

VISION: TOP PRIORITY TO NON-MOTORISED TRANSPORT FOR BETTER, GREENER, ECONOMICALLY EFFICIENT, SAFE, ACCESSIBLE, SOCIABLE, AND SUSTAINABLE CITIES AND TOWNS (ESPECIALLY FOR CENTRAL AREAS) AND FOR BETTER PUBLIC TRANSPORT.

WHAT NEEDS TO BE DONE	HOW TO DO IT
ESTABLISH A VISION, THEN GOALS AND TARGETS	...
MAJOR POLICY CHANGE ON NON MOTORISED TRANSPORT AND PUBLIC SPACE IMPROVEMENT... BUT HOW DOES THAT HAPPEN?	<p>a) Top-down Set up Cabinet Committee to propose the policy</p> <p>b) Down-up -Get support from National Council for Local Gov -Get the local authorities (at their national-level meeting) to propose this policy. -Get local communities to be involved in planning process</p>
STAKEHOLDERS	<p>a) id those for and against the effort</p> <p>b) consult all stakeholders (especially when there is potential conflict, for example, pedestrianisation)</p> <p>c) get active participation</p> <p>d) Alliances (link NMT with other priorities such as revitalising city centres, GHGs, healthy cities, clean air etc)</p>
FOSTER CHAMPIONS FOR WALKING AND CYCLING	<p>a) Get support from pro-NMT groups (tourism industry, env NGOs, schools, PT users etc)</p> <p>b) Organise campaigns to get public support</p>
CHANGING MINDSET AND HABITS	<p>a) Organise events such as “Walk to school day”, “Car-Free day”, “Sunday Morning Car-Free day (Temporary Car-Free Streets)</p> <p>b) Organise competitions for local gov. such as “Bicycle Friendly Municipalities” or “Pedestrian Friendly”</p>

<p>EVIDENCE TO CONVINCING DECISION MAKERS AND THE PUBLIC</p>	<p>a) Use available data from other previous credible proven studies (ex: Surabaya, Beijing etc)</p> <p>b) Undertake studies (WTP, CBA etc)</p> <p>c) NMT-friendly transport measurement (for example, count all short trips, children trip, walking trip, bicycle trip and all links in trip chain)</p> <p>d) Measure and highlight the effects of projects</p> <p>e) Shout about successes and learn from and share mistakes</p>
<p>INSTITUTIONALISE BETTER PEDESTRIAN & BICYCLE PLANNING</p>	<p>a) National ped/ bicycle plan</p> <p>b) Local ped/bicycle plan</p> <p>c) Reforming guidelines - uniformed building by-laws, planning permission process, Arahan Teknik for roads etc</p> <p>d) Create a designated unit/officers for bicycle and pedestrians in the relevant National and state ministries and every local gov.</p> <p>e) Regular annual budget for pedestrian and NMT programs</p>
<p>HUMAN RESOURCES</p>	<p>a) Curriculum reform for transport planning and urban planning</p> <p>b) Retraining for existing planners</p>