

REVIEW OF REGULATIONS TO ENHANCE ROAD SAFETY

Recommendations by the Active Mobility Advisory Panel

Submitted to:
Minister for Transport Mr S Iswaran
on 1 October 2021

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1. Executive Summary

- 1.1. The Active Mobility Advisory Panel was set up in 2015 to guide the safe use of active mobility devices. These include bicycles, personal mobility devices (PMDs) and personal mobility aids (PMAs). Over the years, the Panel has recommended various rules and guidelines to support the safe growth of active mobility in Singapore.
- 1.2. Cycling has grown in popularity, especially in recent years. This is encouraging, as cycling is a convenient, environmentally-friendly, and healthy way to commute. However, increased interactions between cyclists and other road users have led to growing concerns about road safety and tensions between different groups of road users. The Panel studied ways to strengthen road safety and improve the etiquette and encourage harmonious interactions for all road users.
- 1.3. As part of its review, the Panel studied and drew from the practices of overseas jurisdictions and findings from a series of public consultations, including several Focus Group Discussions (FGDs), and a survey by REACH¹. Taking into account the effectiveness of and trade-offs for various measures in ensuring the safety of all road users, the Panel recommends the following set of rules and guidelines:
 - a. Continue allowing cyclists to ride a maximum of two abreast on roads with two or more lanes for safety and visibility.
 - b. Introduce a rule for on-road cycling groups to limit their group length to a maximum of five bicycles, so that if the group is considered as a slow-moving vehicle on the road, it is about the length of a bus. This means a maximum group size of five cyclists in single file, or ten cyclists when riding abreast². This allows for safer interactions between road users, while providing flexibility for cyclists to ride in groups.
 - c. Introduce a guideline for cyclists to keep a safe distance of approximately two lamp posts (or around 30 metres) between riding groups. This allows for safer interactions between road users.
 - d. Introduce a guideline in the Highway Code and driving test handbooks for a minimum passing distance of 1.5 metres when motorists pass cyclists on roads. This provides greater clarity on how road users should interact to enhance safety.
- 1.4. The Panel also studied various suggestions, such as bicycle registration and licensing of cyclists. Overall, there is little evidence from overseas jurisdictions that such resource-intensive regimes are effective in deterring errant cycling, or enhancing road safety. Such measures could also raise barriers to the take-up

¹ REACH is the national feedback and engagement unit under the Ministry of Communications and Information, with the mission to facilitate feedback between citizens and the Government.

² The Panel wishes to highlight that these recommendations are made without reference to any prevailing COVID-19 safe management measures and restrictions on group sizes. Any safe management measures, if stricter, will take priority.

of cycling in Singapore and disproportionately affect more vulnerable groups of cyclists, including seniors and individuals who rely on bicycles for work and commute. These echo the views raised during the public consultations conducted and studied by the Panel. Therefore, the Panel does not recommend introducing them at this juncture.

- 1.5. The Panel strongly encourages cyclists take up third-party liability insurance, which aids compensation for victims that may be involved in accidents, and protect cyclists themselves from potentially expensive claims.
- 1.6. Finally, the Panel recommends that the Government steps up public education efforts to enhance awareness and clarity of existing rules and regulations amongst different road users, e.g. through the development of a new on-road safety practical guide for motorists and cyclists. While most cyclists are law-abiding, the Panel recommends that the Government take firm enforcement action against errant riders to deter errant behaviours, as road safety is a shared responsibility, and all users have a role to play.

2. Background

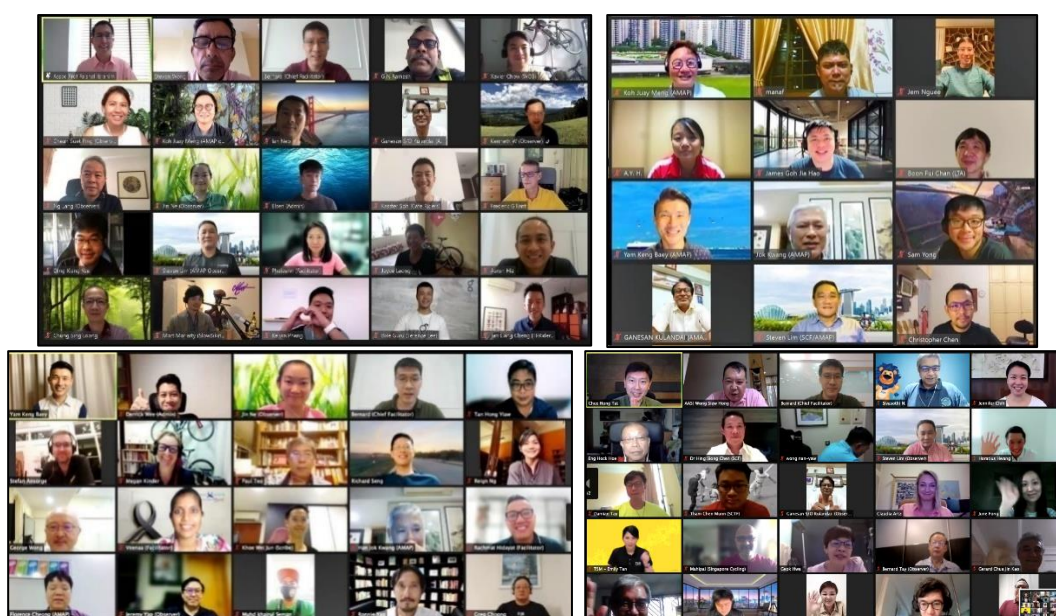
- 2.1 The COVID-19 pandemic has led to more people taking up cycling and other active mobility modes. With more users on our roads, we need to ensure that spaces continue to be shared safely and graciously by all users. While the majority of cyclists and motorists on roads are law-abiding and gracious, there have been reports of inconsiderate and errant behaviour by a minority of cyclists and motorists. These incidents have been amplified in mainstream and social media, leading to tensions among different road users. Various suggestions have also been made by members of the public and different road users to improve road safety.
- 2.2 The Panel has undertaken a review of existing rules and regulations, with the aim of ensuring that our rules continue to stay relevant, and that road safety is enhanced with all road users sharing our road space safely and graciously.

3. Stakeholder Engagement

3.1 To better understand stakeholder and ground concerns, the Panel conducted a series of discussions to gather views from different stakeholders on how roads can be shared safely and graciously.

i. Focus Group Discussions

3.2 The Panel conducted Focus Group Discussions (FGDs) with road users of different profiles. The participants included motorists, bus captains, private hire car (PHC) drivers, as well as leisure cyclists, sport cyclists, cycling enthusiasts, and food delivery riders, etc. Some participants were both motorists and cyclists.



Screenshots of FGD sessions led by AMAP Chairman Minister of State Muhammad Faishal Ibrahim, AMAP Deputy Chairman Senior Parliamentary Secretary Baey Yam Keng and Senior Minister of State for Transport Chee Hong Tat.

3.3 During the FGDs, participants shared views on existing rules and guidelines, licensing and regulation, third-party liability insurance, infrastructure, public education and the need for enforcement. Generally, participants felt that the majority of motorists and cyclists were gracious on roads, and that the behaviours of the errant minority were often over-amplified on social media. Most participants were thus in favour of introducing rules or guidelines that can effectively address targeted pain points, rather than introducing new, broad-sweeping regulatory regimes. Participants also acknowledged that safety was a shared responsibility among road users, and that public education was key. Strict enforcement was also needed against errant behaviours. The key concerns raised during the consultations were:

- a. Large groups of cyclists occupying multiple road lanes, causing obstruction and inconvenience to other road users;

- b. Inconsiderate behaviours on both motorists and cyclists' parts and lack of awareness/clarity of existing rules and guidelines; and
- c. Trade-offs involved in mandating bicycle registration and/or licensing.

a. Key concern #1: Large groups of cyclists occupying multiple road lanes

- 3.4 Currently, cyclists may ride up to two abreast on the leftmost lane, except on single-lane roads and in bus lanes (during bus lane operating hours), where they have to ride in single file.
- 3.5 Many FGD participants, including drivers, said that they understood the vulnerability of cyclists on roads. Many understood why cyclists preferred to ride abreast and in groups, because it helped to increase their visibility and improve safety. Others highlighted that cycling abreast was also a way for the more seasoned cyclists to guide the newer ones. At the same time, participants also highlighted that it could be frustrating when they were driving, when very large riding groups hogged several lanes and obstructed traffic, causing inconvenience and risks to other road users.
- 3.6 To balance between the needs of motorists and cyclists, some participants suggested introducing a riding group size limit. While some cyclists preferred riding in larger groups, many also agreed that cycling groups should be kept to a reasonable size. Generally, participants thought that a reasonable riding group size was between 8 to 12 cyclists, which was comparable to the length of a large vehicle (e.g. a bus) if the cyclists were riding abreast. There were also views from cyclist participants that cycling in smaller groups may be more manageable for group leaders in ensuring their groups stay compact, and some cycling groups shared that they already self-regulated their riding group sizes. However, others also expressed concerns on how a riding group size limit could be enforced effectively, especially at locations where cyclists would inadvertently converge, such as at traffic lights.

b. Key concern #2: Inconsiderate behaviours by road users (both motorists and cyclists) and lack of awareness/clarity of existing rules and guidelines

- 3.7 Some participants said that they were aware of existing rules and guidelines to ensure the safe interaction of road users, such as allowing a “margin of safety” when motor vehicles pass bicycles on roads³, and cyclists being required to keep “as near as practicable to the far-left edge of the road”⁴. However, participants said that they observed a minority of road users failing to abide by these rules, and displaying inconsiderate behaviour such as dangerous overtaking, not giving way to other road users, and hogging of multiple lanes.
- 3.8 Some participants suggested that these exhibitions of inconsiderate behaviour may have stemmed from a lack of awareness or clarity of existing rules and guidelines, lack of knowledge on how to treat other road users, or insufficient deterrence and enforcement of penalties against errant road users. Some

³ Rule 35 of the Highway Code.

⁴ Rule 8 of the Road Traffic (Bicycles) Rules.

participants highlighted that there was “no need (for) laws for everything”, and that it was instead more important to rely on graciousness and common sense to ensure safety, which was more effective in the long run. Participants suggested increasing education efforts to raise awareness of rules and to encourage gracious behaviour, including education from a young age and public campaigns. Some suggested clarifying and making certain rules and guidelines more readily accessible, such as specifying a minimum passing distance when motor vehicles pass bicycles on roads, specifying where cyclists were allowed to or prohibited from cycling, and clarifying how to interpret the rule for cyclists to keep “as near as practicable to the far-left edge of the road”. Others felt that education had to be paired with effective enforcement, to provide sufficient deterrence against errant behaviour. For example, some suggested for errant offenders to undergo a programme or test to educate them on proper riding or driving practices. There were also suggestions that on-road cycling rules be incorporated into the driving test curriculum, to improve motorists’ awareness of rules and guidelines.

c. Key concern #3: Trade-offs for mandating bicycle registration and/or licensing

3.9 While there were some calls to license on-road cyclists and register bicycles used on roads, there was little support for these regimes during the FGDs. While some supported licensing and registration (including a mandatory test for on-road cyclists) to ensure greater accountability on cyclists’ part, both motorists and cyclists recognised the trade-offs involved (e.g. high compliance and administrative costs, increased barriers to entry for cycling), and agreed that these resource-intensive regimes would have limited impact on road safety. This had also been the experience overseas. Many highlighted that it would be difficult to implement such regimes and ensure compliance (especially for more vulnerable groups, such as seniors and individuals who rely on bicycles for work and commute), and instead suggested to implement more sustainable solutions such as education and enforcement to ensure greater accountability amongst road users. As one FGD participant commented, “why implement these (regimes) when it had not worked anywhere else in the world?”.

ii. Public Survey

3.10 The Panel also reviewed the survey by REACH in May 2021 with a sample of about 900 Singapore Residents, consisting of cyclists, motorists, and those who identified as neither cyclist nor motorist. The survey aimed to unpack Singaporeans’ understanding of current rules and guidelines for on-road cycling, and attitudes toward the on-road cycling issue. The key findings from the survey are as follows:

- a. Overall, only around half (49%) felt that the current guidelines, rules and penalties were adequate to ensure safety for both cyclists and motorists on roads. Motorists were more likely to feel that the current guidelines, rules and penalties were inadequate.

- b. 49% of cyclists did not feel safe riding on roads, and only 36% of respondents (including cyclists) agreed that most cyclists ride safely and comply with rules and regulations on roads.
- c. Amongst measures that participants felt were most effective were stiffer penalties for on-road cyclists, and speeding up cycling path development. Among the rules to tighten, 67% felt that it would be effective to introduce a 1.5m minimum distance for motorists when passing cyclists, while 59% felt that cycling group size on roads should be limited. There was weaker support for bicycle registration, or licensing of cyclists⁵.
- d. Respondents were generally supportive of changes aimed at both motorists and cyclists, with relatively more to be done to shape behaviour of cyclists. Respondents leaned towards stiffer penalties for errant cyclists, putting in more rules for both motorists and cyclists, and expanding cycling infrastructure over time⁶.

⁵ Surveys commissioned by the programme Talking Point and reported by CNA in July 2021 and commissioned by the Straits Times in May 2021 had similar findings of limited support for licensing and registration.

⁶ The surveys by Talking Point and the Straits Times had similar findings on enhancing rules for motorists and cyclists, and supported infrastructural development.

4. Panel's Recommendations

4.1. The Panel considered the views from communities represented by Panel members and findings from the public consultations, and studied the practices in overseas jurisdictions. After much deliberation, the Panel has made recommendations in the following areas to improve safety for all road users:

- i. Rules and guidelines
- ii. Regulatory regimes
- iii. Public education and enforcement

i. Rules and guidelines

4.2. The Panel recognises that Singapore is a small and densely populated city, with our urban roads designed for the purposes of commuting. It is thus important to maintain orderly traffic flow, and avoid conflicts between different road users.

4.3. A large group of cyclists is like a slow-moving long vehicle. The size of the group affects traffic flow. As group sizes increase, it also increases the difficulty to maintain orderly and predictable conduct amongst group members. This could pose greater risks to the riders themselves and may create more conflict situations with other road users. Therefore, the Panel proposes the following rules and guidelines⁷ to ensure that cyclists and motorists can share road space safely:

a. Continue to allow cyclists to ride a maximum of two abreast on roads with two or more lanes, and to require cyclists to ride in single file on single-lane roads and in bus lanes during bus lane operational hours

4.4. Riding two abreast on roads helps to improve cyclists' safety by increasing their visibility to motorists. This has been highlighted by both cyclists and motorists, and is largely recognised in overseas jurisdictions (e.g. Australia, U.K., U.S., Germany), which generally allow riding abreast as long as traffic is not impeded.

4.5. Therefore, the Panel recommends to continue: (i) allowing cyclists to ride up to two abreast on roads with two or more lanes, on the leftmost lane, and (ii) requiring cyclists to ride in single file on single-lane roads and in bus lanes during bus lane operational hours. Not all road users may be aware of these existing rules. Therefore, the Panel also recommends for the Government to highlight these rules in public communications and education materials to raise public awareness.

b. Introduce a rule for cyclists in groups to limit their group length to a maximum length of five bicycles, which means a maximum of five cyclists in single file, or ten cyclists when riding abreast (where permitted to do so)

⁷ Depending on risk, public acceptability, and availability of other measures to ensure outcomes, the Panel has recommended for certain rules or guidelines, where the former should be enforced if not adhered to, and the latter strongly encouraged for compliance.

- 4.6. This rule aims to strike a balance between allowing cyclists to continue riding in groups for safety and visibility, while avoiding overly large groups of on-road cyclists causing obstruction and inconvenience to other road users, and potential safety concerns when motorists need to weave through them. The maximum length of five bicycles was derived by taking reference from the length of a large vehicle such as a public bus. This takes into consideration suggestions from the FGDs to view cycling groups like a slow-moving large vehicle on roads. This means that if the cyclists are riding in single file, the maximum group size is five cyclists. If they are riding two abreast, the maximum group size is 10 cyclists. The Panel notes that some cycling groups in Singapore already practise riding in similar group sizes.
- 4.7. For cyclist groups that exceed the limits of a maximum of five bicycle-lengths, i.e. five cyclists (if riding in single file) or 10 cyclists (if riding two abreast), they must split up into two or more groups.
- 4.8. To address concerns on how cyclists can adhere to this rule in certain scenarios where they may inadvertently converge, the Panel recommends to allow for some administrative flexibility in enforcement. For example, this rule can be relaxed when cyclists transit between multi-lane and single lane roads (where riding abreast is not allowed), or when stopping at traffic junctions.
- c. Introduce a guideline for distinct groups of cyclists to keep a safe distance of approximately two lamp posts (or around 30m) between groups**
- 4.9. To ensure groups maintain a safe distance between each other and allow sufficient space for overtaking vehicles, the Panel recommends introducing a guideline for cycling groups to maintain a safe distance of approximately two lamp posts (or around 30 metres) between groups.
- d. Introduce a guideline in the Highway Code and the driving test handbooks for motorists to allow a minimum passing distance of 1.5m when passing cyclists on roads**
- 4.10. Currently, there are existing rules under the Road Traffic Act against motorists who drive/ride dangerously or recklessly or without due care or consideration to other road users. The Highway Code also states that motorists should keep a “margin of safety” when passing cyclists, though it does not prescribe a specific distance. The Panel thus recommends to specify a minimum passing distance of 1.5m where practicable for motorists when passing cyclists, as a guideline in the Highway Code and in driving test handbooks. This enhancement is important, given that cyclists are the more vulnerable users on roads.
- 4.11. The Panel notes that many overseas jurisdictions have a minimum passing distance in place. For example, the U.K. has a guideline for motorists to provide a minimum passing distance of 1.5m when travelling on roads with speed limits of 50km/h. Some jurisdictions (e.g. France, Germany, Australia) mandate a minimum passing distance, but the Panel notes that these countries had reported challenges with measuring and proving violation of minimum passing distance.

Nevertheless, existing rules against driving dangerously or recklessly around cyclists are already in place today, and strict and firm action will be taken against such motorists.

4.12. In practice, cyclists should also do their part to keep a safe distance from vehicles.

ii. Regulatory regimes

4.13. The Panel recommends not to introduce regulatory regimes such as the licensing of cyclists or registration of bicycles at this juncture. Given that a wide spectrum of our population cycles, from children to the elderly, such regimes are overly onerous on the cyclists, resource intensive and operationally challenging to implement, and its effectiveness must be carefully weighed before introduction. While some have called for registration and licensing to increase cyclists' accountability on roads, there is little evidence that such measures would be effective in enhancing road safety and deterring errant cycling. The Panel notes that there is limited support for such regimes from its consultations.

4.14. Based on the Panel's study of practices in overseas jurisdictions, most do not impose such measures, including those well-known for their cycling cultures (e.g. the Netherlands). For the few that do require bicycle registration, these are used mostly to deter theft, to facilitate the recovery of stolen bicycles, and for insurance purposes (e.g. Tokyo, Toronto). The Panel also notes that only 1-2 overseas jurisdictions (e.g. Latvia) license a subset of cyclists, such as children/youths riding alone on roads.

4.15. The Panel strongly encourages cyclists to purchase third-party liability insurance and to continue working with insurance providers and cycling groups to promote the take up of third-party liability insurance. This helps to protect cyclists from potential financial liabilities in the event of an accident.

iii. Public Education and Enforcement

4.16. While most cyclists and motorists are law-abiding and there are enforcement operations against errant road users, more can be done to deter errant behaviour on roads. The Panel recommends that the Government should review ways to enhance enforcement action in the form of penalties against errant road users, while stepping up public education on on-road rules and guidelines. Both measures should go hand-in-hand to facilitate safer behaviour on roads.

4.17. The Panel has identified several existing rules and guidelines that could benefit from increased clarity and public awareness. Some of the areas identified include:

- Some road users were unaware that cyclists are not allowed on expressways and road tunnels.
- The existing rule for cyclists to ride "as near as practicable on the far-left edge of the road" was perceived as ambiguous, and could be better clarified. For

instance, it would be useful to share scenarios where cyclists would need to ride further out from the road edge for their own safety e.g. to avoid potholes or drain gratings.

- Motorists were not fully aware of what cyclists were allowed to do on roads (e.g. ride in bus lanes and ride abreast when bus lane hours are not in operation), which contribute to increased tensions.
- Cyclists are required to comply with traffic rules, e.g. they must stop when the traffic light turns red.

4.18. The Panel recommends that the Government steps up public education of on-road rules and guidelines, and to encourage gracious and responsible sharing of road spaces. For instance, the Government can consider working with the Singapore Road Safety Council to introduce an on-road safety handbook that would help promote greater clarity and awareness of on-road rules for both cyclists and motorists. The Panel also suggests that more can be done to educate the young, such as by instilling safe riding habits in students through outreach efforts to more schools (e.g. through the Safe Riding Programme), similar to the practices adopted in other countries such as the Netherlands.



5. Conclusion

- 5.1 The Panel's recommendations in this report are focused on improving road safety, taking into consideration the growing popularity of on-road cycling. The above recommendations, if accepted by the Government, should be introduced as soon as possible, while also catering for a transition period to focus on raising public awareness and enhancing clarity of new rules and guidelines, before enforcement begins.
- 5.2 Safety is a shared responsibility amongst all road users. Cyclists and motorists will inevitably have to share the same road spaces in land-scarce Singapore. As such, the Panel encourages all stakeholders, including cycling and motoring communities and interest groups, to partner the Government in its public education and outreach efforts. All road users should continue to play their part to adhere to the rules and guidelines, to look out for one another, and to share road space graciously, responsibly and safely.




6. Appendix

Composition of Term 4 of the Active Mobility Advisory Panel

S/N	Photo	Panel Member
1.		<p>Associate Professor Muhammad Faishal Ibrahim Minister of State for Home Affairs & National Development</p> <p>Associate Professor (AP) Muhammad Faishal Ibrahim has been the Chairman of the Active Mobility Advisory Panel since July 2015.</p> <p>He is currently Minister of State for the Ministry of Home Affairs and Ministry of National Development. Prior to his current appointments, he has served in various Ministries, namely, education, social and family development, transport and health. He has been a Member of Parliament since 2006.</p>
2.		<p>Mr Baey Yam Keng Senior Parliamentary Secretary for Transport</p> <p>Mr Baey was appointed as the Deputy Chairman of the Active Mobility Advisory Panel in October 2020.</p> <p>He entered the Singapore Parliament in 2006 and was appointed as Parliamentary Secretary for Ministry of Culture, Community and Youth in October 2015. Mr Baey was appointed as Senior Parliamentary Secretary for Ministry of Transport in May 2018, holding a concurrent role in Ministry of Culture, Community and Youth till July 2020.</p> <p>He is also the elected Member of Parliament for Tampines GRC, and the Director of Chinese Development Assistance Council.</p>
3.		<p>Ms Florence Cheong World Federation of Occupational Therapists Delegate, Singapore Association of Occupational Therapists</p> <p>Ms Florence Cheong is the Delegate to the World Federation of Occupational Therapists, representing the Singapore Association of Occupational Therapists. Occupational therapists assist seniors and persons with disabilities to perform day-to-day tasks and roles essential to productive living. She is also Head of the Occupational Therapy Department at Tan Tock Seng Hospital. She has been a member of the Active Mobility Advisory Panel since July 2015.</p>

4.		<p>Mr Justin Foo, BBM Immediate Past Chairman, Clementi Citizens' Consultative Committee</p> <p>Mr Justin Foo has served as a Grassroots Leader in Clementi Citizens' Consultative Committee for 19 years. He has been actively championing for better pedestrian facilities and initiatives, such as improving the conditions of footpaths, and the installation of Green Man+ traffic signals. He is also a Councillor in the West Coast Town Council and a member of New Town Secondary School's Advisory Committee. He has been a member of the Active Mobility Advisory Panel since July 2015.</p>
5.		<p>Dr James Goh Jia Hao, PBM Chairperson, People's Association Youth Movement Central Youth Council</p> <p>Dr James Goh Jia Hao has been Chairperson of the People's Association Youth Movement Central Youth Council since 2015. An active member in the youth scene in Singapore, he was appointed an advisory member of multiple associations in Singapore, focusing on youth empowerment, including Beatbox Association of Singapore, Singapore Parkour Association and Singapore Cyber and Online Gaming Association. Concurrently, he also serves as the Vice-Chairperson of the Clementi Centre Management Committee since 2013 and is a member of the National Youth Council. He has been a member of the Active Mobility Advisory Panel since December 2016.</p>
6.		<p>Mr Han Jok Kwang Friends of Park Connector Network</p> <p>Mr Han Jok Kwang works for Schneider Electric in capacity as Business Development Advisor. Prior to this appointment, he was the Chief Information Officer for Venture Corporation from January 2006 to early 2019.</p> <p>Mr Han is a member of the National Cycling Plan Steering Committee. For his valuable feedback on improving safety in the Park Connector Network, Mr Han was awarded the Star Customer Award by the National Parks Board. He has been a member of the Active Mobility Advisory Panel since July 2015.</p>

7.		<p>Mr Koh Juay Meng, PBM Chairman, RSVP Singapore The Organisation of Senior Volunteers</p> <p>As Chairman of RSVP Singapore, Mr Koh Juay Meng advocates senior volunteerism and harnessing the full potential of seniors. An entrepreneur with over 30 years' experience in IT and supply chain logistics, he is actively involved in the community, serving on various committees, such as the Active Mobility Advisory Panel, Merdeka Generation Communications and Engagement Taskforce, SG Cares Steering Committee and Singapore Business Federation Sub-Committee on Aged Workforce. He was also formerly on MOH's Eldershield/Careshield Review Committee and the NCSS Volunteer Resource Committee.</p> <p>Mr Koh is also Chairman of Punggol North Citizens' Consultative Committee and Treasurer of Thye Hua Kwan Moral Charities. He has been a member of the Active Mobility Advisory Panel since December 2016.</p>
8.		<p>Mr Ganesan s/o Kulandai, PBM Team Leader, Tanjong Pagar-Tiong Bahru Active Mobility Patrol</p> <p>Mr Ganesan is a dedicated grassroots leader in the Tanjong Pagar-Tiong Bahru (TPTB) Constituency. He is actively involved in many grassroots committees, including the Citizen's Consultative Committee, Active Ageing Committee, Indian Activity Executive Committee (IAEC), Inter-Racial and Religious Confidence Circle (IRCC) and the Tanjong Pagar Everton Park Residents' Committee. He is also an Integration and Naturalisation Champion (INC), a Citizens on Patrol volunteer, and regularly organizes recycling activities with the NEA to promote sustainable practices to residents in the area.</p> <p>Mr Ganesan joined the TPTB Active Mobility Patrol (AMP) in June 2017. He regularly engages residents near shopping centres and marketplaces to share good safety practices in using active mobility devices as well as the rules and regulations.</p>

9.		<p>Senior Assistant Commissioner Gerald Lim Commander, Traffic Police</p> <p>Senior Assistant Commissioner (SAC) Gerald Lim has served with the Singapore Police Force since 1990. He has previously held several key appointments, including Commander of Clementi Police Division, Commander of Public Transport Security Command, Deputy Commander of Tanglin Police Division, Assistant Director of the Major Crime Division at the Criminal Investigation Department (CID) and Assistant Director of the Bomb & Explosive Investigation Division.</p> <p>He joined the Active Mobility Advisory Panel in June 2018 when he assumed command of Traffic Police.</p>
10.		<p>Mr Steven Lim President, Safe Cycling Task Force</p> <p>Mr Steven Lim is the President of the Safe Cycling Task Force (SCTF). SCTF works with authorities and the community to promote safe cycling through education, infrastructure and legislation changes. They also conduct school talks regularly and train cycling safety marshals to support community events. He also has been a volunteering as a Road Safety Champion with the Traffic Police since 2010.</p> <p>Mr Lim is currently also the Vice President (Safety/Education) of the Singapore Cycling Federation, a National Sports Association. He is also the Chairman of Friends of PCN, a group of volunteers who promote stewardship and responsible use of parks and Park Connector Network. He has been a member of the Active Mobility Advisory Panel since July 2015.</p>
11.		<p>Mr Ng Lang Chief Executive, Land Transport Authority</p> <p>Mr Ng Lang is the Chief Executive of the Land Transport Authority (LTA) since September 2020 and joined the Active Mobility Advisory Panel when he assumed this position.</p> <p>Mr Ng was the Chief Executive of JTC from Sep 2017 to August 2020, CEO of Urban Redevelopment Board from 2010 to 2017, and CEO of National Parks Board from 2006 to 2010. Mr Ng has also served in various capacities in the Singapore public service, including the Singapore Foreign Service and the public healthcare sector.</p>

12.		<p>Ms Jean See Director, Freelancers and Self-Employed Unit, National Trades Union Congress (NTUC)</p> <p>Ms Jean See is Director of the NTUC Freelancers and Self-Employed Unit (NTUC U FSE). NTUC U FSE is the Labour Movement's initiative to represent the growing pool of freelancers and self-employed persons in Singapore in strengthening income security, skills mastery and collective interests. One of the groups represented under NTUC U FSE's umbrella is the Food Delivery Rider community.</p> <p>She is also Executive Secretary of the newly-formed NTUC-affiliated National Instructors and Coaches Association (NICA) that represents and advances the collective interests of coaches and instructors in sports, outdoor learning & adventure, fitness and the arts. Ms See contributes as a Tripartite Mediation Adviser and is passionate about encouraging active learning and supporting workers to succeed in their career journeys.</p>
13.		<p>Mr Bernard Tay, JP, BBM, PBM Chairman, Singapore Road Safety Council; President, Automobile Association of Singapore</p> <p>Mr Bernard Tay is the Founder and current Chairman of the Singapore Road Safety Council and President of the Automobile Association of Singapore. He also serves in the Federation Internationale De l'Automobile (FIA) on the Audit Committee, is a council member of FIA's World Council for Automobile Mobility and Tourism, and is the elected Vice-President for Region II (Asia Pacific).</p> <p>He is a Director of RHT Rajan Menon Foundation and RHT Capital Pte Ltd, besides being the Chairman of Crowe Horwath First Trust LLP, a Chartered Accountants, Singapore & Public Accountants firm. Mr Tay has been a member of the Active Mobility Advisory Panel since July 2015.</p>
14.		<p>Ms Joyce Wong Director, Resource & Impact, SPD</p> <p>Ms Joyce Wong is the Director for Resource and Impact at SPD, a non-profit organisation that has served people with disabilities since 1964. SPD provides services to people with disabilities, promotes inclusion and uses technology to help them improve their quality of life and reach their potential.</p>

15.



Associate Professor Yap Fook Fah
Associate Professor, Nanyang Technological University

Dr Yap Fook Fah is an Associate Professor at the School of Mechanical and Aerospace Engineering in Nanyang Technological University (NTU), Singapore. He is also the Co-Director of the Transport Research Centre at NTU. He teaches courses in dynamics, vibration, and noise control and his research interests include safety of personal mobility devices, dynamics and vibration control of vehicles, railways, and trains. Dr Yap's views on the safety performance of transport vehicles have often been sought after by the industry, the press, and the legal profession.