

**PRESS RELEASE ON
THE CYCLING ON FOOTWAYS STUDY IN TAMPINES TOWN**

**JOINTLY ISSUED BY TRIPARTITE COMMITTEE OF
TAMPINES GRASSROOTS ORGANISATIONS,
LAND TRANSPORT AUTHORITY & TRAFFIC POLICE**

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News Editor / Programme Manager

Regulatory Framework for Cycling on Footways in Tampines Town

1 Following a 20-month trial in Tampines Town to study if pedestrians and cyclists can share footways safely, the tripartite partners comprising of Tampines Grassroots Organisations (GROs), Land Transport Authority (LTA) and the Traffic Police (TP) have assessed the feedback received and identified areas of improvement needed for footways to be shared safely. They found that while there is general acceptance of the trial in Tampines Town, cycling on footways is feasible and sustainable only if **all** three key features identified – infrastructure, education, and enforcement – are implemented together.

2. Hence, besides continuously improving the infrastructure and our education efforts, the tripartite committee has decided to strengthen the enforcement regime against reckless cyclists in Tampines. For this, the Tampines Town Council together with LTA and TP will be introducing a set of framework to regulate safe cycling on footways in Tampines. The by-laws will be amended to allow the Tampines Town Council to take enforcement action against reckless cyclists on footways. The Police will continue to investigate those cases where injury is caused, under the existing laws. This is important as we do not condone reckless cycling which endangers the safety of other users on footways.

3. The new regulatory framework will be ready for implementation by 1 March 2010. Once the Town Council by-laws are enacted, the use of footways by cyclists will be legalised in Tampines Town, and the footways will become shared pathways for both pedestrians and cyclists.

4. Under the new Town Council by-laws, any person who flouts the cycling by-laws would be issued with a notice of offence allowing the person to compound the offence for a sum of \$50 initially. The fine would be increased for subsequent offence committed, up to a maximum of \$1,000. The Town Council can also choose to take court action against the offender and the offender can be fined up to a maximum of \$5,000. Under the Road Traffic Act, the Police will investigate if physical injury is involved. They may be fined up to \$1,000 or jailed up to 3 months for 1st time offenders for riding in a disorderly manner and without due regard for the safety of others and \$2,000 or jailed up to 6 months for 2nd or subsequent offenders.

5. “The move to enact Town Council by-laws to regulate cycling on footways is just one aspect of our plans to make Tampines a model cycling town for our residents. As Tampines is a compact town, residents find cycling an inexpensive and environment-friendly mode of transport around the area. Presently, only a minority of cyclists in Tampines are reckless on footways. The new by-laws will empower our Town Council to deal with them. We are also working with LTA to build dedicated bicycle paths to link the different divisions in Tampines to each other, to the MRT station and to park connectors. At the same time, we are stepping up our efforts to educate the public and will be holding safe cycling clinics. A key message in our education programme is that cyclists should give way to pedestrians at all times on footways,” said Ms Irene Ng, MP for Tampines GRC, and vice-chairman of the Tampines Town Council.

6. “LTA’s initiatives such as the pathway widening, provision of sheltered bicycle parking facilities and the building of segregated bicycle paths in the first half of 2010 will complement the GRC’s plans to make Tampines a cycling town. These initiatives are also in line with the objectives of our Land Transport Masterplan to facilitate cycling. We will be working closely with the Tampines

Town Council to implement the segregated paths. We will continue to support community-led initiatives to facilitate cycling as a mode of intra-town travel", said Mr Yam Ah Mee, Chief Executive, LTA.

7. "Footways can be shared safely if all users exercise courtesy and personal responsibility in ensuring their own safety and that of other users. Travelling on footways will then be a safe and pleasant experience for both cyclists and pedestrians alike", said Superintendent Poh Lye Hin, Acting Commander of Traffic Police.

8. During this transition period, cyclists can continue to cycle along pathways in Tampines Town. The tripartite committee will step up its public education on safe sharing on footways. The Police will continue to reach out to the young through schools and foreign workers at their dormitories. In addition, the Tampines GROs will be working with schools to recruit young cycling wardens and also to start cycling clubs.

9. As part of the efforts to step up public education on shared footways, the Tampines GROs is also working with North East CDC to roll-out the North East Safe Cycling Clinic in the Tampines GRC. The programme will see community ownership with volunteers including students from Temasek Polytechnic helping to educate residents once a month on how to cycle safely. The clinic will be extended to include Pasir Ris-Punggol GRC next year. This pioneer programme is funded by North East CDC and is supported by LTA, Safe Cycling Taskforce, Singapore Sports Council (SSC) and Singapore Amateur Cycling Association (SACA).

ANNEX A - Background on Cycling on Footways Study in Tampines Town
ANNEX B - Improvement measures taken by Tripartite partners during the "Cycling on Footways" study in Tampines Town

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**BACKGROUND ON
'CYCLING ON FOOTWAYS' STUDY IN TAMPINES TOWN
(MAY 2007 TO MAY 2008 & AUGUST 2008 TO JANUARY 2009)**

The cycling on footways trial, a tripartite effort by the Traffic Police (TP), the Land Transport Authority (LTA) and Tampines Town, was conducted in response to the increasing trend of residents cycling on the footways, although it is illegal. It started on 27 May 2007 and ended on 31 Jan 2009.

As part of the trial, two separate independent studies were commissioned at different periods. Conducted between 7 to 26 November 2007, the first study found that the overall support (by cyclists and non-cyclists) for the sharing of footways was 53 per cent. There was general acceptance for the trial to continue. The results of the study were evaluated in tandem with residents' feedback as well as transport trends.

The study found that cycling is an environment-friendly mode of transport which should be encouraged. It is also a more affordable means of transport, especially within the town such as to the market and schools. There was recognition that cycling on the footways could be safer than cycling on the roads especially for vulnerable groups of cyclists such as young children and elderly.

The trial was subsequently extended for another six months, from August 1, 2008 to 31 Jan 2009, so that specific steps could be taken to improve the safety for pedestrians and facilitate the safe sharing of footways.

Another survey was commissioned from 9 to 22 Feb 2009. The key finding of the second survey is that the overall support for the sharing of footways in Tampines has risen by 12 percentage points from 53 per cent in the previous survey to 65 per cent. Most of those surveyed support the continuation of the shared footways scheme.

**IMPROVEMENT MEASURES TAKEN BY TRIPARTITE PARTNERS
DURING THE 'CYCLING ON FOOTWAYS' STUDY IN TAMPINES TOWN
(MAY 2007 TO MAY 2008 & AUGUST 2008 TO JANUARY 2009)**

1) Land and Transport Authority (LTA)

- Widened the Pedestrian Crossings at 10 locations
- Installed "Cyclist Dismount" Signs at 7 Locations
- Lengthened "Green-man" Time at 3 locations
- A total of 1.2km of footpath covering 3 main locations in Tampines was widened to 2.0 m.
- Provided 247 nos. of sheltered bicycle parking facilities near the Tampines MRT station in Aug 2009 as part of a pilot project.
- In addition to the 2.3km dedicated tracks provided by the Town Councils, LTA will be building 6.9km of dedicated tracks in Tampines in the first half of 2010.

2) Traffic Police (TP)

- Production of educational, publicity materials. These include brochures, posters and banners. 'Safe Cycling Video' in English with subtitles in Thai, Bengali and Chinese was also produced. Emphasis was placed on education of the cyclist in two main groups, ie, the younger ones and the foreign workers.
- Conducted talks and exhibition to 14 schools in Tampines GRC.
- Outreach to foreign dormitories with large number of foreign cyclists within the area.
- Conducted two enforcement blitzes with cycling wardens on 23 Nov 08 and 7 Dec 08. Purpose is to educate and enforce against errant cyclists.

3) Tampines Town Council (TTC)

- Constructed a bicycle track behind bus-stop at Blk 302 Tampines Avenue 2
- Constructed two stretches of bicycle lane, 2.3km long as a pilot project.
- Worked closely with LTA to follow up on the implementation of the 6.9 km dedicated bicycle tracks.
- Working on the by-laws to regulate safe cycling on footways.

4) Tampines Grassroots Organisations (GROs)

- A total of 120 cycling wardens were recruited. The cycling wardens were deployed to educate cyclists and pedestrians on safe sharing of footways.
- Encouraged Residents' Committees to form cycling clubs and use the cycling club as a platform to educate all cyclists on the importance of personal safety, having the basic gadgets, the importance of giving way to pedestrians when cycling in groups and to emphasize that the pedestrians still have the right of way.