

Practice of Green Mobility Development in Tianjin

Where is Tianjin?

Location:

100 kilometers from
Beijing ;

Population:

15,000,000+ ;

Characteristic:

Beautiful port city



Here is Tianjin.



The challenge of green transportation development

The proportion of green transportation trip dropped year by year, and the percentage of green traffic decreased from 95% in 2000 to 84% in 2015.

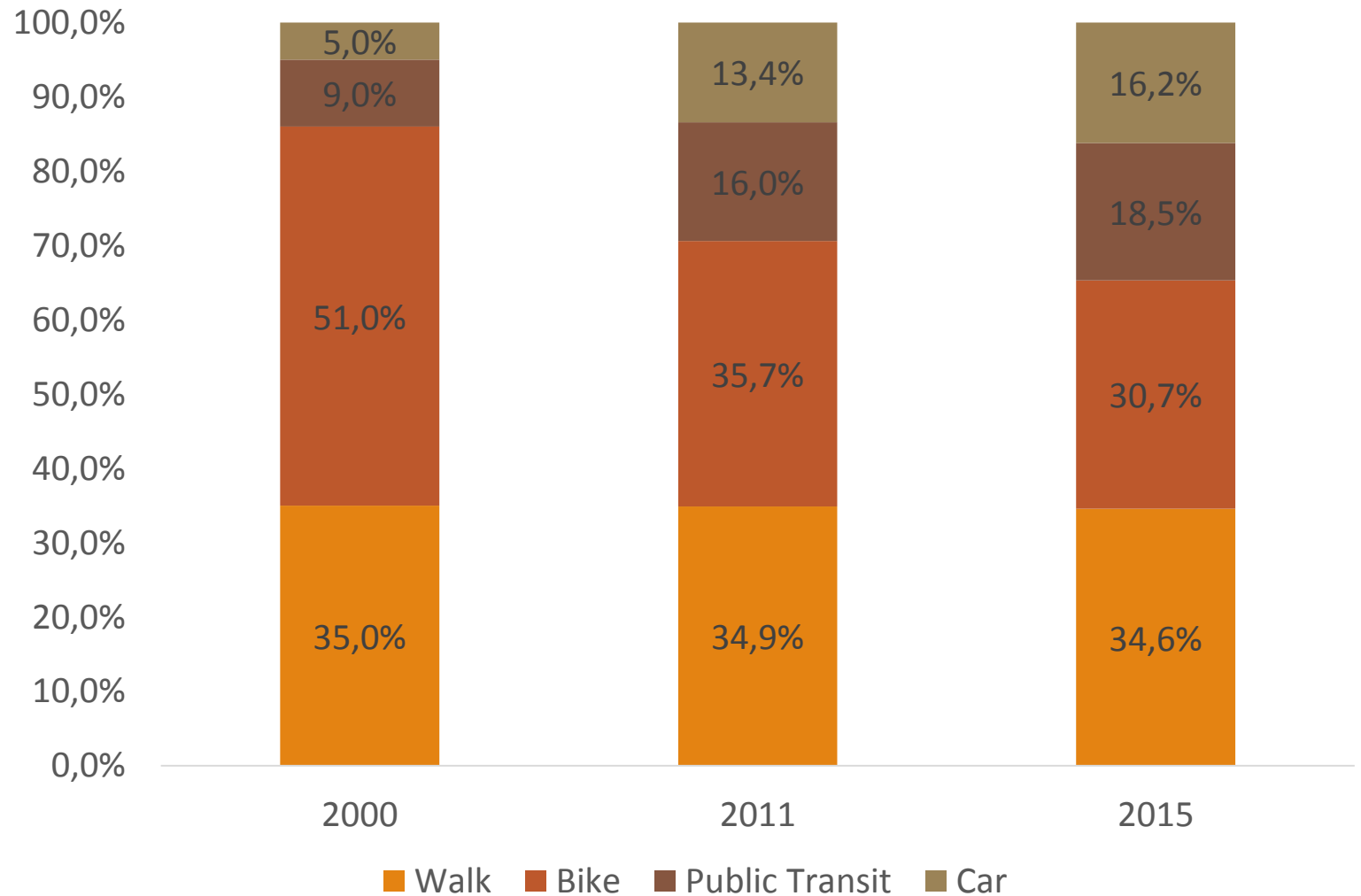
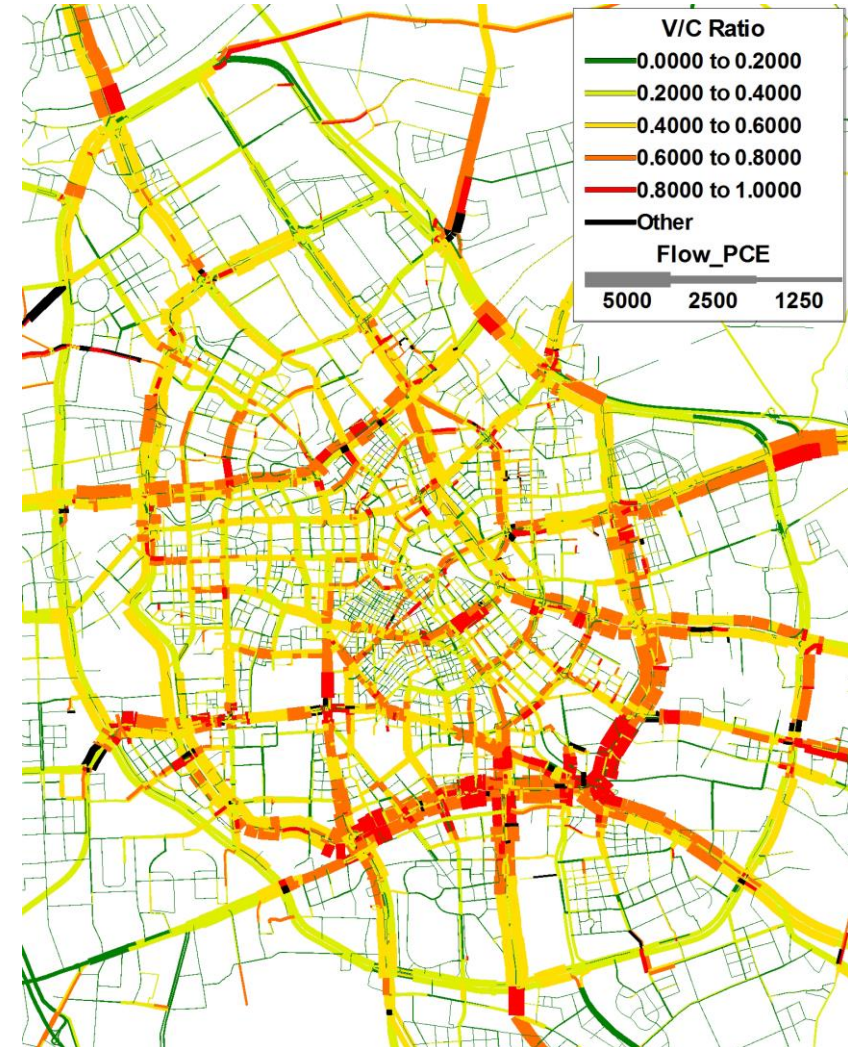


Diagram of mode share in Tianjin

The challenge of green transportation development

The rapid growth of the car has triggered traffic jams, environmental pollution and so on.

Diagram of current service level of road network in Tianjin



Practice of green mobility development in Tianjin

1. New urban planning

Using the transit-oriented development model centers on the rail transit site, construct the green traffic skeleton system .

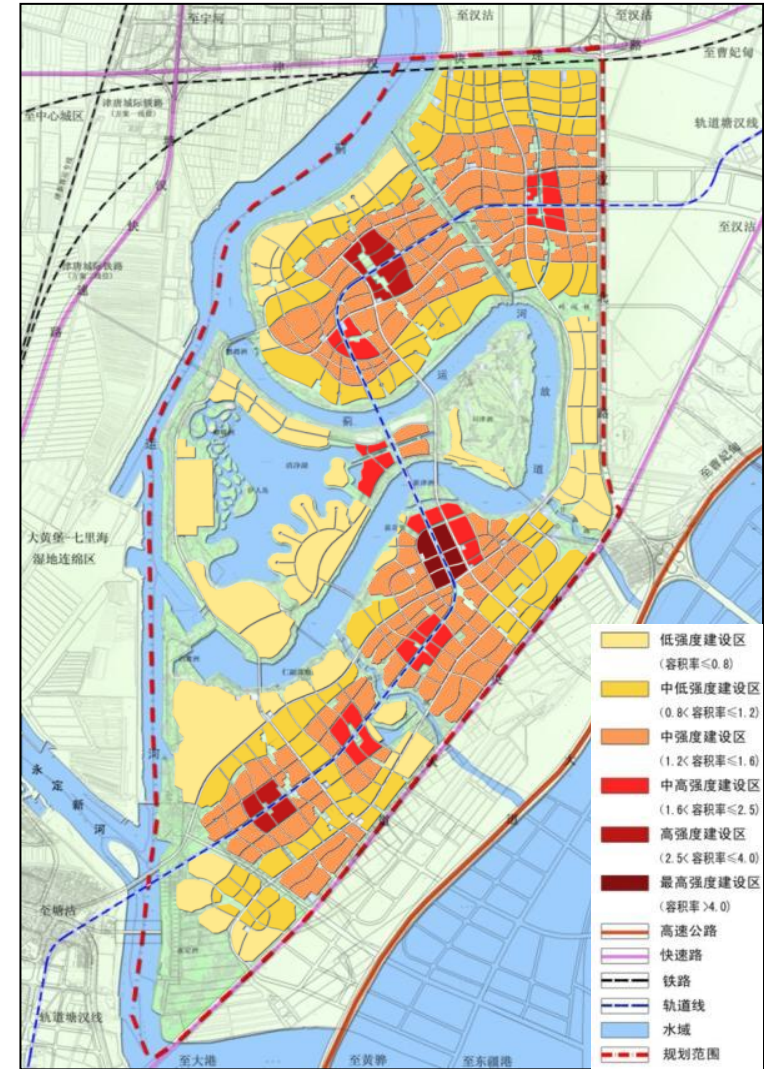


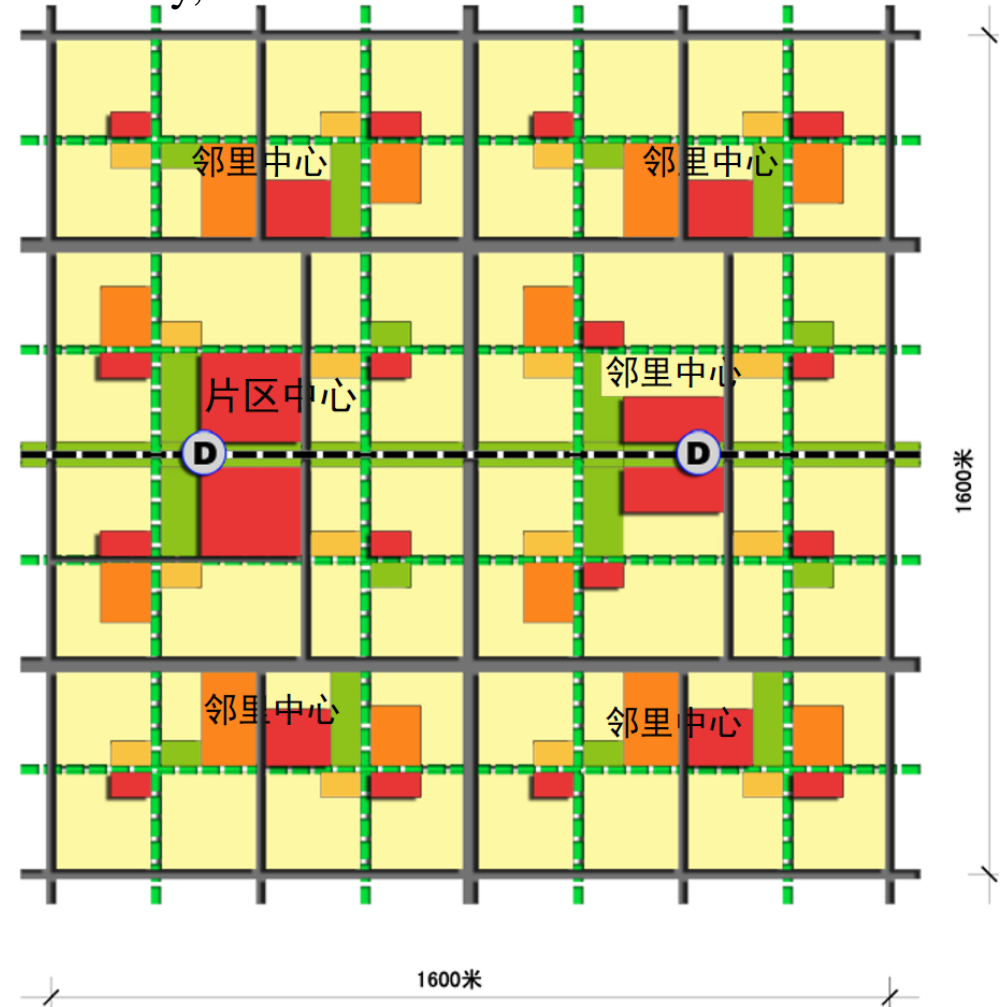
Diagram of land use planning for Sino-Singapore Tianjin Eco-city, SSTEAC

Practice of green mobility development in Tianjin

1. New urban planning

Building the independent non-motorized traffic network to ensure the safety and convenience of slow traffic.

Diagram of walking and bicycling network of Sino-Singapore Tianjin Eco-city, SSTEAC



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2. The improvement of old city

Redistrict the road traffic space, and via the car stop pile and other measures to guarantee the access rights of the slow-moving traffic.

Road space for each traffic mode after the improving program



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2. The improvement of old city

With the aid of the rivers, lakes, water systems and green spaces in the urban area, construct walking and bicycling network with leisure and fitness as its goal.

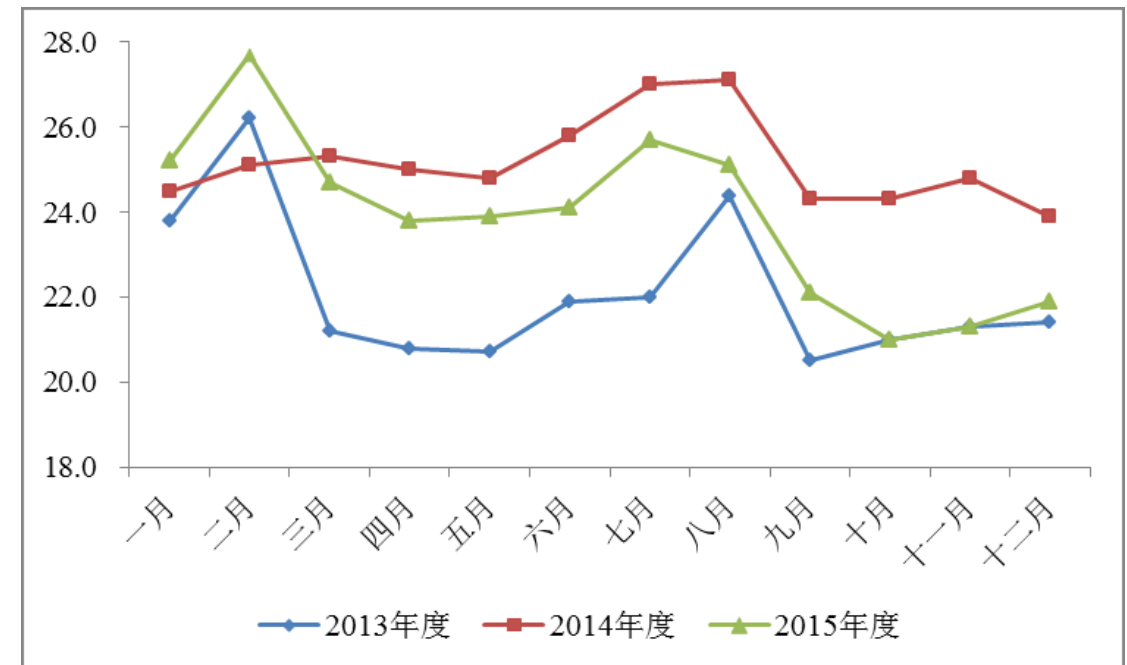
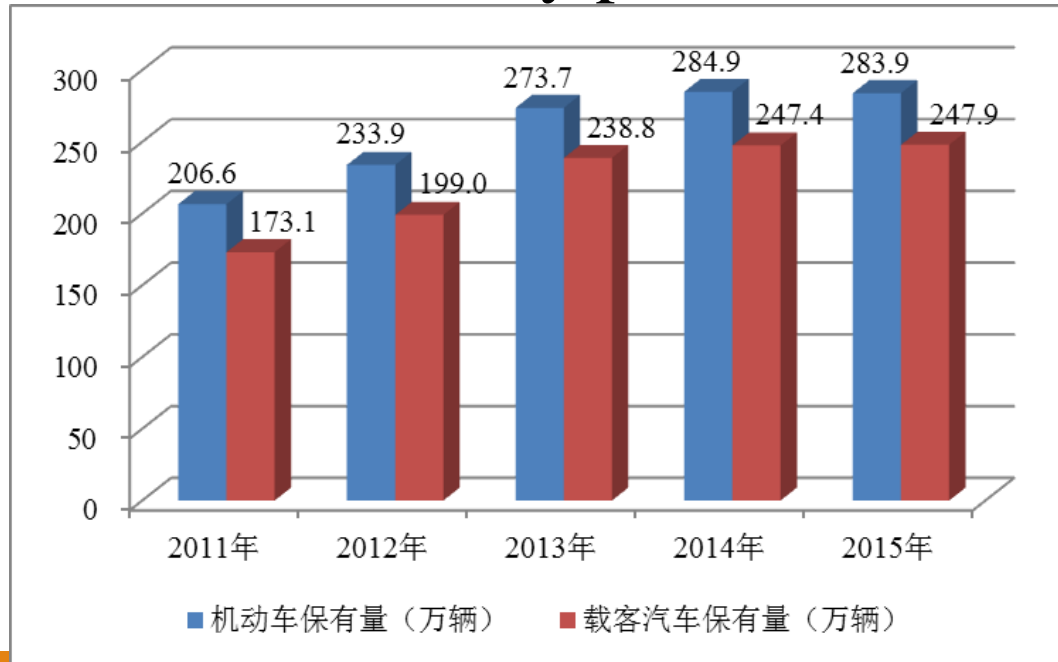
A special road for walking and bicycling round the river



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3. The policy of traffic demand management

In order to regulate and control the motor vehicle traffic demand effectively, since 2014, the automotive vehicle has an annual increment quota limit (100 thousand vehicles), the policy is that each vehicle is limited to one day per week.



The changes of vehicle ownership in the city

The changes of average travel speed of primary road in the central city