

Changi-Simei, Bedok And Marina Bay To Have Cycling Infrastructure By 2014

1. In line with the National Cycling Plan, the Land Transport Authority (LTA) has been facilitating the development of dedicated off-road intra-town cycling paths in towns all over Singapore where there is strong community support for cycling.
2. In February 2009, a plan to roll out a \$43-million intra-town cycling programme in 5 HDB towns - Yishun, Tampines, Taman Jurong, Pasir Ris, Sembawang - was announced. Construction of dedicated cycling paths in Tampines and Yishun has started early this year. The first 1.2km stretch in Tampines will open for use on 18 July 2010. Works for the cycling paths in all five towns are expected to be completed by 2012.
3. On top of these 5 towns, LTA will now embark on developing dedicated cycling paths in Changi-Simei and Bedok towns. These cycling paths complement the existing cycling infrastructure within these HDB towns and facilitate intra-town cycling to transport nodes and key local amenities. They will progressively be implemented by 2014.
4. "Cycling is a more environmentally-friendly, cost-effective and healthier mode of transport. With the dedicated off-road cycling paths in place in HDB towns, residents can cycle from their homes to transport nodes and key local amenities, while workers can cycle from transport nodes to their workplaces in the vicinity. LTA will continue to work with the community to identify suitable towns which can benefit from having such cycling infrastructure," said Mr Teo Ser Luck, Senior Parliamentary Secretary for Transport and Community Development, Youth and Sports.

Cycling Infrastructure in Marina Bay

5. LTA has been working closely with the Urban Redevelopment Authority and National Parks Board to implement a network of cycling paths in Marina Bay. The proposed cycling paths in Marina Bay is one of the initiatives proposed under the Sustainable Development Blueprint announced in 2009, to plan for an overall sustainable transport system in Marina Bay.
6. The cycling network in Marina Bay will be developed in phases, in tandem with the development of the area. By 2014, cyclists can look forward to 16 km of cycling paths within Marina Bay. The remaining cycling network in Marina Bay will be put in place as the area is developed further.
7. Please refer to [Annex A](#) for the implementation timelines of the cycling paths in the five HDB towns selected earlier and in Marina Bay.

Cycling Facilitation Committee Recommendations

8. A Cycling Facilitation Committee (CFC) led by Mr Teo Ser Luck was formed in June 2009 to establish a common, community-led approach to key "soft" issues arising from the implementation of cycling infrastructure in HDB towns.
9. The CFC recognises the importance of safe cycling and gracious cycling behaviour and has made several recommendations, which can be achieved through public education and enforcement efforts.
10. For more details on the recommendations made by CFC, please refer to [Annex B](#).

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ANNEX A: Implementation Timelines for Cycling Paths

Implementation Timeline for 5 HDB Towns

TOWNS	2010	2011	2012	Total
YISHUN				7.5 km
TAMPINES (Existing 2.3 km by TC)				6.9 km
TAMAN JURONG				10 km
PASIR RIS (Existing 4.0 km by TC)				5 km
SEMBAWANG (Existing 7.1 km by TC)				1 km
TOTAL	5.0 km	11.0 km	14.4 km	30.4 km
	2010	2011	2012-2014	Total
MARINA BAY				16 km
TOTAL	4.5 km		11.5 km	16 km

ANNEX B: About the Cycling Facilitation Committee

The Cycling Facilitation Committee (CFC) was set up in June 2009 to establish a common, community-led approach to key issues arising from LTA's implementation of dedicated cycling tracks in the 5 selected HDB towns - Yishun, Tampines, Taman Jurong, Pasir Ris, Sembawang. These are in the areas of infrastructure, public education and enforcement. The CFC also allows for communities to be involved and learn about the experiences in other cycling towns as well as promote safe cycling.

The CFC is chaired by Mr Teo Ser Luck, Senior Parliamentary Secretary for Transport as well as Community Development, Youth and Sports. Members of the CFC include:

- Key Grassroots Leaders from 5 Towns
- Agencies (LTA, HDB, MHA, NParks, Town Council)
- Safe Cycling Task Force (SCTF), Singapore Amateur Cycling Association (SACA)

Recommendations by CFC:

The CFC has put together a list of recommendations with regards to infrastructure, enforcement and public education. This is as follows:

Infrastructure

- LTA will facilitate the development of cycling paths to major transport nodes, where demand is high.
- LTA will study the need for improvements in bicycle parking facilities at specific transport hubs.
- LTA will assist in the implementation of shared footways if these are being explored by the HDB towns.

Public Education

- Public education is the primary driver to shape and promote safe cycling. The CFC has introduced a framework for promoting safe cycling through various channels and requires the collective efforts of the community and agencies.
- The focus of its public education efforts is to create awareness of and promote safe cycling.
- Community engagement efforts include Safe Cycling Clinics, Volunteer Cycle Warden Schemes and other town-related events.

Enforcement

- Public Education will be used as a main tool to tackle “soft” issues such as riders’ behaviour and co-existence of both pedestrians and cyclists.
- Public education can be supplemented by joint blitz with agencies.
- Leverage on existing channels, including the Community Safety and Security Programmes (CSSP) to target specific corridors.
- Existing regulations include removal of removable obstructions from cycling tracks.
