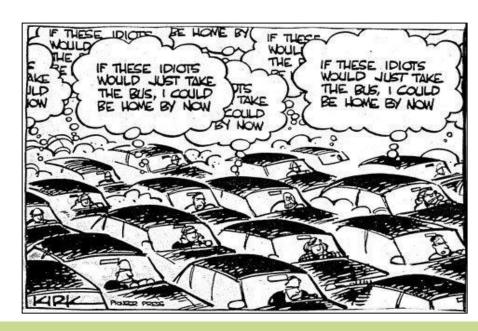
Evolution of Comprehensive Mobility Plan in India and its Institutional Arrangement

Kanika Kalra
Urban Transport Expert &
Acting Director (KMC)



Issues & Challenges of Cities





From 2001 to 2011, the annual growth of population 1.6%, but motor vehicles increased by almost 10%

Traffic in Our cities - Dubai





Traffic in Our cities - Jakarta



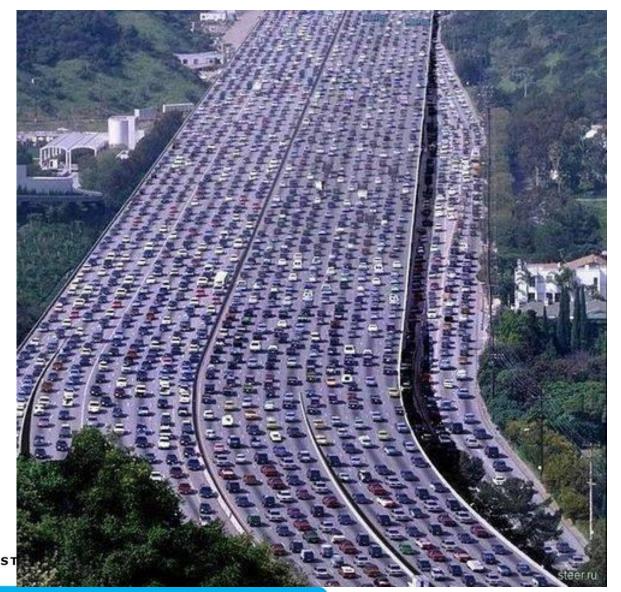
Traffic in Our cities - Bangkok



Traffic in Our cities - New York



Traffic in Our cities - China



Urban Land use - Transport Issues







- Rapid Urbanization
- Cities are Sprawling
- Environmental Degradation
- Declining PT & NMT
- High share of 2-w: > 75%
- Low Investments
- Supply Side Focus
- Poor Enforcement
- Multiple Institutions
- Road Safety compramised

This is Leading to-

Increased pollution, adversely impacting health and quality of life

Severely hampered mobility - adversely impacting social and economic activities

Increased use of nonrenewable resources – adversely impacting energy security

Serious safety concerns

The poor are worst affected

Transport too often implemented and operated in pieces with too little objective decision support information

Our transport planning approach



Flyovers / New roads / widening of roads



Junction Management



Traffic Management



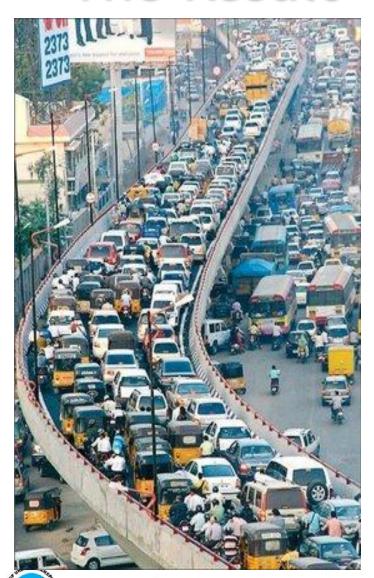


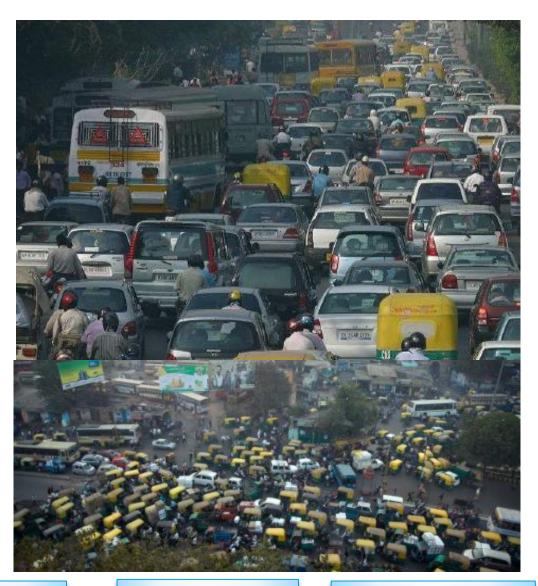
Rapid Transit Systems



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The Result





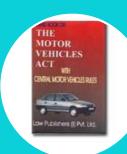
Genesis - NUTP

Need for a National Policy

Transport – State Subject



CPWD, TCPO
– imp. Role in
UT, but no
accountability
to State Govt.



Acts & Rules like MV Act, Metro Constt.
Act, etc. administered by Central Govt.



Guide State Level Action plans within an overall framework



Guide Central financial assistance towards improving Urban Mobility.

Need for NATIONAL Policy



National Urban Transport Policy

NUTP aims at:



Guiding Central **Financial** Assistance towards improving Ūrban Mobility

Making our cities the most livable in the world









Objective

To ensure <u>safe</u>, <u>affordable</u>, <u>quick</u>, <u>comfortable</u>, <u>reliable</u> and <u>sustainable access</u> for the growing number of city residents to <u>jobs</u>, <u>education</u>, <u>recreation and such other needs</u> within our cities.



Comprehensive Mobility Plan

Comprehensive Mobility Plan

- Introduced in 2008
- Envisaged as a strategic transportation plan
- prepared concurrently with the spatial plan
- Integrated land use transport strategies
- Focusing on a long term vision, objectives and having an integrated set of strategies

Long-term

Systematic

Reduces biases

Informed choice



Comprehensive Mobility Plan

SPATIAL PLAN

DEVELOPMENT AREAS AND DEVELOPMENT CONTROLS

ECONOMIC DEVELOPMENT:

distribution of work centres, office areas, industrial locations, retail areas and town center

ACCESSIBILITY

PROXIMITY

- CONNNECTIVITY

MOBILITY

SOCIAL & UPPPORT INSTITUTIONAL infrastructure proposals with their locations; recreational area allocation; sports facilities

Supporting TRANSPORT proposals (roads and mass rapid transit) to provide connectivity to different developments; MRT extensions/ capacity enhancements; major transport interchanges. Freight facilities - logistic hubs HOUSING AREAS: demand, geographic distribution by different types of housing; housing standards & space allocation by type, affordable housing schemes

Priorities for the **ENVIRONMENT** - climate change, natural resources, nature conservation, heritage and water resources



COMPREHENSIVE MOBILITY PLAN

Transport network proposals in new growth areas road and public transport Public transport capacity enhancements, network extensions, interchanges

Cycling and walking priority measures

Freight Traffic Management

Demand Management measures Softer measures
to reduce
emissionsvehicle
technology, fuel
quality,
enforcement



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What should CMP contain?

Vision Objectives Phasing of strategies Future development Problem scenario and identification – today and tomorrow? strategies to be adopted



Targets

- Improvement in operational effectiveness of para-transit and public transport systems
- Completion of the network
- Retain the pedestrian characteristics of the city
- Prevent Urban Sprawl
- Prevent environmental degradation





Focus

- Moving people
- connecting various modes
- Public Transport
- Non Motorized Modes
- Integration

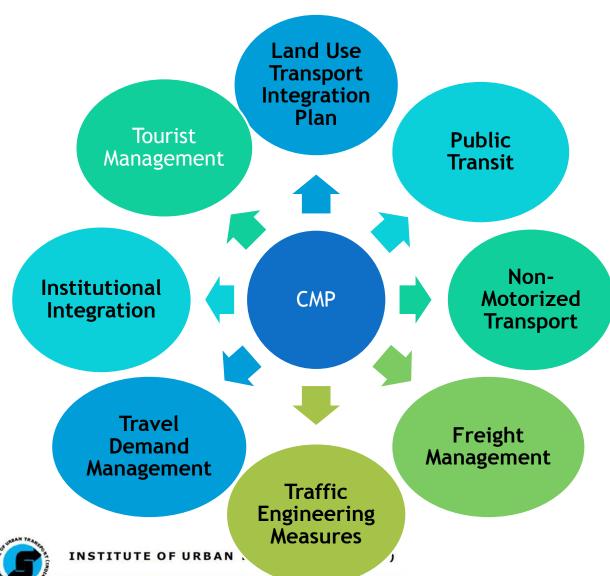
Comprehensive Mobility Plan Revision 2012

Focus

- Moving people
- connecting various modes
- Public Transport
- Non Motorized Modes
- Integration
- Development of Sustainable Urban Transport Scenarios
- Mission Reduction
- In technological Interventions
- Land Use Transport Integration including Transit Oriented
 Development
- Freight

The CMP to be notified as part of the Master Plan

Key Strategies









Key Strategies

- Reserving ROW
- Planning transport network
- Improvement in NMT infrastructures

Improving Non-

- Route planning & scheduling
- · Road Pricing
- Investment in PT
- · Taxation of private vehicles







motorized **Transport** Improving Public Transport

Urban Technological Structure Changes

- Zoning Regulation
- · Land use and Housing policies
- · Floor Area Ratio

- R&D Investment
- · Standards & Labelling
- · Tax incentives



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Comprehensive Mobility Plan Revision 2020

Focus

- Moving people
- connecting various modes
- Public Transport
- Non Motorized Modes
- Integration
- Development of Sustainable Urban Transport Scenarios
- Mission Reduction
- In technological Interventions
- Land Use Transport Integration including Transit Oriented Development
- Freight
- Integration of new modes Shared Mobility
- New Vehicle Technology Electric vehicles
- Focus on improved accessibility
- Neighbourhood level planning
- Monitoring Framework

Institutional Arrangements - UMTA

Why?

Cities preparing CMP but gap in Implementation

Key issue – multiple Institutions

Inappropriate Resource Allocation - Resulting in poor execution of projects & unbalanced development

Lack of Inter- Sectoral & Institutional Coordination- between agencies in the transport sector & other allied sectors

How?



Function under the metropolitan Planning Committee set up under 74th Constitutional Amendment

All funds for urban transport to be routed through it

Key Functions

Enhancing economic productivity

- Integrated land use transport planning
- Evolving transportation system on regional basis

Increasing personal mobility

- Ensuring integrated operation of various modes
- Evolving a proper mix of public and personalized transport
- Undertaking continual studies for measuring traffic flows on all systems

Improving the urban environment

- Controlling air noise and other environmental pollution
- Ensuring energy consumption with due to national policies

Ensuring financial viability

- Evolving low-cost traffic management measures
- Introducing and implementing rational fare policies for all modes



Status of UMTA



MoHUA Initiatives:

- > UMTA created in 16
 States
- Operations Document and Bill for UMTA
- Operations documentand UMTA Bill for 8cities/ states prepared

Thank You

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