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GFDT

Global Facility to
Decarbonize Transport

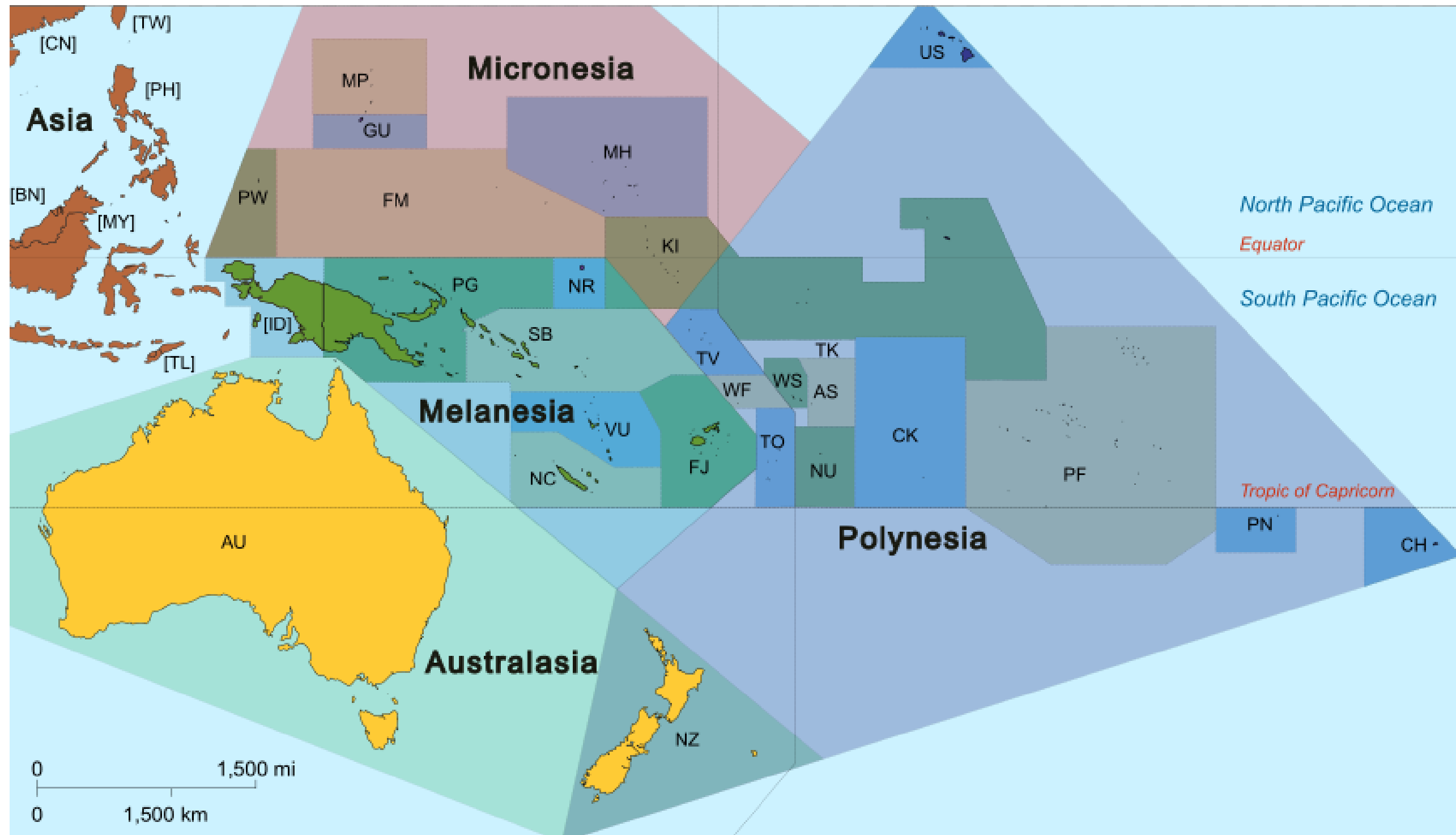


Reducing Car Dependency: Guide to Mobility for Livable Pacific Cities Webinar Series

Andrey Orlando ASIAN
Team Member

TRANSPORT TEAM ASSISTANT
World Bank Group

Context



- **Twelve Pacific Island Countries (PICs) that are members of the World Bank are experiencing rapid growth in reliance on private cars.**
- **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.**



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



Pedestrians & Bicyclists:

- Missing, obstructed sidewalks, broken pavements
- Dangerous junctions and road crossings

And a dumping
ground for end-of-life
vehicles?

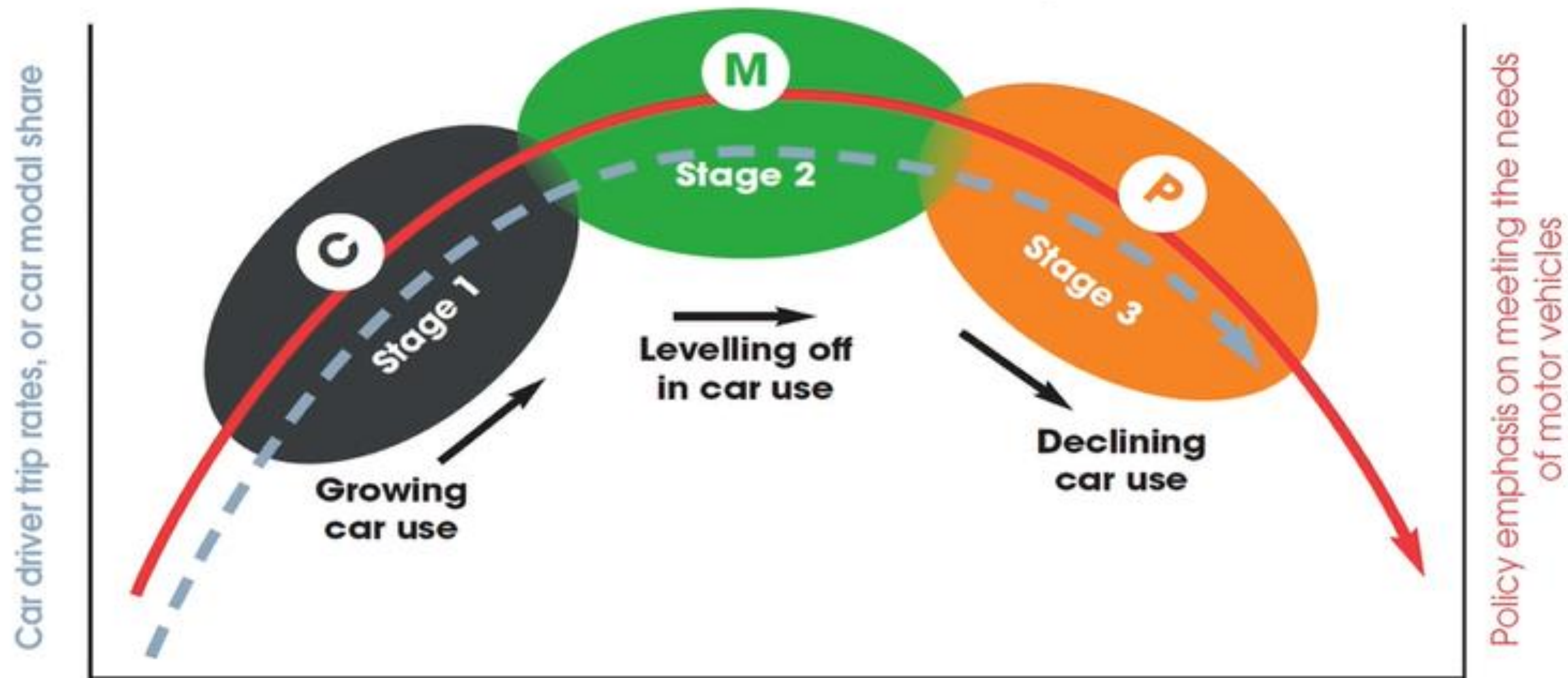


...we need to avoid this happening.
BUT, It will happen unless we take preventive action



Learning from the mistakes of other countries

A U-shaped Trajectory of Car Use Intensity

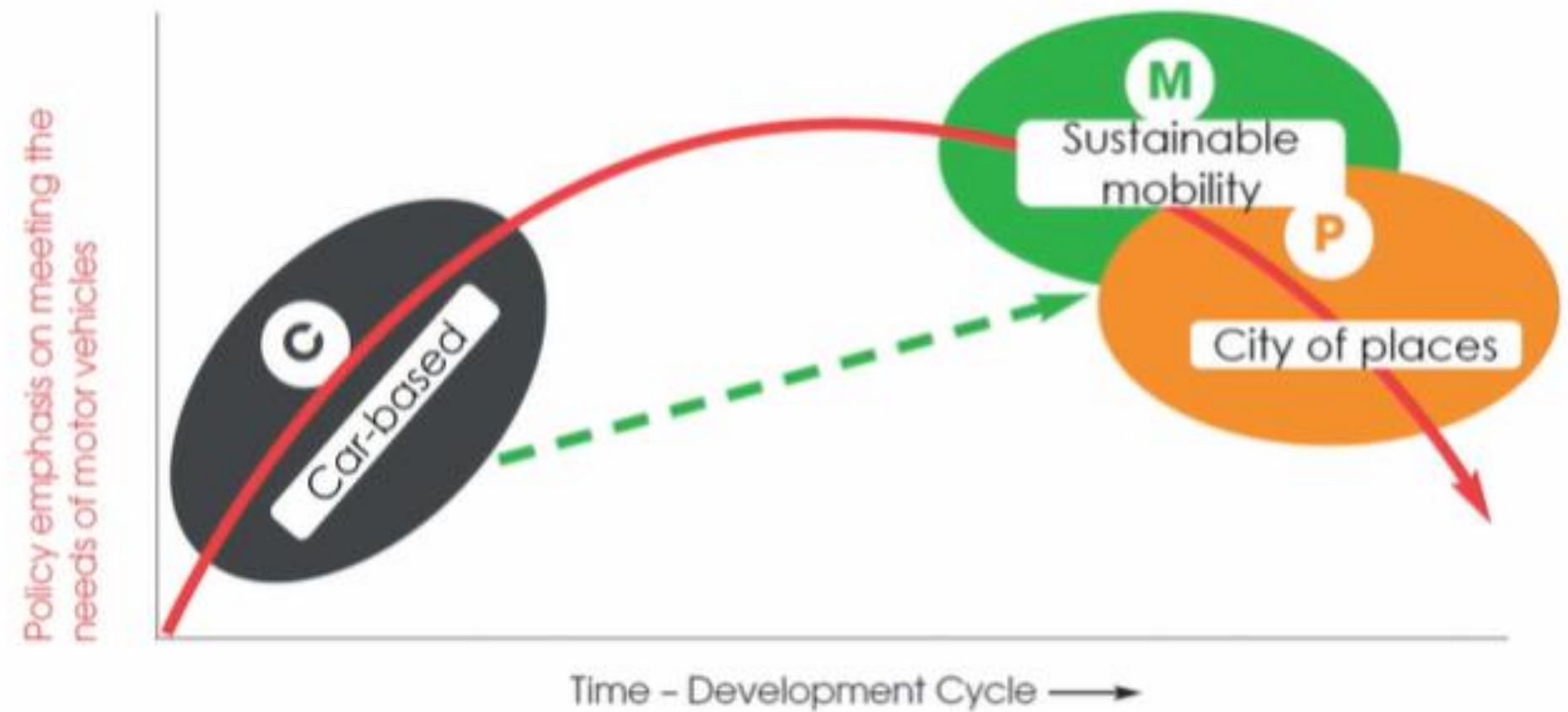


Source: Future Learn course: Achieving Transitions to Zero Carbon Emissions and Sustainable Urban Mobility UCL

Leap frogging



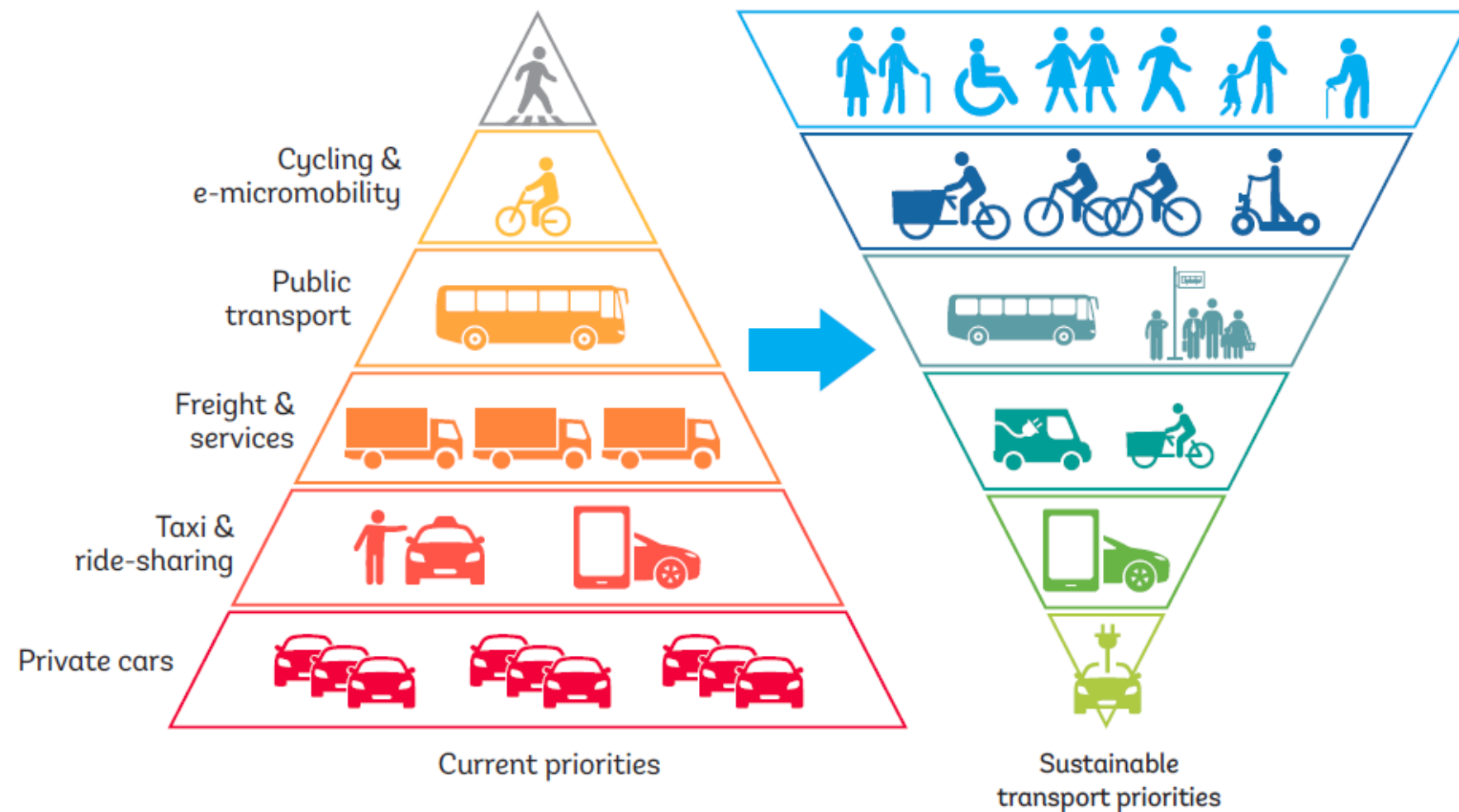
Can this evolutionary/learning process be short-circuited?



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

But do Pacific Cities *really need* to be Car Dependent?

We need to flip the way urban mobility has historically been prioritized and funded.





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.

Introducing the “Guide to Mobility for Livable Pacific Cities”



Why it Matters

- 2-year study informed by latest global knowledge and direct dialogue with 129 Pacific urban mobility practitioners
- The Guide is the first of its kind for the Pacific and will be an essential reference document for all governments, development partners and engineering consulting firms
- This Guide can catalyze a coordinated, region-wide investment program in making Pacific Cities more livable by 2030

SCAN ME



Part II



SCAN ME

Part I

Three Game-Changing Goals and Nine Synergetic Strategies

How?

By Pursuing...

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, encouragement and evaluation measures 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: Adopt island-appropriate electric vehicles



In Closing – Collaborate with Us!



- The Guide promotes a shared vision of the benefits of a car-lite approach and encourages the development of coordinated action plans.
- If you want to join World Bank and Pacific Countries in this endeavor, please get in contact with us via the QR code



