

Guide to Mobility for Livable Pacific Cities Webinar Series

Overview

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GUIDE TO MOBILITY FOR LIVABLE PACIFIC CITIES



The Problem

- Pacific Cities are currently experiencing a boom in secondhand car imports.
- Pacific Cities are currently planning and designing their cities to prioritize private cars, leading to streetscapes that are not particularly pleasant, safe, or convenient for other road users



Nuku'alofa, Tonga
Source: Bram Van Ooijen, 2023.

With the Current Car-centric Approach, NO ONE WINS; EVERYONE LOSES



Drivers:

- More traffic jams
- More land for parking required



Public transport users:

- Unreliable and irregular services
- Stuck in traffic jams
- Poor access to and from (bus) stops



Pedestrians & Bicyclists:

Poor walking environment:

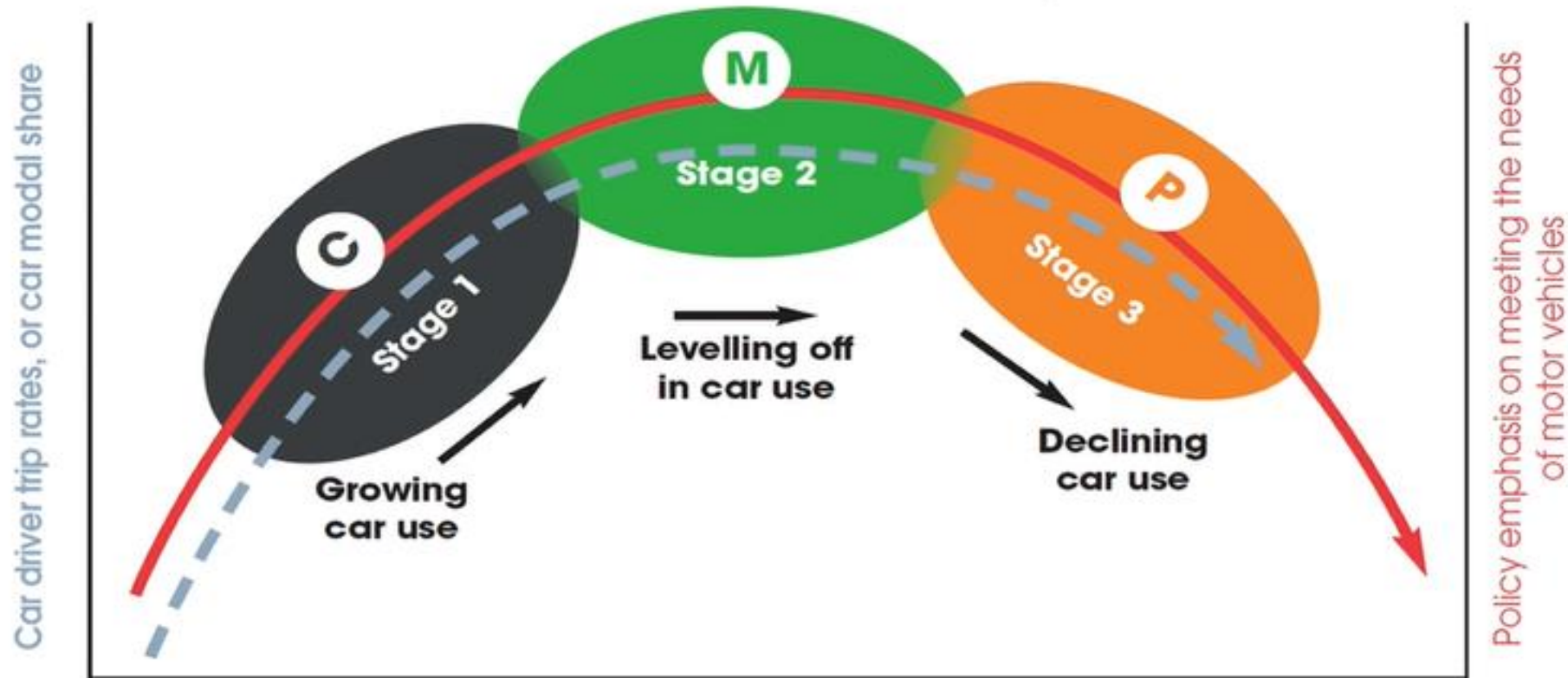
- Missing, obstructed sidewalks, broken pavements
- Dangerous junctions and road crossings
- Sun and rain, poor lighting
- Poor cycling environment

**...we need to avoid this happening.
BUT, it WILL happen unless we take preventative action.**



Learning from the mistakes of other countries

A U-shaped Trajectory of Car Use Intensity

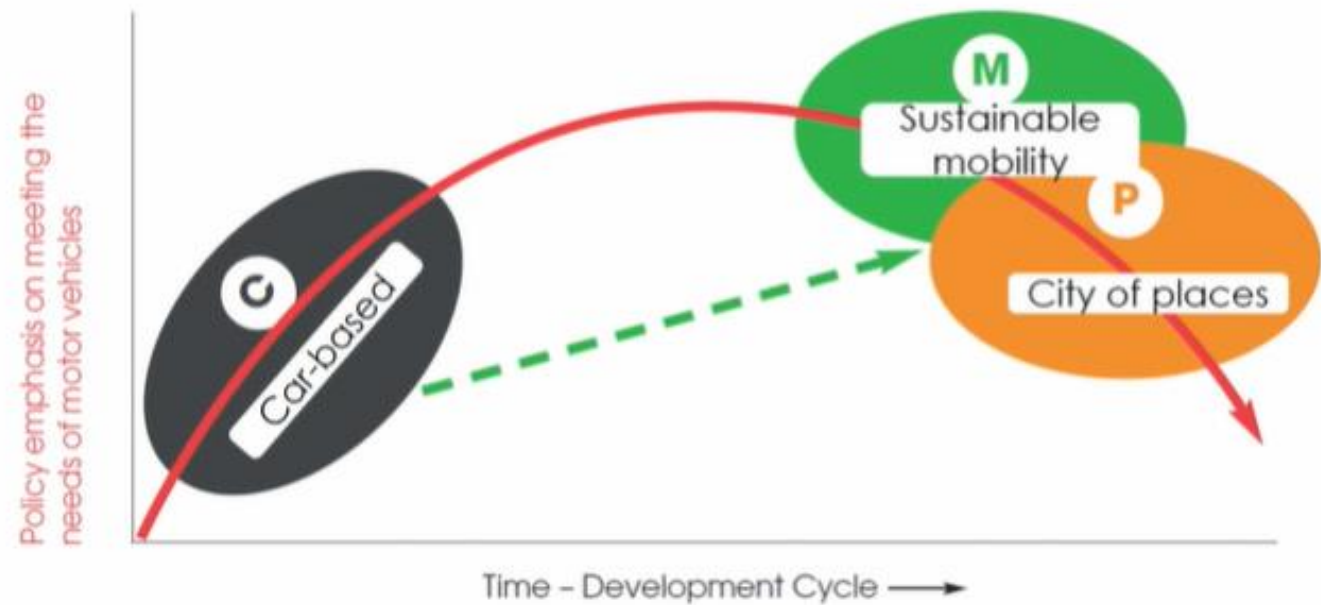


Source: Future Learn course: Achieving Transitions to Zero Carbon Emissions and Sustainable Urban Mobility UCL

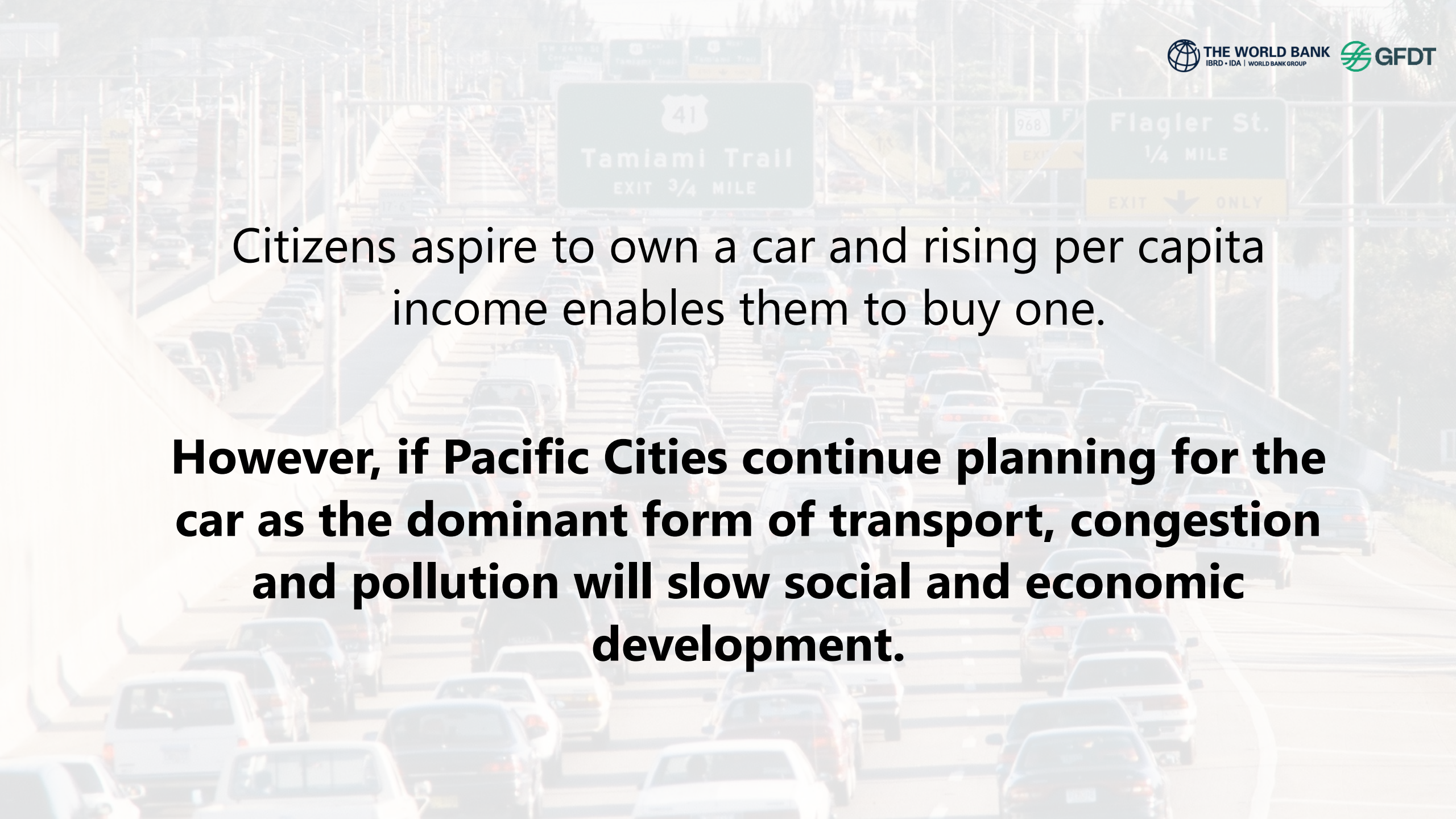
Leap frogging



Can this evolutionary/learning process be short-circuited?



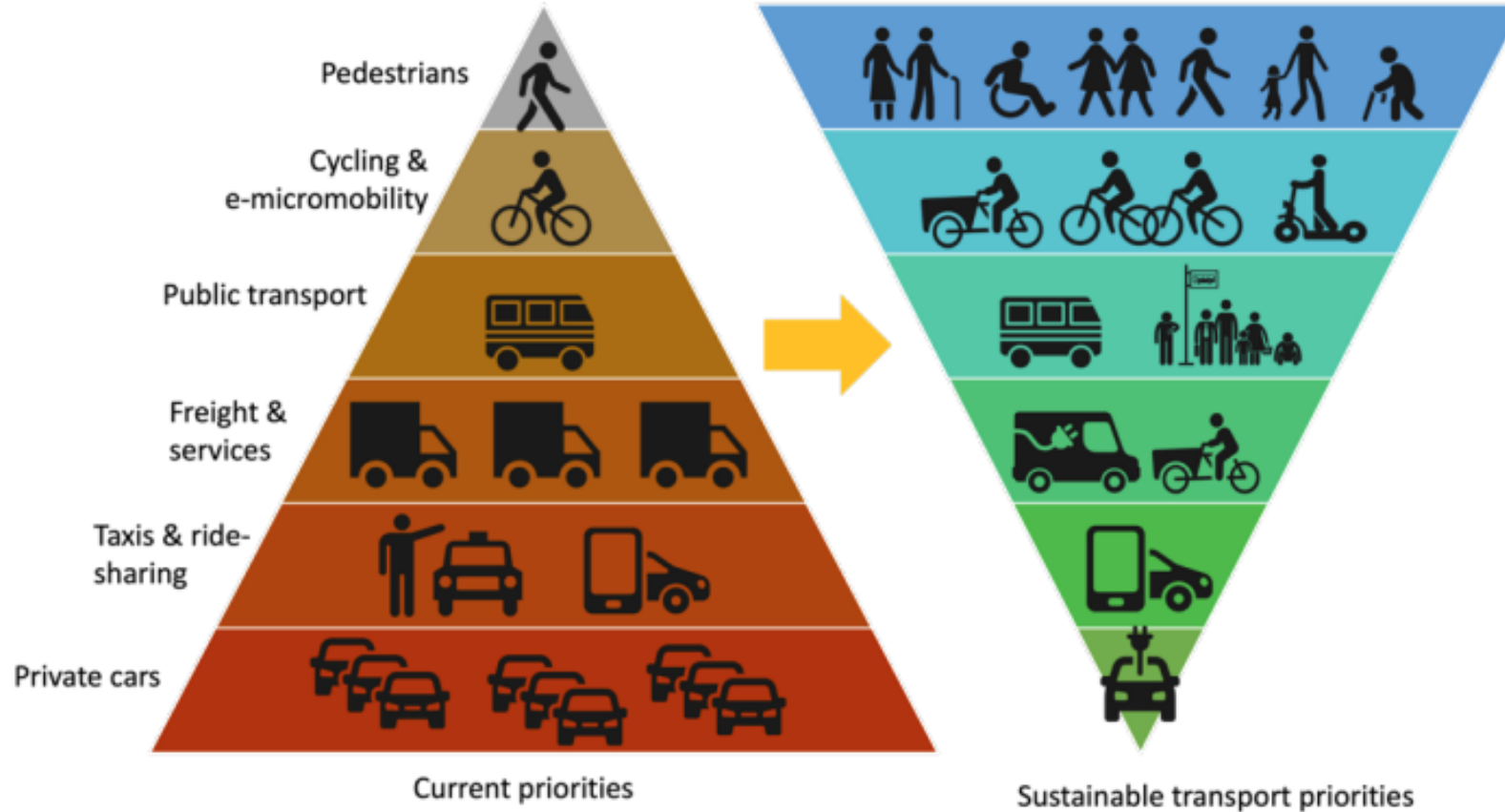
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A background image of a multi-lane highway with heavy traffic. In the foreground, a large green overhead sign for Highway 41 (Tamiami Trail) is visible, indicating an exit 3/4 mile. To the right, another sign indicates Flagler St. is 1/4 mile away, with an exit only. The scene is captured from an elevated perspective, showing the flow of cars and the infrastructure of the road.

Citizens aspire to own a car and rising per capita income enables them to buy one.

However, if Pacific Cities continue planning for the car as the dominant form of transport, congestion and pollution will slow social and economic development.

The new status Quo: prioritizing people over cars



Means changing

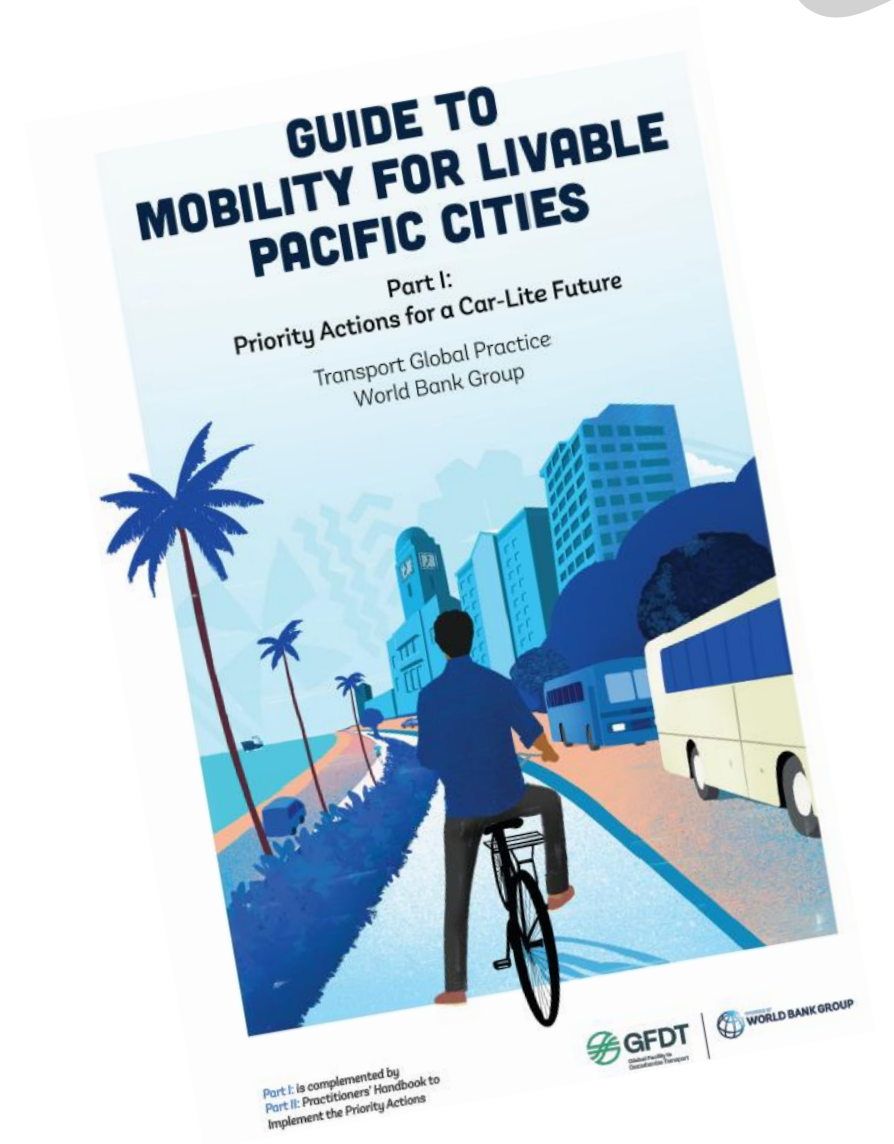
- Prioritization
- Road space allocation
- Funding
- Design guidelines

A **mindset shift** is required. This won't be easy as it goes against the way things have been done for decades.

The inverted pyramid shows the shift from the 'cars first' paradigm to a 'people first' paradigm

Source: Baker & Campbell, 2021

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Three Game-Changing Goals and Nine Synergetic Strategies

Goal A Create Livable Streets for People

Strategy 1: Ensure safe urban speeds

Strategy 2: Design streets to prioritize walking, cycling and micromobility

Strategy 3: Use the power of community for quick and affordable street transformations

Strategy 4: Implement education and encouragement programs to promote active mobility

Goal B Promote Public Transit

Strategy 5: Make taking the bus the best choice for getting to the city

Strategy 6: Use land use planning to guide compact urban development

Goal C Manage Private Vehicle Ownership and Use

Strategy 7: Control the car fleet quality and quantity at entry, during use, and end of life

Strategy 8: Organize parking to make streets less chaotic

Strategy 9: Encourage the import and use of island-appropriate electric vehicles

To be publicly released during 2024 PRIF WEEK on October 9, 2024 – Register for the event via the QR link below!



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