Caribbean Road Safety Workshop

8 & 9 August 2019 Kingston, Jamaica

Best Practice in Urban Mobility and Urban Transport Policy













- Urban planning
- Transportation Modes
- Transport Infrastructure





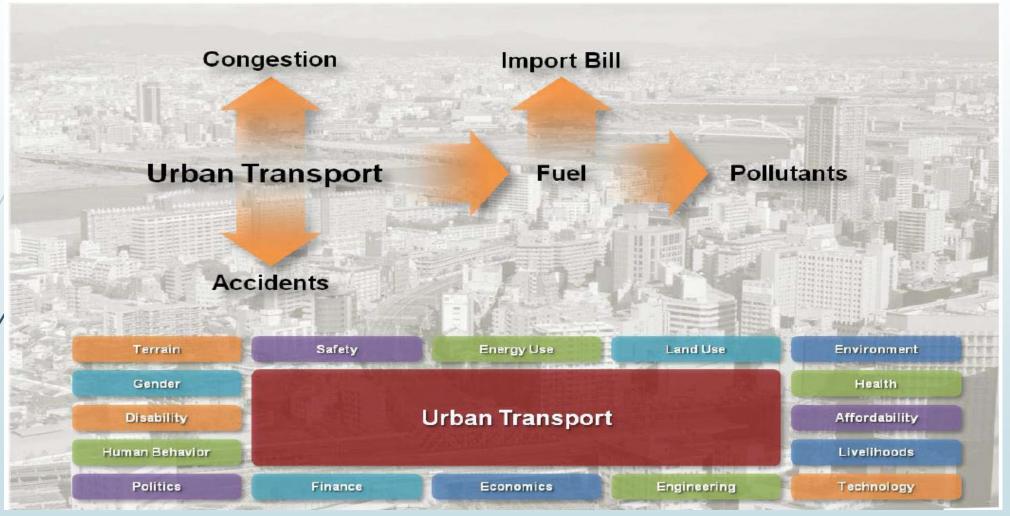














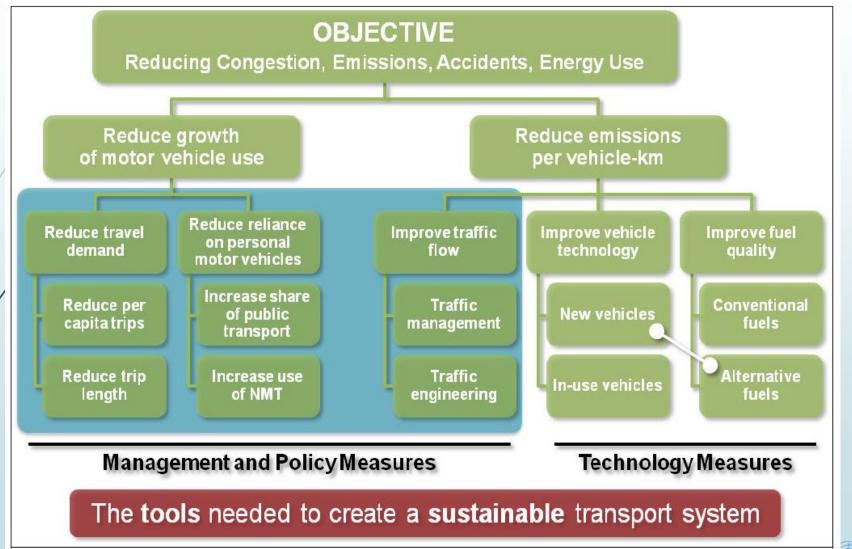






















Service and Physical Integration















PROBLEMS ACTION LINE STRATEGIC OBJECTIVE Pedestrian mobility inhibited by poor walking conditions. Nonmotorized Modes Create a network of public space A walkable Historic Center, Cyclist mobility inhibited by absence that connects the hotspots of 01 bike inclusive that connects of cycling infrastructure. the center in a safe way and urban spots. develops nonmotorized modes. Exclusion of disabled people and gender inequality in the current mobility conditions. Organization of public transport is Streamline the public transport A rational, simple and clear efficient and provokes offer and reduce the take over of 02 public transport offer in the unnecessary occupation of public public space. Historic Center. space and leads to congestion. Motorized A High level of congestion in the Traffic A calmed down and reduced Reduce congestion points in the Historic Center is unpleasant for the **O3** traffic in the Historic Center. center and divert passing traffic. users. Parking is not organized and **Implement** efficient An inner center with efficient parking regulation is not applied: public management and use it to develop 04 and controlled parking illegal space is taken over by other sustainable modes. management. parking. An inner center with efficient Freight deliveries in the Historic Implement better management and Freight **O5** and controlled freight Center are not organized and add to apply regulation for freight in the Historic Center. congestion. management.













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STRATEGIC OBJECTIVE **ACTIONS PROJECTS** P1: Walkability improvement plan A1: Plan for a walkable public space network P2: Pedestrian safety, crossing and signage A walkable Historic Center, bike P3: Plan for cycle infrastructure inclusive that connects urban spots. A2: Plan for the development of bike mobilty P4: Bike use promotion A3: Plan for accessibility P5: Universal accessibility plan improvement P6: City center shuttle project A1: Create a rational and adapted public transport offer for the Historic A rational, simple and readable P7: Users Information System Center 02 public transport offer in the implementation Historic Center. A2: An organized taxi offer P8: Taxi stations plan P9: Passing flow management plan A calmed down and reduced A1: Private vehicle traffic О3 traffic in the Historic Center. management P10: Local traffic pacification P11: Curb parking management An inner center with efficient and A1: Parking policy and 04 controlled parking management. management P12: Off street parking management An inner center with efficient and A1: Freight Regulation P13: Freight management plan



controlled freight management.

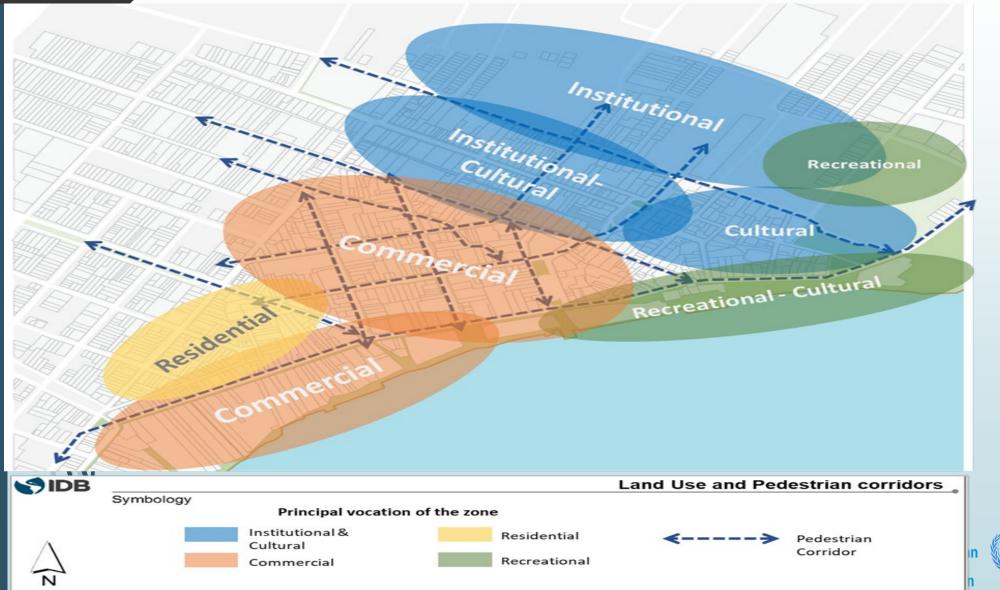






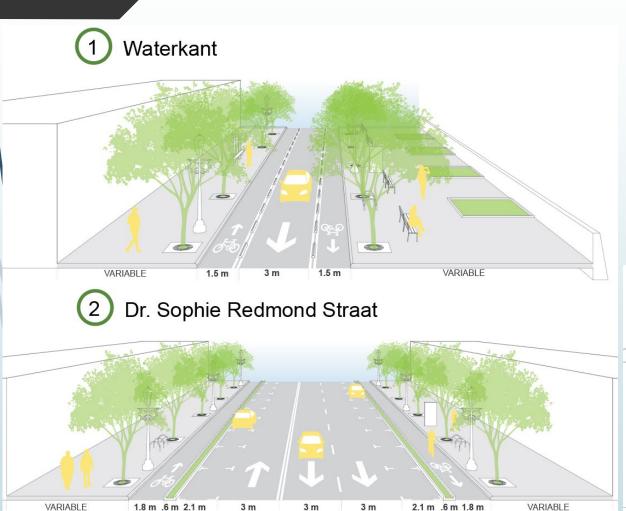


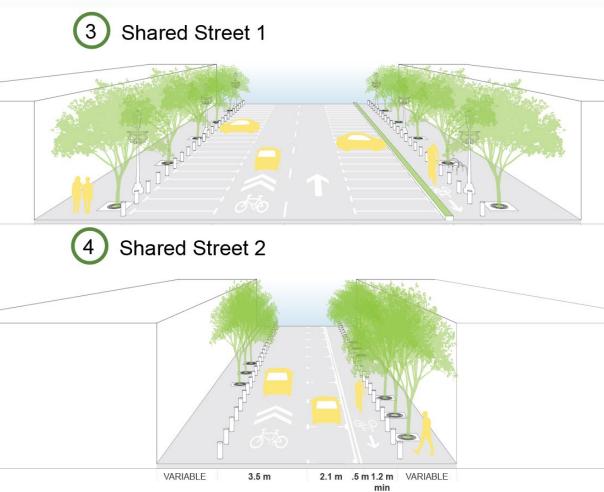














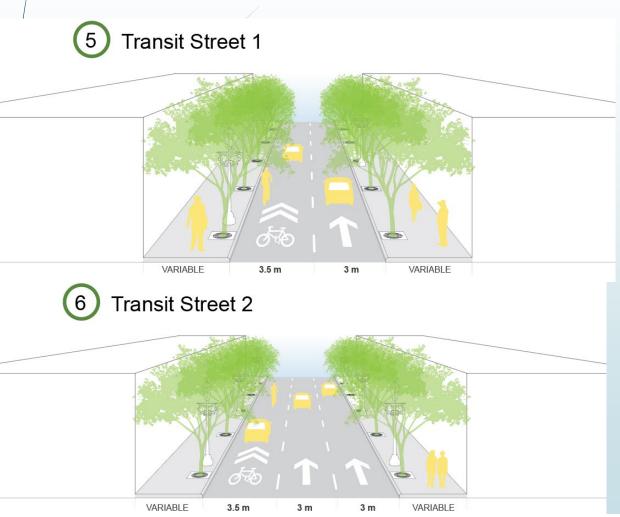


























Urban Transport Policies

Determine transport policies based on land use goals

Mixed land use allows for short trip lengths

Segregated land use requires longer trip lengths

- How to discourage the use of personal motor vehicles
- How to balance supply-side measures with demand
- Which type of public transport to implement
- Public sector or private sector operation of public transport systems
- How to pay for public transport systems















QUESTIONS AND DISCUSSIONS











