POST COVID - 19 & INCLUSIVE RECOVERY

An Interactive Discussion Series

EVENT 1

POST COVID-19 MOBILITY : BRINGING BACK CITY TRANSPORT

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Moderated by Dr. Panagiotis Karamanos, Urban Development Expert, IURC

📅 **Thursday, 11 November 2021**

🕐 2:00 - 3:00 pm IST
9:30 - 10:30 am CET
7:30 - 8:30 pm AEDT

Event objective

How to reinstate public systems & non-motorized means as better ways of city transport in the post COVID world?

The case of Chennai

Ms. Shreya Gadepalli
Managing Trustee
Urbanworks Institute
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Chennai has only half the bus fleet it needs…

Chennai's bus fleet has remained stagnant* in the last decade, even though its population grew by **30%**.

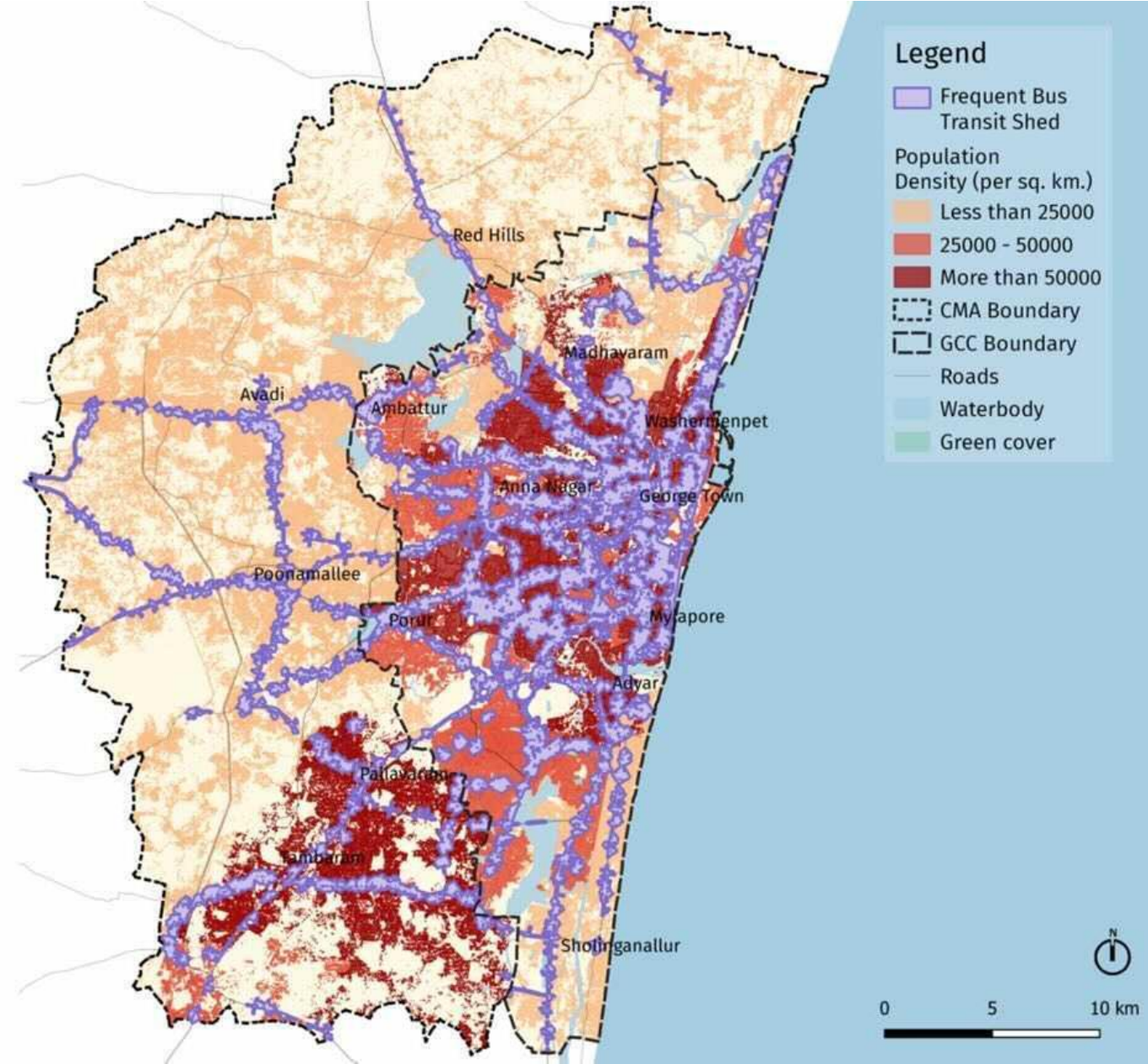(*~**3500** MTC buses*)

*Analysis of data collected from city STUs.

Buses / lakh population

City	Value
Beijing	143
Hong Kong	112
London	103
Singapore	83
Mexico City	78
Sao Paulo	70
Bengaluru	56
Chennai	32

*MoHUA benchmark of 60 buses/lakh population

Source: MoHUA - Ministry of Housing and Urban Affairs

Only 60% of Chennai's citizens have a bus stop available within a 10-minute walking distance.*

When it comes to access to **frequent buses,** the figure drops to **53%.***

*Frequent buses - every 5 mins.
Source: People Near Transit Analysis for Chennai with MTC Chennai, by the Urban Works Institute for the ITDP India Programme

Legend

Frequent Bus Transit Shed

Population Density (per sq. km.)
Less than 25000
25000 - 50000
More than 50000
CMA Boundary
GCC Boundary
Roads
Waterbody
Green cover

Red Hills
Madhavaram
Avadi
Ambattur
Washermenpet
Anna Nagar
George Town
Poonamallee
Porur
Mylapore
Adyar
Pallavaram
Tambaram
Sholinganallur

0   5   10 km

... and their walk to most bus stops is an ordeal

"I am scared for my life each time I step out!!"

Maryamma, 57 yrs
House help

Adithanar road , Chennai

85% of the bus stops are hard to reach on foot.*

Poor accessibility also affects the ability to reach metro stations.

*Based on a study conducted by the Urban Works Institute for the ITDP India Programme
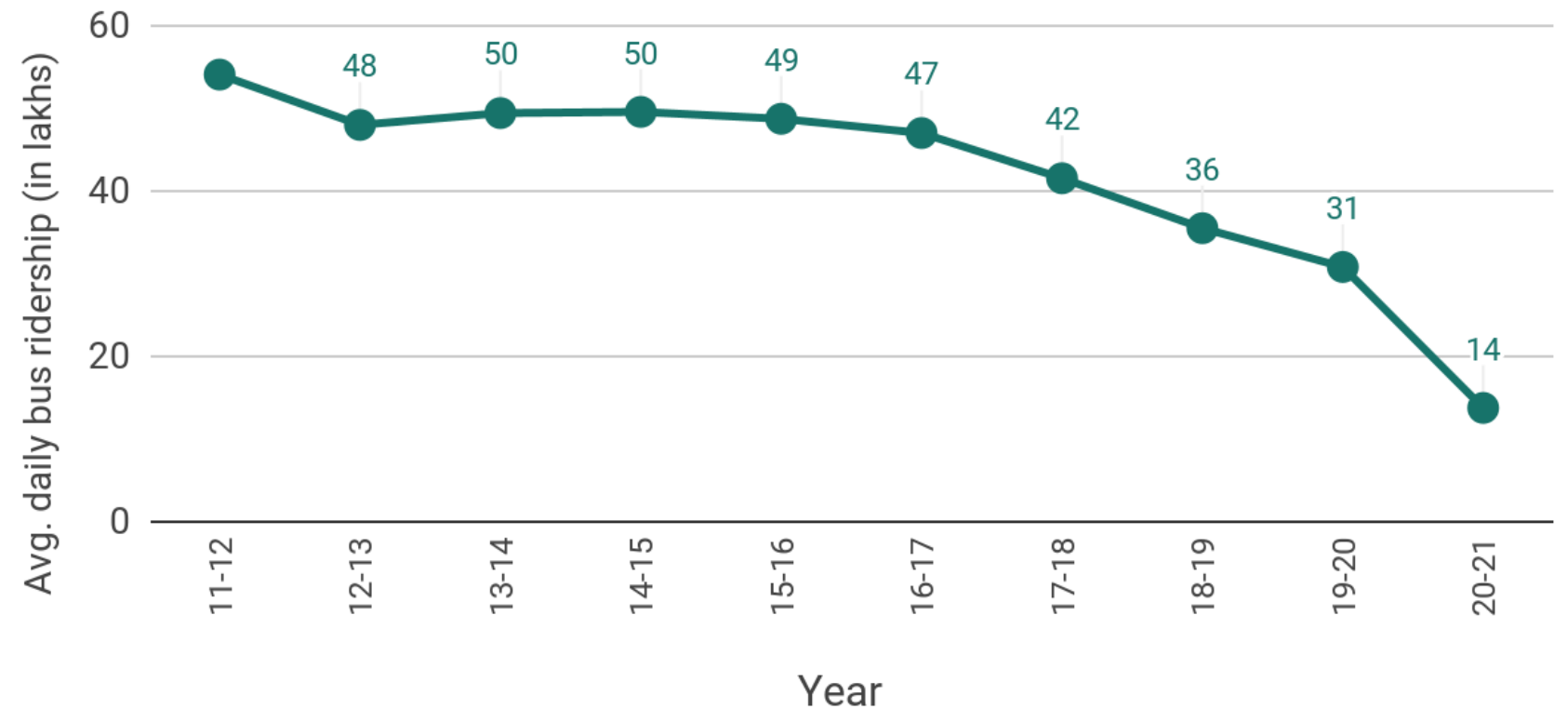
It is not surprising that bus ridership is in free fall!

MTC ridership dropped by a third over the last decade; then, COVID-19 struck a massive blow.
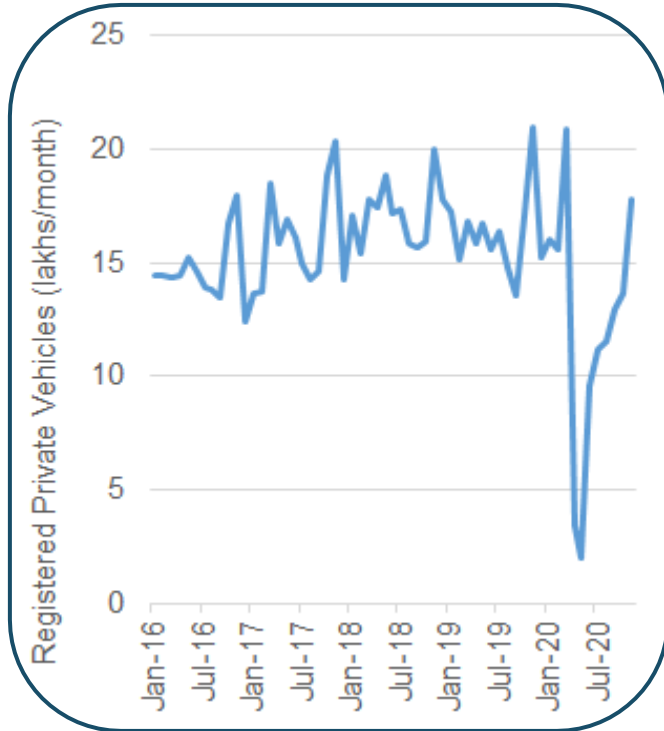
Despite being laid on the best transport routes, **Chennai Metro's ridership is 1/7th of initial projections.****

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* Collected from MTC, Chennai
** Metro Annual Reports,
https://themetrorailguy.com/chennai-metro-information-map-updates/

Avg. daily bus ridership (in lakhs) vs Year

Year	11-12	12-13	13-14	14-15	15-16	16-17	17-18	18-19	19-20	20-21
Ridership	54	48	50	50	49	47	42	36	31	14

Source :Chennai CMP 2018

Private Vehicles continue to grow unabated

Private Motor Vehicles are on the rise

After a temporary drop due to COVID-19, they have shot up again!

Severe Traffic Congestion & Pollution

WORLD RANK	CITY	CONGESTION LEVEL
1	Bengaluru	71%
4	Mumbai	65%
5	Pune	59%
8	New Delhi	56%

In 2019, **4 out of the top 10** most congested cities in the world were **Indian!**

(Source: TomTom, 2019)

COVID exacerbating the situation

Fear of public transport has caused a drastic drop in public transport ridership

Bringing CITIES, CITIZENS and STARTUPS together
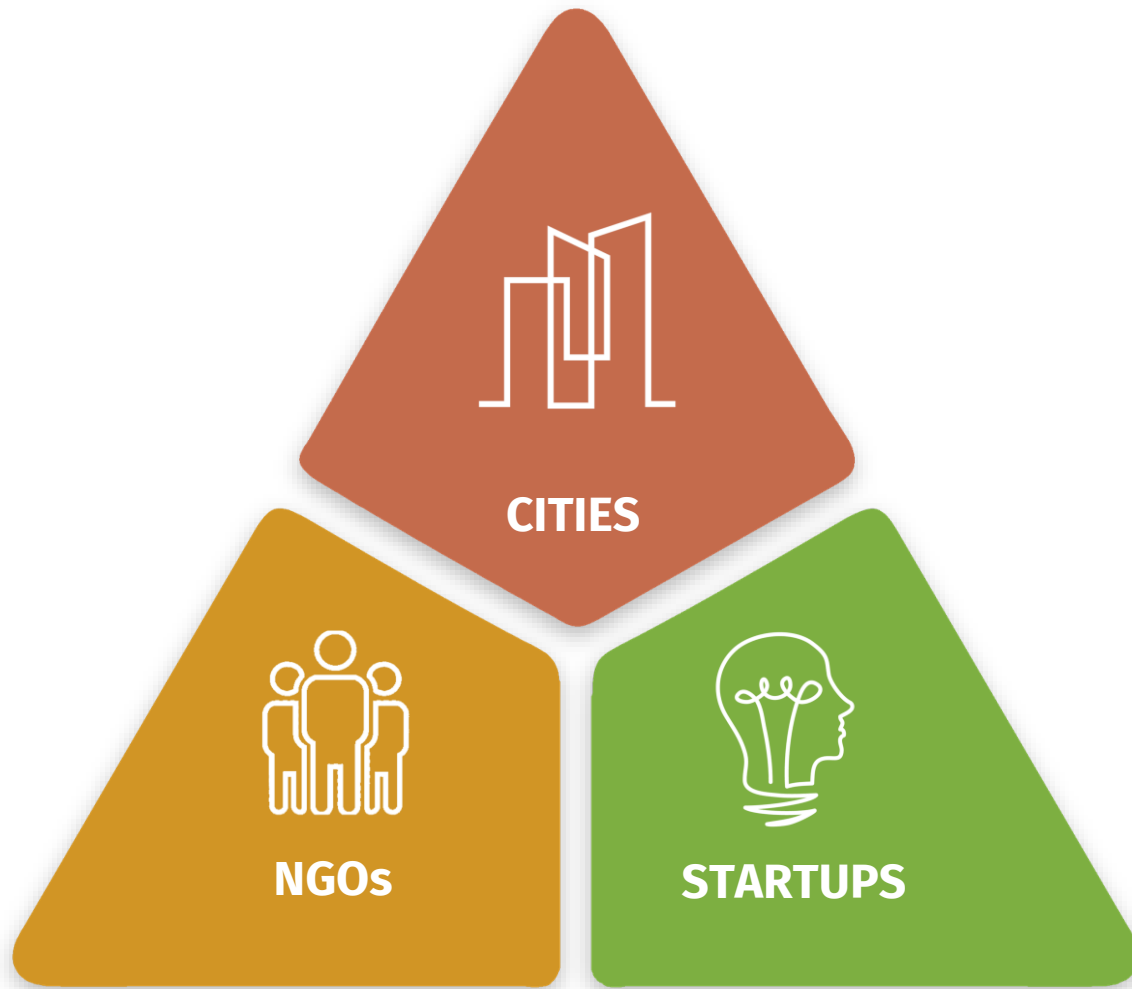
CITIES will:

- **Identify citizens' problems** with NGOs
- Engage startups to **develop and pilots solutions**
- **Build public support** through campaigns

NGOs can:

- **Bring the voices of citizens**
- **Guide cities & startups** to contextualise solutions
- Engage with citizens to **test and refine solutions**

STARTUPS will:

- **Find contextual solutions**
- **Develop and test prototypes**
- Selected startups will **pilot solutions**

ADOPTING A NEW MANTRA

Test-Learn-Scale isn't a new idea; applying it to the Indian context was.

The *India Cycles4Change Challenge* introduced this mantra to help cities create solutions that meet the needs of the people, while also garnering citizen support.

TEST

Experience the future before committing to it.

Testing ideas, especially during a pandemic, is a quick and inexpensive way to try new solutions. It also reduces resistance to change by allowing people to see a more desirable alternative before making permanent interventions.

LEARN

Evolve solutions with critical input from all.

Once tested, ideas can be evaluated and evolved through citizen feedback, making people an integral part of the process. It helps address people's concerns and build public support.

SCALE

Expand successful initiatives across the city

After testing and learning, ideas can now be scaled up for wider impact. Expanding initiatives with the support of citizens ensures success and helps attract funding for projects.

THANK YOU

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Event objective

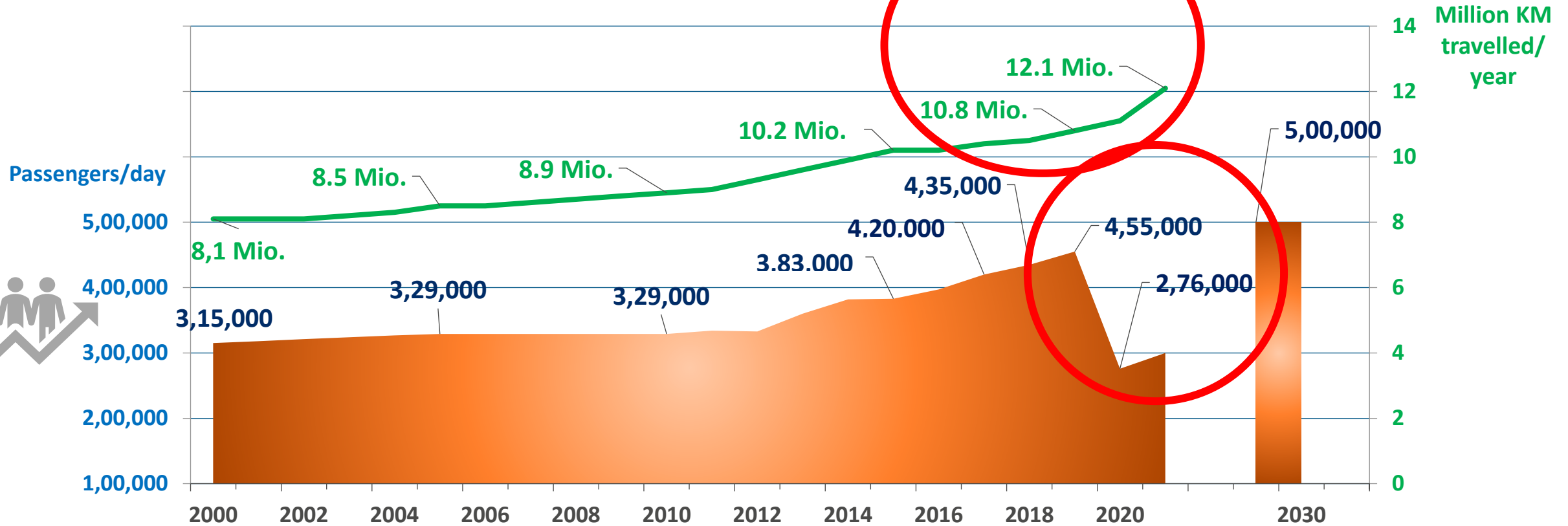*How to reinstate public systems & non-motorized means as better ways of city transport in the post COVID world?*

The case of the Stuttgart Region

©VRS / F. Iannone

Mr. Thomas Kiwitt
Director Planning
Verband Region Stuttgart
Germany

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Problem definition

- Approx. **50% loss** of passengers due to COVID – approx. 15% of pass-holders
- **No cut of services**. All available rolling stock used to provide safe and reliable service
- However: Strategic goal of 500.000 pax/day far away

Causes

- **Stuttgart Region loves cars**
  Car has been invented here– Birthplace of Gottlieb Diesel & Rudolf Bosch
  Strong dependency on car-manufacturing industry (Daimler, Porsche, many suppliers)

- **Modal split** – approx. 60% motorized individual transport

- **Infrastructure at limit** - Problems with **air quality** / PM – restrictions

- **Accessibility** of urban centers crucial for quality of life in smaller towns

- **Focus on TOD; Public transport as backbone of development**
  (jobs / commercial areas, residential areas, shopping/ important cultural facilities

- **Spending in quality of public transport**
  15' frequency, last mile solutions, quality of service/ seamless mobility chain

- **Sustainable mobility as strategic goal**
  Less emissions, social issues and competitiveness

- **Overall development goals can not be achieved without passengers**

Proposals

- **Keep up services** – despite reduced ridership

- **Intensified cleaning and ventilation**

- **Adapt tariffs** - 10 rides ticket in addition to weekly passes – for people working from home

- **Additional funding scheme** for private companies depending on direct income from pax

- **Pop-up bike lanes, rental bikes**

- **Stick to principals of TOD** – no cut down in investment on public transport (as long as economically feasible. Long-term tax revenue questionable)

- **Digitalization** for higher reliability and capacity (First digitally controlled rail node / ETCS + ATO)

- **Lobbying** for additional infrastructure (railway tracks, bike lanes) on state and national level

- **Continuing R&D activities** in alternative modes of transport (e.g. self driving vehicles, P&R facilities, traffic management on metro level, trains powered by hydrogen or batteries…)

Problem definition

Mobility in Melbourne during COVID
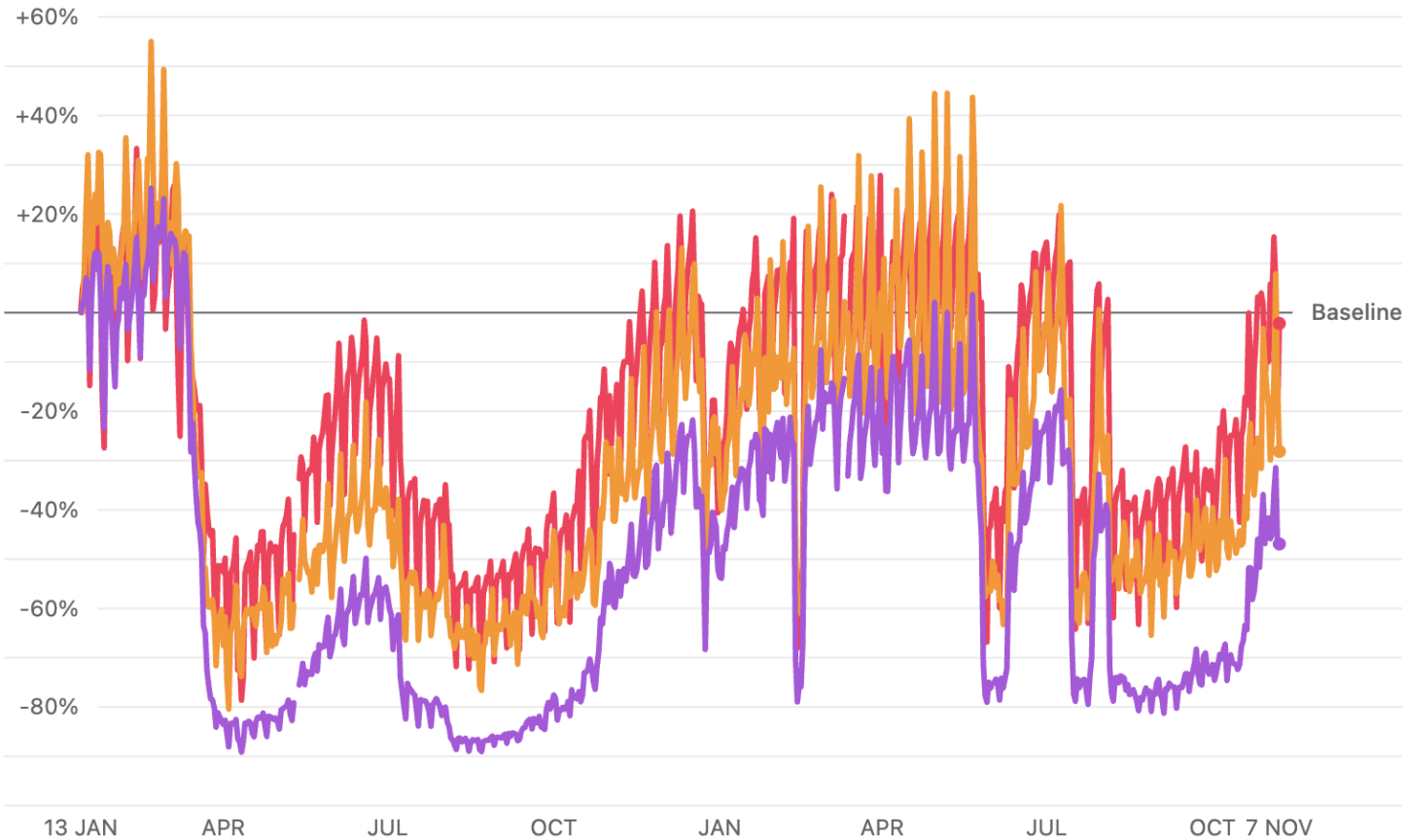
via Google Mobility
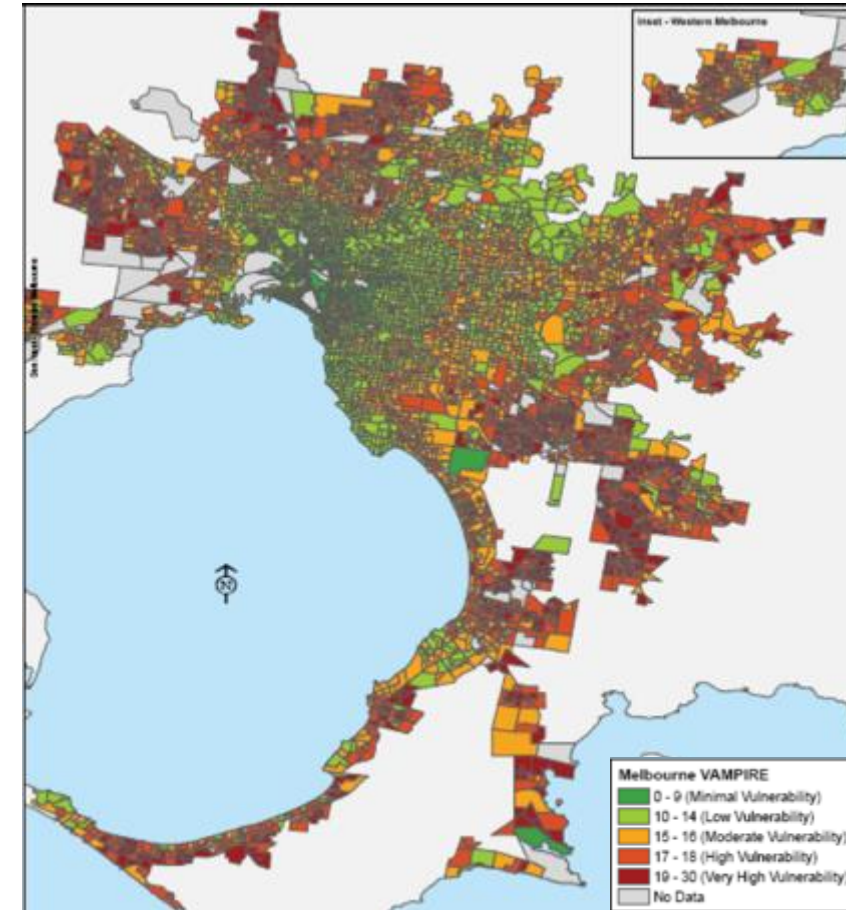
Differences in car mobility
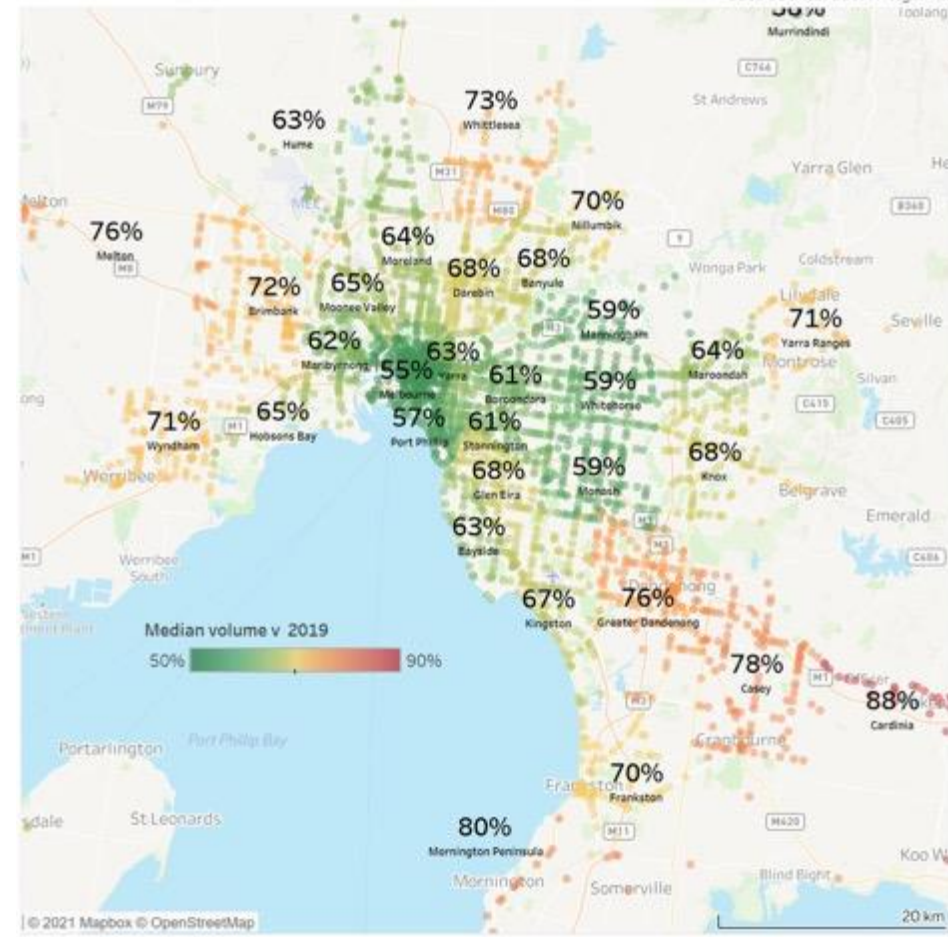
Via Charting Transport

Causes

- Long lockdowns, particularly in Melbourne

- Changes in work practices (remote working, infrequent commuting)

- Hesitancy about Covid-19 transmission on public transport (despite limited evidence of risk)

- Less congestion on roads

- Unemployment (short run)

Car dependence and social vulnerability

Melbourne VAMPIRE
- 0 - 9 (Minimal Vulnerability)
- 10 - 14 (Low Vulnerability)
- 15 - 16 (Moderate Vulnerability)
- 17 - 18 (High Vulnerability)
- 19 - 30 (Very High Vulnerability)
- No Data

Proposals

- Focusing on short term interventions to enable sustainable local travel behaviour, via

  - pedestrian interventions

  - bike infrastructure and facilities

  - street space reclaiming (e.g. parklets)

- Planning and building large long-term metropolitan infrastructure projects:

  - Economic stimulus

  - Long term capacity provision

  - Reshaping city structure
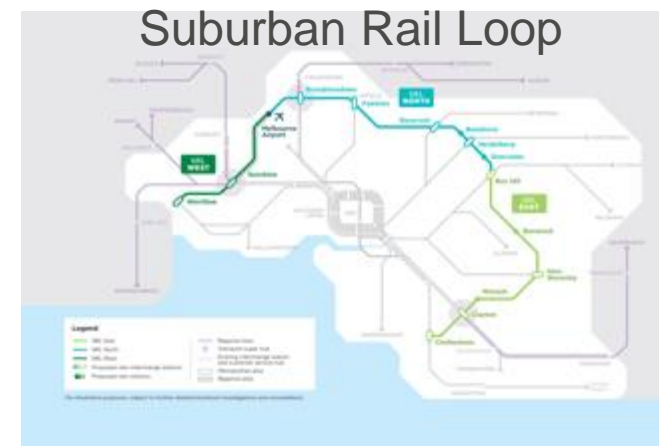
Suburban Rail Loop

Airport Rail Line

BUS BAY

IURC
INTERNATIONAL URBAN AND REGIONAL COOPERATION

A European Union Programme

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