

# Urban Poor and their Mobility Challenges

**Dr. Pawan Kumar, Associate TCP**

**Town & Country Planning Organization**

**Ministry of Housing and Urban Affairs , Govt. of India, New Delhi**

E mail : [pawan612@gmail.com](mailto:pawan612@gmail.com)

# **1. Introduction**

## **Urban Poor**

- People without possessions or wealth .
- Considered as a group of people.

## **Characteristics**

- No access to transport.
- Limited access to public transport.
- Unaffordable modes of transport.
- Limited access to personalized (motorized) vehicles.



- City as a part of region makes **journey to work** exclusively **longer and costly** particularly for urban poor.
- **Low-income residential areas** in urban fringe areas characterized by **insubstantial provision of Public Transport** in terms of :
  - availability,
  - frequency as well as
  - fare.
- **Journey Purposes** are restricted to :
  - journeys to work,
  - journey to health,
  - journeys to education, etc.



# • **Unsafe and Risky Travel**

Modes of transport used and  
Manner of travelling are always vulnerable.



Source: [www.alamy.com/stock-photo-overloaded-bus-carries-school-children-rajasthan-india](http://www.alamy.com/stock-photo-overloaded-bus-carries-school-children-rajasthan-india)



# • Stress on Transport Infrastructure

**World Bank Study says:** for every extra 1.0 million people in a developing city/country generates an extra 3.5 to 4.0 million public transport trips per day.





## 2. Classification of Urban Poor in Transport Perspective

i. Income Poor

ii. Accessible Poor

iii. Time Poor

iv. Vulnerable poor

v. Poor (non) representation in  
Policy /decision making  
process



### **3. Income Poor**

#### **General Characteristics**

- Less source of income, travel allowance, etc.
- Slum dwellers
- Pavement dwellers
- Casual Labors
- Migrants from rural to urban areas
- Seasonal Migrants

#### **Problems Faced/Challenges**

No. of Trips performed :

**Less in number .**

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Modes Used:

**Most of trips by foot/ walk/ bicycles.**

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Expenditure on Transport:

**Higher Travel expense @ 10-15% of H/Hs income.**



## 4. Accessible Poor

- Direct Accessibility to public transport : **Less**
- Accessibility to normal/premium services within walkable distance : **Less**
- Services in terms of frequency, number, etc. : **Less**
- Waiting time, quality of services, etc. : **More**

### Example :

People with family income up to THREE times the minimum wage are deprived of access to public transport due to :

- difficulty to accessibility** of distant metro stations /bus stops from periphery areas and
- high composite fare** .





## 5. Time Poor

- More Journey Time.
- Longer Journey Time: Residence to Work.
- No travel Time saved.
- Use slow modes of transport which is more time consuming



## **6. Vulnerable Poor**

Vulnerable Users such as Poor women, Children, Elderly, Differently abled persons, etc. are vulnerable to accidents and personal violence.



**Example :**  
Pavement dwellers have willingness to accept unsafe living conditions in order to access work places at no cost.



**Example: Slum dwellers along Sub-urban train Corridors**



# 7. Representation in Policy Making Process (Political Commitment and Implementation)

Political commitment to deal with affordable public transport and Road accidents.

## Good Samaritan Guidelines

MINISTRY OF ROAD TRANSPORT AND HIGHWAYS

NOTIFICATION

New Delhi, the 12th May, 2015

**No. 25035/101/2014-RS.**—Whereas the Hon'ble Supreme Court in the case of Savelife Foundation and another V/s. Union Of India and another in Writ Petition (Civil) No. 235 of 2012 *vide* its order dated 29th October, 2014, interalia, directed the Central Government to issue necessary directions with regard to the protection of Good Samaritans until appropriate legislation is made by the Union Legislature;

And whereas, the Central Government considers it necessary to protect the Good Samaritans from harassment on the actions being taken by them to save the life of the road accident victims and, therefore, the Central Government hereby issues the following guidelines to be followed by hospitals, police and all other authorities for the protection of Good Samaritans, namely:-



# 8. Challenges and Way Forward

## Fare Vs Quality of Services

Urban Poor are :

- **migrants** and
- part & parcel of **vote bank**
- **influence** on local politics.

**Attitude :**

- **Not much concern for improving the quality of transport.**
- **but in reducing the fares.**

## **Part of Political Agenda**

Mobility Challenges faced by Urban Poor need space in **Political Manifesto** .

## **Change in Mindset**

Willingness to pay for better transport .....

# Improved Accessibility

- Route Planning of Public Transport
- Relocation of low income residential pockets to improve accessibility to transport links.





# Affordability

Need to assess “Impacts of Poverty on Transport” to define affordability of Public Transport for low income passengers and urban poor.

## Fare structure Vs subsidy by Govt.

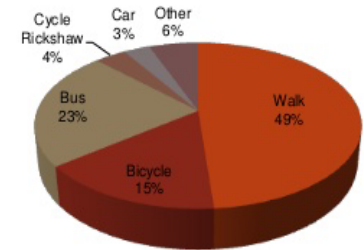
### Affordable Modes of Transport

Categories	Modes of Transport			
	Walk	Pedestrian	Bus	others
<b>Employed</b>	<b>49</b>	<b>14</b>	<b>23</b>	<b>14</b>
<b>Unemployed</b>	<b>87</b>	<b>2</b>	<b>8</b>	<b>3</b>
	<b>Non-motorized Transport</b>		<b>Public Transport</b>	

## Travel patterns of Urban poor Delhi low income households(2011)

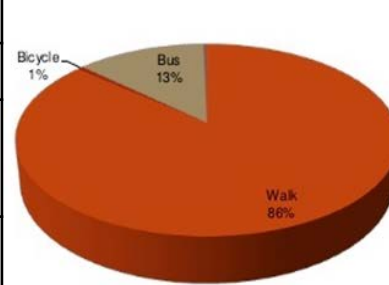


Unemployed persons  
Walk 87%  
Bus 8%  
Bicycle 2%

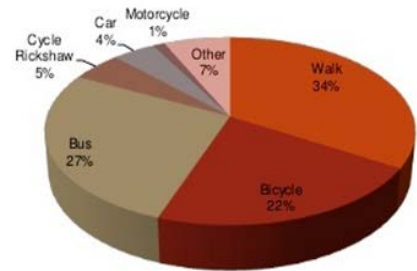


Employed persons  
Walk 49%  
Bus 23%  
Bicycle 15%

## Travel patterns of Urban poor Delhi low income households(2011)



Employed Females  
Walk 86%  
Bus 13%  
Bicycle 1%

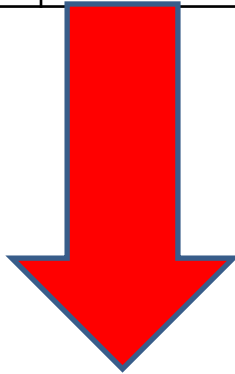


Employed Males  
Walk 34%  
Bus 27%  
Bicycle 22%

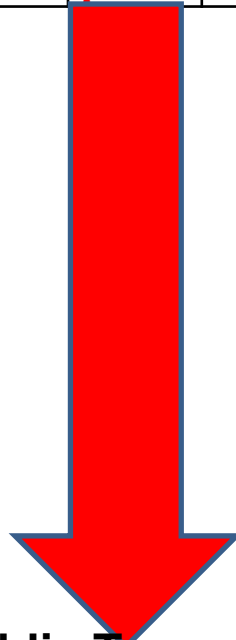
# Availability

Availability of multiple choices of Modes

Categories	Modes of Transport			
	Walk	Pedestrian	Bus	others
Employed	49	14	23	14
Unemployed	87	2	8	3
	<b>Non-motorized Transport</b>		<b>Public Transport</b>	



**Improved Cycle-Rickshaws**  
(battery operated /solar powered)



**Intermediate Public Transport**

## ITDP's India Cycle Rickshaw Modernization Project

- New design reduce weight of the vehicles by more than 30%.
- Multi gear system made pedaling much easier.
- At present, 3,00,000 modernized cycle rickshaws are operating in major cities of India including Delhi.



## **Delhi Municipal Corporation (Cycle Rickshaw) Bye-laws 1960**

It is an effective tool to control and monitor cycle rickshaws in Delhi.

It has provisions :

- Prohibition of transfer of license,
- Removal of cycle rickshaws,
- No. of cycle rickshaws to be licensed in a particular year,
- Penalty, etc.

It provides control of cycle rickshaws in Delhi for better mobility and safety of users.

## **Eco Cabs in Fazilka Town**

Cycle rickshaws have become eco-cabs in car free Fazilka.

First town in the world to have dial-a-rickshaw facility.

Working on developing a solar-powered rickshaw.



**Dial a Rickshaw Project in Chandigarh.**

# Intermediate Public Transport

## IPT in Selected Indian Cities

City	Type	Remarks
Alwar, Rajasthan	Three-wheeled share autos (Vikram)	Approximately 1,400 vehicles run on around seven notified routes seating around 15 people
Jaipur, Rajasthan	Minibuses and Vikram share autos	Operates in 36 routes carrying 0.5 million passengers
Mumbai Metropolitan Region	Three-wheeled autos and share taxis in Mumbai-Pune route	Ordinary autos converted as share autos and taxis (300-500)
Rajkot, Gujarat	Autorikshaw taxis, called as chakdas	Around 6,000 chakdas covering 0.4 million passenger trips
Indore, Madhya Pradesh	Minibuses and vans, Tata Ace magic and Maruti Vans, LPG autos	Around 500 minibuses and 550 mini vans, Vikram share autos were banned
Lucknow, Uttar Pradesh	Three-wheeled shared autos (Vikram)	Around 4,000 autos
Chennai, Tamil Nadu	Three-wheeled share autos (Vikram), maxi Cabs	Around 15,000 carrying two million passenger
Kochi, Kerala	Maxi Cabs as autotaxis	-
Fazilka, Punjab	Eco cabs or cycle rickshaws	Operated on dial-a-ride basis, intended to benefit 25,000 cycle rickshaws

## Institutional Support for IPT

City	Policy	Institutional support	Integration
New Delhi	E-Rickshaw Policy	No	Proposed with Delhi Metro
Chennai	-	Parking space provided	Proposed with Chennai Metro
Alwar	Alwar Vahini Scheme	Parking space	-
Kochi	-	Parking space	Proposed with Kochi Metro

**Source: [www.cppr.in](http://www.cppr.in)**

In March 2015, the GOI passed an amendment to the Motor Vehicles (Amendment) Bill, 2015 legalizing E-Rickshaws. [

By July 2015 Battery Rickshaw are available for travel in many cities, now certified to ply with Registration No. plate by R.T.O. with insurance.

## Few Kms. Vs Several Kms.

Money required to construct **few Km.** of MRTS/BRTS , may be used to :

- construct or
- upgrade **several Kms of roads.**



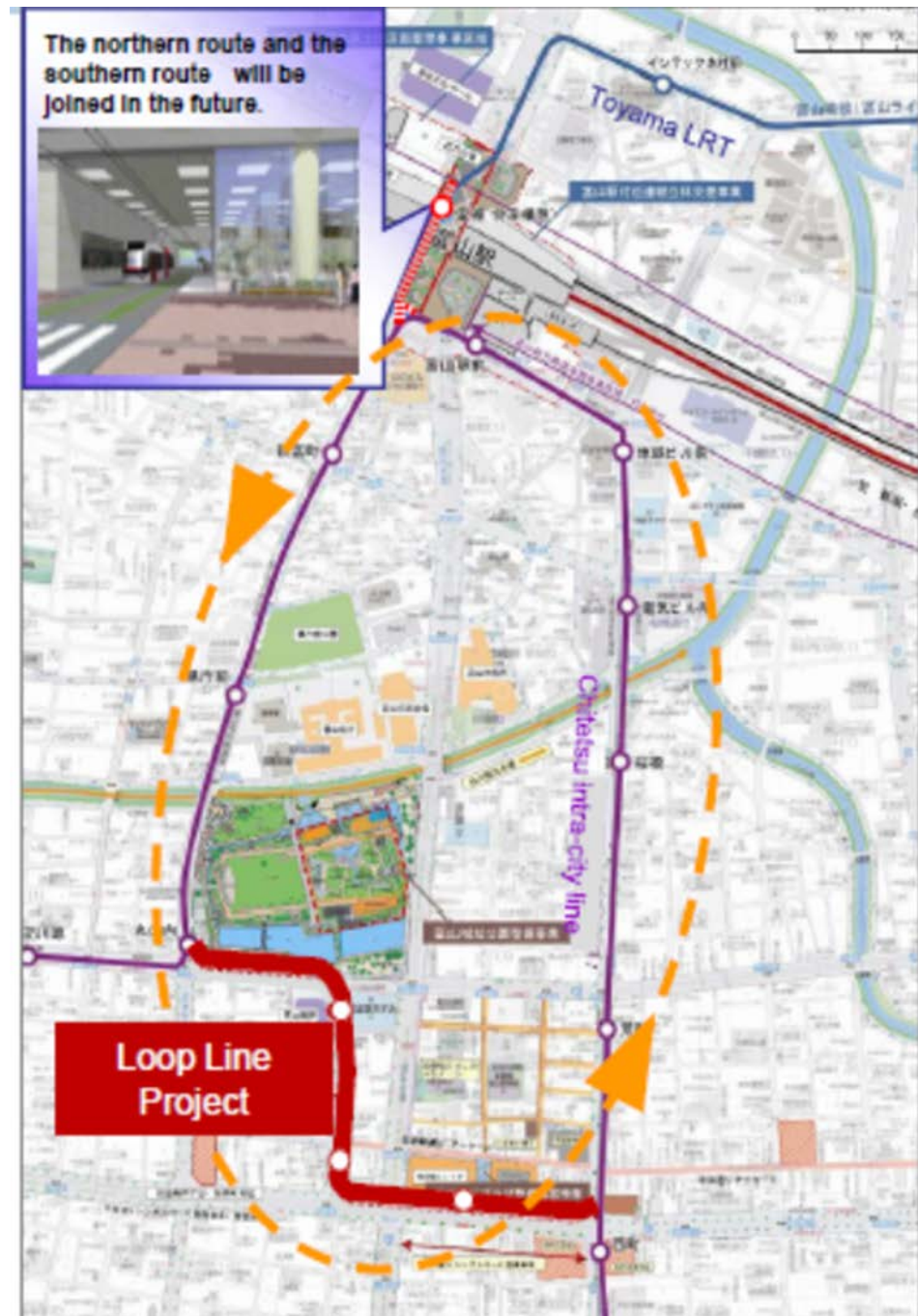


# Loop Project of Toyama

Length of Project : 1Km (approx.)

It revitalized entire city tram system,  
increased ridership and  
improved the city center image.

Source : Kumar, Pawan (2015), *Planning of Smart City as Compact City based on Public Transport: Learning Experience from Japan*, Indian Journal of Transport Management, January-March, pp. 4-13)



In Mumbai,

Cost per km of traveling by rail (if a monthly pass is purchased) is much cheaper than cost of travelling by bus service.



### **Not Viable :**

Promoting attractive, political motivated and costly facilities such as

- elevated roads,
- flyovers and
- foot over bridge etc. but

### **More Acceptable:**

- road improvements,
- extension/upgradation of roads, and
- promoting low-cost bus operations, etc.

*Thanking You  
for  
your kind attention*