



TUMI INITIATIVE'S TRANSFORMATIVE STORIES

TSHWANE, SOUTH AFRICA: IMPROVING ACCESS TO EDUCATION WITH BICYCLES

The City of Tshwane has a strong focus on sustainability, which is evident in its investments in public transport and non-motorized transport (NMT) to improve accessibility for all income groups in a low-carbon manner. The Shova Kalula bicycle programme is one such endeavor, providing free bicycles to learners living in outlying areas, and in turn creating new social and economic opportunities in the form of bicycle maintenance and repair shops. This partnership between the City, Provincial and National Government has improved learners' access to education and reduced their journey times, whilst building a culture of cycling in the region.

ABOUT TSHWANE

Tshwane is South Africa's capital and the City is fast becoming a leader in sustainability on the continent. With a City Sustainability unit located in the Mayor's office to streamline related initiatives and efforts across the administration, it is perhaps not surprising that great strides have been made in operationalising and integrating a variety of transport options. The city has historically been **heavily dependent on private motor vehicles**, and a number of strategies and action plans have been put in place in recent years to promote improved public transport and NMT. In 2018 the City hosted the first TUMI Network of High Ambition Leaders Workshop in Africa, which included journeys on a number of the city's transport modes.

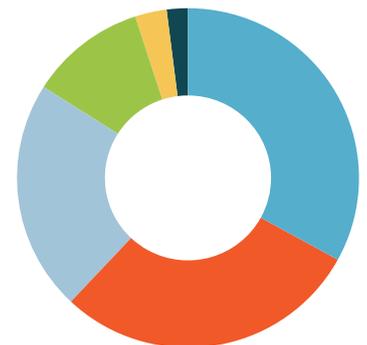


Population (2017 estimate) 3,320,000

Land area: 6,325 km²

MODAL SPLIT

- 33% Car
- 29% Walk
- 22% Minibus taxi
- 11% Bus
- 3% Train
- 2% Other (includes cycling)



Source: City of Tshwane Comprehensive Integrated Transport Plan, 2015 -2020

TARGETS by 2030:

Tshwane's mobility goals and targets, as set out in its Comprehensive Integrated Transport Plan (2015-2020), include:

1. Plan and develop a transport system that improves accessibility and mobility whilst enhancing social inclusion
2. Provide a fully integrated public transport system
3. Develop a transport system that drives economic development
4. Improve the safety and security of the transport system
5. Develop a transport system that reflects the image of the city
6. Develop an efficient, effective, development orientated public transport system that integrates land use and public transport plans
7. Develop a transport system that is environmentally sustainable

MOBILITY IN TSHWANE

Mobility in Tshwane is dominated by motorized transport. Citizens use private vehicles for 33% of commutes, despite the fact that 67% of households do not own cars. **The city has been designed to prioritize cars**, with residential areas separated by vast distances from commercial areas. Large sums have been invested in roads and parking infrastructure and given the choice, most citizens would opt to use private cars over public transport as they are perceived as being more reliable and capable of providing unlimited access to the city and surrounding areas.

A number of public transport options are on offer in Tshwane, making it one of the continent's leaders in this sector. The city has 60 train stations and three Gautrain (high speed rail) stations, as well the A Re Yeng bus rapid transit (BRT) system, Tshwane Bus and Gautrain bus services. Minibus taxis constitute about two thirds of the sector, with around 15,000 of them entering the CBD each day. The city has 148 taxi ranks, of which only 21 are formal, indicating the significant size of the informal minibus taxi industry. **Informal public transport fills the gaps** in which formal systems do not operate, and there has been a significant increase in illegal activities which make law enforcement difficult and give legitimate operators a bad name.

Given the variety of the available public transport options, the City faces a challenge in integrating them to ensure a smooth transition for commuters from one mode to another without lengthy delays or difficult connections. While the Gautrain and Gautrain bus make use of the same payment cards, the same cannot be said for the A Re Yeng buses, minibus taxis and other modes of public transport. The Public Transport Strategy and Action Plan of 2007 calls for the **prioritisation of public transport over private transport**, and the City is implementing several strategies to support it, such as the A Re Yeng BRT system which commenced operations in 2014. The strategies aim to provide commuters with a convenient and affordable alternative to private cars, with the aim of reducing congestion and parking problems whilst improving mobility and road safety.

Walking is also a popular mobility choice in Tshwane – particularly for those who cannot afford other options. Approximately 29% of trips in the city are on foot. Cycling is significantly less popular and accounts for only one percent of trips. There are few dedicated cycling lanes. To improve road safety for cyclists and reduce the use of cars, **the City aims to prioritize NMT by providing appropriate cycling and pedestrian facilities** such as continuous cycle paths that are wide enough to support footpaths on both sides of the road. The City has already built NMT infrastructure totalling 248 kilometers in different locations.





SHOVA KALULA BICYCLE PROGRAMME

The Shova Kalula National Bicycle programme was introduced as a pilot programme in 2001 to support national policy that promotes **NMT as a means of ensuring access to basic services and opportunities**. It promotes cycling as a cost-effective mobility option for travelling to and from public infrastructure, with a particular focus on making educational centers more accessible. Cycling also creates new social and economic opportunities for people in rural, remote and poorly resourced areas in the form of bicycle maintenance and repair shops.

The programme provides free bicycles to citizens meeting certain qualification criteria, including household affordability, distance to services and availability of public transport options in the area in which they live. Learners from outlying schools who were walking three to five kilometers to school have thus far been prioritized, and the project is expected to include agricultural workers in the near future. Over 7,300 bicycles have been distributed to deserving learners, **improving their access to places of education and reducing their travel time**. Bicycle maintenance shops have also been established to ensure their upkeep and to create jobs in small businesses.

The programme is the result of a partnership between the City of Tshwane, the National Department of Transport (DOT) and the Gauteng Department of Roads and Transport (GDRT). The City is mainly responsible for providing infrastructure, while the other partners provide bicycles. Road safety training is headed by the Gauteng Department of Community Safety and the Tshwane Metro Police.

CONNECTING COMMUNITIES WITH NMT INFRASTRUCTURE



The sustainability of the Shova Kalula programme is largely attributable to the strategic alignment of bicycle distribution to **Tshwane's rapidly expanding cycling infrastructure**. The GDRT and the City have recently begun construction of a NMT route to connect the low income area of Mamelodi to the Centurion commercial zone. Within the next three years, 14 kilometers of dedicated cycling lanes and pedestrian sidewalks will be constructed to allow residents to access opportunities without having to risk their lives on the roads or incur the high costs of motorized transport.



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ACKNOWLEDGMENTS

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Photos: City of Tshwane Roads and Transport Department, and Bushbaby Communication

Icons: Gregor Cesnar and Google / Flaticon.

ADDITIONAL READING

transport.gov.za/shova-kalula

The [Transformative Urban Mobility Initiative \(TUMI\)](http://transformative-mobility.org) enables leaders in developing countries and emerging economies to create sustainable urban mobility. It offers technical and financial support for innovative ideas. In TUMI the German Federal Ministry of Economic Cooperation and Development (BMZ) has brought together some of the world's leading institutions working on sustainable mobility with city networks and think tanks to implement projects on site where they are needed most. Partners include ADB, CAF, WRI, ITDP, UN-Habitat, SLoCaT, ITDP, ICLEI, GIZ, KfW and C40. transformative-mobility.org

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