CITYNET

BRING YOU

LEARNING SUSTAINABLE TRANSPORT OPTIONS

A LOCALIZED ACTIVITY FOR PHILIPPINE CITIES

29 SEPTEMBER 2016 | MAKATI CITY, PHILIPPINES

Presentation of Activity Objectives

Context Setting

1. The Concept of Urban Mobility

'Urban mobility refers to the efficient movement of people and goods, through efficient, environmentally sound, safe and affordable transportation that contributes to improving social equity, public health, resilience of cities, and productivity (Urban Mobility. Compendium of Best Practices, 2015, National Institute of Urban Affairs)'.

'For the city to breathe, its people should be able to move'

Photo source: http://www.imoney.ph/articles/the-cost-of-traffic-in-metro-manila/

- **How does one improve Urban Mobility?**

Best cases around the world exhibit a blend of multi-level approaches, policies, investments and sustainable infrastructure support.

- *Policy and Institutional Framework*

As early as 1995, Singapore merged four agencies and formed the Land Transport Authority solely to improve land transport network and integrate transport and land use planning;

From a 'car-centric mode' to a more 'people-centric mode'; last mile connectivity (walking and non-motorized transport);

Modal share of public transport increased as to high as 60% in 2004

Master Plan 2030

8 in 10 households living within a ten minute walk from a train station;

75% of all journeys in peak hours to be undertaken by public transport;

85% of public transport journeys with less than 20 km. should be completed within 60 minutes.

SINGAPORE

Population: 5.1 million
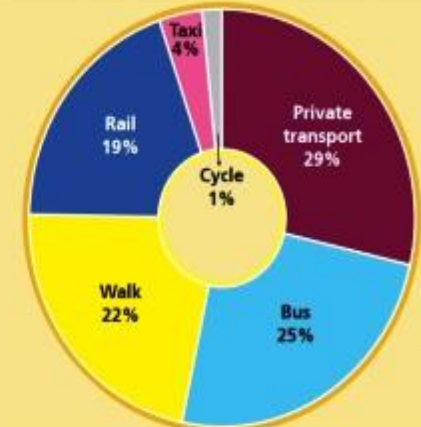Land area: 712 km²

Mode share
Based on the number of journeys by main mode of transport. It includes all modes for all purposes. Mass transit constitutes 44% of all journeys.

Data Sources:
Singapore in Figures 2011
Travel Survey 2011, Land Transport Authority, Singapore

Figure 23: Mode share in Singapore

Taxi 4%
Rail 19%
Cycle 1%
Private transport 29%
Walk 22%
Bus 25%

Mass Transit Systems

- Global shift from car-centric to mass transit systems (bus rapid transit or rail-based)

❖ Mass transport systems help improve air quality, lower pollution levels, and develop public spaces.

❖ Ideal modal share of sustainable public transport is 30% with 30% (non-motorized);

- Reduce travel demand for private vehicles
- ❖ Enabling modal shift – private to public mode;

- ❖ Strategies
  - ❖ Road Pricing/ Congestion Charging – Charging private vehicles certain fees when they pass commercial / business areas during peak hours
  - ❖ Effective parking management
  - ❖ Development of public space (the case of Cheonggyecheon Stream (City of Seoul)

EcoMobility

- ❖ Ecomobility –The use of non-motorized means of transport with the use of public transport to allow people to move in their local environments without using privately owned cars (www.ecomobility.org/home/about-ecomobility)

- ❖ Examples (the use of bicycles / bike share program; pedestrianization – connecting to public spaces);
- ❖ Perceived impacts – Promotion of public health; equitable access for all income groups/ street renewal programs/ community mobilization ;

Photo Source: http://www.walktober.org.au/wp-content/uploads/2016/09/Walk21HK_banner_940x376.jpg

- The poor becomes the most disadvantaged due to mode-choice constraints; traffic congestions; unsafe pedestrians; low level affordability for transport services; locational disadvantage
- Higher choices mean broadened access to socio-economic opportunities;

Strategies

- Connectivity to urban poor neighborhoods/ informal settlements;
- Organizing informal transport sector groups – integrating them into the local transport / mobility plans;
- Non-motorized transport modes

- To improve urban mobility, *this requires recognition of 'peculiarities'* (i.e. *habal habal*, *'fx'* tricycle, *padyak*, *jeepney)*

- To improve urban mobility, *recognize institutional limitations* (the role of national governments, the mandates of local government units, capacities of cities to develop transport and traffic management plans; stakeholders' engagement)

Activity Objectives

1. To learn mobility/ sustainable transport concepts, policies and practices from different case models;

2. To identify relevant policy gaps in implementing local sustainable transport programs and reforms;

3. To collaborate in developing a more focused program intervention to address issues and concerns related to increasing local capacities in developing and implementing local sustainable transport programs;

- Input - Case Presentations – From Seoul Metropolitan Government, National Government, Local Governments, LGU Sharing
- Workshop / Workshop Presentations
- Next Steps / Prospects for Short-term Program Interventions through CityNet
- List of Issues and Challenges

SWOT ANALYSIS

Please provide a SWOT analysis on your local state of transportation and traffic management. You can write down top five answers per category

STRENGTH	WEAKNESSES

OPPORTUNITIES	THREATS

- List down top three specific areas for program intervention/ technical assistance that other institutions may provide
  - From Other Cities?
  - From National Government?
  - From International Development Offices?