Durban Green Corridors (DGC) is a non-profit organization that works in partnership with the eThekwini Municipality and other stakeholders to achieve; pro-poor, youth-focused, local economic development by maximizing the potential of nature’s open spaces and strengthening community custodianship.

Presentation by: Belinda Khoase
22 Oct 2018
Durban Green Corridors
Contributions

• DGC – is an implementing agent for the GO Durban Active Mobility and Cycle Academy youth development programme on behalf of the eThekwini Municipality.

Aim

• Popularize recreational cycling among the children & youth of eThekwini with the medium term goal of growing cycling as a mode of transport within the IRPTN (Integrated Rapid Public Transport Network).

Status Quo

• 3 Bike parks operating, 2 process of being established
  – 70 to 100 members per site
  – Sites: Inanda, KwaMashu, KwaDabeka (previously disadvantages communities)
  – Ages: 6-35 (Learn to ride at a tender age and grow up making the right choices)
  – Growing interest from the community: for events, Women's day, trail running, skating etc
  – Supervision -riding

Academic programme

– Training - twice a week + nutrition - meals/food garden and academic support (after school)
– Selected team in competitive racing and events
- Bike park - connecting local communities and transforming open spaces into places of communal, social, cultural and economic engagement and growth.
- DGC provides the platform (physical infrastructure and programming) for the GO! Durban Cycle Academy to operate.
Actors and their engagement

- Durban Green Corridors – NPC implementer
- Community leadership – consultation, stakeholder, buy-in-communities
- City departments – planning and operational coordination
- ETA- NMT routes alignment
- IRPTN (get people to the station) /train and bus ( Go! Durban and Rea Vaya)
- Environmental element (opens spaces)- Recreation ( sports development and Commuter (shopping and workplaces )
- Support: Cycling community & corporate

Approach
community focused, youth driven, public / private partnership

Challenges:
- Funding
- Education and awareness
- Meeting the demand
Challenges in getting people to walk and cycle
What is the biggest challenge in getting people to walk and cycle?

- Climate and topography challenge
- Promoting walking and cycling is see a taboo.
- NMT infrastructure is limited mainly to sidewalks which, where provided, are generally of an inadequate standard
- Generally NMT users have to share facilities with motorized traffic in which the latter is usually favoured
- High casualty rates for cyclists and pedestrians; due to motor vehicle speed and mass
- NMT users and motorists display inconsiderate (illegal) behaviour towards each other
- Road Safety, an insecurity associated with cycling in mixed traffic for fear of being hit by a vehicle.
- Given the relatively low operating speed of bicycles as well as their low acceleration, there is a concern that a cyclist is prone to certain crimes or accidents.
- Cycling for commuting is perceived as a mode of transport that is utilized by poor people.
- Cycling is perceived as children's toy not seen as a mode of transport for adults.
- A limited number of adult cycle for training purposes (recreation) and not for commuting
- Facilities/infrastructure: is insufficient and inadequately provided for at public buildings, public transport facilities, and separation of lanes is limited.
- Gender stereotype amongst people towards cycling.
- Culture of using cars or vehicles