

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.**



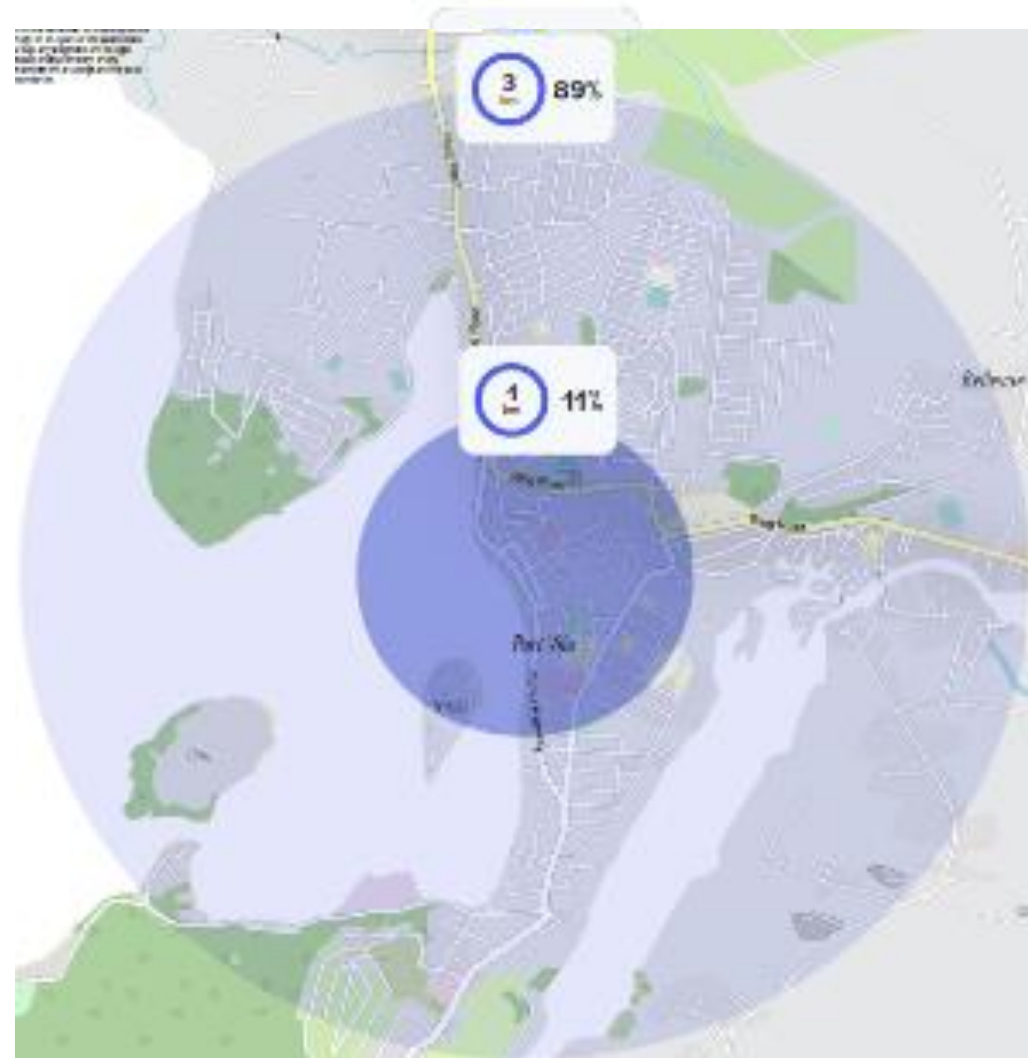
What do most (all?) of these problems have in common?

An overreliance on car transport for urban mobility

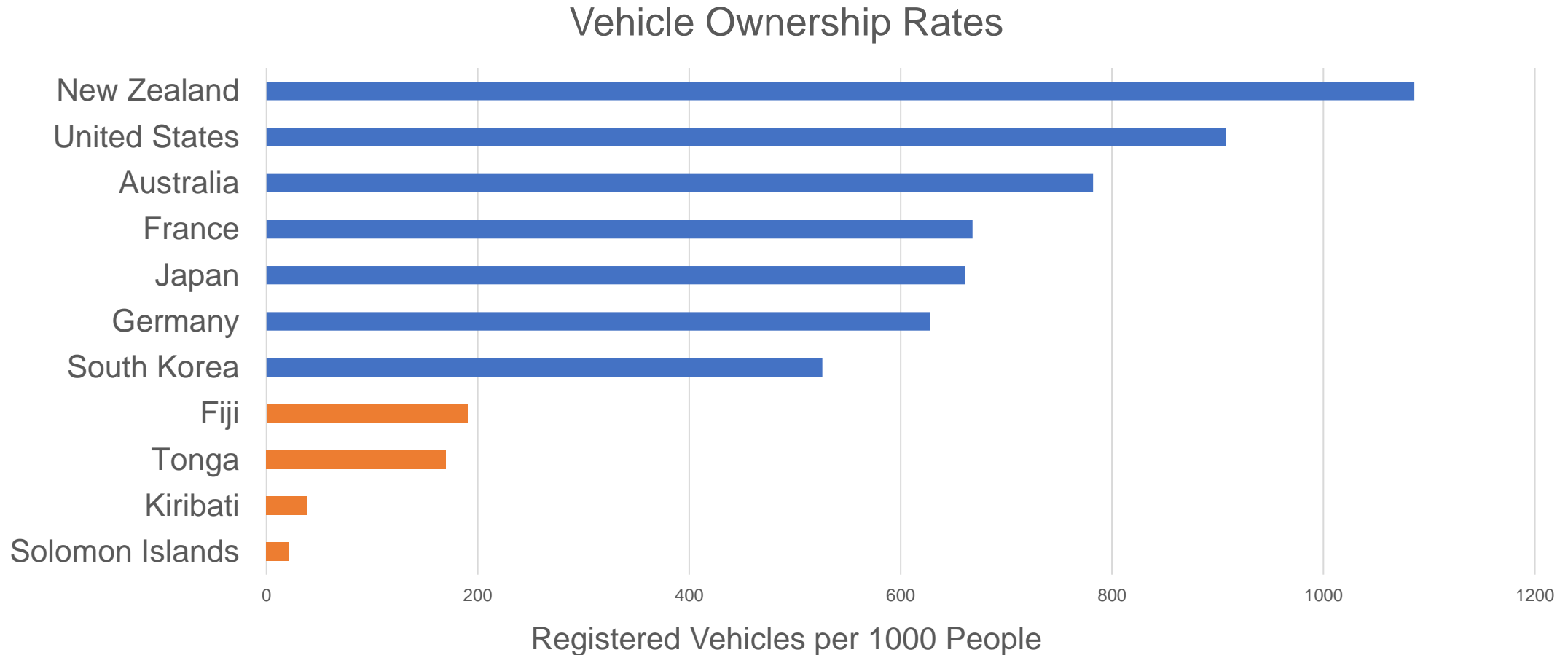
Do Pacific Cities really need to be Car Dependent?

Share of urban population that live within a 1km radius (15 min walk) and 3km radius (15 min cycle) for various Pacific Island Capital Cities.

- Tonga
- Solomon Islands
- Fiji
- Samoa
- Vanuatu



But unless action taken now, Car Dependency is incoming...



Source: 2022 or 2023 government-sourced data

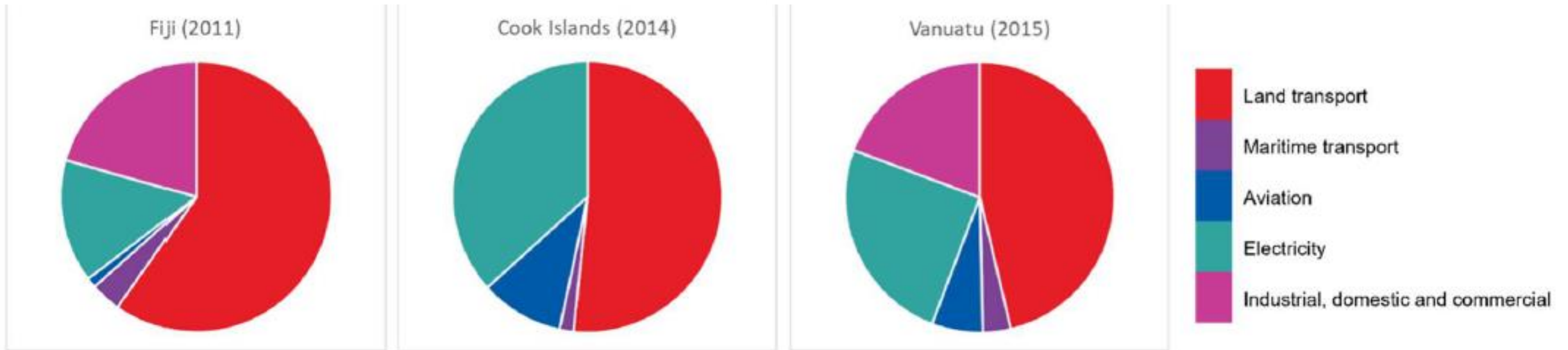
The “do nothing” business as usual case: expected impacts of *increasing* car dependency

Expected Impact

1. Worse congestion
2. Increasing costs of daily mobility for households and businesses
3. Increased inequity between those that have/don't have cars
4. More waste of urban space to more economically and socially productive uses
5. More road deaths and injuries
6. Worse exercise-related health trends, and associated healthcare expenditure
7. More air pollution
8. More carbon emissions
9. More imported fossil fuels
10. More abandoned cars

Reducing Car Dependency is essential for global leadership on climate change

Land transport represents the largest share of GHG emissions and fossil fuel use in most PICs



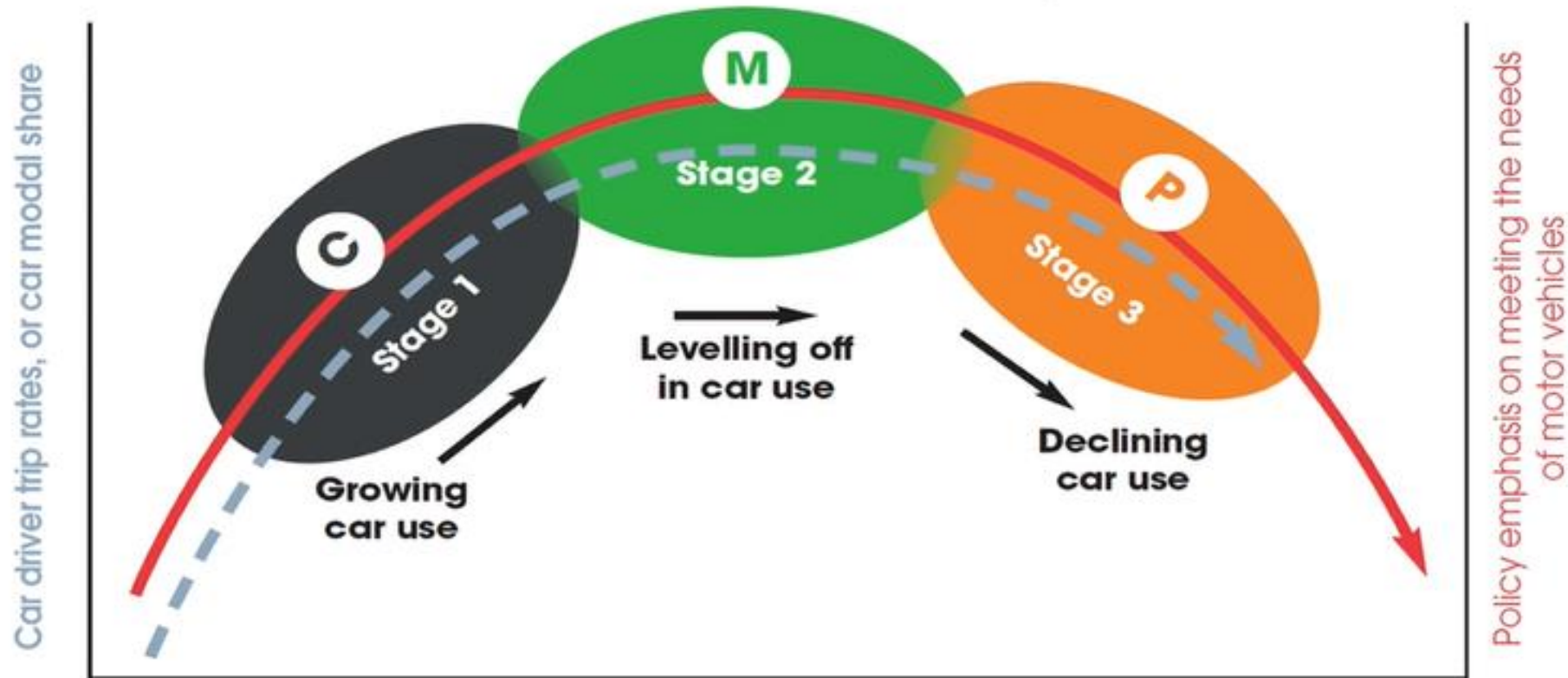
Energy-related greenhouse gas emissions in three PICTs. Source: Fiji, Cook Islands and Vanuatu Third National Communications to the UNFCCC

Figure Source: Arup, 2023

World Bank can help Pacific Transport and Energy Ministers deliver on the **Port Vila Call to Action for a Fossil Fuel Free Pacific (2023)**

Learning from the mistakes of other countries

A U-shaped Trajectory of Car Use Intensity

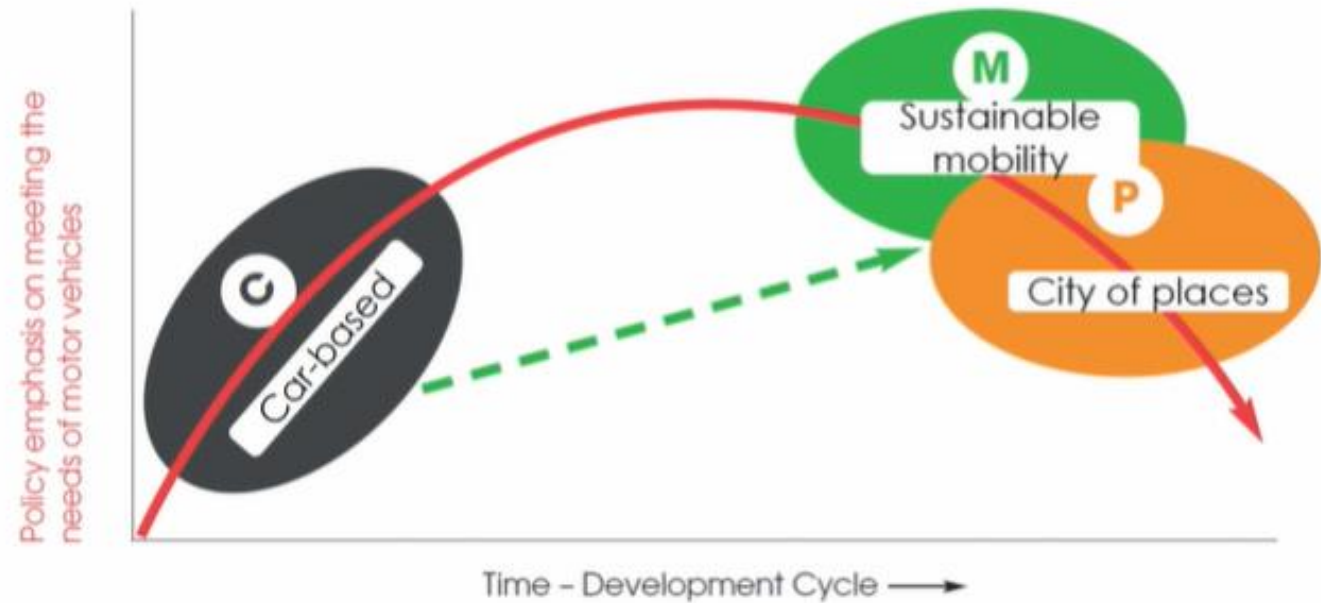


Source: Future Learn course: Achieving Transitions to Zero Carbon Emissions and Sustainable Urban Mobility UCL

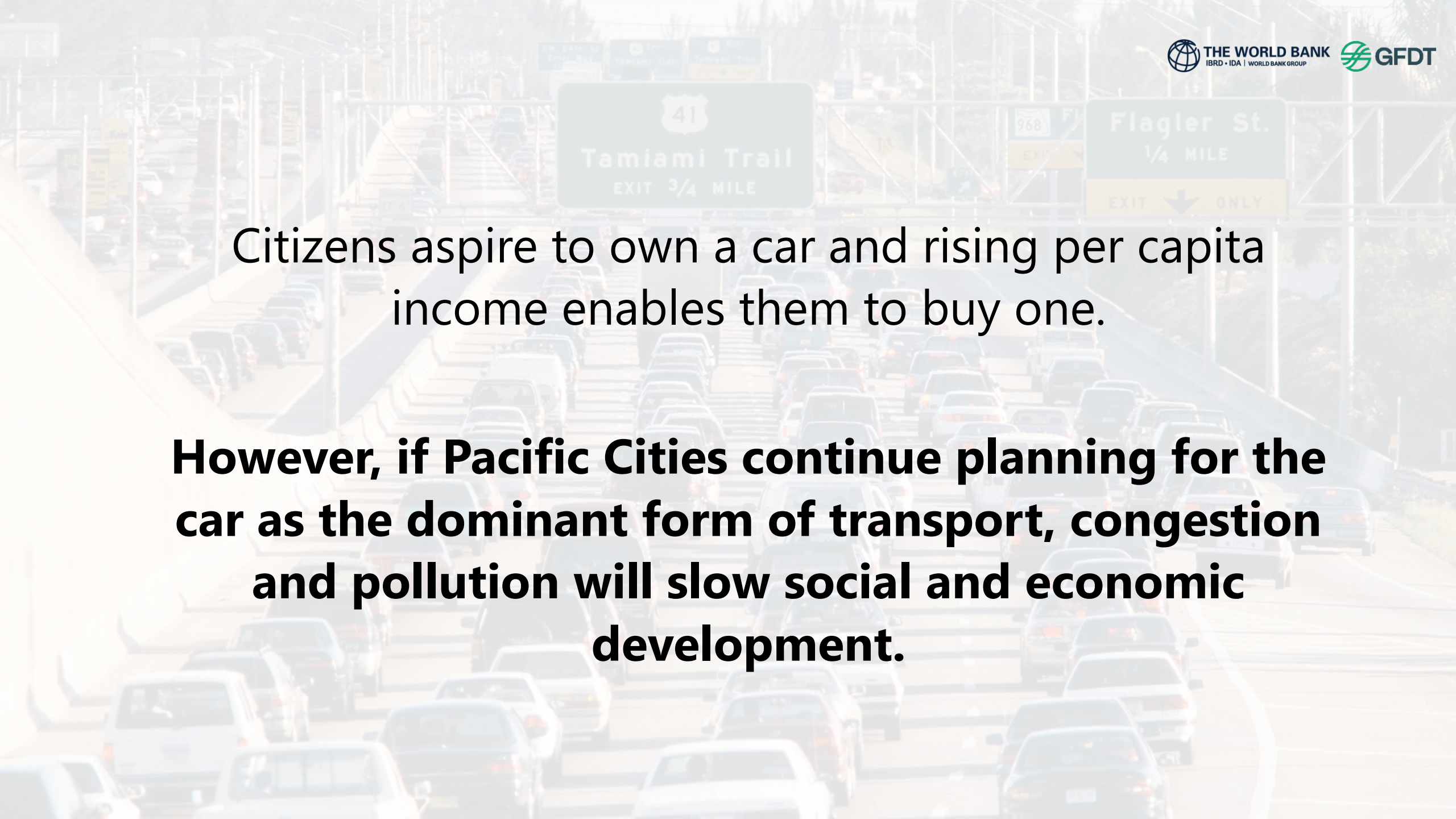
Leap frogging



Can this evolutionary/learning process be short-circuited?



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



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.

What we're trying to achieve

Goals:

1. Popularize the importance of reducing car dependency with decision-makers and technical staff in Pacific Island governments, and among development partners.
2. Provide Pacific Cities with viable policy and investment options to transition urban transport systems to be greener, healthier, and less car-centric.
3. Raise awareness of green and healthy urban mobility concepts with the general public through a well-funded dissemination and outreach campaign.

129 Pacific Leaders in Urban Transport Planning... (and counting)...

Countries

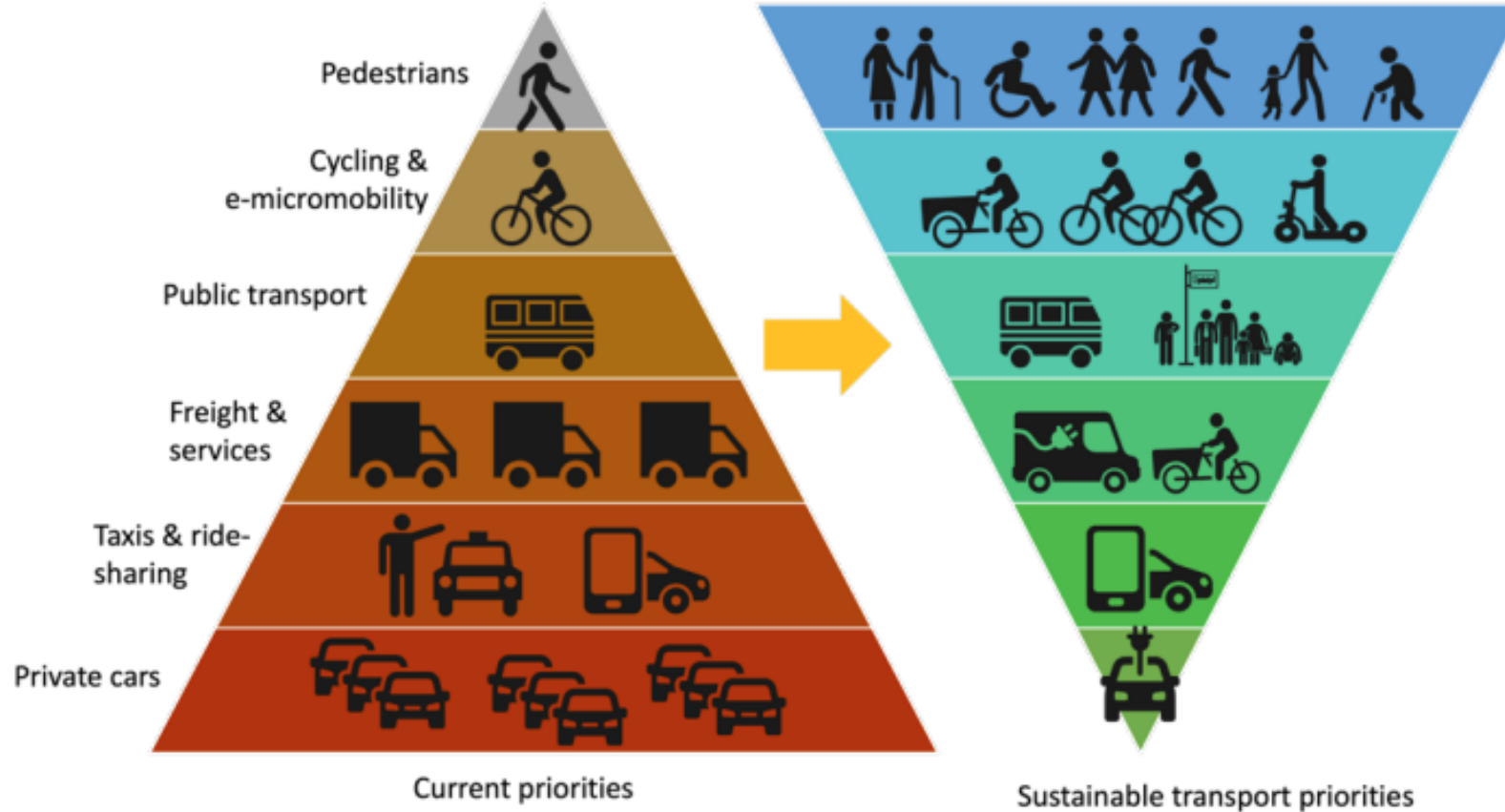
1. Kiribati (October 24-25, 2023) - Done
2. Tonga (October 30 – November 1, 2023) - Done
3. Solomon Islands (February 28-29, 2024) - Done
4. Fiji (May 21-23, 2024) – Done!



Reducing Car Dependency for Greener and Healthier Pacific Island Cities:
Leaders in Urban Transport Planning workshop
24-25 October 2023 | South Tarawa, Fema Lodge Conference Room



The new status Quo: prioritizing people over cars



Means changing

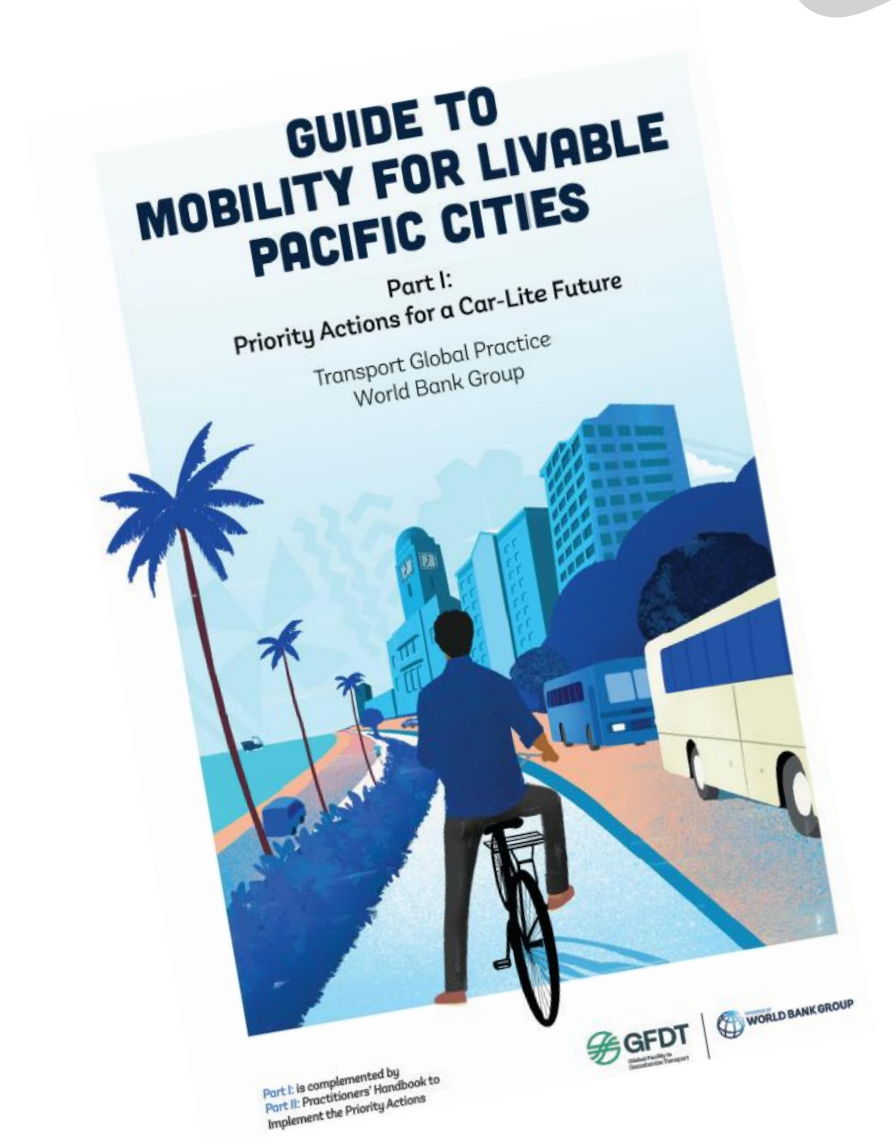
- Prioritization
- Road space allocation
- Funding
- Design guidelines

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

Guide to Mobility for Livable Pacific Cities



Guide to Mobility for Livable Pacific Cities

How can this help me?

- The Guide provides a menu of actions that Pacific Cities can take between now and 2030, with particular focus on the needs of children, women, the elderly and less-abled.
- The report is the first of its kind for the Pacific and will be an essential reference document for PRIF partners
- To be publicly released in October 2024

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

Join the Pacific Leaders in Urban Transport Planning LinkedIn community

