

# CHAPTER 10



**CONCLUSION**



## 10. CONCLUSION

The NMT Best Practice Manual has shared experiences from developing and implementing NMT plans in three pilot cities as part of the preparations to host the World Cup Soccer™. The municipalities applied the process to different contexts (different purposes, different target audiences), which allows for a wider application of the lessons learnt. It has also drawn on examples of best practice further afield to highlight the positive impact particular interventions have had in relation to NMT.

It is not intended as a comprehensive guideline as that is the function of the National Department of Transport. Instead it contributes to a solid foundation of lessons learnt from municipalities that have gone through the process of developing their NMT infrastructure. In so doing, it hopes to contribute to such a guide by documenting current best practice.

Whilst the benefits of NMT are profound (socio-economic, environmental, health, safety, space savings etc.), biases in urban and transportation planning are deeply entrenched and need to be overcome as NMT considerations are gradually mainstreamed in all related planning. A starting point will be to address policy and legislative gaps as inconsistencies and oversights within the regulatory framework will ensure that existing role-players do not treat the NMT agenda with the gravity that it deserves.

In adopting a NMT agenda, the manual articulates the importance of stakeholder-based planning processes so that the intended investment is maximised and sustained. In association with stakeholder consultation, sound planning also requires reliable data which can confirm and corroborate stakeholder inputs. Furthermore, successful design and implementation relies on a symbiotic relationship between the client, the design team and the contractors. This tripartite relationship relies on clear scoping of work and sound procurement processes resulting in the best contractors being appointed.

The NMT designs should take into cognisance the differing needs of pedestrians and cyclists. There is scope for shared-use paths under certain circumstances but it is not always ideal. Before an integrated NMT master plan is developed, pedestrian needs and cycling needs should be considered separately and then merged into a NMT infrastructure plan. Design should be informed by clear criteria such as safety, walkability, cyclability, attractiveness and comfort. Irrespective of the choice of indicators, they should be measured once the infrastructure has been completed to ensure that the desired result has been achieved and if not, to identify what further interventions are required. A sufficient budget should be set aside for maintenance - a standard practice for any infrastructure development project.

To ensure maximised use of the NMT investment, awareness-raising is required to ensure that identified target audiences have sufficient and relevant information to make use of the infrastructure. Similarly advocacy is required to bring multiple stakeholders on board to fulfil the respective roles in the mainstreaming of NMT considerations in infrastructure planning and associated activities.

