

IRU-Busworld Academy Joint Seminars within Busworld India 2015

28-29 April 2015 — Mumbai, India



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BUS & COACH SECTOR



Sustainable Urban Mobility for Smart Cities

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UN-Habitat

Tuesday, 28 April 2015

14:00 to 18:00 hours

**HALL 2C, Express Highway,
Goregaon East Mumbai, Maharashtra**

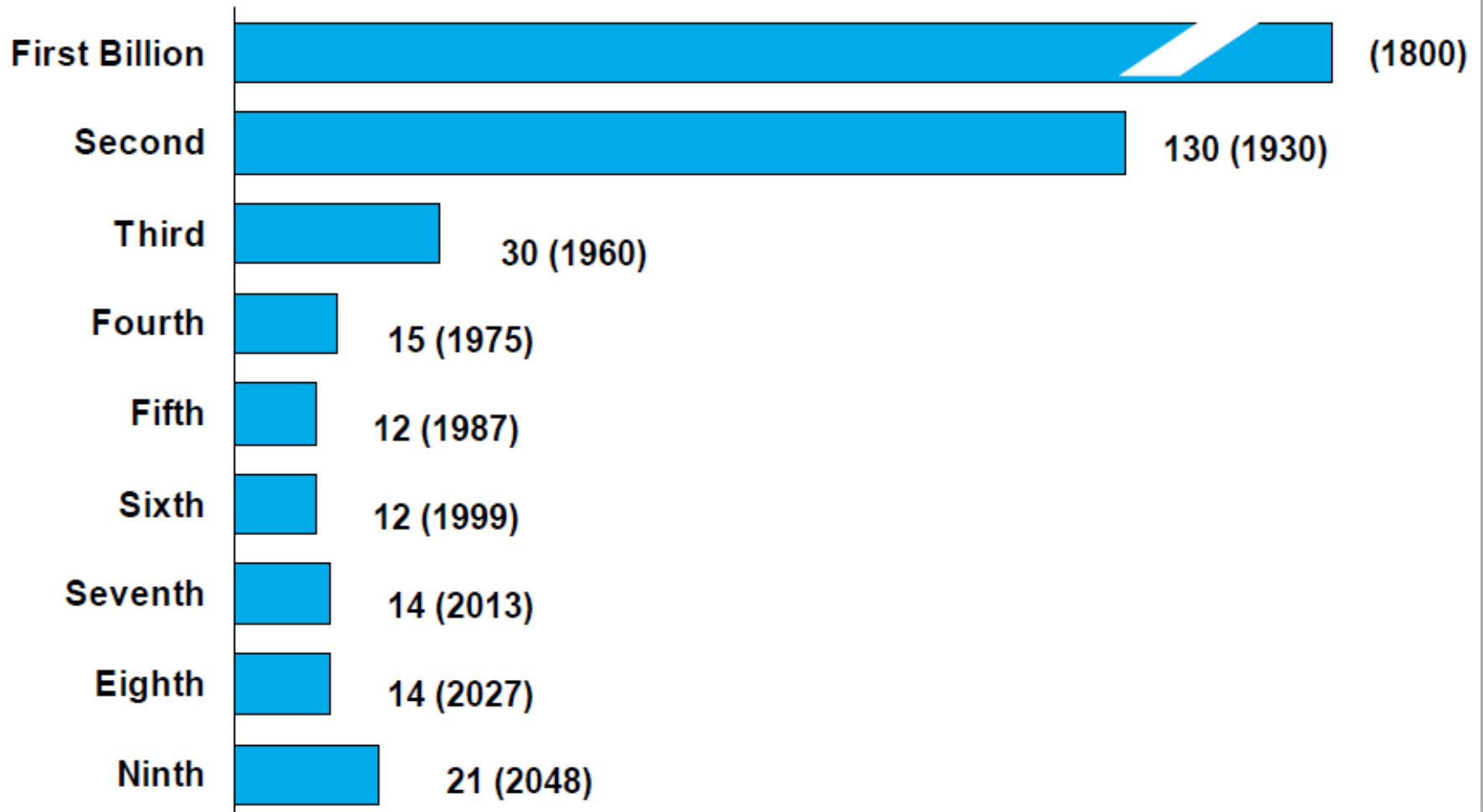
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UN HABITAT
FOR A BETTER URBAN FUTURE

World Population Growth (in billion)

Number of years to add each billion (year)



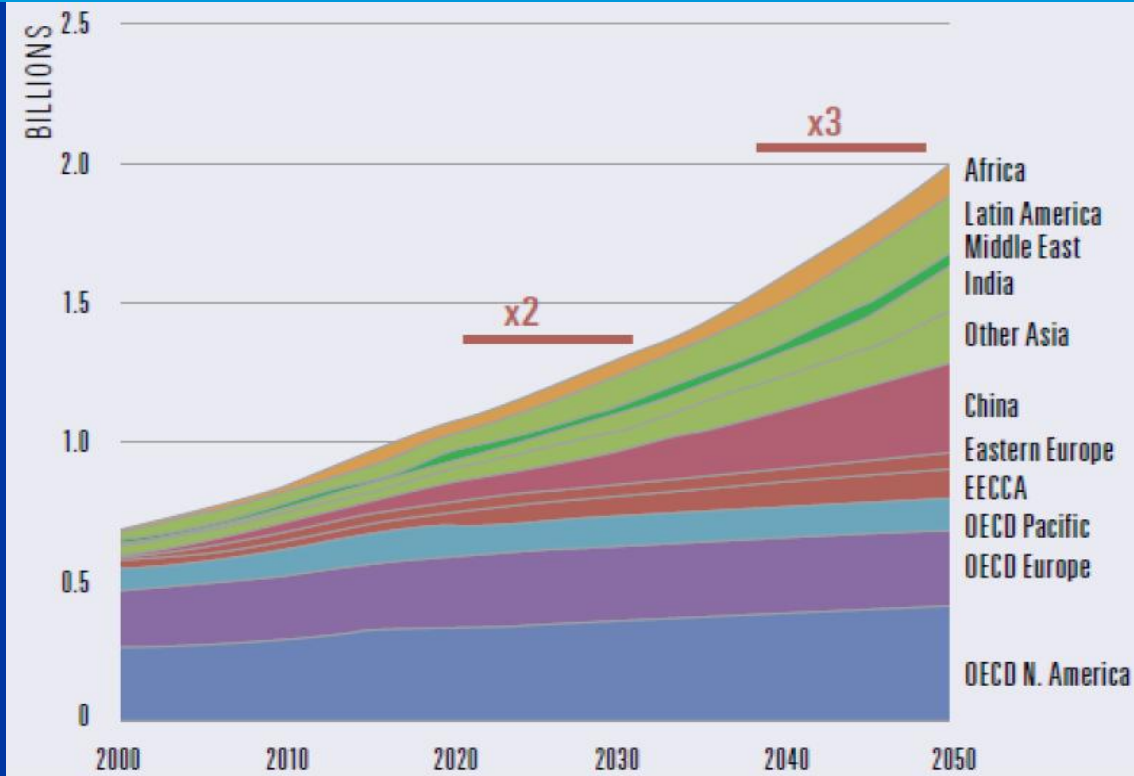
Why we are where we are?

- Rapid urbanization
- Rapid motorization
- Globalization – The market for cars is increasingly mostly in developing countries.
- Unplanned urban growth and urban sprawl

But planning, regulatory and institutional frameworks have not evolved with the challenges

Resulting in :

- Exclusion of the poor and vulnerable;
- Congestion;
- Injuries and fatalities;
- Health impacts from pollution;
- Exacerbating the challenges

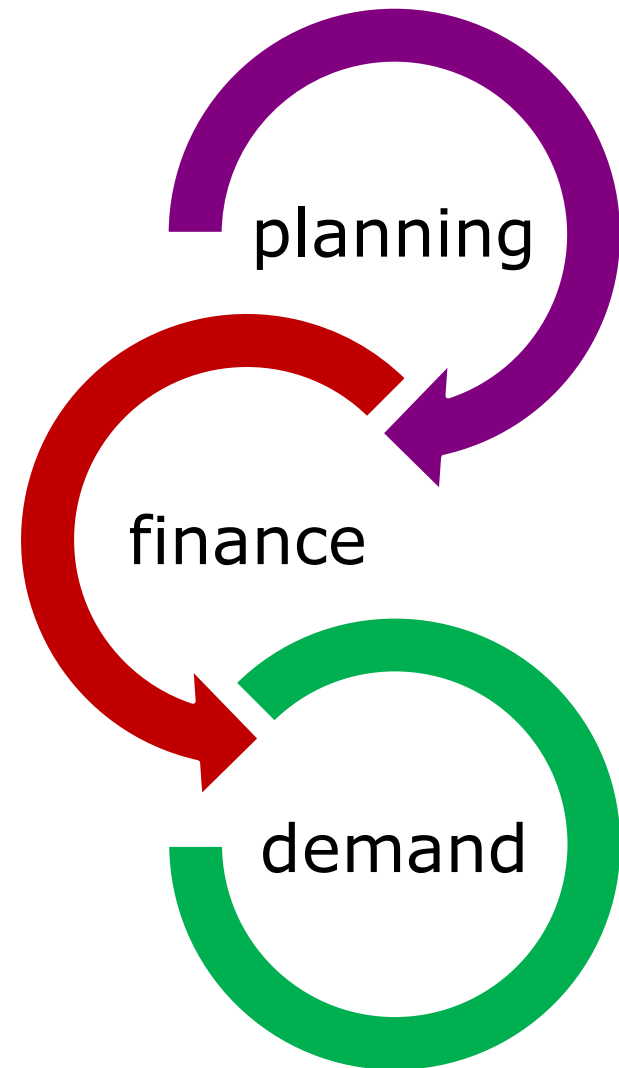


Projected total stock of light duty vehicles by region 2000-2050

Source: GEF/WBCSD 2004

Why we are where we are?

- Lack of city-wide vision and spatial strategy;
- Absence of wide stakeholder engagement in policy and planning (business and industry, travelling public, civil society);
- Increase in vehicular traffic sought to be addressed by infrastructure –no effort for TDM and people –centered planning;
- Unrealistic plans and inadequate finance;
- “political considerations” given higher priority;
- No Monitoring of Plans or implementation



Why we are where we are?

The Urban Planning “Problem”

- **Spatial Plans not made in advance of growth- leading to uncontrolled growth, long travel distance/time, congestion, exclusion of poor.....**
- **Potential of streets to provide connectivity and public space functions not used- cars crowd out people;**
- **Tendency towards sprawl as opposed to mixed use and high density.**



A busy street in Gikomba market, Nairobi, Kenya

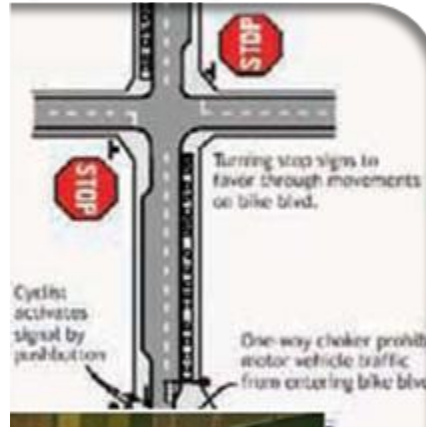
What is needed for Sustainable Transport ?

Strengthening and integrating



A strengthened and unified transport institution/ authority for the entire metropolitan area

Planning and participation



- Institutionalized participatory;
- Transparent planning and decision making processes

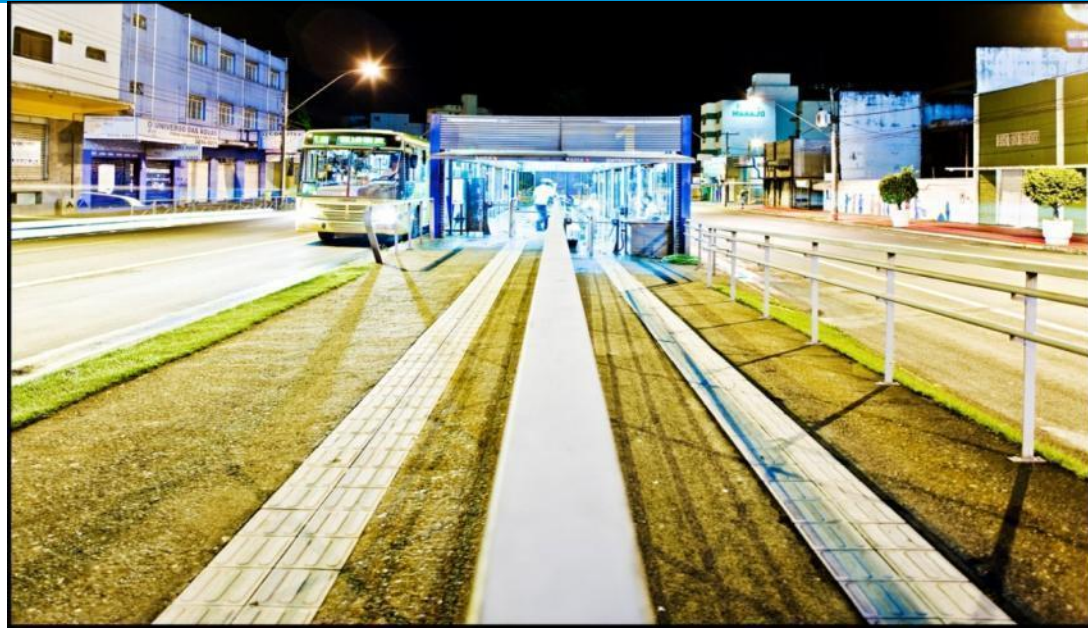
Coordination and capacity



- Coordination and support of provincial and national level government;
- Increased capacity in spatial planning, operations and regulation

Transforming Public Transport Services

- No size-fits-all approach.
- In crafting a regulatory regime, policy-makers must choose from a spectrum of options:



acceptance

recognition

regulation

prohibition

Current Status

- Informal
- Chaotic
- Unsafe
- Unreliable
- Uncomfortable
- Excludes poor and vulnerable



Goal

- Organized/formal
- Regulated;
- Safe;
- Reliable;
- Affordable and inclusive

A new urban agenda

Sustainable Urban Planning & Design

- Better Planning & Design with optimal density and diversity
- Plan in advance and to scale of expected growth
- Plan starts with basic streets, water, sanitation networks, energy supply, urban mobility and other services;
- Avoid risky developments on steep slopes, water beds and quake prone zones



A new urban agenda

Mobility and energy efficiency

- Public transport and improved urban mobility
- Increased energy efficiency -decreasing the demand for mobility is key
- Improved telecommunications and connectivity provides for increased urban efficiency and improved environment.



A new urban agenda

Promote urban economy

- **Economies of Urbanization:** Economical value generated by location and proximity to urban services and common goods.
- **Economies of Agglomeration:** Economical value generated by the proximity and diversity of production's factors, diminishing transactions costs, favouring specialization. Massive increase of productivity

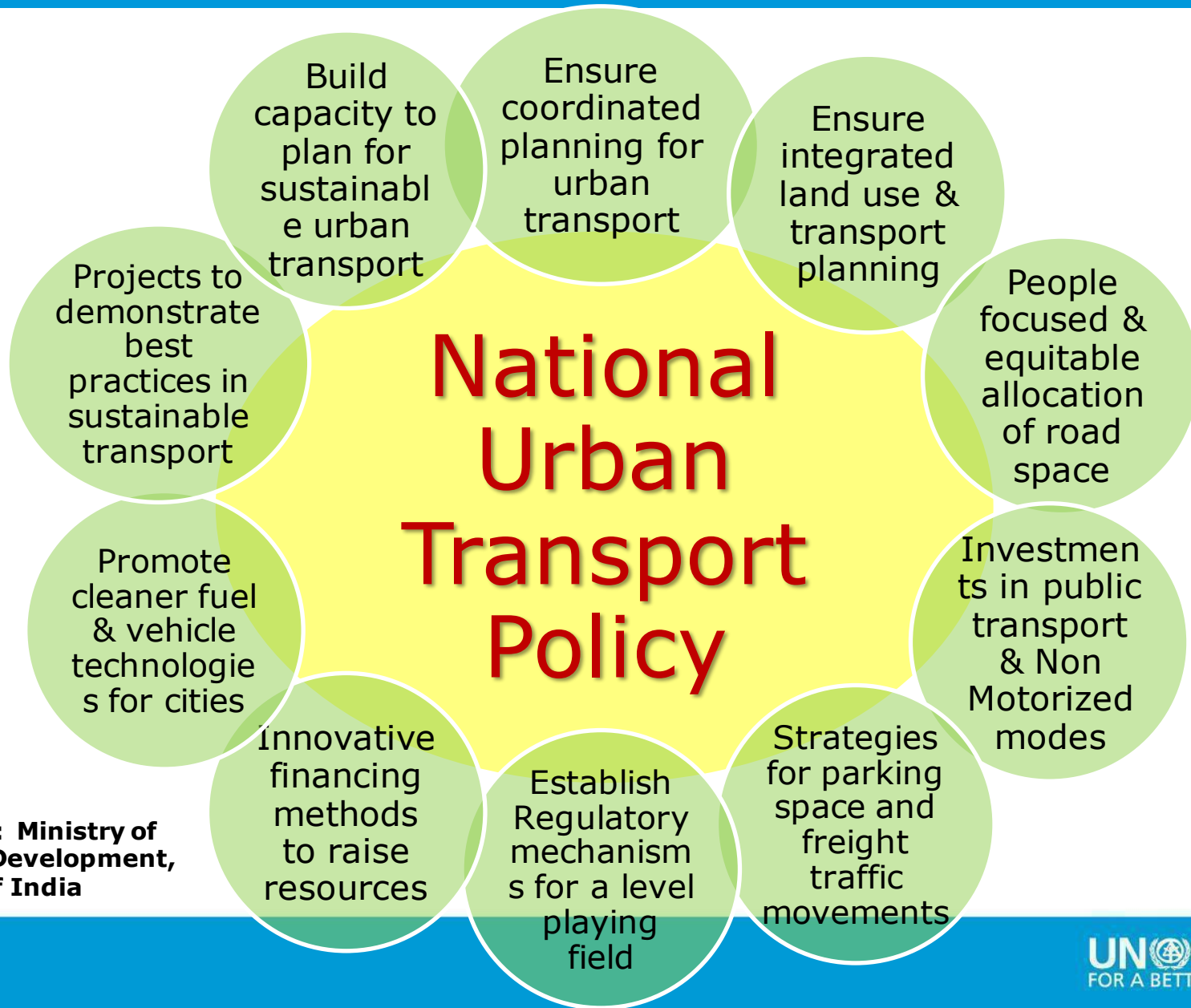


India Case study:

Transport Reforms Support by Central Government to City Level

- **Government of India Initiatives to Strengthen Public Transport under JNNURM**
 - I. National Urban Transport Policy
 - II. Reform Linked Investments – Bus, Rail and Related Infrastructure under JNNURM
 - III. Human Resources and Capacity Enhancement
- **Main Focus of JNNURM:**
 - Support for Comprehensive Mobility Plan (CMP)
 - Unified Metropolitan Transport Authority (UMTA)
 - Public Transport / NMT
 - Capacity Building

India Case study: National Urban Transport Policy



**Source: Ministry of
Urban Development,
Govt. of India**

India Case study:

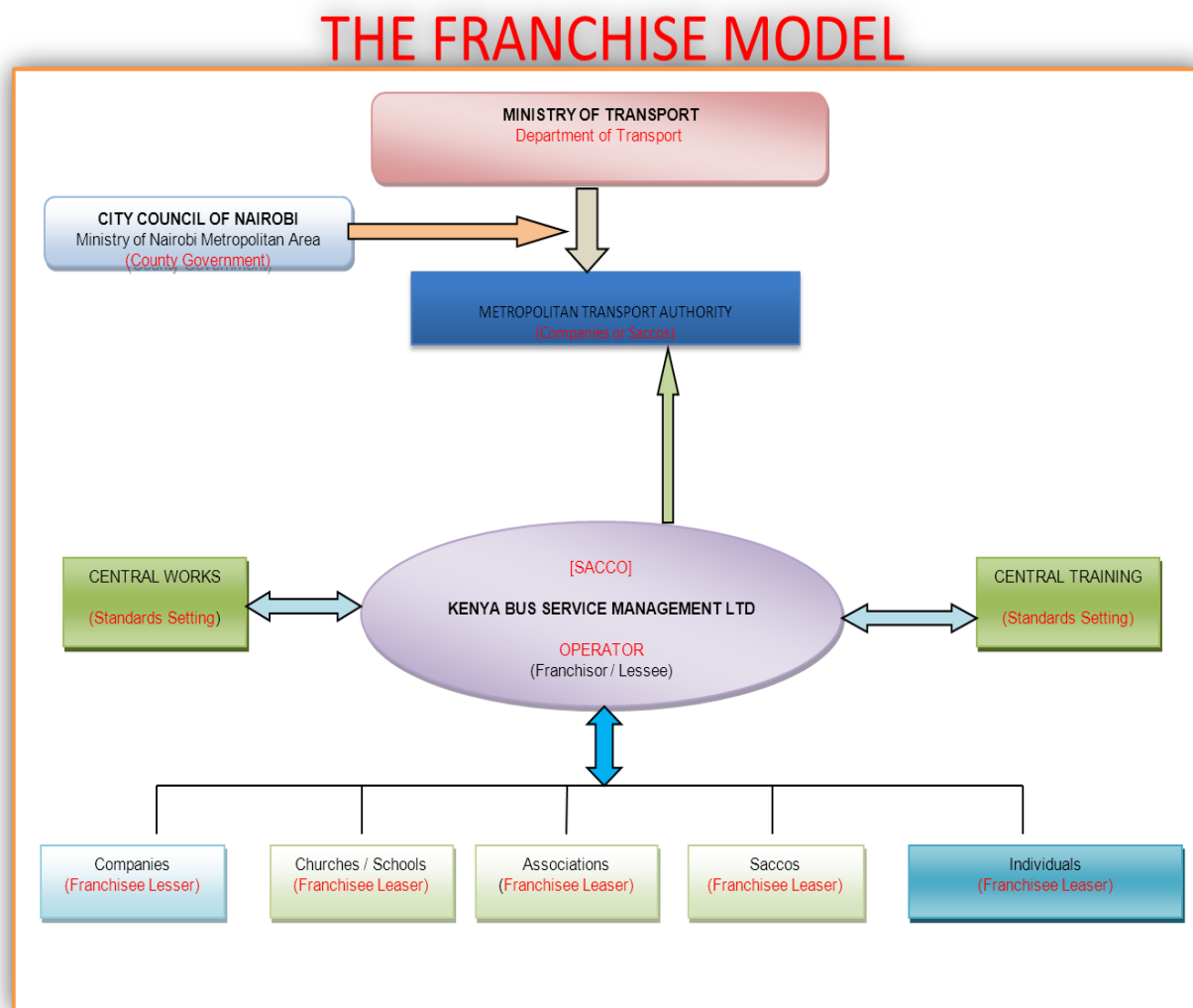
Reforms to better Urban Transport Planning and Management

Investment Sanctions /Approvals of Urban transport Projects are subject to:

- Preparation of Comprehensive Mobility Plan (CMP) (80% financial grant by the Central Government)
- Setting up of Unified Mass Transit Authority (UMTA).
- Setting up of Dedicated Urban Transport Fund at state and city level.
- Transit Oriented Development Policy, Parking Policy and Advertisement Policy.
- Setting up of city specific Special Purpose Vehicle for managing public transport (50% financial support by the Central Government).
- Setting up of Traffic Information & Management Control Centre etc.
- Mechanism for periodic revision of public transport fares

Private Sector Involvement

- City authorities generally not well placed to operate public transport services due to high work load and potential conflict of interest.
- Regulating private sector contracts, concessions, and franchises, and monitoring performance require sophisticated legal and administrative frameworks and capacity.
- In Nairobi a system is proposed where private sector franchisor regulate most operators, BUT oversight and regulation necessary by Government



Source: Kenya Bus Service Franchise Model

Institutionalising Stakeholder Consultations

Benefits of Stakeholder Consultation

- Improves governance and strengthens local government institutions;
- Priority issues are addressed through a **process oriented framework**;
- Allows different **stakeholders negotiate strategies** and seek solutions collectively;
- Emerging Solutions and Strategies are widely owned- **mitigates irrational “pressures”**;
- Establish law and formal business processes to institutionalise SCP

The process:



(Adapted from UN-HABITAT's "Issue Based Stakeholders' Participation in Sustainable Cities Processes")

Concluding Remarks and Recommendations To Policy Makers

- 1 • Urban Mobility is Complex and presents daunting challenges;
- 2 • Institutional Building and Strong Participatory Processes are important for success and sustainable mobility;
- 3 • Cities can improve incrementally- small successes lead to more; Start with a DIAGNOSTIC STUDY;
- 4 • Integrated and Empowered City Transport Authority – Key to the performance of the sector including for attracting finance;
- 5 • Build staff capacity to take forward the new paradigm;
- 6 • Many Good (and Bad) examples; Cities can learn from one another.



**Thanks for your
attention!!!**