



# Smart Urban Mobility, including taxis as part of the public transport chain

EXECUTIVE SUMMARY

Institute of Urban Transport

## EXECUTIVE SUMMARY

The present scene of urban transport across India, the second fastest growing major economy in the world, is categorized by sprawling cities; declining share of public transport and non-motorized transport; focus on supply side yet with low investments; sheer neglect of pedestrians, cyclists and public transport users; and increased motorization leading to pollution and high road fatalities/injuries. The problem is getting further aggravated by a multiplicity of authorities/ departments involved in urban transport that often have conflicting agendas, as well as a lack of understanding of the authorities and public of various issues relating to urban transport. Such a scenario is neither desirable nor sustainable even for the present and needs to be proactively reversed on an urgent basis.

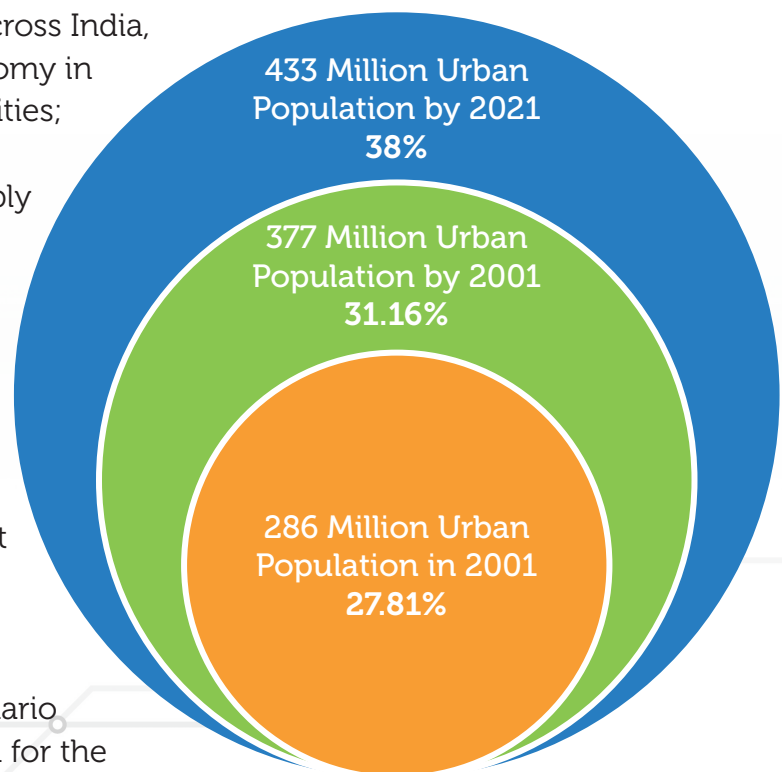


Figure 1: Urbanisation in India

Acknowledging these issues, the IRU-initiated All India Smart Move High Level Group, with the Institute of Urban Transport being the Rapporteur, has worked out a joint vision, as well as recommendations on removing existing barriers and facilitating urban mobility in India, with the objective to increase substantially the number of users of collective passenger transport modes by 2030.

## RECOMMENDATIONS – EMPOWER THE CITIES

For augmentation of public transport the following **goals** should be adopted:

- Organised city Bus service as per Urban bus specifications i.e VTS and PIS in all 1 lakh+ cities and state capitals;
- Add BRTS @ 20 km/1 Mn population in cities with pop. > 1 Mn;
- Cities with population >2 Mn to start planning rail transit projects, with 3 Mn to start construction. Estimated requirement 10 km per Mn;
- In existing mega cities, Metro rail to be expanded @ minimum 10 km per/year
- Suburban rail to be provided in urban agglomeration with population > 4 Mn

**Other Goals are:**

- Walk and cycle lanes to be provided in all 2 lakh+ cities and state capitals
- Creation of an effective institutional and Implementation framework as well as capacity building to manage projected investments
- Road network in all 2 lakh + cities to be completed with missing links and with good surface and effective drainage.
- Work of utility agencies to be regulated
- Safety, safety audit and security to be upgraded
- Technology to be used for integration, Enforcement and traffic management

## 1. Institutional framework for Urban Rail transit projects should be

- A National Urban Rail Transit Authority under the Ministry of Urban Development, Government of India to help urban Rail transit projects
- An R&D Cell to be set up under the control of Ministry of Urban Development, Government of India
- Suburban Rail systems to be corporatized to become a part of the city transport system
- Technical control of Rail Transit projects should remain with the Ministry of Railways as per the current allocation of business rules.

**Institutional framework** should be created as follows;

- A new department of Urban transport at the Centre under a full time secretary,
- A new department of urban transport in each state and union territory under a full time secretary including a 'Safety Board'
- Setting up MPC/DPC in cities as envisaged in the 74th constitutional amendment
- A dedicated unified metropolitan transport authority (UMTA) in million plus cities or for a group of small cities including traffic management and engineering cells
- Existing city agencies engaged in implementation and operation of UT related projects to continue with their present roles
- A Regulator

## 2. Cities should be empowered to take care of their urban transport needs as follows

- State should create a new State cadre of urban transport professionals to be posted to various cities and managed by the proposed urban transport department at the State headquarters.
- A comprehensive UT act to cover all aspects of urban transport should be enacted by the Central Government and States may draft rules under it as per its needs
- A policy on budgetary allocations, user charges and tapping other source of funds based on taxation of non-user beneficiaries, land development and vehicle taxation on the 'polluter pays principle' should be provided to the city.

City should have a three level **organisational set up** as follows;

- Metropolitan/District planning committee
- Dedicated authority for urban transport (UMTA)
- Other existing city agencies

## 3. A Capacity building program with the following components should be implemented

- Training of city officials and other stakeholders to enable them to undertake small planning assignments and to supervise and monitor the work of the consultant,
- Institutional capacity building at the Central/State Govt. level
- A data base and knowledge management center
- Development of manuals, codes and standards for UT
- R & D to be organized and findings disseminated
- M techs and Ph.Ds should be generated by universities with appropriate curriculum. State Governments should create jobs to absorb these professionals

Steps initiated by the Ministry of Urban Development, Government of India for capacity building, setting up a knowledge management cum data base center, and organized R&D. are ongoing activities and should be institutionalized.