

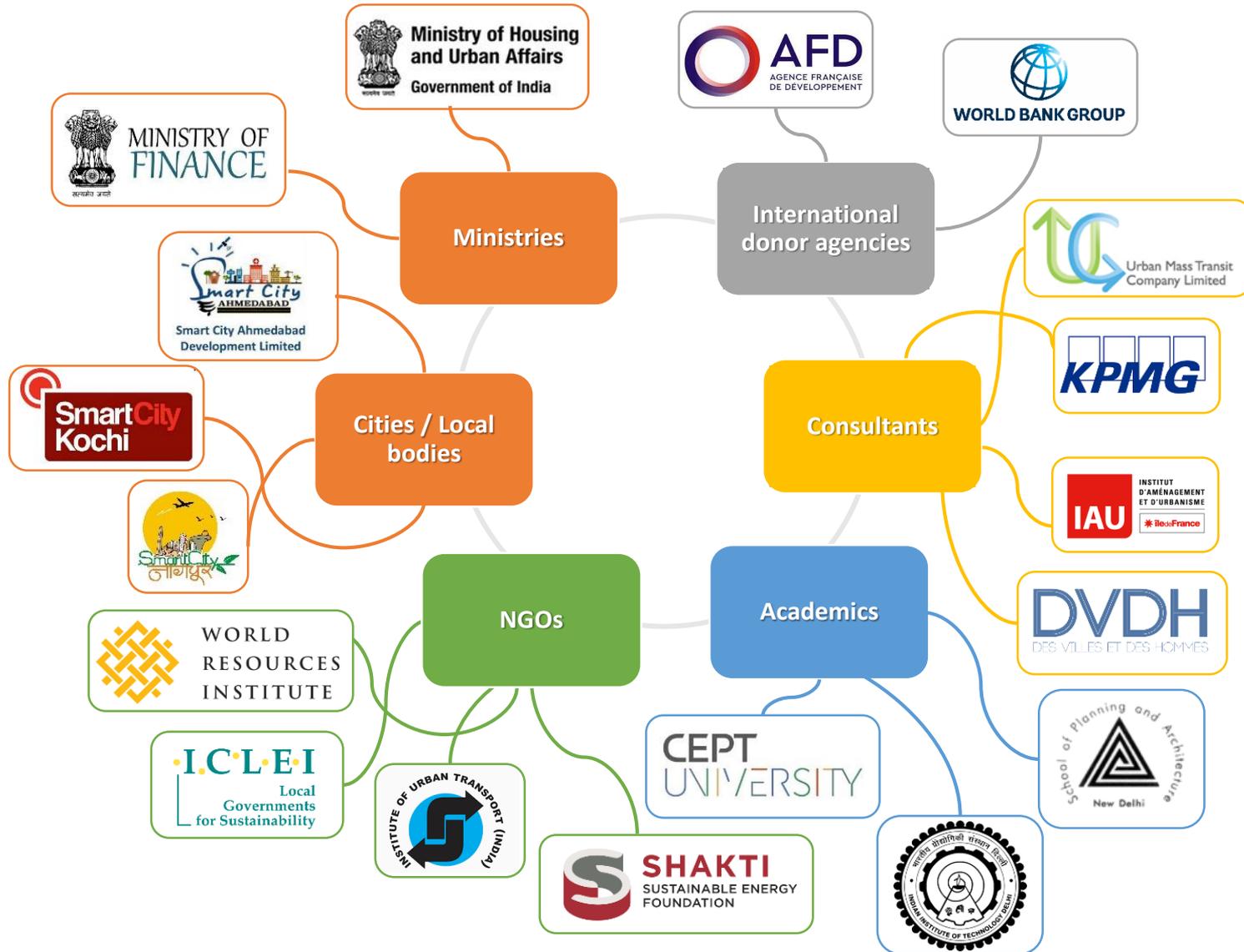


As part of MobiliseYourCity Programme in India

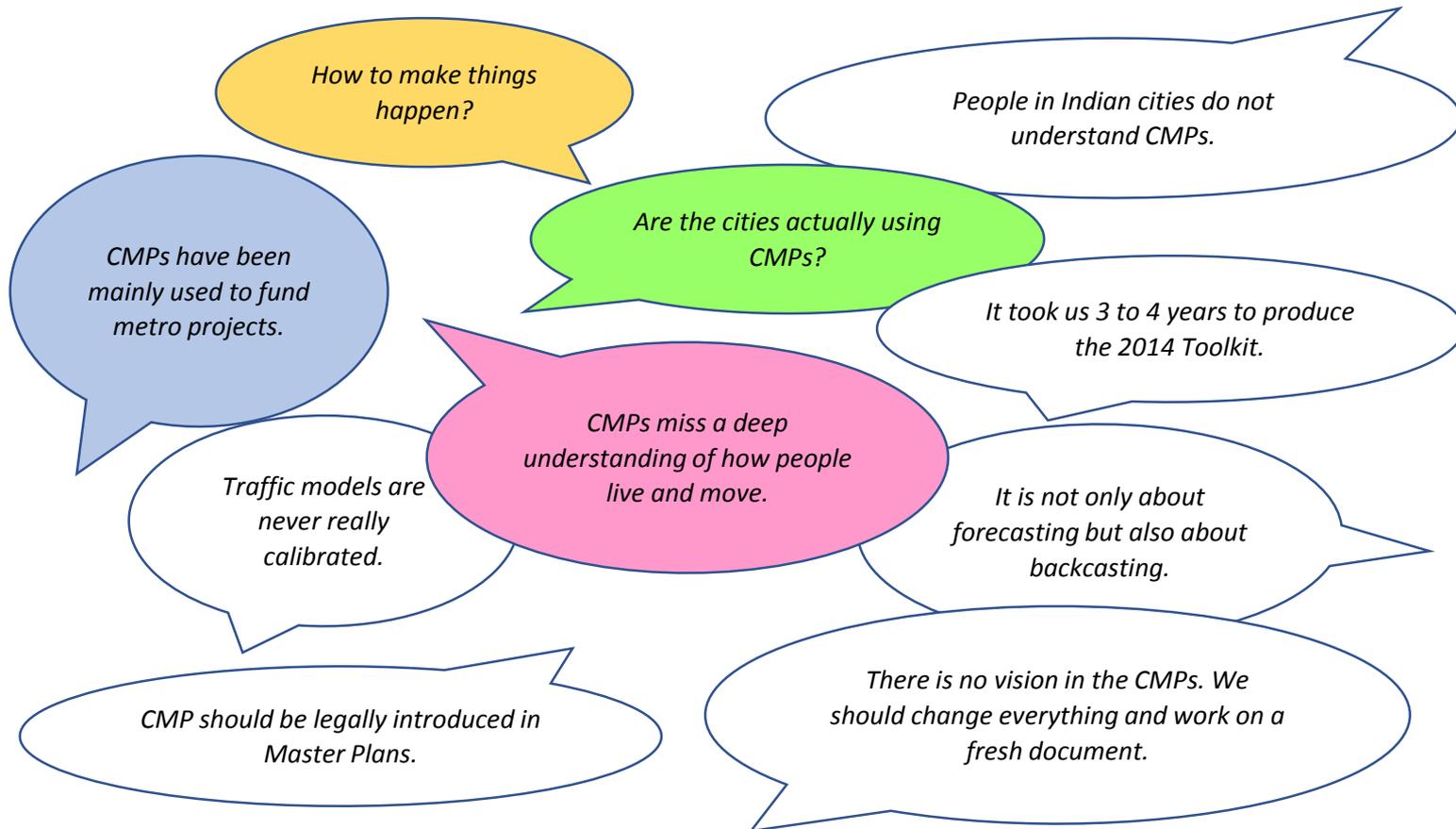
The challenges to implement CMPs in India

October 12th, 2020

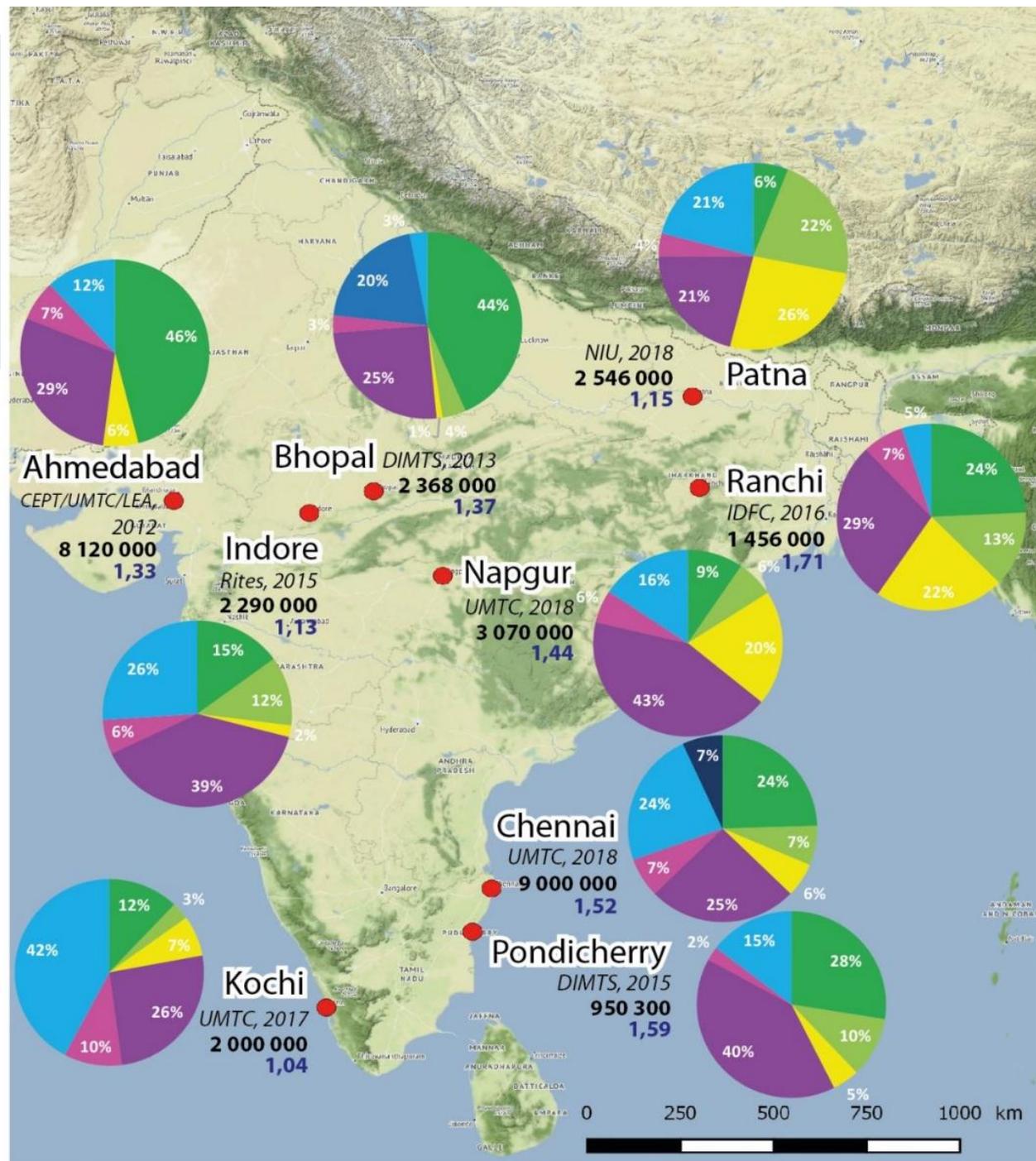
Composition of the Working Group



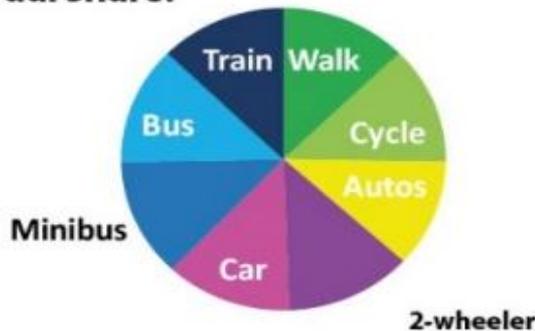
Verbatim collected during interviews of stakeholders



Some suggestions to improve CMPs based on the revision of 9 CMPs



Modal share:



Legend:

Consultants involved in the CMP preparation, year of publication
Population
Per capita trip rate



How to ensure that things will happen? How can CMPs become a more useful tool? How the National State, the Local States and the Urban Local Bodies should get organized?

'Foster a wider approach of mobility, more strategic and also more practical'

'The approach should not only focus on the results of a traffic forecast model'

'Double check the representativity of sampling for surveys, especially regarding genders'

'Promote a new mindset'

'CMPs should be mandatory and more connected to the Master Plan'

'Both documents should incorporate each other, but not merge'

'CMPs should involve people and be more understandable for a common person'

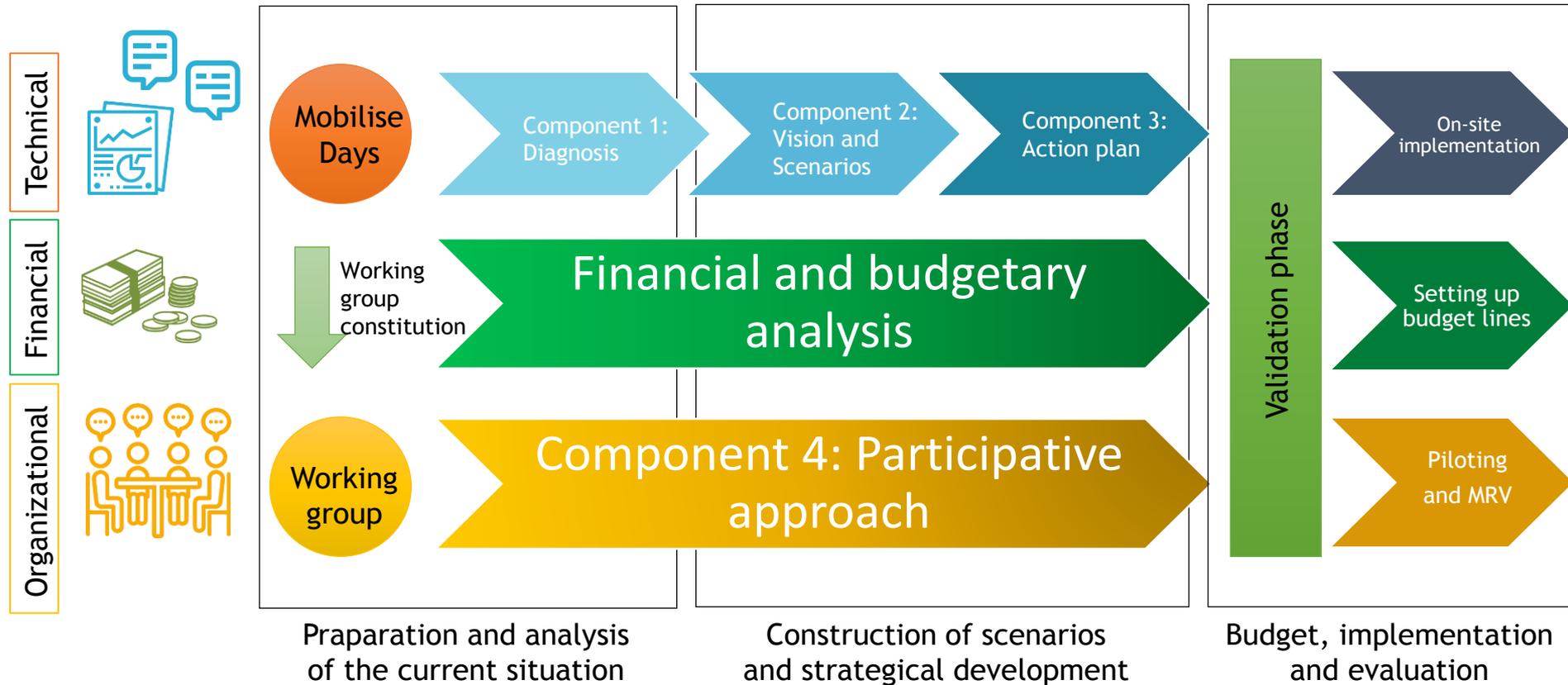
'CMPs should be participative with the production of 2 versions: an easy-to-read communication document and a technical detailed report'

'Approval of the CMP should be made by more than one institution'

'The institutional framework should be reviewed so that all stakeholders discuss'

'A new law or by-law might be needed to empower the tool and to make it approved by several institutions'

Lessons learned from the MYC methodology



The diagnosis

Scenarios and Strategy development

Funding plan, Validation, Monitoring

1. Useful to **compare past and current mobility structures** by modes of transports, and establish connections between **demographic / mobility / urban analysis**
2. The **social analysis** of the mobility patterns might be developed (gender issue, evolution in the coming years, youth...)
3. Good to have data that can be **projected in the future**
4. Reconnecting the **vision** for the future of mobility with the **evolution of ways of life**, and the **evolution of the city** itself might help in defining an **adequate strategy** for the territory.
5. The **effects** of the proposed CMPs **on the land use and urban development** might be clarified.
6. **Walk** must not be forgotten!
7. The solutions suggested in the scenarios might be **financially analysed** to be consistent with the financial capability of the territory.
8. Identifying **priority actions** such as
 - quick-wins,
 - actions to minimise investment costs/operation costs for mass transit,
 - actions favouring the neighbourhood mobilitycan help to set up a **realistic funding plan**.
9. **Prioritise** all the projects and measures **and associate them to a leader responsible for implementation** might help to improve the follow up of the CMP implementation.
10. **MRV requirements** are barely mentioned whereas it is an important aspect of the follow up! A **mobility observatory** might be a solution.

The Participative approach

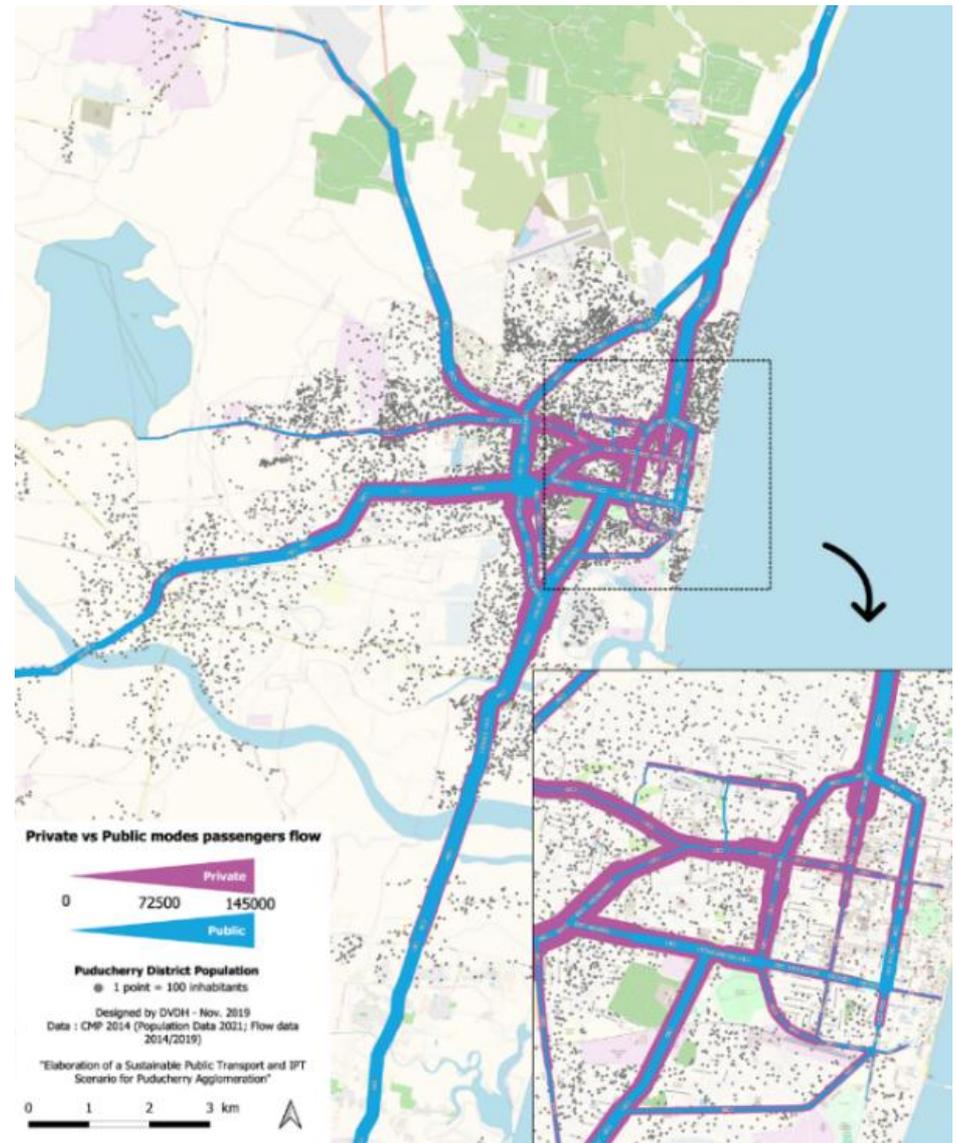
11. The future version of the Toolkit might insist on **the importance to establish close ties between the relevant parties or institutions involved** in the mobility sector. An **emblematic project** can help to raise a consensus on a common vision for the future of the city, its mobility pattern and the future of the quality of life of its inhabitants. It will help to **“make it happen”**.
12. A **working group** could be created, as **Step 1 of the elaboration of a CMP**. The Working Group shall have **regular/periodical meetings to follow the progress of the CMP and proposition of further improvements**. It has a consultative aspect, **advising the Technical Committee** or decisional group, usually smaller than the Working Group.



Some suggestions to improve CMP based on the revision of 9 CMPs

The diagnosis

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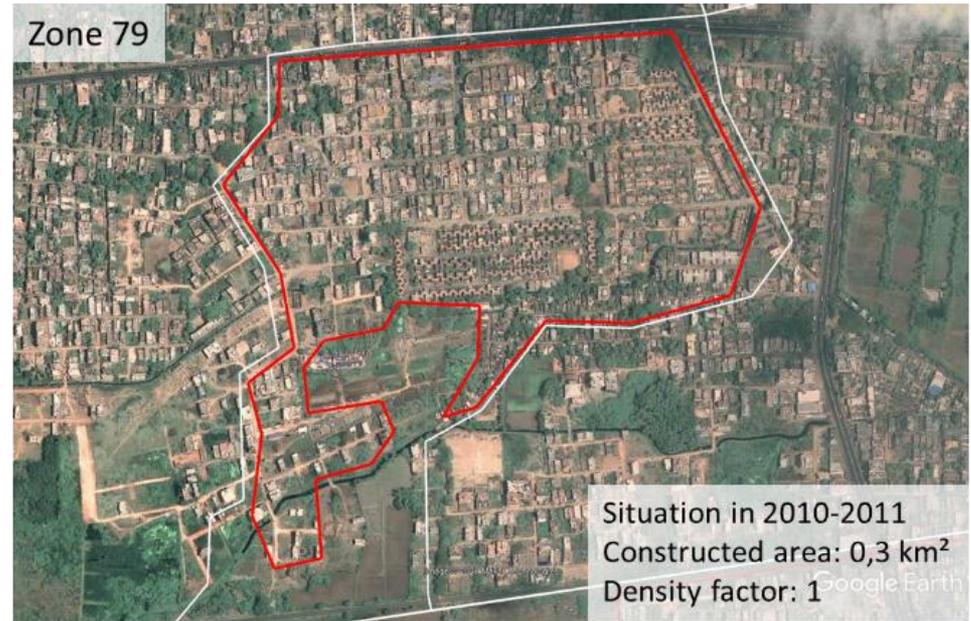


In the central area, 2-wheelers and other individual private modes (in purple on the map) are predominant over buses and other collective public modes (in blue on the map). However, buses are still frequently used along the East Coast Road to go to Cuddalore or towards Chennai, on NH32 to go to the Jipmer, and on NH332 to go to Villianur.

Some suggestions to improve CMP based on the revision of 9 CMPs

The diagnosis

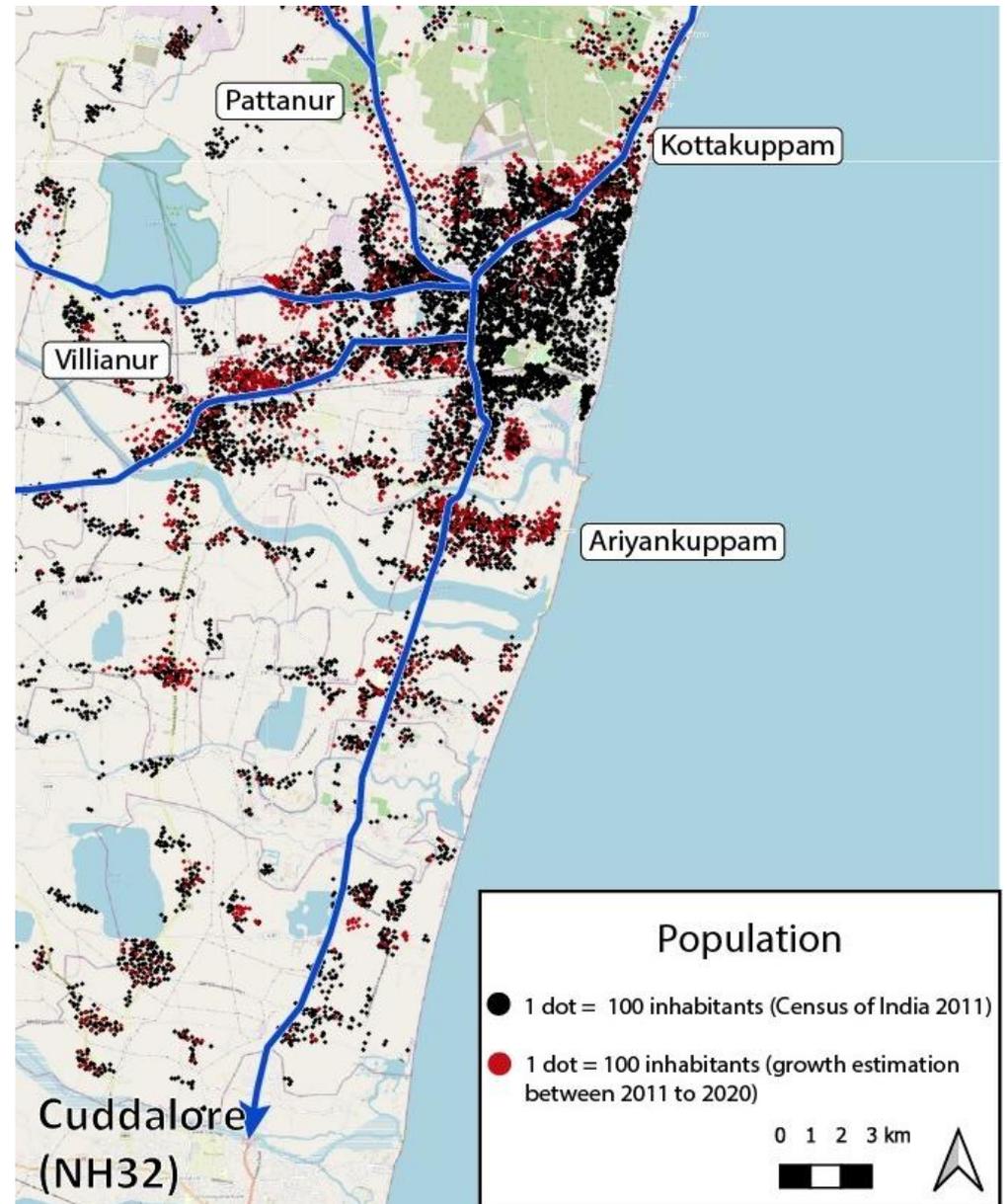
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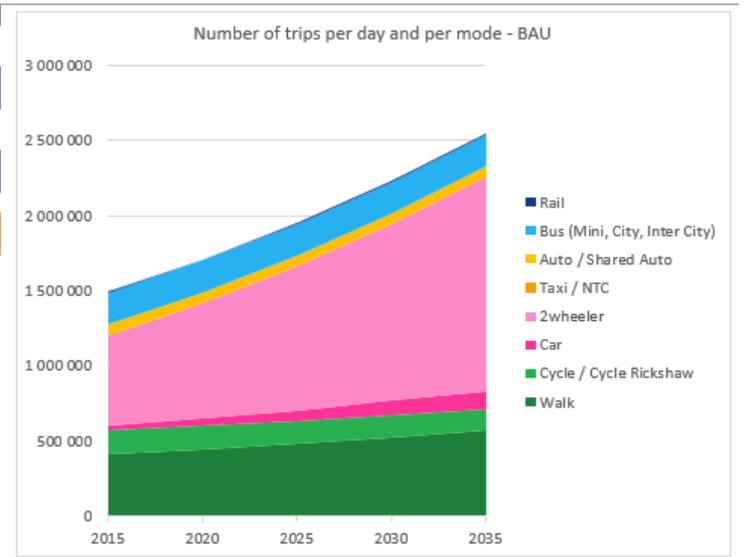


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Police Alignement Nombre Styles Cellules Édition

		Strategic mobility model for Puducherry								
		2001	2005	2010	2011	2015	2020	2025	2030	2035
45	Total daily trips	1083 562	1295 281			1 492 510	1 705 285	1 949 345	2 227 853	2 544 401
46	Total daily motorized trips					926 671	1 106 018	1 314 809	1 556 616	1 835 381
47	Private mode	252 641	456 109			634 110	815 850	1 024 489	1 266 155	1 546 048
48	Car	22 078	30 931			33 914	49 831	69 890	93 529	119 369
49	2wheeler	230 563	425 179			600 196	766 019	954 599	1 172 626	1 426 679
50	Taxi / NTC	2 751	2 751			2 751	2 991	3 253	3 537	3 844
51	Public Transport	373 938	320 048			289 810	287 177	287 067	286 923	285 489
52	Auto	67 863	58 083			52 595	52 595	52 595	52 595	52 595
53	Shared Auto	19 815	16 959			15 357	15 357	15 357	15 357	15 357
54	Mini Bus	10 783	9 229			8 357	8 258	8 254	8 248	8 194
55	City Bus	214 504	183 590			166 245	164 272	164 190	164 082	163 007
56	Inter City Bus	54 638	46 815			42 392	41 889	41 868	41 840	41 566
57	Rail	6 276	5 371			4 864	4 806	4 804	4 801	4 769
58	Non-motorized Transport (Walk, cycle)	454 232	516 373			565 839	599 267	634 535	671 238	709 020
59	Walk	328 676	373 640			409 433	444 160	482 066	523 092	567 216
60	Cycle	124 782	141 853			155 442	154 321	151 899	147 836	141 804
61	Cycle Rickshaw	774	880			964	786	570	310	0
62										
63	Walk					409 433	444 160	482 066	523 092	567 216
64	Cycle / Cycle Rickshaw					156 406	155 107	152 469	148 146	141 804
65	Car					33 914	49 831	69 890	93 529	119 369
66	2wheeler					600 196	766 019	954 599	1 172 626	1 426 679
67	Taxi / NTC					2 751	2 991	3 253	3 537	3 844
68	Auto / Shared Auto					67 952	67 952	67 952	67 952	67 952
69	Bus (Mini, City, Inter City)					216 934	214 419	214 311	214 171	212 767
70	Rail					4 864	4 806	4 804	4 801	4 769
71										





ABI KRISHNAA TILES
Kajaria →

ABI KRISHNAA TILES
Jaquar →

S.P.R. BRICKS

AJ.HR.SEC.SCHOOL

Properly mapping and analyzing how the Public Transport network works is an important task



PUDUCHERRY AGGLOMERATION - CURRENT BUS NETWORK (2020)

PTIC bus routes (less than 10 services/day)

- 02 New Bus Stand General Hospital
- 03 New Bus Stand IMS
- 04 New Bus Stand Pudukuppam
- 05 New Bus Stand New Bus Stand
- 06 New Bus Stand Anandhapuram
- 07 New Bus Stand T.N Palayam
- 08 New Bus Stand IMS
- 09 New Bus Stand Karikalampakkam
- 10 New Bus Stand IMS
- 11 New Bus Stand Panthitu
- 12 New Bus Stand Pudukuppam
- 13 New Bus Stand Bahoor
- 14 New Bus Stand Sanjeevi Nagar
- 15 New Bus Stand IMS
- 16 New Bus Stand Manapet
- 17 New Bus Stand Manalpet
- 18 New Bus Stand Karayamputhur
- 19 Thirukkanur Bahoor
- 20 New Bus Stand Villanur
- 21 New Bus Stand Pathukanuru
- 22 New Bus Stand Karayamputhur
- 23 New Bus Stand Parikkalpattu
- 24 New Bus Stand Thirukkanur
- 25 New Bus Stand Thirukkanur

- 26 Madugarai Gorimedu
- 27 Madugarai PIMS
- 28 New Bus Stand Veerampattinam
- 29 New Bus Stand Nalavadu
- 30 New Bus Stand Gorimedu (through Lawspet)
- 31 New Bus Stand Anandhapuram
- 32 New Bus Stand T.N Palayam
- 33 New Bus Stand IMS
- 34 New Bus Stand Karikalampakkam
- 35 New Bus Stand IMS
- 36 New Bus Stand Manamedu
- 37 New Bus Stand Gorimedu (through IG Statue)
- 38 New Bus Stand Panthitu
- 39 Gorimedu Veerampattinam
- 40 New Bus Stand Sedarapet (through Villanur)
- 41 New Bus Stand Sedarapet (through Gorimedu)
- 42 New Bus Stand Thengalhitu
- 43 New Bus Stand Kuringi Nagar
- 44 New Bus Stand Vambakeerpalayam
- 45 Kuringi Nagar Veerampattinam
- 46 Valrampet Youth Hostel
- 47 Kurumbapet Villanur
- 48 New Bus Stand Nonankuppam
- 49 New Bus Stand Navarkulam
- 50 New Bus Stand Arumparthapuram
- 51 New Bus Stand Deva Nagar
- 52 Kamaraj Nagar Veerampattinam

Private bus routes (less than 10 services/day)

- 506 New Bus Stand MG Medical College
- 507 New Bus Stand IMS
- 508 New Bus Stand Katterikuppam
- 509 New Bus Stand Madagadipet
- 510 New Bus Stand Pathukanuru
- 511 New Bus Stand Chettiappattu
- 512 New Bus Stand Moolakulam
- 513 New Bus Stand Thavalakuppam
- 514 New Bus Stand Sooranangalam
- 515 New Bus Stand Manaveli
- 516 New Bus Stand Kandamangalam
- 517 New Bus Stand Nattapakkam
- 518 New Bus Stand Pudukuppam
- 519 Soriankuppam Sedarapet
- 520 New Bus Stand Mutthiayarpalayam
- 521 New Bus Stand Pinnachukuppam
- 522 New Bus Stand Thukanampakkam

- 5023 New Bus Stand Manakuppam
- 5024 New Bus Stand Panthitu
- 5025 New Bus Stand Parikkalpattu
- 5026 New Bus Stand Thavalakuppam
- 5027 New Bus Stand Kirumampakkam
- 5028 New Bus Stand Karikalampakkam
- 5029 New Bus Stand Kathirkamam
- 5030 New Bus Stand New Bus Stand
- 5031 New Bus Stand Auroville
- 5032 New Bus Stand Youth Hostel
- 5033 New Bus Stand Ariyankuppam
- 5034 New Bus Stand Ossudu
- 5035 New Bus Stand Mettupalayam
- 5036 New Bus Stand Kathirkamam
- 5037 New Bus Stand Karuvadikuppam
- 5038 New Bus Stand Velrampet
- 5039 New Bus Stand Murungapakkam
- 5040 New Bus Stand Kamaraj Nagar
- 5041 New Bus Stand Kombakkam
- 5042 New Bus Stand Youth Hostel

Nelloredu 16 22

Properly mapping and analyzing how the Public Transport network works is an important task



3K (2020)

- v Bus Stand Kanuvapet
- v Bus Stand Vaittikuppam
- v Bus Stand IMS
- v Bus Stand Ottampalayam
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- 5030 New Bus Stand Kathirkamam
- 5031 New Bus Stand New Bus Stand
- 5032 New Bus Stand Auroville
- 0004 New Bus Stand Youth Hostel
- 0004 New Bus Stand Ariyankuppam
- 0007 New Bus Stand Ossudu
- 0008 New Bus Stand Mettupalayam
- 0009 New Bus Stand Kathirkamam
- 0010 New Bus Stand Karuvadikuppam
- 0011 New Bus Stand Veerampattinam
- 0012 New Bus Stand Murungapakkam
- 0013 New Bus Stand Kamban Nagar
- 0014 New Bus Stand Kombakkam
- 0015 New Bus Stand Youth Hostel



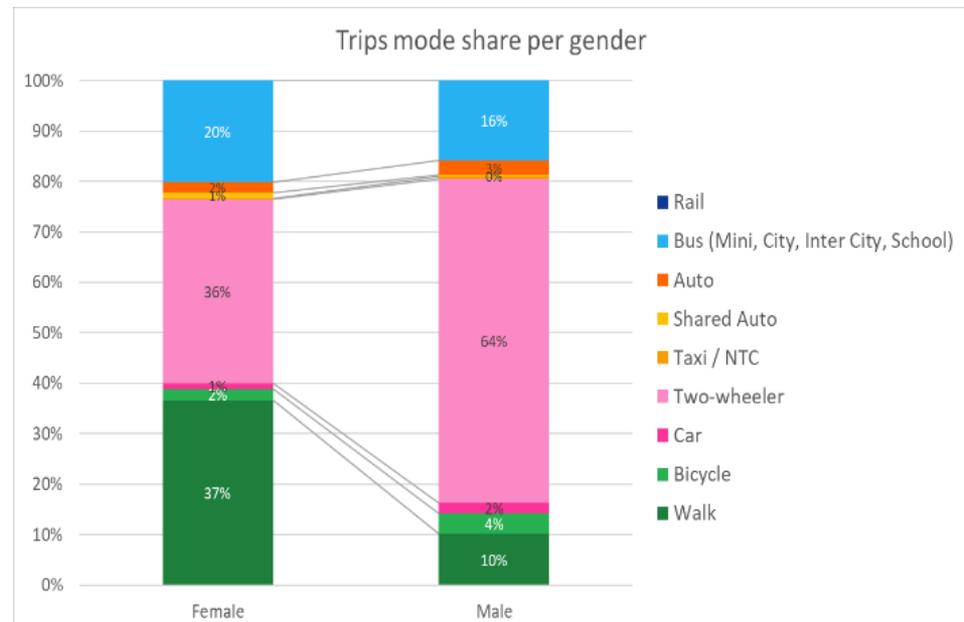


Some suggestions to improve CMP based on the revision of 9 CMPs

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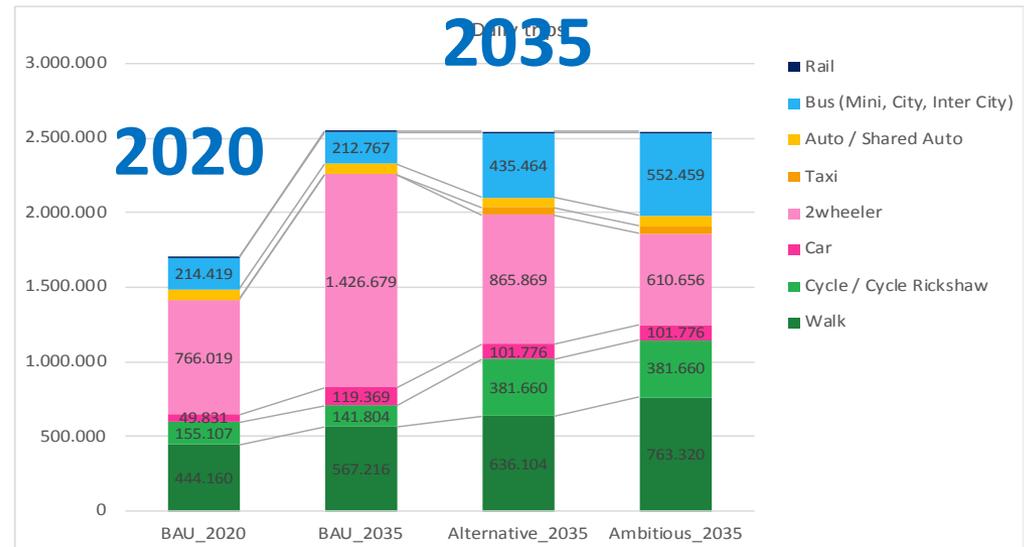


Women of Puducherry move less than men (-15% trips per day and per capita). But they also walk much more, more often take buses and far less often ride 2-wheelers.

Some suggestions to improve CMP based on the revision of 9 CMPs

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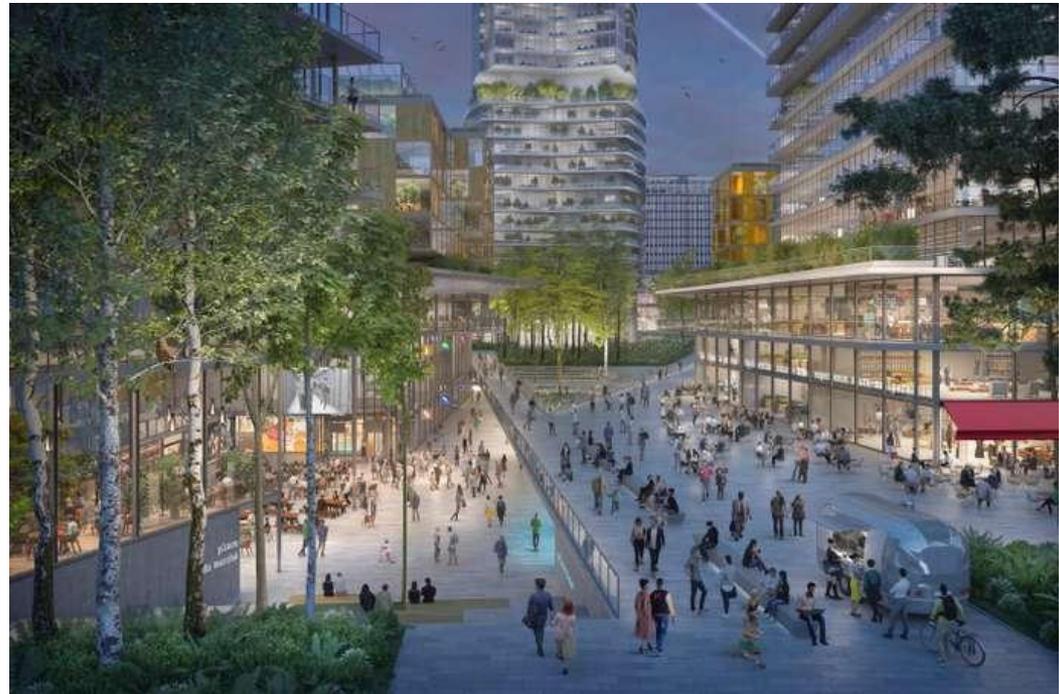
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Scenarios and Strategy development

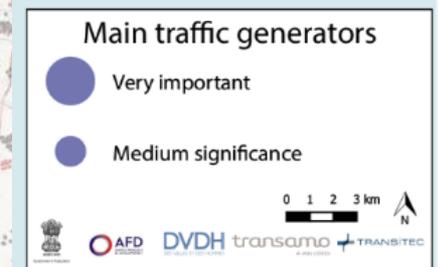
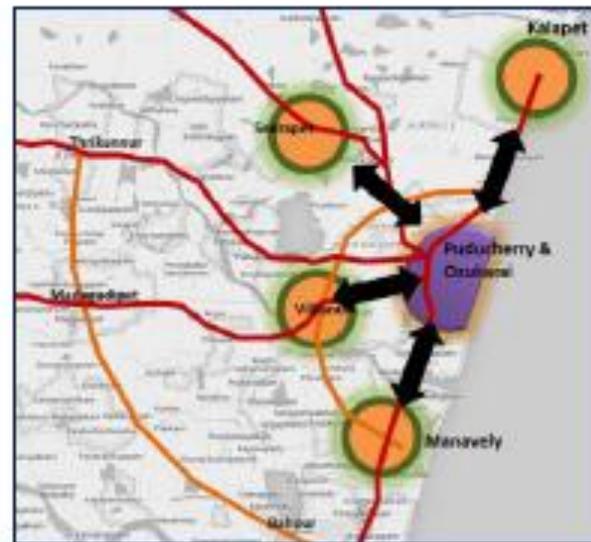
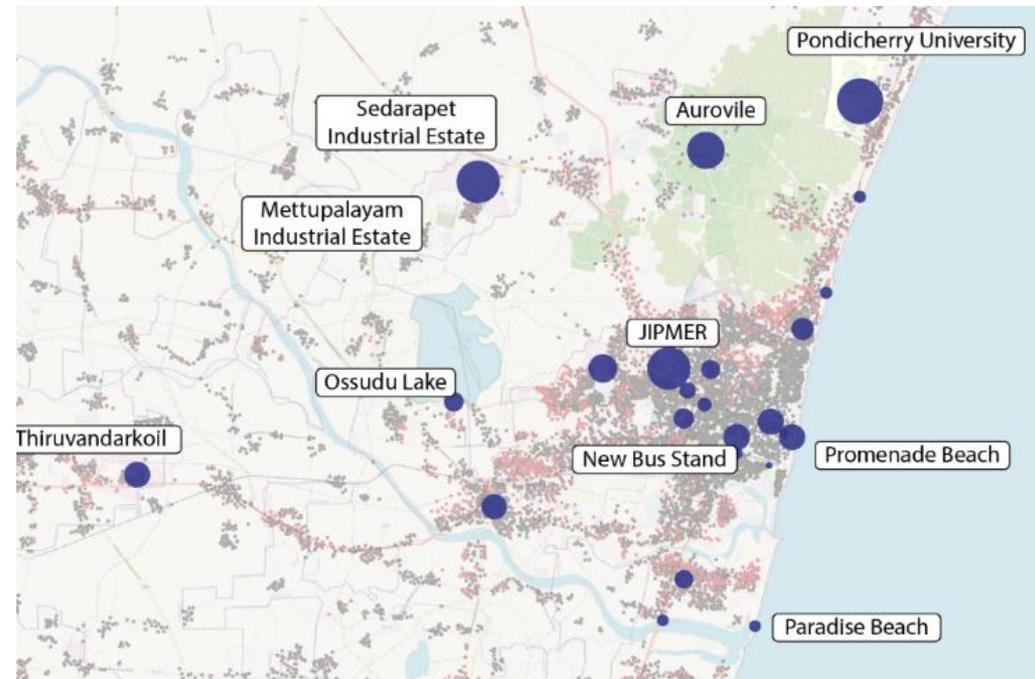
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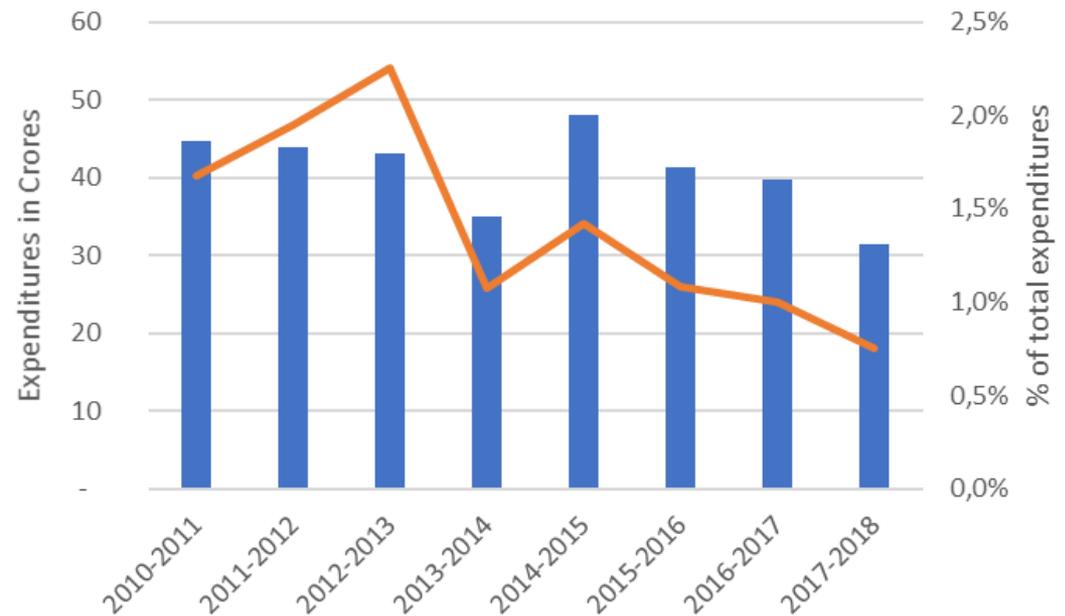


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Expenditures on Transport & Communication



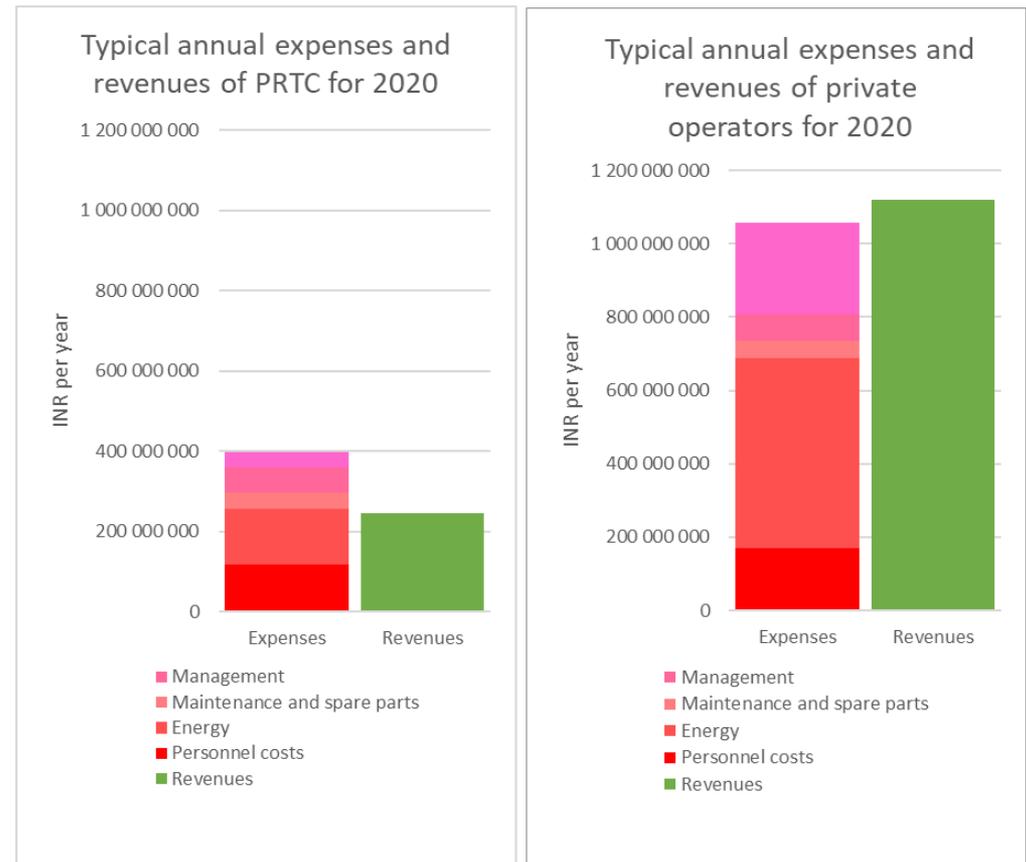
Limited financial resources are available to impulse a modernisation of the bus sector. The process of change should rely on a new organisation and some limited cost-effective measures.

Some suggestions to improve CMP based on the revision of 9 CMPs

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Development of alternative scenarios for Pondicherry, India

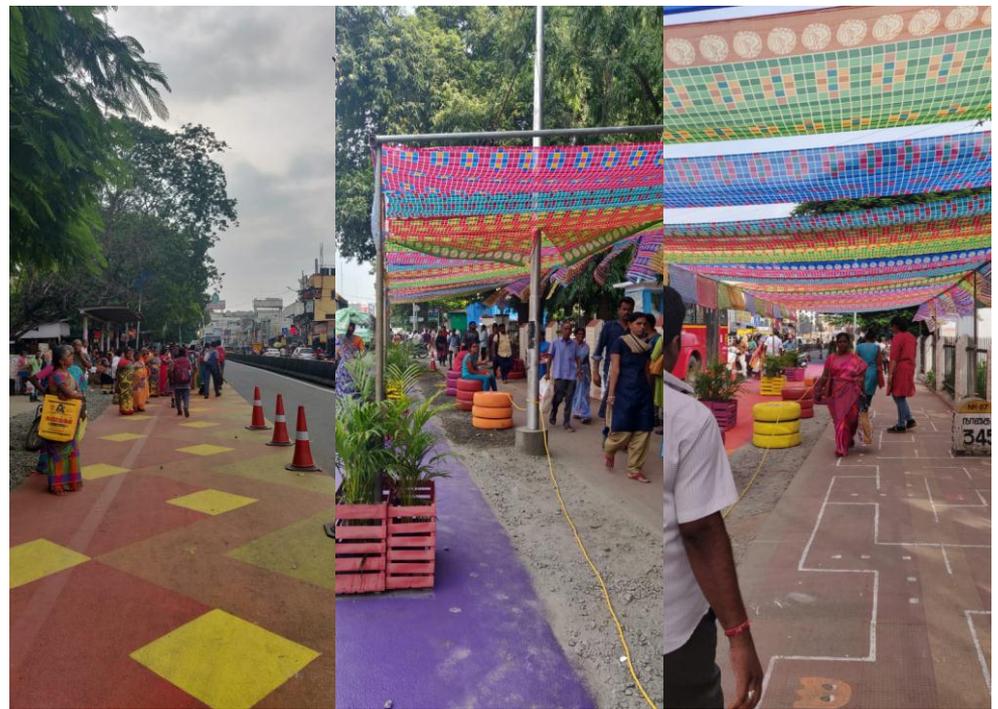


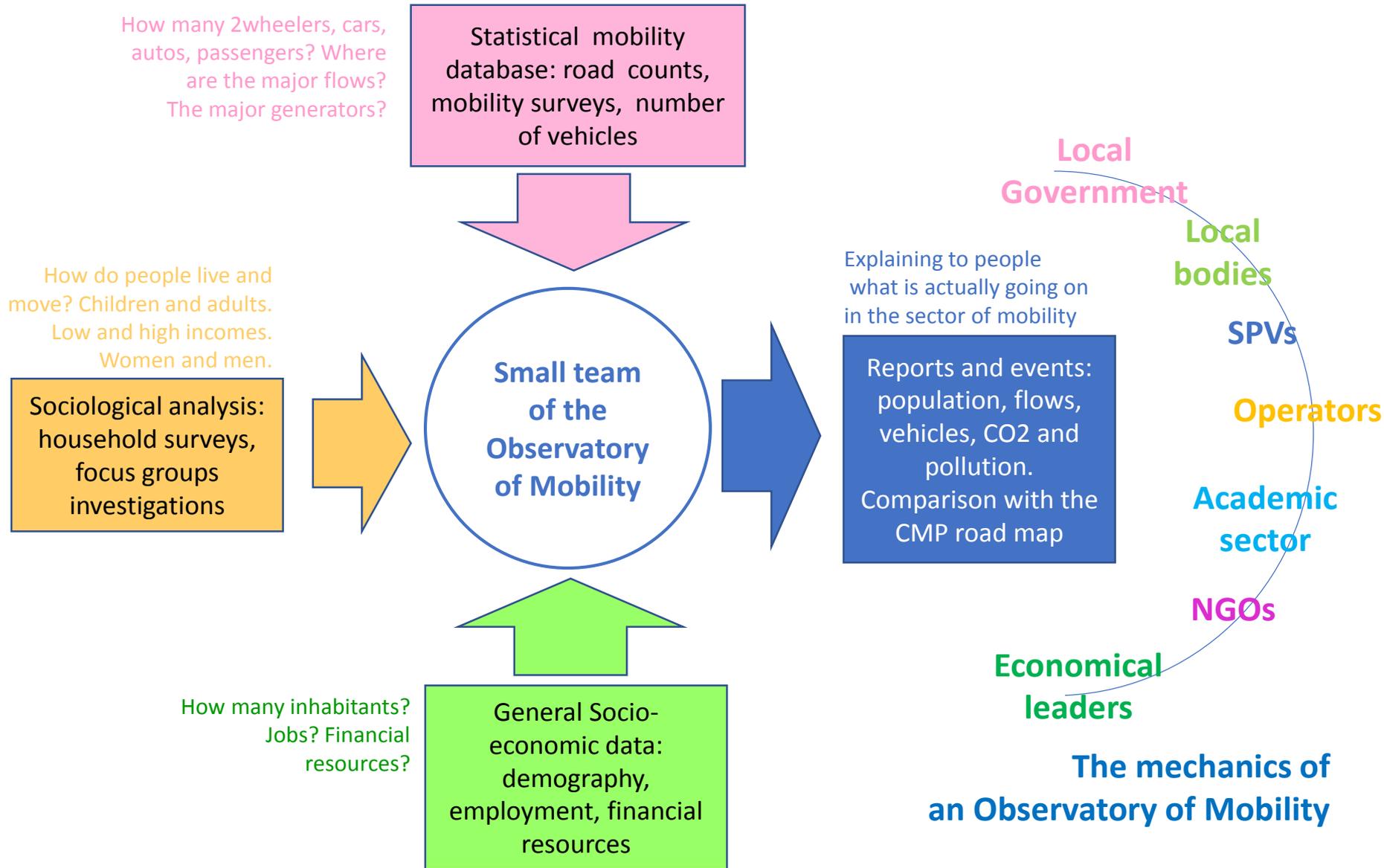
The Puducherry Road Transport Corporation (PRTC) requires subsidies to reach a financial balance, and the private sector makes little benefits. In both cases, no financial resources are available to modernize and upgrade the technical system.

Some suggestions to improve CMP based on the revision of 9 CMPs

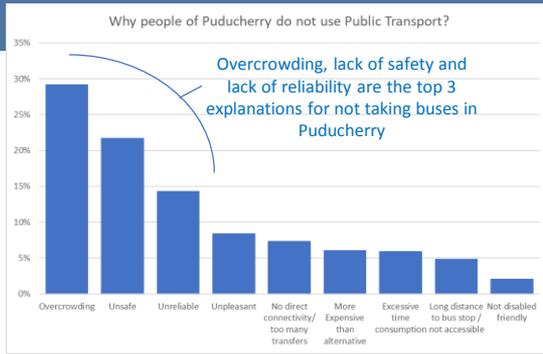
Funding plan, Validation, Monitoring

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Composition of the Working Group



85.4% of the population say they do not take buses, mostly because of a poor customer experience

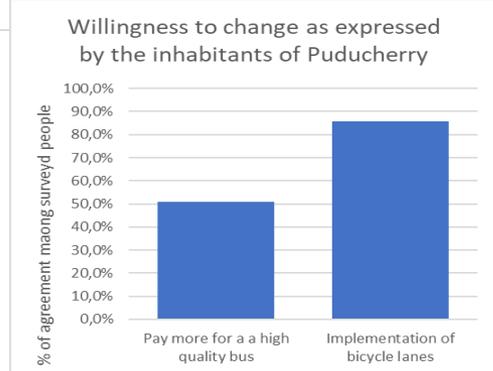
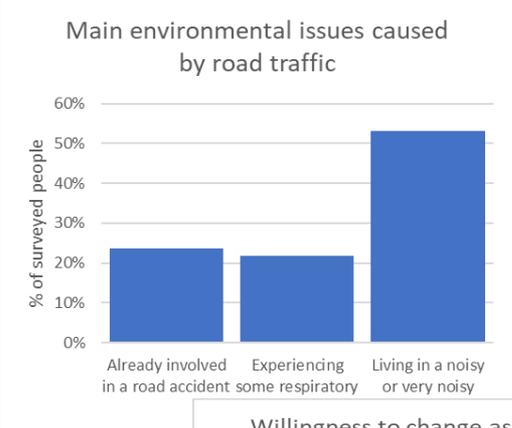
Institutional stakeholders
(national and local level)

Mobility generators
(ie. market places, universities, hospital, railway stations or airports...)

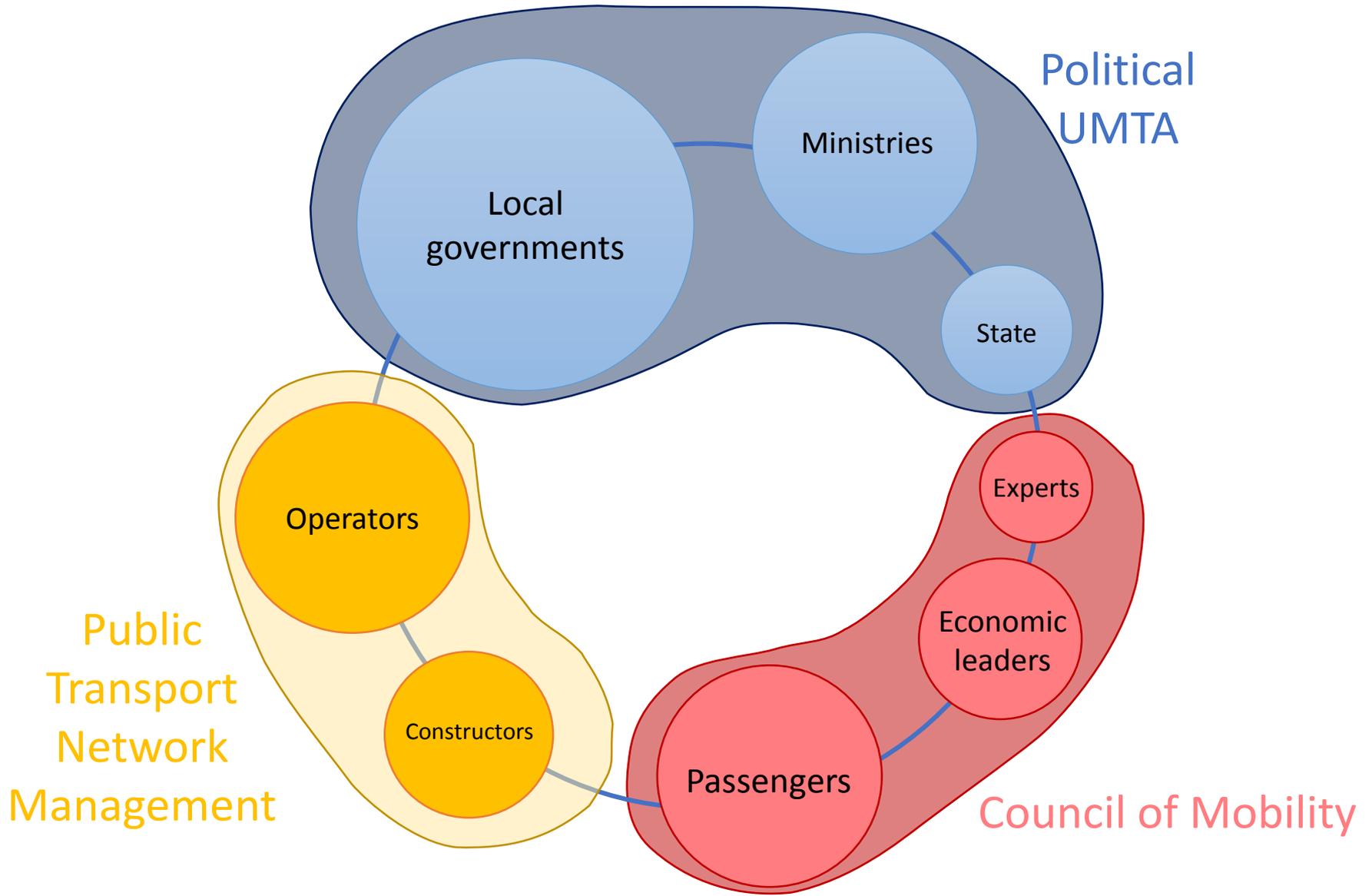
O&M stakeholders
(operators of all kinds of transport system from metro to rickshaws)

Academicians
(researchers, scientist, experts in the field of mobility, public health, urban planning...)

Civil society (NGO, citizen association, representatives of local neighborhood...)



How to make it happen?





Preparing a Comprehensive Mobility Plan (CMP) A Toolkit



September 2020



Foreword

The need for mobility planning has never been so important in Indian cities. Of course, the challenge of the climatic change is here, but Indian cities also need to improve the quality of life of all inhabitants, especially those belonging to vulnerable groups such as low-income families, women, children, elderly, and disabled persons. A rational management of mobility will make daily trips easier and more comfortable, and will also reduce the GHG emissions, air pollution, noise in our cities often overwhelmed with 2 and 4-wheelers.

Experience has shown during last years that constructing mass transit systems in most important cities is without doubt necessary but not sufficient. This is why the Metro Rail Policy of 2017 emphasizes on the concept of integrated public transport networks serving the whole city. The recent Mobilise Your City initiative also brings some new ideas and sources of inspiration: new methodologies for Sustainable Urban Mobility Plans focusing on the reduction of CO₂ emissions, implementation of observatories to mobility, proposals for a National Urban Mobility Policy.

The update of the Toolkit for the preparation of Comprehensive Mobility Plans aims at taking advantage of these new ideas. The collaborative work developed with various official institutions, members of the Academic sector, international donors, Non-Governmental Organisations and consultants, identified several precise topics which should be reviewed such as a more participative approach, a better understanding of how people live and organise their daily trips, a more realistic assessment of financial capabilities of cities, a more efficient monitoring system.

Our skilful Transport engineers, Urban Planners, Environment Experts will certainly propose some wise and efficient Comprehensive Mobility Plans to our Indian cities, taking advantage of this new version of the Comprehensive Mobility Plans Toolkit. But this is not enough. All should have in mind a basic and crucial question: How to make it happen? How to ensure that the recommendations of the final Plan of Action will be implemented and will improve the daily mobility and conditions of life of citizens? Each professional should bring his own answer depending on the local context.

The respect of the guidelines of the present manual, and the expertise and goodwill of each stakeholder, are essential to overcome the huge challenges that Indian cities must overcome to become more sustainable, more resilient and easier to live within the coming decades.

Preparing a Comprehensive Mobility Plan - A Toolkit 3

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As part of MobiliseYourCity Programme in India

THANK YOU