**Proposed Talking Points for SPS for Interview**

***City Spotlight,* 城事真相**

1. 近年来，涉及脚车骑士和自动代步工具的交通意外时有听闻，网上也经常看到相关的负面消息和评论。根据你的理解，造成这些意外的原因是什么？

* Different road users tend to see things from their own perspectives. For instance, it is difficult for a motorist to understand the vulnerability of a cyclist on just two wheels on roads.
* The majority of road users are law abiding（奉公守法）, but there is still a minority of errant road users（违例公路使用者/害群之马）, both cyclists and motorists. With social media （社交媒体），their bad behaviour often goes viral (爆红).

1. 您觉得，在某种程度上是否表示，本地骑士对于公路使用的品德和行为有待提升？

* Most road and path users are considerate and will look out for one another, but there’s always room for improvement, whenever we are talking about ensuring safety for all and building a gracious active mobility landscape （优雅的骑行文化）.
* Having rules and a set of common guidelines（条例）help to improve safety.
* We are also constantly spreading the message through public education, to ensure that our shared spaces are used safely and graciously.
* Road safety is a collective responsibility for motorists, cyclists and pedestrians（公路安全，人人有责）.
* The Government will continue to step up public education and outreach efforts, and partner stakeholders（与不同机构或社区组织合作） in raising public awareness of the rules and guidelines.
* We also have programmes to help equip active mobility users with practical riding skills such as “Confidence on Wheels” （骑行信心教育计划）.
* Public education campaigns（公共宣传运动）such as LTA’s annual “MoveHappy” and Traffic Police’s “Use Your RoadSense”, as well as engagements with stakeholders such as retailers（零售商）, cycling interest groups（骑行兴趣小组）and delivery companies（运货公司） such as SingPost, to remind cyclists of safe riding habits.
* To help cyclists understand the perspective of bus captains（巴士车长）better, cyclists from the Singapore Cycling Federation （新加坡脚踏车联合会） tried the bus simulators（巴士模拟器）at the Singapore Bus Academy （新加坡巴士学院）, to better appreciate the challenges that bus captains face.

1. 我知道当局长期致力于增加更多脚踏车道和骑行空间，但是有鉴于类似意外事故还是不少，是否表示增加空间的动作需要再加快？

* As with all construction projects, the construction of cycling paths will take some time.
* So far, we already have close to 500km of cycling paths, and the construction works（建筑工程）are on track to reach 800km within the next two to three years, and 1,300km by 2030.

1. 有人认为，150元的罚款太低，无法遏阻脚车和自动代步工具的违规行为。您认为呢？为什么不提高罚款？

* Fines（罚款）have already been doubled from $75 previously, to $150 this year
* The $150 fine is also for common egregious offences（违法行为）, such as not cycling as near as practicable to the far-left edge of the road (没有尽可能靠近公路最左侧边缘骑行).
* For more serious cases, the cyclist may be charged in Court and face a fine of up to $1,000 and/or a jail term of up to 3 months for the first offence and double the penalty for the second or subsequent offence（违例情节严重的骑士可能会被控上法庭，初犯者最高可被罚宽1000元，或监禁三个月，或两者兼施。重犯者最高可被罚款2000元，或监禁六个与，或或两者兼施。）

1. 追根究底，是不是因为就目前的条件而言，我国很难在人口最密集的地方，譬如组屋区，设立像丹那美拉那样的脚踏车专用道？

* It is not always possible to have dedicated cycling paths in land-scarce Singapore, especially the mentioned densely populated areas such as HDB towns（组屋区).
* It would also be less efficient – as dedicated lanes or paths for each user would mean each user will have less space and our roads/paths will become more cramped. When we share the common spaces we have, we have more space to manoeuvre.
* However, I am confident that we will achieve the vision of a safe and gracious active mobility landscape and commuting culture if we all look out for one another a little more on our shared spaces (在共用的空间内互相考虑和礼让）and abide with the prevailing rules and guidelines. Cyclists should give way to pedestrians, and pedestrians should keep left.

1. 也有意见提出，让脚车骑士注册，有助于落实执法，从而产生遏阻的效用。只是当局至今似乎没有真正落实这项计划，就这点而言，当局的考量是什么？

* During our on-road cycling review（在探讨公路上骑行的安全条例与惩时）last year, AMAP（活跃通勤咨询小组）had carefully studied the practices of overseas jurisdictions（参考国外做法和本地经验）and the trade-offs involved in introducing licensing of cyclists and registration of bicycles
* There is little evidence from overseas jurisdictions that such resource-intensive regimes are effective in deterring errant cycling or enhancing road safety. In fact, AMAP found that most jurisdictions do not license cyclists or register bicycles. Those that used to do so have repealed their regimes.
* On the contrary, such measures could raise barriers to the take-up of cycling in Singapore and disproportionately affect more vulnerable groups of cyclists, including seniors and individuals who rely on bicycles for work and commute.
* These were also views raised during focus group discussions（小组讨论）that AMAP conducted.

1. 如果让脚车骑士也像个人代步工具骑士一样接受考试，是否有帮助？

* PAB riders（电动脚踏车）and E-scooter（电动滑板） users are required to sit for the Mandatory Theory Test（理论考试）because they were using motorised devices and can travel faster, thereby pose greater safety risks to themselves as well as other road and path users
* It was especially important to ensure that the users of these motorised devices are aware of the active mobility rules, regulations, and code of conduct
* As a wide spectrum of our population cycles, a mandatory test could raise barriers to the take-up of cycling in Singapore and disproportionately affect more vulnerable groups of cyclists
* But we have stepped up public education efforts to cyclists, including practical courses like Confidence on Wheels and the MoveHappy campaign, to encourage gracious and responsible sharing of road and path spaces

1. 活跃通勤咨询小组是否计划再推行其他新的措施，来减少意外事故的发生？

* This term, AMAP’s focus would be exactly that – to stay ahead of emerging trends that could shape the active mobility landscape and ensure safe use of active mobility devices, we are looking at reviewing the appropriate and safe use of recumbent bikes （斜躺式脚踏车）and personal mobility aids
* As safety is a collective responsibility, we will continue to strengthen our engagement and education efforts to collectively build a safe and gracious culture on Singapore’s roads and paths. This includes working closely with various stakeholders, including retailers, interest groups, business associations and delivery companies