Report from Session 3-a

Bangalore, India
Yogyakarta, Indonesia
Reported by William H.K. Lam

UNITED NATIONS
CENTRE FOR REGIONAL DEVELOPMENT

Ministry of the Environment

iGES
Institute for
Global Environmental
Strategies

Key points of presentations (1)
Bangalore, India

- Profile: Pop. 5.7 million, 800 sq km, 5th largest city in India
- 2.5 million vehicles, of which 88% is private vehicles.
- Bangalore Metropolitan Transport Corporation (BMTC) went through a series of transformation since 1997, which dramatically improved financial performances, with 4354 buses.
- Transformation policies include:
  - Infrastructure development: park & ride facilities, new depots
  - Enhanced services: New lines, increased frequency, non-stop services, night services, women's special
  - Extensive use of IT: E-ticketing, on-line vehicle tracking
- Sustainable transportation – emission testing facilities at all depots, regular emission tests, ultra low sulfur HSD, and bio-fuel pilot study

Key points of presentations (2)
Yogyakarta, Indonesia

- Profile: Pop. 526,470, Main activities: tourism, education, trading
- Mode share: Motorcycles 53.1%, Cars 12.2%, Bus 7.8%, NMT 17.9%, others 9%
- Problems: Urban congestion and air pollution are major concerns – health cost due to PM10 and lead is estimated 21% of Yogyakarta's GDP
- Examples of urban transportation programs:
  - Traffic re-routing: reduce congestion $\rightarrow$ mitigate air pollution
  - Relocation of town centres $\rightarrow$ reduce urban congestion
- Challenges: (1) Various modes of transport require a thorough understanding of the issue; (2) There are winners and losers among local stakeholders (e.g., street vendors vs NMT vs pedestrian)

Summary of discussions

- In order to reduce negative effect of urban congestion on the speed of buses, introduction of exclusive lanes are proposed
- Financing the costs of infrastructure development is an issue, and external funding has been sometimes sought for
- GPS is an effective way to improve bus operations and safety without incurring significant costs
- It is important to take advantage of recent development of IT to modernize bus operations
- Compared to direct regulations, use of economic incentives may be sometimes more effective (e.g., differential gasoline taxes can be introduced to encourage the use of unleaded gasoline)
- It is important to select the priority area for urban development together with public transport improvements
- Transport demand management is a key for EST
- Stakeholder consultations are an integral part of development of urban transportation systems
- Non-motorized transport (e.g. rickshaw and pedestrian scheme) should be maintained & promoted for cultural and ES reasons

High Density Development in Hong Kong Urban Areas

Land area: 1095 square kilometers; Residential density: 39,000 persons per square kilometers of developed land.

Conflicts between Pedestrians and Vehicular Traffic

Causeway Bay Crosswalk   **Central Crosswalk**

Non-motorized Travel – Walking in Hong Kong

Pedestrianisation Schemes

http://www.info.gov.hk/planning/index_e.htm

4

運輸署
Transport Department

www.info.gov.hk/td/eng/transport/ped_index.html

Pedestrianisation Schemes

1. Introduction

In order to **promote walking** and to **improve the overall pedestrian environment**, the Transport Department has implemented pedestrian schemes in several areas. As the implemented schemes are well received by the public at large, the Transport Department will continue to investigate and implement such schemes in other areas.

2. Objectives
- To improve pedestrian safety and mobility
- To promote walking as a transport mode
- To discourage access for non-essential vehicles
- To improve environmental hygiene
- To reduce air pollution

Improvement Schemes

Pedestrian schemes include the following types:

(I)   Full-time Pedestrian Street

In full-time pedestrian streets, pedestrians have absolute priority. Vehicular access is restricted to emergency services only but service vehicles may be allowed during specific periods at selected locations.

Full-time Pedestrian Street at Paterson Street

Improvement Schemes

Pedestrian schemes include the following types:

(II) Part-time Pedestrian Street

In part-time pedestrian streets, vehicular access is only allowed during specific periods, typically between 4 p.m. to 12 midnight. No on-street parking space is provided although there are loading bays for loading/unloading.

Part-time Pedestrian Street at Sai Yeung Choi Street South

Improvement Schemes
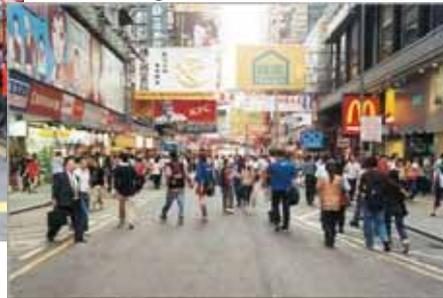
Pedestrian schemes include the following types:

(III)   Traffic Calming Street

In traffic calming streets, footpaths are widened and parking spaces are reduced as far as possible. There is no restriction to vehicular access. However, vehicle speeds are reduced through the use of traffic calming measures, such as narrower traffic lanes and speed tables etc.

Traffic Calming Street at Hankow Road

Example of Pedestrianisation Schemes:

- Causeway Bay (shopping area)
- Central (commercial area)
- Mong Kok (shopping area)
- Tsim Sha Tsui (commercial and shopping areas)
- Wan Chai (commercial and residential areas)
- Sham Shui Po (shopping and residential areas)
- Jordan (commercial and shopping areas)
- Stanley (shopping and residential areas)
- Shek Wu Hui, Sheung Shui
  (commercial and residential areas)

建立共識階段
REALIZATION STAGE PUBLIC ENGAGEMENT

公眾參與活動
Activities participated by the Public

- **2個社區工作坊**
  2 Community Workshops

- **5個地區的巡迴展覽**
  Roving Exhibition at 5 Locations

  灣仔人民入境事務大樓
  Immigration Tower

  銅鑼灣地鐵站
  Causeway Bay MTR Station

  北角政府合署
  North Point Government Offices

  灣仔地鐵站
  Wanchai MTR Station

  金鐘地鐵站
  Admiralty MTR Station

- **建立共識社區會議**
  Consenus Town Hall Meeting

並進的討論
Parallel Discussions

- 合作伙伴會議
  Collaborator's Meeting

- 城市規劃委員會
  Town Planning Board

- 區議會
  District Councils

- 立法會
  Legislative Council

Conclusions

EST Development is
not
just a technical problem,

It may not be an infrastructure problem,

It is not even a financial problem,

Most often, it is a political problem:

**How to balance the interests of
different groups of people?**

15

Thank you

-The End-

16

8