

1st HABITAT SUMMIT

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POLITICS OF URBAN MOBILITY

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THE USE OF THE WORD POLITICS IS NOT PEJORATIVE OR VALUE LADEN : CANNOT BLAME IF YOU DO NOT UNDERSTAND SOME ISSUES

1. Move People and goods or move vehicles?

Are people travelling more? Daily per capita trip rate for all Indian cities 1.3; for mega cities 1.41 to 1.55

2. Modal Split Highly Skewed

Walking 20 to 60%; two wheelers 14 to 35%; public transport 12 to 54%; cars 3 to 28%

3. Still Private Auto Dominates

- 35.68 lakhs cars in the 23 metropolitan cities; 149 lakhs two wheelers
- During 2003-04 Delhi added 263 cars and 433 two wheelers per day
- Annual vehicle growth in many cities exceeds decadal population growth

City	Decadal Population Growth Rate	Annual Vehicle Growth Rate
Ahmedabad	37	9
Bangalore	36	14
Chennai	21	8
Delhi	47	7
Hyderabad	37	12
Jaipur	49	10
Kolkata	17	7
Mumbai	22	8
Pune	37	11

4. THE POLITICS OF ROAD SPACE ALLOCATION

- Preemption of road space by private vehicles;
- Public investment predominantly benefiting private use
- “Flyovers have been successful in shifting the traffic jam to next crossing” Economic Survey, Delhi 2008-2009
- Contestation for road space will intensify
- The BRT controversy

5. THE POLITICS OF ROAD SPACE PRICING

6. THE POLITICS OF PUBLIC AND PRIVATE FUNDING

- Credit systems favour the private auto
- Tax system disfavor public transport
- Sum total of bus passenger taxes in the country less than Rs.2000 cores but tax passed on to passengers

7. THE POLITICS OF MASS TRANSIT CHOICES

- Needless technology battles

8. THE POLITICS OF ROUTE CHOICES

9. PHASE I OF JNNURM

- 15,260 BUSES
- Better late than never; but will it help?

10. THE POLITICS OF REAL ESTATE AND CITY PLANNING

Inter and intra city implications

Thank You