

Evolution of Comprehensive Mobility Plan in India and its Institutional Arrangement

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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 compromised

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 non-
renewable 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

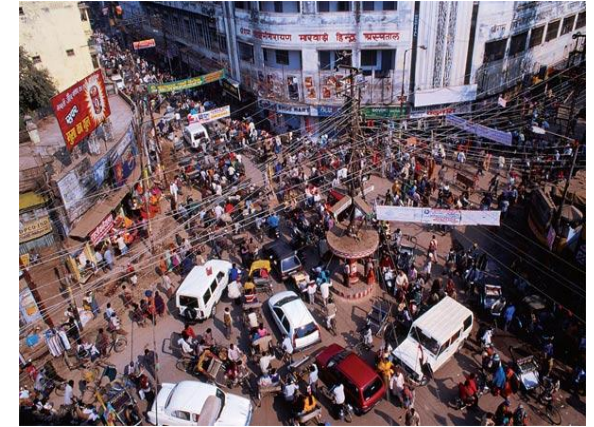
Our transport planning approach



Flyovers / New roads / widening of roads



Junction Management

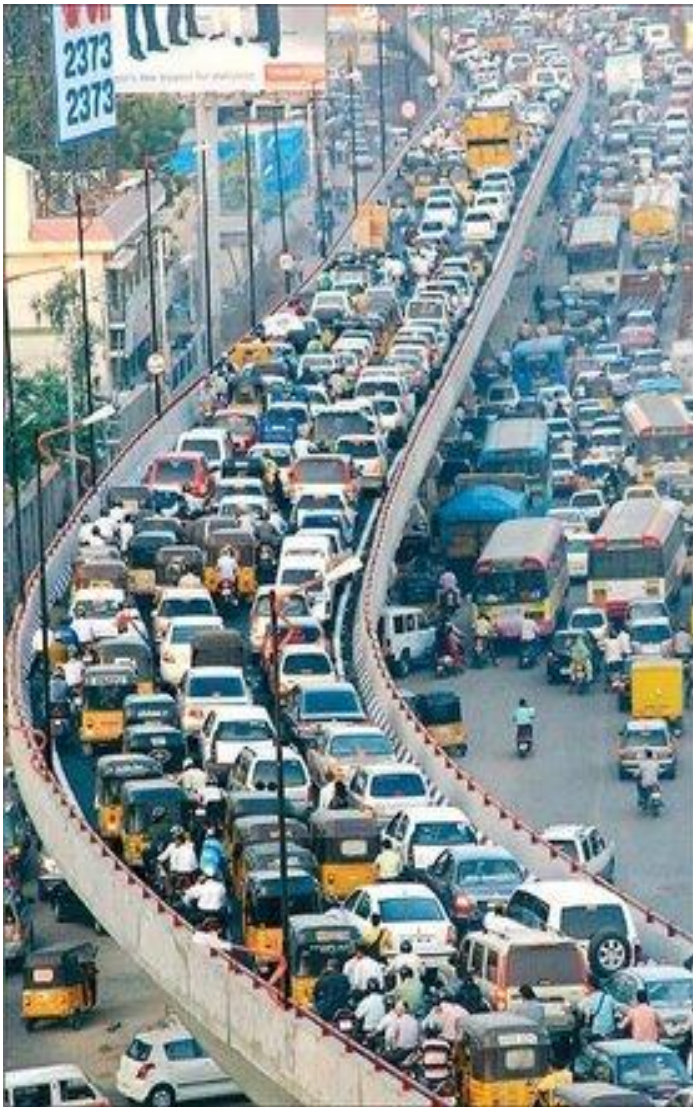


Traffic Management



Rapid Transit Systems

The Result



Short-term

Reactive

Piece-meal

Unsustainable

Genesis - NUTP



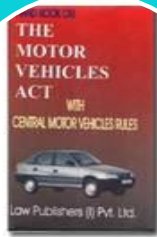
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Need for a National Policy

- 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:



Moving
people rather
than vehicles



Making our
cities the most
livable in the
world



Guiding
Central
Financial
Assistance
towards
improving
Urban
Mobility

Objective

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



Comprehensive Mobility Plan



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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

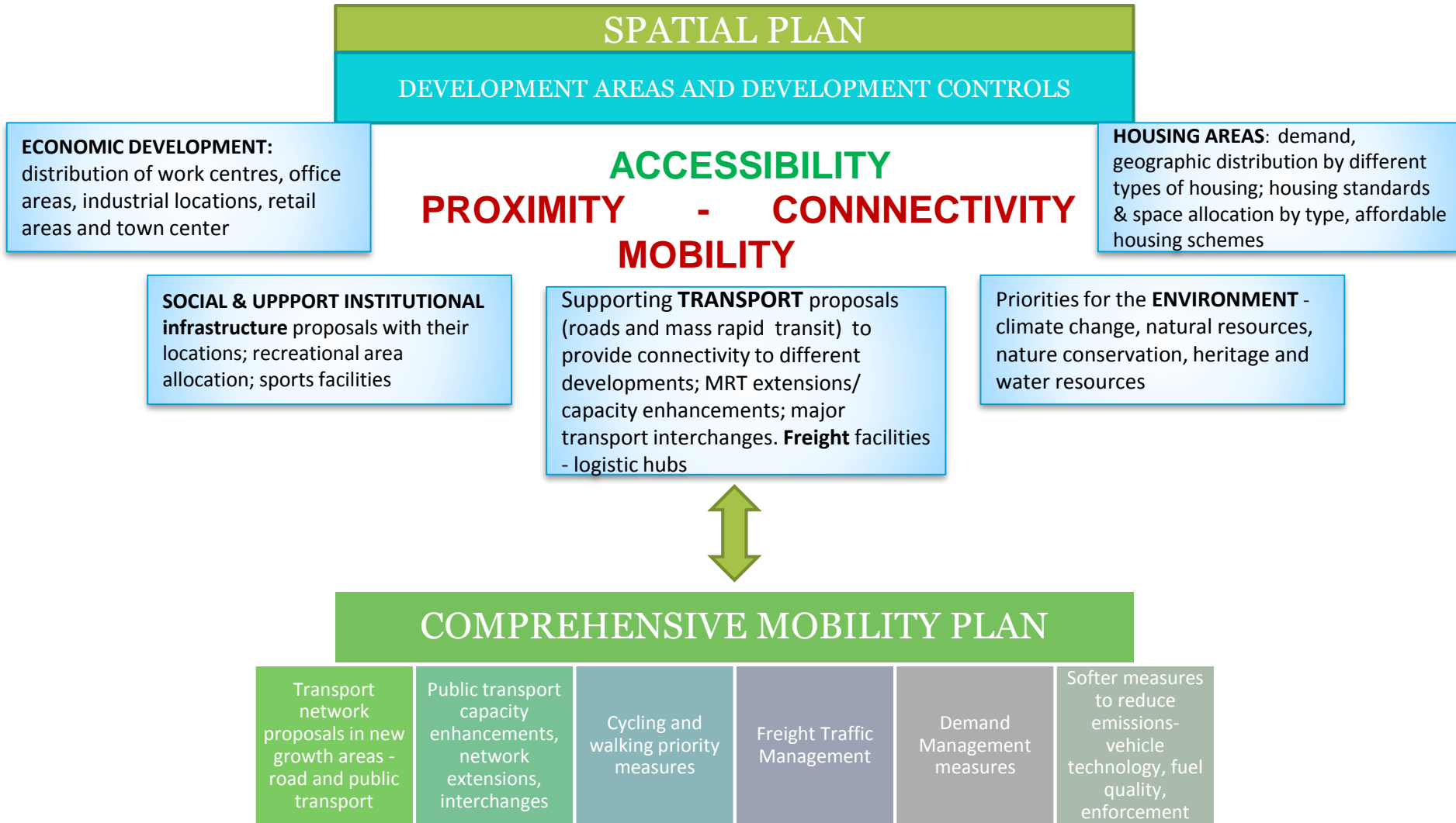
Systematic

Reduces biases

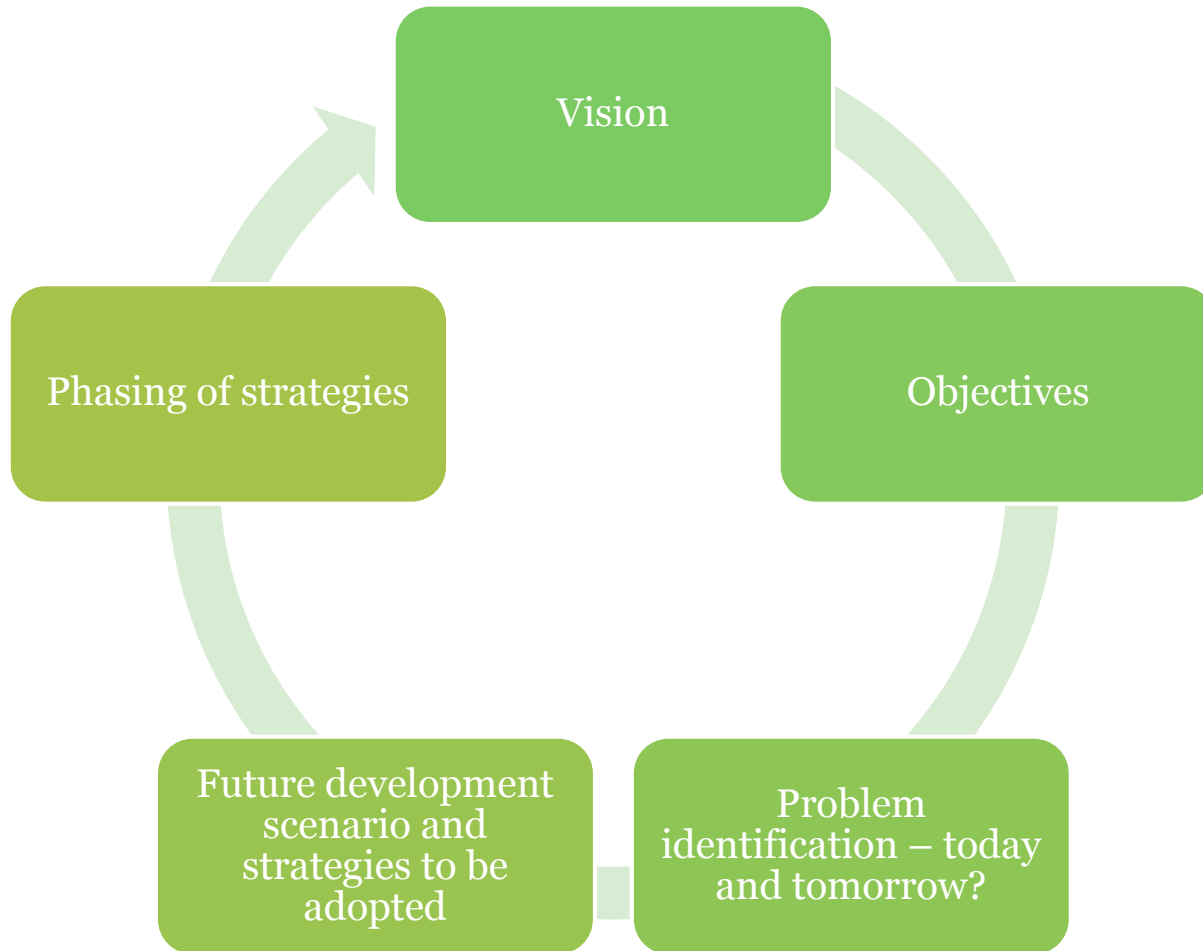
Informed choice



Comprehensive Mobility Plan



What should CMP contain?



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



(INDIA)



Focus

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

Comprehensive Mobility Plan Revision 2012

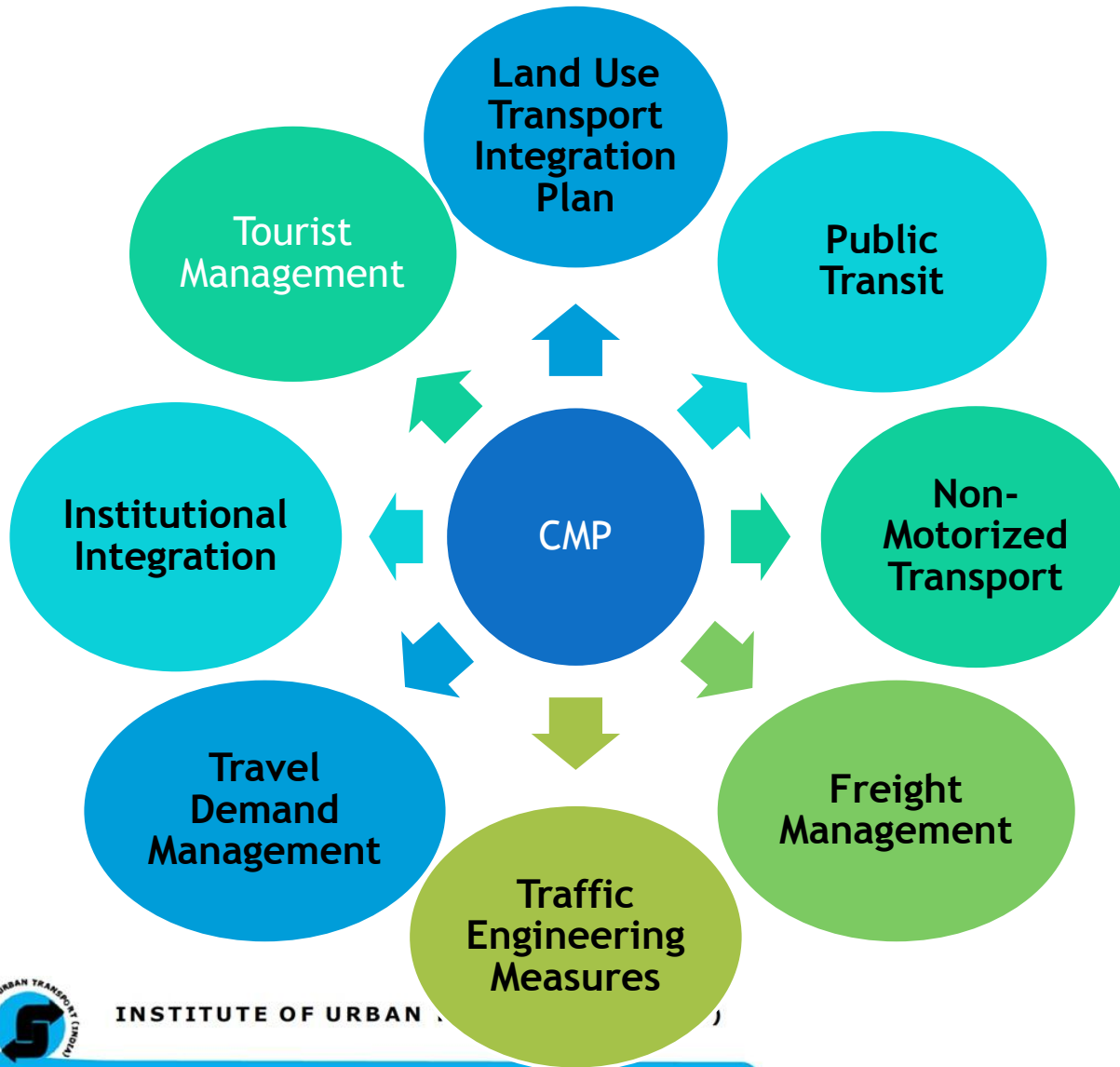


Focus

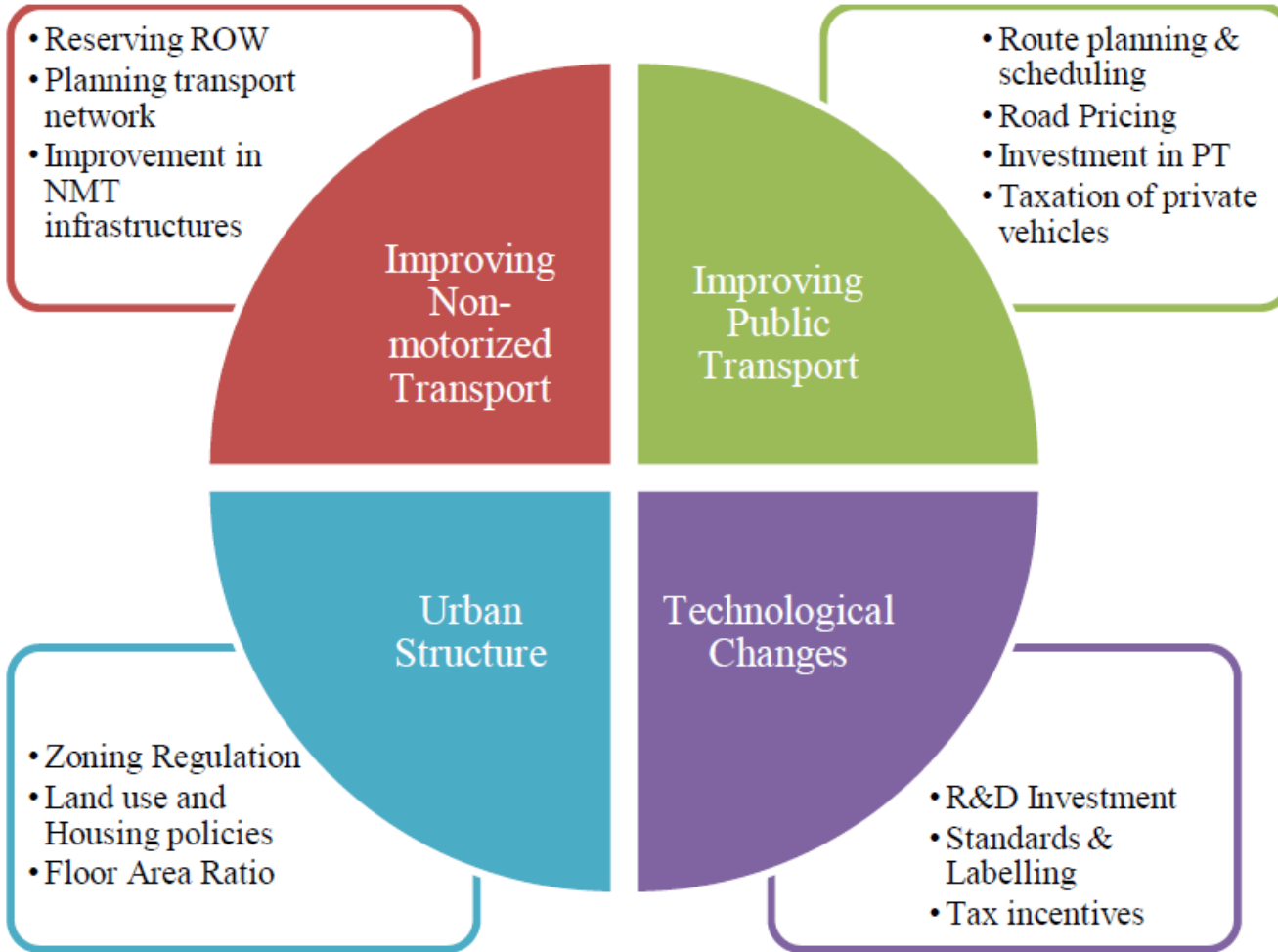
- Moving people
 - connecting various modes
 - Public Transport
 - Non Motorized Modes
 - Integration
- Development of Sustainable Urban Transport Scenarios
 - Mission Reduction
 - In technological Interventions
 - Land Use Transport Integration including Transit Oriented Development
 - Freight

The CMP to be notified as part of the Master Plan

Key Strategies



Key Strategies



Comprehensive Mobility Plan Revision 2020



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Focus

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

- Development of Sustainable Urban Transport Scenarios
- Mission Reduction
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- Land Use Transport Integration including Transit Oriented Development
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- 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?



Each city with Million + population to have a Unified Metropolitan transport Authority (UMTA)

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 document and UMTA Bill for 8 cities/ states prepared

Thank You

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