

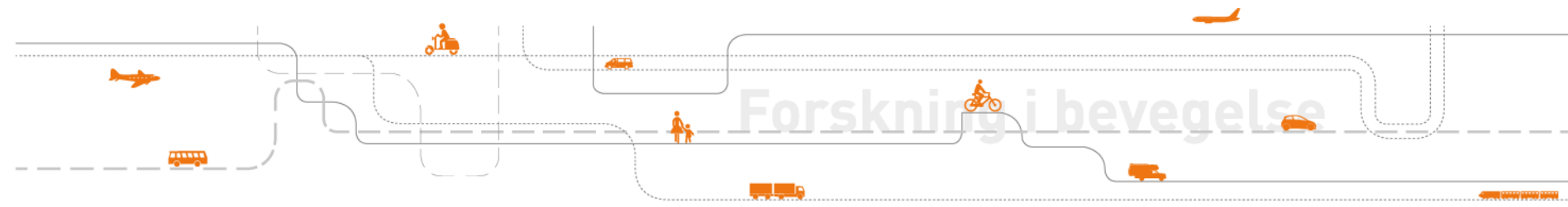
Urban Mobility in India

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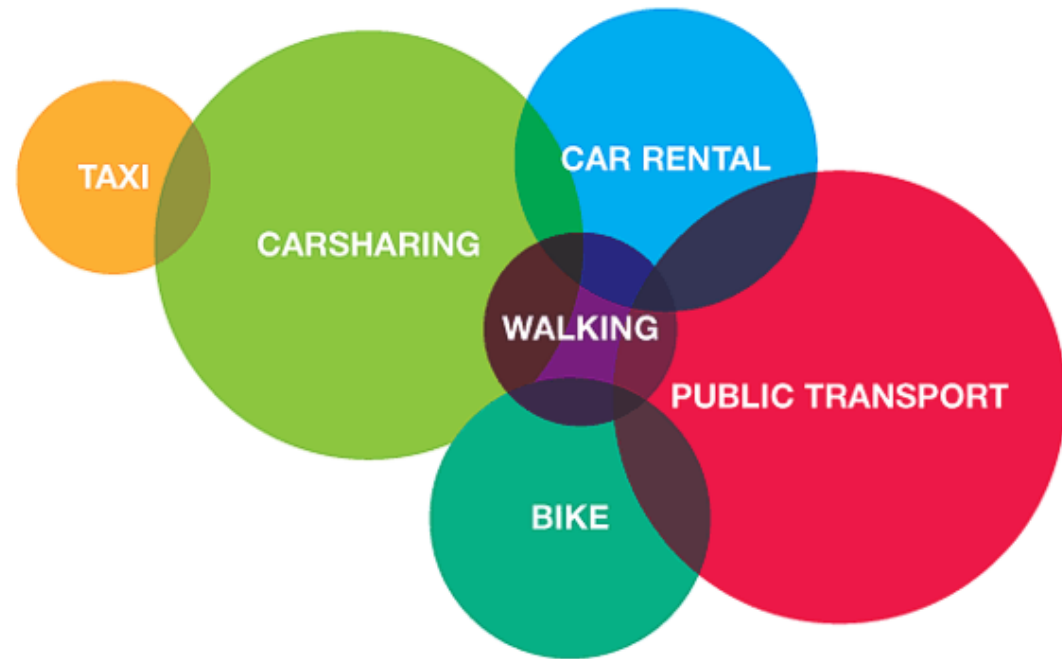
Institute of Transport Economics

Oslo



Shared mobilities – the current rhetoric

- ***Complimentary,***
- ***Scaling up***





Shared and shared....
but!!

Dynamics of growth:

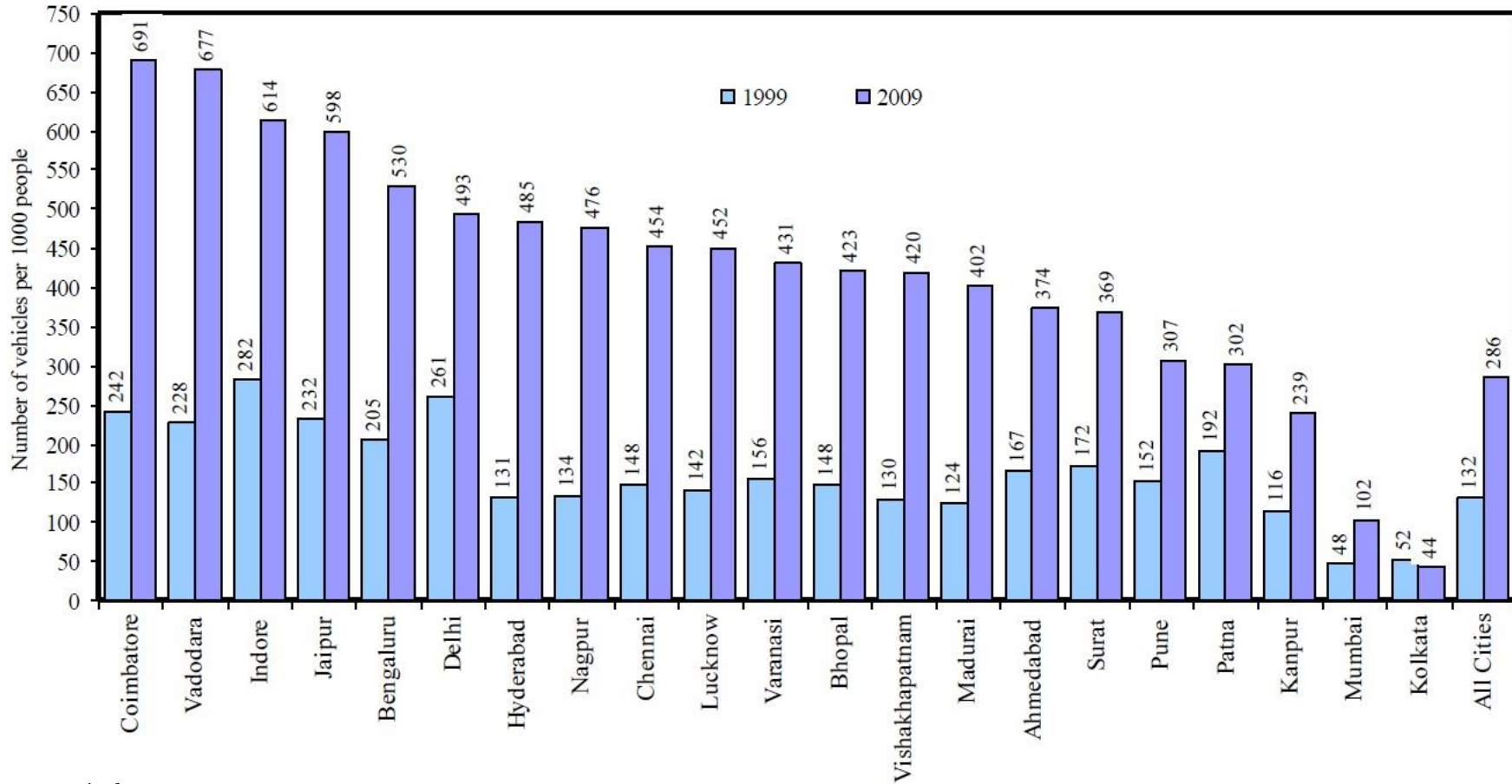
Population

- Urban population gone up from 17% in 1951 to 32% in 2011.
- Expected to rise to 35% by 2021.
- 91 million joined the ranks of urban dwellers in the 2000s.

Vehicular growth:

- 35% of the total vehicles in the country are plying in metropolitan cities alone, which constitute just 11% of the population.
- Share of buses – negligible
- 2 wheelers and cars – 90% of the total vehicles contra Buses - < 1%

Vehicle ownership



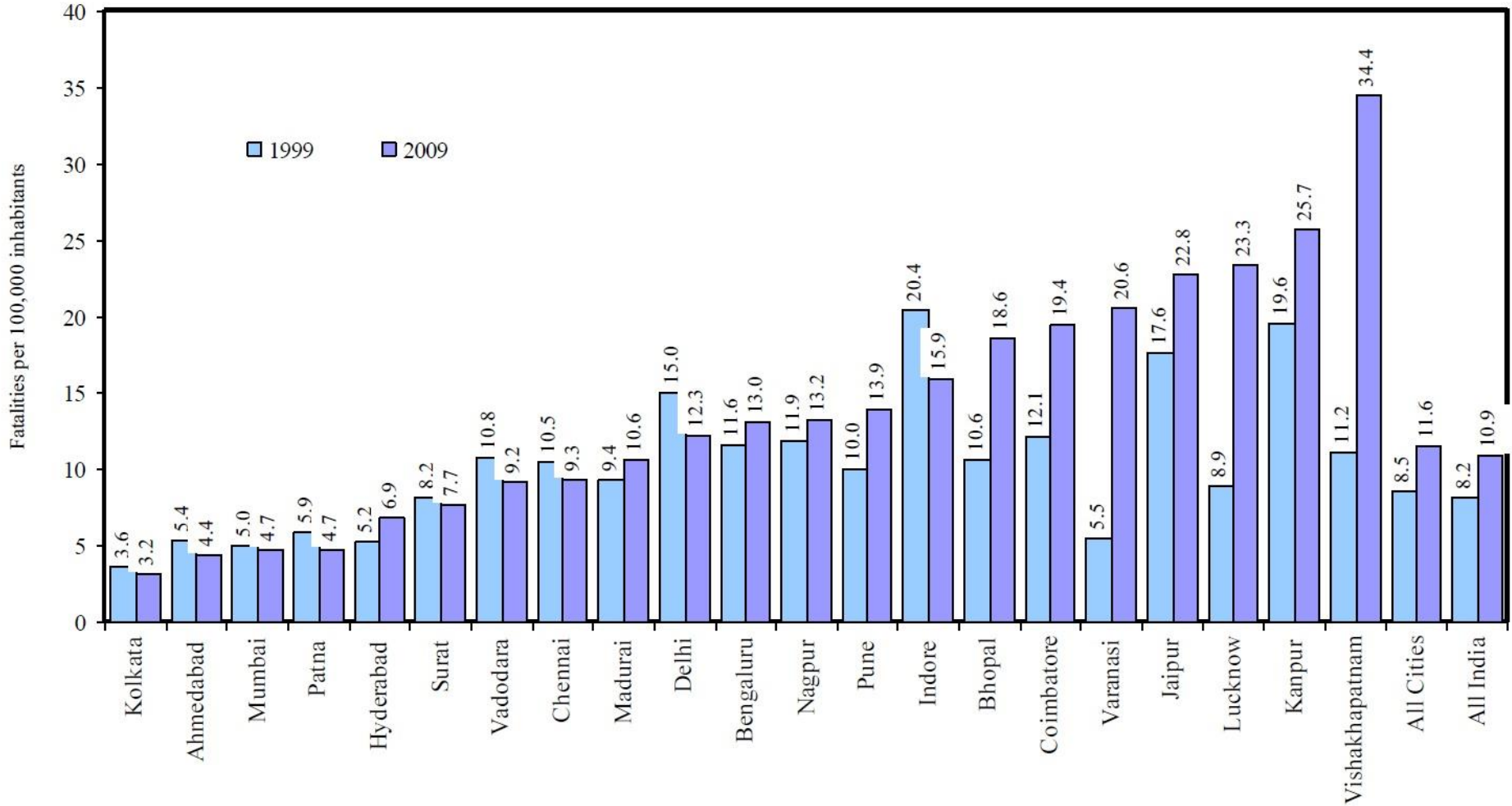
Source: Singh 2012

Dynamics of growth:

Institutional Arrangement

- **National Urban Transport Policy (NUTP) – 2006**
 - Not backed by any laws, cannot be enforced
- Master Plans
- **Skewed tax structure:** total tax burden for PT vehicles per veh-km is 2.6 times higher than for pvt. Vehicles.
- Multiplicity of organisations
- No integration of land-use and transport planning.
- Pervallence of traffic accidents

Fatal traffic accidents



Source: Singh 2012

- Multiplicity of organisations
- Distribution of power – union, state and concurent list
- PT – does not figure in any of the lists

Functions	Sub-functions	Agencies
Strategic and Policy Functions	Strategic planning Policy formulation Capital financing	Ministry of Urban Development / State Transport Department / State Urban Development Department
Regulation of Commercial Issues	Fixation of fares / tariffs Monitoring quality of services	Ministry of Railways / State Road Transport Corporation / Regional Transport Office
Health and Safety Regulation	Setting standards	Ministry of Road Transport & Highways / Central Pollution Control Board / State Pollution Control Board
	Ensuring adherence to safety standards	Ministry of Road Transport & Highways
	Ensuring adherence to environmental standards	Central Pollution Control Board / State Pollution Control Board
Procurement and Provision of Public Transport	Network and route design	Municipal Corporation / State Road Transport Corporation
	Identification of demand	Municipal Corporation
	Franchising/route allocation	State Road Transport Corporation
	Planning and provisioning of services Contract monitoring	Municipal Corporation / Public Works Department
Supply of Common Infrastructure and Other Services	Inter-modal coordination Passenger information systems Data collection and management Dispute resolution Management of common infrastructure Public relations	State Road Transport Corporation / Municipal Corporation / State Transport Department
	Security services	Traffic Police
	Management of common ticketing facilities Management of revenue-sharing arrangement between operators	Municipal Corporation / State Road Transport Corporation
	Operation of Services	Operation of publicly owned bus services
	Operation of privately owned buses	Private Bus Operators
	Operation of rail-based services	Ministry of Railways

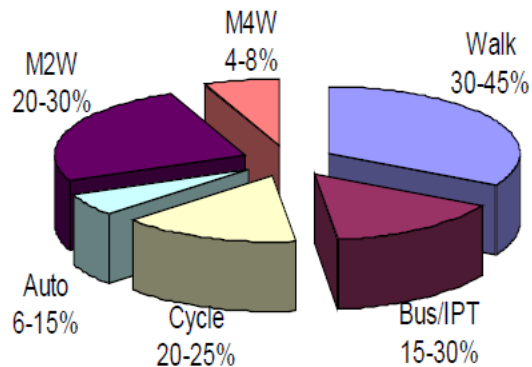
Mobility patterns

Vehicle ownership

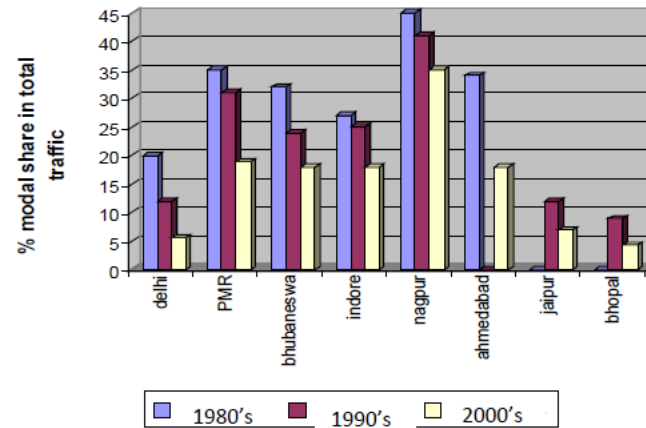
Bicycle = 35 - 60 %
 2-wheeler = 32 - 55%
 4-wheeler = 2 - 8 %
 None = 25 - 35 %
 Source : Census of India 2001

Modal Share

Medium and small cities –20-25%
 Large cities – 7-15%



Trends in cycle modal share



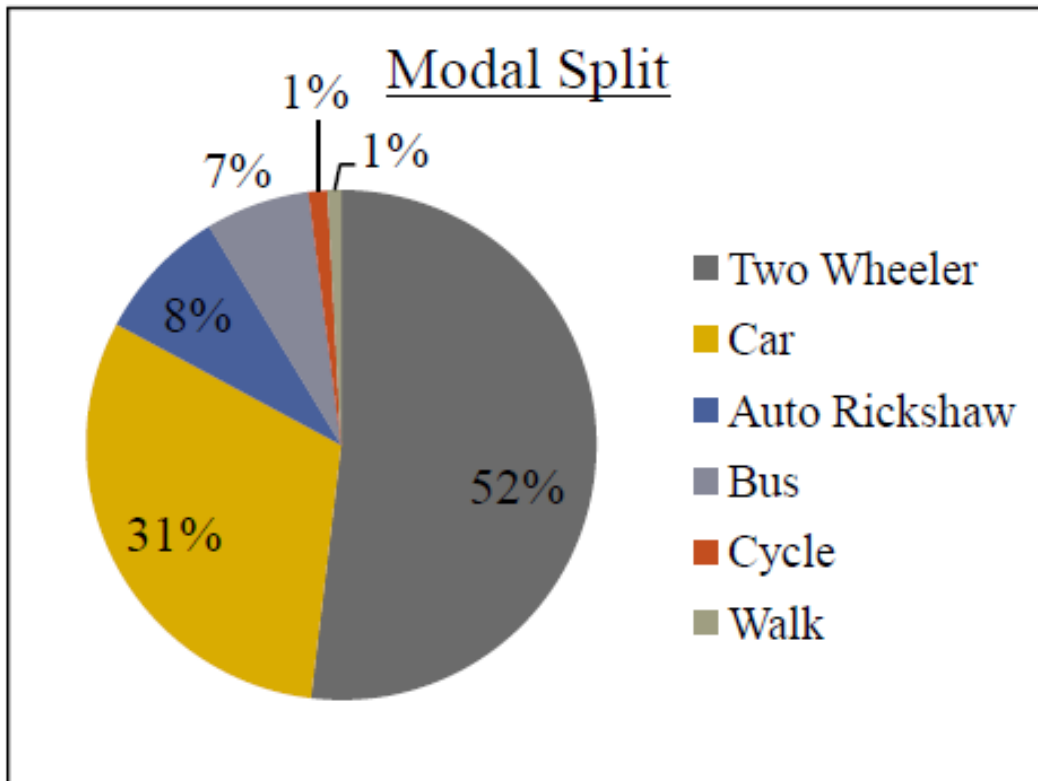
Sharp decline during 80's-90's

- Fast growth of motorized vehicles,
- Road infrastructure improvements
- High cycle fatalities

Cyclists are vulnerable

~40% road traffic crash victims

Source: Arora 2011



Kochi, Kerela

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Kharola, P. S. (2013) Analysing the Urban Public Transport Policy Regime in India, *Economic & Political Weekly* 48 (48) pp. 95 – 102.

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Thank you!