



CHANGING
COURSE

ADB Transport Forum

25 - 27 May 2010
ADB Headquarters
Manila, Philippines

ADB EMBARQ ITDP

Pathways to Sustainable Transport

The banner features three small images: a bus on a road, a person riding a bicycle, and a white van. The text is arranged in a clean, professional layout with logos for ADB, EMBARQ, and ITDP.

**Do we want a city for "people"
or "cars"?**

**Examples of changing ways in
the People's Republic of China**

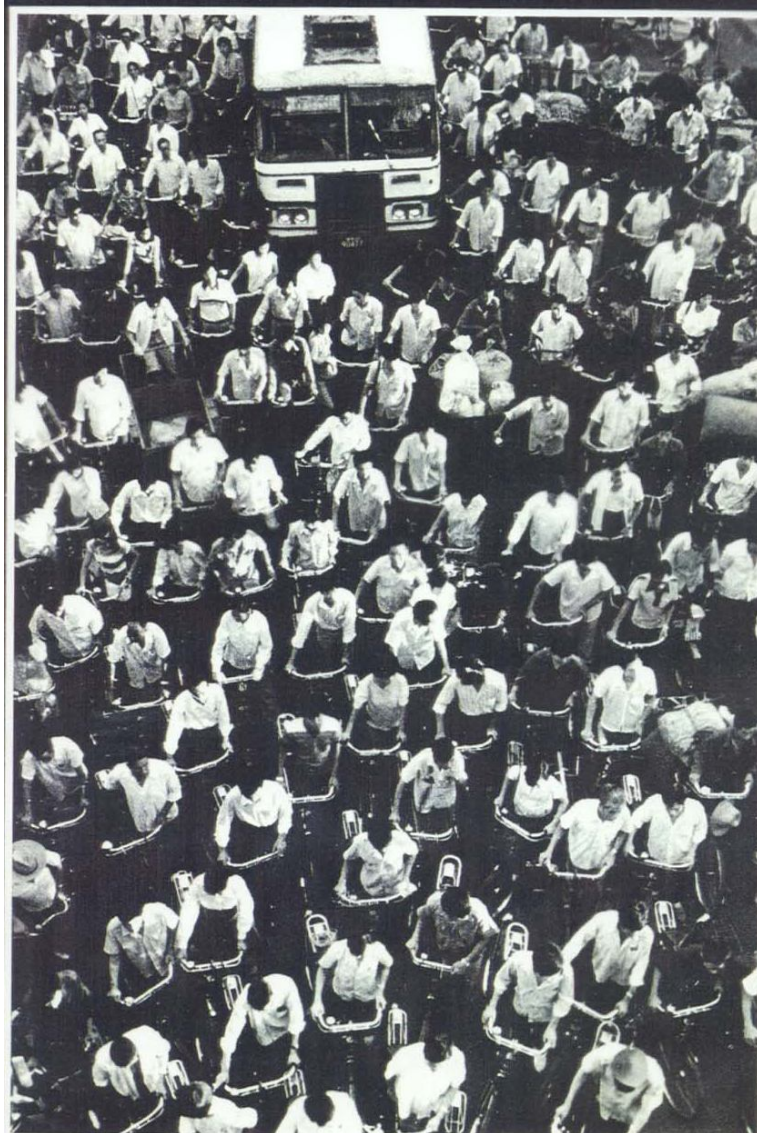
**ADB Transport Forum
May 2010**



Contents

- Urban Transport Issues in the People's Republic of China (PRC)
- Public Consultation and Traffic Engineering in the PRC
- General Recommendations to Improve NMT

Transport in the PRC



Source: Duan Liren

Transport in the PRC



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Urban Transport Issues in the PRC

- Mindset
- Policy
- Specification
- Investment
- Detailed Engineering
- Conflicts Between Motorized, NMT Traffic
- Traffic Engineering and Management
- Traffic Enforcement

Urban Transport Facilities for Whom?

- Decision makers/planners/engineers
- But not for **PEOPLE** who will use the services
- No current and future information for all users
- No current transport service problems raised by the users
- Planners/designers failed to consult with people who use the services
- The discretion in project design and implementation is guarded for technical and political reasons (design and implementation are considered as highly technical)

Infrastructure Designed and Managed for Cars



Sidewalk Parking, Encroachment



Poorly Enforced Bicycle Lanes



Badly designed and poorly maintained

Urban Transport Issues in the PRC and in Asian Countries

The issue is not transport. It is about what kind of city and its way of life.

If we choose cars and make roads for all cars that come out, we will end up with American-type low density suburbs.

Keys to Improving Transport Efficiency, Effectiveness and Safety

1. Understand the needs of transport users and consult people
2. Who are the beneficiaries of the transport system?
3. Minimize physical, operational conflicts
4. Acknowledge different characteristics of vehicle, bicycles, pedestrians, motorized traffic when they cannot be separated
5. Traffic engineering improvements
6. Improvement of traffic safety

Flyover or Better Traffic Engineering? Shenzhen, PRC



Before



After

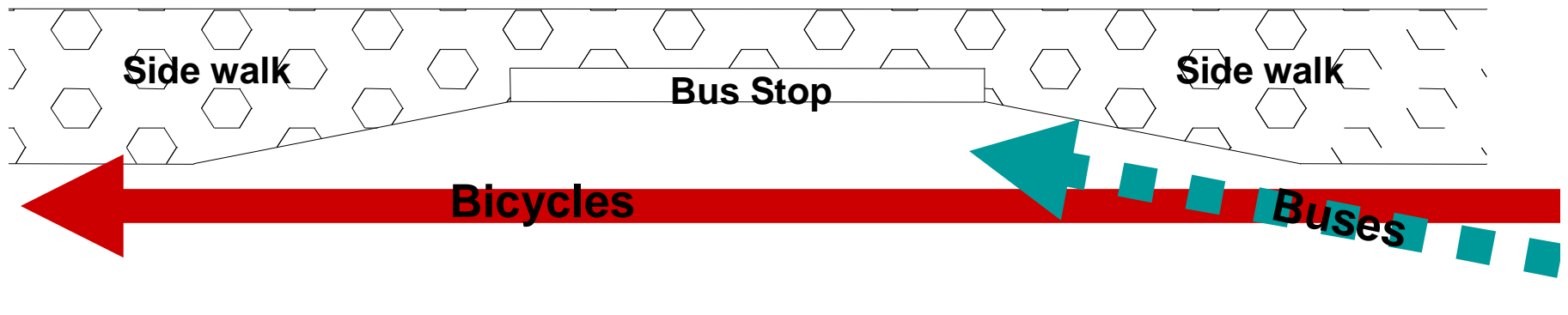
Physically Separating Different NMT Modes



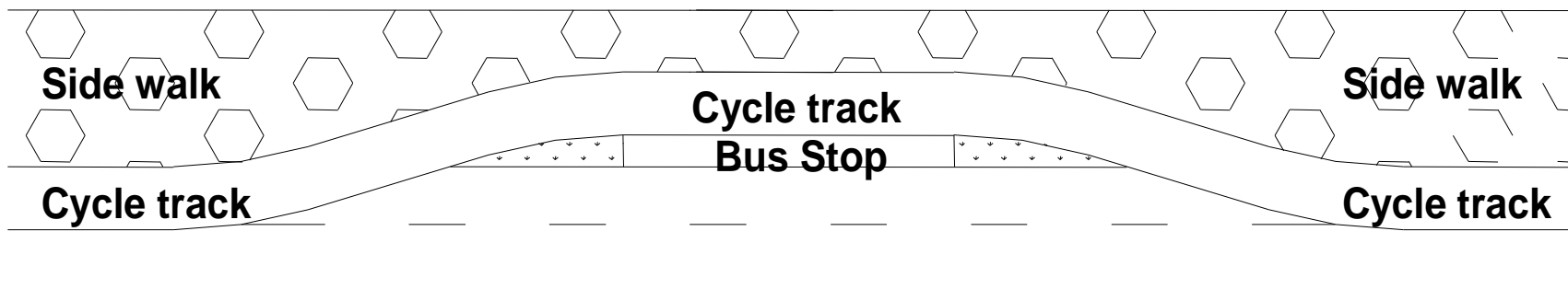
Source: Tongji

Improving NMT Traffic Engineering at Bus Stops

Bicycle space and Bus Stops Normal Bus Bay Design



Revised Bus Bay Design

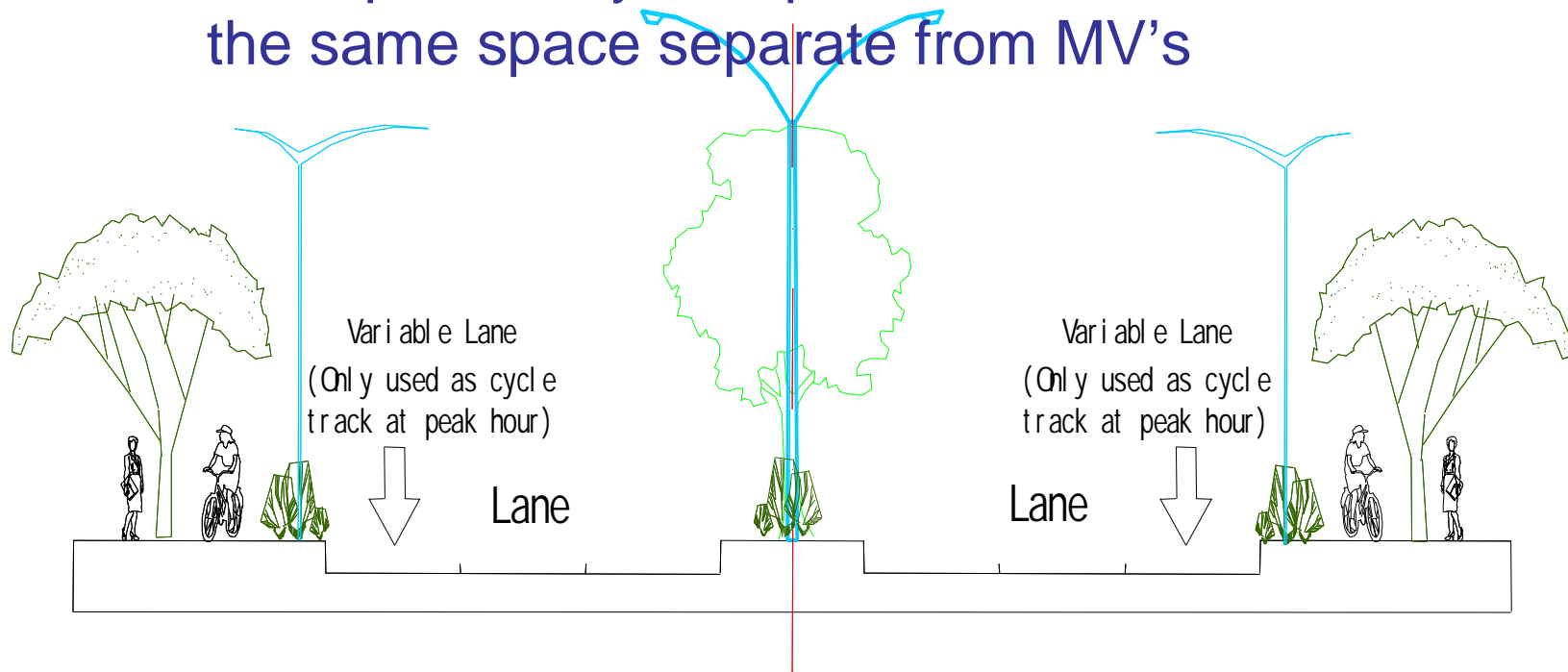


Source: Tongji

NMT Traffic Engineering Improvements

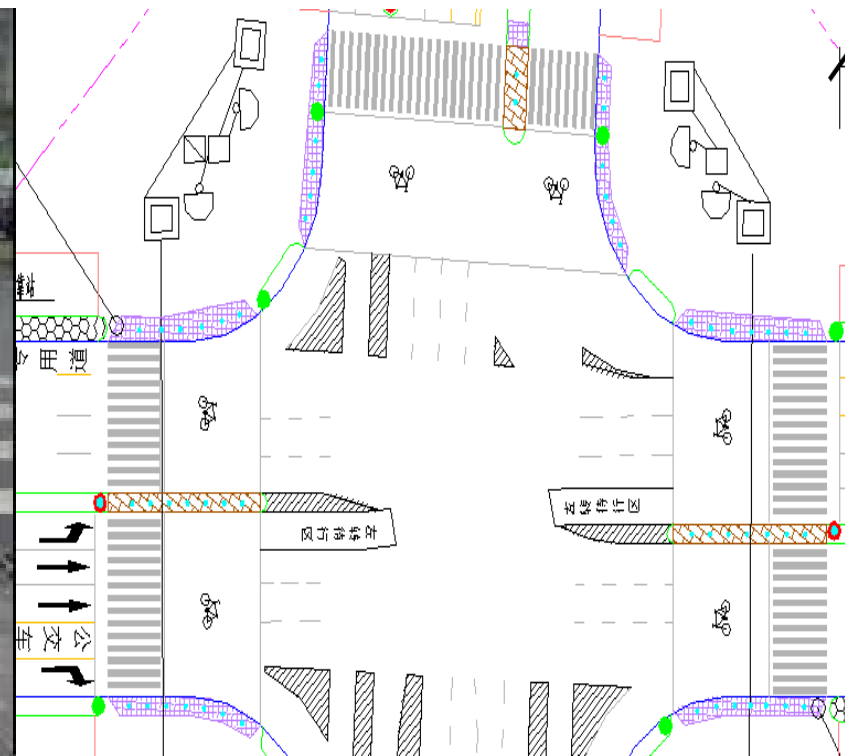
Adjust Space Dedicated to Bicycles as a Function of Time of Day and Bicycle Volume

In off-peak, bicycles, pedestrians share the same space separate from MV's



Source: Tongji

Pedestrian, Bicycle Crossings



Source: Tongji

Separate Signal Heads For Different Modes



Source: Tongji

Recommendations

- Enunciate policy and strategic objective of promoting and giving priority to people/goods instead of vehicle
- Formal coordination among concerned public entities
- Public awareness and participation through formal, ongoing communications activities
- NMT facilities explicitly part of all roadway, street and public transport plans and designs
- Provide sufficient financial support for appropriate facilities, equipment
- Formal education programs in aspects of NMT traffic safety and regulation for everyone, children to senior citizens
- Commitment to enforcement

Good public consultation and traffic engineering are essential for more than just private vehicle users!

- **Pedestrians**
- **Bicyclists**
- **Public transport users and providers**



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Understanding People's Needs

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