



Ministry of Urban Development
Government of India

2ND URBAN MOBILITY INDIA CONFERENCE & EXPO

ORGANISED BY
INSTITUTE OF URBAN TRANSPORT
(INDIA)

Summary of Proceedings of the Conference

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SPECIAL SESSION II: UNIFIED METROPOLITAN TRANSPORT AUTHORITY

- Based on Experiences gained from the case studies Australia, Brazil, Canada, France, Germany, United States, *and Frankfurt*
- The formation of UMTA at Hyderabad (HMDA), Mumbai (UMMTA), Bangalore and Delhi (under Process)

***Coordination and cooperation** among levels of government with transportation functions and co-operation between modes regarding investment and operations/management policies*

*Formation of **UMTA in Indian Cities** very encouraging step , However, still we have left about 30 cities*

SPECIAL SESSION III: SERVICE LEVEL BENCHMARKS

- Importance of Service Level Benchmarks to make overall urban transport system sustainable.
 - ✓ Public Transport Facilities
 - ✓ Pedestrian Facilities
 - ✓ Non-Motorised Transport (NMT) Facilities
 - ✓ Intelligent Transport System (ITS)
 - ✓ Journey Speeds
 - ✓ Parking Facilities
 - ✓ Safety
 - ✓ Pollution Levels

*Overall **level of service** for that particular facility would be estimated*

*Further it is felt that necessary modifications in (SLB) may also used for **resource allocation** by the Government bodies would be possible*

Session 1A: Strategies for Parking

- Policy framework was fussed on ‘Do not Limit availability’, ‘Constraint availability’, ‘Full cost recovery’ and ‘Free parking’.
- PPP in parking infrastructure projects deliberated on issues such as
 - ✓Choice of Technology
 - ✓Regulatory Framework
 - ✓Public / Community Acceptance
 - ✓Management, Technology Knowledge Transfer Issues
 - ✓Guarantees for Loans by the Developer
 - ✓Quality & Product Standards Definition
 - ✓Establishment of an Independent Authority for Conflict Resolution

Choice of Technology, and Public Acceptance, Performance Standards and Guarantees for Loans by the Developer and conflict resolution are still critical issues

Session IB: Planning for Special Events

- Well defined objective and sincerity of purpose
- Clarity in problem identification
- All round co-ordination and co-operation
- Strong, meaningful and purposive Administrative Machinery with a will to implement
- Traffic management plans to be tested by putting them in place 6 months in advance,
- Use of ITS will meet generated travel demand
- Strict enforcement and implementation of management plans

Session IIA: Transit Oriented Development

- Identified the potential corridors for TOD in Maharashtra, Andhra Pradesh, Gujarat and NCR Region
- Felt need of **Economic Plan** by indentifying local **resources / skills** and activities, Two/three **key investors** and **industry ancilliarization / outsourcing / forward-backward linkages**
- Metro contribution to land value rise is about 22%.
- Properties within 500m of the metro line have experienced a higher land value

How to tap the induced in land values benefits to Metro/Govt.?

Session IIB: Mobility Issues of the Disadvantaged

- Transit Systems (in all new constructions and refurbishment of existing ones), should incorporate **INCLUSIVE DESIGN** which benefits **EVERYONE**.
- Users to form part of policy/standards formulation and implementation.
- Pedestrian infrastructure including roads, footpaths, crossings, signals, subways/foot over bridges, NMT lanes, hawker zones, parking, public utilities, etc. should be planned along with transport facilities.
- Standardization of low floor bus and bus shelter height and to be implemented nationally.

Incorporate **INCLUSIVE DESIGN** which benefits **EVERYONE**

Session IIIA: Intelligent Transport Systems

- Policy frame work for ITS implementation is needed
- Personal mobility/accessibility, future of transportation information will be strongly coupled with information technology for personalized services—Computational Transportation Science
- To Integrate with Metro, Rail, Bus and Car Parking PRT (Para Rapid Transit) System is the one option.

*Choice of Technology, **technology transferability** are the critical issues*

Session IIIB : Fare Collection Systems & Policies

- Fare structure policy of DMRC and DTC have been brought out.
- *Flagged some of the Critical issues*
 - ✓ Increasing level of cost inputs
 - ✓ Inflation level
 - ✓ Time interval
 - ✓ Subsidy available, if any
 - ✓ Affordability
 - ✓ Acceptability
 - ✓ Simple method & transparent approach
- A city using a UT (Unified Ticketing) system can ensure its AFC systems are seamless and convenient to the people, considering multi modal perspective UT system is very much needed to our Indian conditions

Affordability and Acceptability *are still critical issues*

Session IVA: PPP in Urban Bus Operations and Maintenance

- Institutional capability to plan, monitor and manage
- Data collection and sophisticated information management to maintain consistent quality
- Reliant on technology to reduce revenue leakage
- Targeted at improving urban bus systems in developing/transitional countries
- Sets out alternatives for providing services

Session IVB: Emerging Areas of Research in Urban Transport Mobility

- Need for comprehensive study on National Urban Goods Movement policy.
- Need for 'Capacity norms' for Indian traffic conditions was felt.
- Integrate multi-modal transport system to provide best efficiency of PT.
- ITS can provide great boost to safety and efficiency of PT.
- Existing BRT corridors can be studied so that we can further best implement based on our experience in India.

Special Session IV: Opportunities in CDM in Transportation Sector & CDM Markets

- Electric vehicles as alternative vehicles to reduce the emissions
- Only two Transportation Projects have registered CDM so far
 - DMRC
- Strict procedures to get the CDM in Transportation sector and CDM not really have much impact on GHG
- Now new mechanism for Transportation reduction Mechanism (under process)

Special Session V: Sustainable Urban Transport

- Link the network to working centres to be more sustainable.
- Human oriented, safe, Environmental friendly and Economically sound
- National Urban Transport Policy take up immediately some of the short term solutions.
- Sustainability is continues process in addition National govt., state government should come forward for sustainable programs.
- TOD, Reliable BRT, Reliable IPT modes, Walking Environment for sustainable Urban

Cities Specific Situations in India to cater Trip Requirements, Mobility requirements, and integration of

Hardware to Provide the above

Thank You

