

# **BARRIERS TO CYCLING IN INFORMAL SETTLEMENTS**

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## **ABSTRACT**

A study was undertaken in October 2015 to determine the barriers to cycling mobility in Masiphumelele, a low-income community in Cape Town. An initial focus group discussion informed the design of a household survey of 100 residents on commuter cycling. This included a stated choice survey using Best-Worst Scaling (BWS) of the relative importance of 20 potential barriers to cycling mobility.

Minibus taxis were the primary mode of household transport (93%); walking (44%), train (23%), bicycle (16%) and bus (11%) were important secondary modes. 32% of households owned at least one bicycle that is used for transport. 22% of participants reported that they cycle fairly often or regularly, primarily to save money (44%), keep fit and healthy (32%), and to save time (15%). 68% supported promotion of cycling mobility in Masiphumelele.

Leading barriers to cycling identified by the BWS survey were concerns about road safety; inability to transport loads on a bicycle; inability to commute with a bicycle by train during peak commuting hours; and concerns about arriving late for work.

Key recommendations for increasing cycling mobility in Masiphumelele are to actively promote the benefits of cycling, educate about road safety, teach cycling skills, make bicycles and spares more affordable, enhance the safety of the cycling environment, and to build local capacity.