Pedestrians in two medium-income island countries - what happens when traffic grows?

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What is happening in Cluster 1 (cities in developing countries)? Are they heading towards Cluster 2 or 3? ..and how can we study that with minimal data?
**Case study 1: Havana, Cuba**

Low car ownership
High walking modal share
Use of streets as social spaces

A new classification for Havana’s road network

Road classification is usually based on one dimension only: movement (roads as a link).
We added a second dimension: ‘place’ (roads/streets as a destination in themselves)

![Classification done in participatory workshops](Image)
A new classification for Havana’s road network

Conflict: high movement, high place status
But as it is, the road is designed mainly for movement

A walkability model for Havana

Model developed using Open Street Map data and validated in workshops with residents
A walkability model for Havana

Some areas have high potential demand but low pedestrian flows, according to residents – with traffic speeds and lack of sidewalks pointed as reasons

Case study 2: Praia, Cabo Verde

Economic growth - but more inequality
Fast city growth – but disorganized
More traffic, more and wider roads – but poor public transport
Mapping quality of walking

Considering: pedestrian space (total; formal); road width; crime incidents; slopes; flood risk

Large differences by neighbourhood, related to income but also with how old is the neighbourhood

Mapping severance effect of roads on pedestrians

‘Hotspots’ of severance are mainly poor areas
### People’s perceptions: group discussions

<table>
<thead>
<tr>
<th>Negative</th>
<th>Positive</th>
</tr>
</thead>
<tbody>
<tr>
<td>stray dogs, rubbish, flooding, rain, slopes</td>
<td>no pavements, squares, pedestrian space, linear streets</td>
</tr>
<tr>
<td>cars, traffic, noise</td>
<td>no pavements</td>
</tr>
<tr>
<td>buildings, organization</td>
<td>safety</td>
</tr>
<tr>
<td>obstructions, messages, damaged</td>
<td>surface, cobblestones, dirt track, 'kaubadi', lighting, night</td>
</tr>
<tr>
<td>pavements, reverse, kiosks, services, banks, shops, places to go</td>
<td>schools, university, facilities</td>
</tr>
<tr>
<td>sport, leisure, green spaces</td>
<td>access</td>
</tr>
</tbody>
</table>

### People’s perceptions: perceptual maps

Disconnected neighbourhoods
Conclusions

In both cities, growing traffic is becoming a problem for pedestrians, aggravated by the fact that the design of existing/new roads favours car users.

Research methods used can be used with minimal data, complemented with local knowledge.

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