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The Need for Improving Urban Mobility for all in Sustainable Manner Through Integrated Transport System

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Urban plan and mobility

Mobility when viewed with urbanization and economic growth is a challenge.

There is increasing need to address the issue of mobility for all in an Urban Plan.

The issues i.e. lack of integration of land use and transport planning, Urban sprawls, overdependence on personalized vehicles, declining use of NMT to be addressed in an Urban plan.

ational Urban Transport Policy

Focuses on the mobility issues of people

Equitable allocation of road space

Universal accessibility

The other related matters to improve and

implement transport infrastructure.

Mobility needs in Urban Centers

Different urban centers of varying size classes will, under, require systematic actions or interventions for mobility improvement.

- i. Urban centers with 1 lakh-5 lakh population**
- ii. Urban centers with 5 lakh-1 million population**
- iii. Urban centers with 1 to 4 million population**
- iv. 4 million plus cities**

Technology and mobility

Technology has opened up a vast array of choices/possibilities viz

Mass-Transit mode technology

Inter-vehicle connection

Electrification

Car Sharing

Autonomous driving

Innovative software



Mass Transit

High capacity, high speed, high cost MRT

Medium capacity light rail transit (LRT) and monorail

Bus rapid transit (BRT)

Electric trolley buses and guided buses

Water transport.



Driverless pods as Personal Rapid Transit (PRT)

Ultra PRT: It is no longer viewed as Airport system or amusement Park ride with low capacity.



Intelligent Transport System (ITS)

Cost effective means of increasing mobility of people by Intelligent management of traffic flows, conditions and status.

ew mobility services

Mobile application based services:

- car sharing peer to peer
- E-hailing
- On demand private shuttles
- Shared and Wi-Fi enabled commuter buses.

Equitability and equity in mobility

Inclusive transport a sensitive issue

The transport services, presently, is focused on personal motorized vehicles.

Walkers, users of NMT, Public transport - less priority.

Mobility must be universal, not restrictive for people with different abilities, women, children, elderly and poor people.

Mobility and Pollution

India is currently fourth largest emitter of GHG in the world.

National Transport Policy spelt out the need for reducing pollution without compromising mobility.

Land use and Mobility

Integration of land use and transport will have many implications like shorter trip length, walking, cycling, defined travel patterns, increasing use of public transport for intra-city movement.

Urban planners are to plan and promote compact, transit-oriented and sustainable cities.

Several such projects in the country are in the pipeline.

Community participation and mobility

Participation of the community for ease of acceptance.

One good example of community involvement in Delhi is the innovative initiative called **Aapka Sadaki**: Alternative Mobility solution and Pedestrianisation of existing urban neighborhoods in South Delhi.

Comprehensive Mobility Plan (CMP)

The preparation of CMP for various urban centres within the frame work of urban Master (Development) Plan is very important.

Conclusions

There is mismatch between demand for mobility and the provision of transport services in India.

Future of urban transit will be more on demand with more integration of services through sharing, renting and a broader spectrum of service.

Responsive and integrated planning and avoiding urban sprawls will be the hallmarks for sustainable mobility in the future for Indian cities.

THANK YOU