



GEF-World Bank-UNDP supported

Project Update

Looking back 2011

In its second year of implementation two consultancies have already been completed and contracts for two goods projects and seven consultancies have been finalised. 16 consultancies are in various stages of procurement. A total of 122 participants have been trained under SUTP in various workshops on transportation relating to Bus Operations, Public Transport, Marketing and Communications Workshop for PT Projects, Comprehensive Mobility Plan and Mobility Issues of Hilly Towns.

Happy New Year to all our readers!



Looking forward 2012

In the current year more workshops are lined up, the more important being, Sensitisation of Civil Society, Financing Urban Transport Projects, Institutional Framework, Non Motorised Transport and Demand modelling. A training programme for trainers under component 1A, PC2 will also be undertaken towards the end of the year. Dissemination of information on safer roads, efficient transport, building capacity and providing technical assistance to achieve a cleaner environment will be a thrust area.

How would you like your roads? Like this or this



Think!!!

The progress made on various components and sub-components of Sustainable Urban Transport Project since November 2011, is as follows:

Component 1A: Capacity Building of Institutions and Individuals:

Training and Skill Development:

Consultancy for Individual capacity development through training of trainers and training professionals (PC2):
The Consultant has submitted the draft subject outlines and will submit the draft subject modules by June – July 2012. Five training programs have been completed under this sub-component (details of fifth training program may be seen on page 8);

Contents:

| | |
|---|----|
| Project Update..... | 1 |
| SUTP Events | 3 |
| Muenster, the bicycle-city of Germany | 9 |
| Transport Pricing Reforms | 10 |
| WB Mission | 12 |

Develop Toolkits:

Consultancy for preparation of toolkits (PC3):

The toolkits are being prepared by the Centres of Excellence (COE) and other selected Institutes and preparatory meeting on toolkits between IUT and COEs has taken place.

Sub Component 4 - Dissemination activities:

- Annual Meet for SUTP was held on **11.11.11**. The purpose of this meet was to share the experiences of participating cities and take stock of progress made by them on key agreed action items. Suggestions to achieve the objectives of SUTP/NUTP were discussed in detail.
- Dissemination workshop on the BRTS project currently under execution at Pimpri-Chinchwad was held on 22 Dec 11 and was a grand success (Details of the workshop are given on page 6);
- Video for promoting BRTS and NMT under SUTP was displayed in the Urban Mobility Conference India 2011.
- Five issues of GEF-SUTP Newsletter have been published and distributed to all stakeholders.
- Website (www.sutpindia.com) is being maintained and updated regularly.

Component 1B: Technical Assistance to the MoUD for improving the National, State and Local Capacity to implement National Urban Transport Policy.

Expressions of Interest (EOIs) for following five consultancies are under various stages of final stages of approval:

- Consultancy Services for Developing Operations Documents for Urban Metropolitan Transport Authority (UMTA) and Urban Transport Fund (UTF)
- Consultancy Services to Develop Operations Documents for Traffic Management and Information Control Centre and National Public Transport Helpline
- Consultancy Services to Develop Guidance Documents for Non Motorised Transport (NMT) Plan, Bike Sharing Scheme and Transit Oriented Development
- Consultancy to develop Urban Transport Research Program in India
- Consultancy Services for Estimation of Green House Gas Emission and Energy Consumption for SUTP demonstration cities.

Component 2: Implementation of Demonstration Projects in Selected Cities.

Naya Raipur

- Detailed Project Report for BRTS is being revised.
- Contract has been signed with M/s. Innovative Transport Solutions Pvt Ltd, S.G. Architects and UMTC Pvt Ltd. for 'Detailed Project Report for development of cycle tracks and pedestrian walkways'. The 'Needs Assessment Report' has been submitted.
- The consultant for 'designing the bus terminals, bus depots, bus shelters & ancillary facilities has been appointed. The concept plans were submitted and are being amended to incorporate the suggestions received.
- Revised TER for Transit Oriented Development has been reviewed and submitted for approval.
- No objection from World Bank on the shortlist and RFP for consultancy for Monitoring and Evaluation' was received and the approved RFP shared with the shortlisted bidders.
- The EOIs for consultancy for Project Management Consultant (PMC) for Intelligent Transport System & Regional Mobility Plan are under evaluation.

Pimpri-Chinchwad

- The financial progress of the project 'Design and Construction of Flyover and ROB at Nashik Phata on Old Mumbai Pune NH-4, including Bridge on River Pawana' on the Flyover and ROB upto December 2011 end is about 51%.



- The financial progress of the project 'Design and construction of Bridge on Pawana River, Flyover and ROB with Approaches & Ramps on Kalewadi Phata to Dehu Alandi Road' upto December 2011 end is about 8%.RFP for Monitoring & Evaluation (M&E) work has been shared with the shortlisted bidders and their bids are awaited.
- EOIs have been received for three consultancies to be taken up under Technical Assistance and evaluation is in progress
 - Consultancy for Parking Policy and Parking Management in PCMC Area
 - Consultancy for Promotion & Outreach program for BRTS & NMT in PCMC Area
 - Consultancy for Monitoring & Evaluation for BRTS in PCMC Area

Indore

- EOIs have been published for two consultancies to be taken up under Technical Assistance and evaluation is in progress
 - Consultancy for Developing an Accessibility Plan to the BRT Corridor in Indore
 - Consultancy for Communications and Outreach Program for Bus Rapid Transport (BRT) System in the city of Indore

Mysore

- Finalisation of contract for procuring a Monitoring and Evaluation Consultant for this work is underway.
- The EOIs for Comprehensive Service and Operations Analysis (CSOA) work are under evaluation.

Overall progress made by KSRTC regarding ITS project:

Project Planning & Design:

- Central Control Station layout including equipment and furniture information has been finalised. Training Plan and Training Modules for the ITS system are being developed for drivers, conductors and other stakeholders. Application software is being tested for functionality and user friendliness. GIS Map is getting enhanced for ITS application requirements. Third party contracts (GSM and Disaster Recovery) have been reviewed and are being improved upon.

Implementation:

- Vehicle Monitoring Unit (VMU) and in-bus Passenger Information System (PIS) are being procured and expected to be on site by mid February 12. Control Room Hardware is in place and data from the Pilot equipment is being collected and stored in the database. Daily MIS reports are being generated and, where necessary, rectified. Video wall model, UPS and DG size - are being finalized. PMC and KSRTC are providing regular inputs and oversight.

SUTP Events

Training programmes / Workshops

As part of Individual Capacity Building under Component 1 of GEF-World Bank-UNDP supported Sustainable Urban Transport Project a few initiatives have been undertaken. Three of these are mentioned below:

1. Annual Event

Annual Meet of the Sustainable Urban Transport Project (SUTP) was organized on **11.11.11** with the aim of sharing the experience of one another among officials engaged in implementing the '**demonstration projects**' in various cities and discussing the problems encountered during execution to arrive at consensus solutions. Opportunity was also availed of to review the progress of work and suggest ways and means to improve the same. The event was organised by Project Management Unit and Project Management Consultant, Mott MacDonald India Pvt Ltd.

Shri S.K.Lohia, OSD (UT) & Ex-officio JS; Shri I.C. Sharma, National Project Manager; Ms Nayanika Singh, GEF Consultant; Ms. Nupur Gupta, Transport Specialist, World Bank; Dr. SN Srinivas, Program Officer (E&E unit) UNDP and Shri Rajendra Nath, Team Leader, Project Management Consultants were among the panellists. The session was chaired by Shri S. K. Lohia. The Meet was attended by 65 persons including 24 from the 5 demonstration cities, namely, Naya Raipur, Mysore, Pimpri Chinchwad, Indore and Hubli- Dharwad.

Shri Lohia briefed the participants about the strategies of SUTP under GEF IV and reiterated the objectives of the Annual Meet. It was one and a half years since the project started and time for stock taking, he said. Shri Lohia emphasized on strengthening the Institute of Urban Transport (India) as one of the most important objectives of GEF IV.



The fourth newsletter of SUTP which was distributed during the conference was appreciated by Shri Lohia. He congratulated all those responsible for bringing it out. A documentary “Then and Now” which was made for showcasing the on going works of SUTP was presented at the annual meet and appreciated by all.



Presentations were made by all demonstration cities highlighting the work done by them under Sustainable Urban Transport Project.

Dr. Gautam Singh from Indore said that they were planning for operation of buses on PPP model. They were going in for a new initiative of running a few buses on the suburban routes also on PPP mode. Along with this, they are planning to run the cycle project under the PPP model.

Shri Gaurav Gupta and Shri C.G. Anand from Mysore explained the implementation of new technology of Intelligent Transport System being installed in the city under SUTP. It will, on completion, provide real time information to the travelling public about the running of buses. A control centre was being set up which will track continuously the vehicle movements with the help of GPRS system. The bus shelters will be constructed on PPP model. They also presented



an audio visual in which the past and present scenario of Mysore Public Transport System was depicted.

Ms. Manjula, Shri Revanna and Shri Chintan from Hubli- Dharwad made a presentation of the new proposal initiated by the Government of Karnataka of introducing BRTS between Hubli and Dharwad. It will reduce the travel time between the two cities and increase journey speed.



Shri Umate and Shri Shrikant Sawane of Pmpri Chinchwad Municipal Corporation made a presentation of the two major works under progress on the two BRTS corridors, Kalewadi Phata to Dehu Road and Nashik Phata to Wakad.

Shri L. K. Panigrahi and Shri Supratik Sarkar from Naya Raipur mentioned about the two new corridors proposed to be developed between the two cities, Raipur and Naya Raipur. They emphasized on the formation of Unified Metropolitan Transport Authority (UMTA) which is being set up to cover four cities of Chhattisgarh, namely Raipur, Naya Raipur, Bhilai and Durg. UMTA is essential for effective planning and implementation of any urban transportation system.

The technical session was followed by an interactive open house question-answer session. Officials of MoUD, city officials of PCMC, Indore, Naya Raipur, Mysore and Hubli- Dharwad took the questions from the audience and answered them to their satisfaction.

Other than the presentations mentioned above, Shri Gerhard Menckhoff, World Bank Consultant made a presentation of his successful experience of Sustainable Transportation and achievements in Lima, Peru; Shri Sam Zimmerman, World Bank Consultant made a presentation on Intelligent Transportation Systems (ITS) Role in Enhancing Public Transport; Shri B.I Singal, Director General, IUT (India) made a presentation on Component 1 (A) of GEF-SUTP; and Ms. Aditi Singh, Shri Surender Nath and Shri Anjay Kumar from Mott MacDonald made presentations on Component 1B, Procurement and Safeguards respectively.



The Workshop concluded with an open house question answer session and a vote of thanks given by Ms. Rana Amani, Deputy Project Manager, Project Management Unit, SUTP (India).

2. Urban Mobility India (UMI) 2011

The Urban Mobility India Conference 2011 was held by the Ministry of Urban Development, Government of India from 3rd to 6th December 2011 in New Delhi. It is held annually to provide an opportunity to urban transport practitioners and officials to come together to share their knowledge and experience. The conference is attended by delegates from various parts of the world working in Transport sector. An Exhibition on urban mobility is also organised on the occasion which aims at dissemination of information and exchange of ideas. State Governments, Municipal corporations, State Road Transport Undertakings, Consultants get opportunity to show case their achievements and performance to the participants of the conference. SUTP project team also set up its stall to project the initiatives it has taken in the field of green transportation. A video to promote the use of public transport and NMT was displayed at the stall and also in the UMI conference hall.



The SUTP stall was visited by the Hon'ble Minister for Urban Development, Shri Kamal Nath, the Secretary (UD) Dr Sudhir Krishna and Shri S.K. Lohia OSD (UT) & Ex-officio JS. It was also visited by Shri R. Ashoka, Hon'ble Minister for Home & Transport, Govt. of Karnataka.

During the event the awards for excellence in Urban Transport were given away by the Hon'ble Minister for Urban Development to the ten best projects implemented in various cities in India.

3. Pimpri-Chinchwad Dissemination Workshop on ITS Project

With the objective of promoting the Sustainable Urban Transport Project and to disseminate information about Bus Rapid Transport System (BRTS) being implemented by Pimpri-Chinchwad Municipal Corporation (PCMC) a **Dissemination Workshop was organised on Bus Rapid Transport Systems on 22-12-2011** at Auto Cluster, Pimpri Chinchwad **jointly by the Ministry of Urban Development, Govt. of India and PCMC** supported by Global Environmental Facility (GEF), World Bank (WB), United Nations Development Programme (UNDP) PMU SUTP and Mott MacDonald, India. The workshop intended to bring about awareness among various stakeholders and involve the public opinion makers in SUTP activities and sensitize them about the works being carried out by PCMC under.

The workshop was formally inaugurated by the Hon'ble Mayor PCMC Shri Yogesh Behel with the traditional lamp lighting ceremony in the presence of Shri S.K. Lohia, OSD (UT) & Ex-officio Joint Secretary, Govt. of India; Shri Asheesh Sharma, Commissioner PCMC; Shri I.C. Sharma, National Project Manager, SUTP; Shri Joshi, Chairman & Managing Director, PMPML and Ms. Shreya Gadepalli, ITDP.





In his welcome address, Commissioner, PCMC Shri Asheesh Sharma described how efficient planning of urban transport systems can facilitate sustainable development. Shri Sharma mentioned that the work relating to SUTP in Pimpri-Chinchwad was in full swing on two BRTS corridors relating to public transport development in the city. One corridor was from Nashik Phata to Wakad and the other from Kalewadi Phata to Dehu-Alandi Road. The Central Govt. has given their guidance and support for these projects. Shri Sharma also stressed that innovation should be strived at while seeking continued sustainable development.

Shri S.K. Lohia, OSD (UT) & ex-officio JS/ NPD (SUTP) in his address shared with the audience the concept of SUTP, uniqueness of the project and how PCMC was the first city in the country to implement this very dynamic concept.

He said that in order to reduce the problem relating to transportation more emphasis needs to be given to the area of public transport and Non Motorised Transport (NMT) instead of private transport. Road capacity is limited this is the only way in which the road utilization can be effectively improved. He mentioned that under SUTP, PCMC is trying to create a model that can be replicated in other Indian cities. He stressed on “think metro implement BRTS”. He also stated that to run this project successfully, support from the city level administrators and political leaders is essential. He advised the audience to be open to innovative ideas and to find out one’s own solutions.



Introductory speech by Shri S.K.Lohia, OSD (UT) & Ex-officio JS MoUD/ National Project Director (SUTP)



Interactive Open House Question and Answer Session

The Hon'ble Mayor Shri Yogesh Behl, in his inaugural address stressed that the need of the day was to make the public transportation system in urban area very strong. Due to the industrialization in M.I.D.C, there was a sharp increase in the population and thereto in the number of private vehicles. This was not a sustainable situation and the strategy for the future should be to wean the people away to public transport by making it attractive and comfortable.

The Technical Session included a presentation by Shri I C Sharma, National Project Manager, SUTP. He revealed figures to show how the “as it is” situation will affect mobility in the years to come and adversely affect the environment. SUTP is a very important concept and its effective implementation alone will help in controlling the situation and ultimately supporting a better environment.

The next presentation was by Shri Shrikant Savane, Exe. Engineer, PCMC. He brought out the developments that have taken place in the city during last few decades and highlighted the strategies to be implemented by PCMC, with the support of SUTP, in order to make PCMC a sustainable and liveable city.

The last presentation was by Ms. Shreya Gadepalli, Regional Director, ITDP. She focused on Bus Rapid Transit System (BRTS) and said that this could bring about a paradigm shift in the

mobility of Pimpri Chinchwad. She had a vision that Pimpri Chinchwad would be tilted as a “Great City” in the foreseeable future as far as public transport is concerned. The technical session was followed by an interactive open house question-answer session. Officials of PCMC, MoUD, PMU/PMC and ITDP took the questions from the audience and answered them to their satisfaction. The Workshop concluded with a vote of thanks by Shri Satish Ingale, Exe. Engineer, PCMC followed by lunch.

All information, data and the article have been assimilated & written by Shrikant Savane & team, PCMC

4. Mobility Issues of Hilly Towns

Institute of Urban Transport (IUT) under the aegis of Ministry of Urban Development, Government of India organized a 3 day workshop on Workshop on Mobility Issues of Hilly Towns from November 02 – 04, 2011 in Gangtok, Sikkim. The workshop was attended by 22 participants from various north eastern states like Sikkim, Meghalaya, Tripura, participants from other hill town of the country including Shimla, Tirupati etc also attended the workshop. Faculty members from leading organizations like IUT, EMBARQ, IDFC, TERI etc. deliberated on various issues of urban transportation in hilly towns.

The presentations at the workshop involved introduction to urban transport and its role in city life and hill towns, Innovation in Public Transport solution in Shimla, representative from Himachal Pradesh Road Transport Corporation presented and explained in detail the highly successful experiment of running Mini Buses on Public Private Partnership in Shimla and on International Best Practice in Mobility for Hill Towns with case study of Medellin, Colombia. The participants were exposed to various initiatives taken by the city of Medellin in addressing the issues of urban mobility and urban development.

The second day of the workshop included a detailed presentation from representative of Sikkim Government on various issues by the state in developing Urban Transport solutions in various cities of the State. The presentation highlighted in details, various steps taken by Sikkim Government in addressing mobility issues of Gangtok. Representatives from Meghalaya and Andhra Pradesh also presented various urban transport issues in their cities. The second presentation of the day addressed the important issues of Non Motorized Transport, Intermediate Public Transport and Parking and highlighted the base line situation in hill towns of the country and also presented the way forward in addressing the same. The last presentation of the day focused on the technological options available to tackle the mobility issues of various hilly towns. The presentation also highlighted the mobility measures being proposed for the city of Kohima.

The last day of workshop started with a very interesting presentation on Mobility and Road Safety in Hill Towns. The presentation highlighted the growing menace of road safety in the country and suggested the way forward is addressing the same. The second presentation of the day was on Legislative Framework and Urban Transport, the presentation dealt with various legislative issues involving urban transport. The third presentation of the day was on one of the most important aspect of Institutional Framework, Shri BI Singal (Director General, IUT) highlighted the need for adequate institutional framework in addressing the issues of Urban Transport. The last presentation of the day was on Financing Urban Transport. The presentation highlighted the need and importance of adequate financing mechanism in addressing the issue of Urban Transportation. The presentation also highlighted alternative financing mechanism for Urban Transportation.

The workshop ended with a vote of thanks to all the guests, participants and faculty members. The list of participants can be seen on www.sutpindia.com website.



All information, data and the article have been assimilated & written by Pawan Dwivedi, Transport Planner, IUT.



Muenster, the bicycle-city of Germany – an excellent example for the promotion of non-motorised urban transport

By Manfred Breithaupt

During the past years Münster became Germany's bicycle capital. With a proportion of 37.6% the bicycle is the prevailing transport mode there. Nearly half a million bicycles in comparison to 280,000 inhabitants requires a specific focus on the demands of cyclists. Today the city of Münster provides a high standard of infrastructure and safety for cycling. In contrast, 10 years ago Münster's road safety was very poor. 50% of all traffic-injured were cyclists. Therefore local politicians decided to elaborate a new policy "Vision Zero" meeting the particular needs of the vulnerable bicyclists and equally considering the failures and limited capacity of humans. With the introduction of "Vision Zero" an elimination of road casualties was targeted. Further, a high standard in road safety, mutual consideration and compliance with traffic laws became the basics of Münster's new policies in mobility.



To combat non-compliance with right-of-ways and red traffic lights, the main reasons for accidents, Münster implemented new transport infrastructure and intensified traffic regulation and monitoring. In the scope of these measures cycle-paths along main roads, extended cycle high ways with a minimum width of 5 meters and cycle-bridges and -tunnels at intersections were constructed. Further, the area of the former city wall was changed to a cycle-promenade, traffic speed was limited to 30km/h in residential areas and segregated parking spaces were provided to avoid parking at cycle-paths. To increase the flexibility and attractiveness one-ways were opened for free cycling. As an essential measure to reduce accidents where cyclists are involved the overall visibility of cycle-routing was improved, too. Today Münster supplies a high-performance cycle-network with a total length of 457 kilometres. For maintenance, parking as well as rental and purchase adequate options are available. The penalisation with non-compliance of traffic laws is regulated in a specific cycle code. To strengthen the safety of cyclists for instance cycling with blood alcohol or without the required lighting is punished by fines.



Funded by local and national institutions the feasibility of these measures has been ensured by a shift of political and administrative engagement towards safety and capacity of cycle-paths.

All these measures led to several improvements in Münster's city environment. Due to partial modal shift towards cycling the overall traffic volume of vehicles was reduced. Hence noise and

emission decreased, too. Enhanced road safety supports especially the most vulnerable traffic participants. Nowadays elderly people and children are able to cycle secure at a higher level of convenience. Another benefit is the grown flexibility and the enhanced state of health. For example when cycling on their daily travel to school children do not need a lift by their parents anymore. Thus families can save time and costs. Additionally children are able to concentrate at school which increases their learning ability there.



During the past years Münster developed to a city with increased quality of life and road safety. Although many improvements took place, there are still challenges to optimise the current state of transport. Nevertheless Münster, its engagements towards cycling as well as its improvements in road safety serve as a standard for sustainable urban transportation.

The article have been assimilated & written by Manfred Breithaupt and the article has been shared by Santhosh Kodukula from GLZ. More details on www.sutp.org

Transport Pricing Reforms for More Efficient Cities: Options and Impacts

By Todd Litman

A basic economic principle is that markets are most efficient and equitable if prices (what consumers pay for a good) reflect the full costs of producing that good. Transportation systems, including roads and parking facilities, can be considered a type of market that provides a good, motor vehicle travel, which people consume when they drive. Urban transport systems are currently inefficiently priced. Motorists do not pay the full costs imposed by their vehicle use, resulting in large external costs, including traffic congestion, barrier effects (delay that motor vehicle traffic imposes on pedestrians and cyclists), uncompensated accident risk, road and parking subsidies, air and noise pollution, plus fuel subsidies. This results in economically excessive automobile travel, that is, more driving than would occur with more efficient pricing.

Of course, consumers do not like to pay more to use a vehicle, but unpriced facilities are not really free, consumers ultimately pay through higher taxes (to finance roads) and retail prices (to finance subsidized parking). The choice is actually between paying directly or indirectly. Paying directly is more equitable and efficient, since users pay in proportion to the costs they impose. “Free” facilities force everybody to pay, including non-drivers and motorists who reduce their vehicle use. Paying directly gives individual consumers the savings that result when they drive less, providing a new opportunity to save money.

Inefficient road pricing harms everybody, including motorists. Many transport problems facing cities, such as traffic and parking congestion, are virtually unsolvable without pricing reforms. In congested conditions, motorists either pay in time, through delay, or in money, through efficient road and parking pricing. Pricing is overall better because it allows higher value trips and more



efficient modes to outbid lower-value trips and less efficient modes for scarce road space, and it also generates revenues.

This is good news overall because it means that pricing reforms are true win-win solutions: they can help achieve a variety of planning objectives including congestion reductions, facility cost savings, increased safety, improved mobility for non-drivers, energy conservation and emission reductions, as well as providing revenue that can be used to reduce other taxes or finance new services, including roadway projects and public transport service improvements. Cities around the world are increasingly using pricing reforms to increase transport system efficiency.

Efficient road pricing is very appropriate in developing country cities because traffic congestion is particularly intense and there is insufficient money to significantly expand roadways, and vehicle ownership rates are low, so pricing benefits most residents and are progressive with respect to income. Rapidly growing cities can implement policies which create diverse and efficient transport systems, and avoid the problems of automobile dependency, as they develop.

Table 1 lists various types of pricing reforms and their travel impacts. No single pricing reform is adequate, an efficient urban transport system requires a combination of them.

Table 1 Transport Pricing Reform

| Pricing Type | Description | Travel Impacts |
|------------------------|---|--|
| Road pricing | Tolls to reduce congestion and generate revenue. | Typically reduces affected vehicle travel 10-30%, but usually applies to a small portion of total travel (driving on tolled highways or city centers). |
| Higher fuel prices | Increase fuel prices to eliminate fuel subsidies, finance roads, and to internalize fuel production external costs. | European-level fuel prices reduce per-capita vehicle travel 30-50% compared with North America. Affects most vehicle travel. |
| Parking pricing | User fees to finance parking facilities. Can also include parking cash out and unbundling. | Typically reduces affected vehicle trips 10-30%. Most common in city centers, campuses and hospitals. |
| Distance-based pricing | Prorates vehicle insurance premiums and registration fees | Fully-prorated pricing typically reduces affected vehicle travel 8-12%, although most current examples have smaller price and travel impacts. |

This table summarizes major pricing reform categories and their travel impacts.

Critics often oppose efficient pricing based on the claim that it harms lower-income people, but this is not necessarily true. Truly poor people seldom travel by automobile, and efficient pricing helps maintain a diverse transport system by increasing demand for alternative modes. Middle and upper-income people who live in cities with efficient pricing tend to walk, bike and use public transport, giving them an incentive to support these modes. As a result, lower-income people tend to be much better off compared with cities that under-price driving and become automobile-dependent.

Pricing impacts are affected by the quality of transport options. If alternatives are inferior a relatively high price is needed to reduce vehicle traffic volumes and congestion delays. If alternatives are convenient, comfortable and affordable, a smaller price is needed to reduce

automobile travel demand and consumers are less harmed. As a result, it is important to implement an integrated package of pricing reforms and improvements to alternative modes. This means that everybody can benefit if a portion of transport pricing revenues are used to improve walking and cycling conditions, and public transport services.

In recent years, congestion pricing (road tolls which are higher during peak periods) has received considerable attention as a way to reduce urban traffic congestion. It has been implemented in a few cities including Singapore, London and Stockholm. However, this type of pricing tends to be costly and politically difficult to implement, and generally only affects a small portion of total travel (generally only on a few major roadways or in the city centre) and so does little to reduce other transport problems such as overall accident risk, excessive energy consumption and pollution emissions. As a result, I believe it is important for local, regional and national governments to implement other types of pricing reforms, including increased fuel prices, efficient parking pricing and distance-based insurance and registration fees.

Transport pricing reforms often face significant political resistance from influential citizens accustomed to underpriced driving. But because these pricing reforms are win-win strategies that provide many different benefits, they can gain support from a variety of stakeholders. People who want to reduce traffic and parking congestion, improve public safety and health, reduce petroleum dependency and pollution emissions, support alternative modes and create more liveable communities, all have reasons to support transport pricing reforms, particularly if they are implemented together with improvements to alternative modes.



All information, data and the article have been assimilated & written by Todd Litman, Executive director of the Victoria Transport Policy Institute (VTPI). VTPI is an independent research organization dedicated to developing innovative and practical solutions to transportation problems.

World Bank Technical Mission

- The World Bank Technical Mission visited Naya Raipur, Indore and Pimpri-Chinchwad from 12th to 18th November 2011. The main objective of this Mission was to review the overall implementation progress and sort out problems, if any, which the cities might be facing.

Upcoming Events

- The next World Bank Implementation Support Mission is scheduled from 12th to 19th March 2012.

For upcoming events/workshops please visit www.sutpindia.com & <http://www.iutindia.org>

Contact details:

| | | | |
|--|--|--|---------------------------------|
| Shri S.K. Lohia, National Project Director / OSD(UT) & Ex-officio JS | Shri I.C. Sharma, National Project Manager | Ms Rachna Kumar, Under Secretary (MRTS IV) | Shri Rajendra Nath, Team Leader |
| Ministry of Urban Development | PMU, GEF-SUTP | Ministry of Urban Development | Mott MacDonald Pvt. Ltd. |
| Tel: +91-011-23061114 | Tel: +91-011-23062615 | Tel: +91-11-23062964 | Tel: +91-120-254 3582 |
| Email: sk.lohia@nic.in | Email: iutindia.sutp@gmail.com | Email: rachna86@hotmail.com | Email: sutp@mottmac.com |

Newsletter coordinated by: Ms. Surabhi Kureel, Transport Planner, Mott MacDonald

www.sutpindia.com

Sustainable development is development that meets the needs of the present without compromising the ability of future generations to meet their own needs.

The Brundtland Commission, 1987