The Sustainable Urban Transport in Chiang Mai

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Chiang Mai Municipality
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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 KM$^3$
Chiang Mai Municipality area: 40.13 KM$^3$

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

Congested in the city planning area 2019

The predictions of traffic in 2019
# City of thirty

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<th>Vision</th>
<th>Target</th>
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<td>Mobility and Accessibility</td>
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<td>Affordability and Travel Choice</td>
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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 lunched 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

1. Safe time
2. Safe cost
3. Reduce trips per day
4. Reduce fossil fuel
5. Improve SME and Economic in community
6. Develop urban attractive places
7. Create decent jobs
8. Reduce poverty
9. Reduce emissions and GHGs
10. Reduce car accidents
11. 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