

Decongestion and Mobility

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Concept Note:

Since 2014, URJA has been at the forefront of bringing together Urban Mobility Experts, Operators, RWA and the Government to assist in problem solving. No hasty and readymade answers exist and we continue our work in progress

As far back as 14th January 2015, URJA had written to the then Urban Development minister Sh. Venkaiah Naidu, stating among other suggestions

a) the NCR plan proposal of Proposed 8 RRTS corridors as high speed –high capacity regional passenger transit system and its integration with metro, bus and railways at 6 Integrated Passenger Terminals (IPT) of Delhi *should be implemented to*

- ***Provide seamless regional passenger traffic movement with interchange facilities at various interchange nodes/ integrated passenger terminals for destined passenger traffic to Delhi as well as bypassing traffic in the region beyond Delhi.***
- ***Reduce the traffic load on the highways and ring roads of Delhi due to reduction of car traffic.***

b) The NCR proposed eastern and western expressways should also be implemented to divert regional goods and passenger traffic presently passing through the city. & that

National Urban Transport Policy 's mobility goal - "moving more people more efficiently and not vehicles" (Referred in the report itself) justifies only an efficient city public transit system (Metro and buses) integrated with Regional Rapid Transit System (RRTS)- not elevated corridor to induce more motorised private vehicles.

We know that, transport and mobility are straining the urban infrastructure in developing countries like never before.

As people move out of poverty and into cities their desire to move freely from place to place for work and entertainment is a feature of developing societies. In India and Delhi in particular the aspirations of the young & the ownership of personal vehicles as a status symbol are fuelling their purchase at growing rates.

As the city densifies and the road infrastructure limits itself to space constraints

Traffic congestion, inadequate parking, increased travelling time, higher pollution levels and the consequent social stress is palpable but public opinion, Expert advice and Government action are all disconnected. What the Government proposes loftily as best practices and what it does finally by creating more and more roads, flyovers and tunnels sends out very confusing signals that do not augur well for the future of transport planning, sustainable development and the environment.

To this end, URJA held a roundtable at the India international Centre on the 5th of September 2018, with the City's transport experts, urban planners & architects, Govt. officials, Industry & RWAs to discuss the future of existing policies on decongestion and mobility. It was noticed that; while public transport and shared mobility are touted as the way forward little is seen as action by the Government to promote public and private initiatives for the same

As a result of these deliberations a consensus was built in the roundtable, and it is proposed to establish Municipal Ward/Assembly level planning committees with RWA participation to take stock of policy and implementation from 'ground up' with help from experts & town planners