



Executive summary

The mid-1960s marked the start of a major increase in private motor vehicle ownership in South Africa and in Cape Town. In response, the transport strategy for Cape Town, at the time, centred on the expansion of the road network with the aim of accommodating the mobility desires of private vehicle users amid increasing suburbanisation. This resulted in the severing of 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 (cycling's share of all daily trips made compared to the use of other transport modes) has decreased since the 1980s, while there has also been a steady decline in learners cycling to school.

Worldwide, the **renaissance and growth of commuter cycling** is increasingly recognised as a vital contributor to cities striving to be liveable and sustainable. Realising that cycling is an increasingly important part of a transport solution for Cape Town, the City embarked on the development of a cycling strategy. This was done with the input from a broad range of cycling stakeholders to encourage and grow utility cycling (cycling other than for recreation or sports purposes) across the city and establish a vision for cycling, identify desired outcomes and determine five key focus areas. The proposed **vision for cycling** for Cape Town is as follows:

To make Cape Town the premier cycling city in South Africa, where cycling is an accepted, accessible and popular mode of transport for all – residents and visitors alike.

During the past 10 years, recreational and sports cycling (road cycling and mountain biking) has grown tremendously, evident from the high numbers of recreational and sports cyclists observed on the roads and participating in events. In sharp contrast to the high level of recreational cycling, the level of utility cycling is generally very low. One of the challenges in Cape Town is how to increase utility cycling and accordingly the mode share.

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

Reviews of successful cycling cities confirm that in order to effectively encourage and grow cycling, a comprehensive cycling programme must be undertaken. The **key focus areas** prioritised during the development of this cycling strategy for the promotion and growth of utility cycling reflect this broader approach and include the following: improved access to bicycles, improved safety and security, provision and maintenance of cycling infrastructure, regular monitoring and evaluation to determine behavioural change, and stakeholder consultation. The desired outcome of the cycling strategy is to increase cycling's mode share from the current 1% to 8% by 2030, which will contribute to a reduction in congestion and greenhouse gas emissions.

Cape Town has real potential for the growth of utility cycling for local commuter trips of between 10 km and 15 km and for road and rail public transport feeder trips across income groups in the short to medium term.

In achieving the vision for cycling and its desired outcomes, the cycling strategy for Cape Town will guide policies, programmes and projects to address the current and emerging needs of cyclists and support the continued growth of cycling into a major form of personal transport.

The cycling strategy must be reviewed and updated at least once every five years to be in line with the City's Comprehensive Integrated Transport Plan (CITP) and to stay abreast of changes in the planning environment and the needs of its users.
