



CITY OF CAPE TOWN  
ISIXEKO SASEKAPA  
STAD KAAPSTAD

# URBAN MOBILITY DIRECTORATE

## **Walking and Cycling Strategy for the City of Cape Town – Executive Summary**

Department: Transport Planning and Network Management

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**Making progress possible. Together.**

## **1. Executive summary**

### **1.1. Introduction**

Cape Town's rapid growth, projected to reach 5,8 million by 2040, demands a strategic focus on sustainability, equity, and resilience in urban planning. Historically, the city's transportation system has prioritised private vehicles, resulting in severe congestion, pollution, and increased traffic fatalities. This car-centric approach is unsustainable for future growth, and cities worldwide are finding that the continuous expansion of road infrastructure only worsens these issues.

To address these challenges, the city must adopt a bold shift towards active mobility, particularly walking and cycling. These modes not only reduce congestion and environmental impact but also play a critical role in supporting public transport systems. Despite the existing importance of walking and increasing importance of cycling, Cape Town's infrastructure is not designed to prioritise pedestrians and cyclists, often creating dangerous and hostile environments for these vulnerable road users.

This strategy outlines Cape Town's commitment to reversing the traditional reliance on private vehicles by creating a more inclusive, people-focused transport system. It aims to reposition walking and cycling as primary, safe, and sustainable modes of transport, promoting equity, accessibility, and environmental sustainability. Through strategic planning, the City can address the current gaps in infrastructure, integrate active mobility into urban design, and enhance collaboration across government bodies to achieve long-term, sustainable transport solutions.

### **1.2. Status quo analysis**

Cape Town's topography, as well as its history of unjust and car-oriented spatial and transport planning, have created a fragmented and segregated low-density city. Predominantly due to private cars, the transport sector accounts for 29% of the city's carbon emissions. While the private car is the dominant "main mode" for people's trips to work, when accounting for the first and last mile of public transport trips, as well as non-work trips, walking is the most common mode of travel.

13% and 51% of all daily trips are under 1 km and 5 km respectively, which puts them in the sweet spot for trips that could be comfortably undertaken by walking or cycling respectively.

#### **1.2.1. Implementation of walking and cycling facilities**

The implementation of walking and cycling facilities has been identified as a major weak point of non-motorised transport (NMT) in South Africa (Non-Motorized Transport Integration into Urban Transport Planning in Africa, 2016) and this is no different in Cape Town. There is clearly a need for revised local active mobility design guidance, especially concerning cycle lane and intersection facility designs. In order to develop a transport system prioritising active mobility, with network and non-network interventions, a consolidation of information management, planning, design, implementation, asset management, and monitoring is recommended as part of this walking and cycling strategy.

### **1.2.2. Road safety**

Road traffic crashes disproportionately affect pedestrians and cyclists in Cape Town, who are also at greatest risk of injury or death. Lower income individuals are more likely to walk longer distances on inadequate facilities, and are therefore significantly more exposed to road traffic safety risks. This is often exacerbated by having to cross busy roads and freeways with vehicles travelling at high speeds as evidenced by the high number of pedestrian fatalities along freeways.

### **1.2.3. Inadequacy of the active mobility status quo**

The City has a body of existing planning and a successful track record of implementation for active mobility. Nevertheless the network remains incomplete, fragmented, and overall insufficient for the needs of pedestrians and cyclists. For these existing needs, and for walking and cycling to play an increasingly key role in a sustainable transport system, a more holistic and integrated strategy is needed.

## **1.3. Vision and guiding principles**

Based on the Comprehensive Integrated Transport Plan (CITP) vision, the vision for this strategy is *“Cape Town is a people-centric city that prioritises walking and cycling and enables safe, equitable and dignified access to opportunities for all.”*

The strategy is built on several core principles that guide its development and implementation, with a focus on equity, sustainability, and people-centric design:

1. **Sustainability and resilience:** Prioritising sustainable, resilient transport systems, investing in walking, cycling, and public transport to reduce

emissions, improve health, and ensure adaptability to future shocks or stressors.

2. **Dignity:** Dignified mobility ensures access to transport without discrimination or fear, valuing inclusivity, independence, and interpersonal respect.
3. **Inclusivity:** Inclusivity in transport planning and systems that are accessible, affordable, and acceptable to all, embracing diverse needs
4. **Equity and social justice:** Equity in transport addresses different needs, prioritising disadvantaged groups by ensuring fair access to opportunities and repairing past injustices.
5. **People first:** All planning, design and implementation are people-oriented. This principle emphasises the importance of understanding user needs in planning and design.
6. **Taking active mobility seriously:** This principle is about going beyond platitudes and driving significant change by taking bold and sometimes uncomfortable action, such as reducing parking or reducing general traffic lanes in favour of walking and cycling.

## 1.4. Focus areas

### 1.4.1. Targeted investment through incrementalism

Walking and cycling require continuous, safe networks, similar to public transport systems. Prioritising infrastructure around key precincts, public transport interchanges, and high-demand cycling routes is crucial. Targeted investments in these areas increase mobility, safety, and accessibility. Cycling also depends on bike storage and integration with public transport for maximum utility. Incremental improvements across high-demand routes and creating highly pedestrianised precincts and cycle highways will offer complete, safe walking and cycling routes that reduce traffic and improve public health.

### 1.4.2. Governance, funding, and collaboration

Effective implementation of walking and cycling policies requires addressing outdated governance and funding biases. The City must allocate resources proportionate to active mobility's importance, backed by stable funding and better data collection. Increased internal capacity is essential to champion these modes, along with regulatory changes to improve safety for pedestrians and cyclists. Collaboration with stakeholders, particularly vulnerable groups, enhances equitable planning, while partnerships with private and community sectors boost funding and awareness. A stronger commitment to walking and cycling is necessary for sustainable transport solutions.

### **1.4.3. Mainstreaming pedestrians and cyclists in infrastructure design and management**

The City has made significant progress in enhancing walking and cycling infrastructure, but much more is needed to meet demand. Walking remains the most common mode of transport, while cycling provides a cost-effective and healthy option. However, both modes face challenges due to inadequate safety and accessibility. The City's strategy emphasises the importance of prioritising active mobility by integrating pedestrian and cyclist needs into planning, design, and maintenance. By focusing on safety, accessibility, and infrastructure, Cape Town aims to shift its transport priorities toward more sustainable, inclusive, and equitable urban mobility systems.

### **1.4.4. Community building and demand-side interventions**

Successful active transport relies on community engagement, not just infrastructure. Demand-side initiatives enhance safety, inclusivity, and accessibility for walking and cycling, fostering behavioural change and economic growth. A robust community of pedestrians and cyclists creates a safer environment through increased visibility and awareness, which also leads to a better focus on maintenance of infrastructure. Education, particularly for children, is vital for road safety. The City should support community-building activities like bike clubs, bike-sharing, and temporary road closures to promote active mobility. Encouraging bike ownership and cycling to work will boost local economies and enhance sustainable urban development.

## **1.5. Implementing the strategy**

A detailed implementation plan will outline budget and resource allocations for each programme, project or intervention, with specific responsibilities assigned to relevant Urban Mobility and other City departments. An annual update to the Transport Sector Plan will introduce a 10-year capital expenditure framework for the Walking and Cycling Implementation Plan.

### **1.5.1. Programmes**

The strategy's effectiveness relies on the success of its programmes, designed to achieve outcomes in the key focus areas. These will include new concepts and enhancements of existing initiatives such as the NMT programme.

**Short term (by 2028):** Strengthen partnerships to raise awareness and improve road safety for pedestrians and cyclists, addressing unacceptable fatality rates. In the short term,

existing network and infrastructure planning programmes will be refocused, and implementation prioritised.

**Medium term (by 2032):** Reform transport planning and design to prioritise walking, cycling, and public transport over private vehicles.

**Long term (by 2050):** Achieve a people-centric city on a metro-wide scale where walking and cycling are the preferred modes of transport, creating an equitable, people-centric environment for all residents.

## 2. Beknopte opsomming

### 2.1. Inleiding

As gevolg van Kaapstad se snelle groei, met die bevolkingsyfer wat teen 2040 op 5,8 miljoen geskat word, is 'n strategiese fokus op volhoubaarheid, billikheid en veerkragtigheid in stedelike beplanning nodig. Histories gesproke is daar met die stad se vervoerstelsel aan private voertuie voorkeur gegee, wat tot erge verkeersdruk, besoedeling en hoër verkeersterftesyfers gelei het. Hierdie motorsentriese benadering is onvolhoubaar vir toekomstige groei, en stede wêreldwyd ervaar dat die voortdurende uitbreiding van padinfrastruktuur hierdie kwessies eenvoudig vererger.

Om hierdie uitdagings te hanteer, moet die stad 'n groot skuif na aktiewe mobiliteit maak, veral stap en fietsry. Hierdie modusse verminder nie net verkeersdruk en omgewingsimpak nie maar speel ook 'n kritieke rol om openbarevervoerstelsels te ondersteun. Ten spyte van die bestaande belangrikheid van stap en die toenemende belangrikheid van fietsry, is Kaapstad se infrastruktuur nie ontwerp om voorkeur aan voetgangers en fietsryers te gee nie, wat dikwels gevaarlike en vyandige omgewings vir hierdie weerlose padgebruikers skep.

Hierdie strategie sit Kaapstad se verbintenis uiteen om die tradisionele staatmaak op private voertuie om te keer deur 'n meer inklusiewe, mensgerigte vervoerstelsel te skep. Dit is daarop gemik om stap en fietsry as primêre, veilige en volhoubare vervoermetodes te herposisioneer en so billikheid, toeganklikheid en omgewingsvolhoubaarheid te bevorder. Deur strategiese beplanning kan die Stad die huidige leemtes in infrastruktuur aanpak, aktiewe mobiliteit by stedelike ontwerp integreer en samewerking oor regeringsliggame heen versterk om langtermyn-, volhoubare vervoeroplossings te bereik.

### 2.2. Ontleding van die status quo

Kaapstad se topografie asook sy geskiedenis van onregverdige en motorgerigte ruimtelike en vervoerbeplanning het 'n gefragmenteerde en gesegregeerde laedigheidstad geskep. Die vervoersector is verantwoordelik vir 29% van die stad se koolstofvrystellings, hoofsaaklik as gevolg van private motors. Hoewel die private motor die vernaamste manier is waarop mense werk toe reis, is stap die algemeenste metode van reis wanneer daar na die eerste en laaste kilometer van openbarevervoerritte asook nief-werk-gerelateerde ritte gekyk word.

13% en 51% van alle daaglikse ritte is korter as 1 km en 5 km onderskeidelik, wat dit ideaal maak om gerieflik deur onderskeidelik stap of fietsry afgelê te word.

### **2.2.1. Implemering van stap- en fietsryfasiliteite**

Die implementering van stap- en fietsryfasiliteite is as 'n groot swak skakel in niegemotoriseerde vervoer (NMT) in Suid-Afrika geïdentifiseer ("Non-Motorized Transport Integration into Urban Transport Planning in Africa, 2016"), en in Kaapstad is dit glad nie anders nie. Daar is 'n duidelike behoefte aan leiding met 'n hersiene ontwerp vir plaaslike aktiewe mobiliteit, veral wat die ontwerp van fasiliteite vir fietsbane en kruisings betref. Om 'n vervoerstelsel te ontwerp wat aktiewe mobiliteit prioritiseer met netwerk- en nienetwerkintervensies, word 'n konsolidasie van inligtingsbestuur, beplanning, ontwerp, implementering, batebestuur en monitering aanbeveel as deel van hierdie strategie vir stap en fietsry.

### **2.2.2. Padveiligheid**

Voetgangers en fietsryers in Kaapstad word buite verhouding deur padverkeersongelukke geraak, en loop ook die grootste risiko van besering of sterfte. Individue met 'n laer inkomste sal waarskynlik langer afstande op ontoereikende stapfasiliteite stap, en word dus beduidend meer aan padverkeerveiligheidsrisiko's blootgestel. Dit word dikwels vererger omdat hulle besige paaie en snelweë moet oorsteek waar voertuie teen hoë snelhede ry, soos uit die hoë voetgangersterftesyfer op snelweë blyk.

### **2.2.3. Ontoereikendheid van die status quo van aktiewe mobiliteit**

Die Stad het bestaande beplanning vir en 'n geskiedenis van sukses met implementering vir aktiewe mobiliteit. Die netwerk bly nogtans onvoltooid, gefragmenteerd en oor die algemeen ontoereikend vir voetgangers en fietsryers se behoeftes. 'n Meer holistiese en geïntegreerde strategie is nodig vir hierdie bestaande behoeftes en vir stap en fietsry om 'n toenemende kernrol in 'n volhoubare vervoerstelsel te speel.

## **2.3. Visie en rigtinggewende beginsels**

Gegronde op die visie van die omvattende geïntegreerde vervoerplan (CITP) is die visie vir hierdie strategie *"Kaapstad is 'n mensgerigte stad wat voorkeur aan stap en fietsry gee en en veilige, billike en waardige toegang tot geleenthede vir almal moontlik maak."*



Die strategie is op etlike kernbeginsels gebou waarop die ontwikkeling en implementering daarvan geskoei is, met 'n fokus op billikheid, volhoubaarheid en mensgerigte ontwerp:

1. **Volhoubaarheid en veerkragtigheid:** Voorkeur aan volhoubare, veerkragtige vervoerstelsels, investering in stap, fietsry en openbare vervoer om koolstofvrylatings te verminder, gesondheid te verbeter en aanpasbaarheid by toekomstige skokke of stressors te verseker.
2. **Waardigheid:** Waardige mobiliteit verseker toegang tot vervoer sonder diskriminasie of vrees, met waardering vir inklusiwiteit, onafhanklikheid en interpersoonlike respek.
3. **Inklusiwiteit:** Inklusiwiteit in vervoerbeplanning en stelsels wat toeganklik, bekostigbaar en aanvaarbaar vir almal is, en diverse behoeftes insluit.
4. **Billikheid en maatskaplike geregtigheid:** Met billikheid in vervoer word verskillende behoeftes hanteer, waardeur benadeelde groepe voorkeur kry deur regverdige toegang tot geleenthede te verseker en ongeregtigheid in die verlede reg te stel.
5. **Mense eerste:** Alle beplanning, ontwerp en implementering is mensgerig. Hierdie beginsel beklemtoon die belangrikheid om gebruikersbehoefte te verstaan wanneer beplan en ontwerp word.
6. **Aktiewe mobiliteit met erns bejeën:** Hierdie beginsel gaan daaroor om verder as alledaagsheid te dink en beduidende verandering te dryf deur wesenlike en dikwels ongemaklike stappe te doen, soos om parkeerplek te verminder of bane vir die algemene verkeer ten gunste van stap en fietsry te verminder.

## 2.4. Fokusgebiede

### 2.4.1. Geteikende investering deur inkrementalisme

Stap en fietsry verg deurlopende, veilige netwerke soortgelyk aan openbarevervoerstelsels. Dit is van uiterste belang om infrastruktuur rondom kerngebiede, openbarevervoerwisselaars en hoëaanvraag-fietsroetes te prioritiseer. Geteikende investerings in hierdie gebiede verhoog mobiliteit, veiligheid en toeganklikheid. Fietsry is ook afhanklik van fietsbêreplekke en integrasie met openbare vervoer vir maksimum nut. Inkrementele verbeterings oor hoëaanvraagroetes heen, die skep van gebiede wat ten beste vir voetgangers ingerig is asook fietshoofweë sal volledige, veilige stap- en fietsryroetes lewer wat verkeer sal verminder en openbare gesondheid sal verbeter.

### 2.4.2. Regeringsbestuur, befondsing en samewerking

Om stap- en fietsrybeleide doeltreffend in werking te stel, moet daar eers aan verouderde bevooroordeeldhede oor regeringsbestuur en befondsing aandag geskenk word. Die Stad moet hulpbronne toewys ooreenkomstig die belangrikheid van aktiewe mobiliteit, gerugsteun deur stabiele befondsing en beter data-insameling. Groter interne kapasiteit is noodsaaklik om hierdie twee vervoermetodes te bevorder, saam met regulatoriese veranderinge om voetganger- en fietsryerveiligheid te verbeter. Samewerking met belanghebbendes, veral weerlose groepe, versterk billike beplanning terwyl vennootskappe met private en gemeenskapsektore 'n hupstoot vir befondsing en bewustheid sal wees. 'n Sterker verbintenis tot stap en fietsry is nodig vir volhoubare vervoeroplossings.

#### **2.4.3. Voetgangers en fietsryers die middelpunt van infrastruktuursontwerp en -bestuur**

Die Stad het beduidende vordering gemaak met die verbetering van stap- en fietsryinfrastruktuur, maar baie meer is nodig om in die aanvraag te voorsien. Stap bly die algemeenste metode van vervoer terwyl fietsry 'n kostedoeltreffende en gesonde opsie bied. Beide metodes staan egter uitdagings in die gesig weens ontoereikende veiligheid en toeganklikheid. Die Stad se strategie beklemtoon die belangrikheid om aktiewe mobiliteit te prioritiseer deur voetganger- en fietsryerbehoeftes by beplanning, ontwerp en instandhouding te integreer. Deur op veiligheid, toeganklikheid en infrastruktuur te fokus, mik Kaapstad daarna om sy vervoerprioriteite na meer volhoubare, inklusiewe en billike stelsels vir stedelike mobiliteit te verskuif.

#### **2.4.4. Gemeenskapsbou- en aanvraagkant-intervensies**

Suksesvolle aktiewe vervoer maak op gemeenskapskakeling staat, en nie net op infrastruktuur nie. Aanvraagkant-inisiatiewe versterk veiligheid, inklusiwiteit en toeganklikheid vir stap en fietsry, met gevolglike gedragsverandering en ekonomiese groei. 'n Robuuste gemeenskap van voetgangers en fietsryers skep 'n veiliger omgewing deur verhoogde sigbaarheid en bewustheid, wat ook 'n beter fokus op instandhouding van infrastruktuur tot gevolg het. Opvoeding, veral vir kinders, is noodsaaklik vir padveiligheid. Die Stad moet gemeenskapsbou-aktiwiteite soos fietsryklubs, fietsdeelopsies en tydelike padsluitings steun om aktiewe mobiliteit te bevorder. Die aanmoediging van fietseienaarskap en fietsry werk toe sal plaaslike ekonomieë 'n hupstoot gee en volhoubare stedelike ontwikkeling versterk.

### **2.5. Implementering van die strategie**

'n Uitvoerige implementeringsplan sal die begrotings- en hulpbrontoewysings vir elke program, projek of intervensie uiteensit, met spesifieke verantwoordelikhede wat aan toepaslike stedelikemobiliteits- en ander Stadsdepartemente toegeken is. 'n Jaarlikse bywerking van die vervoersektorplan sal 'n 10 jaar-raamwerk vir kapitaalbesteding vir die stap-en-fietsry-implementeringsplan bekend stel.

### **2.5.1. Programme**

Die doeltreffendheid van die strategie hang van die sukses van sy programme af, wat ontwerp is om uitkomst in die kernfokusgebiede te bereik. Dit sal nuwe konsepte en versterking van bestaande inisiatiewe soos die NMT-program insluit.

**Kort termyn (teen 2028):** Versterk vennootskappe om bewustheid te kweek en padveiligheid vir voetgangers en fietsryers te verbeter, en so onaanvaarbare sterftesyfers te hanteer. Op kort termyn sal die fokus van bestaande netwerk- en infrastruktuursbeplanningsprogramme verander word en implementering geprioritiseer word.

**Medium termyn (teen 2032):** Vervoerbeplanning en -ontwerp word getransformeer om stap, fietsry en openbare vervoer bo private voertuie te prioritiseer.

**Lang termyn (teen 2050):** 'n Mensgerigte stad word op 'n metrowye skaal bereik waar stap en fietsry die voorkeurmodes van vervoer is, en waardeur 'n billike omgewing vir alle inwoners geskep word met mense as die kern daarvan.

### 3. Isishwankathelo solawulo

#### 3.1. Intshayelelo

Ukukhula okukhawulezileyo kweKapa, okuqikelelwa ukuba kuya kufikelela kwizigidi ezi5, 8 ngo2040, kufuna ukugxila kobuchule kuzinzo, ulingano nokomelela kucwangciso lwedolophu. Ngokwembali inkqubo yezothutho yesixeko ibeke phambili izithuthi zabucala nto leyo ekhokela kwingxinano emandla, ungcoliseko, kunye nokwanda kokufa kwabantu kwiingozi zendlela. Le ndlela yokujongana nemoto ayizinzanga kuhlumo lwexesha elizayo, kwaye izixeko kwihlabathi jikelele zifumanisa ukuba ukwanda okuqhubekayo kweziseko zendlela kuyenza ibe mandundu le miba.

Ukujongana nale mingeni, isixeko kufuneka samkele utshintsho olukhulu olubhekisele kuthutho olusebenzayo ngakumbi ukuhamba nokukhwela ibhayisekile. Ezi ndlela azinciphisi kuphela ingxinano kunye neempembelelo zokusingqongileyo kodwa zikwadolala indima ebalulekileyo ekuxhaseni iinkqubo zothutho lukawonkewonke. Ngaphandle kokubaluleka okukhoyo kokuhamba kunye nokonyuka kokubaluleka kokuqhuba ibhayisekile, iziseko zophuhliso zaseKapa aziyilelwanga ukubeka phambili abahambi ngeenyawo nabakhweli beebhayisekile, nto leyo esoloko idala iimeko ezimbi nezinobungozi kwaba basebenzisi bendlela abasesichengeni.

Esi sicwangcिसobuchule sichaza ukuzibophelela kweKapa ekubuyiseni umva ukuxhomekeka kwakudala kwizithuthi zabucala ngokudala inkqubo yezothutho ebandakanyayo, egxile ebantwini. Ijolise ekubekeni ngokutsha ukuhamba ngeenyawo nokukhwela ibhayisekile njengezona ndlela zothutho eziphambili, ezikhuselekileyo nezizinzileyo, ukukhuthaza ulingano, ukufikeleleka kunye nokuzinza kokusingqongileyo. Ngocwangciso lobuchule, iSixeko sinako ukulungisa izikhewu ezikhoyo ngoku kwiziseko ezingundoqo, ukudibanisa uthutho olusebenzayo kuyilo lwasezidolophini, kwaye kwandise intsebenziswano kuwo wonke amaqumrhu karhulumente ukuphumeza izisombululo zezothutho zexesha elide nelizinzileyo.

#### 3.2. Uhlalutyo lwemeko

Ubume bendawo yaseKapa, kunye nembali yayo yokungabi nabulungisa nejolise kwiimoto kunye nesicwangciso sezothutho, yenze isixeko esicandekileyo esahluliweyo esinoxinano oluphantsi. Ikakhulu ngenxa yeemoto zabucala, icandelo lezothutho libalelwa kuma29% okukhutshwa kwekhabhoni yedolophu. Ngelixa izithuthi ezincinci "iyindlela ephambili yothutho" yohambo lwabantu ukuya emsebenzini, xa kubalwa ikhilomitha yokuqala neyokugqibela okanye kwiihambo zezithuthi zikawonkewonke,

kwaye kuqwalaselwa iihambo ezingezizo ezomsebenzi, ukuhamba ngeenyawo yeyona ndlela ixhaphakikelyo yokuhamba.

I-13% kunye nama-51% azo zonke iihambo zemihla ngemihla zingaphantsi kwekhilomitha enye (1km) kunye ne-5 km ngokulandelelanayo, nto leyo ebabeka kwindawo entle yohambo olunokuthatyathwa ngokukhululeka ngokuhamba ngeenyawo okanye ngebhayisekile ngokulandelelanayo.

### **3.2.1. Ukumiselwa kwezakheko zokuhamba ngeenyawo nokukhwela ibhayisekile**

Ukumiselwa kwezakheko zokuhamba ngeenyawo nokukhwela ibhayisekile kuchongwe njengendawo ebuthathaka kakhulu yezothutho ezingezizo iimoto (i-NMT) eMzantsi Afrika (uManyano lwezoThutho olungezoMoto kuCwangciso lwezoThutho eziDolophini eAfrika, 2016) kwaye oku akwahlukanga eKapa. Ngokucacileyo kukho imfuneko yoyilo oluhlaziyiweyo lwesikhokelo soyilo lokuhamba olusebenzayo, ngakumbi malunga nebhayisekile kunye noyilo lwesiphambuka. Ukuze kuphuhlise inkqubo yezothutho ebeka phambili uthutho olusebenzayo, kunye nokungenelela kwenethiweki, ukuqiniswa kolawulo lolwazi, ukucwangcisa, ukuyila, ukuphunyezwa, ukulawulwa kwempahla, kunye nokubeka iliso kuphakanyiswa njengenxalenye yesi sicwangciso sokuhamba ngeenyawo kunye nokukhwela ibhayisekile.

### **3.2.2. Ukhuseleko ezindleleni**

Iingozi zendlela zichaphazela ngokungafanelekanga abahambi ngeenyawo nabakhweli beebhayisekile eKapa, abakwasemngciphekweni omkhulu wokwenzakala okanye ukusweleka. Abantu abanemivuzo ephantsi badla ngokuhamba imigama emide kwiindawo ezingonelanga kwaye ke ngoko bachanabeke ngakumbi kumngcipheko wokhuseleko ezindleleni. Oku kudla ngokuba mandundu ngenxa yokuwela iindlela ezixakekileyo kunye nohola bendlela bezithuthi kunye nezithuthi ezihamba ngesantya esiphezulu njengoko kungqinwa inani eliphezulu lokubhubha kwabahambi ngeenyawo ecaleni koohola bendlela.

### **3.2.3. Ukungoneli kothutho olusebenzayo lwemeko ekhoyo**

ISixeko sinoluhlu lwezicwangciso ezikhoyo kunye nerekhodi eyimpumelelo yokuphumeza uhambo olusebenzayo. Nangona kunjalo uthungungelwano luhleli lungagqibelelanga, lwahlulahlulwe, kwaye lungonelanga ngokupheleleyo kwiimfuno zabahambi ngeenyawo nabakhweli beebhayisekile. Ngezi mfuno zikhoyo, ukuze ukuhamba ngeenyawo nokukhwela ibhayisekile kudlale indima engundoqo ekhulayo kwinkqubo

yothutho oluzinzileyo, isicwangciso esipheleleyo nesihlanganisiweyo siyafuneka.

### 3.3. Umbono kunye nemigaqo

Ngokusekelwe kumbono weSicwangciso esiHlangeneyo sezoThutho esiBanzi (iCITP), umbono wesi sicwangcisobuchule uthi “iKapa sisixeko esigxile ebantwini esibeka phambili ukuhamba ngeenyawo nokukhwela iibhayisekile kwaye senze ukuba wonke umntu akwazi ukufikelela ngokukhuselekileyo, ngokulinganayo nangokundilisekileyo kumathuba.”

Isicwangciso sakhelwe phezu kwemigaqo emininzi engundoqo ekhokela uphuhliso nokuphunyezwa kwayo, kugxilwe kubulungisa, uzinzo kunye noyilo olugxile ebantwini:

1. **Uzinzo kunye nokomelela:** Ukubeka phambili iinkqubo zezothutho ezizinzileyo, ezomeleleyo, utyalomali kuhambo ngeenyawo, ekukhweleni ibhayisekile, kunye nezithuthi zikawonkewonke ukunciphisa ukukhutshwa, ukuphucula impilo, kunye nokuqinisekisa ukuguquguquka kwizinto ezothusayo ezizayo okanye uxinzelelo lwexesha elizayo.
2. **Isidima:** Uhambo olunesidima luqinisekisa ukufikelela kwezothutho ngaphandle kocalucalulo okanye uloyiko, ukuxabisa ubandakanyo, ukuzimela, kunye nentlonipho phakathi kwabantu.
3. **Ukubandakanyeka:** Ubandakanywa kucwangciso lwezothutho kunye neenkqubo ezifumanekayo, ezifikelekayo, nezamkelekileyo kumntu wonke, ezibandakanya iimfuno ezahlukeneyo.
4. **Ulingano kunye nobulungisa bentlalo:** Ulingano kwezothutho lujongene neemfuno ezahlukeneyo, ukubeka phambili amaqela ahlelekileyo ngokuqinisekisa ufikelelo olufanelekileyo kumathuba kunye nokulungisa intswela bulungisa yangaphambili.
5. **Abantu kuqala:** Lonke ucwangciso, uyilo kunye nokuphunyezwa lujoliswe ebantwini. Lo migaqo ugxininisa ukubaluleka kokuqonda iimfuno zabasebenzisi ekucwangciseni nasekuyilweni.
6. **Ukuthathela ingqalelo uhambo olusebenzayo:** Lo migaqo umalunga nokuba ngaphaya kweentetho ezingayi ndawo kwaye uqhuba utshintsho olubalulekileyo ngokuthatha amanyathelo abukhali kwaye ngamanye amaxesha abangela ukungonwabi okunjengokunciphisa indawo yokupaka okanye ukunciphisa iindlela zezithuthi ngokubanzi ngokukhetha ukuhamba ngeenyawo nokukhwela ibhayisekile.

### **3.4. Iindawo ekugxilwe kuzo**

#### **3.4.1. Utyalomali ekujoliswe kulo ngokunyuswa**

Ukuhamba ngeenyawo nokukhwela ibhayisekile kufuna uthungelwano oluqhubekayo, olukhusekileyo olufana neenkqubo zothutho lukawonkewonke. Ukubeka phambili iziseko ezingundoqo ezingqonge iindawo eziphambili, iindawo zothutho loluntu, iirenki zezithuthi zikawonkewonke kunye neendlela zebhayisekile eziyimfuneko ephezulu kubalulekile. Utyalomali olujoliswe kwezi ndawo lunyusa uthutho, ukhuseleko, kunye nokufikeleleka. Ukukhwela ibhayisekile nako kuxhomekeke kugcino lwebhayisekile kunye nokudityaniswa nezithuthi zikawonkewonke ukuze zisebenziseke kakhulu. Uphuculo olongezelelweyo kuzo zonke iindlela ezinemfuno ephezulu kunye nokudala iindawo zokuhamba ngeenyawo kunye noohola beebhayisekile baya kubonelela ngokugqibeleleyo ukuhamba ngeenyawo okukhuselekileyo kunye neendlela zebhayisekile ezinciphisa izithuthi ezindleleni kunye nokuphucula impilo yoluntu.

#### **3.4.2. Ulawulo, inkxasomali, kunye nentsebenziswano**

Ukuphunyezwa okusebenzayo kwemigaqonkqubo yokuhamba ngeenyawo nokukhwela ibhayisekile kufuna ukujongana nolawulo oluphelelwe lixesha kunye nemikhethe kwinkxasomali. ISixeko kufuneka sabe izibonelelo ezihambelana nokubaluleka kohambo olusebenzayo, oluxhaswa yinkxasomali ezinzileyo kunye nokuqokelelwa kwedatha engcono. Ukunyuka kwamandla angaphakathi kubalulekile ukukhokela ezi ndlela, kunye notshintsho lolawulo ukuphucula ukhuseleko lwabahambi ngeenyawo nabakhweli beebhayisekile. Ukusebenzisana nabachaphazelekayo, ingakumbi amaqela asemngciphekweni, kuphuculwa ukucwangciswa okulinganayo, ngelixa ubuhlakani nama-candelo abucala kunye noluntu lukhulisa inkxasomali nokwazisa. Ukuzibophelela ngamandla ekuhambeni ngeenyawo nasekukhweleni ibhayisekile kuyimfuneko kwizisombululo zezothutho ezizinzileyo.

#### **3.4.3. Ukubaluleka kwabahambi ngeenyawo nabakhweli beebhayisekile kuyilo lweziseko ezingundoqo nolawulo**

ISixeko senze inkqubela ebonakalayo ekuphuculeni iziseko zoncedo zokuhamba ngeenyawo nokukhwela ibhayisekile, kodwa kuninzi okufunekayo ukuhlangabezana nemfuno. Ukuhamba ngeenyawo kuseyeyona ndlela ixhaphakileyo yothutho, ngelixa ukukhwela ibhayisekile kunexabiso eliphantsi kunye nokukhetha okunempilo. Nangona kunjalo, zombini ezi ndlela zijongene nemingeni ngenxa yokhuseleko olunganelanga

kunye nokufikeleleka. Isicwangcisoqhingisa seSixeko sigxininisa ukubaluleka kokubeka phambili uhambo olusebenzayo ngokudibanisa iimfuno zabahambi ngeenyawo nabakhweli beebhayisekile kucwangciso, kuyilo nasekulondolozweni. Ngokujolisa kukhuseleko, ukufikeleleka kunye neziseko ezingundoqo, iKapa lijolise ekutshintsheni izinto eziphambili ngothutho kwiinkqubo ezizinzileyo, ezibandakanyayo nezilinganayo zothutho lwedolophu.

#### **3.4.4. Ulwaxhiwo loluntu kunye nongenelelo olusecaleni lweemfuno**

Uthutho oluyimpumelelo olusebenzayo, luxhomekeke ekubandakanyeni uluntu, hayi kwiziseko ezingundoqo kuphela. Amanyathelo akwicala lemfuno aphakamisa ukhuseleko, ukubandakanywa kunye nokukhwela ibhayisekile, ukukhuthaza utshintsho lokuziphatha kunye nokukhula koqoqosho. Uluntu olomeleleyo lwabahambi ngeenyawo nabakhweli beebhayisekile ludala indawo engqongileyo ekhuselekileyo ngokubonakala okwandisiweyo kunye nokwazisa, nto leyo ekhokelela kugxininiso olungcono kugcino lweziseko ezingundoqo. Imfuno, ingakumbi ebantwaneni ibalulekile kukhuseleko ezindleleni. ISixeko kufuneka sixhase imisebenzi yokwakha uluntu efana neeklabhu zebhayisekile, ukwabelana ngeebhayisekile, nokuvalwa kwendlela okwethutyana ukukhuthaza ukuhamba okusebenzayo. Ukukhuthaza ubunini beebhayisekile kunye nokukhwela ibhayisekile ukuya emsebenzini kuya kukhulisa uqoqosho lwengingqi kwaye kuphucule uphuhliso oluzinzileyo lwedolophu.

### **3.5. Ukumisela isicwangciso**

Isicwangciso somiselo esineenkukacha siya kuchaza uhlahlo lwabiwomali kunye nolwabiwo lwezibonelelo zenkqubo nganye, iprojekthi okanye ungenelelo, kunye noxanduva olukhethekileyo olunikezelwe kuHambo lweDolophu olufanelekileyo kunye namanye amasebe eSixeko. Uhlaziyo lonyaka kwiSicwangciso seCandelo lezoThutho luya kwazisa isakhelo senkcitho eyinkunzi seminyaka eli10 kwiSicwangciso sokuMisela ukuHamba ngeenyawo kunye nokuKhwela iibhayisekile.

#### **3.5.1. Iinkqubo**

Ukusebenza kwesicwangciso kuxhomekeke kwimpumelelo yeenkqubo zaso, eziyilelwe ukufikelela kwiziphumo kwiinkalo eziphambili ekugxilwe kuzo. Oku kuya kubandakanya iingqiqo ezintsha kunye nokwandiswa kwamanyathelo akhoyo afana nenkqubo yeNMT.



**Ixesha elifutshane (ngo2028):** Ukuqinisekisa intsebenziswano ukwazisa nokuphucula ukhuseleko ezindleleni kubahambi ngeenyawo nabakhweli beebhayisekile, ukujongana namanqanaba okufa angamkelekanga. Ngexesha elifutshane, iinkqubo ezikhoyo zothungelwano kunye nezicwangciso zeziseko ezingundoqo ziya kujoliswa kwakhona, kwaye ukuphunyezwa kuya kubekwa phambili.

**Ixesha eliphakathi (ngo2032):** Uhlengahlengiso lwesicwangciso sezothutho kunye noyilo lokubeka phambili ukuhamba ngeenyawo, ukukhwela ibhayisekile kunye nezithuthi zikawonkewonke ngaphezu kwezithuthi zabucala.

**Ixesha elide (ngo2050):** Ukufikelela kwisixeko esijolise eluntwini kwisikali esibanzi sikamasipala ombaxa apho ukuhamba ngeenyawo kunye nokukhwela ibhayisekile izezona ndlela zothutho ezikhethwayo, ukudala indawo elinganayo, ebeka abantu phambili kubo bonke abahlali.