
**Proposed Strategies
For Supportive Systems and Structures for Walking and Cycling in Daily Living**

Target

The State needs to show concrete proof that it has urged and encouraged the public to choose walking and cycling as their principal modes of short-distance travel (1-5 kilometers) in daily living for the sake of their health benefits and reduced household expenditure. The State also benefits through reduced expenditures on public health, public utilities and amenities, environmental care, fuel import and energy use, leading to healthy cities and sustainable development. There will be walkways and cycle lanes accessible and beneficial to all with their universal design.

Strategies

Supportive systems and structures for walking and cycling in daily living consist of 4 strategies as follows:

1. Strategy on administration and management that support and promote walking and cycling in daily living
2. Strategy on creation and development of supportive systems and structures for walking and cycling
3. Strategy on promoting walking and cycling through legal measures, rules and regulations, and financial means
4. Strategy on generating a body of knowledge, disseminating information, creating awareness and skills, including developing database and information systems and knowledge management on walking and cycling.

1. Strategy on administration and management that support and promote walking and cycling in daily living

1.1 The government to set walking and cycling as public policy and national agenda.

1.2 The Prime Minister's Office to act as coordinating agency in the promotion of walking and cycling, to set and develop a master plan for supportive systems and structures for walking and cycling in daily living.

1.3 The Prime Minister Office to set up an agency for promoting walking and cycling, the funding of which will be drawn from the Energy Conservation Fund.

1.4 The Ministry of Transport to set up a specific agency to take care of walking and cycling, and the Office of Transport and Traffic Policy and Planning to gather information on walking and cycling.

2. Strategy on creation and development of supportive systems and structures to promote walking and cycling that are accessible and beneficial to all

The Prime Minister's Office, Ministry of Interior, Ministry of Transport, Ministry of Education, and Ministry of Tourism and Sports, together with the civil society and agencies concerned, to create and develop systems and structures to urge, promote and motivate walking and cycling, as well as to change travel behavior from using personal motor vehicles to walking and cycling with a view to increasing the number of cycle users in daily living through the following measures:

2.1 The cabinet to consider passing resolutions requiring government offices in every province to provide parking space reserved for people with disabilities and cycles near office buildings in a way that it is more convenient to them than to those using motor vehicles and safe

from theft. These parking spaces are intended for government workers and the public who uses bicycles to seek government service.

2.2 The Prime Minister's Office to come up with a policy requiring universal design in the design and maintenance of walkways in and outside the urban areas in such a way that everyone, including people with disabilities, the elderly, children, pregnant women, and sick people, can get access to and make use of them equitably, conveniently and safely.

2.3 The Ministry of Interior to instruct:

2.3.1 Governors of every province to lead at provincial level the supervision, follow-up, and reporting of the efforts to promote walking and cycling in daily living

2.3.2 Local administrative organizations, including Bangkok Metropolitan Administration and Pattaya City, to do the following:

(1) Plan and prepare walkways and cycle lanes in public areas, making sure that there is a safe traffic system, providing adequate parking space for bicycles, and involving the community and cycle users' organizations in the development and use of bicycle lanes in every phase, including the improvement and maintenance of existing and future signs, signals, walkways and cycle lanes ready for use at all time;

(2) Encourage the creation of as many organizations and networks of pedestrians and cycle users as possible and see to it that Bangkok, Pattaya City and every municipal town considers making available public bicycles for service at various points in the town and city to facilitate the daily travel of cycle users;

(3) Promote the universal design in the construction and repair of walkways in and outside the urban areas for equal access and use for all;

2.3.3 Department of Public Works and Town & Country Planning to plan, design, or improve town plans and infrastructure as well as every newly created route in such a way they are friendly to pedestrians and cycle users or to improve the existing routes to draw more people to choose walking and cycling as their preferred modes of travel in daily living, by providing advice and cooperating with local administrative organizations in the design of walkways and cycle lanes alongside town planning for traffic and transport and involving the participation of the community, pedestrians, cycle users and other vehicle users.

2.3.4 Amending Building Control Act or other subsidiary laws so that owners of big buildings and public buildings, including public transport stations, are required to build and prepare walkways for equal access and use for all with universal design.

2.4 Ministry of Transport to require

2.4.1 The use of universal design in any design of construction and repair of walkways for walking and cycling purposes in and outside the urban areas;

2.4.1 The Department of Highways, Department of Rural Roads, and Office of Transport and Traffic Policy and Planning to study traffic systems that make it possible for other vehicle users to be considerate to pedestrians and cycle users, set traffic sign standards that facilitate and provide safety for pedestrians and cycle users for all types of highways in a comprehensive manner with a universal standard in addition to the existing traffic signs;

2.4.3 The State Railway of Thailand and Transport Company Limited to ensure that every train and passenger bus traveling farther than 50 kilometers can transport bicycles and fix a transportation service fee appropriate to the type of bicycle and distance, including providing convenient and safe parking areas at every railway station and bus terminal.

2.5 The Ministry of Education to provide courses and activities at every education level on "Universal Design" in the construction of buildings, especially the construction of walkways for equal access and use for all, including facilitating disabled students to practice walking/using wheelchairs for physical exercises in their physical education classes and participating in the activities designed to promote walking and cycling for general students.

2.6 The Ministry of Industry to promote business operators and industries which manufacture tools and equipments to aid people with disabilities to walk and use cycles for moving about or travel, e.g. walking sticks, walking aids, posture supports, prostheses, and wheelchairs.

2.7 The Ministry of Tourism and Transports and Tourism Authority of Thailand to promote cycling for tourism, commend and support accommodations and business operations that provide bicycles and/or bicycle parking areas for travelers, and cooperate with tourism places of historical, cultural, and natural and other interests in setting suitable regulations for cycle users entering the sites, including making available cycle lanes, cycle parking areas and other amenities.

3. Strategy on promoting walking and cycling through legal measures, rules and regulations, and financial means

The Ministry of Transport to set up a committee to develop laws and measures relating to walking and cycling, in coordination with the Prime Minister's Office, Ministry of Finance, Ministry of Interior, Ministry of Energy, Ministry of Natural Resources and Environment, Ministry of Tourism and Sports, and other agencies concerned, to ensure convenience and safety for cycle users in daily living, motivate pedestrians and cycle users, discourage the use of motor vehicles, and encourage discipline in motorists to take into account the safety of pedestrians and cycle users.

3.1 The cabinet to consider passing resolutions instructing government agencies and state enterprises to come up with incentive measures for pedestrians and cycle users to go to work or travel to connect with the public transport system on a voluntary basis.

3.2 The Prime Minister's Office and Ministry of Transport to amend the Land Traffic Act B.E. 2522 (1979) and Highway Acts B.E. 2535 (1992) and B.E. 2549 (2006) to further promote walking and cycling and involve the people sector in law enforcement and recommendation on the amendment.

3.3 The Ministry of Interior to amend the Building Control Act or its subsidiary laws requiring the owners of large buildings and public places, including public bus terminals, to provide convenient and safe bicycling parking space and ramps for people with disabilities.

3.4 The Ministry of Energy to have a budget supporting research studies and activities concerning walking and cycling with a view to conserving energy for the community and cycle users' organizations in various towns, and to support publicity and campaigns for walking and cycling instead of using motor vehicles for short-distance travel on a continuing basis.

3.5 The Ministry of Natural Resources and Environment to have a budget supporting the community and cycle users' organizations in various towns to undertaking walking and cycling activities to take care of the environment, and to support walking and cycling campaigns to improve air quality in the urban areas and render them more healthy.

3.6 The Ministry of Tourism and Sports to have a budget to support recreational cycling activities for people sector organizations to promote travel by cycling to tourism places of natural and cultural interests in addition to its regular sport competition activities.

3.7 Requesting Thai Health Promotion Foundation to support participation of all sectors in putting in place systems and structures to promote walking and cycling on walkways and cycle lanes in the daily activities of the general public and people with disabilities.

4. Strategy on generating a body of knowledge, disseminating information, creating awareness and skills, including developing database and information systems and knowledge management on walking and cycling

The Ministry of Education, Ministry of Transport, Ministry of Interior, and Ministry of Public Health, together with the civil sector and agencies concerned, to do the following:

4.1 The Ministry of Education, by way of the Office of Basic Education Commission, Office of Vocational Education Commission, and Office of Higher Education Commission, to undertake to provide courses and educational activities on walking and cycling and to develop skills of correct and safe cycling to students of all levels in a way suitable to their age, involving the participation of students, their parents and community, to commend outstanding schools and education institutes that encourage teachers and students to walk and cycle in daily activities including travel between homes and schools/education institutes and within schools, educate and provide training on safe and lawful cycling, and have a large number of teachers and students adopting the practice of walking and cycling.

4.2 The Ministry of Transport to do the following:

4.2.1 Set up an information center on non-motorized transport to act as a resource center for walking and cycling, facilitate an exchange of information between agencies concerned, and continuously update information and disclose it to the public and interested agencies on a yearly basis, including coordinating with education and research institutes to promote studies, research and academic work in various fields that help set standards for walking and cycling, and encourage the people to walk and cycle as their main modes for short distance travel;

4.2.2 Provide training and educational programs for all types of motorists to instill in them positive attitudes toward and consideration for pedestrians and cycle users, traffic manners and discipline for safety of pedestrians and cycle users, including seriously observing all traffic signs, as well as other educational programs on walking and cycling, and see to it that all this is part of all types of driver license tests;

4.2.3 Prepare traffic problem surveillance plans and follow up on actions designed to promote walking and cycling, in conjunction with network partners from the civil society in every province, and demonstrate the progress of the work and evaluation to the public on a continuing basis;

4.2.5 Work with the mass media and civil society to educate the public and consumers on the benefits of walking and cycling to self and the country as a whole, together with adverse effects of unnecessary use of motor vehicles, making use of various media, especially public media as well as publicity through such individuals as village headmen and tambon chiefs and through wireless public address systems and community radio on a regular basis covering every area;

4.3 The Ministry of Interior to require local administrative organizations to disseminate information and campaign for the public to walk and cycle on a regular basis for short-distance travel, including organizing public forums to exchange views and collect information and facts from all sectors and stakeholders.

4.4 The Ministry of Public Health to disseminate information and campaign for the public to walk and cycle on a regular basis for short-distance travel as an alternative to do physical activities and campaign for its personnel to promote rehabilitation services for disabled persons at hospitals and at home so that they can walk and cycle in daily living.

4.5 The Thai Health Promotion Foundation to support the dissemination of information and campaign for the public to walk and cycle in daily living through health promotion networks and other sub-projects on a regular basis.