

Enough Talk.....Its Time To Act!!!

Rapid and unplanned urbanization has created numerous problems. The most serious is perhaps that of Urban Mobility and unless it is addressed with urgency it will bring our cities to a standstill before too long.

The need for sound policies and plans to improve urban mobility and access is to some extent being addressed by the National Urban Transport Policy (NUTP) sanctioned by the Government of India in 2006. However its recommendations hardly get translated in reality. Urban projects and solutions for mobility are still driven by outdated thinking and subjective factors rather than by the principles outlined in the NUTP.

If our cities are to be saved from mobility disasters, sustainable transport practices need to be implemented without delay. While doing this the missing links and inadequacies of the NUTP also need to be addressed.

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Sustainable Urban Mobility Network

SUM Net is a democratic, secular, membership-based coalition of individuals, voluntary organizations, and civil society networks and movements. SUM Net seeks to improve the overall quality of life for all by securing deeply democratic processes

of decision-making to ensure that urban transportation systems are universally accessible, socially just, safe and secure, economically viable, environmentally sound.

Activities include

1. Policy studies and dialogue, related to urban transportation policy, governance, and stakeholder engagement

2. Networking with and support to like-minded peoples' initiatives
3. Facilitating stakeholders' dialogue in several cities, where members are present
4. 'Streets for People' college courses (e.g. CEPT, BNCA, PVP College of Architecture)
5. Development of outreach and educational materials

Poster sets available in electronic form on request from SUM Net



Enough Talk ...Its time to Act!

Set of 14 posters highlighting principles of sustainable urban transportation

Developed by Parisar for SUM Net India, December 2013



Sustainable Urban Mobility Posters

With special reference to National Urban Transport Policy, Set of 11 posters
Developed by SUM Net India in December 2011, and first displayed at the Urban Mobility India Conference, New Delhi, in December 2011



Bus Rapid Transit Posters

Set of 10 posters
Developed by Parisar; Hindi translation supported by SUM Net

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January 2014

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Congestion

Congestion is a symptom of high dependence on private auto vehicles which occupy substantial road space but carry only a small number of people. Public transport on the other hand carries many more people using lesser space. Hence a shift to public transport is an important way of reducing congestion without reducing essential mobility needs of people.

To combat congestion, the NUTP recommends;

- Encouraging public transportation
- Encouraging non-motorised transport and walking
- Equitable allocation of road space



February 2014

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Equitable Road Space Allocation

Roads are meant for carrying people and not just vehicles, and that should be the criteria for gauging their efficacy. To that end, public transport and non-motorised transport must be prioritized in the never-ending demand for road space by auto vehicles.



Encourage Public Transport

A good public transport network can become the lifeline of the economic and social activity of the city. When a major share of population commutes by public transport, there is less pollution, less congestion and a better city as a whole.

March 2014

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Encourage Cycling

Inspite of the high modal share, our cities don't do enough to make cycling safe and convenient. Cycling offers personal as well as collective benefits – less congestion, no pollution and good exercise.

April 2014

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May 2014

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Encourage Walking

Cycling and walking constitute 36-60% in modal share of major Indian cities. Even so, walking is inconvenient and unsafe, thanks to the motor-vehicle centric development.



June 2014

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Pollution

Inspite of technological improvements, vehicular pollution in cities is increasing at an alarming rate. Encouraging people to use public transport and NMT could drastically reduce pollution, by reducing the number of private vehicles on road.



July 2014

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Intermediate Public Transport

While public transport serves major roads, Intermediate Public Transport modes provide the much needed last mile connectivity. A well-integrated, regulated Intermediate Public Transport ensures a seamless journey for the user.



August 2014

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Parking: waste of valuable land resource

Trying to provide parking for all vehicles is like trying to stop a fire by adding fuel to it. Cities are meant for people to live, and not for automobiles that tend to take over all available open spaces.

September 2014

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SUM Net India



Public Bicycle System

About 55-70% trips in medium and large Indian cities are between 5 to 7kms range, which is a perfect distance for cycling. The public bicycle system can capitalize on this demand by providing a well planned network at affordable rates to encourage more cycling.

Inclusive Transportation

It is the poor that bear the brunt of car-centric development in cities. With limited resources, they are always at a disadvantage in terms of transport – be it physically, financially or in terms of the time required to go from one place to another.



November 2014

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Road Safety

Road deaths increased by nearly 40 % between 2003 and 2008 in India. The total number of deaths every year due to road accidents has now passed the 135,000 mark.

Along with proper enforcement of traffic discipline and traffic calming measures, special attention to safety of pedestrians and cyclists is necessary to improve road safety.



December 2014

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Integrated, Multi-modal Transport

It is important to establish quality focused multi-modal public transport systems that are well integrated for providing seamless travel across modes. This is essential for making public transport attractive and a preferred choice for commuters.

