



# **Department of Transport**

## **A WALKING POLICY FOR TRANSPORT**

**Presented at the Portfolio Committee**

**Department of Transport**

**Branch: Transport Policy and Economic  
Regulation  
September 2007**

**Venue: Parliament Cape Town**





## **Introduction and problem statement in assisting transport**

- Walking as mode of transport is underrated in South Africa;
- Benefits of walking in social, economic, health and environmental terms is not communicated effectively;
- Congestion and pollution by other modes increases;
- Transport planners need to understand and accommodate walking in integrated transport plans;
- Lack of appropriate policies around non-motorized transport must be addressed.



## **Legislative background and gaps that policy can address**

- **Constitution of South Africa gives effect to the right of freedom of choice;**
- **The White Paper on National Transport, 1996 mentions non-motorized transport and need for policies to be developed on this;**
- **The National Land Transport Transition Act should be amended to support non motorized transport such as walking more;**
- **Standards and specifications should be developed; and**
- **Traffic regulations should be developed.**



# Definitions

- **Pedestrians** is defined as people traveling on foot, mainly on roads;
- **Walkers** is defined as people walking on and off the road and is therefore used in a broader context;
- **Walking** is a form of transportation without a vehicle or animal that begins and ends the journey,



# **Background**

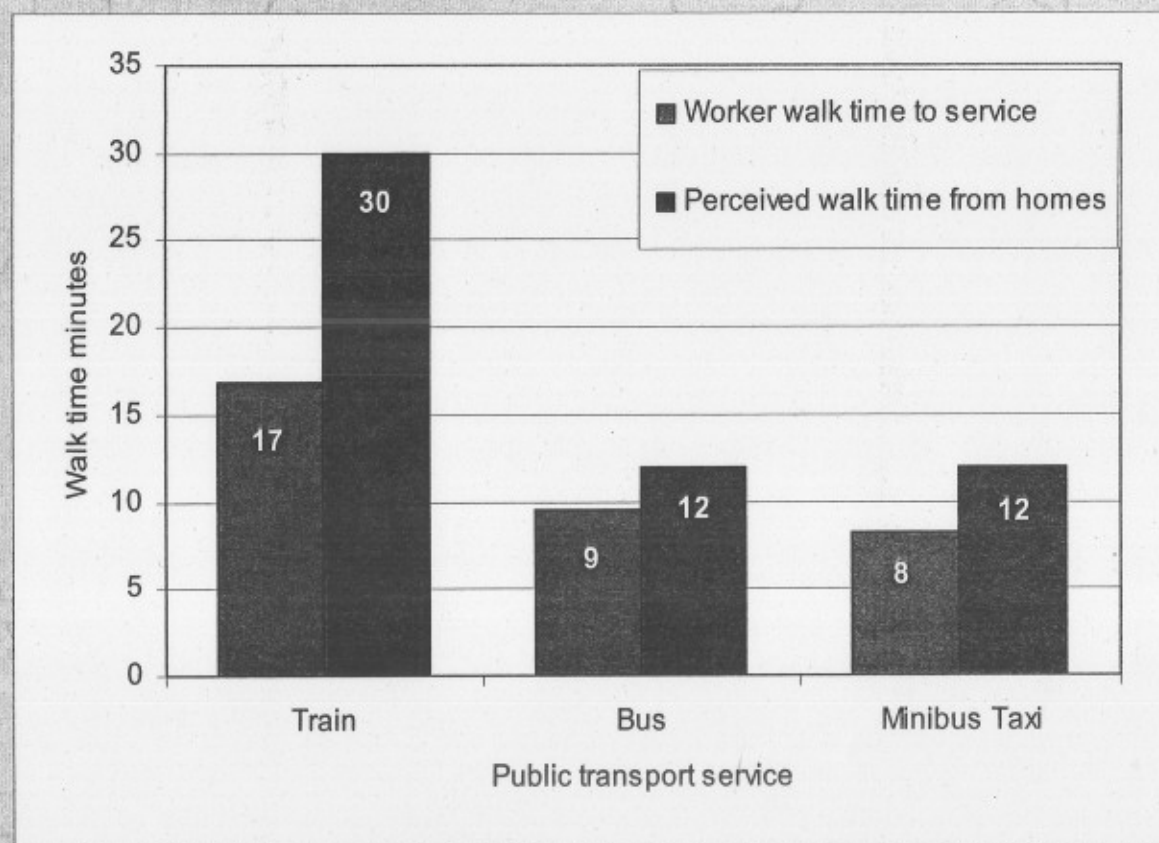
## **National Household Survey**

- The survey demonstrated the importance of walking as mode of transport. Examples are
- In South Africa
  - 87% of households in metros and urban areas walk more than 15 minutes to trains;
  - 52% of households in metros and urban areas walk more than 15 minutes to buses;
  - 98% of households in rural areas walk more than 30 minutes to trains.



# Background

## Workers walk time to service

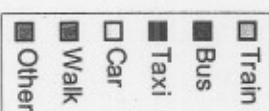
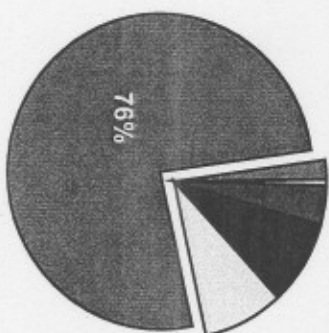




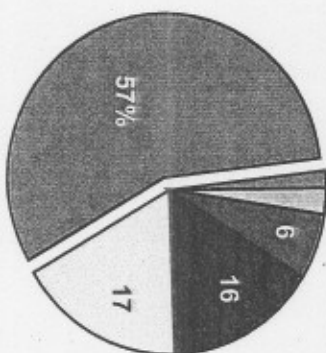
# Background

## Students and learners walking to education centers

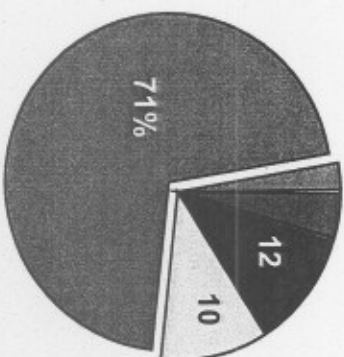
RSA



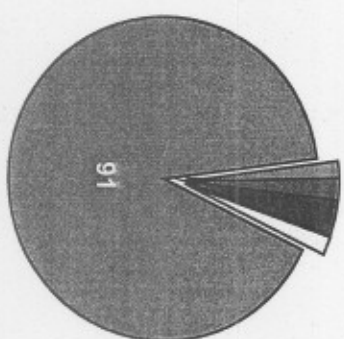
Metropolitan



Urban



Rural





## **The vision and aims of the walking policy**

- To promoting walking as a mode of transport;
- To improve walking circumstances for pedestrians, school children, the elderly and the disabled in walking;
- To integrate walkers and pedestrians in the road network and land-use;
- To emphasize the importance of walking within the tourism industry;
- Positioning the Department and its agencies in determining road infrastructure and walker and pedestrian facilities;



# **The benefits of walking**

- It is more affordable as compared to other modes of transport;
- It is promoting health objectives;
- It reduces the need to use cars;
- It assist in promoting a more healthy living environment by lessening pollution;
- In certain areas there are no roads and walking is the only means to get to certain destinations;
- Walking is good for recreational purposes;
- It has a positive impact on community life.



## **Policy principles for the Department of Transport**

- Walking must be promoted as a mode of transport in awareness campaigns;
- The security and safety of walkers must be enhanced;
- Relevant infrastructure should be put in place to accommodate walkers and improve accessibility;
- In the development of integrated transport plans walking as a mode of transport must be incorporated;
- The vulnerability of schoolchildren must be addressed;



## **Policy principles**

### **continue**

- Other Departments such as Health, Labor, and Education must be brought on board;
- The needs of walkers such as the elderly and disabled must be taken into account and their problems effectively addressed;
- Walking as a mode of transport must be sustainable;
- Where applicable relevant technologies must be put in place to support walking;
- Travel demand management and traffic calming measures should play a prominent role in promoting walking;



# **Policy principles**

## **continue**

- **Law enforcement must be adequately addressed;**
- **Pedestrian and walker behavior must be addressed;**
- **Driver behavior must be addressed;**
- **Conflict between walking and other modes of transport must be minimized;**
- **Street features must meet the requirements of walkers and pedestrians.**



## Way forward

- Approval of the Departmental Bidding Committee for tendering;
- Consultation of discussion document on a walking policy with relevant stakeholders;
- Finalization of the discussion document;
- Getting approval by EXCO and the Minister
- Getting Cabinet approval;
- Publishing the Walking Policy for Transport;
- Implementation of the Walking Policy for Transport.



# Funding

• It is estimated that funding for the project should not exceed R500 000



**Thank you**