

CONCLUDING SESSION

Seminar
Towards Sustainable Urban Mobility
Concluding Session
Presentation of the Recommendations of the Seminar

by
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Member-Secretary, CMDA,
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Distinguished delegates,
Senior Officers of the Government,
Colleagues,
Ladies and Gentlemen.

We have come to the close of the Seminar organized by CMDA on “Towards Sustainable Urban Mobility”. This has been a long and very interesting day. We listened to very many interesting presentations. We had an array of excellent speakers and participants. I thank every one of the speakers and delegates for honouring us with presentations and presence. The depth of knowledge you have expressed is very amazing. CMDA is lucky to have you as friends and I thank all who have been helpful by sharing their views and knowledge with us.

The main recommendations of the Seminar are:

- i. Metropolitan development shall be sustainable, in its environmental, economic and social aspects; urban mobility development is a vital part of it;
- ii. In Chennai, a city with a long history, the Govt. intervention for area development by acquiring large extent of lands is limited which has impacted and limited the creation of road space;
- iii. Though the objective of distribution of population in a planned way over space in the metropolitan area is fairly achieved through implementation of Master Plans and land use zoning, the transport development in the Chennai Metropolis is not commensurate with the area growth;
- iv. Challenges in transport development are not exclusive; they are interlinked with those in respect of other urban infrastructure such as water supply, sewerage and housing;

- v. Large-scale re-housing of slum dwellers in Mumbai has brought to light new challenges in mobility planning; Metropolitan transport planning shall be inclusive, addressing the needs of poor;
- vi. The cities are engines of growth in a developing economy like ours; traffic congestion resulting in grid-locks, can cripple the city life, and if continued it will make the city dysfunctional. Due attention has to be given addressing the transport issues;
- vii. Public transport is an important part of the strategy for sustainable mobility. It is also important to address movement of goods vehicles and the private vehicles;
- viii. The seminar took note of the following major urban mobility developments in other Indian cities:

Mumbai

Mumbai Urban Transport Project – MUTP	:	Rs. 5,127 crores
Mumbai Urban Transport Project II– MUTP	:	Rs. 5,300 crores
Mumbai Urban Infrastructure Project – MUIP	:	Rs.1,438 crores
Mumbai Metro Rail (9 corridor in 3 phases for a length of 146.3 km)	:	Rs.47,092 crores
Mumbai Mono Rail (20 Km)	:	Rs.2,460 crores
Multimodal corridors (140 km)	:	Rs.10,000 crores
BRTS (50 km)	:	Rs.1,300 crores

Bengaluru

Bangalore Metro Phase-II (66.9 km)	:	Rs.18,315 crores
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Jaipur

Jaipur Metro (about 28 km) (DMRC) 17 km	:	Rs.9,100 crores
(PPP) 11 km		

- ix. Mobility of people must be the prime concern when planning for transport infrastructure in cities;
- x. Cities must be livable and evolve into a sustainable urban form. To achieve this land use planning and transport must be integrated;
- xi. Priority should be for mass transport systems in transport planning; The mass transit systems could play a very effective role in carrying bulk of the trips; in Mumbai the modal share of the mass transit system is 78%;

- xii. All the transit demand cannot be met by few km of MRTS or metro. Hundreds of kms of metro might be needed. In contrast, BRT could be an economical and sustainable solution and can cover a large network.
- xiii. There must be equitable allocation of road space; preferential allocation should be made for LRT, BRT and footpaths;
- xiv. No single transit mode can address the entire needs of the cities. The medium capacity system such as mono rail has therefore a role to play. It could supplement and interconnect metro rail and suburban systems. Where there is constraint in road space and geometrics, mono rail is preferable to BRTS. Mono rail, LRT and BRTS can be the prime transit solutions for 2-tier and 3-tier cities;
- xv. Suitable multi modal corridors should be planned in cities for their efficient use of road space.
- xvi. Parking problems in cities are acute; the parking policy should take into account the need for appropriate pricing, multilevel parking and levy of penalty for non-provision of parking;
- xvii. The vehicle permit policy needs to be rationalized;
- xviii. Safety and environmental audits should be carried out for all major transport infrastructure schemes;
- xix. The community should value the urban transport infrastructure and help in the efficient use of it;
- xx. The mobility requirements of people need to be recognized. The feasibility and potential of skywalk to interconnect transit stations and improve safe mobility of pedestrians have to be recognized and accordingly planned;
- xxi. Infrastructure for non-motorised transport such as foot-paths, pedestrian ways, sky-walks, cycle lanes/cycle ways etc. have to be improved/adequately provided;
- xxii. The UMTA needs to be established with appropriate legal framework in all metropolitan cities. Intermodal integration leading to common ticketing can be realized through UMTAs.
- xxiii. Urban development authorities are better placed to assist UMTAs in the planning of urban transport infrastructure;

- xxiv. Planning and development of urban transport infrastructure at the grass-root level need to be recognized and accordingly the local bodies have to be strengthened. Urban development authorities can set up transport cells in local bodies;
- xxv. The development of the metro rail in Chennai would assist in the reduction of traffic congestion. The Metro Rail stations should be designed to cater to modal integration providing for pickup and drop-off areas, parking of cars and two-wheelers, bus interchange and para-transit modes such as auto-rickshaws and taxis;
- xxvi. Additional corridors of Chennai Metro Rail identified for a length of 63 km need to be studied and implemented early;
- xxvii. Transit-oriented development has to be recognized and dovetailed into the urban development planning;
- xxviii. The Government of Tamil Nadu and Railways could consider converting the *Chennai suburban rail* into a corporation and reinvest in rolling stock and system on the Mumbai model;
- xxix. The Government of Tamil Nadu and Railways could consider converting the *MRTS* into a corporation, with funds for reinvestment in modernizing the rolling- stock and system;
- xxx. Public transits which are presently not commuter-friendly, need to be improved and provide high quality of service;
- xxxi. The existing quality of the bus transport fleet leaves much to be desired. There must be adequate funds by the State and Central Governments. The question of participation by corporate sector in the public transport system can be explored;
- xxxii. As all the travel demand cannot be supplied, there is a need to curtail demand; hence travel demand management (TDM) becomes necessary;
- xxxiii. TDM aims at trip reduction, reducing vehicle use and increase vehicle occupancy and has a role to play in city transport planning. Rotating weekly holidays for markets has produced positive results as studies in New Delhi have shown;
- xxxiv. International experience in congestion pricing, parking management etc. revealed the potential of TDM;
- xxxv. Recognising resource limitation, the financing of urban infrastructure can exploit the utility of property development, advertisement, TDR, road pricing, leveraging lending etc.

xxxvi. Traffic engineering has a role to play in improving the urban mobility. Advanced traffic management system (ATMS), advanced travel information system (ATIS) and advanced public transport system (APTS) can be productively deployed for improving urban mobility.
