

**URBAN
MOBILITY
INDIA**

URBAN MOBILITY INDIA

3rd Annual Conference & Exhibition

SUSTAINABLE URBAN TRANSPORT
Accessible and Inclusive Cities

Delegate Profile and Conference Structure

- Representatives from cities and states 250
- Transport industry 350
- Academia 150
- Young researchers 250
- Exhibitors 90

- 8 technical sessions included 24 presentations
- 2 Panel discussions and 4 partner events

Research Symposium

First research symposium to coordinate research in urban transport in the country

- 4 CoEs participation
- 4 Sessions
- 20 peer reviewed research presentations

Four CoEs should lead to 20 more CoEs in this decade

Summary: Inaugural Session

Reiterated the key messages of NUTP

“people occupy center-stage”

to make our cities the most livable in the world and

enable them to become the “engines of economic growth” that power India’s development in the 21st century”

Inaugural Address

- **Stress on moving people and not on moving vehicles**

- BRT better than cost intensive metro system. Example of Curitiba, where development along BRTS has been achieved worth emulating.

- Urban Transport to take care of physically challenged

- Urban Transport to be accessible and inclusive

- Pedestrian facilities are important

- Cycling must be made a fashion statement

- **Paradigm shift from vehicle to people**

Keynote Address

To promote public transport:

- **Public information system**
- **Integrated ticketing system**
- **Improved quality**
- **Expand public transportation system**
- **Strengthening institutional setup**

Panel Discussion on UMTA

- Emphasized the importance of UMTA.
- To make it effective UMTAs must be provided with
necessary authority
expertise and
funds.

Day 2: Technical sessions

Environment and Traffic management

- Adopting Euro III and IV was set to be achieved by 2010 in Indian cities but the way forward is not yet decided
- Studies on health and health cause due to the emissions are still limited for the Indian cities
- Strategies
 - Inclusive planning (walk and cycle),
 - VKT to be kept low,
 - leapfrog technologies,
 - funding the transition and design
 - **TDM resources where parking policy is the first step**

Day 2: Technical Sessions

.....as per traffic planning

Flyovers/underpass/FOB/ subways not successful - **Safe at grade pedestrian crossing a must for Delhi.**

- **Signal free junctions?** Construction of flyovers force people to walk longer exposing them to higher risks.
- **It is a misconception that free movement of cars does not emit much pollutants.** Vehicles moving at different speeds have different levels and types of emissions
- **To manage mega events public information campaign essential**

Day 2: Technical Sessions

Urban Transport Infrastructure Planning

There is a general consensus among the transport planners that **congestion is the only way that will force people to use PT and NMT** - need to improve NMT and PT infrastructure

- Three wheelers' role as an important feeder mode established through city case studies - Need to design supportive policies and infrastructure for three wheelers.

Urban Infrastructure planning ensures accessible cities

- **40% of the people are disabled and aged (60 +)** – Need for infrastructure to cater to their needs of mobility - **low floor buses must become a norm**

Day 2: Technical Sessions

Public Transport

- PT options explored LRT and modern trams.
 - Singapore case study emphasized the need of creating integrated network and restrictive policies for car to ensure the success of public transport system.
 - 1975 congestion pricing was introduced in Singapore
 - For short trips bicycle is the most efficient mode and PT must be integrated with bicycle networks
- Various options for managing the operations of PT in European model covered

Day 2: Technical Sessions

Inclusive Planning for Equity and Gender

- focus on **inclusive urban accessibility, safety and comfort** features with reference to vulnerable road users
- Research in gender and transport – particularly on transport access, affordability, trip purposes, quality and safety
- Common Mobility Card concept was discussed.
- CMP requirement and the MOUD toolkit is a first step towards implementing NUTP.
 - **Wealth of baseline data generated.**
 - **Slum and informal sector untouched.**
 - **Road widening projects mainly at the cost of pedestrians.**
 - **Focus on listing projects than holistic approach.**

Day 2: Technical Sessions

Congestion management, traffic control and safety discussed the applicability of ITS.

- Technologies found useful in UK environment need to be tested and adapted if suitable for heterogeneous traffic in Indian cities.
- Effectiveness of ITS for safety and managing traffic needs to be assessed in Indian cities.

Day 2: Technical Sessions

Walkable Cities

- (Mumbai) after the construction of skywalks (INR 30 crores / km) significant number of pedestrians continue to walk on the roads - **footpath needs to be provided at grade.**
- **Zero carbon modes** better than low carbon modes - cities planning for low carbon must focus on zero carbon modes.
- Key role of Street vendors as free policemen in improving safety.
- Singapore and London – high car usage in spite of efficient PT.

Day 2: Technical Sessions

Walkable Cities (contd...)

Three important steps

- Reduce parking space
- Don't resolve car congestion problems
- Reduce the speed of cars by proper traffic calming, reduce lane width.

Every PT trip includes two walking trips. Without providing proper footpaths use of PT cannot be achieved.

Day 2: Technical Sessions

Liveable cities and benchmarking

Walking, cycling and bus infrastructure

- Mix land use system and brown field development
- Don't displace people
- Allow pedestrians to take short routes
- Integrated land use and transport planning- need to modify the existing land development acts.

Rail based PT requires 12%-25% investment *vis a vis* bus systems requiring 1%-2% investment for meeting same demand.

Day 3: Special Session

Public Transport: Financing and Implementation Strategies

- Fares and taxes alone insufficient
- Mix of sources of funding for operation and maintenance of PT
- Major sources of funding
 - Employers' taxation
 - Land value capture
 - Vehicle related tax
 - Fuel tax
- Development of urban transport fund major step

Day 3: Panel Discussion

Sustainable Urban Transport

Technology must be given a rest

- **Livability and sustainability overlap – not easy**
- **Integrated strategic plan for sustainability in US**
prioritize safety
- **Cooperation amongst all modes of transport sharing**
best practices and data
- **Key lessons from London congestion charging –**
 - **part of overall strategy,**
 - **Extensive public information**
 - **PT network**

Day 3: Panel Discussion

Sustainable Urban Transport (contd...)

Cities must be made responsible for urban transport

- UMTAs needed – making it functional a key challenge
- Investment in metros - a cause for concern amongst different stake holders
- Major concerns highlighted by Chair person
 - Public control over public land
 - Pedestrians key to sustainable transport
 - Urban space must have contestation
 - Essence of cities – **SAFE CITIES**
 - Local voices must be heard – no soft choices

THANK YOU

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