



Environmental Management Plan
for
Recreational Mountain Biking in the
Table Mountain National Park

Table Mountain National Park & the Mountain Bike Working Group

March 2002

The Cape Peninsula National Park was formerly the Table Mountain National Park

EXECUTIVE SUMMARY

This document constitutes the Environmental Management Program (EMP) for mountain biking in the Table Mountain National Park (TMNP) and has been developed by members of MTB committee¹ in close collaboration with park management. Iterative drafts of this EMP have been advertised and circulated widely for comment from relevant NGOs and individuals that have an interest in the TMNP generally and mountain bikers who use the TMNP specifically. This EMP is a result of the contributions from many interested and affected individuals and organisations.

In this EMP, an environmental policy is presented, the environmental impacts and issues regarding mountain biking are examined, and a management program is presented followed by guidelines for the implementation of the EMP. Maps of approved cycling routes within the park are appended.

A key issue for Cape Town mountain bikers is the lack of available riding areas. A major objective for the authors of this management plan has been to implement a mountain biking route from Signal Hill to Simon's Town and, if possible, on to Cape Point. This plan goes some way to making that goal a reality.

A key issue for the TMNP is the need to accommodate reasonable access to the park for responsible mountain biking but without compromising the ecological integrity and heritage value of the park or the experience of other users of the park.

The objective of this EMP is to provide a management framework for mountain biking in the Park, to establish a mechanism for identifying potential new routes and closing inappropriate ones and to develop a constructive and collaborative relationship between mountain bikers and park management.

¹ The authors are local MTB enthusiasts who belong to the Pedal Power Association (PPA), a Western-Cape based cycling organisation. PPA maintains an office in Mowbray, employing a permanent staff of 10 employees. The organisation has a complete electronic database of all its members. An excellent IT infrastructure allows PPA to communicate with its members through emails, SMS, a web site (www.pedalpower.org.za), as well as quarterly publication called Lifecycle, which is distributed free to all PPA members and is for sale at many magazine outlets. PPA has been involved in land access for a long time, and this management program is the culmination of a number of years of interest in seeing more of the TMNP open to mountain biking. The PPA MTB Forum meets on a monthly basis, agenda items being land access, organised fun rides, races, sponsorship, finances, trail building, etc. The objective of the Forum is to further the cause of mountain biking in the Western Cape in general and the Cape Peninsula in particular. Co-author Meurant Botha currently chairs the MTB Forum. The Forum presents an organisational framework where TMNP-related cycling issues can be dealt with.

1. INTRODUCTION

1.1 Background to Mountain Biking in Cape Town

Cycling is one of the most popular outdoor recreational sports activities in South Africa. For example, PPA, being a Western-Cape based organisation, has more members than the Mountain Club of South Africa has countrywide. Cycling has been growing in popularity over the last few years, as it is a healthy, fun, clean recreational activity. It can be enjoyed by young and old, fit and unfit.

Mountain biking as a recreational activity is relatively new, having its roots in the early 1970's in California. It is rapidly growing in popularity both internationally and here in SA. People from all walks of life enjoy mountain biking: young and old, male or female. Mountain biking differs from road riding in that the typical mountain bicyclist enjoys the environment as much as the actual cycling. In addition, many cyclists prefer mountain biking as they are not exposed to the dangers associated with road traffic, such as speeding, reckless or drunken drivers, or swerving cars. Mountain bikers of course don't have to put up with noise and pollution either. The TMNP has the potential to be a world-class venue for this activity and could be a significant leisure asset to both the local community and to visitors to Cape Town.

Currently very few areas in Cape Town are open to mountain bikes. The focus area of mountain biking in Cape Town was primarily Tokai pine plantation.

1.2 Approach to the Environmental Management Program

Mountain bikes have the potential to impact negatively on both the biophysical environment and on other users, unless managed properly.

Mountain biking is also a relatively new sport. For these two reasons mountain cycling has tended to be excluded by the land managers. However, the need to formally accommodate mountain bikes has been long recognised and extensive planning, public participation and consultation has taken place in identifying appropriate recreational activities within the TMNP.

This environmental management program provides a management framework for the control of mountain biking in the park.

This EMP sets out to provide an implementation and management structure for mountain biking in the TMNP.

The EMP covers only recreational mountain biking within the TMNP, not private land. If it is the intention of the biking fraternity to enter into discussions with private landowners regarding access, this program can be useful in that dialogue.

Although PPA has undertaken to initiate the compilation of this EMP, it does not purport to represent all mountain bikers. In fact, mountain bikers are a very individualistic group that often do not belong to any particular organisation. This EMP has hence undergone a number of iterative consultation and participation processes to ensure that all mountain bikers and other users have provided input to enable this program to reflect the views of users of the TMNP.

1.3 Terms and Abbreviations used in this Document

Single track - Narrower, non-vehicle path suitable for mountain bikes

Switchback - Downhill Path with sharp 180 degree corners

Cross-country (XC) - A route intended to test both skill and endurance.

Downhill Route (DH) - A faster route to test bike-handling skills. Principally on steeper downhill terrain

Fun Ride - Organized cycling event open to all levels of rider

ATB - All Terrain Bicycle. No longer used. See MTB

MTB - Mountain Bicycle, has replaced the term ATB

WPMBA - Western Province Mountain Bike Association

SAMBA - South African Mountain Bike Association

IMBA - International Mountain Bike Association

EIA - Environmental Impact Assessment

PPA - Pedal Power Association

TMNP - Table Mountain National Park

CPPNE - Cape Peninsula Protected Natural Environment

SANParks - South African National Parks

2. ENVIRONMENTAL POLICY

Although many mountain bikers are generally environmentally aware they typically do not visit the park for conservation purposes.

This plan will endeavour to get cyclists committed to the following environmental principles:

Minimising the impact of cycling activities and routes on the environmental integrity of the park

Avoiding impacts on the cultural and historical environment of the park

Identifying and assessing the environmental impacts of current and potential routes in conjunction with SANParks and other interested and affected parties

Adhering to environmental standards, that conform with standards appropriate to environmental conditions on the Cape Peninsula, for opening new routes or rerouting/closing existing ones

Co-operating with managing authorities and recognising and responding to their concerns

Monitoring mountain biking activities to ensure compliance with the principles outlined above

Adhering to a cycling Code of Conduct

This environmental policy provides a framework for action and the setting of objectives and targets.

3. ENVIRONMENTAL IMPACTS AND ISSUES

3.1 Introduction

This section provides a discussion of the potential environmental impacts of mountain biking and offers suggestions of how these impacts can be avoided.

It must be noted that impacts are more intense when access is restricted to a few sites and, as a consequence, numbers of users are high at these sites.

There are several positive impacts of being outdoors that mountain biking provides. These include physical exercise, recreational use of the natural environment, awareness of environmental issues, and a positive psychological experience. Another benefit not to be underestimated is safety - the presence of cyclists may act as a crime deterrent, discouraging criminals from operating in the park. In addition, a number of tourists currently cycle in and around Cape Town and the TMNP. These positive impacts also need to be considered so that a realistic management approach can be taken.

3.2 Potential Environmental Impacts

The potential impacts that have been identified in relation to activities associated with mountain biking include soil erosion and compaction, littering, damage to vegetation, disturbance to animals and other trail users, and conflict with other Park users. Of these, few are considered of major significance but, in many instances, will have to be effectively managed to mitigate their collective impact.

Generally, there is an environmental awareness among many mountain bikers. The fact that many mountain bikers understand that their sport may cause environmental impacts is an important part of understanding and managing any problems.

3.3 The Nature of the Impacts

The nature of the impacts depends on several factors.

3.3.1 The type of rider and the type of riding.

The type of rider and riding style varies amongst mountain bikers. There are three different styles of riding.

a. Cross-country riders prefer mostly level or slightly sloping terrain that is scenic and tests their fitness levels. Some technical bike handling skills are required on more advanced cross-country routes. Cross-country riders account for the overwhelming majority of riders – we estimate that over 80% of all mountain bikers favour this style of riding. The terrain favoured by cross-country riders is jeep roads and trails known as single-tracks.

b. Downhill riders ride on steeper, faster single-track sections. Downhill cycling emphasises technical bicycle handling capabilities, and not fitness or scenery enjoyment. Downhill cyclists are mostly younger men and women, and we estimate that less than 5% of mountain bikers are ‘downhillers’.

c. Beginners and families. Many families are choosing mountain biking in order to avoid the dangers of road traffic. These types of riders prefer level jeep roads, or possibly even tarred roads

through scenic areas (preferably barred to cars). The remaining 15% of mountain bikers probably fall within this category.

The focus of this plan is to cater to the majority of cyclists, namely cross-country and family riders. Since MTB's have the most impact on steep descending gradients, we see little room for downhill sections in the TMNP.

3.3.2 The Nature of the Environment.

The type of terrain that is being used for mountain biking will dictate the impact of the riding. Riding on a jeep track will have very little impact compared to cars or maintenance vehicles using the same jeep track.

Trail erosion and compaction are probably the biggest impacts that will occur on single tracks. Contrary to opinion, riding on a single track can also occur with minimal environmental impact. This can be seen in areas of Harkerville (Knysna) where sound planning, management and maintenance are occurring. As with hiking trails, erosion is more probable on steep slopes as water management becomes a problem. Well-planned mountain trails are essential ensure that the impact is minimal. **It is however the park management's current belief that, because of the topography of the Peninsula, the erodible nature of the substrate, the high rainfall during the winter and the intensive recreational use of single tracks, that MTB use should be restricted to the extensive network of jeep tracks traversing the Peninsula with dedicated MTB single tracks provided only in the Tokai plantation area.** These single tracks in Tokai are then to be properly planned and maintained to a high standard to minimise the erosion and compaction problems associated with intensive MTB use on the steep slopes. This maintenance is to include provision for the construction of speed bumps and switchbacks or obstacles on long downhill sections. Volunteers from the MTB fraternity could undertake the construction and maintenance of these single tracks.

Different areas present different challenges. Proper planning, management and continuing rider education are required.

3.33. Attitude and Trail Conflict.

As with any sport, a small number of irresponsible people can tarnish the image of the whole group.

This is especially true of mountain bikers. It is therefore vital that mountain bikers be courteous to other trail users and behaves in a responsible manner, hence the development of the Code of Conduct (see Annexure A).

3.4 Management Considerations

There are several ways to address the environmental impact of mountain biking. With proper education and path maintenance, the impact of mountain biking on the environment can be minimised.

The main points that were made above are listed below and give some guidance of how to manage mountain biking impacts.

- Type of surface
- Type of vegetation
- Type of riding
- Type of trail
- Type of rider
- Education an awareness

- Trail maintenance

Park management and the MTB working group should consider the following:

Provide trails for a wide range of rider skills. Beginners and intermediate users are happy to use jeep tracks, while many experienced cross-country riders like more challenging single-track routes. A mix of these is needed to meet the needs of the mountain biking community. Trails of 20km length are too short for many riders.

Single tracks are a contentious issue. Although they are the preferred trails for mountain bikers, sharing use with other recreational activities has potential for conflicts. Consideration should be given to specially designed MTB single tracks, rather than use of existing walking routes. When used, these single tracks require careful monitoring for damage, trail maintenance, re-routing or closure.

Open a range of trails and spread riders across this range of trails. Restricting trails focuses large numbers of riders onto one area. This means that more frequent monitoring and maintenance will be required.

Rider education is important. Responsible riding is the key to minimising the impact on the trail.

4. MANAGEMENT PLAN

4.1 Introduction

This section sets out a proposed management plan to regulate mountain biking, to open new routes, to close or reroute existing ones and to manage the environmental impacts of mountain biking in the TMNP.

4.2 Objective

The primary objective of this management plan should be the preservation and conservation of the natural beauty, biodiversity, and diverse recreational opportunities of the TMNP. This plan also needs to be simple and straightforward so that it can be effectively and quickly implemented without requiring significant additional resources.

4.3 Organisational Structures

The management plan will involve different organisations and groups of people. These are described below and the suggested roles and responsibilities of these various structures is detailed further in the management programme

4.3.1 *South African National Parks (SANParks)*

South African National Parks (SANParks) are the managing authority of the Table Mountain National Park (TMNP) and as such is the ultimate decision making authority within the boundaries of this national park. The SANParks are charged with preserving the environmental integrity of the TMNP. They have the right to establish rules and regulations regarding all activities within the National Park which meet the park's stated policy objectives.

4.3.2 *MTB Forum TMNP Working Committee The ('Forum Committee')*

It is proposed that an MTB Working Committee be set up. Cyclists and other affected parties in the Cape Peninsula should democratically elect this committee. The committee should consist of no less than three members. It is proposed that the interests on non-MTB users be reflected in the working committee composition.

There should be continuity from one elected committee to the next, in that two members of each committee should serve a double term. Election of members will take place at a meeting called specifically for the purpose and votes will also be accepted by proxy, e-mail, letter or fax.

The first committee elected will be responsible for drawing up a constitution. This committee will, among other things, set in place clear criteria and guidelines for dispute resolution. These Working Committee meetings can be open to the public to attend as observers should it be requested.

4.4 Management Objectives and Actions

A bi-annual meeting between the MTB Working Committee and SANParks will be held to discuss the status of the management of cycling activities in the TMNP. The management objectives and key performance indicators outlined in this EMP will be reviewed at this meeting.

4.4.1 Erosion

Prevention of erosion is a key management objective for cycling in the TMNP. The MTB Working group and the park management must outline clear procedures for the opening of new mountain biking routes, the re-routing of existing routes, the closure of any existing routes or the prevention of illegal routes or short cuts. The MTB Working Committee must monitor the state of the cycling paths. A summary report (including maps where necessary) detailing actions needed to upgrade existing routes should be drawn up before each of the bi-annual meetings. Progress since last meeting and operational details should then be determined at this meeting and implemented. The opening of new routes will also be discussed at this meeting.

The responsibility for existing route maintenance should occur as follows:

SANParks will be responsible for the maintenance and upgrading of routes in the park. SANParks will derive income from the cycling user community (see Access section – reference to Go Green Card) to offset the costs incurred.

The Working Committee will organise volunteer parties to aid with maintenance where requested by SANParks.

All cyclists are required to utilise existing routes (i.e. they should not open new routes). New routes should be discussed at the bi-annual meetings and incorporated into this Management Program. The cost implications and environmental constraints of new route identification, preparation and/or construction can be discussed at these meetings.

4.4.2 Vegetation

The impact of cycling on the vegetation will be limited if cyclists adhere to legal routes.

Proper maintenance and management of these existing routes will limit the impact on indigenous vegetation.

4.4.3 Litter and Waste

It needs to be made clear that no foreign material of any kind is to be left behind by cyclists.

Monitoring of the severity of litter immediately adjacent to existing mountain bike trails could be included in the biannual mountain bike report if required.

At the discretion of the MTB Working Committee, or at the request of SANParks, the Working Committee will organise clean-ups of routes used exclusively by cyclists.

4.4.4 Disturbance of animals

Plant and animal species and communities should not be damaged or disturbed. The layout of mountain bike trails should take into consideration sensitive habitats and biological communities and should be positioned away from them.

No new route will be approved if it will disturb a sensitive habitat or indigenous plant or animal species or communities.

4.4.5 Cultural-historical sites

Cultural-historical sites are not to be disturbed. No route will be approved if it has a negative effect on the integrity of a cultural-historical site.

4.5 Opening New Routes

The following steps are necessary to open a new route.

An individual cyclist can propose a new route to the MTB Working Committee.

Any new route proposal needs to be done in writing, accompanied by at least a sketch of the route.

The MTB Working Committee would map the route and discuss it in detail, considering a variety of criteria, such as whether the proposed route is suited to cycling, trail conflict, erosion, etc.

The proposal will then be forwarded to a nominated representative of SANParks.

SANParks will, if required, conduct an environmental assessment of the proposal.

The new route/section, if agreed to by SANParks, will be advertised for public comment.

SANParks may approve/reject the new route based on the outcome of the above.

Park management would be responsible, where required, for the construction, signage and enforcement. The costs incurred will be offset by income generated by Go Green Card sales to cyclists.

The MTB Working Committee may offer any assistance in terms of volunteer labour or sponsorship it could muster.

5. IMPLEMENTATION

5.1 Issues to be addressed in implementation

It is vital that cyclists be educated about what areas are legal to ride in.

Cyclists need to be educated about minimising the impact of mountain biking.

Shared routes and trails need to be managed properly in order to minimise user conflict.

Appropriate signs along the routes need to reinforce key points.

The core of the management plan is the Go Green Card and a Code of Conduct, to be signed by all cyclists before being issued with an endorsed Go Green Card.

5.2 Information Dissemination

It is critical that mountain bikers be informed of this management plan and its implications for them. The MTB Working Committee will make use of the following media to disseminate information regarding this Management Programme and information related to mountain biking in the TMNP:

A database of the email addresses of interested mountain bikers will be created and expanded. (A Usenet group of cyclists from all over SA already exists. In addition, we can draw the Argus database of 40,000+ cyclists). Notices of all activities related to cycling on the Peninsula in relation to this Management Programme will be sent out to parties on the database.

Various cycling clubs in the Western Cape Town will be notified of activities in relation to this Management Plan.

Notices will be placed at shops presently selling cycling gear in Cape Town such as Bowman's Cycles, Bridge Cycles, Alan van Heerden Cycles, etc.

Articles and notices will be published in South African cycling publications such as PPA's LifeCycle and Ride and in a number of local and regional newspapers.

Information on the Management Programme and all notices will be hosted on the PPA Web Page at <http://www.ppa.org.za>.

The Table Mountain National Park website (www.TMNP.co.za) will be utilised to disseminate information.

An ongoing commitment is required by the MTB organisations to sustain environmental awareness among MTB riders.

5.3 Signage

TMNP will signpost all new open legal trails. Signage will include 'yield signs' to advise cyclists to yield to walkers/hikers. It is suggested that walkers and hikers should always have the right of way. On steeper downhill sections, speed bumps or gates can be constructed to slow cyclists down, should the need for this arise. Certain sections may be made a one-way loop and appropriately sign-posted in order to minimize the possibility of trail conflict. Signage will

include the grading of the trail for technical difficulty. It is envisaged however that signage is restricted to a practical minimum (ie. Avoid “signage pollution”).

5.4 Code of Conduct

The MTB Working Committee has developed a trail etiquette/code of conduct. The major points of this code of conduct are:

- Ride On Open Trails Only.
- Leave No Trace.
- Control Your Bicycle!
- Always Yield Trail.
- Never Scare Animals.
- Plan Ahead.

The complete version of this trail code of conduct is shown in Annexure A. This Code of Conduct will be available to all cyclists when collecting the “Go Green Card” (see 5.5) and will be posted at key entrance points to the TMNP.

5.5 Access, Permits and Fees

The current Go Green Card system will be used to regulate cyclists in the TMNP. This card currently costs R145 per family or R75 per individual for a full year access to the TMNP. All mountain cyclists will be required to acquire a Go Green Card as a pre-requisite for using the park for the purposes of mountain cycling. Go Green Card MTB holders will also retain all the normal benefits of the card. Current Go Green Card holders will simply have their current card endorsed for mountain biking. On acquiring a Go Green Card, cyclists will be required to read and sign the Code of Conduct. This signed copy will be kept on file by TMNP management. Cyclists will be required to produce the Go Green Card to TMNP staff, on request, when accessing any part of the park for mountain biking. Any cyclist not able to produce their Go Green Card may be requested to leave the park and/or face a fine. Cyclists will be required to have the card with them at all times when using the park.

A shorter-term (one month) Go Green Card is being considered for out of town visitors or infrequent riders.

It is envisaged that income derived from the sale of Go Green cards to MTB riders will be used to offset the park maintenance, management, education and enforcement costs incurred in effectively implementing this EMP.

5.6 Correction and Enforcement

The Go Green Card provides TMNP management with an effective enforcement tool, as the identity of the cyclist will be known. A variety of enforcement options are available. These will include:

Park rangers can issue a warning to a particular cyclist disobeying the Code of Conduct.

A fine can be issued.

Immediate confiscation or revocation of the Go Green Card is also possible.

The individual can be blacklisted from future access to the TMNP.

Correction and enforcement of the code of conduct is the job of TMNP management.

Investigation of the option of the confiscation of a bicycle in the case of extreme and constant disregard of this EMP

5.7 MTB Identification

Consideration must, after the initial one year pilot implementation period (see 7.5) be given to the implementation of a form of identification for MTB riders that is visible from a distance, has a clear unique identifier indicating that the rider is a Green card holder and is affordable (e.g. numbered disc, sticker, Velcro wrist band) should the identification of MTB riders become a park management requirement.

6. CYCLING ROUTES

This chapter describes the areas to be opened immediately and provides a framework on how the relevant parties can go about opening new routes.

A key long-term goal for the management program is to create a continuous cycling route across the Peninsula with circular loops leading onto and off this continuous trail. It is envisaged that certain areas in the park would become biking focal points (such as Tokai or Deer Park). The majority of existing jeep trails within the park are wide enough to allow for comfortable sharing and passing. In addition, jeep trails could be instrumental in linking the mountain bike focal points and should be considered in order to provide circular routes.

6.1 Official Routes (see Maps 1 – 4)

6.1.1 Cape of Good Hope

This venue, while being scenic and a great outing is not ideal terrain for the sport of mountain biking. The route consists of the tarred roads as well as one dirt road, and does not offer significant elevation and has no shade cover or wind protection. The Cape of Good Hope area also tends to be very windy, making cycling somewhat unpleasant for most of the dryer summer months. It also does not offer any significant elevation. Cape of Good Hope area is also quite remote, being located 50 km from the centre of Cape Town. The area is however an area where mountain bikes can be accommodated with little or no impact on either the environment or other users will therefore be retained. Should MTB riders pay the entry fee at the Cape of Good Hope gate (instead of using an endorsed Go Green Card), this will constitute once-off permission to use the demarcated MTB routes in this area only subject to the code of conduct being followed.

6.1.2 Deer Park (Below Tafelberg Road)

Deer park consists of a limited network of jeep tracks extending from Kloof Nek to Mowbray Ridge. The area has no shade and is North-facing, making it very hot in summer. In addition, most of the cycling is on very rocky and steep jeep roads, which are not enjoyable for cyclists. Despite these shortcomings, Deer Park is very popular due to the convenience for cyclists living in the City Bowl. It has the potential to become as popular as Tokai. It will also be an important component of a continuous route that is proposed in this management program.

6.1.3 Rhodes Estate

This is an area not previously used by MTB's. A circular loop has been opened comprising gravel jeep tracks which starts from the tar road leading to Rhodes Memorial and traverses Plum Pudding Hill taking the cyclist back to the tar road. This route is primarily provided for family and recreational riders. In due course, this track may be connected to the jeep tracks below Tafelberg road to enable a longer route starting from Signal Hill and ending at Rhodes Memorial.

6.1.4 Tokai Plantation

Tokai is the best and most popular existing facility for the sport of mountain biking. It offers good elevation changes, an extensive network of forestry roads and a well-developed network of single track. Tokai also provides good shade cover and has sufficient elevation changes to be challenging to the fitter rider. It is however limited in length and does not offer enough distance without repeating the same trail. This problem will be overcome as links to other focal points are established. Tokai also provides access to the FM/Sentech radio tower located at the top of Constantiaberg. Access is via a steep tarred road, which gives the more enthusiastic and fit rider an opportunity to gain significant altitude while experiencing the beauty of the higher Fynbos

vegetation. In addition, this road provides unequalled panoramic views over the Southern Peninsula and Hout Bay. Tokai should stay a central part of any accommodation of mountain bikers. It is envisaged that, on routes along long, steep downhill slopes in the Toakai plantation area, more speed reducing designs and obstacles will be need to be introduced to minimise environmental impacts and user conflicts.

6.1.5 Cecilia Forest.

Cecilia Forest may be developed as a dedicated area for the beginner and family rider. It is considered by SANParks that the concrete track leading to the Back Table not be used by mountain cyclists because of the intense usage of the road and trails by families, dog-walkers and park/municipal staff, hence the mountain bike trail will be limited to a loop trail in the lower sections of the plantation.

6.1.6 Lions Head/Signal Hill.

To facilitate access for the city bowl and to initiate the start of a continuous trail along the length of the Peninsula, access to Signal Hill road will occur along a gravel service road from Schotschekloof to the spine road leading along Signal Hill/Lion's Head. Due to potential user conflicts, this gravel service track will however be designated a one-way route only, starting at Schotschekloof and travelling in the direction of Signal Hill road.

6.1.7 Silvermine North

The route connects from Tokai, passes though Silvermine North, includes a loop to Noordhoek peak, a loop around Silvermine Dam and winds down past Bokkop Peak to connect with OuKaapse Weg near the Tin Mine (the existing access in Silvermine South will be closed). The Noordhoek circuit will also, due to potential user conflicts, be designated a one-way loop starting at Silvermine Dam parking area and heading in the direction of the gravel road running to the left (south) side of the Dam wall up to Noordhoek lookout.

6.1.8 Black Hill

A circular route through the Black Hill area which connects Glencairn expressway and the RedHill road via Lewis Gay Dam. The soil in this part of the peninsula is very sandy, but a large proportion of the roads identified are accessible by MTB's. The trail will not traverse private property within this area.

6.2 Organised Sporting Events

This EMP does not cover organised sporting events. These are dealt with through a different management arrangement by TMNP.

For organised sporting events please contact Leigh-Ann Ferreira of Peninsula Permits, P.O. Box 30223; Tokai 7966. Telephone 021-715-0011; Fax 021-712-9928; Cell 082-416-4804.

penperm@iafrica.com

7. THE WAY FORWARD

- 7.1 This is considered a binding “contractual” document between park management and mountain cyclists to facilitate responsible mountain biking in the park.
- 7.2 The EMP implementation is to be phased-in over a period of five months (April 2002 - August 2002) during which the MTB organisations and the park will inform MTB riders of their responsibilities in terms of this EMP.
- 7.3 The mountain biking EMP will hence be effectively enforced from September 1, 2002 - this will coincide with the expiration of the Tokai annual cycling permit. All mountain cyclists must have purchased a GoGreen Card by September 1, 2002 to ride an MTB within the Table Mountain National Park
- 7.4 The MTB Working Committee will be established before 1 September, 2002.
- 7.5 This EMP will undergo a one year review period (September 1, 2002 to September 1, 2003) prior to a decision by the park on the long-term implementation. During the course of this year, key performance indicators (KPI’s) will be monitored by the MTB Working Committee to assess the efficacy of the EMP and the commitment and capacity of both the park and mountain cyclists to implement the EMP. After one year, the MTB Working Committee will review the KPI’s and determine whether the extent and nature of recreational mountain cycling, as envisaged in this EMP, is feasible and sustainable.
- 7.6 The MTB Working Committee first task will be to agree to an objective set of KPI’s against which the efficacy of this EMP is to be measured. These KPI’s will include:
 - a. Commitment of mountain cyclists to buy the Go Green Card
 - b. Capacity of the park to enforce the code of conduct
 - c. Capacity and commitment of the park to implement the EMP (signage, Go Green card administration, information dissemination, etc.)
 - d. Commitment of mountain cyclists to abide by code of conduct
 - e. Commitment of mountain cyclists to remain on designated routes and abide by route-specific regulations
 - f. The environmental impacts of mountain cycling on new routes
 - g. The changed perceptions of other recreational users about mountain bikers
- 7.7 This EMP will be integrated into the TMNP ISO-14001 compliant Environmental Management System (EMS) as a editable, dynamic and adaptive document. All changes to this document will be document controlled through the EMS which is currently driven by the ISO-compliant document management software ZIZO (zoon-in-zoom-out) and remotely served to all park management staff. The data indicating the geographic extent of the trails will be integrated into the parks GIS-based Information Management System (IMS). All changes made to the trail network will be maintained on this IMS and served to staff through the ARCIMS interface developed for the park.
- 7.8 The park will initiate changes to signage for areas under it’s management control, use it’s marketing program to communicate this EMP, initiate a mechanism for endorsement of the Go Green card, maintain the trails under it’s management control and enforce this EMP.
- 7.9 The MTB organisations will communicate the implications of this EMP to all their members.

ANNEXURE A: MTB CODE OF CONDUCT

The code of conduct below is to be printed in brochure form and made available to cyclists. It can also be displayed on signs at key entry points.

Introduction

The way we ride today shapes mountain bike trail access tomorrow. Do your part to preserve and enhance our sport's access and image by observing the following rules of the trail, formulated by IMBA, the International Mountain Bicycling Association². These rules are recognized around the world as the standard code of conduct for mountain bikers. Keep trails open by setting a good example of environmentally sound and socially responsible off-road cycling in helping us develop this plan.

Ride On Open Trails Only.

Respect trail and road closures (ask if uncertain); avoid trespassing on private land; obtain permits or other authorization as may be required. The way you ride will influence trail management decisions and policies.

Leave No Trace.

Be sensitive to the dirt beneath you. Recognise different types of soils and trail construction; practice low-impact cycling. Wet and muddy trails are more vulnerable to damage. When the trail bed is soft, consider other riding options. This also means staying on existing trails and not creating new ones. Do not cut switchbacks. Be sure to take out at least as much as you take in and that includes used tubes.

Control Your Bicycle!

Inattention for even a second can cause problems. Obey all bicycle speed regulations and recommendations.

Always Yield Trail.

Let your fellow trail users know you are coming. A friendly greeting or bell is considerate and works well; do not startle others. Show your respect when passing by slowing to a walking pace or even stopping. Anticipate other trail users around corners or in blind spots. Yielding means slow down, establish communication, be prepared to stop if necessary, and pass safely.

Never Scare Animals.

An unannounced approach, a sudden movement, or a loud noise startles all animals. This can be dangerous for you, others, and the animals. Give animals extra room and time to adjust to you. When passing horses use special care and follow directions from the horse riders (ask if uncertain). Disturbing wildlife is a serious offence. Leave gates as you found them, or as marked.

Plan Ahead.

Know your equipment, your ability, and the area in which you are riding—and prepare accordingly. Be self-sufficient at all times, keep your equipment in good repair, and carry necessary supplies for changes in weather or other conditions. A well-executed trip is a satisfaction to you and not a burden to others. Always wear a helmet and appropriate safety gear.

² IMBA's mission is to promote mountain bicycling that is environmentally sound and socially responsible. IMBA is a mountain biking advocacy group headquartered in Boulder, Colorado. IMBA has been involved in the development of similar plans all over the world. Please visit www.imba.com for more details.

This cartoon graphic will be adapted to local conditions. A flyer could contain the wording above on the front side, and the diagram below on the reverse side.

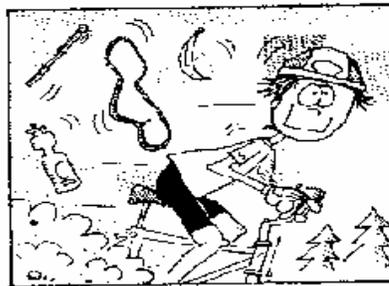


1



RIDE ON OPEN TRAILS ONLY!

LEAVE NO TRACE!



2

3



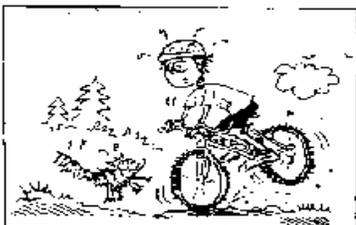
CONTROL YOUR BICYCLE!

ALWAYS YIELD TRAIL



4

5



NEVER SCARE ANIMALS!

PLAN AHEAD!



6