

PRE-EVENT OF 4th REGIONAL EST FORUM - TRAINING COURSE ON NON-MOTORISED TRANSPORT IN URBAN AREAS, 23 Feb 2009, Seoul, Republic of Korea

BACKGROUND

"**Training Course on Non-Motorised Transport in Urban Areas**," will be jointly organized by UNCRD, GTZ, KOTI and MLTM-Korea on **23 February 2009 (Monday)**, as a pre-event of the Fourth Regional EST Forum in Seoul, Korea. The training course is exclusively organized and reserved for the selected nominated officials (for the 4th EST Forum) from the countries that are engaged or will be engaged in the National EST Strategy development with the support of UNCRD as well as local Korean officials. The training course is expected to provide an excellent opportunity for policy makers to learn various technical and policy aspects of non-motorized transport (NMT) as an integral part of EST and urban planning and development.

PURPOSE/RATIONALE

Along with other EST elements and measure, the **Aichi Statement** has emphasized the importance of non-motorised transport (NMT) and recommended the following – (a) acknowledge the dependence of all-income groups on non-motorised transport and its importance as an environmentally sustainable mode of transport; (b) maintain or enhance the existing role of non-motorised transport, especially in dense urban areas, especially for short trips; (c) encourage the provision of higher-quality infrastructure and the development of city-level master plans for footpaths and cycle ways; and (d) increasing safety for non-motorised transport. At the same time, IPCC (Intergovernmental Panel on Climate Change) in its 4th Assessment Report (2007) has recognized the role of NMT from co-benefit aspects - green house gas reduction vis-a-vis health benefits. Also in developing countries more than 50% of the trips of the poor people are made on foot. While many cities in Europe and other parts of the world have made remarkable achievements through provision of safe and well protected NMT facilities, Asian cities still consider NMT as a peripheral issue in the over all transport planning and development. Also due to unprotected and poor quality foot paths in Asian cities, most of the time the victims from traffic accidents are povers, pedestrians, and bicycle users. While bicycles have historically played a vital role in Asian transport, many cities have actively discouraged bicycle use. The common trend of policies favouring motorization has made the situation more problematic. The main objective of this training course is to build the capacity of policy makers and planners to effectively address the need for making provision of secured and protected pedestrian and bicycle lanes in major city centres by considering NMT as a formal and integral part of the transport system.

PARTICIPANTS: More than 30 Government Officials from Bangladesh, Cambodia, Philippines, Indonesia, Laos, Viet Nam, India, China, Singapore, Brunei, Japan, and Korea

PROGRAMME

PRE-EVENT TRAINING COURSE: NON-MOTORISED TRANSPORT IN URBAN AREAS

One day training for decision makers, planners, engineers and other experts on urban planning and development

Date: 23 January, 2009 (Mon)
Time: 10:00-18:00 (17:00)

Venue: the Korea Tourism Organization Headquarters
Add: Cheonggyecheon-ro 40, Jung-gu, Seoul, Korea

Trainer: Mr. Jeroen Buis, I-CE Interface for Cycling Expertise,
Co-trainer: Mr. Manfred Breithaupt, GTZ
Facilitator: C.R.C Mohanty, UNCRD

10:00-10:30 Opening

- President of KOTI
- Kazunobu Onogawa, Director of UNCRD
- MLTM Representative
- Manfred Breithaupt, GTZ Representative

1. The importance of NMT for modern cities

10:30 -11:30 Urban transport planning: The need for a shift of paradigm – **Jeroen Buis**

11:30 - 11.45 [Coffee Break](#)

11:45 -12:30 Cycling in Europe and best practices from developing countries – **Jeroen Buis**

12:30 -13:00 Cycling Promotion Strategies Based on Korean Cycling Behavior Survey
- **Hee Cheol SHIN**, Research Fellow, Chief of Bicycle Transport Task Force for Green New Deal, Korea Transport Institute

13:00-14:00 [Lunch Break](#)

2. Public bicycle systems

14:00-14:30 The success story of public bicycle schemes – forerunners for new urban mobility - **Jeroen Buis**

14:30-15:00 Opportunities and challenges for the introduction of public bike concepts as a new option for urban mobility – **Jeroen Buis**

3. Video break

15:00-15:30 Cycle Friendly Cities: Video with case studies + questions

4. Cycle friendly infrastructure

15:30 – 16:00 The five main requirements for cycle-friendly infrastructure development (coherence, directness, safety, comfort, attractiveness) – **Jeroen Buis**

5. Cycling-inclusive planning

16:00 – 16:45 Cycle network planning & The concept of habitat areas – **Jeroen Buis**

16:45 - 17:00 [Coffee Break](#)

6. Cycling-inclusive infrastructure design

17:00 – 17:30 Cycling-inclusive road design with the triangle “function-shape-use” – **Jeroen Buis**

17:30 – 18:00 Road sections: Mini design workshop – **Jeroen Buis**

[In co-operation with/Support from:](#)

Korean Transport Institute (KOTI)
GTZ Gesellschaft für Technische Zusammenarbeit
(German Technical Cooperation)
I-CE Interface for Cycling Expertise