



International Road Federation
Fédération Routière Internationale
Federación Internacional de Carreteras



2022 SARF • IRF • PIARC

**7TH REGIONAL CONFERENCE FOR AFRICA
& PIARC INTERNATIONAL SEMINAR ON RURAL ROADS AND ROAD SAFETY**

CONNECTING AFRICA THROUGH SMART, SAFE AND RESILIENT ROADS

18 - 20 OCTOBER 2022 | Cape Town International Convention Centre

Promoting greater levels of commuter cycling in South Africa

Andrew Wheeldon

**Bicycle Cities
Consultant**

19 October 2022

Critical requirements

Political will – the decisive commitment to increase levels of commuter cycling by **all** levels of government, long-term

+

Social will – encouragement, mobilising cycling communities

- lower cycling levels = elevated per capita risks: at first, it is a challenge to build the culture
- Investment in cycling: cost-benefit ratio 1:10
- Holistic approach to include:
 - Education programs
 - Improved (segregated) facilities
 - Strategic public transport–cycling links
 - Investment in cycling industry at large



Why Cycling?

Low cost of mobility

Health of the population

Independence for all aged 8-80

Equality of travel – ownership

Cost-benefit 1:10

Greening of the city

Less congestion; a friendlier environment



Benefits of investing in Cycling

If the UK increased its share of cycling (3%) to the levels seen in Denmark (15%), the following would be achieved:

- NHS would **save GBP17bn** over 20 years
- **33% of road space** saved, thereby reducing congestion
- Low-income increase their **access** to opportunities by 25%
- Road **fatalities reduction** by 30%
- Retail **sales increase** by up to 25% with expanded markets
- Shift of 10% from cars to bicycles **saves 400** productive lives through reduced CO2
- Bicycle parking requires just **12%** of space of car parking

- Adoption of **Dutch** cycling safety standards could result in a **66%** reduction in cycling fatalities

Aldred, R (2014). Benefits of Investing in Cycling. Published in British Cycling, BCF.

Institutional and social cycling growth

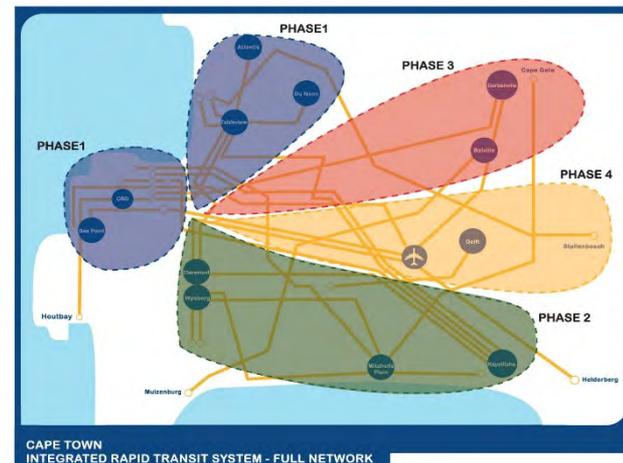
How do we do this?

Clear understanding of the current challenges, solutions

Determining where cycling fits, and contributes

Build the strategy:

- Formalise bicycle committee(s) – government/civil society collaboration
- Develop the bicycle master plan
- Prioritise routes, plans
- Build the implementing team
- Monitor and assessment structures



Global cycling statistics

% of adults that use a bicycle as their primary mode of transport over a 2km distance

1. Netherlands 45%
2. China 33%
3. Japan 27%
4. Denmark, India 21%
5. Belgium 20%
6. Sweden 19%
7. Poland, Hungary 18%
8. Colombia 16%
9. Italy, Peru, Argentina 13%
10. Chile 12%

Source: [ipsos.com/en/global-advisor-cycling-across-the-world-2022](https://www.ipsos.com/en/global-advisor-cycling-across-the-world-2022)



Gender/Race barriers – the ‘out group’

Amy Lubitow in ‘Barriers to cycling for women and minorities’

- Safety: Segregated, protected bike lanes
- Visibility: group rides, bike buddy programs
- Practicality: safe parking, shower facilities
- Elitism/discrimination: bike shops, clothing, skills
- Careers in the bicycle-aligned industry

A pervasive culture in the world of bicycles, where the ‘out group’, notably women and people of colour, are alienated and subjected to ridicule – where this all should be inclusive.



South Africa/Cape Town Velo 2006

Conference declaration:

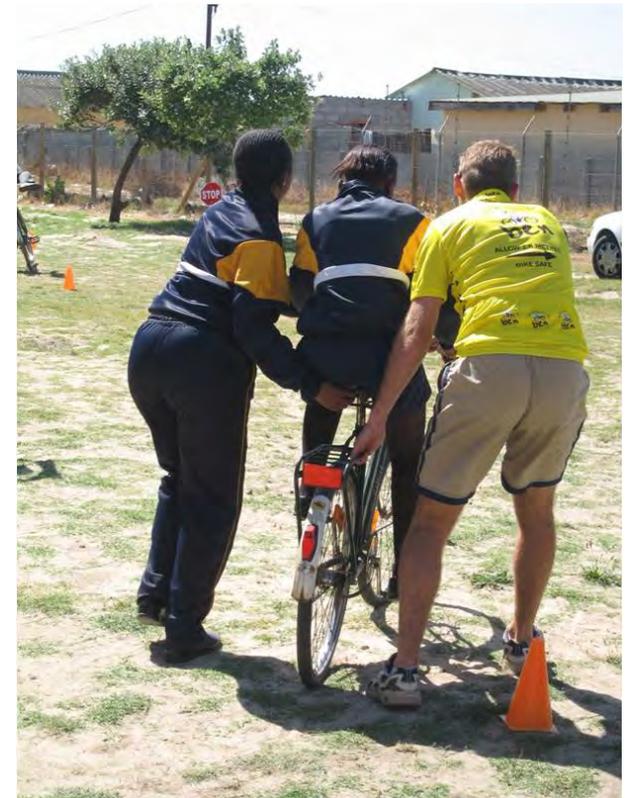
- *Safe cycling is a basic human right*
- *Cycling plays a critical role in solving global challenges such as economic inequality; obesity and other direct results of physical inactivity; energy consumption; air quality; and road and social safety*
- *The earth's environment is deteriorating due to carbon emissions*

2006-2017: various committees and planning structures, phases of implementation, but slow and unfocused



Cape Town Cycling Strategy 2017

Whilst there have been some measures to address these principles, with infrastructure build, bicycle distribution, and various committees and municipal structures set up to achieve a growth in cycling levels, these remain very low. A **2017 CoCT cycling strategy** set a goal of 8% share of cycling by 2030 (a 700% increase) but offered little in terms of concrete evidence as to how this would be achieved: programs such as bicycle distribution, significantly greater investment in cycling infrastructure, or education programs, monitoring lack detail.



Cape Town: the way forward

- A **management** improvement: removing silos between departments; developing a common vision; shifting budgets to active mobility, gender and social inclusion
- The **pace** of non-motorized transport infrastructure implementation has been extremely slow (as outlined above)
- **Education** and training a vital component
- **Campaigns** to address safety and security
- Special **projects**: bike to school, walking bus, car free corridors
- **Collaboration** with universities, NGO's, private sector and community structures

Vanderschuren et al; Improving NMT in Cape Town (2022)



Democracy and the bicycle

Economist Margaret Legum, in her presentation to Velo Mondial Cape Town 2006: *'There is much evidence to suggest we are now moving to a **new phase where work will comprise livelihoods rather than jobs, when people will work for themselves; bicycle transport fits perfectly into this paradigm, and by its very nature is profoundly democratic**'.*

The nature of work in the 21st century has changed – and with it, mobility needs to. The bicycle constitutes an essential component of this new paradigm.



Conclusion

As an overarching paradigm, SA requires a new direction of **political will** – one that creates dignified spaces and opportunities for the most vulnerable in our society. A **strategy** that places the needs of those most challenged in terms of access to opportunities at the forefront of their strategic planning and implementation. This is realized through the provision of **dignified pedestrian and bicycle infrastructure**, linking people with education, employment, recreation and retail opportunities, for as many communities as possible.





International Road Federation
Fédération Routière Internationale
Federación Internacional de Carreteras



2022 SARF • IRF • PIARC

7TH REGIONAL CONFERENCE FOR AFRICA & PIARC INTERNATIONAL SEMINAR ON RURAL ROADS AND ROAD SAFETY

CONNECTING AFRICA THROUGH SMART, SAFE AND RESILIENT ROADS

18 - 20 OCTOBER 2022 | Cape Town International Convention Centre

THANK YOU

Andrew Wheeldon

**Bicycle Cities
Consultant**

andrew@bicyclecities.info