

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

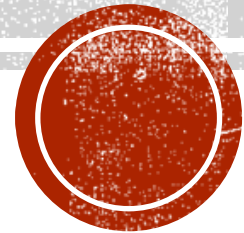
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Lee Schipper Memorial Scholarship Presentation

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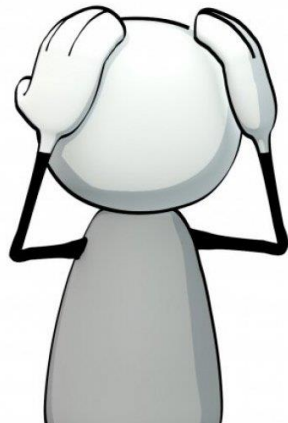


BARELY SURVIVING CAR-CENTRIC DEVELOPMENT!!

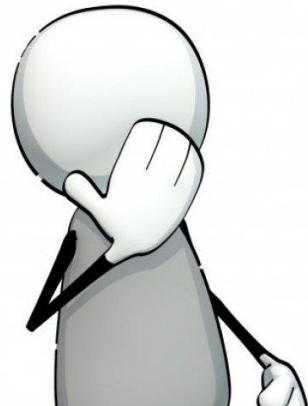
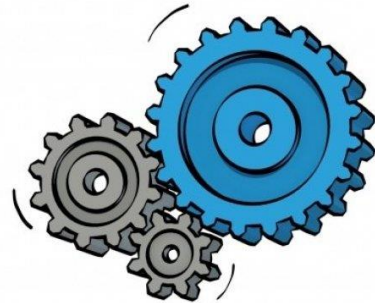


WHY NON-MOTORISED TRANSPORT POLICIES IN SECONDARY TOWNS?

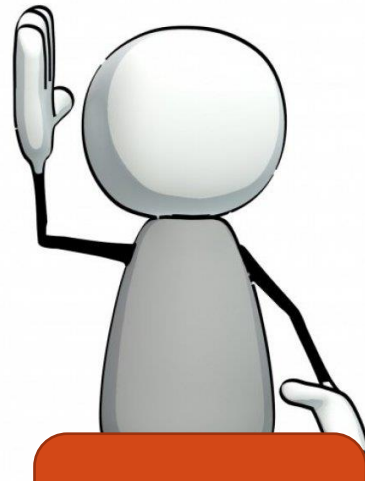
HOW DO I GO ABOUT INVESTIGATING THIS?



Assess
conditions?



analyse existing
policies

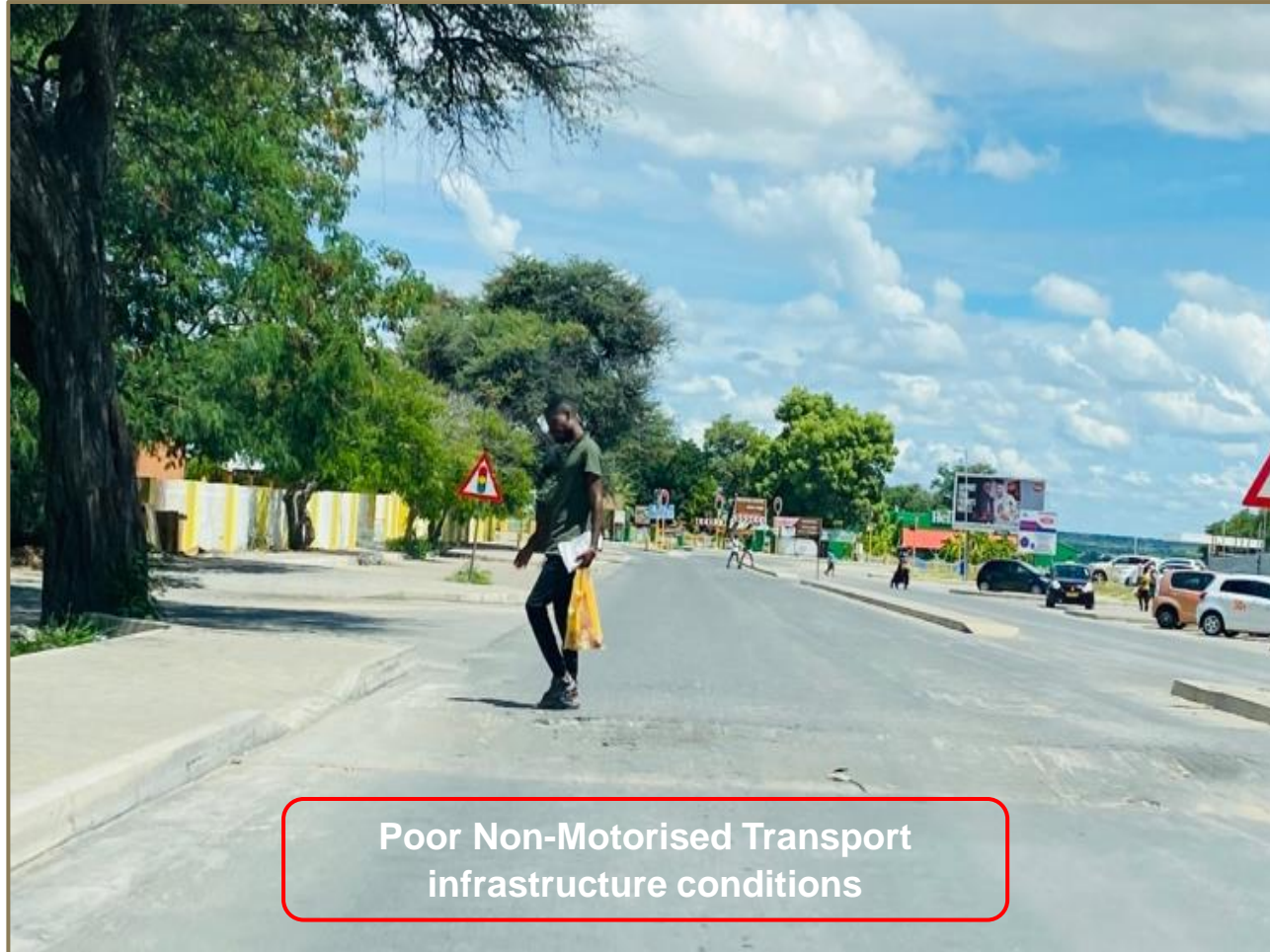


Identify gaps



Propose
strategies

LEVEL OF EXISTING NON-MOTORISED TRANSPORT INFRASTRUCTURE



Well, I might as well access the road here



Poor Access







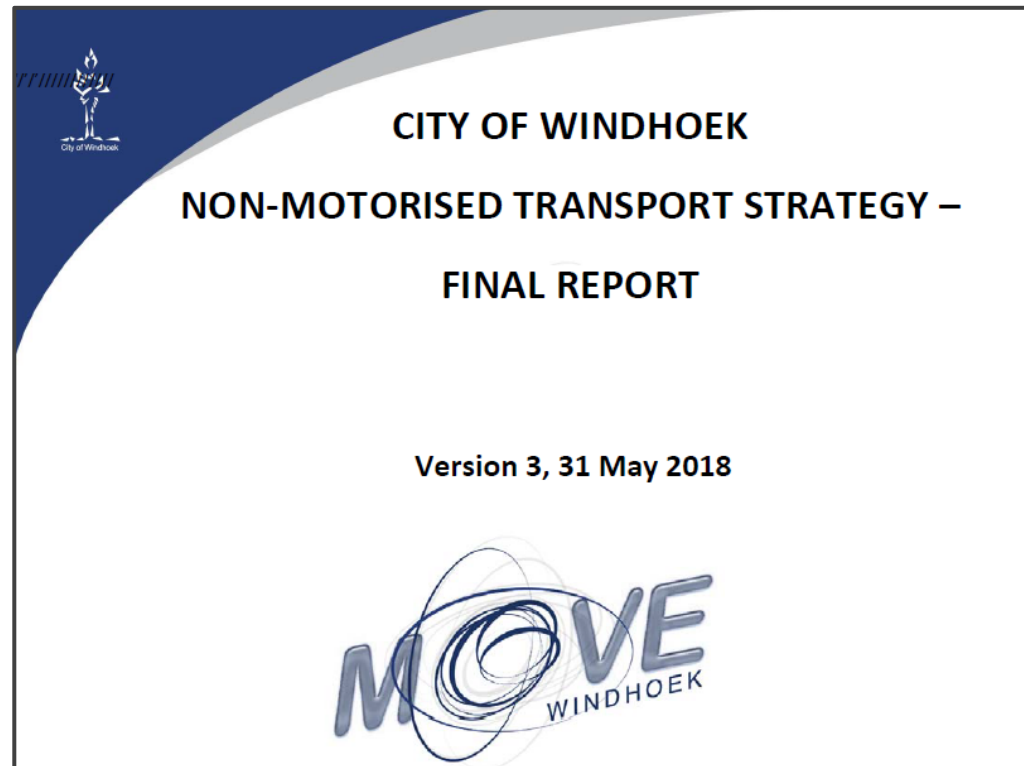
Informal Traders

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)*



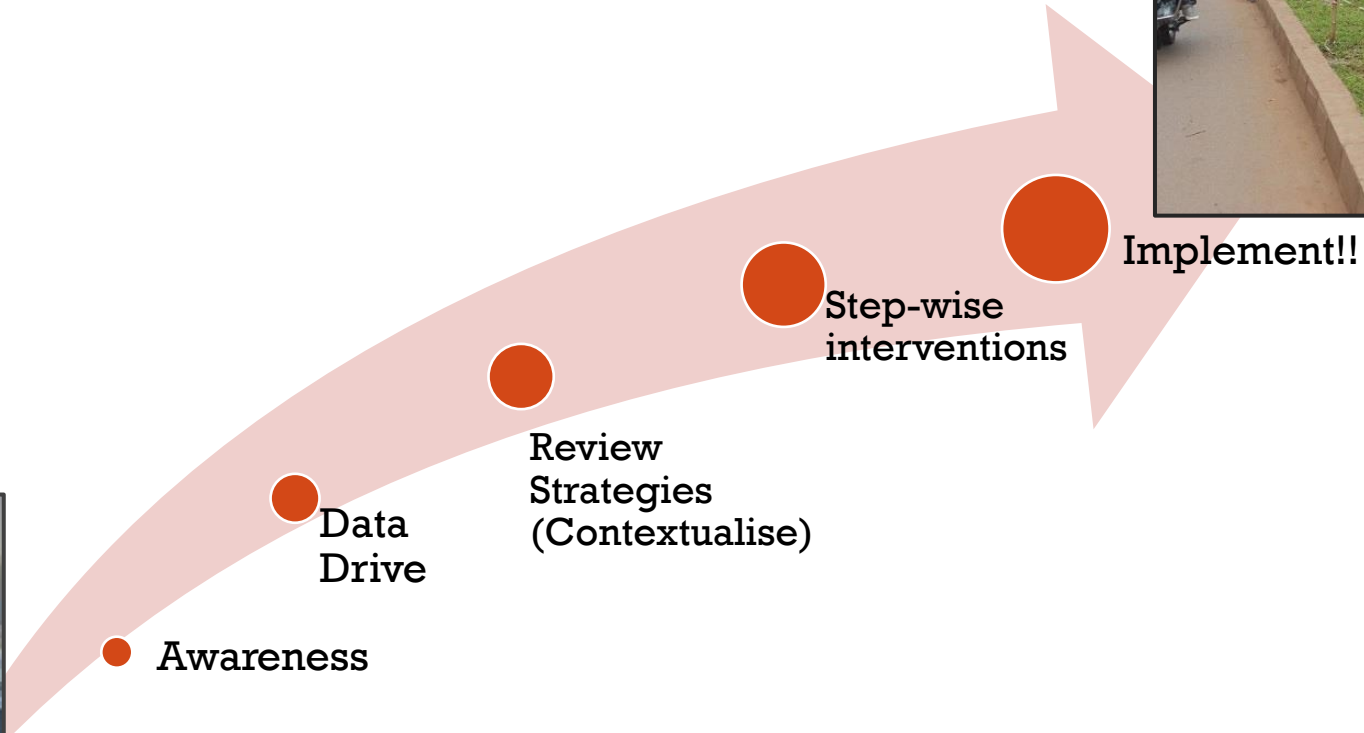
TRANSFORM AND TAILOR?



Transform and
tailor to
Secondary
Towns

Opportunity?

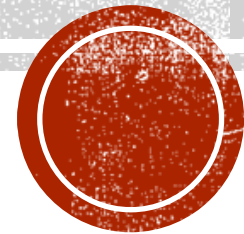
WHAT SHALL WE DO?



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THANK YOU!! LETS HAVE A CHAT DURING THE NETWORK SESSIONS!!