

Turning the Wheels for Active Mobility in Singapore

Prepared by

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urban solutions



Singapore – Tropical Little Red Dot



Land Area: 720 km²
Population: 5,500,000
Density: 7,700 / km²
Per Capita GDP:
USD \$86,000
Temperature: 25°C to 33°C

Singapore – Master Plan 2013



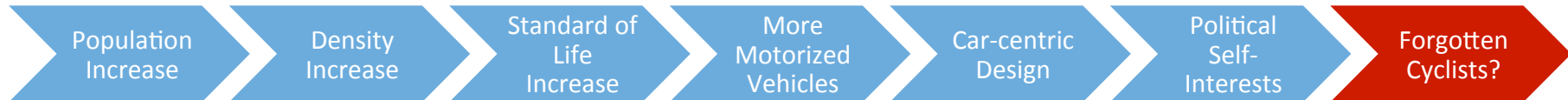
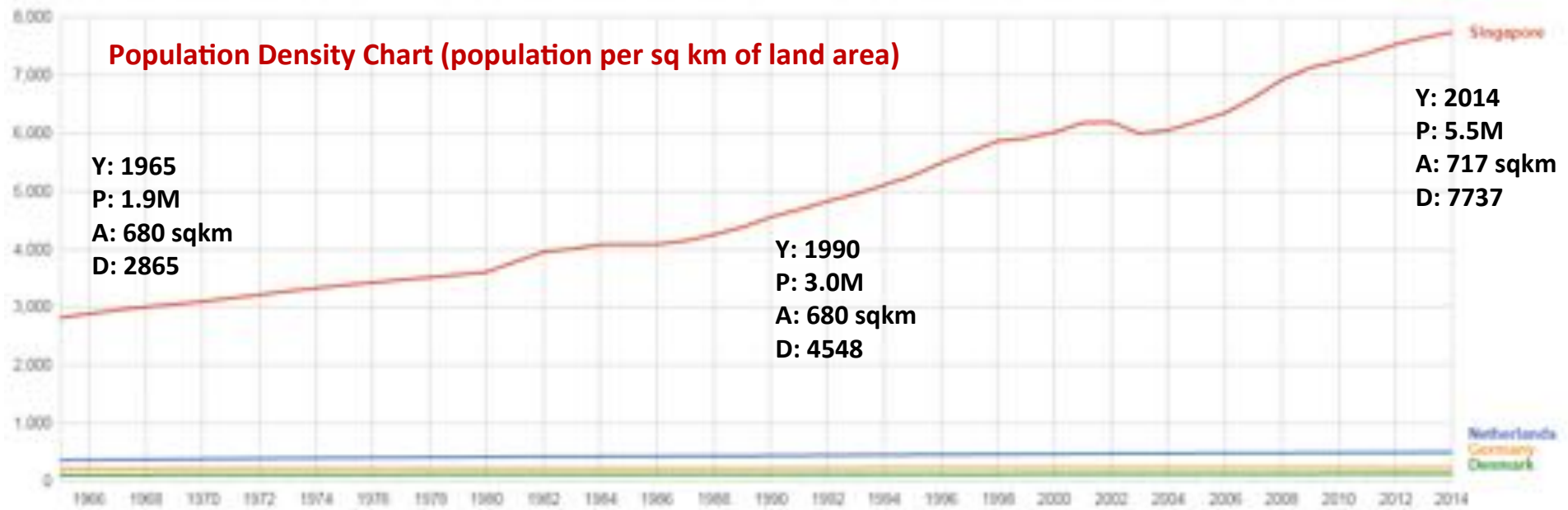
- Green Spaces everywhere
- Carefully planned since 1819
- Stable and growing in leaps and bounds since 1965
- Pragmatic governance....
 - With a few roadbumps.... Like the story of Cycling in Singapore

In the Not-So-Distant Past (before the 90s)...



There were already people cycling for commutes and leisure. For some, it was a means of livelihood.

Are Cyclists Forgotten?



What Happened to Cycling?

Too Hot and Humid Here!



Too many cars!



No Space for Cyclists!



My Bicycle will be Stolen!



Too Dangerous for Children!



Ground Swell 2009 – 2016: More People on Bicycles; A Case of Affluence?



- Increased number of participants in local bicycle races
- Increased bicycle sales, especially in foldies, fixies, and road bikes
- Increase in cycling interest groups
- Increased online discussions; more awareness (video cameras?)
- Opening of Shimano World

GroundSwell Year 2013: Localized Political Willpower

The Birth of Tampines as Singapore's First Cycling Town (gazetted in 2013)



INFRASTRUCTURE

- Implemented shared paths and segregated cycling paths
- Bicycle crossing signals
- Sheltered bicycle parking near MRT station

EDUCATION & ENFORCEMENT

- Volunteer Cycling Wardens
- Safe Cycling Clinics

POLICY

- Only town (then) to allow cycling on footpath

EXAMPLE FOR OTHERS TO FOLLOW

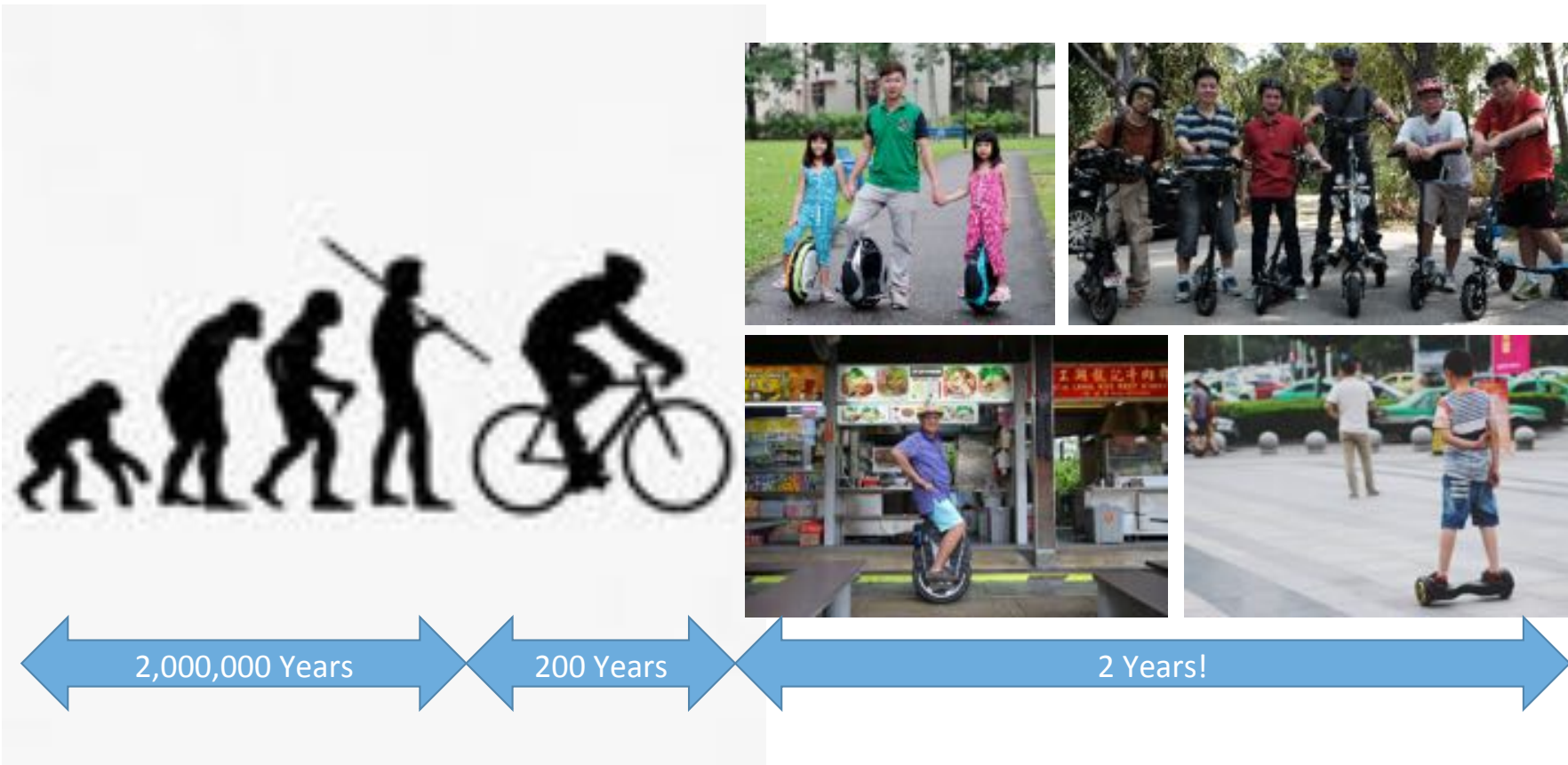
- 6 other towns earmarked for transformation until 2015
- Testbed to develop national cycling framework

Before 2014 – Government agencies tried to keep up!



- Land ownership belong to different public agencies
- No proper coordination = bad planning and design
- Cyclists not happy; pedestrians not happy

And then came the PMDs...



Government agencies faced a headache...

BUT I HAVENT EVEN SET UP

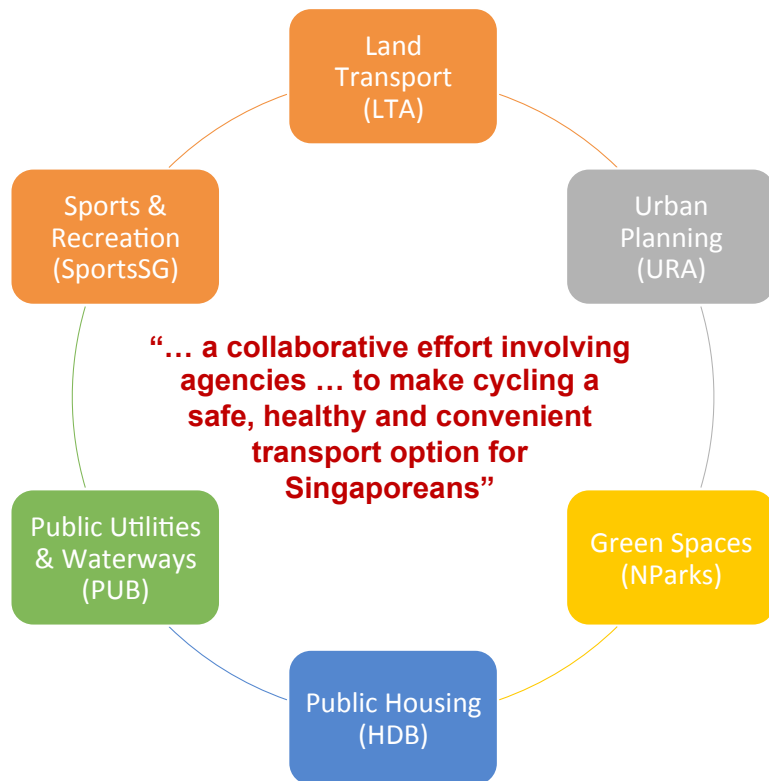


OUR BICYCLE PLANNING UNIT!

But it's the Singapore brand of Pragmatic Governance...



The National Cycling Plan (since 2014)



National Cycling Plan

Currently, there are some **230km** of cycling paths and park connectors in Singapore.

Vision
a cyclist-friendly, well-connected network providing safe and healthy cycling for all.

Our aim is to build the cycling network to more than **700 km**

Strategies

- Develop an **integrated, comprehensive** cycling paths network
- Enhance the cycling network **connectivity and convenience**
- Develop a **safe cycling culture** through education and programs

The infographic also features illustrations of cyclists on various paths, a park connector, and a cityscape with a river.

Government sets up Active Mobility Unit (AMU) in 2015



ENABLING ACTIVE MOBILITY:

SUPPORTING THE USE OF BICYCLES AND PERSONAL MOBILITY DEVICES.

S'pore's 3rd Cycling Path Network in Pasir Ris recently completed.

Govt to look at promoting safe & harmonious co-existence between pedestrians, cyclists and users of personal mobility devices.

Pilot trial for dedicated cycling infrastructure in HDB towns like Ang Mo Kio, with weather protected and elevated cycling paths.

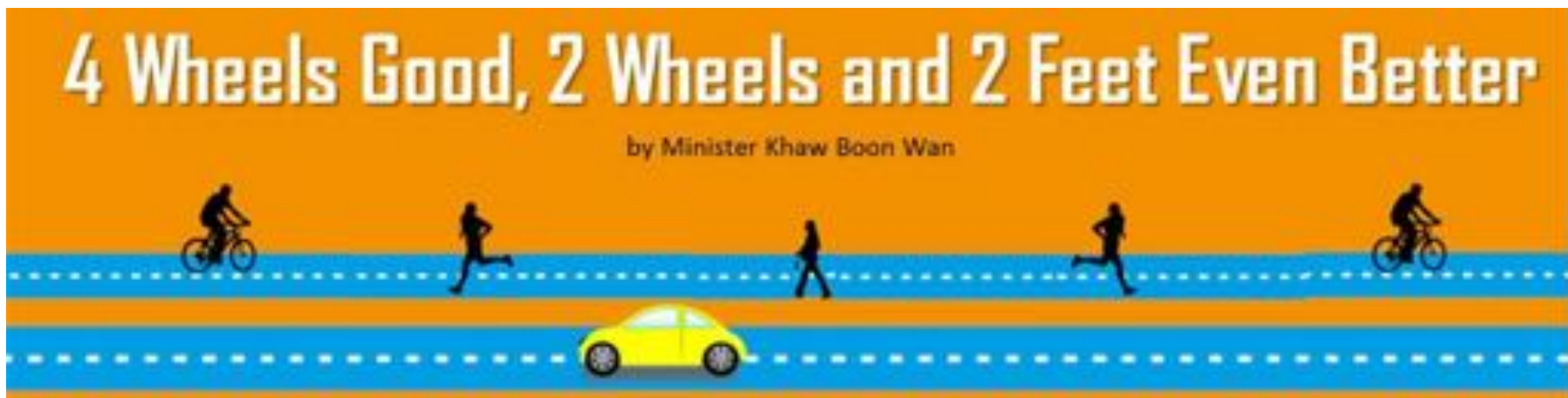
Cycling Path Networks in Yishun, Changi-Simei and Taman Jurong ready by 2015.

Inter-town cycling routes will be built.

Car-Free Sundays (Since February 2016)



Walk, Cycle, Ride Campaign (Since April 2016)







Announcement of Revised Traffic Rules and Code of Conduct for Cyclists and PMD users (Since April 2016)



What's allowed and what's not

Restrictions also placed on physical criteria of devices

Type of device	Footpaths (speed limit of 15kmh)	Cycling/shared paths (speed limit of 25kmh)	Roads
Personal mobility aid e.g. motorised wheelchairs, mobility scooters 			✗
Conventional bicycle 	✓	✓	✓
Personal mobility device e.g. kick-scooter, electric scooter, hoverboards, unicycles 			✗
Electric bicycle 	✗		✓

To protect other more vulnerable users

Maximum device weight of

20kg

Reduces the risk of serious injuries in cases of collision

Maximum device width of

70cm

Allows personal mobility devices to cross each other safely on most footpaths

For motorised devices

Maximum device speed of

25kmh

Ensures motorised devices do not exceed the speed limit on paths

Source: ACTIVE MOBILITY ADVISORY PANEL STRAITS TIMES GRAPHICS

Launch of National Safe Cycling Education Programme (Since May 2016)



Teaching the young to cycle safely

The programme will have both theory and practical sessions. The Land Transport Authority says safe cycling habits will be taught in a way that is easy to remember and fun.



East View Secondary students taking part in a pilot exercise yesterday, where they were taught safe cycling practices and the proper use of cycling infrastructure, among other things.

PARTICIPANTS WILL LEARN:



How to choose a bicycle appropriate for their age and height, and conduct basic pre-ride checks on parts such as the brakes.



How to plan and pick the best cycling routes to get to their destinations.



Bike handling skills, such as how to manoeuvre through crowded places.



What off-road cycling signs and ground markings mean, and how to react when they see them.



Proper cycling etiquette and good cycling behaviour, such as giving way to pedestrians on footpaths.

Source: LTA / PHOTO: SINGAPORE POLICE FORCE / SHANE EMMETT/GETTY IMAGES

Ang Mo Kio Walking & Cycling Town (since 11 June 2016)



11 June 2016: First portion of 1.5km length open

End July 2016: 2nd portion of 2.5km will be open

Future North-South Corridor (By 2026)



A corridor for all

The 21.5km North-South Expressway will be redesigned as a north-south corridor to facilitate the movement of cyclists, pedestrians and buses. For the largely dual three-lane highway, one lane will be reserved for express bus services. At the surface level, walking paths and cycling lanes will be built.



PROPOSED CONCEPT FOR CERTAIN STRETCHES

Above ground

• Two lanes for vehicles

• One lane for cyclists

• One lane for pedestrians



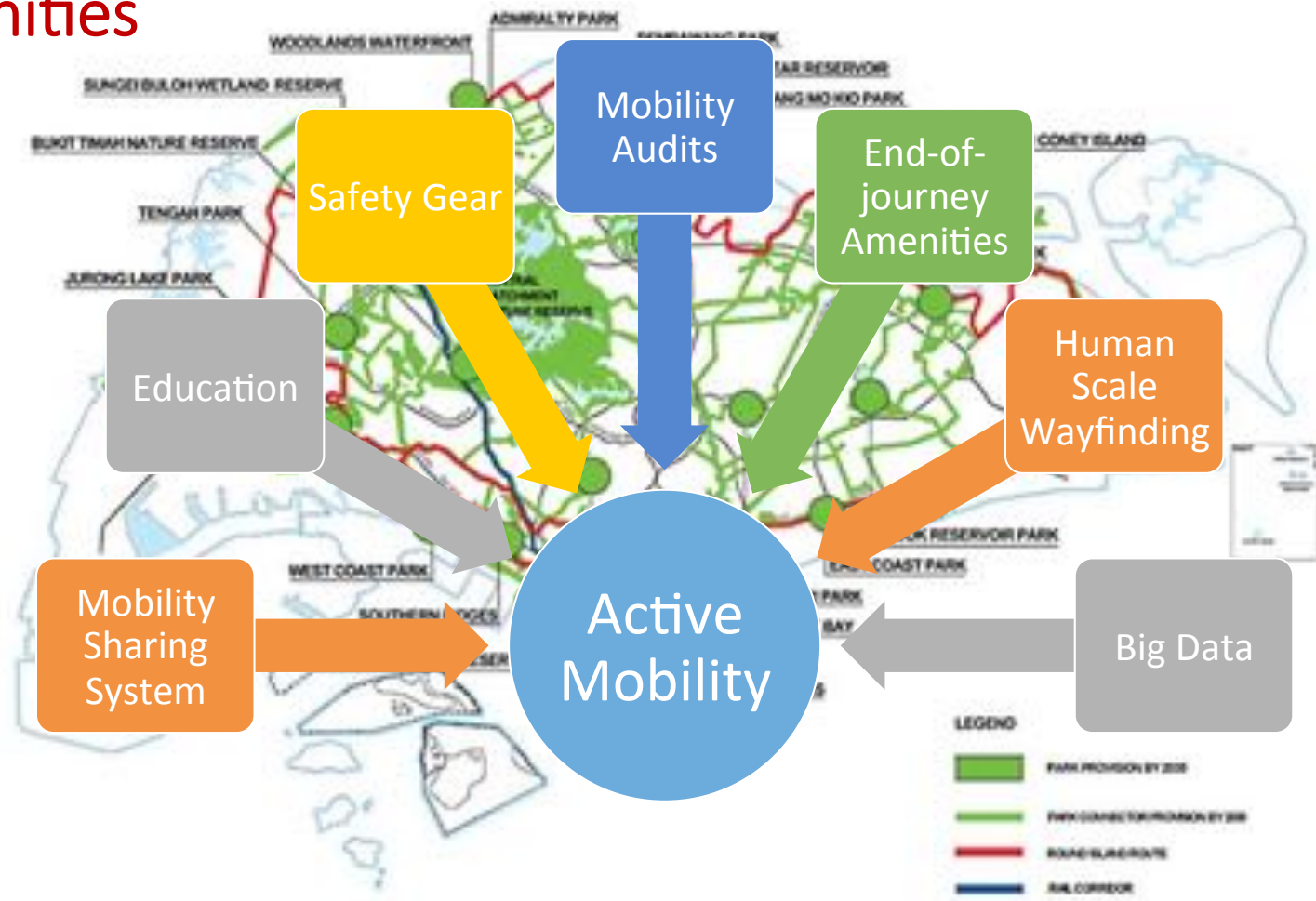
Underground

• Three lanes: two for vehicles and one reserved for buses

NOTE: Visuals not to scale

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Opportunities



thank you!

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