cycling (road cycling and mountain biking) have grown and continue to do so. This growth is evident in the high numbers of recreational and sport cyclists observed on the roads and participating in events. While cycling is already a popular form of recreation and exercise, there is room for growth in utility cycling. Overall only 1% of transport trips are made on a bicycle – few journeys to work and school are by bicycle. While the average daily bicycle volumes on Cape Town cycle paths have been increasing, there is room for more people on our cycle networks. Key challenges in Cape Town include how to improve access to bicycles, increase utility cycling and accordingly the mode share of cycling.

2. Introduction

Worldwide utility cycling is increasingly recognized as a vital contributor to cities which strive to be sustainable. The City of Cape Town recognizes that cycling is an important part of the City’s transport system and developed the Cycling Strategy to support the growth in utility cycling. An increase in cycling generates a range of benefits for the community, including transport, environmental, health, tourism and recreation. Cycling contributes to more lively and active cities and has the potential to free up congested road space. This can result in reduced traffic delays on the road network, which can make our cities and urban centres less congested and more productive.

The Cycling Strategy was developed with input from a broad range of cycling stakeholders and the comment received during the public participation process. The desired outcome of the Cycling Strategy is to increase cycling mode share from the current 1% to 8% by 2030 which will contribute to a reduction in congestion and greenhouse gas emissions. While the City has focused on the provision of cycling infrastructure, there is a realization that a broader approach is required to grow utility cycling. The Cycling Strategy identifies six Key Focus Areas to encourage more people to consider cycling and to increase utility cycling:

- Improve access to bicycles to provide more people with the opportunity to cycle.
- Improve safety and security to reduce conflicts and risks to make cycling safer.
- Provide and maintain cycling infrastructure to improve coordinated planning and maintenance of cycling infrastructure.
- Improve data capturing and monitoring to build a stronger evidence base and make more informed decisions.
- Facilitate stakeholder collaboration to improve coordination between cycling stakeholders.
- Improve communication and education to make cycling more attractive.

An Implementation Framework with actions is included in the Cycling Strategy. The Implementation Framework sets out priority actions for the short to medium term to deliver the strategy’s objectives. Actions are aligned under the six Key Focus Areas.

As the Cycle Strategy is primarily about behavioural change, and the Monitoring and Evaluation will focus on the monitoring of outcomes such as the increase in numbers of cyclists, improvement in cyclists safety and security, extent of cycling infrastructure and acceptance of cycling.

The Cycling Strategy will be reviewed and updated every 5 years to be in line with the CITP and to stay abreast of changes in the transport and urban planning environment.
3. Status Quo of Cycling in Cape Town

The 1960’s era marked the start of major increases in private motor vehicle ownership in South Africa and Cape Town. In response, the transport strategy in Cape Town centered on the expansion of the road network with the aim of accommodating the mobility desires of private vehicle users, amid increasing sub-urbanization.

The road network expansion and increasing sub-urbanization resulted in the city severing communities and in many areas eliminating the option of cycling as a viable and safe means of transport. As a result, the modal share of cycling in Cape Town decreased since the 1980’s and there has also been a steady decline in learner cycling for school trips.

Since 2008 the City of Cape Town initiated infrastructure programmes aimed at the provision of cycling, pedestrian and universal access network and facilities. The infrastructure focused approach has unfortunately not been enough to effectively increase the mode share and to make cycling an accepted utility mode of transport.

During the past 10 years recreational and sport cycling (road cycling and mountain biking) have grown and is still growing. This growth is evident through the high numbers of recreational and sport cyclists observed on the roads and participating in events. In contrast to the high levels of recreational cycling, utility cycling is generally very low. One of the challenges in Cape Town is how to increase utility cycling and accordingly the mode share.

A range of NGO’s and advocacy groups promote utility cycling and manage bicycle distribution programmes in low income communities. The efforts by the City, NGO’s and cycling advocacy groups require an improvement in coordination.

The Status Quo of cycling in Cape Town was determined through a range of actions which include the following:

- Surveys of NMT movements at 50 locations distributed geographically across the City.
- Review of incident data captured from the Accident Reports completed at the SAPS Stations.
- Review of cycling facilities.
- Engagements with external stakeholders and City Departments.

3.1 Cycling in Cape Town

Available cycling data indicates that approximately 1% of all commuter trips in Cape Town are made by bicycle. Set against global cities of both developed and developing countries, Cape Town’s mode share by bicycle is low but has potential for growth. Cycling for recreational and sport purposes is a very popular activity mainly practiced by citizens from the higher income groups. Utility cycling, which includes short trips made for school, tertiary education and employment purposes and longer trips to access public transport, is very low.

Cape Town has an extremely active recreational and sport cycling sector – this includes both road cycling and mountain biking. Across the Western Cape region there is a calendar of regular events in addition to large numbers of cyclists taking to the roads and trails for recreation and training. The highlight of the cycling calendar is the Cape Town Cycle Tour held annually in March and which is the largest individually timed cycle race in the World.
In contrast to the high levels of recreational cycling, rates of utility cycling are generally very low. Various interactions and studies have indicated that a high level of latent demand does exist. However, although low in percentage terms, substantial volumes of cyclists have been observed and surveyed originating from low income residential areas.

### 3.2 Cycling Incidents

A review of cycling incidents recorded between 2006 and 2014 and summarized in Table 3.1 was conducted. Cycling incidents refer to all recorded crashes between cyclists and vehicles which result in minor, serious and severe injuries and death.

Table 3.1: Cycling Incidents recorded 2006 to 2014 in the City of Cape Town

<table>
<thead>
<tr>
<th>Year</th>
<th>2006</th>
<th>2007</th>
<th>2008</th>
<th>2009</th>
<th>2010</th>
<th>2011</th>
<th>2012</th>
<th>2013</th>
<th>2014</th>
<th>Total</th>
</tr>
</thead>
<tbody>
<tr>
<td>Incidents</td>
<td>48</td>
<td>134</td>
<td>500</td>
<td>813</td>
<td>858</td>
<td>795</td>
<td>862</td>
<td>742</td>
<td>769</td>
<td>5521</td>
</tr>
<tr>
<td>Injuries</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
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</tr>
<tr>
<td>None</td>
<td>14</td>
<td>32</td>
<td>215</td>
<td>347</td>
<td>358</td>
<td>388</td>
<td>479</td>
<td>381</td>
<td>335</td>
<td>2549</td>
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<tr>
<td>Unknown</td>
<td>20</td>
<td>47</td>
<td>39</td>
<td>114</td>
<td>99</td>
<td>35</td>
<td>20</td>
<td>44</td>
<td>35</td>
<td>453</td>
</tr>
<tr>
<td>Slight</td>
<td>12</td>
<td>45</td>
<td>199</td>
<td>288</td>
<td>332</td>
<td>313</td>
<td>304</td>
<td>266</td>
<td>335</td>
<td>2094</td>
</tr>
<tr>
<td>Serious</td>
<td>2</td>
<td>10</td>
<td>43</td>
<td>60</td>
<td>65</td>
<td>52</td>
<td>58</td>
<td>45</td>
<td>59</td>
<td>394</td>
</tr>
<tr>
<td>Death</td>
<td>0</td>
<td>0</td>
<td>4</td>
<td>4</td>
<td>4</td>
<td>7</td>
<td>1</td>
<td>6</td>
<td>5</td>
<td>31</td>
</tr>
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<td>Total</td>
<td>48</td>
<td>134</td>
<td>500</td>
<td>813</td>
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<td>795</td>
<td>862</td>
<td>742</td>
<td>769</td>
<td></td>
</tr>
</tbody>
</table>

31 Cyclist fatalities were recorded between 2006 and 2014 with the percentage of fatalities of all reported cycling incidents not exceeding 2% in any single year. There were no significant correlations between the 31 fatalities and the locations where they occurred.

### 3.3. Lessons Learnt

The engagement with external stakeholders and City Departments and the review of existing cycling facilities have provided valuable lessons learnt which informed the development of the Cycling Strategy:

- Affordability of bicycles is one of the main reasons that more people from low income communities do not cycle.
- There is a very active recreational and sport cycling community which provides an opportunity to grow utility cycling.
- Attracting people to take up cycling requires more than the provision of cycling infrastructure in the form of bicycle paths.
- Concerns regarding road safety and personal security must be addressed to grow utility cycling.
- Road user behavior must be addressed through education and awareness campaigns.
- A full project life cycle approach consisting of planning, design, implementation and maintenance must be followed to ensure the long term use of cycle facilities.
- Only by understanding the local area context can appropriate cycling facilities be planned, designed and implemented.
- Cycling data in Cape Town is limited. Improved data availability is required for effective monitoring and evaluation of NMT projects and NMT movements.
- There is a need for improved coordination and integration between the efforts of the public sector and NGO’s, especially in relation to bicycle distribution and awareness programmes.
- Long term funding is important for the development of a comprehensive NMT network.
3.4 Opportunities to Grow Utility Cycling

In Cape Town there is great opportunity for cycling to be used more frequently for shorter trips to replace either a vehicle trip or even a public transport trip.

- High growth potential exists for local commuter trips below 10km, especially for trips made to employment areas. Undertaking such journeys by bicycle allows the commuter flexibility to plan their own journey and avoid lengthy waits for public transport.
- Growth potential exists for trips made as a feeder to road and rail based public transport services. Cycling provides a low cost and flexible solution compared to formal public transport feeder services.
- Longer distance trips can be cycled by experienced cyclists, especially if they have access to end-of-trip facilities, such as bicycle storage, personal lockers and showers.
- There is also an opportunity to increase the number of children cycling to school as many children are now being driven to school, adding to traffic congestion in the morning.

Given the widespread availability of bicycles in the middle to higher income group, a growing cycling network, an extensive road network, a relatively flat topography in many areas of the City and a mild climate, there is a strong potential for greater number of Capetonians to cycle.

3.5 Planning, Design and Implementation of NMT Facilities

The City-wide NMT Programme was initiated by the Transport Planning Department in 2009 to develop a comprehensive pedestrian and cycle network which improves accessibility to public transport, public facilities and places of employment and to encourage walking and cycling as modes of transport. Universal Access for people with special needs is addressed in the planning, design and implementation stages.

For the City-wide NMT Programme, a conceptual NMT Network Plan was developed for each of the four Regions (Central, North, South and East) by a multi-disciplinary team. The conceptual NMT Network Plan was informed by existing NMT movement patterns, public transport networks, NMT trip generators (public facilities and employment areas) and incident data. Following the completion of the four Network Plans, NMT projects were identified and prioritized for each of the four Regions. The City-wide NMT Programme is now in its third Phase and approximately 450km of NMT facilities have been completed City-wide.

4. Regulatory Context

The Cycling Strategy has been developed within the context of legislation, policies and strategies at national, provincial and local level which strongly support non-motorised transport, pedestrian and cycle improvements that promote access to opportunity and integration of transport and land-use.

Diagram 4.1 provides an overview of the most relevant City policies, strategies, planning and design guidelines that informed the development of the Cycling Strategy.

Table 4.1 provides an overview of key legislation, policy and strategy documents at national, provincial and local level which support the development of the Cycling Strategy.
Diagram 4.1: Overview of relevant City policies, strategies, planning and design guidelines that inform the development of the Cycling Strategy

Table 4.1: Summary of relevant legislation, policies, strategies and other source documents

<table>
<thead>
<tr>
<th>Informant</th>
<th>Relevance to Cycling Strategy</th>
</tr>
</thead>
<tbody>
<tr>
<td>National</td>
<td></td>
</tr>
<tr>
<td>Constitution of the Republic of South Africa, 1996 (Act No 108 of 1996)</td>
<td>One of the founding values applicable to the provision of Cycling is: “Human dignity, the achievement of equality and the advancement of human rights and freedoms.”</td>
</tr>
<tr>
<td>National Road Traffic Act, 1996 (Act No. 93 of 1996) and National Road Traffic Regulations, 2000</td>
<td>The National Road Traffic Act (NRTA) and National Road Traffic Regulations (NRTR) stipulate the rules and regulations for the movement of both motorised and non-motorised transport on public roads, sidewalks and pathways.</td>
</tr>
<tr>
<td>NMT Facilities Guidelines, 2014;</td>
<td>The NMT Facilities Guidelines provides guidelines for cycling facilities in the section: Cycling Route Network Planning.</td>
</tr>
<tr>
<td>Provincial</td>
<td></td>
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<tr>
<td>Bicycle Distribution Framework, 2016</td>
<td>The Department of Roads and Public Works recently commissioned the preparation of a Bicycle Distribution Framework. As at June 2016 the project was still under development but will provide guidance into affordable access to bicycles.</td>
</tr>
<tr>
<td>City of Cape Town</td>
<td></td>
</tr>
<tr>
<td>City of Cape Town NMT Policy and Strategy, 2005</td>
<td>The NMT Policy and Strategy was the first document to define a Vision, Goals and Objectives for NMT and sets out policies and strategies to grow NMT.</td>
</tr>
<tr>
<td>City of Cape Town Bicycle Masterplan Update, 2011</td>
<td>Completed in 2011, Masterplan is an update of the 2002 Bicycle Masterplan and primarily focussed on “higher order” cycling routes.</td>
</tr>
<tr>
<td>Informant</td>
<td>Relevance to Cycling Strategy</td>
</tr>
<tr>
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<td>--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------</td>
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<tr>
<td>Cape Town’s Energy and Climate Change Action Plan, 2011</td>
<td>Identifies the contribution that NMT and cycling should be making in shifting from the current approach by “Developing a more sustainable transport system”.</td>
</tr>
<tr>
<td>Spatial Development Framework, 2012</td>
<td>Requires that walking and cycling be attractive mode of choice and become essential components of land use planning in Cape Town.</td>
</tr>
<tr>
<td>Urban Design Policy, 2013</td>
<td>The Urban Design Policy was developed to “… make Cape Town safer, more economically prosperous, socially inclusive and environmentally sustainable, while also making it look and work better for all those who live in and visit the city.” It establishes 9 objectives to achieve this. Objective 4 specifically requires that opportunities and amenities are accessible and that people can move about easily and efficiently and that NMT facilities be considered from the beginning of the design process. However, whilst cycling facilities should be considered their inclusion is actually optional not obligatory.</td>
</tr>
<tr>
<td>Constitution of the Transport and Urban Development Authority for Cape Town By-law, 2016</td>
<td>Cycling Strategy is one of the strategies that fall under the function of Transport Planning and is aligned to the objectives of the By-law which sets out the functional parameters to ensure that all standards and obligations including Universal Access and Non-Motorised Transport are met.</td>
</tr>
<tr>
<td>Road Safety Strategy, 2013</td>
<td>Road Safety Strategy vision: “a road system on which people feel safe and are safe”. This will be realised by implementing focussed and effective programs and projects that target roads, road users and vehicles.</td>
</tr>
<tr>
<td>Integrated Public Transport Network (IPTN), 2014</td>
<td>The Integrated Public Transport Network Plan (IPTN), 2014 has been developed as the City’s strategic long term network plan for the implementation of public transport.</td>
</tr>
<tr>
<td>Integrated Development Plan 2015/16 Review and Amendments, 2015</td>
<td>Transport is identified as one of the key Action Areas within the IDP. From a mobility perspective the IDP’s reference to an Opportunity City requires that residents have affordable accessible to services, amenities, employment and recreation.</td>
</tr>
<tr>
<td>Comprehensive Integrated Transport Plan, 2013 as amended 2016</td>
<td>The City of Cape Town is working to develop its cycling infrastructure, and there are a growing number of safe cycling routes and places to ride in the city and surrounds. Bicycle lanes are provided as a part of IRT infrastructure as far as possible. There is a growing bicycle-friendly culture developing, and frequent community organised cycling events to promote cycling are held.</td>
</tr>
<tr>
<td>Transport Development Index, 2015 Generation I and TDI Generation II, 2016</td>
<td>The TDI is the mechanism against which TDA can evaluate the effectiveness of its transport service delivery interventions as it relates to the various user groups across different income brackets and in different areas of the City. NMT which includes walking and cycling is recognised as part of the People User Groups and lack of geographic data and income has been recognised as some of the key factors that the TDI need to address.</td>
</tr>
<tr>
<td>Transit Orientated Development, Strategic Framework, 2016</td>
<td>The TOD Standard recognises urban development projects that are located within walking distance of a high-capacity transit station and that present specific urban design and land use characteristics known to support, facilitate and prioritize the use of public transport, walking, cycling and other non-motorized modes.</td>
</tr>
<tr>
<td>Travel Demand Management Strategy, 2016</td>
<td>Draft TDM Strategy recognised the NMT Network as part of the TDM measure that contributes in the Congestion Management Programme. The Strategy also aims to shift the modal share towards public transport and NMT.</td>
</tr>
</tbody>
</table>

45
5. Strategic Intent

The Strategic Intent is that cycling will become recognized and accepted as a safe, viable and attractive means of travel for all.

This Cycling Strategy is in strategic alignment with the following higher order vision and strategies of the City:

- One Cape 2040, 2012
- Economic Growth and Social Development Strategy
- Integrated Development Plan (IDP), 2012 - 2017
- Cape Town Spatial Development Framework (SDF), 2012
- Comprehensive Integrated Transport Plan (CITP), 2013 – 2018

The Cycle Strategy is aligned with the IDP and its five Strategic Focus Areas (SFA’s) through the following actions:

**Opportunity City:** Support for improved cycling infrastructure and facilities as well as related job opportunities.

**Safe City:** Support for cycling infrastructure and facilities that enable safe utility cycling.

**Caring City:** Support for improved road safety and interventions at crime hotspots.

**Inclusive City:** Enable bicycle distribution programmes in low income communities.

**Well-run City:** Facilitate integrated and coordinated programme of actions.

6. Transversal Responsibility of Stakeholders

The realization of the Strategic Intent and Vision for Cycling is dependent on the contributions of a range of City Directorates and external stakeholders. These contributions must be coordinated and integrated to support the Vision.

TDA is responsible for the planning, design, construction, maintenance, management and operation of the City’s transport network (including cycling facilities) and integration with the built environment. A range of NGO’s, organisations and individuals are important stakeholders due to their roles in supporting utility and recreational cycling, bicycle distribution programs, cycling events and cycling activism.

Relevant TDA Departments and their respective responsibilities:

- **Transport Planning:** Manage NMT network planning.
- **Built Environment Management:** Manage design and implementation of new NMT infrastructure.
- **Asset Management and Maintenance:** Maintain existing NMT facilities and infrastructure.
- **Network Management:** Develop standards and enforcement framework.
- **TDA Business Support:** Manage communications, customer relations and change management.
- **Urban Integration:** Integrate key foundational aspects for urban development.
- **Business Resource Management:** Long term financial management of an integrated transport system.
Other City Departments as role players:
- Law Enforcement, Traffic and Coordination
- Recreation and Parks

NGO’s and organizations as stakeholders:
NGO’s and organizations such as the Pedal Power Association (PPA), Bicycle Empowerment Network (BEN), Bicycle Cape Town and Bicycle Cities facilitate bicycle distribution programmes, establishment of bicycle empowerment centres, awareness campaigns, educational programmes and events and play an active cycling advocacy role. The stakeholders play an important role in supporting utility and recreational cycling and provide a valuable contribution to increase the mode share of cycling.

6.1 Sustainable Mobility Charter and Action Plans

The concept for the Sustainable Mobility Charter and Action Plans was developed during the Mobility Indaba which was hosted from 6 October to 10 October 2016 at the Kenilworth Race Course as part of Transport Month 2016.

The Mobility Indaba was organized by the City of Cape Town, Dutch Consul General, WesGro and Accelerate Cape Town and facilitated by CoCreateSA. The Indaba was attended by a wide range of representatives from civil society. During the interactive workshop five themes and three actions per theme were identified which must be addressed to improve transport and sustainable mobility in Cape Town. During the Indaba cycling was raised as mode of transport to improve sustainable mobility. The five themes identified are:
- Design and Infrastructure
- Economics and Entrepreneurship
- Behavioural Dynamics
- Advocacy and Political Will
- Health and Safety

The input received at the Mobility Indaba will be used to draft a more detailed Sustainable Mobility Charter and Action Plans. A proposed sub-committee will be established under the Inter-modal Planning Committee (IPC) to monitor the implementation of the Sustainable Mobility Charter.

Figure 6.1: Concept Sustainable Mobility Charter and Action Plans developed during the Mobility Indaba, October 2016
7. Vision to Grow Cycling

7.1 Vision for Cycling

The proposed Vision for cycling in Cape Town is:

“Cape Town is the premier Cycling City in South Africa where cycling is an accepted, accessible and popular mode of transport for all - residents and visitors alike.”

In order to achieve the Vision for Cycling, the City need to improve access to bicycles, improve the safety and security of cyclists, improve the conditions for cycling, improve cycling data, engage with cycling stakeholders and promote cycling as a way of life.

7.2 Goals

The Vision and following Goals support cycling to become recognized and accepted as a safe, viable and attractive means of travel for all in the City of Cape Town.

- Cycling is accessible and affordable for all.
- Cycling and cyclists are safe and secure.
- Cycling infrastructure and systems serve the needs of cyclists.
- Cycling is included in urban and transport planning initiatives and transport projects.
- Project monitoring and evaluation is an integral part of the project life cycle.
- Engagement with cycling stakeholders is ongoing.

8. Desired Outcomes

Based on the Vision for Cycling in Cape Town the Desired Outcomes are:

- An increased mode share of cycling from 1% to 8% by 2030.
- Cycling has significantly contributed to a substantial reduction in congestion and GHG emissions in the City by 2030.
- More people across all sectors of the population have access to affordable bicycles and are cycling as a mode of transport.
- A substantial shift to utility cycling.
- Cycling is substantially safer and secure.
- Cycling infrastructure and systems serve the needs of cyclists.
- Cycling is an accepted means of travel.

Six Key Focus Areas have been identified to support the vision for cycling and the goals and facilitate growth in utility cycling:

- Improve access to bicycles
- Improve safety and security
- Provide and maintain cycling infrastructure
- Improve data capturing and monitoring
- Facilitate stakeholder collaboration
- Improve communication and education
9. Actions Required to Grow Utility Cycling

A full range of actions are required to encourage more people to cycle and for this shift to be permanent. The range of actions that inform a successful cycling development programme is summarized in Figure 9.1 below. The priority actions to grow utility cycling are:

- **Access to bicycles and maintenance.** Cape Town requires innovative mechanisms to enable access to affordable bicycles for disadvantaged communities. Bicycle hire in the local and tourism should be strongly supported to improve local movement by bicycle.

- **Continuing development of safe and effective cycle networks and routes.** Continuing development of the cycle route network and related infrastructure and trip facilities such as bicycle parking.

- **Integration of cycle routes and facilities with public transport** is a key component of a successful system.

- **Travel plans** and **travel demand management** (TDM) programmes at the community level and for organisations (employers, educational institutions, etc.) are encouraged and developed and support cycling as a mode of transport.

- **The communication and promotion** of cycling through media campaigns, forums and public engagement and events is dynamic and ongoing.

The successful implementation of a cycling development programme is supported by enablers: organisational and institutional structures which oversee programme, regular Monitoring and Evaluation and funding programmes for roll out of actions.

Figure 9.1: Activities that inform a successful Cycling Development Programme
10. Key Focus Areas of the Cycling Strategy

Six **Key Focus Areas** were identified to encourage more people to consider utility cycling and to increase cycling mode share to at least 8% by 2030. The six areas were identified through input from cycling stakeholders during the development of the Cycling Strategy, input received at the Mobility Indaba 2016 and the cycling strategies of global cities. The six Key Focus Areas are:

- Improve access to bicycles to provide more people with the opportunity to cycle.
- Improve safety and security to reduce conflicts and risks to make cycling safer.
- Provide and maintain cycling infrastructure to improve coordinated planning and maintenance of cycling infrastructure.
- Improve data capturing and monitoring to build a stronger evidence base and make more informed decisions.
- Facilitate stakeholder collaboration to improve coordination between cycling stakeholders.
- Improve communication and education to make cycling more attractive.

A brief overview is provided for each of the Key Focus Areas and the related Sub-focus areas and Actions are outlined in a table format.

10.1 Focus Area 1: Improve Access to Bicycles

Any trip by bicycle requires a trip desire, access to a bicycle (availability of and sourcing) and completing the trip. For a cycling strategy to be successful citizens, visitors and tourists must be able to access and use bicycles. The Actions required to **Improve Access to Bicycles** is summarized in the Table 10.1 below.

Bicycles are accessed through ownership or sharing. Bicycle ownership options include direct purchase, received as a donation and earning e.g. through community service. Bicycle sharing implies use of bicycles owned by another person or entity on a temporary basis. Bicycle sharing options include borrowing, pooling, leasing, rental and formal public bike share systems.

Formal Bike Share schemes available in many international cities are a growing means of accessing bicycles. Bike Share systems take the form of bicycles located at key locations (stations) across a city/town which are accessed/unlocked via a transaction (cash, credit card, smart payment). The user can then drop the bicycle off at any other bike station within the network once at the trip destination.

Affordability of bicycles is the greatest barrier for low income communities who want to cycle for trip purposes but cannot purchase a bicycle due to the cost thereof. Bicycle ownership in low income communities can occur through some form of assistance:

- Local manufacturing of low cost bicycles to improve affordability of bicycles to low income communities.
- Bicycle distribution programmes along the lines of current NGO initiatives.
- Financial assistance for outright bicycle purchase.
- Employer programs to purchase and maintain bicycles for workers commuting short to medium distances provide high short term potential.
- Bicycle donation via social projects.
- Some form of low income bicycle share/lease scheme for local area travel and student campus area travel.
Focus Area 1: Improve Access to Bicycles

<table>
<thead>
<tr>
<th>Sub-Focus Area</th>
<th>Action</th>
</tr>
</thead>
</table>
| 1.1 Support the investigation and facilitation for the establishment of a local bicycle manufacturing plant. | • Formalise a partnership to guide and support collaborative investigations, feasibility studies and due diligence by trade and investment agencies to establish a low cost bicycle production plant in the Cape Town metropolitan area.  
• Assist with guiding multi-sphere policy, strategy and procedural alignment to facilitate the establishment of a low-cost bicycle manufacturing plant. |
| 1.2 Facilitate mechanisms and tools to assist with access of bicycles to users (incentives, bike share options, bike donations and others). | • Review and cite lessons learnt for bicycle distribution programs and what tools, incentives and innovative schemes are available to facilitate access to bicycles.  
• Investigate and review the existing institutional framework to guide how the City could assist with bicycle distribution processes.  
• Investigate the implementation of a public bike share system. |
| 1.3 Enable bicycle NGO’s and NPO’s and other agencies with bicycle distribution programs to target markets. | • Engage in a process to establish a bicycle distribution monitoring structure to monitor the various bicycle distribution programs.  
• From the establishment phase ensure representation of relevant NGO’s, NPO’s and other stakeholders on the monitoring structure.  
• Identify good practices and systems to guide the monitoring of bicycle distribution programs. |

10.2 Focus Area 2: Improve Safety and Security

Being able to cycle safely and securely is a concern for many Capetonians that currently cycle or might consider cycling as a means of transport or recreation. Although the terms are used interchangeably, safety relates to the risk of collision (commonly referred to as “an accident”) and security relates to the risk of crime. The Actions related to Improve Safety and Security is summarized in the Table 10.2 below.

Being able to ride safely requires appropriate infrastructure as well as responsible road user behavior and mutual respect. All road users have a responsibility to follow the rules of the road. Both cyclists and motorists are legitimate road users and need to respect each other. If we are to reduce incidents, it is important that all road users share the road safely with each other.

Many of the issues that affect cycling safety are systemic issues that will require a broader approach to improve driver awareness and behaviour to improve road safety. While the Cycling Strategy can contribute to this, it will not be able to address the issues in isolation.

Security is a major concern for existing and potential cyclists and is detracting from the growth of utility and recreational cycling in Cape Town. Concerns regarding security take many forms including attacks, harassment and the degradation of cycle routes e.g. use of the R27 Cycle Route has been compromised due to security. A further concern particularly relevant in lower income communities is the secure storage of bicycles at home.
Table 10.2: Actions to Improve Safety and Security

<table>
<thead>
<tr>
<th>Focus Area 2: Improve Safety and Security</th>
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</thead>
<tbody>
<tr>
<td><strong>Sub-Focus Area</strong></td>
</tr>
<tr>
<td>---------------------</td>
</tr>
<tr>
<td><strong>2.1 Sub Focus Area Safety</strong></td>
</tr>
<tr>
<td>2.1.1 Facilitate improvement of compliance of “rules of the road” through programs which raises awareness, highlights respect of the rights of other users and safe user behaviour.</td>
</tr>
<tr>
<td><strong>2.2 Sub Focus Area Security</strong></td>
</tr>
<tr>
<td>2.2.1 Enable continuous improvements of management, operations and use of facilities in design approaches, use of technology, and information sharing to improve security of assets.</td>
</tr>
</tbody>
</table>

10.3 Focus Area 3: Provide and Maintain Cycling Infrastructure

Although not the only requirement for cycling to become the norm a network of cycle routes and appropriate cycling infrastructure (e.g. end of trip facilities) are essential components in a cycling strategy. The Actions related to Provide and Maintain Cycling Infrastructure is summarized in the Table 10.3 below.

In the planning and design of cycling networks and routes, the requirements of cyclists must be taken into consideration. For cycling networks and routes to be used by cyclists it must be:

- **Safe** - cycle routes must limit conflict between cyclists and other road users.
- **Secure** - to attract high usage cycle routes must offer a high level of personal security, which implies that routes must be routed through well frequented and populated areas, be well lit and preferably be included in security patrolled zones.
- **Direct** - cycle routes must be based on desire lines and avoid excessive delays and detours.
- **Coherent** - cycle routes must be continuous, recognisable and link major origins and destinations.
- **Comfortable** - cycle routes must be well maintained, provide a comfortable riding surface, be non-slip and, where possible, have gentle curves and flat gradients.
- **Attractive** - cycle routes must complement their surroundings and look attractive thereby enhancing public safety and contributing to a positive cycling experience.

Cycling facility requirements include the provision of trip start and end facilities:

- **Bicycle parking** - long term storage and public bicycle parking on-street, parking at public transport interchanges and at parking buildings and in new developments.
- **Bike stations** typically provide secure and covered parking for bicycles and may include other facilities such as showers, lockers and repair facilities.
- Cyclists require additional **trip end facilities, specifically lockers, changing areas and showers** if they are commuting for long distances.
- **Signage, road markings and way finding** – the clear identification of cycle ways and route finding forms an essential part of a successful cycling strategy.
The regular maintenance of cycling facilities is necessary to ensure that the facilities are well maintained. Cyclists are far more susceptible to surface irregularities than motor vehicles and this affects both safety and riding comfort. A structured maintenance programme must be established to ensure the regular maintenance of the cycling facilities. A maintenance programme must include the repair of existing facilities, ensure that routes are rideable (free of thorns, broken glass and uneven paving), establish a reporting system and implement a regular program of route inspections.

Table 10.3: Actions to Provide and Maintain Cycling Infrastructure

<table>
<thead>
<tr>
<th>Focus Area 3: Provide and Maintain Cycling Infrastructure</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Sub-Focus Area</strong></td>
</tr>
</tbody>
</table>
| 3.1 Functional Cycle Route Networks | • Sustain the process and program of securing funding and the planned Medium Term Revenue and Expenditure Fund (MTREF) implementation and program.  
• Engage in a process to identify lessons learnt and improve design approaches for specific contexts for consideration and application in future projects. |
| 3.2 Maintenance of Cycling Facilities | • Development of a maintenance strategy and action plan which includes reporting systems, transversal agreements and standard operating procedures to ensure an improved management and maintenance regime and plan of the cycling facilities. |
| 3.3 Cycle facilities, signage and way finding | • Engage in a project to develop cycle facility guidelines from a network perspective for the Cape Town context. |
| 3.4 Strategic statutory, policy and strategy alignment | • Initiate and oversee a process to interface with development of and review cycles of legislation, policy and regulations to motivate and recommend bicycle related changes and benefits, in the:  
  o National Road Traffic Act, 1996  
  o South African Road Traffic Signs Manual (SARTISM)  
  o Integrated Public Transport Network (IPTN)  
  o TOD Strategy  
  o Parking Policy  
  o Traffic Calming Policy  
  o Road Safety Strategy  
  o Zoning Scheme  
  o Parking Policy  
  o Traffic By-law  
  o TDM Strategy |
10.4 Focus Area 4: Improve Data Capturing and Monitoring

Current data on cycling provides information on the number of trips that are occurring in the City and the number of people who commute by bicycle. While broad trends can be identified with existing data, the data is not sufficient to allow specific trends in particular locations or for particular types of cycling to be identified. Monitoring and evaluating the use and effectiveness of cycling infrastructure and facilities is critical for prioritizing investment, demonstrating the success of initiatives and addressing future demand and emerging needs. The Actions related to Improve Data Capturing and Monitoring is summarized in the Table 10.4 below.

A set of baseline information must be established and include the following:

- **Mapping and assessment of cycling facilities.** A review of all cycling facilities built to date is required. Once the review is completed, a programme for the repair/ refurbishment/ upgrade of the existing facilities must be prepared and implemented.

- **Facility monitoring.** The status and quality of cycling facilities must be monitored on a frequent basis. This would guide the repair and maintenance programmes required to keep cycle routes safe and functional for cyclists.

- **Numbers of cyclists.** The Cycling Strategy is about growing cycling in Cape Town and supporting a data driven approach is fundamental. Baseline cycle counts are required City-wide and cyclical updates are required for utility and recreational cyclists.

- **Incidents:** A structured approach to reporting, recording and analysing cycling related incidents must be developed and implemented. A register of crime incidents involving cyclists must be developed and the locations monitored.

- **Behaviour shifts.** Measuring behaviour shift towards acceptance of cycling through surveys must be done as part of an ongoing process. This must be undertaken through surveys that could be both online and manual.

- **Social, Economic and Environmental Metrics.** The broader social, economic and environmental benefits of cycling are extensive. Given the need to consider these as part of Cape Town’s overarching strategies and commitments, a set of metrics to measure and report on the social, economic and environmental impacts of growing cycling in Cape Town must be developed in conjunction with the relevant role players.

Table 10.4: Actions to Improve Data Capturing and Monitoring

<table>
<thead>
<tr>
<th>Focus Area 4: Monitoring and Evaluation</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Sub-Focus Area</strong></td>
</tr>
<tr>
<td>4.1 Project life cycle approach</td>
</tr>
<tr>
<td>4.1.1 Enable and encourage a continual review and monitoring of projects and programs, as per the project cycle approach and process.</td>
</tr>
<tr>
<td>4.2 Cycle database development</td>
</tr>
<tr>
<td>4.2.1 Enable the development of a credible cycle database and cycle baseline information.</td>
</tr>
</tbody>
</table>
10.5 Focus Area 5: Facilitate Stakeholder Collaboration

The realization of the Vision for Cycling is dependent on the contributions of a range of City Departments as role players and the roles of external stakeholders. These contributions must be coordinated and integrated to avoid duplication of initiatives and efforts. The Actions related to Facilitate Stakeholder Collaboration is summarized in the Table 10.5 below.

A Sustainable Mobility Sub-committee will be established under the Inter-modal Planning Committee (IPC) to monitor the implementation of the Sustainable Mobility Charter. The Sustainable Mobility Sub-committee must:

• Be a platform where cycling is represented.
• Be a platform to share information, coordinate activities and monitor progress in the mode share of Utility Cycling.

Table 10.5: Actions to Facilitate Stakeholder Collaboration

<table>
<thead>
<tr>
<th>Focus Area 5: Facilitate Stakeholder Collaboration</th>
</tr>
</thead>
<tbody>
<tr>
<td>Sub-Focus Area</td>
</tr>
<tr>
<td>----------------</td>
</tr>
<tr>
<td>5.1 Establish a proposed stakeholder sub-committee which reports to the IPC.</td>
</tr>
</tbody>
</table>

10.6 Improve Communication and Education

Any long run initiative looking to create an on-going shift in culture requires a strong communications programme encompassing both education and promotion. For cycling it is about educating users in the safe and responsible road use and promoting cycling so that it becomes accepted as part of the “way of life”. The Actions related to Improve Communications and Education is summarized in the Table 10.6 below.

The purpose of communication will be to educate people about cycling and promote it as a viable and attractive means of transport. It is about improving the knowledge why a person decides to start cycling, how to improve the status of cycling and to devise and run cost efficient communications and marketing campaigns that get more people cycling. Part of this shift is also getting other road users to respect cyclists and cycling as an accepted means of transport. In order to increase cycling, it is vital to position the cyclist in a broader perspective, show the positive aspects of cycling and improve the image of cycling as a sustainable, healthy and desirable mode of transport.

Table 10.6: Actions to Improve Communication and Education

<table>
<thead>
<tr>
<th>Focus Area 6: Improve Communication and Education</th>
</tr>
</thead>
<tbody>
<tr>
<td>Sub-Focus Area</td>
</tr>
<tr>
<td>----------------</td>
</tr>
<tr>
<td>6.1 Facilitate improvement of compliance of the “rules of the road” and create awareness of cycling as a means of transport.</td>
</tr>
</tbody>
</table>
11. Implementation Programme

The Implementation Programme in Table 11.1 provides an overview of the actions to be undertaken over the short, medium and longer term timeframes to implement the Key Focus Areas and Actions of this Cycling Strategy and the responsible City Departments.

TDA has established a Long Term Strategy to meet its ultimate goal of halving user groups Access Priority Costs. The Long Term Strategy comprises four strategies (A, B, C and D), each with a particular “timeline”:

- Strategy A 1-3 years – short term
- Strategy B 3-5 – medium term
- Strategy C 5-10 – medium to longer term
- Strategy C 15 long term

Figure 11.1 shows a graphical description of TDA’s Long Term Strategy and timelines as described in the CITP. The timeframes for the Draft Cycle Strategy are aligned with the timelines for the TDA Long Term Strategy.

![Figure 11.1 TDA’s Long Term Strategy and Timelines](image)

Implementation of the identified Actions will be led by a Lead Department with support provided from other City Departments:

**TDA Departments:**
- Transport Planning
- Business Resource Management
- Built Environment Management
- Asset Management and Maintenance
- Network Management
- TDA Business Support

**Other City Departments:**
- Enterprise and Investment
### Table 11.1 Implementation Programme and Action Plans

<table>
<thead>
<tr>
<th>Focus Area 1: Improve Access to Bicycles</th>
<th>Key Actions</th>
<th>Timeline</th>
<th>Lead Dept</th>
<th>Support Dept</th>
</tr>
</thead>
<tbody>
<tr>
<td>• Formalise a partnership to guide and support collaborative investigations, feasibility studies and due diligence by trade and investment agencies to establish a low cost bicycle production plant in the Cape Town metropolitan area.</td>
<td></td>
<td>A</td>
<td>Enterprise &amp; Investment</td>
<td>Transport Planning</td>
</tr>
<tr>
<td>• Assist with guiding multi-sphere policy, strategy and procedural alignment to facilitate the establishment of a low cost bicycle production plant.</td>
<td></td>
<td>A</td>
<td>Enterprise &amp; Investment</td>
<td>Transport Planning</td>
</tr>
<tr>
<td>• Review and cite lessons learnt for bicycle distribution programs and what tools, incentives and innovative schemes are available to facilitate access to bicycles.</td>
<td></td>
<td>B</td>
<td>Transport Planning</td>
<td>Business Support</td>
</tr>
<tr>
<td>• Investigate and review the existing institutional framework to guide how the City could assist with distribution of bicycles processes.</td>
<td></td>
<td>B</td>
<td>Transport Planning</td>
<td>Business Support</td>
</tr>
<tr>
<td>• Investigate the implementation of a public bike share system.</td>
<td></td>
<td>A</td>
<td>Enterprise &amp; Investment</td>
<td>Transport Planning</td>
</tr>
<tr>
<td>• Engage in a process to establish a bicycle distribution monitoring structure to monitor the various bicycle distribution programs.</td>
<td></td>
<td>C</td>
<td>Transport Planning</td>
<td>Business Support</td>
</tr>
<tr>
<td>• From the establishment phase, ensure representation of relevant NGO’s, NPO’s and other stakeholders on the monitoring structure.</td>
<td></td>
<td>C</td>
<td>Transport Planning</td>
<td>Business Support</td>
</tr>
<tr>
<td>• Through a study, identify good practice and systems to guide the monitoring of bicycle distribution programs.</td>
<td></td>
<td>C</td>
<td>Transport Planning</td>
<td>Business Support</td>
</tr>
</tbody>
</table>

### Focus Area 2: Improve Safety and Security

<table>
<thead>
<tr>
<th>Key Actions</th>
<th>Timeline</th>
<th>Lead Dept</th>
<th>Support Dept</th>
</tr>
</thead>
<tbody>
<tr>
<td>• Engage in a process to develop a communication strategy and plan on focussing on the rules of the road/ traffic regulations, the rights of all road users and safe road user behaviour and improve incident reporting systems.</td>
<td>A</td>
<td>Business Support</td>
<td>Network Management</td>
</tr>
<tr>
<td>• Develop a strategy and plan through transversal approaches and agreements to improve and develop reporting systems, observation methods, prioritised enforcement operations, interagency agreements and standard operating procedures.</td>
<td>A</td>
<td>Network Management</td>
<td>Transport Planning</td>
</tr>
</tbody>
</table>

### Focus Area 3: Provide and Maintain Cycling Infrastructure

<table>
<thead>
<tr>
<th>Key Actions</th>
<th>Timeline</th>
<th>Lead Dept</th>
<th>Support Dept</th>
</tr>
</thead>
<tbody>
<tr>
<td>• Sustain the process and program of securing funding and the planned Medium Term Revenue and Expenditure Fund (MTREF) implementation and program.</td>
<td>A</td>
<td>Transport Planning</td>
<td>Business Resource Management</td>
</tr>
<tr>
<td>Key Actions</td>
<td>Timeline</td>
<td>Lead Dept</td>
<td>Support Dept</td>
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<tr>
<td>Engage in a process to identify lessons learnt and improve design approaches for specific contexts for consideration and application in future projects</td>
<td>A</td>
<td>Transport Planning</td>
<td>Built Environment Management</td>
</tr>
<tr>
<td>Development of a maintenance strategy and action plan which includes reporting systems, transversal agreements and standard operating procedures to ensure an improved management and maintenance regime and plan of the cycling facilities</td>
<td>B</td>
<td>Asset Management Maintenance</td>
<td>Transport Planning</td>
</tr>
<tr>
<td>Engage in a project to develop cycle facility guidelines from a network perspective for the Cape Town context</td>
<td>B</td>
<td>Built Environment Management</td>
<td>Transport Planning</td>
</tr>
<tr>
<td>Initiate and oversee a process to interface with development of and review cycles of legislation, policy and regulations to motivate and recommend bicycle related changes and benefits</td>
<td>C</td>
<td>Transport Planning</td>
<td>Network Management/Built Environment Management</td>
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</tbody>
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**Focus Area 4: Improve Monitoring and Evaluation**

<table>
<thead>
<tr>
<th>Key Actions</th>
<th>Timeline</th>
<th>Lead Dept</th>
<th>Support Dept</th>
</tr>
</thead>
<tbody>
<tr>
<td>Initiate a process to apply the project life cycle review methodology to cite lessons learnt and identify improved design approaches for consideration and application in future projects</td>
<td>B</td>
<td>Transport Planning</td>
<td>Built Environment Management</td>
</tr>
<tr>
<td>Engage in a process to substantially expand the cycling data sourcing scope, survey methodologies, hot spot identification and analysis, explore technology efficient options and ensure that the processes align with the architecture and systems of the Integrated Information Management System (IIMS)</td>
<td>C</td>
<td>Transport Planning</td>
<td>Network Management</td>
</tr>
</tbody>
</table>

**Focus Area 5: Facilitate Stakeholder Collaboration**

<table>
<thead>
<tr>
<th>Key Actions</th>
<th>Timeline</th>
<th>Lead Dept</th>
<th>Support Dept</th>
</tr>
</thead>
<tbody>
<tr>
<td>Engage in a process to draft and finalize the Terms of Reference, representation, schedule of meetings and agreed work streams.</td>
<td>A</td>
<td>Transport Planning</td>
<td>Business Support</td>
</tr>
</tbody>
</table>

**Focus Area 6: Improve Communication and Education**

<table>
<thead>
<tr>
<th>Key Actions</th>
<th>Timeline</th>
<th>Lead Dept</th>
<th>Support Dept</th>
</tr>
</thead>
<tbody>
<tr>
<td>Engage in a process to develop a communications strategy and plan focussing on safe and responsible driver behaviour and promotion of cycling as an accepted means of transport.</td>
<td>A</td>
<td>Business Support</td>
<td>Network Management</td>
</tr>
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</table>
12. Monitoring and Evaluation

Monitoring, evaluation and review processes need to be undertaken regularly to determine whether the Cycling Strategy is successful and to address any necessary changes in direction, resources etc.

The TDI has been developed by TDA to monitor its success in achieving its Long Term Strategy objective of halving User Access Costs within 15 years (Strategy D timeframe) as stated in the CITP. In order to achieve this objective, TDA is developing a number of strategies including the review and update of the NMT Strategy. There are, however, Desired Outcomes that need to be accomplished over the longer term as part of achieving the Vision for Cycling in Cape Town.

These long term Desired Outcomes are:

- An increased mode share of cycling from 1% to 8% by 2030.
- Cycling has significantly contributed to a substantial reduction in congestion and GHG emissions in the City by 2030.
- More people across all sectors of the population have access to affordable bicycles and are cycling as a mode of transport.
- There has been a substantial shift to utility cycling.
- Cycling is substantially safer and secure.
- Cycling infrastructure and systems serve the needs of cyclists.
- Cycling is accepted means of travel.

As the Cycle Strategy is primarily about behavioural change the Monitoring and Evaluation must focus on the monitoring of outcomes rather than outputs. The overarching considerations must be:

- Growth in numbers of cyclists – measuring the growth of cycling both by numbers and as a percentage of mode share.
- Improvement in cyclists’ safety and security – analysis of the number of incidents reported.
- Extent of cycling infrastructure – measuring cycle routes and facilities implemented throughout the City.
- Acceptance of cycling – measuring the shift towards an acceptance of cycling as a day to day means of transport by cyclists themselves and other road users.

Monitoring of the shift in behaviour must include both cyclists and motorists. Information required must include the following:

- Perceptions of both driver and cyclist behaviour.
- Benefits of cycling – of particular importance is the input of cyclists from low income communities.
- Key issues for cyclists.
- Barriers to cycling.

The Cycling Strategy must be reviewed and updated at least every 5 years to be in line with the CITP and to stay abreast of changes in the planning environment and the needs of its users.
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<tr>
<td>1</td>
<td>13/01/2017</td>
<td>John McGuinness</td>
<td>I refer to the abovementioned strategy proposal doc and respond as follows: I am 100% in favour of the proposed strategy. I have seen this work in other cities (particularly Holland where there are more bicycles on the road than cars) that do not have our lovely weather for cycling. Four of the advantages which appear to have been overlooked or not mentioned in the draft are: 1. It's environmentally friendly 2. Healthy for the individual 3. Promotes greater freedom of movement for all individuals which would assist job seekers and give poorer communities greater access to all public facilities. 4. Greater sense of community...cycling promotes a sense of community and breaks down the barriers associated with individuals trapped in their own “tin cans” i.e. less road rage. Also, we have an obesity problem in SA/Cape Town which presents both a challenge (in that obese people will be less inclined to use bicycles even if they were freely available) and then the obvious health benefit that cycling could have for local communities i.e. by improving healthy and hopefully a less obese lifestyle if this initiative was successful. Countries that have a culture of cycling appear to be less obese and I would assume are generally healthier. One thinks of the Asian countries where cycling is an integral mode of utility transport and the communities tend to be slimmer/healthier and more mobile. Whilst these issues might be sensitive and viewed as “politically incorrect”, it is essential to unpack all the challenges facing an ambitious but excellent and necessary initiative such as this one. In my mind the biggest challenge facing the City in getting this implemented will be the acceptance of cycling as an utility mode of transport by the Cape Town communities as cycling has not been part of the fabric and culture of Cape Town (or SA for that matter). This will require a concerted and long-term programme starting at schools. There might also be resistance to cycling by the poorer communities that might view it as a “poor man’s” mode of transport and not aspirational. Nothing could be further from the truth, some of the wealthiest countries in the world (and countries that rate highly on the contentment/happiest communities polls) use cycling as an integral mode of utility cycling despite appalling weather conditions e.g. Denmark, Holland, Sweden etc.</td>
<td>Health benefits of cycling to be incorporated.</td>
</tr>
<tr>
<td>2</td>
<td>16/01/2017</td>
<td>Byrall Smith</td>
<td>I am member of the BMRA Executive Committee and a cyclist. I think this is a great opportunity to also promote and emphasize the cycling supporting industry as part of the overall strategy with a particular mention of job creation.</td>
<td>Comment noted.</td>
</tr>
<tr>
<td>3</td>
<td>18/01/2017</td>
<td>Jessica White</td>
<td>I was recently issued the attached document, and wish to make one recommendation. Compared to other countries, where cycling is a majorly used mode of transport, bicycles and components thereof are incredibly expensive in South Africa. Import duties on these items should be slashed, and the consumer should get a tax rebate on all cycling related items. Yes, there will be a serious benefit to those recreational cyclists that can afford the equipment, BUT there will be a far more important and far reaching impact on the affordability of good cycling equipment for the greater and less affluent population.</td>
<td>Comment noted.</td>
</tr>
<tr>
<td>4</td>
<td>20/01/2017</td>
<td>Natalie Martin</td>
<td>This is an absolutely great idea. I sold my road bike two years ago mainly because cycling is risky and dangerous. First the motorists need a mind shift, I presume you’ll have a bike lane (apologies I haven’t read in depth). How secure will it be for a person to cycle to work? What radius are you looking at? I presume CBD will be your vocal point? This is an amazing idea if you can pull it off. I am hopeful and excited to get a bike should this be implemented. I used to travel at 0700 Town inbound (from Parow) but due to congestion in traffic I leave an hour earlier and still find slight flow traffic. Cape Town roads are jam packed I don’t know when peak ends because it seems like it’s whole day long. Thanks for promoting a healthy living lifestyle and making sure Cape Town looks after the environment. Go GREEN!!! that’s my comment.</td>
<td>Cycle safety is addressed in Section 10.2.</td>
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<tr>
<td>5</td>
<td>20/01/2017</td>
<td>Treasure Smith</td>
<td>I have another suggestion to help lessen traffic congestion for the Northern suburbs: Alongside the main railway line which stretches from Cape Town to Johannesburg there is a service road. This service road can serve what it is intended for as well as a pedestrian/cyclist/runner’s zone, especially for the cycle community within Cape Town. If this service road can be upgraded, current stations can act as rest/refreshment stops and on-off ramps to other destinations or transport options like Metrorail and MyCiTi. This suggestion touches on all 5 pillars of The City and will definitely help in making this City a well-run, caring, safe, inclusive and opportune City.</td>
<td>Bicycle highway next to railway line addressed in NMT Network Plan.</td>
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My name is Aidan Horn. I live in Firdale Road in Newlands and am one of the “500” utility cyclists in Cape Town. I want to tell you about my experience as a utility cyclist. What got me started in 2014 was the fact that I live very close to where I study at UCT – a 10 minute cycle away. I was no longer able to park at UCT in first year, so cycling was my best option. In second year, in 2015, I started driving a bit because I was lazy, but the parking at UCT is so bad that I turned back to cycling there every day. That is how I got started with commuter cycling, and nowadays I cycle every weekday in order to get to UCT, about three times a week to get to Cavendish Square in Claremont, and about once every two weeks to get to the Riverwalk Centre in Rondebosch. My cycle trips are almost always less than 5km, but that still lets me do most of my travelling via bike because of where I live. I don’t cycle at night for security reasons (possibly also safety reasons) – if I find myself away from home when it is dark, I have ordered an XL Uber in the past, but nowadays I just plan ahead and get home before sunset. So I hardly ever use my torch and red visibility light anymore. I used to always get to the city via car, but I have started cycling to UCT and then using the Jammie bus to get to the Hiddingh campus because I like the idea that by doing so I am reducing congestion on the roads. The Jammie gets me there quicker than the train from Newlands station, according to the app I use called Findmyway.

I hope my message is not too incoherent. I have a few suggestions, and on the point about trains, I think there is an issue of the safety of bicycles being chained up at train stations. You mentioned in the Strategy that you want people to use bicycles as ‘feeder’ transport to get to public transport, but how can you mitigate bicycles being stolen from where they are chained up? I have considered buying a folding-up bicycle in order to use different modes of transport in one day more easily, but that is quite expensive so I have not done that yet. I want to tell you how I use the roads in order to help you understand how to modify the roads. I decided to use roads, cycling 1 metre away from the kerb, when I read a Bicycling Empowerment Network brochure stating that cyclists have the same rights, as powered vehicles, as cars. So I decided to act like a car, which means that I wait for pedestrians at pedestrian crossings, I stop at stop streets, I wait at the red traffic lights, and I sometimes cycle in the middle of a lane when I am going fast and I don’t want the cars behind me for my safety (in case they don’t give a wide berth). But that also means that I expect to have the same rights as a car. I want to cycle as fast as I can when I have right of way, and I expect to be let through at stop streets and mini-circles after waiting for the cars that got there first. The biggest problems I have in this regard is that cars usually want to overtake or get in front of me no matter how fast I can cycle, the usual problem is when I am cycling 1 metre away from the kerb. I decide to cycle further away from the kerb. A challenging situation is when there is a car parked on the side of the road and I then need to cycle further out – cars are reluctant to let me go ahead of them and they are reluctant to give me space to cycle further into the road in order to safely get past the parked vehicle. I am similar to motorbikes in stationary traffic in that I fill in to the front of the queue, although I do it on the left-hand side of the road in-between the cars and the kerb because when the traffic starts moving again I am nearly always slower in the open road, and need to be cycling on the left so that cars can overtake. But it is a judgement call as I often stop directly behind a car in front of me in order to be polite and communicate to other drivers that I want the same rights and responsibilities as a car at the intersection. I also turn left at a robot even when the robot is red and if I can’t see any cars coming within my path, I do that because cyclists sometimes act like pedestrians and so there is a grey area about whether they always have to follow the rules of the road or not (and it makes my trip faster). I sometimes hop onto the pavement in order to turn left and then re-join the road. Turning right is a completely different issue. In order to act like a car I try to get into the right-hand lane. But if it is not safe to change lanes, I go across the intersection, stop at the far corner, press the pedestrian button and cross at the pedestrian crossing when the green man comes on. Anyway, I think that cars sometimes don’t understand that the only reason why a cyclist would cycle in the right-hand lane (or middle lane if there are two lanes turning right) is because they want to turn. I don’t have indicator lights and can’t stick out my arm for a whole minute just to make it clear. So if I am turning right at an intersection and then the light is green, I slowly make my way to the middle of the intersection just like a car would, and then cross over when there is no oncoming traffic. This kind of behaviour feels dangerous, but there are no cycle paths separated from the cars by a kerb and with bicycle traffic lights like I’ve seen in the Google Maps Street View in Amsterdam, Holland, so this is what I do. I bought a 140dB electric bicycle horn on Takealot to make me feel safer in this regard.
In order to make utility cyclists feel welcome in the city, there needs to be a bicycle rack near the entrance of every major building. I often choose to park my bike inside a parking garage when I have the choice between a lamppost and a parking garage, in order to reduce the risk on my bicycle being stolen. As a side point, I think that cyclists will not comply if asked to pay a fee for parking. They can walk around booms to get inside parking garages, or else go find a lamp post outside. But if a rack is provided, the bicycles that are parked will look neater than if they are parked at poles.

You mentioned that there is a lack of bicycle traffic data. I have noticed that with my location tracking switched on on my smartphone, Google knows when and where I cycle. So I think that Google has a lot of data about how much people in Cape Town cycle. You could ask them for that data.

Now for some practical feedback about my area. I cycle along Newlands Ave and there is a pedestrian path on the southern side of the road and a cycle path on the northern side of the road. In the past, I haven’t always used the cycle path because there is sometimes a car parked right across the path at 36 Newlands Ave (it’s even that way on Google Maps Street View see picture attached). Even just that obstacle renders the whole cycle path too slow compared to the road. I once chanced upon the resident of the house, and he said he had nowhere else to park his car. Then that cycle path further north is designed to cross the road at a pedestrian traffic light, which is ridiculous. I would never waste so much time as to cross the road at a pedestrian crossing when I could go straight along the road instead, go to the stop street and with the vehicular traffic down Klipper Road. Going down Klipper Road, I go so fast that I take up the entire side of the lane. But coming back up Klipper Road is a problem. It is a steep climb, so I go slowly, but I cannot get onto the pavement until about halfway up because there is a kerb which is an obstacle on the pavement, halfway up the hill. So I slow down the traffic until halfway up the hill going up. Please make that kerb (where there is a driveway) flat so that bicycles can go up the hill on the pavement the whole way. I have attached pictures. Coming back along Newlands Ave, there is sometimes a pedestrian on the pedestrian path on the southern side of the road, so I travel on the road because it is faster for me.

When I travel to UCT, I go under the M3 at the subway and along the cycle path along the western side of the M3. That path is great because it is away from the traffic, but the only difficulty is the kerb obstacles at the entrance of the braai area (picture attached).

### In Summary:
1. Ensure sustainable bicycle routes that are actively managed (security, clean, not blocked (Saltriver))
2. Engage collaboratively with various entities corporates and communities to use bicycles
3. Enablement of bicycle activities such as rent a bicycle or endorsements.
4. Have regular awareness programs. Moonlight mass was an ideal platform should not cost a lot of money to run if well constructed as an awareness event.
5. Collective safety campaigns for road usage must be considered.

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<td>8</td>
<td>20/01/2017</td>
<td>Hishaam Benjamin</td>
<td>Comment noted. Comment regarding bicycle awareness will be incorporated in Section 10.</td>
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<td>9</td>
<td>20/01/2017</td>
<td>Tanya Castle</td>
<td>Thank you very much for your work on the Draft Cycle Strategy for the City of Cape Town. I recently read the strategy and was very impressed. I would like to suggest the inclusion of a bike share system. Full disclosure, I am with a bike share company, but can say without bias that a bike share system would meet many of the objectives laid out in the strategy including increased cycling, improved safety, and monitoring and evaluation as bike share data is an excellent indicator of cycling culture within a city. Bike share systems are a cost-effective, green, healthy and fun transportation means that immediately changes the lives of individuals and positively shapes communities. I would be delighted to speak with you and members of your team further about how a bike share system could be an ideal solution for Cape Town’s goal of reaching 8% bike trips by 2030. I have attached our brochure for further information and below have pasted several stats on the benefits of bike share. Detailed comment provided in report.</td>
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<tr>
<td>10</td>
<td>22/01/2017</td>
<td>Andrew Pollock</td>
<td>To help fund faster cycle lane developments in our city, license all bicycles that travel on same roads. This license MUST be ring-fenced for this purpose and not go into the general fiscus like the plastic bag tax. There should be no license for mountain bikes that travel off-road,</td>
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<td>11</td>
<td>23/01/2017</td>
<td>Wendy Taylor</td>
<td>It is my experience as a motorist that many cyclists do not use the new cycle tracks but still cycle in the road. I am referring in particular to Victoria Road, Plumstead and De Waal Road, Diep River. Both these are busy roads. While much is made of motorists staying 1.5m away from cyclists they do not show the same respect for motorists often squeezing past when traffic is moving slowly or at a standstill. This puts cyclists at risk of knocking over. I feel that the law should be changed so that cyclists must also be made to obey the 1.5m rule.</td>
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<td>12</td>
<td>23/01/2017</td>
<td>Francois Snyman</td>
<td>“As a big enthusiast of utilty cycling I find it very difficult to find any FREE information about cycle routes in Cape Town. This information is available from 3rd parties, but as a tax paying citizen I am morally opposed to buying information that already belongs to me (and everyone else in Cape Town). This approach of selling information as a form of indirect double taxation is undoubtedly also the reason why this information is not available to be published on Google maps. Nobody will/can use a secret system. This proprietary approach to access to vital information also serves to further marginalize poorer members of our society, the primary beneficiaries/participants of this intended bicycle program.”</td>
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<td>13</td>
<td>23/01/2017</td>
<td>Sheffield Wakefield</td>
<td>Thanks you for the foresight to spearhead this initiative. I support the plan and 100% agree on all aspects of providing poor and privileged communities access to non-motorized transport alike. I see so many people walking vast distances in outlying areas where a bicycle can be of great assistance. First prize would be providing access to bicycles (method of which to be determined) and then equipping people with the necessary skills to make it sustainable. I would like to tender for this project.</td>
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<td>14</td>
<td>23/01/2017</td>
<td>Louisa Joubert</td>
<td>It sounds like a wonderful idea. But I’d like to note a few things, the South Easter in the summer, the rain in the winter, steep hills, not enough places to lock bicycles and most companies don’t have facilities for staff to shower and change. All the best with the plans and I sincerely hope it’s a great success.</td>
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<td>15</td>
<td>23/01/2017</td>
<td>Rodney Pedro</td>
<td>I commute daily from Bellville to Old Mutual Head Office in Pinelands. Some comments on my experiences: 1. Cell phone usage by motorist makes it dangerous. This needs to be addressed 2. Motorist education that they can cross center white line when overtaking cyclist 3. Cycle lanes should be separated from road traffic using closely arranged bike friendly Cat-eyes 4. Bus Drivers and Truck driver companies should be included so that they can make sure there drivers respect cyclist 5. Separate road rules for cyclist i.e. allowing them to turn left at red traffic lights if it is safe to do so. An option for a cycle lane next to the Railway service road would be great. That would totally separate cyclist an Road users and it can run all the way from Bellville to Cape Town. I sometimes use the Railway service road to commute from Bellville to Pinelands however safety is a concern. The safety would be addresses if there was an official bike lane and if we get more cyclist to use it.</td>
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<tr>
<td>16</td>
<td>23/01/2017</td>
<td>Gordon Inggs</td>
<td>I have several suggestions (classified according to 11): Approach popular mobile mapping apps, such as Google Maps, to provide cycling directions, as they do in other cities around the world. (A) Implement more cycle “highways” along the main trunks routes into the CBD. The Marine drive one is a good start. (B) An education campaign for cyclists and motorists that bikes are vehicles and must obey rules of the road (A) Design the local, low cost bike for retrofitting with a small electric motor (C)</td>
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| 17 | 24/01/2017    | Neville Adler (Adler Price Architects) | 1. This initiative of City is commendable, as is the recognition that some introspection and research is essential. I consider much of the recent work done to encourage or support cycling is not working - as many of the new ‘cycleway’ or cycle lane developments are uninviting, inadequately protected and accordingly unsafe! In some instances, opportunities offered alongside roads being redeveloped have not been taken up and the lack of rigorous implementation is unfortunate. Cycleways need to be protected, direct, easy to access and well landscaped. Ramping up and down onto pavements and other frequent changes are fine for small children but do nothing to encourage commuter cycling!  
   2. Cycleways / cycle paths are almost worthless if not protected, either by poles which can deflect on impact, or in more urban areas, by parking bays between road and cycleway. This is essential to encourage the return of scholar cyclists in suburbia, as well as general commuter cycling, given the real danger of cycling in the same direction as cars, even while in a dedicated cycle ‘lane’. 
   Refer some tweets below: |
<p>| 18 | 24/01/2017    | Mr Alan | The city should have at least 10 cycling Sundays a year where people can come out with their bikes an attempt to cycle to their work or any where. (Bike Sundays Awesome) |
| 19 | 24/01/2017    | James de Villiers | As a utility cyclist myself, I believe the city is missing a sixth mayor focus area with it’s cycling strategy. The reality is that a large portion of bicycle infrastructure is rendered unusable because of stalls or people in it (e.g. Adderley street). Better enforcement, awareness is key, but a total removal of vehicles is the ultimate solution. |
| 20 | 24/01/2017    | Henty Waker | The strategy really needs to take e-bikes (pedal bicycles with battery powered motor assistance) into account. In 2016 e-bikes outsold normal bicycles in many countries. They’re very likely to starting gaining momentum (literally) in Cape Town in 2017 - especially with commuters. I can easily see the number of bicycle commuters increasing 10-fold in the next 4 years thanks to this non-sweaty less-effort cycling option. |</p>
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<td>21</td>
<td>24/01/2017</td>
<td>GERALD WILLIAMS CONSTRUCTION and PROJECTS</td>
<td>The public will use an alternative transport, only if it is, 1st safe, and risk free, unless the crime is not addressed in our city. People will use the most safe alternative like their own transport or the public conventional transport. The City need to look at Job creation for its Citizens and stop the influx of illegal immigrants that escalate crime or teach crime in our city. To counter parts and then earn favour in that way. Push government for bigger budgets to address crime. Then this goals of free society will be a reality.</td>
<td>Cycle safety and security addressed in Section 10.2.</td>
</tr>
<tr>
<td>22</td>
<td>25/01/2017</td>
<td>Dr Charles Crosby</td>
<td>Impressive document! From my experience of bike commuting (West Beach to Rosebank) these comments: 1 Practical implementation counts. We know of Paarden Island security issue, but still big problem 2 Albert Road shows we need enforcement, cars park in lane with impunity. - painted lane not effective 3 Impractical to take bike on MyCity bus during peak 4 Metrorail charges for bikes, expensive and outside peak only 5 Robots give pedestrians and cyclists little time 6 Need route across Salt river rail yard!</td>
<td>Cycle safety and security addressed in Section 10.2.</td>
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<tr>
<td>23</td>
<td>25/01/2017</td>
<td>Murray Thomas</td>
<td>This is practised on busses in America. What it does is enable cyclists to catch a bus with their bicycle where the cycle commute may be too far, or to avoid a certain area where it is not safe to cycle, or mechanical reasons ...</td>
<td>Comment noted.</td>
</tr>
<tr>
<td>24</td>
<td>26/01/2017</td>
<td>Dr Wilfried Franke</td>
<td>Good idea, but too much crime especially against cyclist. That problem you have to solve at first!</td>
<td>Comment noted.</td>
</tr>
<tr>
<td>25</td>
<td>26/01/2017</td>
<td>Andrew Pollock</td>
<td>I would like to add a few more points on this subject: 1. Bicycles need LED lights to warn of their presence on a road. These should be solar powered and probably sponsored. 2. A highly visible, reflective helmet is on the highest point of a bicycle rider. This should be reflective yellow or pink so that visibility is at the highest level. An LED light on top is an added bonus. The city could supply these as a part of the license fee that I mentioned earlier. 3. The Waterfront bicycle rack design follows those used around The Thames River in London. Follow this design for new installations. 4. An ID chip should be put onto every licensed bicycle for theft/recovery purposes. 5. Get an APP created for all of the CCT cycle routes with audio guidance not visual for cyclist safety. 6. Also make a PDF available that can be updated for printing off the <a href="http://www">www</a>. Constantin cycle routes are following this.</td>
<td>Cycle safety and security addressed in Section 10.2.</td>
</tr>
<tr>
<td>26</td>
<td>26/01/2017</td>
<td>Pieter Joubert</td>
<td>What about security issues for cyclists? You cannot even stop the mugger in Milnerton!! Rather invest the money in a desalination plant because we NEED WATER NOT STUPID CYCLING PATHS.. AND I AM A KEEN CYCLIST.</td>
<td>Comment noted.</td>
</tr>
<tr>
<td>27</td>
<td>26/01/2017</td>
<td>Darren Cann</td>
<td>Encouraging cycling and enhancing cycling routes is a truly fantastic idea. Promoting health and reducing our carbon footprint is a must in this day and age. But a big issue that needs to be addressed is the danger many cyclists face on the roads today from muggings. It will be hard to promote cycling to work if people are constantly being attacked on their way to work, as is happening today.</td>
<td>Comment noted.</td>
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<tr>
<td>28</td>
<td>26/01/2017</td>
<td>Lynn Coetzee</td>
<td>I have observed the creating of cycle lanes along Albert Road with interest. I have seen businesses forced to close and people lose income and employment due to green cycle lanes that replaced parking bays! I watch with dismay as tickets are issued to people who are unloading goods for their stores - where must they park, where must their clients park? Surely businesses should have been considered and consulted with in this process? In the area of Salt River Circle, there is a huge amount of traffic flow from five very busy roads. Albert Road leading to Liesbeeck Parkway is very narrow and used by many trucks. The stores along the outgoing road have no parking at all. Very few cyclists make use of this road. Maybe the cycle route could be diverted to run along Foundary Road and join the main traffic at the bridge, before the River Club? Travelling by bicycle in European countries and Cape Town are vastly different. Their crime rates are a fraction of ours. Many people commute long distances to get to their place of work. Personal safety would be of major importance.</td>
<td>Comment noted. Implementation of cycle lanes along Albert Road in Woodstock was preceded by Public Participation Process.</td>
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Concern. If professional cyclist are being assualted and robbed, what would happen to the average citizen? (the professionals are normally cycling faster and more focussed).

I am all for cycling as recreational and commuting short distances, but don’t compromise the economy by trying to enforce cycling.

Please give the parking bays back so we can run effective business.

Cycle safety and security addressed in Section 10.2.

Well documented strategy. Additional comments: The Key Focus Areas are great and well formulated with some meat. The one critical omission is, however, Key Performance Indicators per Area or sub-focus area. To see what progress has been made, it is required that each Area must have metrics in place. Each table must have another two columns i.e. KPI and Target KPI. 10.3 Second last bullet. Way-finding. Consider Maps, me mobile app 10.5 Who are the stakeholders as discussed? Why so few characters to use?

Comment noted. Section 12. Monitoring and Evaluation includes increased mode share and growth in numbers of cyclists.

I read with interest your plans of the Draft Cycling Strategy for the City of Cape Town. I wish you success in your endeavours in this field.

The key to a successful implementation of this plan (in my opinion) is the interface between public transport and the cycling network. The commuter rail system must be willing and able to transport cyclists and their bicycles to the area where the commuter changes from train to cycle and vice versa. This does not happen in Cape Town. It appears to me that the present management of PRASA is both unable and unwilling to remedy this situation. Unless this situation is changed it will be impossible for your worthy plans to succeed. I suggest you form a workgroup to visit cities which have a system which works e.g. London and Amsterdam.

I’ve forwarded the details of your mission to my son. His name is Timothy Spencer. He has extensive experience of Town and Regional Planning in Cape Town and now works in London, He also commutes daily by train and bicycle. If you want contact him his email address is spencerplanning@gmail.com

Comment noted. Bicycles are allowed in Metroral carrigues during the off-period.

Well done in your role as author of the “Draft Cycling Strategy” for Cape Town that is currently out for comment.

I thought you may be interested in the following article on cycle paths or “skyways”. See web-link below.


My general comments on the “Draft Cycling Strategy”, as follows:

A real opportunity exists to introduce safe and accessible cycle paths/lanes leading to and from school sites in the City of Cape Town metropol. The benefits will be numerous not to mention, the reduction in school vehicular traffic (alleviate congestion in key nodes at peak times) and the learners will see cycling as an acceptable/”normal” form of transport from a young age i.e. cycling becomes standard and an accepted norm to the young generation and parents/motorists alike. To initiate this proposal, potential pilot projects should be identified through a partnering approach between the City of Cape Town (providers of the cycle infrastucture), WC Dept. of Education and School Governing Bodies (SGB’s) at the pilot school sites.

In terms of funding the cycle path infrastructure into the Cape Town city bowl area, a congestion charge on motorists coming into the Cape Town city bowl (similar to London, UK) could be a potential source of revenue, over and above the CoCT’s budget in the MTEF for cycle infrastructure. This would hopefully also serve as a catalyst to enable the paradigm shift in motorists to make use of cycling as an alternative form of transport, or use public transport (foil or My City) or at least start car pools in their neighborhoods. This proposal comes with the proviso that other forms of commuting to work must be safe and accessible, and that the congestion charge is in an affordable range with incentives such as discounts on purchasing bicycles at retailers etc.

Finally, I am certain that if safe and accessible cycle paths are provided (rolled-out) for “utility”/commuter cycling in Cape Town – the uptake in cycling and use of these cycle paths will exceed the expectations of even the most conservative road and transport engineers.

Good luck with your endeavours to make Cape Town a leader in commuter cycling in South Africa.

Comment noted.

As a daily commuter and worker in the health environment I am fully in favour of cycling as a fantastic cost effective and viable alternative to service delivery, a vital aid to having an engaged and healthy workforce, and I see a cycling community participants as an indicator of a social and integrated society. I am also of the view that sadly there has been a perception that only wealthy persons can afford to learn to cycle but in reality this is the most cost effective means, lets liberate transport !

Comment noted.

I am told that a brightly coloured helmet cover that fits over a standard helmet is highly effective and inexpensive. It might even be reflective for day & night riding?!

Comment noted.

Related comment provided in a report.

Great idea. Expanding the routes to the Northern Suburbs would also help alleviate congestion on the N1 inbound in the morning.

Cycle routes and network design addressed in NMT Network Plan.
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<tr>
<th>No</th>
<th>Date Received</th>
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<th>Response</th>
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<tbody>
<tr>
<td>37</td>
<td>01/02/2017</td>
<td>Leith Steele</td>
<td>Most cycling deaths are when hit from behind by a car. Pedestrians can walk facing the traffic and are able to react if a drunk driver or driver on their phone is drifting into their path. A cyclist is the same width as a pedestrian and would also be able to react if they were able to cycle facing oncoming traffic. Practical and relatively simple to implement - just requires a mindset change.</td>
<td>Comment noted. Cyclists subject to requirements of the Road Traffic Act.</td>
</tr>
<tr>
<td>38</td>
<td>01/02/2017</td>
<td>Anton Steenkamp</td>
<td>As far as safe cycling routes are concerned, it seems to me that one of the areas where it could successfully implemented for commuting is the route from the Southern Suburbs into the CBD along the M3 and De Waal Drive. There is currently a well maintained, well used and safe dedicated cycling lane from the Paradise Road / M3 traffic lights to UCT, but there it stops. If it could be extended around De Waal Drive on the mountain side it would be very well used, as a lot of cyclists already use that route for recreational purposes and to cycle to UCT.</td>
<td>Cycle routes and network design addressed in NMT Network Plan.</td>
</tr>
<tr>
<td>39</td>
<td>01/02/2017</td>
<td>Michael</td>
<td>I welcome the draft policy, it is very detailed , setting out clear policies. What I didn’t see was whether cycling lanes will be made in the townships such as Khayelitsha and Strandfontein, especially the roads from the corner of Old Strandfontein rd/Old Spine rd to Spine rd/Weltevreden rd. There are no yellow lanes that continuous and the yellow lines break then continues on other side of road which is not helpful. Thank you.</td>
<td>Cycle routes and network design addressed in NMT Network Plan.</td>
</tr>
<tr>
<td>40</td>
<td>01/02/2017</td>
<td>Jane Hershall</td>
<td>CTI not serious about cycling when construct roads with high cycle usage ie. Kalk Bay/Muizenberg area without any attempt to accommodate cyclists! An opportunity lost. Similarly with Woodstock - road markings are insufficient to protect cyclists and when they battle against the wind a tragedy waiting to happen. Come on CTI less lip service, more concrete action. including cycle awareness in K59 test with driver education on radio a place to start</td>
<td>Comment noted. Cycle route not feasible along Main Rd from Muizenberg to Kalk Bay.</td>
</tr>
<tr>
<td>41</td>
<td>01/02/2017</td>
<td>Alistair Palmer</td>
<td>I would like to comment on the businesses that are stealing the cycle lanes in Shortmarket street. Namely - The House of Machines, Cafe Roux, Rosas Bakery and The Maynards group who park in the bike lane at all hours. Also, outside RG Jack Electrical there are constantly contractors vehicles parked all day in the bike lane. Nothing seems to be done about this. I have sent multiple messages over many platforms to the city but the situation stays the same. This is making the lanes unusable and obsolete.</td>
<td>Comment noted. Enforcement is addressed in Section 10.2.</td>
</tr>
<tr>
<td>42</td>
<td>01/02/2017</td>
<td>Jannette van der Merwe</td>
<td>All I have to share is that we here at the West Coast, cycle in the yellow lanes facing the oncoming traffic. When we notice that some driver is in the yellow lane, we wave and show them to go back into the road. We cycle with front and back lights even during the daytime. Praying for a safe road to ride our bikes.</td>
<td>Comment noted.</td>
</tr>
<tr>
<td>43</td>
<td>01/02/2017</td>
<td>Mr Meyer</td>
<td>I have been cycling in Cape Town for 30 years – first to work and now just off-road as it is too dangerous on the roads. I find little value in the cycle lane in Adderley street as no cyclist uses the lane and it congests traffic as cars double park leaving only one lane open. Public parks can be made more cycle friendly and the MBT cycle paths are a great positive contribution to safe cycling</td>
<td>Comment noted.</td>
</tr>
<tr>
<td>44</td>
<td>01/02/2017</td>
<td>Anthony Kiggen (member of PPA)</td>
<td>1. There should not be a distinction between recreational cyclists and utility cyclists, as one feeds the other. I began cycling to work from cycling for recreational cycling for health benefits. 2. Safety and security of cyclist must be primary focus and addressed 1st. Other focus areas and infrastructure can be grown around the Safety core. Onion model. 3. Interim measures need to be implemented immediately!! One death or injury is too much. 4. Institute bicycle licencing it will generate revenue &amp; allow education</td>
<td>Comment noted. Cycle safety and security is addressed in Section 10.2.</td>
</tr>
<tr>
<td>45</td>
<td>01/02/2017</td>
<td>Murray Thomas (Escape Gear)</td>
<td>I vote this draft strategy be halted, and no more money spent on it; until such time as the City of Cape Town can prove to the public at large, and cyclists in particular, that they can make the existing cycle infrastructure work. Case in point: Mi CtIi BRT/cycle lane that services both affluent west coast suburbs, and poorer suburbs such as Du N. Jn, Joe Slovo Park, Brooklyn, Ysterplaat. This cycle lane is not working for commuters wishing to cycle (utility cycling). The City of Cape Town knows what the issues are, but does nothing to sort them out. Prove you can make it work before spending money on ‘think tank type strategies’. Case in point: Woodstock/Albert Road Cycle lane. Reconfigure, rework, redesign, rethink this cycle lane. As it stands, this cycle lane causes much frustration and anger, and works badly as commuter cycle (utility cycling) lane. The City of Cape Town knows what the issues are, but does nothing to sort them out. Prove you can make it work before wasting money on developing a flawed Cycling Strategy. Once existing cycling infrastructure is working, use this as a pilot to guide your Draft Strategy in the right direction.</td>
<td>Comment noted. Post project implementation review of Albert Road cycle lanes completed.</td>
</tr>
<tr>
<td>46</td>
<td>01/02/2017</td>
<td>Murray Thomas (Escape Gear)</td>
<td>One of the three critical components identified that make utility cycling work, is access to a bicycle. There are many South Africans who cannot afford the capital cost of a bicycle. A possible solution is to do what is done in Paris, France. Here the city has bought thousands of bicycles and they are stored at various accessible locations around the city. You access the bicycle by paying a small fee, and when you have got to where you want to go, you park it in the closest new accessible location to your destination. Benefits of this system: 1. There are so many bicycles around there is no incentive to steal them. 2. You don’t have to worry about safe storage when you are not using it. 3. No worries about maintenance, someone else takes care of that.</td>
<td>Comment regarding bike share will be incorporated in Section 10.1.</td>
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<td>47</td>
<td>01/02/2017</td>
<td>Findlay John Smith</td>
<td>Having narrowly escaped being the 4th cyclist fatality in January 2017 (due to the failure of a truck driver to give me adequate space on the road), I am empassioned to provide whatever support I am able to offer to your cause. At this point, I wish to offer comment on two areas 1) Traffic law Enforcement and 2) Planning Legislation.</td>
<td>Comment noted. Compliance with the rules of the road is addressed in Section 10.2.</td>
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<td><strong>Traffic Law Enforcement</strong></td>
<td>I wish local government the very best of luck in achieving any significant change in driver behaviour which will make cycling any safer on our roads within the timeframe of your proposal. Currently, traffic law enforcement is generally invisible with only revenue generating activities such as fixed speed cameras providing a any kind of deterrent to reckless or antisocial behaviour. As a result of lack of visible enforcement, the following behaviours now appear to be culturally accepted - 1 Drinking and Driving 2 Running red lights 3 Failing to stop at the correct stop lines at a junction (blocking the pedestrian crossing) 4 Using mobile phones while driving 5 Failing to provide 1m clearance with cyclists 6 Taxi drivers above the law</td>
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<td><strong>Planning Policy</strong></td>
<td>Having lived in Europe for a number of years, I must strongly advocate that the most robust method of ensuring a safe environment for the growing cycling community is to keep cyclists and motorists apart. Dedicated cycle paths (particularly in the Netherlands) have allowed a revolution in transportation safety and efficiency. As you are no doubt aware, the roads around Durbanville are used intensively by both motorists and cyclists. I was recently quite dismayed when, in the process of redeveloping many kilometres of roadways in the Durbanville urban area in 2016, local planning appears to have made no provision whatsoever for cyclists. Let's propose to make it legislation that no new road or road alteration plan may be approved unless a dedicated, SEGREGATED path is provided for cyclists. Again - this is what they have done in many European municipalities, with fantastic results.</td>
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<tr>
<td>48</td>
<td>01/02/2017</td>
<td>Adel Grobbelaar</td>
<td>Wie dit mag aangaan. Ek is woongelig in Blouberg, en mag ek u bedenk vr amazing fietstane in ons area. My enigste kommentaar is dat ons nie al die fietsbane kan gebruik nie weens sekerhede. Ek stel voor dat “ hotspots geïdentifiseer word en dat daardie spesifieke areas deur visuele polisering gemonitor word, as ek die hoeveelheid mense al gestop het omdat mense aangerand en besteel word op die fietstplein tussen Paarden-Blind en die stad is dit skokker.</td>
<td>Cycle safety and security is addressed in Section 10.2.</td>
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<td>49</td>
<td>01/02/2017</td>
<td>Peter von Hase</td>
<td>As a keen cyclist of 75 years of age I fully support the cycling strategy of Cape Town CC. An investment in the future has to be made now even through numbers of cyclists may still be low right now. As far as the short stretch of cycle path in Adderley Street is concerned: this leads to nowhere as it is not connected to any other cycle path. It is also disregarded by flower sellers and pedestrians. A cycle path along De Waal Drive would be a good development. Just one example.</td>
<td>Comment noted. Cycle lane in Adderley Street is part of cycle network to be completed.</td>
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<td>50</td>
<td>02/02/2017</td>
<td>Rodney Offord</td>
<td>I have read with interest the Draft Cycling Strategy for Cape Town. Although I no longer reside in the City I have often visited it and cycled in the City. I am a retired Traffic Engineer, living in East London, having worked for the Eastern Cape Department of Transport for nearly 20 years. I am also an avid cyclist who, though cycling mainly for recreation and sport, also uses the bicycle for 8 - 15 km commutes, or to go to other activities where I could easily have just got in a car to make the trip. Having been involved in developing similar government policies and strategies during my working career, and linked to my hands on knowledge of cycling, I have taken the liberty to annotate the Draft Strategy with my comments. I therefore am attaching my annotated version of the Draft Strategy for your consideration. If you are unable to read some of the annotations please let me know and I will redo them in another form. I hope that I have been able to make a meaningful contribution in your endeavours. Although I have emphasized areas where I think there are mistakes or deficiencies, I do want to commend you on the Draft Strategy as a whole, and fully support the proposals contained therein. I think that you have done a good job. If you wish to engage with me further on any of the issues I have raised I am very willing to do so. Detaied comment provided in a report.</td>
<td>Comment noted.</td>
</tr>
<tr>
<td>51</td>
<td>03/02/2017</td>
<td>Michael</td>
<td>A hazard that plagues ALL cyclists is punctures. Cycle paths HAVE to be regularly cleared of thorns e.g. (<a href="https://en.wikipedia.org/wiki/Tribulus_terrestris">https://en.wikipedia.org/wiki/Tribulus_terrestris</a>), broken glass, dried branches (especially after storms, certain times of</td>
<td>Maintenance of cycle paths addressed in Section 10.3.</td>
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<td>52</td>
<td>06/02/2017</td>
<td>Saleemah Salie (Acting Secretary - CCA (Crawford Civic Association))</td>
<td>We the Athlone Civic Association had a meeting on 24 January 2017 and discussed the draft. We feel it is a good initiative but unfortunately the community we come from has a different mind set towards cycling. With crime being a high and proper education regarding cycling also being an issue.</td>
<td>Cycle safety and security is addressed in Section 10.2.</td>
</tr>
<tr>
<td>53</td>
<td>06/02/2017</td>
<td>Michelle Bothma (Bastion Paints cc)</td>
<td>Regarding the City’s plan to promote cycling. Well firstly – THIS IS AWESOME!!!!! Have you ever imagined how GLOW IN THE DARK WILL be able to contribute to this initiative???? BASTION paint specialize in a wide variety of SPECIAL EFFECT PAINT:  - Glow in the Dark paint and pigments  - Metallic Paint  - Neon UV  - Safety Paint etc. Glow in the Dark paint contains pigments. These pigments actually absorb energy from the sun. Once it goes dark, this energy is released and whoala – GLOW!  - 1-3min of sunlight provides a 12 hour glow.  - 12 year life expectancy.  - VERY Durable. All our products are pure acrylic water based paint and are environmentally friendly! #proudly ‘glowing’ green This will be a awesome way to mark out cycling lanes – providing enough light to guide drivers and riders. (And we don’t even have to rely on Escor or expensive solar lights to do so!) Please follow the link to our website: <a href="http://www.paint1.co.za/">http://www.paint1.co.za/</a> I know this will work exceptionally good. Combining innovation with our proud Capetonian design talent …. this is sure to catch the world’s attention! We truly are a GREAT COMMUNITY of people, it is us, the people, who makes Cape Town (our hometown) GREAT! Detailed comment provided in a report.</td>
<td>Comment noted.</td>
</tr>
<tr>
<td>54</td>
<td>07/02/2017</td>
<td>Councillor Mark R H Kleinschmidt</td>
<td>The fact that Cape Town is the most congested city in South Africa has necessitated that the City of Cape Town is compelled to address this issue if it aspires to remain a renowned international tourist destination. The severe traffic congestion was highlighted at the first Mobility Indaba held in the City, and is indeed welcomed in order to change public behaviour, and seek alternative solutions in respect of non-motorised transport to alleviate the crisis. The number of vehicles on Cape roads has over years increased exponentially and the development of road infrastructure has not kept abreast of same. Hence, the gridlock scenario during peak traffic hours, which has also seen major highways and arterial roads congested even during off peak periods. My observation during visits to most European countries has revealed the successful and effective use of non-motorised transport and the extensive use of bicycles. It is indeed our collective responsibility to make concerted efforts to cooperate with the City to help solve the congestion problem by being open to the use of bicycles. Cape Town is relatively flat and the health benefits of cycling is incalculable. Alternatives such as cycling, walking or the use of reliable public transport are possible solutions, and this paradigm shift must be embraced by all.</td>
<td>Comment noted.</td>
</tr>
<tr>
<td>55</td>
<td>07/02/2017</td>
<td>Cheslyn Francis</td>
<td>I had a read through the draft and it seems completely do-able: Traffic congestion; inefficient policing of highways, pedestrian safety and commuter safety is key to this working. I support it wholeheartedly; my concerns are these:  - WE (as a CoCT) body have always had massively great, world-class ideas; how it is executed (costs IMPLEMENTATION/regulation) falls flat each and every time – our plans are foiled by red-tape, funding issues etc. The commuter needs to be key-part of this planning (send emails .e.g. vote on how it’s done in Holland/Europe/Britain etc) and not REINVENT the wheel –we need to be adaptive and focused on what our roads represent -people do NOT see it as a “community area of use” to them it’s an obstacle to get somewhere –anything standing in that way will suffer, hence I see road-safety and serious policing must be key to people/kids on bikes!</td>
<td>Comment noted.</td>
</tr>
<tr>
<td>56</td>
<td>07/02/2017</td>
<td>Murray Thomas</td>
<td>Here are some visual examples of existing cycle lanes in the City of Cape Town not working. On the Mi Citi cycle lane, personal safety is a huge problem. The fences have pulled down, litter, and despite many requests, nothing has been done. Albert Road Woodstock Cycle Lane. What do businesses do when they have goods for loading or unloading? They</td>
<td>Cycle safety and security is addressed in Section 10.2. Review of Albert Road cycle lanes has been completed.</td>
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<td>57</td>
<td>07/02/2017</td>
<td>Prof Wolfgang Preiser</td>
<td>I am one of the few utility (mostly commuter) cyclists in our area (Belville). The situation reminds me of that in London in the mid-1990s when I worked and cycled to work there. A lot can be achieved if structures are put in place - in addition to physical infrastructure (largely absent or dysfunctional here as noted in the strategy) there needs to be a change in attitudes esp. by car drivers, starting with bringing law enforcement (traffic services) on board. We have a long way to go!</td>
<td>Comment noted.</td>
</tr>
<tr>
<td>58</td>
<td>07/02/2017</td>
<td>Tana Paddock</td>
<td>I would like to submit a comment on the new Draft Cycling Strategy. I am so happy to see that the City is developing a holistic strategy around utility cycling. My husband and I have lived in Cape Town for 6 years and although we could afford to buy a car we chose to use bicycles as our primary mode of transportation. Based on our experience and after reading the draft document, I would like to suggest the following: - Make sure that pedestrian/cycle crossing lights don’t turn green while cars turning also have a green light. You think you have the right away because the light says go and suddenly a car comes speeding around the corner because they also have a green light. This is one of the most dangerous aspects of cycling through the city. - Allow bikes on trains free of cost and put bike racks at the Central train station, at least.</td>
<td>Comment noted. Comment regarding bicycle awareness will be incorporated in Section 10.</td>
</tr>
<tr>
<td>59</td>
<td>07/02/2017</td>
<td>Paul Loynes</td>
<td>Better policing of cycle routes will make for safer cycling. This policing should take the form of vigilant ticketing of motorists who park in designated cycle lanes. - Better awareness for pedestrians and motorists that green lanes are cycle lanes. - Cycle paths and routes should be highly visible and expressly marked such as to other road users and pedestrians. - Greater awareness campaigns for motorists, taxi drivers and bus drivers as to passing distance and road safety towards cyclists.</td>
<td>Compliance with the rules of the road addressed in Section 10.2.</td>
</tr>
<tr>
<td>60</td>
<td>07/02/2017</td>
<td>Angela Belbeker</td>
<td>I am a regular commuter and use the cycle lanes from edgemead through to milnerton and on to town. Promoting cycling to work is a great idea in theory but in the real world it’s not a pretty sight. The Woodstock to town section of the cycle lane is disgusting. We are faced with naked people washing themselves. Terrible smells from human waste. And threats of being attacked. So before you promote it, the safety and cleanliness of the cycle lanes should be addressed.</td>
<td>Comment noted.</td>
</tr>
<tr>
<td>61</td>
<td>08/02/2017</td>
<td>Tristan Kilian</td>
<td>I would like some consideration made to extending cycle only lanes into the northern suburbs along the N1 pipeline in such a way that cyclists can make the 20km journey unencumbered by other motorists and traffic lights. Right now there is little to no alternative to motor vehicles if commuting from the northern suburbs.</td>
<td>Cycle routes and network design addressed in NMT Network Plan.</td>
</tr>
<tr>
<td>62</td>
<td>08/02/2017</td>
<td>Howard Steele</td>
<td>So pleased that the city is taking cycling seriously...by creating and upgrading the trails and cycle lanes for both commuter and leisure cyclist. Thank you for all the work done so far. Just a point the steenberg road section from palmore through to constancia is one of the busiest cycling routes can these paths which have been approved be noted as urgent. Another cyclist knocked down on this section Feb 2017</td>
<td>Comment noted.</td>
</tr>
<tr>
<td>63</td>
<td>08/02/2017</td>
<td>Vanessa Anderson</td>
<td>This comment is more from the perspective of other users of the cycle lanes. Firstly I think it is a fantastic initiative and provides a platform for many other uses. I am myself a runner and have used these cycle lanes for training purposes. I reside in Table View and often get off the mycity complete my trip home by using the cycle lane to run in. They are safe and convenient. As a runner and not a cyclist my suggestion would be that the city considers placing water points</td>
<td>Comment noted.</td>
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<tr>
<td>64</td>
<td>09/02/2017</td>
<td>Andre</td>
<td>This is a great and important initiative, for pollution, climate change, health and society. I have been cycling to University and now work for the 5 years since I left school. The biggest hinderance to cycling is crime. Not on the road as such, but safe parking for my bike at home/work. I’ve lost three bikes to theft and now own a cheap bike that isnt pleasant to cycle far. Stop the syndicates that sell bikes, they will ruin whatever ambitions CT has. CRITICAL. Also regulate bike sales and shop collusion.</td>
<td>Comment noted.</td>
</tr>
<tr>
<td>65</td>
<td>09/02/2017</td>
<td>Bianca</td>
<td>I currently cycle to work however I can cycle a small distance. My husband and I lived in London for many years and used to cycle there a lot. I think the main issues that will make a difference is 1) Moving designated and closed off cycle lane (not just green stripes where cars can park or drive over) this will encourage cycling 2) Have more bike lock up points especially in the city &amp; at work (very few around) 3) Have bike hire for people coming off the train (a pick up and drop off system)</td>
<td>Need for bicycle racks as end of trip facilities is included in Section 10.3.</td>
</tr>
<tr>
<td>66</td>
<td>10/02/2017</td>
<td>James Edward Pullen</td>
<td>Fully support the move to bicycles. All our family members use bicycles and are so grateful to live in Cape Town where provision is made for this form of transportation. Suggestion: clearly mark a cycle lane on the promenade, as it is quite a place to negotiate between: dogs; runners; walkers; skaters &amp; cyclists.</td>
<td>Comment noted.</td>
</tr>
<tr>
<td>67</td>
<td>10/02/2017</td>
<td>Desere de Vries</td>
<td>If it is possible to make some kind of barrier next to the cyclist lane so that motorist have a lesser chance of injuring a cyclist especially with taxi’s and some dangerous drivers. Make the lane just wide enough for one cyclist to be able to past another cyclist, that will also prohibit cyclist to cycle in groups / bundles</td>
<td>Comment noted.</td>
</tr>
<tr>
<td>68</td>
<td>10/02/2017</td>
<td>Wynand Steer Ekooguru</td>
<td>I have embarked on an experiment to exclusively cycle, bus, Uber &amp; Avis for my out of town trips. Being a cyclist on Cape Town’s roads remain a very scary experience. Drivers have no regard for a cyclist. Of the biggest culprits remain trucks and busses, who drive on the verge of the yellow line and in a bend unknowingly cut into and onto cyclist. I propose developers should contribute to developing cycle lanes whereby they can gain points which could count in their favor when tendering for CoCT projects.</td>
<td>Compliance with the rules of the road addressed in Section 10.2.</td>
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<tr>
<td>69</td>
<td>11/02/2017</td>
<td>Jason Roper</td>
<td>This sounds like an excellent initiative. Looking forward to its implementation and utilizing the cycling routes. Thumbs up!</td>
<td>Comment noted.</td>
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| 70 | 11/02/2017 | Brian Paxton | Let me first congratulate you on your strategy document; I cycle daily both for recreational and business purposes particularly in Claremont and surrounding suburbs. The following are some suggestions of things that would improve cycling for me and others:  
- a) provide secure bicycle racks at all railway stations (and not the kind where you have to lift your bike and hang it - this doesn't work for those not so strong)  
- b) change city building regulations so all office blocks provide secure bicycle racks (and shower facilities for employees)  
- c) allow bicycles on trains free out of rush hour  
- d) appoint inspectors to ride along each bicycle lane regularly and give feedback (also allow cyclists to report problems which are published on a website). For instance the cycle paths next to the M3 in Newlands and along Constantia Main Road have serious potholes, specially where the pavement has been excavated for pipes, etc  
- e) cyclists were extremely disappointed that the new road from Muizenberg to Fish Hoek does not include a safe cycling lane. Instead pedestrians have the option of two sidewalks and the walk along the sea wall while cyclists have to compete with heavy traffic. If you examine your accident statistics I am sure you will find this is a dangerous stretch of road.  
- f) safe cycle lanes should be provided parallel to the N2 both for commuters from poorer suburbs and for cycle tourists wanting to access the winelands. Similarly the coastal road from Muizenberg past Mitchell’s Plain.  
- g) the cycle route from the city centre through Mailland is excellent; however the first stretch past the railway yards needs some sort of security and regular removal of litter  
- h) provide cycle paths on all wide sidewalks, specially those along the Sea Point / Green Point sea wall  
- i) provide bidirectional cycle tracks on some one way streets such as Brooke Street in Claremont (as an alternative to dangerous Bowwood Road)  
- j) provide cycle tracks on all road bridges over the railway lines  
Thank you for allowing me to comment. I am happy for you to contact me on a regular basis for feedback: to be part of your sub-committee or to undertake inspections of cycle paths (as long as my feedback is acted on). | Comment noted.  
  - Need for bicycle racks as end of trip facilities is included in Section 10.3.  
  - Commuter train service managed by Metrorail.  
  - Cycle route not feasible along Main Rd between Muizenberg and Kaik Bay.  
  - Bicycle highway next to railway line addressed in NMT Network Plan. |
| 71 | 12/02/2017 | Neville Adler | This may be a useful resource: Link to Cycle Track Design Guide  
I want to stress the importance for safety of cyclists and any significant increase in commuter cycling of ensuring cycle routes are physically separated from motorised transport. | Cycle safety and security is addressed in Section 10.2. |
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| 72 | 12/02/2017    | Olivia Andrews     | **Response to CoCT Cycling strategy**  
I think it is brilliant that City of Cape Town wants to increase the number of cyclists. Cycling is a fantastic low carbon mode of transport which will reduce pollution, decrease traffic congestion and also has health benefits for the cyclists keeping them fit and healthy.  
In Cape Town there is already a big cycling community however the majority are cycling for pleasure, not for commuting. The question should be asked: why is this? These are people who will on the weekend, put their bike in the car, drive to a starting point and then cycle, but won’t during the week cycle directly from their house the 5-10km to their work. We need to change our cultural norms in order to get people onto their bikes to commute. Below are some of the ways in which we can start to do that.  

1. **Driver education to increase safety: including bus and taxi drivers**  
Driver education including bus drivers and taxi drivers is EXTREMELY important. I am a regular cyclist (between Observatory and Claremont) I cycle long Main Road. And it is nearly every day that I almost get knocked off my bike by taxi drivers and bus drivers. (usually they overtake too close, or they overtake and then cut right in front of me – not leaving enough of a safe distance) A education programme is key:  
1. Add a detailed section on cycling safety to ALL Learner tests  
2. Enforce bus and truck companies to add compulsory cycling education to their driver training modules  
3. Educate the public through awareness campaigns  
4. Create awareness around opening your car door with your left hand which forces you to look behind you to see if a bicycle is coming so you don’t open your car door into them  
Driver education can work – in Melbourne where I visited last year I was amazed at how cyclists got right of way by ALL motorists and bus drivers. It felt like we were VIPs cycling through the city!  

2. **Expensive cycle tracks are not needed**  
The fancy cycle lane that was built on Albert Road between Observatory and Cape Town was a great idea in principle, but has been a dismal failure. Why?  
The green paint painted onto the road started coming off a few days later and although it has been retouched it keeps coming off. The little bumps put in place to stop cars driving in the cycle lane do not work. Cars and taxis drive in there all the time it was built over parking bays – in an area where parking is really hard to find. OF COURSE people are going to park on it when there is no where else to park. A whole lot of time and money was used for this cycle lane, but there is no enforcement of it. So then WHAT WAS THE POINT?  
Rather make a cheaper and better system which does not need traffic offers to enforce:  
- turn one side of the road pavement into a cycle lane – going in both directions. Because the pavement is already raised cars will not be able to drive on it, it will be a lot less costly than building a whole cycle track.  
2) use the other side of the road pavement for pedestrians  
3) you could roll out this model for many major roads – right hand side pavement for bikes, left hand for pedestrians.  
At the very least place the cycle lane between the parking bay and the pavement (not as in the case of Albert road on the outside of the parking bay). It will save a lot of space to have cycling lanes in both directions next to each other, rather than one on either side of the road  

**Get the schools on board**  
In Claremont/Rondebosch there is already a good network of cycle paths, and yet these rich kids don’t use them! Why?  
Parents sit in their SUVs clogging up our roads and creating traffic taking little diddums to school because they are... |
nervous for their child’s safety. At the risk of sounding old…. When I was young we all used to cycle and walk to school. Nowadays parents are overprotective and there is no culture of cycling to school any more. The irony is that the more kids out and about on their bikes the safer it will be! Schools should encourage kids to cycle to school by creating a “car pool” system but for bikes. Groups of children can arrange to cycle to and from together, perhaps with one parent.

At my school we had endless campaigns and competitions to encourage cycling. It is good for kids as this will keep them active and healthy. Schools should also discourage parents from driving.

3. Showers at work

SHOWERS at the work place will encourage commuter cycling. I lived in London for 6 years where cycling is the norm, almost everyone I knew cycled to work. Many companies had showers at their office to encourage cycling.

4. Work with NGOs

BEN bikes does amazing work with providing access to bicycles. There are many other NGOs doing great work. Because they are passionate about what they do, they are usually good at it, so use these valuable resources!

5. Change our cultural norms

Some people do not cycle as it is seen as being poor. If we can make cycling “normal” and create a culture of commuter cycling in our city, it is present in many other cities in the world.

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<tr>
<td>73</td>
<td>12/02/2017</td>
<td>Ann Baker</td>
<td>I would love to have SAFE bike routes, but you will have to drastically change taxi drivers; and other motorists behaviour. 10 years ago I used to cycle on the Main Rd between Wynberg and Claremont, and had to stop due to the unpredictable behaviour of taxi drivers. Hazard lights on when they pull off the road, while they are stationary and while they are rejoining the traffic. They always rejoined the traffic just as I came up next to them. It seemed they did it on purpose, to knock me over.</td>
<td>Cycle safety and security is addressed in Section 10.2.</td>
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<tr>
<td>74</td>
<td>13/02/2017</td>
<td>Geraldine Goncalves</td>
<td>This policy is geared to the interests of cyclists and planners but it takes no heed to the safety and comfort of pedestrians where they are forced to share cycling tracks with cyclists. The document refers to cyclists and pedestrians in one phrase without making it clear whether separate or combined tracks are envisaged.</td>
<td>Comment noted.</td>
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| 75 | 13/02/2017    | Rob Luis     | I have read through the Draft Cycling Strategy executive summary after it was brought to attention this morning through a local paper. My name is Rob Luis and I am currently in the private sector in terms of the fact I own a company which distributes bicycles in South Africa. I have been doing this for almost 20 years and I have also been fortunate to have learnt in my early days from guys who once worked and manufacturer bikes in Tembasa which was a company called Western Flyer Cycles. They use to make the frames here and import the components and for various reasons they turned to complete imports.

Now I hear what the government’s intention is and I think it’s fantastic but I think that a guy like myself could be of service given my experience in the trade. Yes, we very much focused on the recreation side of cycling in terms of selling bikes which are intended for leisure and sport use but we would welcome a look at how it could be that we could create or help create a commuter culture and a future market which would be beneficial to the city. I am available should you wish to discuss this in more detail. | Comment noted. |
| 76 | 14/02/2017    | Andries Breytenbach | I live in Rondebosch. My 2 teenage sons have been cycling to school first grade. I am a regular mountain bike cyclist and access various Table Mountain routes from my home, using public roads in the process. In short: 1. Criminals target cyclists, making it unsafe. 2. Motorists don’t observe any rights or regulations pertaining to cyclists, cycling lanes, crossings or road signs. 3nr. Pedestrians/runners don’t either, making the use of cycling lanes dangerous - The Rondebosch Common is a typical example | Cycle safety and security is addressed in Section 10.2. |
| 77 | 14/02/2017    | Paul Hoekman | Thanks for making available the Draft Cycling Strategy and providing an opportunity to comment. I have been biking in Cape Town for years but I have many friends who, even though they would want to, do not practice ‘utility cycling’. The main reason stated over and over are concerns for safety and security. And I cannot blame them this document lists that the main concern is that the actions that are listed do not indicate that these issues are considered an important topic. There are only two actions described, and I do not get the feeling that improving safety and security is a primary target of high priority. “Marketing and communication” is the first point that is being listed, which I think is not a fundamental solution to the problem. Overall it feels like this section lacks strong and more structured action.

Finally, throughout the document references are made to other cities where cycling has been taken up at higher rates. However, at no point is any reference made to systems, actions, methods, rules or ideas that are based on “best practices” or lessons learned from those other more successful cities. It seems like a lot can be learned from those other cities and it would be useful if this document demonstrates specific policies or ideas that come from other cities. Alternatively, if particular policies are not inspired by these other cities, what are they inspired on? Being transparent. | Cycle safety and security is addressed in Section 10.2. |
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<td>78</td>
<td>14/02/2017</td>
<td>Barry Tyson</td>
<td>I am a regular cyclist in central Cape Town. Unless there is a physical barrier to the cycle lanes in Bree St they will never be effective. The contractors parking in front of the electrical store near the corner of Castle St double park on a daily basis and it is impossible to get past them. In Adderley St (where there is a physical barrier) office workers who smoke and the flower sellers regularly sit in the cycling land and block it up. I see Cape Town Partnership security guards watching them and doing nothing to enforce the law. Unfortunately Capetonians will only obey the law if policew - so both these roads need to be policed until peoples’ habits change.</td>
<td>Compliance with the rules of the road addressed in Section 10.2.</td>
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<tr>
<td>79</td>
<td>14/02/2017</td>
<td>Adrian Stevens</td>
<td>Cycling lanes are fine - but parked cars, trucks and pedestrians use these lanes, and cyclists are forced back into the line of traffic. Cyclists also don’t know the rules regarding right of way to cyclists on roundabouts... and when the wind’s blowing, the danger to cyclists becomes even more prominent!! I would calculate approx. 50% of cycle lanes in and around the city are unusable because of this!</td>
<td>Compliance with the rules of the road addressed in Section 10.2.</td>
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<tr>
<td>80</td>
<td>14/02/2017</td>
<td>Paul Graham Fanner</td>
<td>1) somewhat repetitive 2)ps line 2: 2% of what!! 3) for strategy to work, we need first fix to the rail service. 4) In 2009, DoT were going to establish a bike plant. Need to ‘capture’ that 5) there was a project handing out free re-worked donated bikes. Where are they? 6) It’s been reported that some bike paths do turn up a usable map. You need to get the proper map to come up at the top of the list of hits 7) consider adding electric bikes to the manufacturing. In China they cost $500</td>
<td>Comment noted.</td>
</tr>
<tr>
<td>81</td>
<td>14/02/2017</td>
<td>Francois Warnich</td>
<td>Thank you for the implementation to encourage utility cycling and promoting cycling in our city. I am a recreational cyclist (mountain bike), and for a while in 2016, I cycled to work. It is unfortunately due to road safety issues that I am no longer using my bicycle to get to work, but returned to driving. I am excited about the City of Cape Town’s strategy, which will hopefully pave the way to safer and formalized cycling facilities to allow me to return to cycling to work. Upon reading the draft strategy, I have the following ideas and comments, mostly relating to recreational cyclists that can be swayed to start commuting by means of cycling; of which mostly you might already have touched or mentioned and ideas to obtain more data: “There is an active recreational and sport cycling community which provides an opportunity to grow utility cycling”—the large cycling community in the Cape Town area paves the way to easily engage in the capturing of data or getting information, for example: the area of Bellville where I reside, have at least four cycle shops that I am currently aware of, in a 2.5km radius. Working with these shops to gather information from their clients or getting information to them can be a possibility. “Concerns regarding road safety and personal security must be addressed to grow utility cycling”—my opinion is that the main constraint that recreational cyclists face, preventing them from cycling as a means of commuting, is the traffic during peak hours, and the coinciding safety concerns. This is easily identified by taking a simple example such as the major highways, separating suburban areas. Some of the main safety issues that can be considered is the crossing of highways and the large traffic volumes at intersections at these crossings. Take the area from Parow, Bellville, Goodwood, Brackenfell, Durbanville and Edgemead for an example. Cyclists travelling towards the city or Century City from these areas (although quite a distance, some cyclists still cycle to the city each day) have to cross either the N1 or N7, or both. By establishing and formalizing safe crossing nodes and major cycle routes at these and similar areas, the safety of cyclists can be increased. Cycling, similar to vehicular transport facilities, can be classified according to road hierarchy and classification by means of providing major cycling routes, with arterials branching out, coinciding with the road network. Additionally, the assumption of the commuting distance/range can be slightly increased to at least 30 km per trip. Generally, recreational cyclists that commute, will use the commute as training, therefore the distance will be a minor factor in their decision to commute with their bicycles. Cycling data in Cape Town is limited”—as previously mentioned, a large number of cycling shops can be utilized in obtaining cycling data. Additionally, cell phone applications such as Strava, used by cyclists to track</td>
<td>Comment noted.</td>
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<tr>
<td>82</td>
<td>15/02/2017</td>
<td>Henry Fagan</td>
<td>Important priorities: Police cycle tracks regularly, with heavy fines for cars parked on stopped on them. General policing of traffic, e.g. fining people driving over red lights, now common, especially taxis. Extend cycle path from Milnerton to town along the seafront past Paarden Island (rather than inland which is not safe) and then through the harbour. To encourage tourism, complete a cycle route around Table Mountain. This would be one of the most beautiful and well-known routes in the world.</td>
<td>Comment noted.</td>
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<tr>
<td>83</td>
<td>15/02/2017</td>
<td>Adrian Stevens</td>
<td>Cycling lanes are fine - but parked cars, trucks and pedestrians use these lanes, and cyclists are forced back into the line of traffic. Cyclists also don’t know the rules regarding right of way to cyclists on roundabouts... and when the wind’s blowing, the danger to cyclists becomes even more prominent!! I would calculate approx. 50% of cycle lanes in and around the city are unusable because of this!</td>
<td>Compliance with the rules of the road addressed in Section 10.2.</td>
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Note: The comments and responses are from various individuals providing feedback on a draft strategy for cycling in Cape Town, addressing various concerns and suggestions for improvement.
and record their cycle routes, are also a simple yet cost effective manner to look at cycling activity in certain areas, during specified times.

The Cape Town Cycle Tour also provides a golden opportunity for capturing data regarding interested parties/individuals that are currently highly involved in recreational cycling, but not involved in utility cycling, during their expo, before the race days. This can include their areas of residence and work, in order to determine “cyclist desire routes”, similar to pedestrian desire lines, used in the traffic counts and determination of pedestrian volumes and movements at intersections.

The utilization of a cell phone app to determine desired cycling routes for use as utility cycling or a web based interface can greatly help the cause. I tried to look for cycle routes for use of commuting on the internet, but was not entirely successful. Maybe that can be a start as well.

I hope you find use in some of my comments, as I look forward to see the further implementation and expansion of cycling facilities within our city, detailed comments provided in a report.

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<tr>
<td>84</td>
<td>16/02/2017</td>
<td>Jason</td>
<td>I'm part of a daily commuter group from Table View to Cape Town CBD which follows the dedicated cycle lanes all the way. We are so fortunate and thankful to the city for providing the infrastructure. The constructive criticism that I have to share include: ensuring that the lanes are safe and clearly marked. Stopping to change a tire makes you more of a target for crime... Thank you.</td>
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<td>85</td>
<td>16/02/2017</td>
<td>Warren Holl</td>
<td>Not sufficient opportunity to comment - 512 chars No Cycle first policy - policy does not drive people out of their cars! No alignment with road works, no mandated building of bike lanes when building new roads. No mandate for bike lanes to be painted and separated by cat-eyes on roads to visually help drivers to be aware of cycle first policy. VAT free bicycles? CSI opportunities for businesses? Education only covers drivers and not cyclists. Storage facilities (small business?). No schools considerations.</td>
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<td>86</td>
<td>17/02/2017</td>
<td>Luke Ramsey</td>
<td>A key component for bicycle safety is driver awareness of the requirement to share the road. As such we request that you also include the development of signs, such as these: <a href="http://www.hpepublichealth.ca/sites/default/files/3%20feet%20sign%20NEW.png">http://www.hpepublichealth.ca/sites/default/files/3%20feet%20sign%20NEW.png</a> intervals on all identified cycling routes. This has been proved to work in other cities around the world in increasing awareness. In addition - by building the cycling laws into the K53 drivers test awareness will be created.</td>
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<td>87</td>
<td>17/02/2017</td>
<td>Werner</td>
<td>I would also like to recommend that there is additional consideration given with regards to signage (with maybe interesting wordplay or something) that will make people be more aware of the importance of all road users (pedestrians, cyclist, motorist). With focus on tolerance and respect for each other and ourselves, ideally closer to areas where it won't cause to much distractions from what's going on, on the road (potential unintended consequences of causing collisions that it is trying to prevent).</td>
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<td>88</td>
<td>17/02/2017</td>
<td>Bianca L. Antunes</td>
<td>I'm honestly so impressed by the city's draft cycling strategy. I know I'm not alone when I say the city and local government can do more to support and encourage utility cycling in and around the city. I've lived abroad and found that as the cost to live increases, cost effectiveness and value for money are key. In saying this I was thrilled to read that the city is looking to consider bicycle sharing incentives. I have emailed various city representatives about interest in implementing Bicycle sharing initiatives will not only help the city satisfy some key aspects of focus area 1 (as noted in the strategy) its caterers to helping people access economic opportunities. I fully support it.</td>
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<td>89</td>
<td>18/02/2017</td>
<td>M T</td>
<td>Traffic police need to comply with as well as enforce the rules of the road for drivers as many officers and motorists ignore these: parking or red lines, on pavements (or cycle paths), ignoring stop streets and red lights, not indicating, speeding. More street furniture and secure lock up areas need to be provided so people have somewhere SAFE to leave their bikes so they are still there when they return. This restrictive survey does not provide adequate space to voice our concerns, thank you.</td>
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<tr>
<td>90</td>
<td>18/02/2017</td>
<td>Glen Tyler</td>
<td>The cycling strategy is exactly what the city needs, and together with safe, efficient public transport will go a long way to helping people access economic opportunities. I fully support it.</td>
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<tr>
<td>91</td>
<td>19/02/2017</td>
<td>Sarel van der Merwe</td>
<td>Together with this ambitious project should go the improvement of the applicable bylaws, to cover clearly marked lanes with notice boards to warn motorists and public telephones with emergency numbers clearly marked on strategic sites in case of accidents. Paramedics should be trained to address the kind of injuries associated with car/bicycle accidents.</td>
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<td>92</td>
<td>19/02/2017</td>
<td>Paul Lochner</td>
<td>I highly commend The City of Cape Town for developing a cycling strategy and strongly encourage you to continue to develop cycling in the city. 2) The vision in the strategy should include the word “safe”. Safety is of course discussed in the strategy, but is so important it should be in the Vision. 3) Given the speed differential between cyclists and motorists, wherever possible cycle routes must be separate from road routes. 4) City of CT must keep working closely with PPA and other cycling bodies.</td>
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<tr>
<td>93</td>
<td>19/02/2017</td>
<td>Duncan Barson</td>
<td>A safe cycle lane is urgently needed over Constantia Nek, connecting Hout Bay to Constantia Nek where access to Cycle routes and network.</td>
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<tr>
<td>94</td>
<td>20/02/2017</td>
<td>Marié Jansen</td>
<td>The suggestions made below are based on my experiences as a utility/commuting/recreational cyclist on a daily basis.</td>
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<td>1. A concerted effort needs to be made in eliminating the criminal element in and around the city. Lottering and begging need to be addressed too.</td>
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<td>2. Cycle lanes need to be made available between townships and industrial areas. Industrial areas also need to cater for the non-motorised population. For example, the pavements on both sides of Bofors Circle, Epping 2 leaves a lot to be desired. Some businesses have gardens outside their premises restricting pavement availability. Parking should also be made available for trucks needing to park overnight. Currently they also park on the pavement. All this means pedestrians end up walking in the street making it difficult for cyclists to avoid them and the cars/trucks/minibus taxis. In the case of Bofors Circle there are NO pedestrian crossings anywhere for pedestrians and cyclists to utilise in order to cross the road into their places of work.</td>
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<td>3. Our roads and pavements need to be spotlessly clean. Litter, debis, glass and grass pose a major safety hazard for cyclists, especially when it is very windy. The City of Cape Town needs to make a concerted effort to send out advisories when grass is being cut along the same lines as when electricity maintenance is done. That way cyclists can make an informed decision with regards to which routes they can use. Loose grass invariably contains thorns which cause bicycle tyres to puncture. This leads to frustration for cyclists.</td>
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<td>4. Different phased traffic light signals need to be implemented at busier intersections, especially where multi-lane turning exists. Enough time should be allowed to enable cyclists to safely cross at these intersections. Sufficient time should also be allowed with regards to traffic lights at pedestrian crossings which cyclists also use to cross busy roads. A definite need for this exists at ALL the intersections along the Otto Du Plessis (R27) cycle lane. Where “Left Only” lanes exist at intersections, a cycle lane should be made available between the left hand lane and the on adjacent to it to allow cyclists to do lane splitting when they wish to proceed ahead at that particular intersection. This has been done at various intersections along Plattekloof Road and Okavango Road.</td>
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<td>5. Motorists should be severely dealt with when stopping on top of pedestrian crossings and parallel lines at intersections, as they are preventing the non-motorised population from crossing safely. Strict law enforcement should also apply to motorists stopping/parking in dedicated cycle lanes. More often than not motorists are so eager to talk on their cell phones that they don’t see cyclists and almost wipe them out in the process.</td>
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<td>6. Feeder routes need to be made more cycle and pedestrian friendly. A prime example is Bosmansdam Road from Vryburger to Koeberg Road. Cycle lanes exist from Giel Basson to Vryburger and then suddenly cyclists find themselves having to deal with slip stream roads making it extremely difficult trying to get to the side of the road. Even worse is it is extremely difficult trying to change lanes so as not to turn onto the N7. Another intersection that is particularly hazardous is at Montague Drive when cyclists wish to cross over TWO lanes to get to the side of the road when travelling in an easterly direction. Other problems exist where regular roads where cyclists may ride on intersect with freeways. Motorists pay scant regard to cyclists riding straight ahead so as not to land up on the freeway or cyclists trying to get to the left of the road.</td>
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<td>7. People in poorer communities should be given the opportunity to report any transgressions affecting them at police stations or libraries where they lack access to electronic means of reporting incidents.</td>
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<td>8. While it is appreciated that people need to make a living, where people do so should be strictly controlled. No hawking/trading should be allowed alongside/inside the yellow line and dedicated cycle lanes. Invariably motorists only see the goods for sale and end up stopping inside the yellow line and/or cycle lane to buy the goods on offer. More often than not they almost wipe out cyclists in the process.</td>
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<td>9. Further afield. Trucks should be banned from passing such as Du Toits Kloof Pass and Bains Kloof Pass. They have the option of using the N1, an option not available to cyclists wishing to cycle between cities.</td>
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<td>Detailed comment provided in a report.</td>
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<tr>
<td>95</td>
<td>20/02/2017</td>
<td>Marianne Vanderschuren</td>
<td>Comments of a group of professionals under the Bicycle Cities banner.</td>
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<td>Bicycle Cities</td>
<td>Detailed comment provided in a report.</td>
</tr>
<tr>
<td>96</td>
<td>20/02/2017</td>
<td>Kamil Senhoji</td>
<td>Please find attached a presentation including comments from JCDecaux on the draft cycling Strategy. JCDecaux, as the world leader in bikes sharing system, is very motivated to be part of the solution of this great initiative. I remain at your disposal should you have any question or comment.</td>
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<tr>
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<td>JCDecaux</td>
<td>Detailed proposal provided in a presentation.</td>
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<tr>
<td>97</td>
<td>20/02/2017</td>
<td>G A Moore</td>
<td>I am a serious cyclist and have been for at least 60 yrs, not just in SA but also in UK. I admire your Cycling Strategy for Cape Town and if I can pass on a suggestion based on experiences of my own and that is to keep the proposed cycling routes free of street pole advertising. Quite simply not only are they unsightly but they are a distraction, and I have had the unfortunate experience of being</td>
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*Note: There is a table of suggestions for improving cycling conditions in Cape Town. The comments are from various sources, including a professional group, JCDecaux, and individual cyclists. The suggestions cover a range of issues from infrastructure improvements to traffic management and public awareness.*
hit by a distracted motorist whilst cycling here in Cape Town.

98 20/02/2017 Moegsien Davids Air pollution has rippled a hole in the ozone layer and our planet is drying out. We need to enforce less cars that runs on fuel. The future is dark if we don't create a world without air pollution.

99 20/02/2017 Tomazyn I think that Flywheel Custom Chariots would be the perfect company to manufacture bicycles in SA. Zahier has the experience, innovation and ingenuity to make SA a leading manufacturer of bicycles

100 20/02/2017 Eunice Petersen Flywheel customers is a community based business the owner and founder Zahier Davids had spent his life building the business and supports all local artist and variety of organizations

101 20/02/2017 Henning Lambrechts I believe that we should give young entrepreneur like Zahier Remember from Flywheel Custom Chariots. I believe that this young man with this unique talent can be of great help. This can also lead to alot more opportunities and employment opportunities within Cape Town. The passion and talent that Zahier Davids have for his business and his amazing vision he set himself for is an leading example of an young person wanting to make a difference, I believe in this.

102 20/02/2017 Ian Forbes Thank you for the opportunity to comment on your draft strategy. It is good that the City of Cape Town has a strategy for cycling. The document sets measurable objectives, but there is very little indication as to how these objectives should be achieved. As a cyclist who has been cycling the City's roads for 15 years I would like to make some suggestions:
1) The City should focus on infrastructure, i.e. cycle paths, and keeping them safe (from traffic threats) and secure (from criminal threats). These functions can only be provided by city and higher tiers of government. Other issues like the provision and maintenance of bicycles can be left to individuals, NGOs and commercial entities.
2) The City should focus on providing safe cycle paths to schools and educational institutions. One only has to compare traffic congestion during term times versus vacation/holiday times to quantify the potential benefit. If children commute on bicycles to school, they may well continue to commute by bicycle when they grow old enough to drive. (Provided there are safe cycling routes available).
3) Cycle paths must be a complete system end to end. There is no point of having 10km of excellent cycle path with 1km of "hijack allay" or another 1km where the cycle path is treated like a parking lot. Cyclists cannot complete 9km of their journey and then "vanish" into thin air. They have to negotiate the perils of the last km too, and if this is to treacherous they will leave the bicycle at home.
4) Cycle paths which are used for parking and/or pedestrian traffic are very frustrating for cyclists. If you have to stop and/or take avoiding action on a continues basis it has a huge effect on the physical effort required and the travelling time. Ideally cycle lanes should allow cyclists to travel uninterrupted, at 20km/h to 30km/h.
5) The city has historically made poor investments in cycling infrastructure. A far shoulder with a painted cycle lane and warning signs goes a long way to making cycling more pleasant. There are places where exiting service roads adjacent to busy arterials could be linked together by low cost cycle lanes, which, together with yellow painted lanes and signage, would make a cost effective cycle path. 10km of low cost cycle lane is much more useful than 1km of a vanity project.
6) The city often misses simple things. The new zebra crossing in Firgrove Way has a sign requesting motorists to yield to pedestrians, horses and bicycles. A similar zebra crossing in Orpen Road has a sign which lists just pedestrians and horses. The behaviour of motorists to cyclists crossing at those crossings is noticeably different. A very cheap sign would make a useful improvement.
7) There is very poor communication between the city and cyclists. I live in the Southern Suburbs and regularly cycle on Kendal, Spaanschemat, Firgrove and Steenberg Roads. I am also a member of the PPA. I note that there is a major "NMT" improvement project underway on those roads - which is great! But nowhere have I seen any details of the facilities that the completed project will offer cyclists. A huge investment was made in resurfacing pavements on Firgrove Way, then a simple cycle lane was painted next to the new pavement. The investment in the pavement is only of benefit to cyclists insofar as pedestrians no longer worry about being hit by a distracted motorist whilst cycling here in Cape Town.
8) I write these comments as someone who has the choice to drive instead of cycling. Many Capetonians do not have that choice. The city should also be providing for their needs, even if they are not as "politically visible" as recreational cyclists who have access to motor cars.
9) The city should learn from the experiences of countries like The Netherlands and Denmark. They clearly know what works for cycle lanes and what does not. There is no point in spending big budgets on cycle lanes that don't work just because you are unable to provide lanes that do work. Then rather just put up some signs and/or paint some lanes. Other cities, like London, have also made mistakes, we don't need to repeat them.
10) The city should however use its big budget to solve major problem zones, such as crossings at busy intersections and known crime zones.

Solutions in difficult parts might not be cheap or easy, but they are important. The existing cycle path in Albert Rd is a disaster for both cyclists and motorists. Perhaps a system of one way roads in Albert and Victoria Roads would free up
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<td>103</td>
<td>20/02/2017</td>
<td>Sven Fautley</td>
<td>Problems with NMT cycle-paths: 1.) intersections are confusing (especially for foreigners) 2.) transitions from road-to-paths are often not smooth/level 3.) bushes/trees sometimes obstruct flow of (cycle/pedestrian) traffic 4.) paths sometimes end (or change to opposite side of road) without signage 5.) irrigation sprayers sometimes disable users of paths 6.) start/end of path in Cape Town is confusing 7.) lack of security cameras/patrols (especially during evening/night-time) I am available to collect data.</td>
<td>Cycle facility planning, design and maintenance addressed in Sections 10.2 and 10.3.</td>
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<td>104</td>
<td>20/02/2017</td>
<td>c linth erasmus</td>
<td>Flywheel custom chariots opening a bicycle manufacturing was a positive impact on reducing unemployment and gives the opportunity to export South African products, meaning much needed tax.</td>
<td>Comment noted. New NMT modes addressed in Draft NMT Strategy.</td>
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<td>105</td>
<td>20/02/2017</td>
<td>Leonie Bicycle CPT</td>
<td>Detailed comment provided in a report.</td>
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<td>106</td>
<td>20/02/2017</td>
<td>Zahier</td>
<td>We the only business in the whole of SA offering so many different designed and custom manufactured bicycles. With minimum resources managed to become trendsetters in custom bicycle manufacturing. Financially were find it very hard to expand the business but positioned ourselves to be seen as the black industrialist as stated on DTI website. We believe not to limit manufacturing only cheap bikes but alternative means of NMT for different purposes. We can revive different industries too.</td>
<td>Local bicycle manufacturing addressed in Section 10.1.</td>
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<td>107</td>
<td>21/02/2017</td>
<td>Nabeel By Flywheel Custom Chariots</td>
<td>This pioneering company in the heart of Cape Town is the only one of its kind in South Africa. And more so it is run by a previously disadvantaged individual. More of these companies are needed. This one specifically should be given the task of opening a bicycle manufacturing plant with the purpose of building bicycles for Cape Town commuters as well as the infrastructure to support it. This is dearly lacking in Cape Town. No one else is a better suit for said project.</td>
<td>Comment noted. New NMT modes addressed in Draft NMT Strategy.</td>
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<td>108</td>
<td>21/02/2017</td>
<td>Belinda Bruce</td>
<td>Zahier Davids have been trying for years to get his bicycle company going. He has so much potential. Always giving back to the community. He will make a huge contribution to not only the country but to our community. Kensington needs this as much as Zahier. He has the plan - he all needs is the financial aid. He should be your first choice.</td>
<td>Local bicycle manufacturing addressed in Section 10.1.</td>
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<td>109</td>
<td>21/02/2017</td>
<td>Katherine Roderick</td>
<td>My feedback: 1) I live in Hout Bay and work at Civic Centre in town. I would love to cycle to work, but finding routes that are safe to ride during rush hour traffic is nearly impossible. Cars are generally not aware of cyclists, or get actively angered by them and purposefully disregard or drive aggressively toward them. It is a level of bias that requires legislation to resolve and drive awareness. 2) Cycling lanes and channels would need to accommodate cyclists of varying degrees of fitness and speed. 3) Lanes need to be continuous, to allow for uninterrupted journeys. From a friend in Australia on how their cycling lanes work: 1) They have a system installed here that allows bikes to trigger the traffic lights (even a fully carbon bike). I will send a pic. Because a lot of time cyclists train in the early hours, there are often no cars around to trigger the light. 2) They paint these little triangles on the road with a bike logo next to them and when you ride over them it records your as a car, and the light changes green for you. 3) They could be installed on regular routes such as green pt to bakoven and at the bottom of suikerbossie, for a local trial. 4) there must be some cycle-infested northern suburbs routes where these could be trialled to, and should be a shoe-in for the cycle path town to milnerton.</td>
<td>Cycle routes and network design addressed in NMT Network Plan.</td>
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<td>110</td>
<td>21/02/2017</td>
<td>Kirsten Wilkins Contestedspaces</td>
<td>1.) The Draft cycling strategy does little to acknowledge or provide actionable steps towards an INTEGRATED and transversal transport approach and requires: - INTEGRATION of utility cycling into existing public transport systems - INTEGRATION and completion of ‘origin to destination cycle routes’ including the acknowledgment of these disconnects as a current barrier to increasing utility cycling modal shift. - INTEGRATION of bicycle infrastructure provision into processes of budgeting, landuse planning and road design that looks to NMT broadly and bicycle usage specifically as a design driver rather than an afterthought or ‘accommodation’</td>
<td>Comment noted.  Cycle routes and network design addressed in NMT Network Plan.  Cycle facility planning, design and maintenance addressed in Sections 10.2.</td>
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<td>2. The Draft Cycling Strategy takes an ambiguous stance on the critical issue of monitoring and evaluation. A sober and self-critical EVALUATION of current infrastructure designs, tender processes, law enforcement and maintenance etc must be undertaken as a priority Focus Area in a way that also looks to the current ecosystem of bicycle manufacturers, mechanical support, routes etc. This evaluation as a whole is critical to understand where Cape Town is situated on the continuum of reaching a “best in class” cycling city outcome. This continuum was presented in depth at a prior stakeholder participation session with TDA and has not been represented in the strategy.</td>
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<td>3. The Draft Cycling Strategy takes as its primary Focus Area improving access to bicycles and as a key action point, the setup of a local bicycle manufacturing industry. While this is a positive gesture, it is well within the ability of the private sector to action once the demand has grown. The adage of “DO WHAT YOU ARE GOOD AT” should drive the focus areas. The City should focus on law enforcement (safety AND security), infrastructure, maintenance budgets will be available are all critical questions that need to be addressed.</td>
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<td>4. The Draft Cycling Strategy is written in the language of accommodation and appeasement, rather than a more positive and celebratory approach to the benefit that integrated bicycle usage brings to cities. It almost totally neglects mentioning the key ENVIRONMENTAL, HEALTH and WELL BEING benefits of cycling in addition to the clear benefits in terms of job growth. It requires a more holistic and transversal approach that sees bicycles as a simple an affordable innovation to bring about more sustainable cities rather than the ‘grudge purchase’ syndrome which pervades.</td>
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<td>5. With regards to PARTICIPATION the process in which this strategy has been conceived has lacked transparency and authentic engagement. A single stakeholder session was held with a limited participant pool who had the luxury of attending a meeting in the already advertised setting during weekday work hours. A more diverse socio economic and geographical group of participants is required in order to have a holistic view of the cycling landscape. This is not the same as ethnographic research of commuter cyclists in the peninsula, but asks the city for a co-creation process of vision and values that has taken place in consultation with communities further afield. This is in specific recognition of the chasm that exists between wealthier sports/recreational cyclists and poorer communities for who utility cycling is a viable financially prefer this transport option. Not re reflecting this within the bounds of the participation process is frankly unacceptable and shows a deep lack of understanding of transport as a social justice concern.</td>
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<td>6. The Draft Cycling Strategy takes as its primary Focus Area improving access to bicycles and as a key action point, the setup of a local bicycle manufacturing industry. While this is a positive gesture, it is well within the ability of the private sector to action once the demand has grown. The adage of “DO WHAT YOU ARE GOOD AT” should drive the focus areas. The City should focus on law enforcement (safety AND security), infrastructure, maintenance budgets will be available are all critical questions that need to be addressed.</td>
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<td>7. BUDGET. While its understandable that the budget attached to implementing this strategy would not be available at this time, without a sense of how this will be prioritized financially, it makes this document speculative conjecture at best. It is simply not possible to understand priorities and implementation outside of the context of finances and existing planning systems. Cross subsidization by private sector, bidding across departments and the assurances that maintenance budgets will be available are all critical questions that need to be addressed.</td>
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<td>8. Bicycling cities are healthier, happier, cleaner and allow citizens to spend less money and time on transport, and more on that which would further those individuals and their aspirations. It’s not about taking space from cars. It’s a positive and integrated mentality towards smarter and more sustainable urbanity that has the bicycle as catalyst. The strategy must reflect this.</td>
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<td>9. There is a need for a more indepth dialogue, and I kindly request a public dialogue session that discusses these issues in an open and transparent manner. A public hearing typically involves a panel of city decision makers publically hearing and discussing verbal presentations made by community members. This is a well-known method in functioning democracies and I request the City to consider this dialogue as integral to moving forward.</td>
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<td>10. RE-EDUCATION The strategy does not appear to address the need to upskill and address the need for a shift in the design paradigms of engineers and officials currently at work in the City with regards to accepting and designing for active mobility. What is possible, the costs of those decisions and the manner in which new and innovative ways for designing cycleways, pedestrian paths and intersections is not addressed. The adage of ‘you cant expect to do the same thing and get different results’ is apt here. At a university level and all the way into professional practice, there is a need for a more human centered and less car centric approach to transport engineering. This is a central need in a strategy that speaks to the mandate of the TDA which presumably moves transport planning to more holistic city creation which combines spatial design and mobility opportunities.</td>
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<td>and 10.3.</td>
<td>• Cycling benefits in terms of environment, health and well-being to be incorporated.  • Participation included engagement with external cycling stakeholders at start of process engagement with City Departments during process.  • Communication and Education to be incorporated as a Key Focus Area.</td>
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As a citizen and business owner living and working from Cape Town, I deal with high, middle and low income earners on a daily basis. The biggest obstacle in my daily dealing with people is the attitude at changing attitudes, which is the most important and first step in any new strategy implementation.

People do not change easily and based on the current situation and previous efforts in our city, I fail to see why so much time and resources is invested in attempting to implement cycling as a mode of utility transport. We, as a city, are not ready for this.

There are many factors that I see will lead to failure of this attempt, at this time in our history.

1) Low return on investment - To implement cycling as a utility mode of transport, there will need to be massive investment, which include cycle lanes and infrastructure, security, financial assistance, business investing in shower/change rooms and general public education, not to mention the change in attitude and availability of public transport to accommodate cyclists.

All this spend and the city is aiming to have an 8% uptake by 2030? By that time, our city population would have increased by so much that the remaining 92% still clog our highways i.e. it will not lead to a reduction in traffic congestion

2) Distance - Congestion, as one would see daily, starts at far, outlying areas. Daily the N1, N2, M5, M3 and M7 is congested. Those commuters travel 10, 20 or more km to and from work.

If one has a choice to sit in a vehicle, to pool car, take a taxi, bus, train or train, versus cycling, the outcome will be clear.

Cycling for those distances will require change rooms, showers, an extra set of clothing, extra time (leaving earlier), inability for parents to drop young children at school and so on.

People would also need to integrate public transport at some point, like cycling from home to the train station. However, we already cannot control this part of our city's transport, see point three, below.

People will use motorised transport. The choice in our city will be clear.

3) Public Transport - Very little is said about how the city will attempt to integrate public transport. Already, the city has FAILED (that needs to be said loud because it's the truth) at getting trains to run on time (I already hear that old answer "It's not under our management").

The city needs to admit that it has failed in its attempts to bring public transport into the 'new age'. Yes, MyCiTi is working and improving but consider the costs. The city has ignored the failing mini-bus taxi, bus and train issues and focuses instead on MyCiTi, spending billions. We are ignoring a growing problem because there are new projects to focus on.

Drivers do not respect the road and other road users (including MyCiTi drivers). Drivers do not respect their passengers. This has become the norm and will be harder to change the longer it is left to its own vices.

How can the city now want to implement cycling yet it cannot change the attitude of these public transport entities.

We need to wake up and see that the failing public transport system is leading to road congestion. Families will buy a car the first opportunity they get because of failing public transport.

Drive around daily and see how, as an example, the mini-bus industry makes very little use of infrastructure built for them. No-one is implementing proper use of these facilities. Bus stops are ignored. Red lines, loading zones and robots have become more favourable stopping points.

The city cannot, at its own admission, manage this, yet it wants to add another area that it needs to manage. This makes no sense.

4) Monitoring and Enforcement - Changing attitudes needs to happen at the start of a process. We waste so much resources on enforcement, attempting to scare people with our knee-jerk reactions, that we fail to see the problem with lawlessness is that it is adapted over many years.

We should be focused on education and self-reliance and responsibility. Traffic departments should be focused on finding and prosecuting those that teach our drivers and road users in irresponsible ways.

Learner classes for new drivers are taught where learners are told to focus on a set number of road rules, as teachers know the remaining will not appear in their tests.
I’ve seen many driving instructors ignore rules like wearing a seatbelt. Results of poor instruction can be seen daily. Drivers to not maintain safe distance, do not keep left and pass right, cross solid barriers and so on. If you’re reading this and thinking we do not have the resources to monitor the above, you’re identifying my key point. If we do not have the resources to fix our current state, why are we focused on new projects?

5) Cost to end-user - Most people living on the outskirts of the city will still need to spend their salary on public transport, should they want to cycle to work. Cycling will only form part of their journey. The dent in their spend costs will be negligible as they would need to pay for and maintain bicycles. For weekends and holidays, can we expect people to start taking their families out to the beach, to market and other places using bicycles? Should a family living in the Southern Suburbs get on their bicycles and trek to Milnerton Market? Surely, bicycles will only become an extra cost and burden, unless the city aims to limit users to only visiting areas within a 5 to 10 km radius of their home.

6) Other options - The proposal makes no mention of other options open to the city and whether they have actually investigated these. If our city management still believes they have no control of our public transport, they should then be looking at motorbikes. Motorbikes make far more sense in use as a replacement for the motor vehicle. It requires no extra investment in public transport and no extra investment for business (no shower, change rooms, etc.). It will take less time to travel to and from work on this mode of transport than almost any other mode.

- Motorbikes can be battery operated.
- Motorbikes can be a family’s main mode of transport (no need for extra public transport or other private transport investment).
- Motorbikes can be used for long distances.
- No extra infrastructure investment is required like for cycling.
- Motorbikes can be used at night.
- The uptake by the general citizen population would be far greater, at a lower cost to the city, than the potential uptake in cycling.

I own two vehicles. I use it daily, as a rep and consultant. However, the motorbike, which I do not yet own, makes more sense than any other form of transport. I will be purchasing one in the near future.

All the city needs to do is improve driver education (which it needs to do anyway) and promotion of motorbikes. Build a plant that produces motorbikes, even if battery operated. These could then not only be sold to our city’s citizens but to other city’s and countries too.

The City needs to make a concerted effort in local bike manufacturing. Flywheel Custom Bikes have been successfully producing bicycles and other modes of transport for years. It is in the City’s mandate and best interest to include LOCAL manufacturers in these plans. It’s high time that the City proves itself to the people who actually make it work.

The City must invest in driver education and promotion of motorbikes. I am curious to see where my anecdotal knowledge fits against the commissioned research and findings, and what the city’s strategy to promote cycling looks like.

Best plan … going forward, economically it’s becoming very expensive to own a car. Health wise it will be beneficial & to mention safety. We have so many terrible accidents on the road. No 1 our transport issues is a nightmare…. and to elivate the issues we face everyday. The best for last point to raise would me the job creation as that is what we are all facing and if this could bring some comfort to assist those youngsters out there not able or qualifying to go study. Please make this happen. ... It

I’m a utility/commuter cyclist – I rely on cycling, walking, and the train to get my children to school and myself to work. It’s cheap, I get some exercise, and it lets me mess around with my children, neighbours and various communities along my routes in ways that driving a car (or taking the bus) would not. I’m amazed at how more people don’t take advantage. In my circles, the reasons not to cycle typically include distance (people feel it’s too far from home to work, often via one or more children’s schools, and back again); safety (people are afraid of car traffic along all or part of their route); security (people are afraid they’ll be robbed; they don’t have anywhere to leave their bicycle during the day); weather (cycling in wind and rain does not appeal); and sweat (there’s nowhere to shower and change clothes for work).

So I read the cycling strategy document with interest – curious to see where my anecdotal knowledge fit against the commissioned research and findings, and what the city’s strategy to promote cycling looks like.

My thoughts

- more substantial information in public documents, please.
- I was disappointed not to find much evidence of research into the actual state of cycling in Cape Town in the document, and the sources for numbers and assertions that are included are often not cited.
- I think meaningful public participation/stakeholder involvement requires substantial documentation.
- More and better data is an urgent priority, how it is this document possible without baseline information? how do we know what we’re talking about – 1% mode share, number of minor or serious incidents and the reasons they occur, extent of latent demand, any of it … detailing effective policy, budgeting for and implementing it, evaluating and
understanding success and failure is impossible without baseline data. Given that the strategy itself acknowledges the importance of better data, why is it listed as a “medium-to-longer-term” action in Table 11.1? Coherent cycle routes. I strongly agree with and support idea of coherent cycle routes, which to me means no more experiments with a few hundred metres of isolated bike lane. Budgets, construction time, experimentation may mean that a whole cycle route can rarely be built in one frenzied swoop, but guiding every progressive addition (and subtraction), there should be a clear idea of what in-demand cycle route is imagined, and then highest priority elements – sections of separated bike path, traffic calming measures, secure places to lock up, etc. – can get done in a sequence that most quickly and sustainably attracts cyclists to use it.

Supporting cycling for lower income groups, the action points under access seem to have been bolted in upside down: surely you first want to ensure representation of stakeholders (and NGOs) and identify good practice and systems, then together think about lessons learned about distribution and study a possible role for the city there, and only then study setting up bicycle manufacture?

Baseline – it seems to me you’ll need a clear understanding of why various classes of bicycles cost what they do. There may be a missing trick in neglecting the many, many bicycles that are not on the road right now: repairs and amnesty, safety, security. I wonder if it’s not a mistake to consider these in a focus area on their own – both might be more usefully (and less terrifyingly) considered as essential components of providing/maintaining cycle infrastructure and stakeholder collaboration.

Stakeholder collaboration, this action area is tellingly thin – “Engage in a process to draft and finalize the Terms of Reference, representation, schedule of meetings and agreed work streams.” Establish a subcommittee and… that’s it? Detailed comments provided in a report.

115 21/02/2017 David Everyday Cycle Supply Co Overall I think it’s a good strategy, thank you. However city bylaws should be amended to fit the vision of this strategy. Include legal framework in principles: the need to address legal/policy barriers to cycling. Most cycle related laws were developed to protect motorist liability and not cyclists safety. Progressive cities around the world are changing laws in favour of cyclists: eg “Idaho Stop Law” not needing a helmet, riding two abreast, to mention but a few.

Comment noted.

116 21/02/2017 Glen Randall I would like to see more commitment from the City with regards to making End-of-Trip Facilities mandatory for all new office developments. This can easily be linked to the parking standards. The Green Building Council toolkit already provides all the requirements needed such as minimum number of showers, lockers, etc. The city merely needs to adopt this and support it as part of the cycling strategy. This one item sets the precedence and has been successful in other countries to promote commuter cycling.

Comment noted.

117 21/02/2017 Marcela Guerrero Casas Open Streets Cape Town In response to the City’s call for public comment on the cycling strategy Open Streets Cape Town (OSCT) would like to:

- Comment TDA for investing in the development of the cycling strategy: however we would like to see it be a central part of the larger integrated transport system strategy for the Cape Town.
- Support the ‘Draft Cycling Strategy General Comments’ presented by Bicycle Cape Town
- Acknowledge the importance of the focus areas addressed by the strategy and highlights the need to create safe spaces; namely streets to promote the use of the bicycle as a reliable form of transport.
- Extend the existing Open Streets programme, which entails the temporary closure of roads in different parts of the city, as a central piece of this strategy to provide people the opportunity to cycle in a safe environment and as a tool for behaviour change.

Comment noted.

118 21/02/2017 Robert Vogel Pedal Power Association The Pedal Power Association is pleased to see the draft strategy available for public comment and we feel this is a big step in the right direction. The history of the Association is closely linked to the Cape Town Cycle Tour, which traces its origins back to the “Big Ride In” 40 years ago. The ride aimed to raise awareness for improved safety for cyclists and improved cycling infrastructure. 40 years on and we are finally seeing intent from the City of Cape Town to focus on non-motorised transport and specifically cycling.

There is a need for a structured, integrated and planned approach to utility cycling in the City and the PPA is ready to provide input and assist in creating a cycling culture in Cape Town.

We have studied the Draft Strategy document and would like to provide the following input.

- We are excited by the City’s target of increasing cycling mode share from 1% to 8% by 2030. By ensuring proper data collection and associated Monitoring & Evaluation, we have a tangible measure in place, with which we can measure the success of the strategy and ensure that we remain on track.
- Increased mode share will indicate that interventions are having the desired effect. If the % remains static or declines, we are able implement early interventions to address issues that may arise.

Local Commuter Trips

- The quoted, acceptable distance of 10-15km may be a little too high in our opinion. At average speeds, it can take at least 1 hour to cover that distance, which might not be appealing enough to encourage modal shift to a bicycle.

While utility cyclists in semi-rural or rural areas may have no choice but to travel more than 1 hour by bicycle, in an urban environment, it would be advisable to adjust the acceptable distance to up to 10km.
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The focus in an urban environment should be on interconnectivity, to allow residents to add the bicycle to the basket of transport mode options.

**Resources**
There is no reference made to where the resources for the implementation of strategy elements will come from, to fund them. The main consideration is financial cost. “In kind” resources can be sources from stakeholders, but the implementation of the strategy will cost money. PPA feels that a strategy, even in draft phase, needs to be underpinned by a sound financial strategy.

**Current NMT Infrastructure**
On page 6 of the strategy document, reference is made to “450km of NMT facilities have been completed City-wide”.
Having used and reviewed a reasonable percentage of current infrastructures, we question how future infrastructure will be added to the existing network in a coherent and user-friendly manner.
A lot of the existing cycle paths are simply lines drawn on the left hand side of the road, or on a pavement.
The road edge has a camber to allow for water runoff and cyclists are often only given this space to ride on.
This is not proper cycling infrastructure. It is more hazardous than it aids and encourages utility cycling.
Cycle lanes have been dropped on very busy roads, further jeopardising the safety of cyclists in an already dangerous road network.
The network of cycle lanes needs to make sense and take into consideration, which routes pedestrians are using.
Pedestrians are the utility cyclists of the future and it would make no sense to force them to change their movement patterns, simply because it suits the existing infrastructure.

**Future NMT Infrastructure**
If needs to make sense to the user.
It has to be safe.
It should not put the cyclist and motorist in direct conflict with each other. This is currently the case, where lines are drawn on to the side of the road, to satisfy the mandate of the City to extend cycle paths and report on km completed.
This is the incorrect measure for the success of a cycling strategy.
When roads are earmarked for upgrading, or new road projects are planned, engineers need to include NMT needs.
This has to become compulsory.

**Cycling Development Programme**
PPA has noted that access to affordable bicycles is mentioned. We agree with this, but we don’t believe that a bicycle production facility should be prioritised by the strategy. A production facility won’t necessarily reduce the cost of a bicycle to the point where everyone can afford it.

We recommend that the cost is compared against quality & durability standards.
A cheap bicycle will not last, that is a reality. Bicycles will break and users will abandon them and not be prepared to accept them through a bicycle distribution programme.
There are existing plans in place for local bicycle assembly and eventual production and PPA would suggest supporting these, instead of setting up another facility.

**Internal structures to implement the final Cycling Strategy**
What we are missing from this draft is a reference to the internal structure required within the City of Cape Town to enable the strategy.
Is the City setting up a department to manage cycling in the City? At the moment, there are individuals that don’t seem to be empowered or resources to implement and manage interventions and processes suggested by the strategy.
PPA assumes that a Cycling Strategy and associated target to increase bicycle use from 1% to 8%, cycling will receive the same priority as the use of motor vehicles. To create a 7% modal shift in the next 13 years, there has to be a massive investment into cycling and this needs to be managed through a separate City department.
Currently, we have to speak to a number of departments when addressing safety or infrastructural issues. There is no clear point of contact.
Signage issues go to one department, safety issues to another, infrastructure to yet another department.
For a Cycling Strategy to be implemented properly, monitored & evaluated over a long period of time, the City needs to commit resources (financial & staff with expertise) to an NMT department.

**Safety**
Safety on the road and safety from crime have to be managed, as this is the single biggest barrier to the uptake of cycling.
We feel that safety needs to be a top priority. If the City is to have an impact in lower income areas where mode shift is most desirable, crime has to be brought under control.
Cycling infrastructure has to be built in areas that citizens feel safe to move.
A comprehensive and sustained road safety awareness campaign should form part of the strategy. Educate and sensitize the current, advantaged road users about the focus on cyclists. If cycling infrastructure is going to be dropped on to existing roads, making the roadway narrower, the safety of cyclists is not considered and the roads would in fact...
We are not sure why reference is made in the Draft Strategy document. The Mobility Indaba was privately funded and organised. The outcomes were work shopped by private individuals and NGO’s. The City made a commitment to implement the final Action Plans identified at the Indaba. To date, there has been zero engagement with stakeholders in this regard.

PPA is concerned that the commitments made by the City at the Mobility Indaba will not be honoured within reasonable time frames.

We have concerns about the perceived lack of will on the part of the City to move rapidly forward and implement a final strategy.

We have been talking about what is possible for many years, but we are yet to see sustainable & consistent implementation.

Health & Saving

Greater emphasis needs to be placed on the health benefits of cycling. It not only improves individual health, it reduces the burden on state health resources.

The point, especially in the lower income areas, needs to be made that cycling saves money used for public transport. A picture needs to be painted of how a simple mobility device like a bicycle can provide access to opportunities, put money into the pockets of cyclists, which can be used for children’s education, saving for old age and simply improving one’s life.

People need to see the tangible benefits of cycling. The bicycle needs to become an accepted mode of transport.

Sport cyclists ride expensive bicycles, but we are only offering entry-level bicycles to the lower income communities. The “sameness” of bicycles needs to be communicated, they move people, no matter what they look like.

Use existing Expertise

Rather than reinvent capacities required to implement the strategy, we suggest accessing the existing expertise. These are the people already engaged in the NMT space and actively contributing to the debate.

Mind-set Shift

Infrastructure planners need to be re-educated, to see the bicycle as important as a motor vehicle. If cycling/NMT is not ingrained in the planning process of future projects, the strategy will not have the intended success.

Motocars need to be de-prioritised within close proximity of a city centre. If one draws a 2-km radius around the CBD, planning in this space should prioritise cycling infrastructure and NMT flow.

Monitoring & Evaluation

PPA suggests the City plan ahead.

When infrastructure projects are still in the concept phase, outside stakeholders that know the area are brought in for first phase input.

As the project reaches implementation phase, these stakeholders give input on practical implementations that consider cyclists during construction. The movement patterns are accommodated and not disrupted during actual road work.

We have been talking about what is possible for many years, but we are yet to see sustainable & consistent implementation.

Comment noted.

- Implementation Framework with Actions included in the Strategy.
- Monitoring and Evaluation included in the Strategy.
- Environmental and health benefits of cycling to be incorporated.
monopolistic bicycle supplier. This would not be a sustainable arrangement and would prevent the organic growth of a bicycle manufacturing and maintenance ecosystem. Focus would be better placed on providing assistance to small and medium sized bicycle suppliers to manufacture the bicycles to meet the growing demand.

7. Overall, the strategy is an immense positive step to achieving more sustainable transport and urban environments, it just needs the bite to back up the bark. I really hope that these comments will be well received and look forward to the next draft of the strategy.

The key elements of the strategy are all sound. However, there is a obvious lack of reference to best practice in the field around the world, and other cities with far less manageable challenges to urban cycling (such as inclement weather) have increased utility cycling at rates well in excess of what is contemplated by the City. Why is there no reference in the strategy to lessons learnt from other jurisdictions? There is no need to re-invent the wheel.

Please find attached a few papers which deal with some of the case study information freely available to transport planners - see especially the data analysis from New York City which has useful lessons for infrastructure design.

Vision and Goals
The strategic goal of increasing cycling traffic from 1% to 8% of all City traffic over 14 years is significantly too modest. With these numbers as targets, any strategy to increase utility cycling will surely fail, as many of the current disincentives (poor or no infrastructure, safety, behaviour change of car and taxi drivers etc.) can only be addressed when cycling reaches certain critical minima.

Motorised traffic, meanwhile, will continue to grow over this period, probably by much more than 7% over 14 years, and cyclists will continue to get crowded out - both literally on the roads, and figuratively in terms of budget, planning priorities and infrastructure spend.

Why not target certain types of commute expressly in the strategy - short trips <5km, commutes to school, travel within the CBD, scenic routes etc. as a way of building support, infrastructure and general public awareness for the pro-cycling campaign.

Key Elements
The draft strategy correctly identifies the strong interest in recreational cycling - this is indication that the key to increasing utility cycling lies in removing barriers to unlock demand for utility cycling which is already there, and not necessarily in stimulating demand. Key barriers to greater utility cycling in Cape Town:

- user safety en route,
- physical separation from motorised traffic, especially at intersections (usually overlooked)
- appropriate infrastructure en route and at the terminuses, and inter-modal facilities (linkages with public transport)
- law enforcement of the above

Incentives and Disincentives
The City itself should focus on the hard infrastructure (cycle paths, storage at terminuses, inter-modal facilities for bikes on buses and trains etc). For the bikes themselves, why not simply provide seed capital or incentives to small local businesses to provide these items, the required safety gear, local policing (around schools etc)? Cycling is by definition local, and democratic (see attached article), and much goodwill and enthusiasm could be generated by supporting it as such.

Certain disincentives (area congestion charges, increased parking fees, serious consequences for colliding with cyclists etc.) have all been key in other programs in changing the behaviours of car users. These can be revenue generators to fund the infrastructure costs.

Detailed comment provided in a report.

Comment noted.

RECOLLECTIONS from 1977
when WPPPA wanted Cape Town to be South Africa’s most cycle friendly city.
1. The 1979 bicycle plan was requested and pioneered by WPPPA.
2. WPPA was given 6-weeks to produce a proposal for Council. Which they did.
3. In 1979 Council approved R330,000 per year over 3 years. (Perfectly adequate.)
4. WPPPA withdrew after Council’s approval and the project died within a year.
5. CCT delegated bicycle planning to the CE’s Roads & Transport Planning as an extra.
6. There was no post for a bicycle planner, certainly no dedicated department.
7. CCT traffic planners were heavily involved in regional planning for motorised traffic.
8. Planners are inevitably motorists and are fully aware of what motorists want.
9. Bicycle planning needs to be done by cyclists.
10. For more than a century cyclists’ wishes have remained fairly constant: Enjoyment.
17. Enjoyment encompasses aspects such as: Good riding surface, appropriate gradients, good sight-lines, direct routes, non-stop, cycling two abreast, fresh air, beautiful scenery, personal safety; and for the last half century the elimination of conflict with motorised vehicles has become paramount. Consider road space, speed difference, buffeting, crossings, fumes and noise.

18. The main reasons for the popularity of organised events and the dearth of commuter cyclists could be that the events ensure cyclist safety and enjoyment.

19. This welcome commitment by CCT has been a long time coming. Now more difficult.

20. Consult cyclists in local areas for their desires, difficulties & suggestions.

21. Deal with Nimbys by long-term fanning - over decades if needed. The most important, and most difficult, task in retrofitting is to create attractive cycle routes. Plan the most ideal routes, which inevitably entails the acquisition of private property. Accumulate funds to acquire land and provide the facility later. Listen carefully to objections, but don’t enforce the land acquisition as Nimby’s will rise up en masse: “We’re not against cycle routes at all, but not here, over there!” Steadily clear and preserve the route by rerouting services and only permitting sympathetic development. Land is acquired incrementally every time a property changes hands. The seller could be keen to move away from a proposed cycle route and be pleased to receive compensation. The buyer ought to be well disposed to idea of the cycle path and in time agitate for it to be built. Nimby to Phimby. (Please, here in my back yard.)

22. Prepare legislation to permit electrically assisted bicycles. (Only powers if you pedal.)


24. Revive the project for a bicycle contour path encircling Table Mountain.

Detailed comment provided in a report.

BEN welcomes the City’s Draft Cycling Strategy and, as an NGO focused on improving access to opportunities through the bicycle, we are excited about the possibilities that the strategy can unlock in terms of bringing Cycling into the mainstream of urban transport and sustainability planning. In particular we note the following positive points emerging from the strategy:

- It shows clear, formal intent on the part of the City to more actively incorporate cycling into its planning approach.
- The reference to a target of 8% modal share for cycling by 2030 is both meaningful and ambitious and illustrates a clear intention to materially change the commuting landscape in the City.
- It outlines Action Steps that clearly intersect with BEN’s strategy and Theory of Change including; exploring and implementing models to improve access to affordable bikes, a need to develop partnerships, to actively promote safe cycling, to develop a sustainable maintenance approach, and to develop an M&E approach etc. To us, this signifies a systemic approach to ensuring the sustainability of the city through promoting cycling as a meaningful commuting/utility option. We are very encouraged by this approach.
- It articulates the need to understand from past bicycle distribution projects and initiatives – this resonates strongly with us, as we know that past initiatives have been less than totally successful. We have recently conducted an evaluative review of past bicycle distribution efforts in the province for the Provincial Department of Transport with a view to helping develop a new distribution framework. We believe that many of the lessons learned via that process need to be considered by the City going forward.

Whilst we are encouraged by the draft strategy, we believe that the current version could be strengthened by acknowledging and addressing certain weaknesses and gaps, including:

- The strategy strangely locates the development of a local bike production facility right at the centre of the strategy. While we are certainly supportive of developing local manufacturing capacity over time, we believe that there are other compelling ways of improving access to affordable bikes. BEN along with organisations such as Pedal Power Association, and Qhubeka have experience in this regard and their models should be explored.
- In the current draft of the Strategy, there is no commitment or clarity on where the resources would come from to action and fund the implementation of the strategy – this is an important gap in terms of practical implementation.
- We believe that the Draft Strategy could have been bolder in identifying pilot areas for implementation. There is no reference to demonstration projects or pilot sites which could serve to practically kick-off implementation – BEN recommends that the final version of the strategy identifies and highlights appropriate localities/nodes/corridors where implementation can start to be implemented.
- We feel that the section on the Sustainable Mobility Charter is somewhat unclear and the reference to the Mobility Indaba is a little confusing. While the Mobility Indaba was a great success and an important event, it is not clear how the draft outputs from that event came to occupy such a central space in the draft strategy – more clarity on this linkage and associated processes is needed.

In summary, we believe that the Draft Strategy is an important initiative, particularly as a statement of intent on the part of the City. Our view is that it needs to be strengthened in certain areas, particularly in terms of a resource plan, and the identification of initial implementation sites. Kindly feel free to engage with us if you would like to discuss these issues with
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<td>124</td>
<td>21/02/2017</td>
<td>Rory Williams V&amp;A Waterfront</td>
<td>Please find attached a document of formal comments I have prepared on behalf of the V&amp;A Waterfront. We look forward to hearing more, and contributing as the strategy evolves.</td>
<td>Comment noted.</td>
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| 125 | 21/02/2017    | Marc Brighton | Bicycle theft is a major issue - both stored bicycles and mugging while in use. Provisions for safe bicycle storage at public transport hubs or carrying them on that public transport. Status; is commuting via bicycle regarded as a sign of low class/poverty? Bicycle maintenance skills, tools and supplies will need to be arranged/supplied as good maintenance is a requirement for long, reliable and safe bicycle use. This may have to be applied differently for owners and for lending schemes. | • Cycle safety and security addressed in Section 10.2.  
• Need for bicycle racks as end of trip facilities is included in Section 10.3. |
| 126 | 21/02/2017    | Wilkie Rossouw | Risk & safety of new cycle lane design must address needs of commuter & sport cyclist separately due to speed and different riding styles:  
1) narrow road with barrier kerbs boxes cyclist in - use mountable kerbs to allow escape/evasive route away from traffic  
2) Do not use physical barriers to separate cycle lane from vehicle lane (Woodstock) - dangerous for cyclist to take evasive action  
3) Traffic intersections - paint a solid white line 10m away from stop line and 1m wide to allow cyclist safe entry | Comment noted. |
| 127 | 21/02/2017    | Rashiq Fataar Future Cape Town | Detailed comment provided in a report. | Comment noted. |
| 128 | 21/02/2017    | Mark Borzsny | The MyCiTi system is a ideal opportunity to promote cycling in the city. If a cyclist uses the dedicated cycle route to Cape Town, especially during peak times, they should be given credit on their MyCiTi cards. A system of tapping in and tapping out or sensor chip to record their trip, I suggest that for every 1 km they get 400m of MyCiTi bus travel or One trip to work will earn half a MCiti trip. This incentive would only need to be implemented for a few years to induce the mindshift that we need. | Comment noted. |
| 129 | 21/02/2017    | Henri | Worldwide research shows that a 40km/h suburban speed limit not only improves pedestrian and cycling safety substantially, it also improves traffic flow. In addition, the SA culture of going everywhere in a rush and impatience is a major factor behind poor safety on our roads for motorists, pedestrians and cyclists. A simple starting point should be the reduction of suburban speed limit to 40km/h | Comment noted. |
| 130 | 21/02/2017    | Bridgett J. Stanford | I think it's a good start to a long journey ahead. I am interested in the implementation or action plan to bring about the desired outcomes. No doubt, this will be shared somewhere along the line. | Comment noted. |
| 131 | 21/02/2017    | Tanya Castle | Congratulations for your excellent work on the Draft Cycle Strategy for the City of Cape Town. I recently read the Strategy and was very impressed. I would like to suggest the inclusion of a bike share system. Full disclosure, I am with PBSC Urban Solutions, the world-leader in bike share systems, however can say without bias that a bike share system contribute to main of the desired outcomes laid out within the Strategy. In our partner cities such as NYC, London, Montreal, Chicago and many more there is ample evidence to prove that bike share systems increase utility cycling, decrease road congestion, contribute to the reduction of greenhouse gases, spur economic development, reduce inequality and above all improve accessibility to a healthy, affordable and efficient mode of transportation for individuals who would otherwise be unable to access a bike. Bike share systems are a cost-effective, green, healthy and fun transportation means that immediately change the lives of individuals and positively shape communities. I would be delighted to speak with you by Skype or phone further about the benefits of bike share systems and the viable business case for them. | Comment noted.  
• Bike share to be incorporated in Section 10. 1. |
| 132 | 21/02/2017    | Mike Lewis PedalPower member | The report is very comprehensive, albeit long, covering the long history of the cycling stalwarts who have continually campaigned for cycling to become more integrally part of the colorful and dynamic Cape Town. My comments center around two aspects:  
1. RELATIONSHIP BETWEEN CYCLIST AND MOTORIST 2. CYCLE TRACK: FILLING THE GAP BETWEEN BIG BAY AND MELKOBOS STRAND  
1. RELATIONSHIP BETWEEN CYCLIST AND MOTORIST Although covered in the report, it is my view that this aspect is the most critical for achieving the 2030 objectives. My suggestion is for the establishment of a task team focused on research and the education of both parties. PedalPower with the City have already done a huge amount of work on this aspect, but have not come close to the mutual respect between motorists and cyclists that I have experienced in the cities of London, Victoria -Canada, New England -US and recently in China. The Eurozone countries proudly advertise over 70000 kms of cycle lanes, cycling is a way of life there. In Victoria 13% of commuters are cyclists - cycling there was such a wonderful experience that I considered relocating. The common theme throughout all these countries was that cyclists are a respected part of the transportation system. Having covered over 80000 kms of road cycling, mainly in and around Cape Town, without a single accident, I am now nervous of riding in the city choosing the Overstand area in preference. | Comment noted.  
• Cycle routes and network design addressed in NMT Network Plan.  
• Cycle path between Big Bay and Melkobs in planning and design phase. |
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<td>133</td>
<td>21/02/2017</td>
<td>Gail Jennings Noodhoek Environmental Action Group</td>
<td>Thank you for the opportunity to comment on the above draft strategy. This input is limited to our community mandate, thus our comment is directed only at environmental, energy and sustainability matters within the Draft Cycling Strategy. The international cycling literature is clear – and even the introductory paragraph to this draft strategy notes this – that bicycle transport is one of the key modes within an overall multimodal, sustainable transport mix. Yet the only time the &quot;environmental&quot; benefits of utility cycling are mentioned is in the introduction: Worldwide the renaissance and growth of commuter cycling is increasingly recognized as a vital contributor to cities striving to be livable and sustainable. Through the provision of low cost, environmentally friendly and effective options for mobility and accessibility, the bicycle is rapidly becoming a favoured mode of transport in liveable cities. Although the Strategy states an outcome of using bicycles to reduce congestion and GHG emissions – thereby implying that current personal vehicle-users are a key target of the Strategy – there is little follow up on this outcome. While the term ‘sustainable mobility’ is frequently used, there is little unpacking of this concept in terms of cycling as a low-carbon, car-alternative mode. Neither the vision, desired outcomes, guiding principles nor the focus areas provide a coherent strategy to facilitate a shift from private vehicles to cycling modes. Further, the literature is again clear that cycling as a transport mode is unlikely to grow without significant and appropriate measures to reduce traffic speed and traffic volume, and cycling-integrated quality public transport. We see little evidence of a detailed strategy to undertake such measures – and, as TCT is aware, these are particular concerns for people living, working and travelling in the South Peninsula. Detailed comment provided in a report.</td>
<td>Comment noted. • Environmental and health benefits of cycling to be incorporated in Introduction and Monitoring and Evaluation Section.</td>
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<td>134</td>
<td>21/02/2017</td>
<td>Glen Randall</td>
<td>Just to let you know I have included a comment on the Cycling Strategy but I’m not sure whether I let it too late. I’ve included it below but of course happy to discuss it more with yourself as I feel that End-Off-Trip-Facilities could really make a difference to Commuter Cycle numbers and this should come out clearer in the Strategy. It’s easy to implement, costs the City nothing and merely needs the Zoning Scheme to be clearer on setting a minimum cycle parking requirement together with associated facilities. I would like to see more commitment from the City with regards to making End-of-Trip-Facilities mandatory for all new office developments. This can easily be linked to the parking standards. The Green Building Council toolkit already provides all the requirements needed as minimum number of showers, lockers, etc. The city merely needs to adopt this and support it as part of the cycling strategy. This one items sets the precedence and has been successful in other countries to promote commuter cycling.</td>
<td>Need for end of trip facilities is included in Section 10.3.</td>
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<td>135</td>
<td>22/02/2017</td>
<td>Ian Mills Qhubeka</td>
<td>Firstly, Qhubeka would like to applaud you on producing the City’s Draft Cycling strategy, and we are encouraged and excited to see the increased attention and scope cycling will receive in terms of production and job creation, commercial and programmatic access to affordable bicycles and integrated urban planning to fully include cycling as a safe and viable transport alternative. Secondly, Qhubeka would like to state its clear intention to work and collaborate with both the City of Cape Town and other interested and involved parties to see a city wide sustainable implementation of the Cycling Strategy. We are currently forging a collaborative partnership with both BEN and PPA. We are also the official charities of the Cape Town Cycle Tour and the A BSA Cape Epic. Thirdly, Qhubeka’s strategic intent, SHIFT Western Cape, is to assemble [currently we import CKD bicycle kits and create local employment through bicycle assembly]. Our first facility is housed at Nederburg Wine Farm.] and distribute 5000 bicycles into the City of Cape Town and surrounding areas in 2017 — we have distributed 400 bicycles to date into Kylemore, Steenberg and Imvelo, and Steenberg. We will look to increase this by 5000 a year over the next 3 years to a total of 15000 assembled and distributed bicycles in 2019. Fourthly, Qhubeka is currently in the advanced stage of developing its own bicycle design and manufacture to re-shape bicycle production to South Africa. The aim would initially be to have 40% of the content manufactured locally with the eventual target being 80% of the content produced locally. Timelines on our local manufacture would hopefully see our production of our own SA made bicycles by Q4 2017.</td>
<td>Comment noted. • Local manufacturing of affordable bicycle addressed in Section 10.1.</td>
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<td>136</td>
<td>22/02/2017</td>
<td>Cleo Van Rensburg Western Cape Education Department</td>
<td>The Western Cape Education Department (WCED) in principal supports the objective of the proposed Cycling Strategy for the City of Cape Town, which aims to promote cycling as a viable mode of transport within the city. However, for learners, the promotion of utility cycling to and from schools presents a host of concerns pertaining to safety, crime and logistics which the WCED regards as legitimate considerations. However, the proposed strategy also presents a real opportunity to promote a culture of cycling from a younger age in the schooling environment.</td>
<td>Comment noted. • Communication and Education to be incorporated in Section 10. This will focus on...</td>
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The following comments are made as a response to the proposed School Cycling Programme (Section 10.6) and the promotion of utility cycling amongst learners more generally.

**SCHOOL CYCLING PROGRAMME**
The department supports awareness-raising of cycling amongst learners through the introduction of initiatives such as school cycling programmes. As part of a cycling development programme which promotes safe cycling training and yet is inclusive, it is recommended that various approaches are to be considered for fee paying schools (which could have better access to resources) and the ‘no fees’ and ‘low fees’ schools, where access to bicycles would be required to facilitate the proposed initiative.

For ‘no fees’ and ‘low fees’ schools, the inclusion of a school cycling programme as an extracurricular activity through the MOD Programme*, could potentially present an avenue to promote safe cycling training for learners from less affluent communities. The MOD Programme is a leg of the After School Game Changer and is run by the Department of Cultural Affairs and Sport. For further engagement pertaining to the Mass participation, Opportunity and access, Development and growth (MOD) Programme, it is recommended you contact Jacqui Boulle ([jacqui.boulle@westerncape.gov.za]) or Roderick Siljeur ([roderick.siljeur@westerncape.gov.za]). Other initiatives to consider for ‘no fee’ or ‘low fee’ paying schools are the Qhubeka Bicycle Education Empowerment Programme, Pedal Power Association and the Bicycle Empowerment Network (BEN). Furthermore, a programme of this nature would require co-ordinated collaboration of various stakeholders and securing the necessary resources (e.g. accessing bicycles) to ensure its viability.

**PROMOTING UTILITY CYCLING AMONGST LEARNERS**
As previously mentioned, the proposed strategy presents an opportunity to introduce and/or better utilise safe and accessible cycle paths to and from schools within the City’s municipal area. An obvious benefit for schools would be the reduction of school related vehicular traffic congestion, especially at peak times in key nodes.

To initiate cycling development programmes geared for learners, it is recommended that potential pilot projects should be identified through a partnering approach between the City of Cape Town (providers of the cycle infrastructure), the WCED as well as the School Governing Bodies (SGB’s) of identified schools. The ‘walking bus’ concept could also potentially provide a model for further exploration (e.g. ‘cycling bus’), in collaboration with the relevant road safety authorities, as a means to improve the safety of school-going cyclists. However, it will be critical to understand learner transport patterns in key nodes, as learners in Cape Town often travel fair distances (i.e. more than 5 kilometres) to and from school or are confronted with busy vehicular transport routes and intersections.

Furthermore, consideration should be given to the implications of promoting school cycling programmes, in terms of the provision of school infrastructure (e.g. bicycle locking facilities) which do not currently form part of the WCED minimum norms and standards for public school infrastructure.

**Comment:**
I think the main issues re cycle commuting are: a) Safety - any route that requires the cyclist to share a road with cars presents a danger to the rider. b) Washing facilities: Many will need to clean up (shower) upon arrival at work. Many offices do not have facilities for this (clearly this is not a gov. issue, but it is still an issue). c) Secure bike storage facilities: Not all offices have secure storage space for bicycles. Also, using a bicycle for shopping or similar is a problem without safe storage.

**Response:**
promotion of utility cycling.