



Inclusive Low Carbon Transport – Policies and Planning

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INCLUSIVE LOW CARBON TRANSPORT – POLICIES AND PLANNING



Inclusive and sustainable mobility

TITLE: Inclusiveness?

- Inclusiveness as a value – Is a sense of belonging, being respected for what one is and support so that individual's capacities are put to full use
- Inclusiveness as a practice – Is when individuals/ communities with different background (age, sex, sexual orientation, caste, religion, ethnicity) are socially accepted and welcomed and treated equally
- In transport, inclusiveness supports the notion of accessibility
- Accessibility planning puts people at the centre
- Accessibility is ease of reaching goods, services, activities and destinations, which together are called opportunities, at the time desired and mode possible

TITLE: Inclusiveness Transport

- Inclusive Transport is one that **transforms lives** through providing **access** (physical and otherwise) to **opportunities in life** for all irrespective of income, social background and abilities

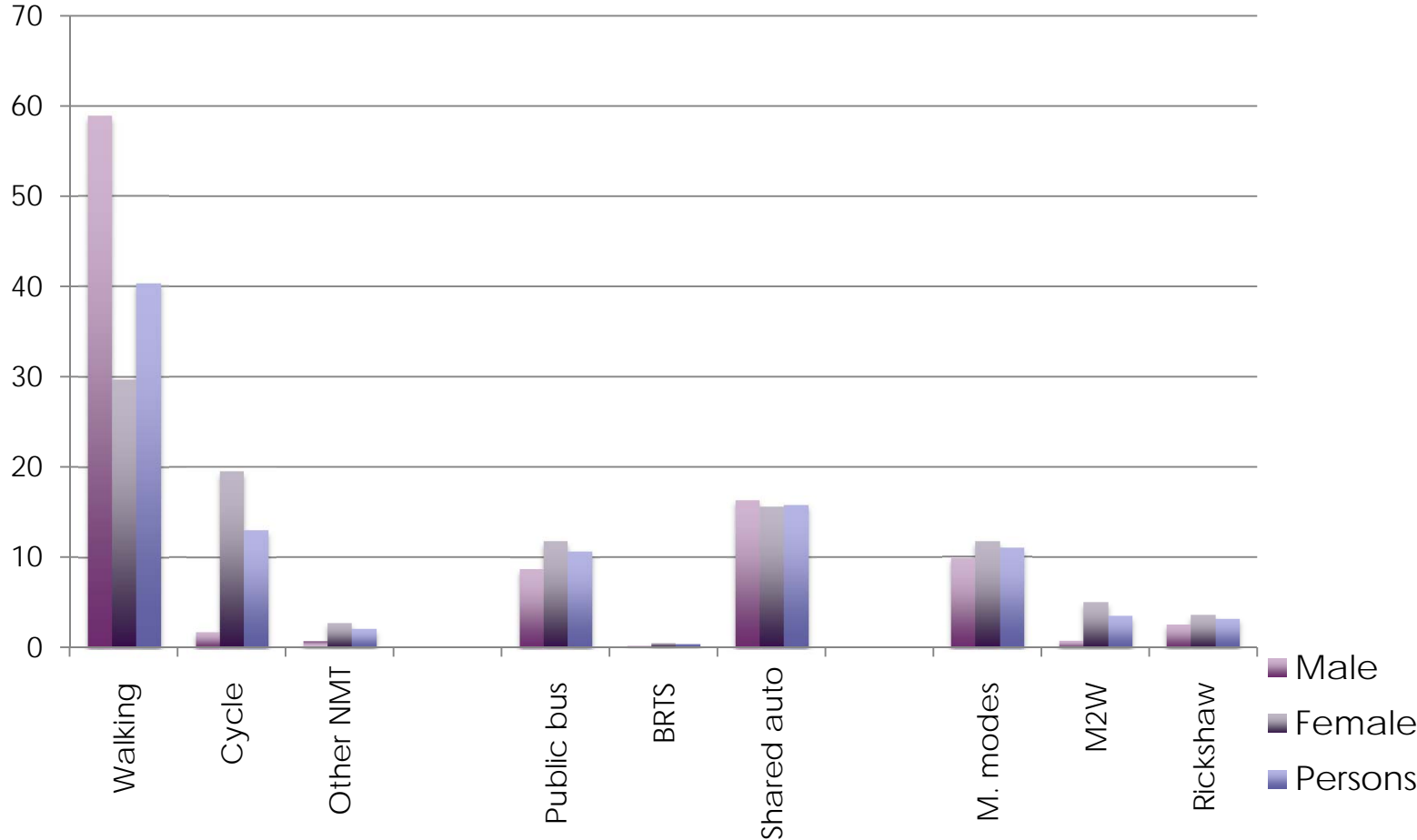
TITLE: How inclusive transport is in Indian Cities

- 42% of those who undertake trip in a city are 'no choice' walkers or cyclists
- About two-thirds to three-fourths of women who take a trip in Indian cities walk and less than 10% cycle
- In small and medium towns, the proportion of walkers and cyclists is even more
- Do we have infrastructure for them?
- **No**
- Why is there still an emphasis on 'high speed' mobility?
- Wilbur Smith – MoUD document states that only 27% trips are by public transport in the cities
- Public transport systems still do not meet the demand and there is high dependence on IPT, that may not be safe, low carbon, efficient

TITLE: Travel Characteristics of Urban Poor - Ahmedabad

- 78% of the trips in the slum pockets studied were less than 5 kms across modes. They stay closer to their work and amenities. City's average trip length is 5.4 (BRT report) or 6.2 (MoUD report).
- 86% of education trips are walk trips. School children from Slums walk to near by municipal schools where they study.
- 57% of work trips are dependent on non-motorized modes (cycle and work). These are 'no-choice' users
- Most women walk. Cycling is a taboo, use shared-autos for longer distances, which they do not prefer on counts of harassment

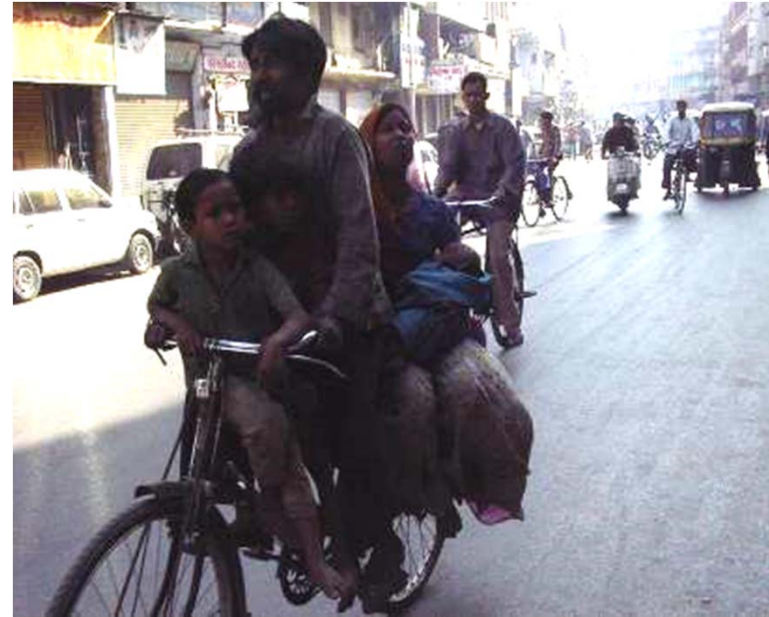
TITLE: Mode Share Use by Slum Dwellers - Ahmedabad



TITLE: Transport and Socio-economic development

Socio-economic aspect	Linkage with transport
Income poverty	Lack of accessibility exacerbates income poverty
Expenditure	Transport expenditure crowding out other expenditure
Lack of capabilities	Lack of accessibility to social services deterrent in improving capabilities
Lack of functionings	On account of lack of accessibility to employment opportunities, health care, education, etc.
Time poverty	Caused by inappropriate transport paradigm, which emphasizes mobility but not accessibility & causes fatigue and unfavourable time allocation
Energy poverty	Caused by substituting unaffordable transport options by walking (long distances)

TITLE: Inclusive Transport?



TITLE: State of NMT on BRT corridors

DELHI

PUNE

AHMEDABAD

JAIPUR



TITLE: Gender Inclusiveness of BRTS (2012)

Indicator	Male	Female	Sex ratio
Income groups of the users			
% among users with income less than Rs. 5,000 pm	14.4	11.5	244
% among users with income more than Rs. 40,000 pm	10.9	16.8	585
Employment			
% workers among BRT users	71.8	42.7	226
% among users who are casually employed	6.1	3.3	121
% among users regularly employed in public sector	8.1	18.0	500
% among users regularly employed in private sector	63.8	65.6	232
Trip purpose			
% using BRT for work	55.4	35.0	239
% using BRT for education	15.8	19.6	471
% using BRT for social, religious and recreational purposes	24.7	38.5	591

TITLE: Policies for Inclusiveness in Transport

- Macro policies (long-term)
 - Land policy – land ownership and pricing
 - Land use
 - Building codes and regulations that influence urban form, land prices
 - Housing policy
 - Infrastructure policy

TITLE: Policies for Inclusiveness in Transport

- City level policies for transport (medium to short-term)
 - City level priorities and strategic plan for transport
 - City level transport plan, including public transport planning and management
 - IPT regulations
 - Urban design guidelines
 - Green growth strategies that includes employment issues
- Transport policies (short-term)
 - Financing of transport
 - Fiscal policies that favour public transport

TITLE: Key Message

Inclusiveness to be integral part of city planning and not an after thought



Inclusive and sustainable mobility

Thank You



Low Carbon
Transport
in India

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www.unep.org/transport/lowcarbon