



The Sustainable Urban Transport in Chiang Mai

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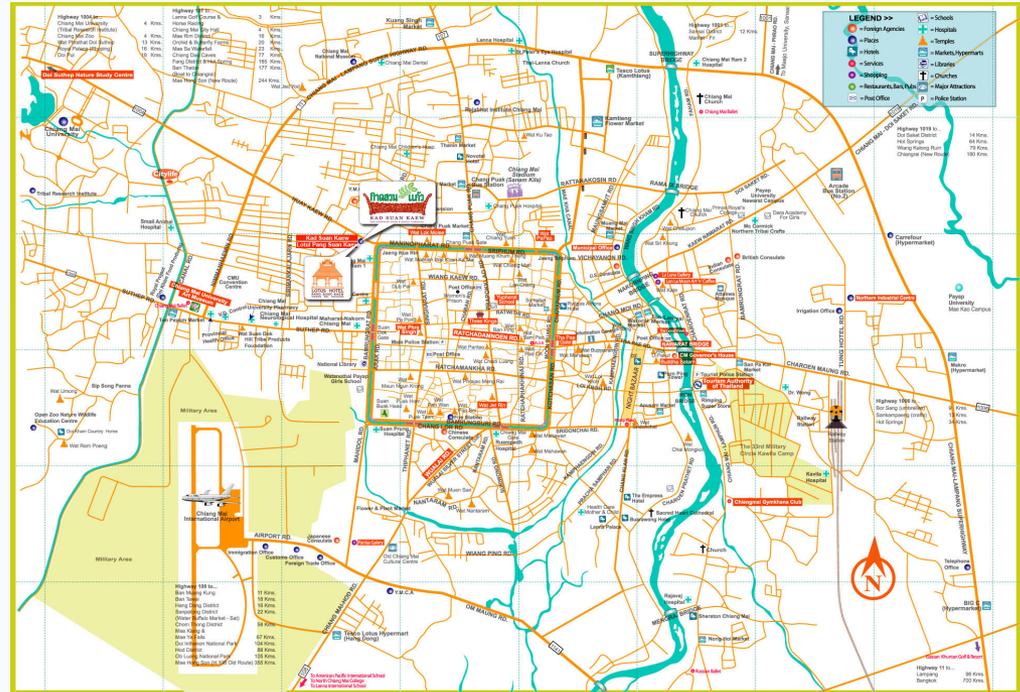
July 13 2017

Low Carbon Mobility Planning Workshop

Chiang Mai, Thailand



Facts of the city



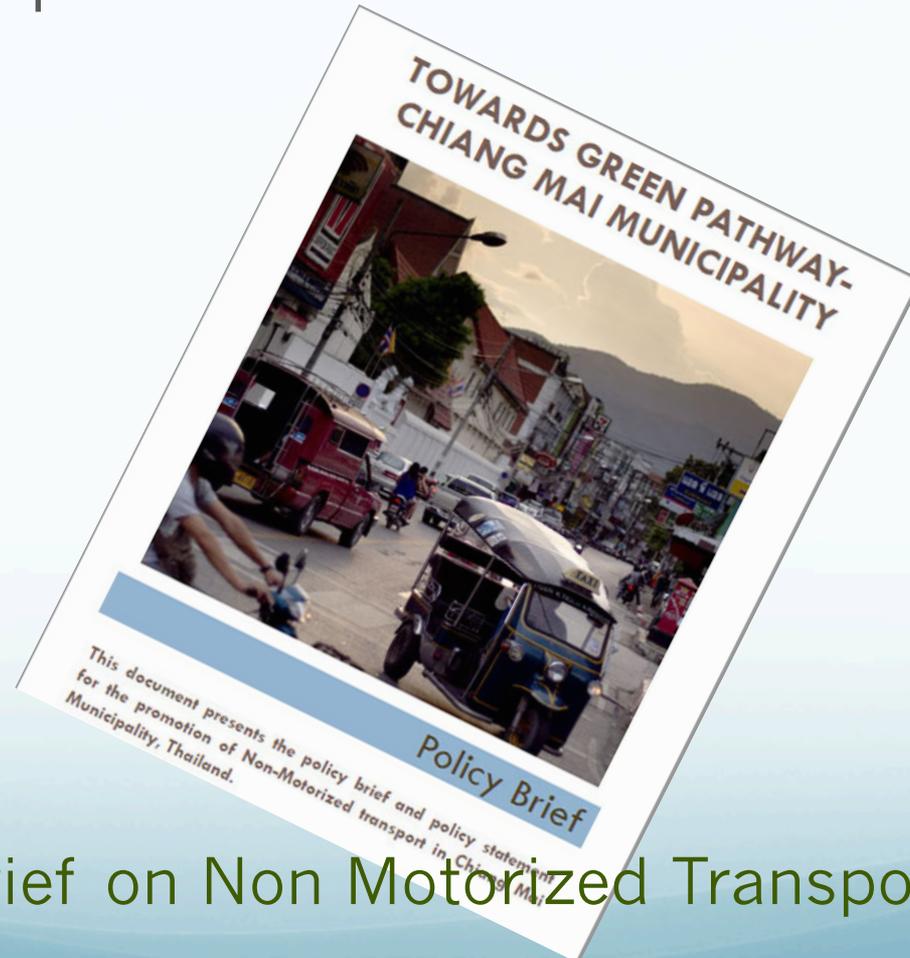
720 kms from Bangkok
Population in Province :1,778,284
Population in CMM : 520,000
Chiang Mai area: 20,107 KM³
Chiang Mai Municipality area: 40.13 KM³

www.cmcity.go.th



Project Base

Sustainable Urban Tourism Through Low carbon Initiatives :Experiences from Hue and Chiang Mai



Result : Policy Brief on Non Motorized Transport



Sustainable Urban Transport in Chiang Mai

Result : Non Motorized Center

: Integrated Land-Use and sustainable Urban Transport Master plan for Chiang Mai





Facts of Project

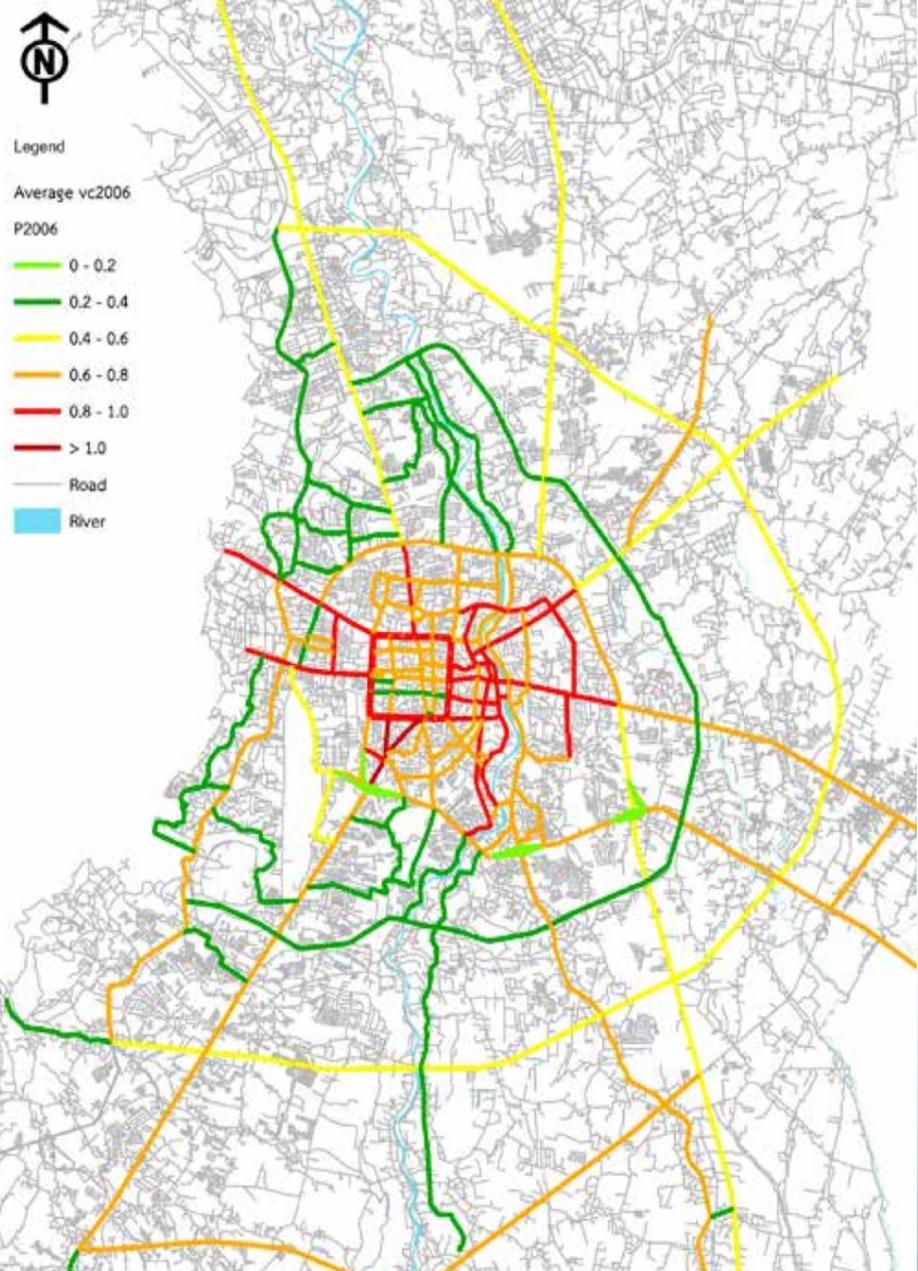
Economic Growth & unplanned & sprawling

Environmental degradation & Traffic
Congestion

From policy to implementation

Sustainable Urban Transport

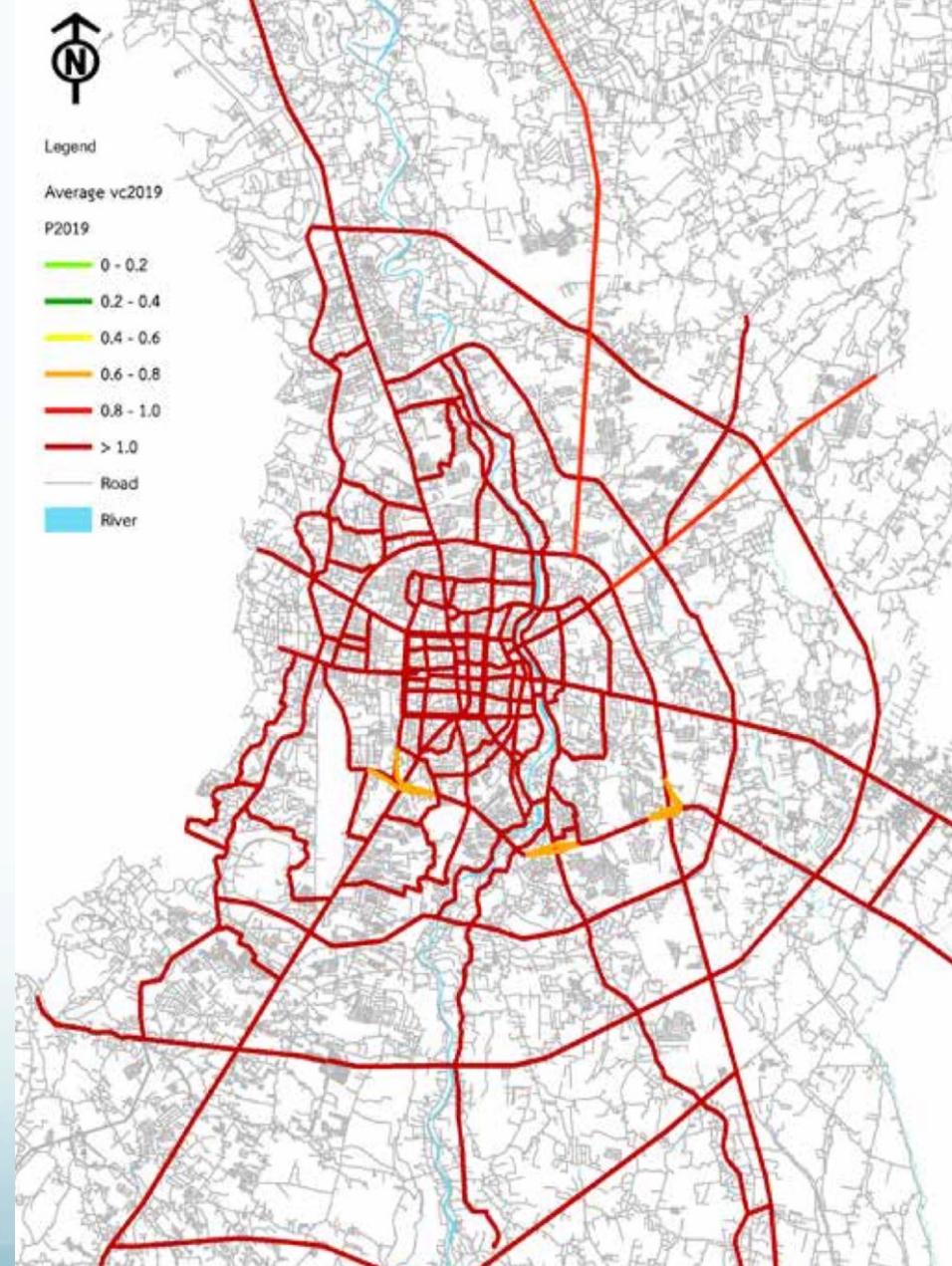
Congestion started along the city's moat in 2006



The predictions of traffic in 2006

2006

Congested in the city planning area 2019



The predictions of traffic in 2019

2019





City of thirty

Vision		Target
1	Mobility and Accessibility	Average trip time is 30 minutes per trip
2	Affordability and Travel Choice	Percentage share of transportation mode: 30% public transport and 30 walking
3	Low Environmental Impact	In 30 years air pollution reduced by 30% compared to the current year (2014)
4	Safety	The number of accidents reduce by 50% compared to the current year (2014)
5	Land Use	Green and Brown area increase by 20%, average travel distance reduce by 10%, the city does not expand more than 10%, population density within economic zone increase while population density in conservative area decreases.



Concrete



Chiang Mai Non Motorized Center



Concrete



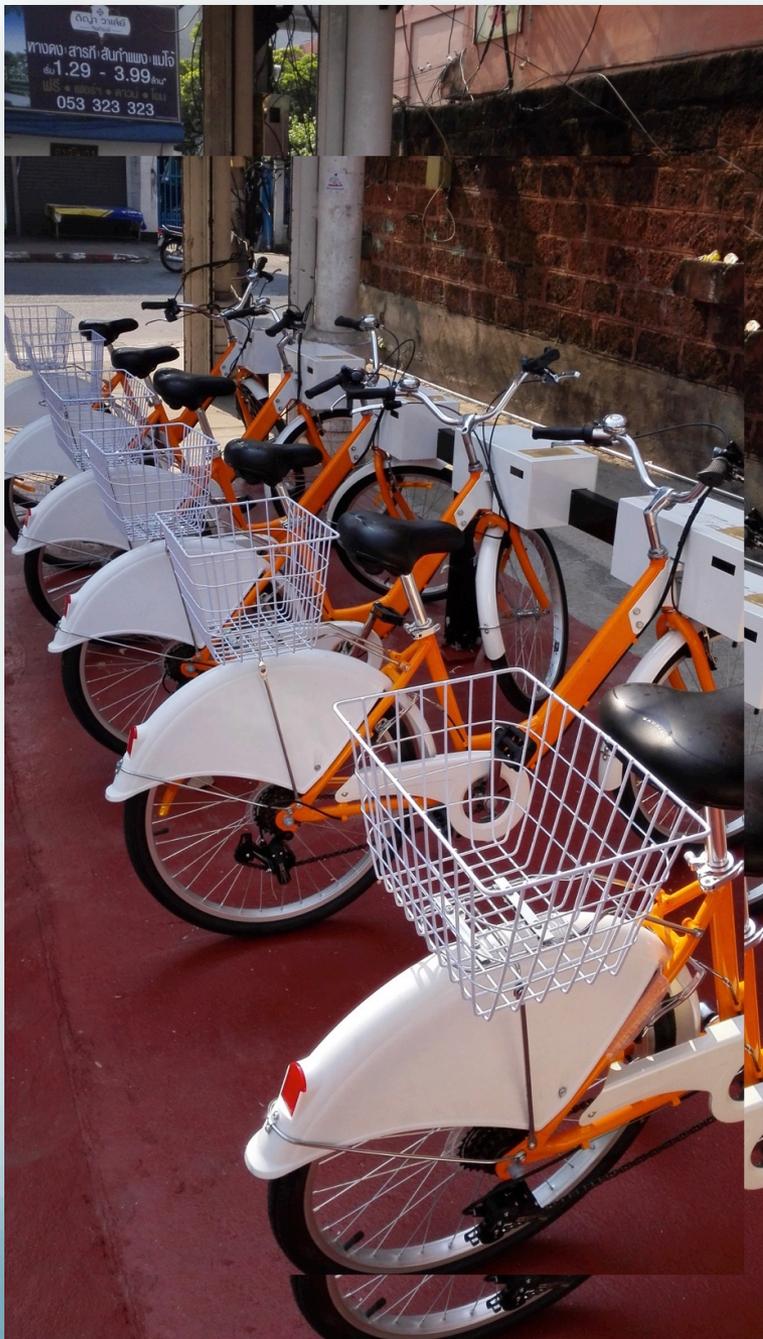
Emergency call station



New bridge that cross over city's moat



Bike parking



Public bike sharing



Complimentary bike at hotel



The conservative of trishaw community in Chiang Mai lunched by the Chiang Mai traffic police department and Rotary association in April 2015.



The Chiang Mai Municipality public bus services



Chiang Mai International Airport bus services was launched by land transportation Chiang Mai office, air port of Thailand; Chiang Mai and The Nakorn-Lanna Coop agency in June 2015,



Lessons learned

Community engagement

Team work and Network

Urban transportation master plan



Innovative

Integrated low carbon transport and smart growth of land use planning was made through a bottom up process, rather than usual top down approach



Factors of Success

- Lead mayor
- Gorgeous team work & Network
- Community engagement
- External change agent
- Scientifics base
- Benefit sharing
- Communications

Anticipated

- ๑.safe time
- ๒.Safe cost
- ๓.Reduce trips per day
- ๔.Reduce fossil fuel
- ๕.improve SME and Economic in community
- ๖.Develop urban attractive places
- ๗.Create decent jobs
- ๘.Reduce poverty
- ๙.Reduce emissions and GHGs
- ๑๐.Reduce car accidents
- ๑๑.Enhance quality of life and sustainable city of Chiang Mai



Summary

Smart Urban Life within Chiang Mai and move onto the path of sustainable transport development to build up policy making process to integrate low carbon transport and smart growth land use planning was made through a bottom up process, rather than usual top down approach. The key success is not only scientific knowledge but both communities engagement. This is an initial step, mostly Chiang Mai has chosen it's developmental path. Experiences accumulated allow for replication in the future. Finally, Chiang Mai is on the way of sustainable development.



Challenges

Integrated low carbon mobility planning

Public Participation and awareness

- School buses service
- Trishaw services, bike, walk able, and alternative mode of transportations

Transportation and infrastructure Development:

- Road and Parking efficiency

Development Integrated Land use Development:

- Co-creation and Neighborhood Connectional
- Smart Growth on Urban Planning
- Transportation Oriented Development

Thank you for your attention

