

Stage 01 of the Reclaim Cycling Lanes Active Mobility Forum Briefing



Stage 01 Overview

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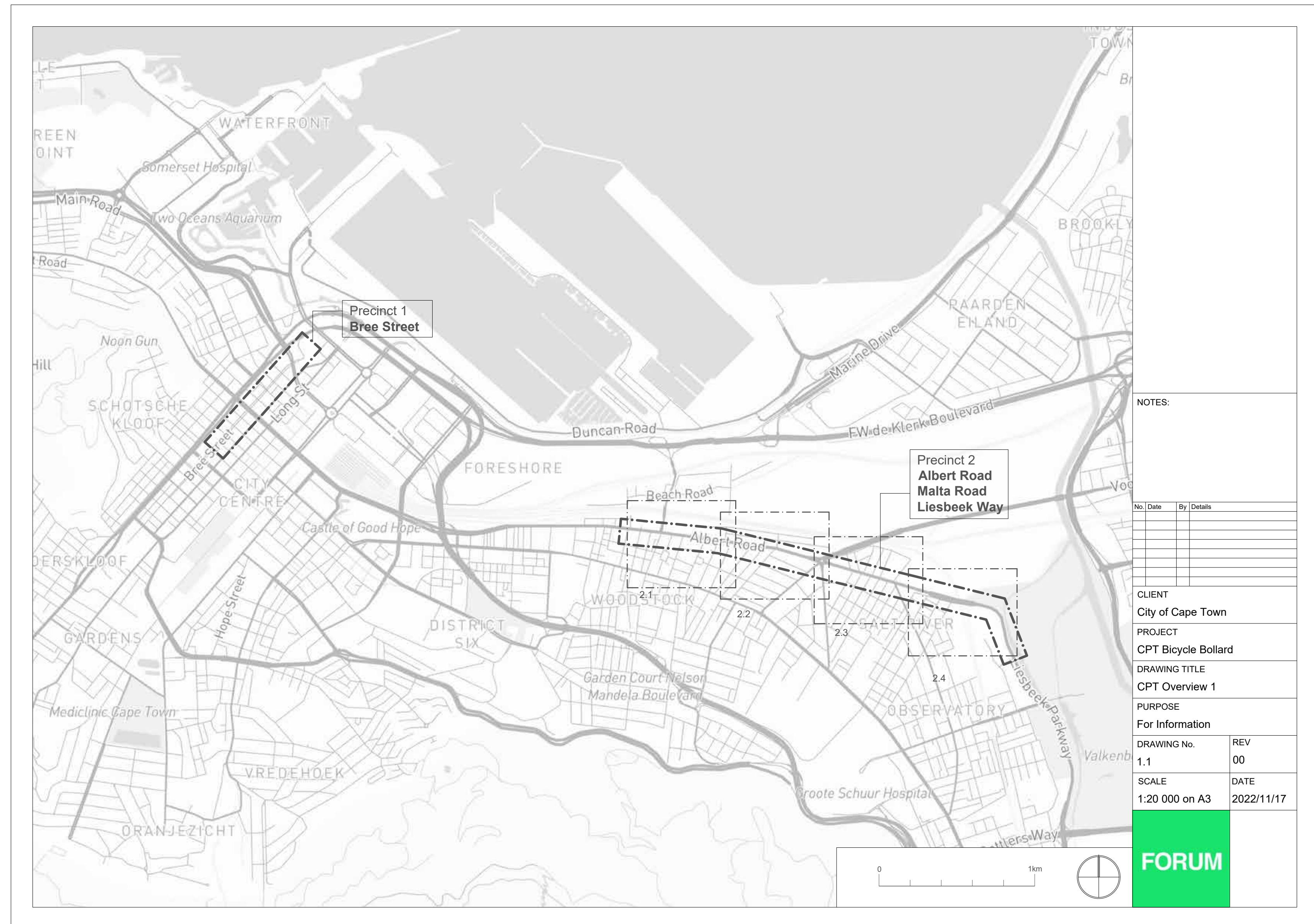
Cape Town is an aspiring cycling city with great potential to lead, promote and encourage utility cycling as an alternative mode of transport and be the number one city in the country, if not the continent for active mobility.

This briefing titled *Stage 01 of Reclaiming our Cycling Lanes* is a very pragmatic, cheap and quick way for the city to reclaim its existing cycling lanes and provide safe infrastructure to make cycling a safe and viable alternative.

The problem is that painted bike lanes are more dangerous than nothing at all according to a 13-year-old study. Cycle lanes without physical barriers run the risk of being blocked by vehicles and thus forcing the cyclists off the cycle lane and into general traffic and then back onto the cycle lane.

The blockage of the cycle lanes like Bree and Albert discourages people from using them and also with no barrier in place, we have little chance to see our children and everyday people cycling to work.

This briefing is *stage 01 of the project to Reclaim Cape Town's cycling lanes*, if this is successful, we will provide the city with stage 02 seeing how many of our cycling lanes have the class 3 and 4 signature.



NOTES:

No.	Date	By	Details

CLIENT

City of Cape Town

PROJECT

CPT Bicycle Bollard

DRAWING TITLE

CPT Overview 1

PURPOSE

For Information

DRAWING No.	REV
1.1	00

SCALE	DATE
1:20 000 on A3	2022/11/17

FORUM

¹<https://usa.streetsblog.org/2019/05/29/protect-yourself-separated-bike-lanes-means-safer-streets-study-says/>

Stage 01 Bree Street

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Bree Street is one of the first cycling lanes in Cape Town that experimented with the green lanes and therefore the natural place to start for this urgent, needed intervention.

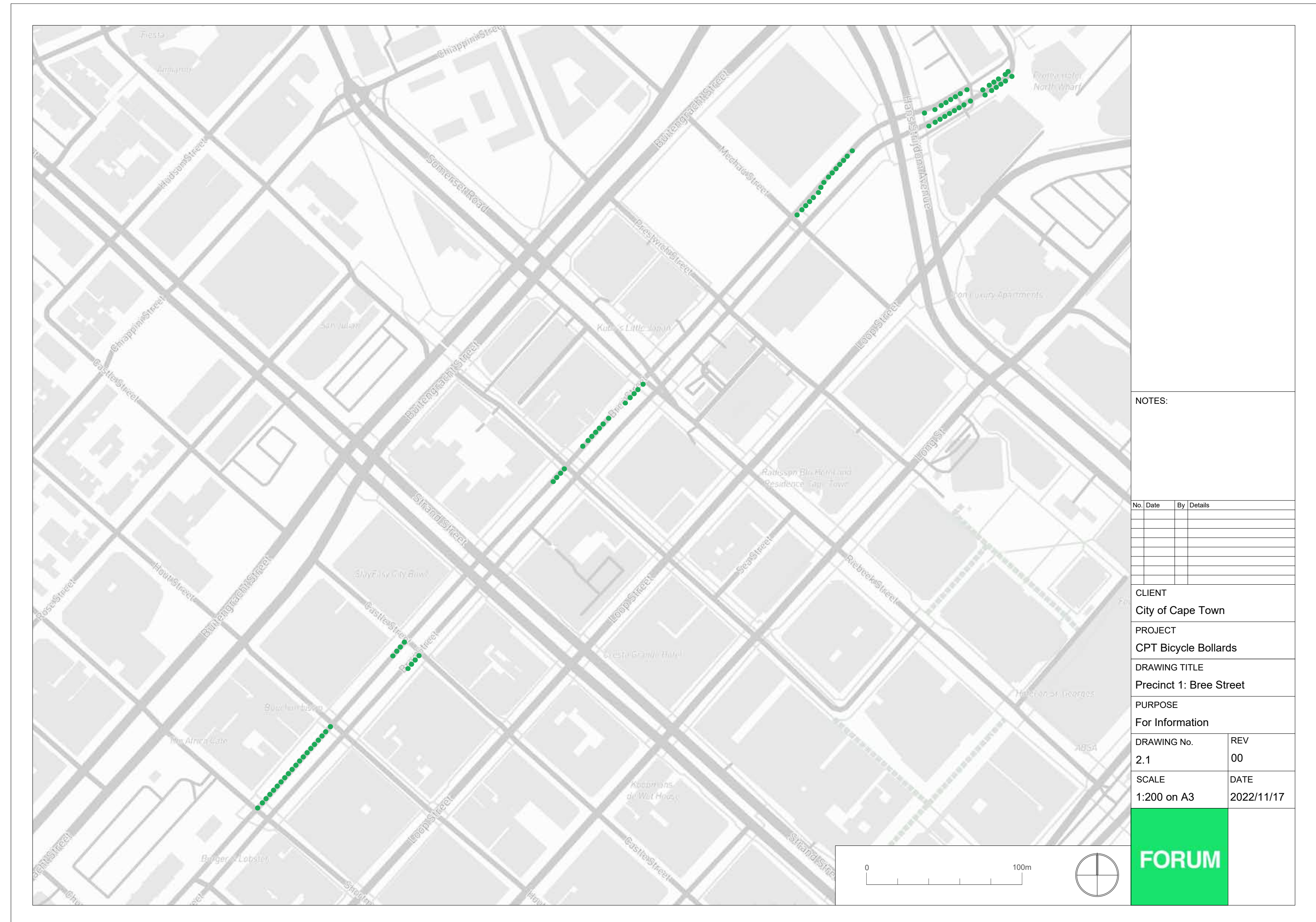
The map on the right-hand shows where we suggest each bollard is placed to radically improve the safety of the cycling lane that does not impede with parking, road-flow or commercial bays.

We want to recognise the effort by the Urban Mobility Directorate, particularly Councillor Rob Quintas for the swift action to dedicate traffic services to issue fines earlier this year and also the Executive Mayor, Geordin Hill-Lewis for repainting the lane.

Furthermore, we really appreciate that the Executive Mayor and the Mayco member for Urban Mobility recognise that the problem with these lanes stems also from it's initial engineering design and that this intervention serves as a big step in the right direction to make active mobility safe.

Every Capetonian should be spoilt for choices.

Overall, we recognise this is a positive step in the right direction and look forward to cycling soon on Bree with protective bollards.



NOTES:

No.	Date	By	Details

CLIENT	
City of Cape Town	
PROJECT	
CPT Bicycle Bollards	
DRAWING TITLE	
Precinct 1: Bree Street	
PURPOSE	
For Information	
DRAWING No.	REV
2.1	00
SCALE	DATE
1:200 on A3	2022/11/17



Stage 01

Albert Section 01

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Albert road is one of the busiest cycling lanes and most strategic cycling corridors as it connects all the way from the Liesbeek NMT lanes through Observatory, Salt River, and Woodstock towards the CBD. Another strategic connection is the Melkbos Cycling Highway - making this cycling lane safe should be an urgent priority and makes up the biggest part of stage 01.

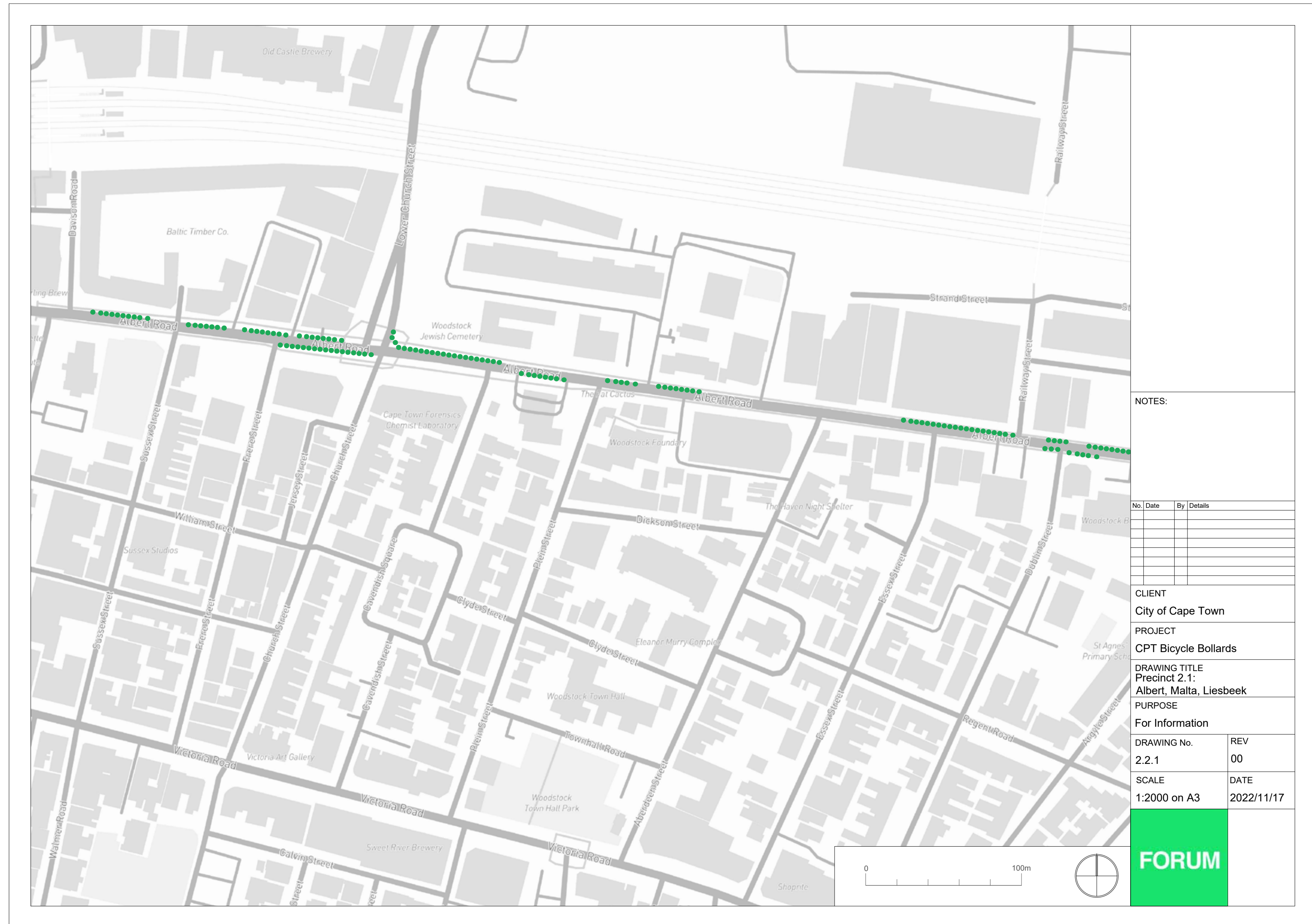
Currently, half of the Albert Road cycling lane is being used as a car park. This intervention will signal a substantial move to reclaim Cape Town's cycling lanes and ensure more people cycle but also arrives safely at their destination as currently cyclists have no protection from traffic.

Each bollard suggested in the four maps is selected as they do not impede traffic flow, parking or commercial zones.

The Albert Road tactical bollard intervention is broken up into four maps due to the length but also the complexity of each section.

Section 01

The first section of Albert Road requires the least amount of tactical bollards. It is noted that the cycling lane ends near Divison road, are there plans to connect the CBD & Woodstock?



NOTES:

No.	Date	By	Details

CLIENT
City of Cape Town

PROJECT
CPT Bicycle Bollards

DRAWING TITLE
Precinct 2.1:
Albert, Malta, Liesbeek

PURPOSE
For Information

DRAWING No.	REV
2.2.1	00

SCALE	DATE
1:2000 on A3	2022/11/17



Stage 01

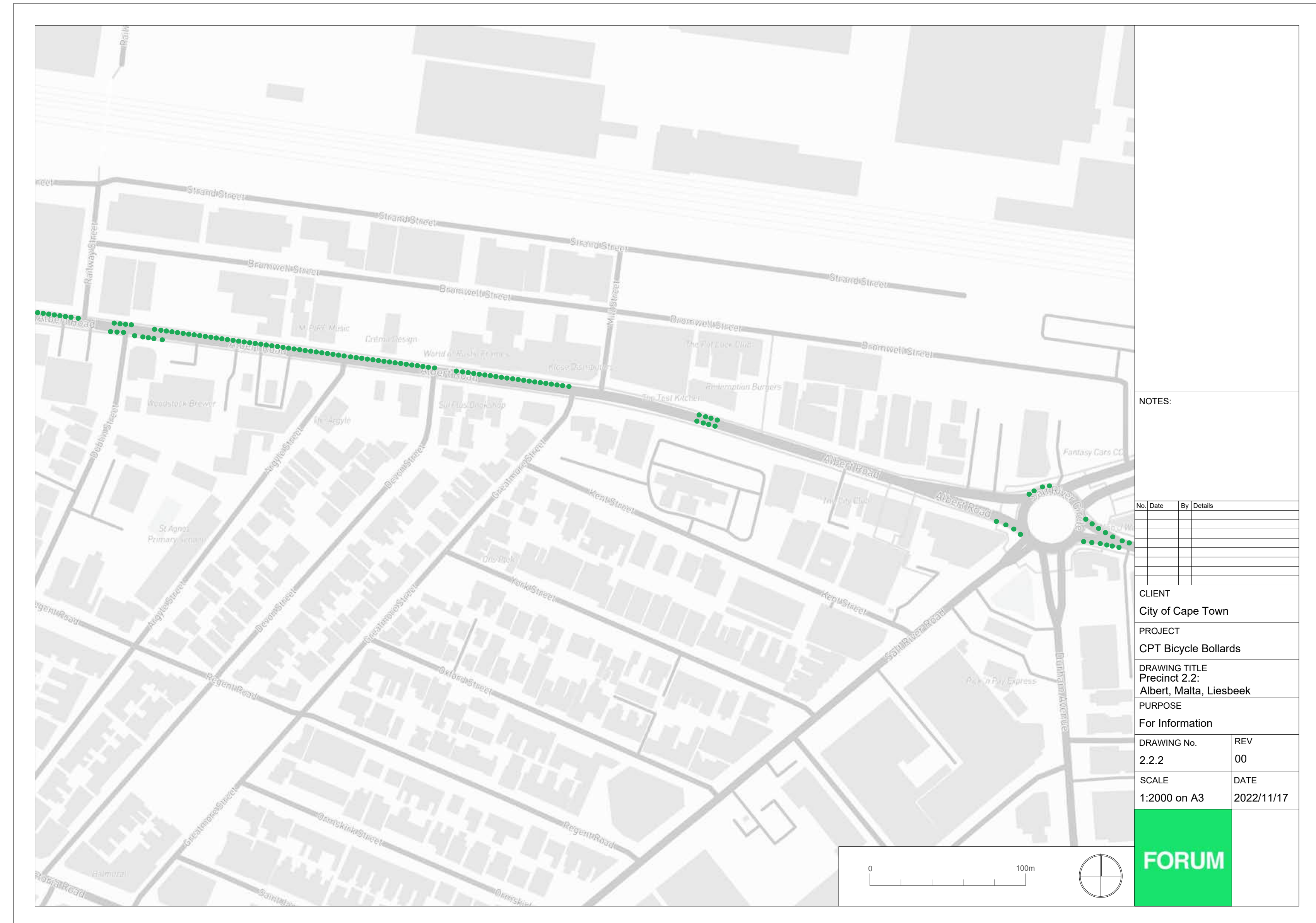
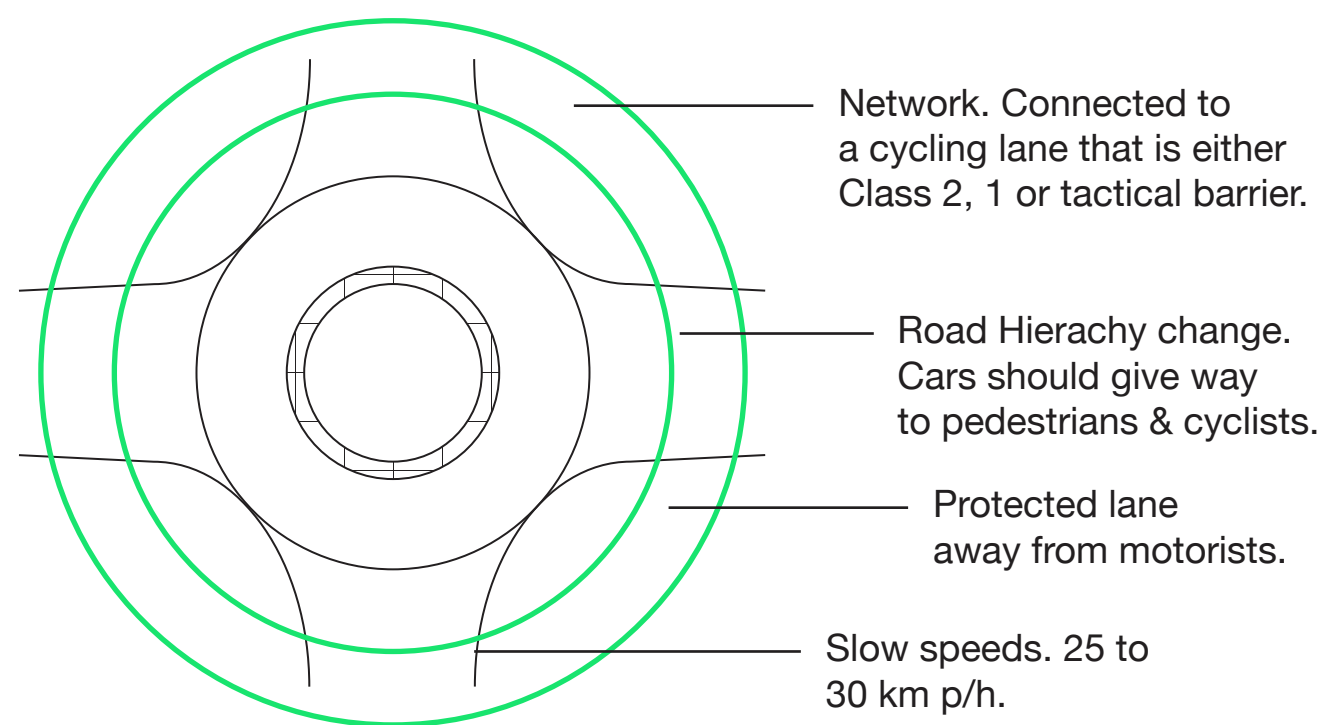
Albert Section 02

-- Section 02

The second section is very similar to the first section, however, a big point of contestation is the Salt River circle which is currently very dangerous to cyclists and pedestrians.

Whilst we have suggested tactical bollards where appropriate that follow the initial brief of placing down bollards that do not impede traffic around the circle, we recommend a complete redesign of the circle that ensures the cycling lane is protected from traffic that follows best international practices like in the Netherlands.

The simple graphic below illustrates the solution to the roundabout. We recommend that the design for the roundabout is revisited at a later stage to bring it up to best practices.



NOTES:

No.	Date	By	Details

CLIENT
City of Cape Town

PROJECT
CPT Bicycle Bollards

DRAWING TITLE
Precinct 2.2:
Albert, Malta, Liesbeek

PURPOSE
For Information

DRAWING No.	REV
2.2.2	00
SCALE	DATE
1:2000 on A3	2022/11/17



Stage 01

Albert Section 03

-- Section 03

Section 03 and 04 (next page) requires the most amount of tactical bollard interventions. Currently, most of the section along the Albert Cycling road is used for parking 24 hours a day.

The bollards will be a much-welcomed intervention to reclaim the cycling lane however an **urgent consultation is required with local businesses notifying them of what is about to take place.**

We urge the Urban Mobility Department to run a consultation session with the affected businesses that is currently illegally supporting the occupation of the cycling lane.

We urge the directorate to communicate the benefits of cycling and how these bollards will make cycling a safe alternative and help bring more activation to the street.



NOTES:

No.	Date	By	Details

CLIENT
City of Cape Town

PROJECT
CPT Bicycle Bollards

DRAWING TITLE
Precinct 2.3:
Albert, Malta, Liesbeek

PURPOSE
For Information

DRAWING No. 2.2.3	REV 00
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SCALE 1:2000 on A3	DATE 2022/11/17
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FORUM

Stage 01

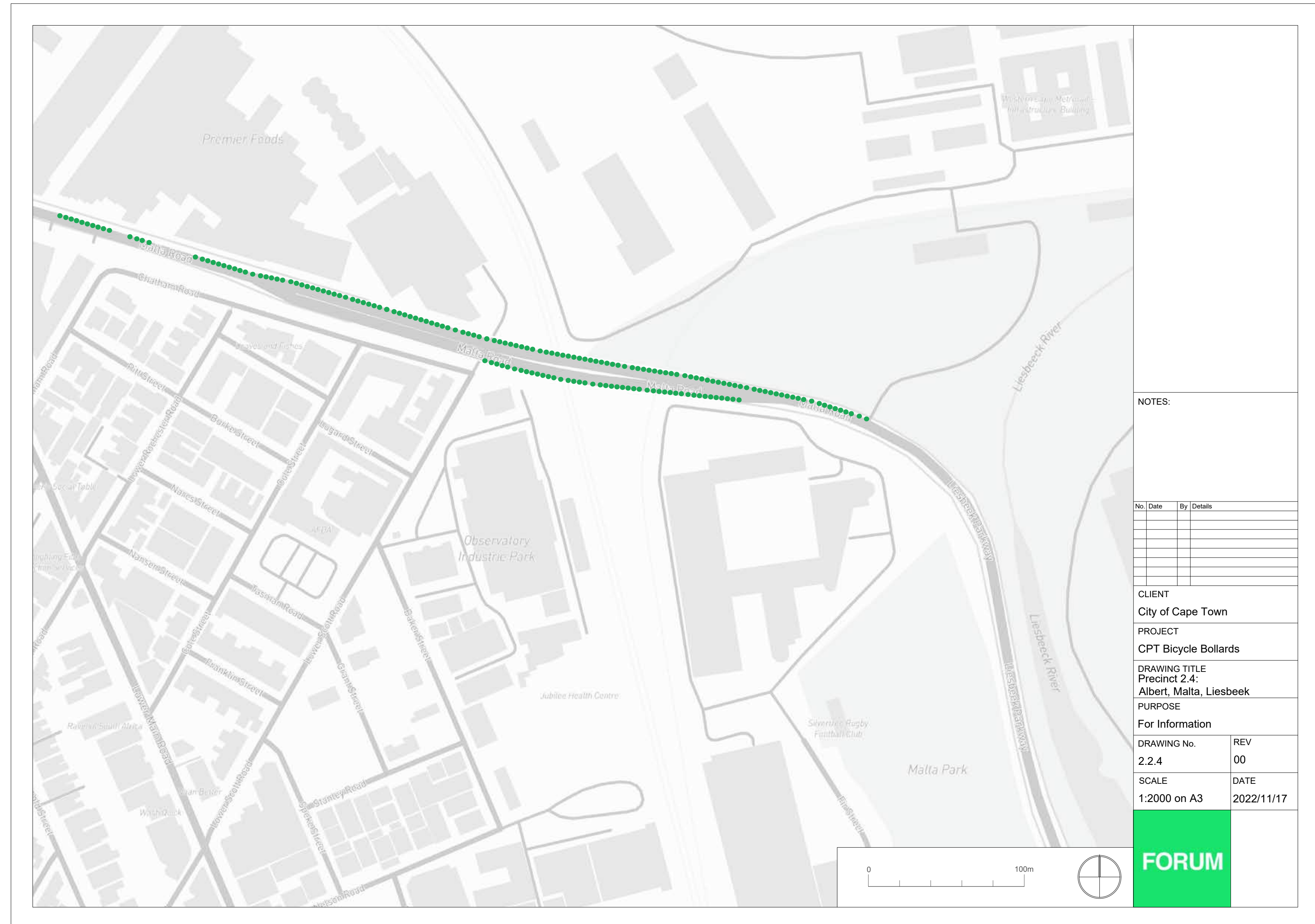
Albert Section 04

-- Section 04

This is the last section of Albert Road that connects to the new Amazon Development and consequently the Liesbeek NMT route.

The same approach is required for this section as the south part of the cycling lane is currently being used as a car-park.

This marks the end of the Albert Road Reclaim initiative.



NOTES:

No.	Date	By	Details

CLIENT
City of Cape Town

PROJECT
CPT Bicycle Bollards

DRAWING TITLE
Precinct 2.4:
Albert, Malta, Liesbeek

PURPOSE
For Information

DRAWING No.	REV
2.2.4	00

SCALE	DATE
1:2000 on A3	2022/11/17



Conclusion

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Thank you for working with us to find a pragmatic, affordable and effective solution to make cycling a safe and viable alternative. We look forward to meeting Director Neil Slingers in person to find common solutions to our city's infrastructure.

The briefing covers the immediate recommendations we propose but also touches on medium-term solutions that we recommend the Urban Mobility Department should look into.

Immediate recommendations:

- Erect tactical bollards for Bree, Albert part of stage 01.
- Undertake a participatory session with affected stakeholders before the bollards are erected in sections 03 and 04 (Albert).
- Stop the use of class 3 and 4 cycling lanes for all NMT projects going forward, especially on roads where there are high volumes of private cars, taxis and other operators.

Sub-recommendations:

- Run a media campaign about why cycling is important to Cape Town's many problems - connect to the economy, health, climate, safety, etc.
- Connect the Albert cycling lane to the CBD
- Investigate a redesign of the Salt River cycling to make it safer for both pedestrians and cyclists to pass

This briefing is endorsed by the following people and organisations:

Organisations

Active Mobility Forum Cape Town
FixieFit SA
Young Urbanists South Africa
Open Streets Cape Town
Rook Cycles
Bicycle Mayor of Cape Town
Youth Voices of the Round Table

Individuals

Hayden Malan
Roland Postma
Sean Dayton

Roger Lupuwana
Mito Sityata
Kevin Foster
Carinè Müller
Taahaa Hendricks
Luke Van Wyk
Sindile Mavundla
Anga Mantame
Mitosesethu Sityata
Sally Rothemeyer
Marco Morgan
Gerard van Weele

Courtney Anne Munna
Drikus Oosthuizen
Cliff Molapisane
Myles Arendse



ACTIVE MOBILITY FORUM
50% short trips by 2030 by active or public transit. Youth.



YOUNG URBANISTS



CITY OF CAPE TOWN
ISIXEKO SASEKAPA
STAD KAAPSTAD

**Youth Voices
of the Round Table**

Some comments from the public

Hayden Malan

My experience as a cyclist is hard to express without sharing the rush of wind when descending paths along the coast, or the pride that comes with becoming fit along a frequent commuter route. However, it was beautifully expressed through the photographs of everyday cyclists, titled *Bicycle Portraits* by Stan Engelbrecht and Nic Grobler, and it was an encouraging step for the community to feel seen within society at large.

In describing the book, Clockwork Books state that Engelbrecht Grobler did not photograph people who ride purely for exercise or recreation but instead searched for those who use bicycles as an integral tool in their day-to-day existence. They learnt that in South Africa, especially in the cities, very few people use bicycles to get around. It became clear that as major centres develop, there is still a trend to structure cities for cars, not people.

Relating to the improvement of the bicycle lanes and even cycling with the mayor I have felt a similar sense of being seen 'as' well as 'in' the cycling community through the progress of the Active Mobility Forum.

Anga Mantame

As cyclists of Fixiefit SA, we have always put safety first before fun, and we are always aware of the road, especially since we cycle in huge numbers. We have always been interested in the use of tactical bollards for our cycling paths/roads and this course will have a huge advantage with regard to our safety and how it stands out to our new cyclists who join the crew. Guiding our new members through the rides is only just a safety bonus, but tactical bollards will offer one of the simplest and most effective cycling measures.

One of the many concerns is cycling paths or cycling roads shared with vehicles are sufficiently attractive to vehicles when they want to park. The regard for cyclists is out the "window" when vehicle users do this.

Tactical bollards will guard us against such ignorance, and cyclists will gain an advantage of more direct journeys that are undisturbed. The city of Cape Town definitely needs tactical bollards.

Roland Postma

Paint is not infrastructure and we welcome the recognition from the Urban Mobility Department that class 3 and 4 cycling lanes have no part to play in the mother cities' infrastructure. We are extremely excited to work with Cllr Quintas and his team - this shows the collaborative, open-minded and caring nature of the Urban Mobility Directorate.

Overall, the solution we are bringing today to the department's attention is pragmatic, and cost-effective but most importantly will signal a big shift in how we design for active mobility users going forward.