REIMAGINING NON-MOTORISED TRANSPORT POLICIES AND STRATEGIES IN SECONDARY URBAN AFRICAN TOWNS

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BARELY SURVIVING CAR-CENTRIC DEVELOPMENT!!
WHY NON-MOTORISED TRANSPORT POLICIES IN SECONDARY TOWNS?
HOW DO I GO ABOUT INVESTIGATING THIS?

Assess conditions?

analyse existing policies

Identify gaps

Propose strategies
LEVEL OF EXISTING NON-MOTORISED TRANSPORT INFRASTRUCTURE

Poor Non-Motorised Transport infrastructure conditions
Well, I might as well access the road here
Ineffective Traffic Calming Measures (Clashing Road Functions)
Informal Traders
SHOULD WE ADOPT NATIONAL NON-MOTORISED TRANSPORT POLICIES/STRATEGIES FOR SECONDARY TOWNS?

▪ Focussed on centres with vibrant Public Transport modes (access to Public Transport)
▪ Focussed on decreasing car usage by improving Public Transport services
▪ Peri-Urban and Rural Non-Motorised Transport Users not captured
▪ Contextual land use challenges not captured (etc. Informal traders on sidewalks)
TRANSFORM AND TAILOR?

Opportunity?

Transform and tailor to Secondary Towns
WHAT SHALL WE DO?

- Awareness
- Data Drive
- Review Strategies (Contextualise)
- Step-wise interventions
- Implement!!
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THANK YOU!! LETS HAVE A CHAT DURING THE NETWORK SESSIONS!!