

*EcoMobility: An Integral Part of the
Next Generation Transport Systems
in Asia:*

Role of Dedicated Walkways and Cycleways

Presented by

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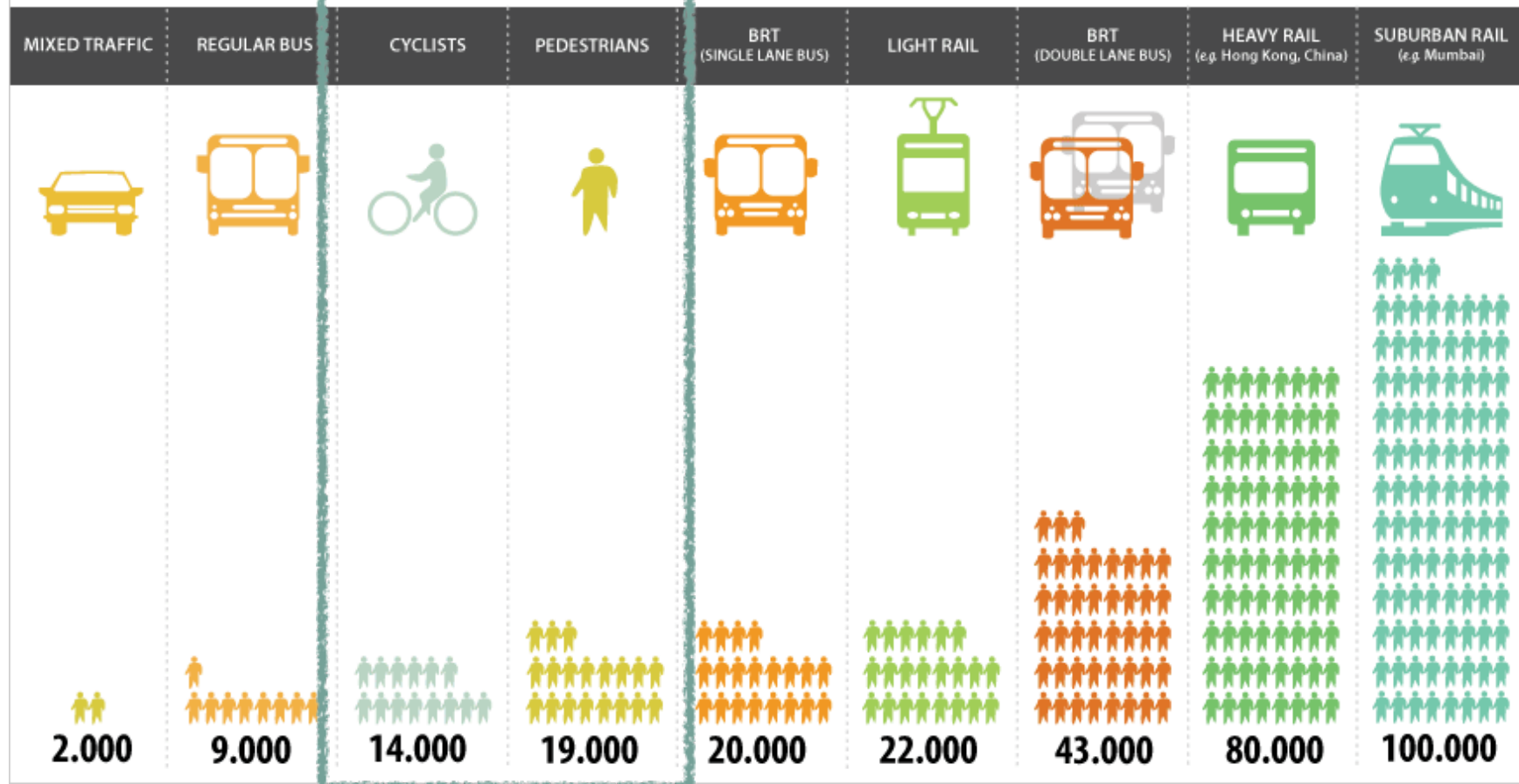
Which do you think is efficient transport?



MAKING THE MOST OUT OF SCARCE ROAD SPACE

people per hour on 3.5-meter wide lane in the city

Depending on vehicle size, occupancy or loading, and speed, the use of space can vary greatly for different modes of travel - potential passenger volumes vary greatly by mode along a corridor. The car is the most spatially inefficient mode. Dense urban centers cannot effectively be served by cars, since not enough people can be delivered to the center.



Source: Deutsche Gesellschaft für Technische Zusammenarbeit



“No transport project was/is/will be complete without proper priority for Non-motorised transport and proper integration”



PEDESTRIANS

WHO ARE PEDESTRIANS?



Anyone using a road is a pedestrian at one point

- Walkers
- Joggers
- Cyclists
- Transit Users
- Car users (yes they also need to walk)

WHAT DO PEDESTRIANS NEED?



Types of pedestrians – exercise, leisure, work

Speeds : Avg. speed is 4 ft /sec (2.5 – >8 ft/sec)

So for making pedestrians walk we need **SPACE**





SPACE

Safety or Security



Carlos F. Pardo © 2007

SPACE

Priority



Carlos Pardo, 2010



SPACE

Accessibility



Lloyd Wright

SPACE

Comfort





SPACE

Enforcement





CYCLING

WE THINK THERE IS NO CYCLING IN OUR CITIES



City	Population (2001 Census)	Modal Split for Travel, Percent of Trips				Vehicle Ownership	
		Public Transport	Private Transport	Bicycling & Walking	Average Trip Length km	Vehicles Per 1000	Passenger Cars Per 1000
Ahmedabad	4,500,000	30	38	32	5.4	371	55
Bangalore	8,625,000	36	39	25	9.6	283	50
Bhopal	1,433,000	28	19	53	3.1	189	24
Chennai	7,014,000	39	30	31	8.6	226	45
Delhi	13,840,000	48	19	33	10.2	355	117
Indore	1,759,000	16	37	47	5.6	257	27
Jaipur	2,032,000	17	39	44	5.4	359	55
Mumbai	17,702,000	52	15	33	11.9	54	24
Mysore	787,000	26	23	51	2.5	380	40
Pune	4,200,000	12	54	33	6.1	335	48
Rajkot	1,002,000	13	38	49	3.7	403	33
Surat	2,430,000	13	31	55	5.3	492	55

City	Population (2001 Census)	Modal Split for Travel, Percent of Trips				Vehicle Ownership	
		Public Transport	Private Transport	Bicycling & Walking	Average Trip Length km	Vehicles Per 1000	Passenger Cars Per 1000
London	6,679,699	40	45	14	7.5	356	288
Paris	10,661,937	54	18	28	8.3	383	338
New York	18,409,019	54	35	11	16.7	459	412

Source: Compiled by EMBARQ - URL: <http://www.embarq.org/sites/default/files/12-Indian-Cities-Transport-Indicators-Database.xls>

WHAT DO CYCLISTS NEED?



- Connected and Coherent Routes
- Direct Routes
- Safety on the Route and for the vehicles
- Comfort
- Attractive



COHERENT AND CONTINUOUS



- Same quality
- Connected
- Signage



DIRECT ROUTES



- Bicycles get a direct route
- No-Detours
- Reduce delays
- NMT priority Junctions



SAFETY



COMFORT



ATTRACTIVE





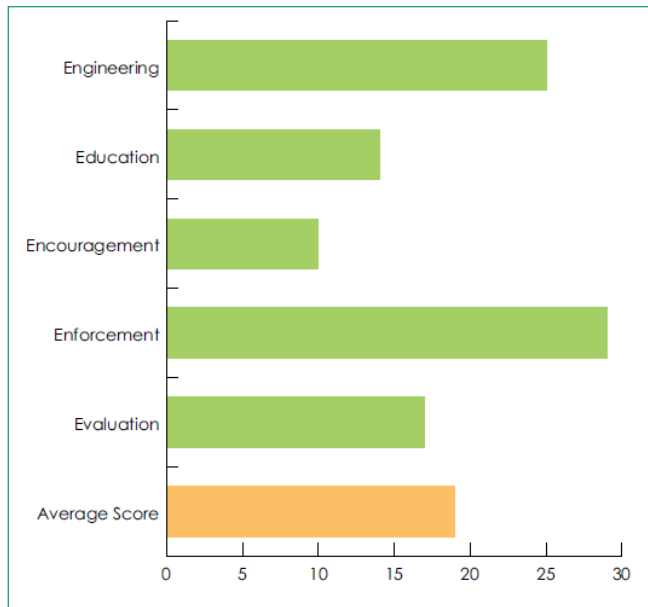
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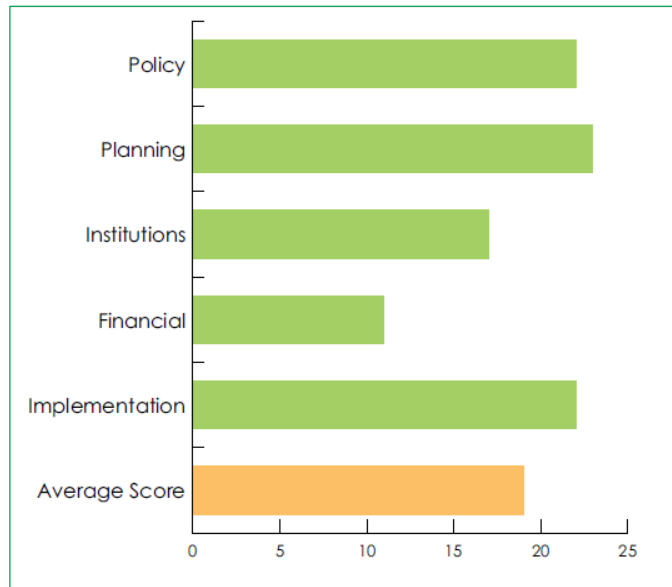
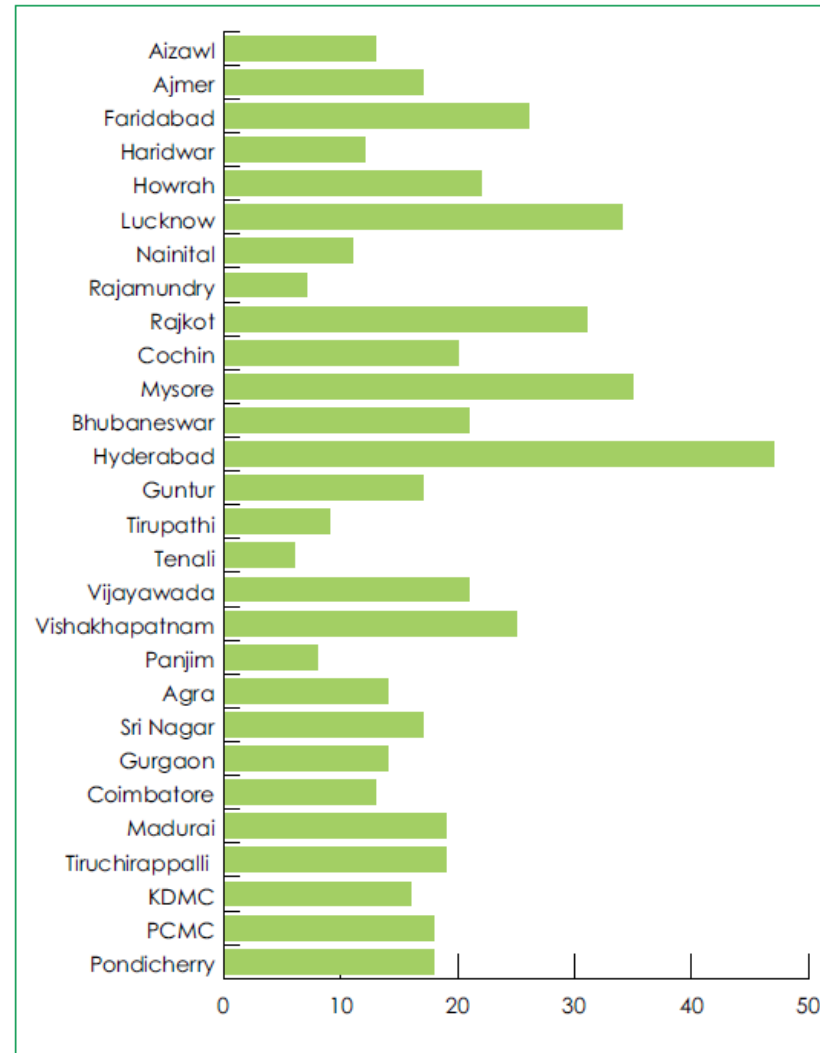
Ecomobility(NMT) readiness assessment



- Assessment of 28 Indian cities to assess preparedness to implement NMT
- Tool developed based on 5E(Engineering, Education, Enforcement, Encouragement and Evaluation)
- Interviews with various departments related to planning and transport in each city
- Readiness declines with city size, for ex: Hyderabad scores 50% ready while Tenali is 10%.
- All the cities lack in city transport policy with NMT as prerequisite



OVERALL READINESS SCORE (%)





“Walking and Cycling in cities will increase only when these modes get priority”

Thanks for your attention

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