

# A Car-Lite Future: REDUCING CAR USAGE in SINGAPORE

## CHEAT SHEET

### Introduction

Building a car-lite future involves providing alternative travel options such as carpooling and building cycling infrastructure, so as to encourage users to rely less on car for travelling. In Singapore, steps are being taken to implement an integrated approach towards transport and land-use. In doing so, the relevant authorities hope to create liveability and sustainable mobility within urban areas. Other cities, such as Seoul, New York and London, are already planning and designing urban spaces to focus on the needs of the ordinary people and ensure sustainability, liveability, and equitability of the citizens in these cities.<sup>1</sup>



### Did You Know?



**Michigan, United States: Car-free since 1898!**<sup>2</sup>

Photo courtesy of: Mary McGuire via Creative Commons

Mackinac Island is located in Michigan, United States. Cars have been banned on this island since 1898. Instead, horse-drawn carriages and bicycles are used to get around.



**Taiwan: Bicycle Sharing Programme**<sup>3</sup>

Photo courtesy of: Jeffreyjiang via Wikimedia Commons

The first bicycle sharing programme was established in the city of Taipei. The authorities teamed up with Taiwan's world-renowned bicycle manufacturer, Giant, in 2009 and established the first bicycle sharing programme with 11 stations in the downtown district.



**Copenhagen: Bicycle City**<sup>4</sup>

Photo courtesy of: Jakob Munk via Wikimedia Commons

Copenhagen is regarded as the leading city of bicycle urbanism for its bike-friendly culture and infrastructure. Percentage of Copenhageners cycling to work or school:



The *Cykelslangen*, or Cycle Snake, is a 200m elevated orange bike-only roadway above a harbour front, costing 32 million Danish Krone\* to build.

\* ≈5.74 million US Dollar



### Singapore's solution: A car-free, car-less city



In Singapore, with 75% of air pollution caused by motorised traffic,<sup>5</sup> there is a need to reduce car dependency and implement the plans to develop:

★ a cheap, sustainable, and environmentally-friendly public transport network

★ 'car-free and car-less' precincts with integrated commercial and community spaces

★ more sheltered and shaded walkways and cycling paths

These are some of the plans contributing to a more **pedestrianised** urban landscape, and also a more liveable and people-friendly city.

"We will aim for a 'Car-Lite Singapore' by promoting and developing other modes of transport, making them convenient...We will provide more options for Singaporeans that are better than cars."

- Lee Hsien Loong at the launch of Clean & Green Week 2015<sup>6</sup>

## First Car-Free Town Centre<sup>7</sup>



### Tengah Town Centre

- Will be ready in 2018
- A 700-hectare car-free town centre, named Market Place, set in a parkland
- Traffic will run beneath the car-free town
- All roads will feature dedicated walking and cycling paths on both sides

## Car-Free Sunday SG<sup>8</sup>

Singapore piloted a series of car-free events held every last Sunday of the month (28 Feb till Jul 2016).

The areas around the Civic District and CBD were closed to facilitate activities such as walking, jogging, and cycling.<sup>11</sup>

## Education

### Walk2Ride Programme<sup>9</sup>

Land Transport Authority will be building new sheltered walkways of more than 200km by 2018 - Linking commuters from MRT stations to residences as well as amenities, within a 400m radius.

# Envisioning a Car-Lite Future in Singapore

To encourage pedestrians and drivers to take to two wheels and carpooling, plans are underway for the implementation of car and bike-sharing facilities.<sup>10</sup>

### Bike-Sharing

- Rent a bicycle scheme, based on trips
- Bicycles to complement public transport system
- A seamless journey with 'first-mile-last-mile' connectivity

### Car-Sharing

- Encourage carpooling amongst motorists
- Provide "park and ride" facilities

## Sharing Schemes



4 drivers in 4 cars



4 drivers in 1 car

Road infrastructure that is conducive to cycling including:

- 700km of cycling paths by 2030 (from current 230km)
- Park Connector Network (PCN) with a total of 360km in 2016
- Implementing the National Cycling Plan (NCP)

The upcoming **North-South Corridor** will be the first highway in Singapore to have segregated car, bus, and cycle lanes along its 21.5km route linking Woodlands to the city.<sup>11</sup>

## Cycling Infrastructure

These are some of the challenges that Singapore faces in its efforts to implement the car-lite plan:

1

Designing urban spaces to accommodate work, home, and leisure in the same vicinity

2

Building infrastructure, such as turning motorways into corridors that have room for bus and bicycle lanes

3

Changing mindsets towards private transport modes, in particular:  
a. Perceived status associated with car ownership  
b. Receptiveness to alternative options like carpooling and cycling



# Information Literacy: Digital Newspapers and Where to Locate Them

News updates, whether online or print, are a rich resource for current affairs topics such as reducing car usage in cities. With digitisation, the information contained in newspapers can be found on online news websites as well as NLB's databases.

## 1 Online/Digital News Sites



Channel NewsAsia offers current updates on Singapore's plans for an electric car-sharing programme.

How to cite:

Lim, K. (2016, April 10). 'Full speed ahead for car-sharing in Singapore'. *Channel NewsAsia*. Retrieved from <http://www.channelnewsasia.com/news/singapore/full-speed-ahead-for-car/2683590.html>.

AsiaOne is a digital news portal providing mobile access to SPH publications, like this news article from *The Straits Times*.

How to cite:

Lim, A. (2016, May 6). 'SBS buses go high-tech to look out for road users'. *The Straits Times*. Retrieved from <http://news.asiaone.com/news/transport/sbs-buses-go-high-tech-look-out-road-users>.

## 2 NLB eResources



This article from the *Los Angeles Times* gives more details of the new \$11 million bike-sharing programme near downtown Los Angeles.

How to cite:

Nelson, L. (2016, June 9). 'Bike-sharing system ready to roll in downtown L.A.'. *Los Angeles Times*. P. B2. Retrieved from <https://global-factiva-com.proxy.lib.sg/redir/default.aspx?P=sa&NS=A6&AID=9NAT009100&an=LATM000020160609ec690000u&cat=a&ep=ASL>.

To find out more about smart bicycle technology, you can refer to this article from *China Daily* accessible from the NLB-subscribed LibraryPress Display database.

How to cite:

Pei, P. and Zhang, M. (2016, June 15). "'Little tech giants' fill the gap in Tianjin.' *China Daily*. P. 1. Retrieved from <http://library.pressdisplay.com.proxy.lib.sg/pressdisplay/viewer.spx?article=8C38B7ACBD744027BC99874D32D6A75B#>.

NLB digital database and archive of newspapers published from 1831 to 2009.

For more navigational tips, refer to our Newspapers Cheat Sheet.



\*Disclaimer: This publication is meant for educational purposes only and the information presented is accurate at the time of production.

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11. Land Transport Authority (2016). North-South Corridor. Retrieved on 2016, September 20 from Land Transport Authority website <https://www.lta.gov.sg/content/ltaweb/en/roads-and-motoring/projects/north-south-corridor.html>