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A. A FRAMEWORK FOR ACHIEVING SUSTAINABLE URBAN MOBILITY IN THE CITY OF BANGALORE By Prof. T.G. Sitharam

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The migration of rural population to urban areas in search of better job prospects has made Indian cities densely populated. About 8.4 million people live in Bangalore city and an additional 200,000 people move into the Bangalore metropolitan area each year. Bangalore's population has become stable within the city and growth is concentrated mainly in the outskirts. As incomes of the resident rise, car loans proliferate and the auto industry churns out low- cost cars to nudge them off their motorcycles, Bangaloreans are rushing to get behind the four wheel. Bangaloreans bought about 1.0 Lakh cars out of 4.68 lakhs of vehicles registered in 2009 in Bangalore. Only 6000 Buses registered in the year 2009. The cumulative growth of the Vehicle registration shows about 3.65 million motorized vehicles were registered in Bangalore until 2009. Population growth in the outskirts will lead to increase in trip length. Advantage of Bangalore city, is still walk lengths are high and share of public transport is also very high when compare to other cities in the world. Improved mobility of 'People' rather than 'Automobiles' should be the principle to reduce the traffic problem in the city. Improvement in footpaths, pavements and cycle paths are very essential and major budget needs to be allocated to develop footpaths, pavements and cycle paths to increase and sustain the walk lengths and use of NIVIT in our city. In addition, it is necessary to strengthen our road network by connecting arterial and sub-arterial roads and also improve the quality of roads by not having any potholes. The para-transit systems like autos in the city should be streamlined with free market registrations, separate RTD for autos in the city for better control, Installation of GPS in autos, clear marking of auto stands, introducing Green autos (autos with LPG and CNG, electric autos), Complaint centre and encouragement for Autos association to get together on the format of "easy auto" for web booking and their availability through mobile phones.

"Excellent Public transport (road and rail based) is the only the solution for decongesting the traffic in our cities". Thus the goal shall be to increase the modal share of public transport system to 70% or double it by 2020. Creation of bus bays, marking of bus stops, display of bus routes, information to passengers regarding frequency of buses and bus routes at each bus stops along with a good mobile based Passenger information system will augment the accessibility of public transport to the citizens. Further, we should have inclusive growth in public transport making bus fares cheaper for poor people. Development of Bus priority lanes, bus rapid transit system lines along the ring roads, high density bus routes (like Old airport road, white filed, Hosur, Nelamangala roads, etc.) will attract the passengers from individual motor vehicle owners. Development of commuter rail services with more numbers of stations using the existing railway infrastructure, with higher frequency of trains towards Ramanagar, Tumkur, Doddaballapura, Chikaaballapura, Hosur, Whitefield, Anekal - doubling of lines, EIVIU's, AC cars, additional stations, higher frequency (at least a train once in 40 minutes) will help decongest the city and central areas quickly. Parking needs to be managed well in the city with more privatized smaller

parking areas closer to the central Business Districts (CBD) areas. Parking shall not be provided freely and parking fees should be variable depending on the busy areas and the needs. Other measures like improvement in traffic information to the road users with variable signs along with weather information, Creation of walking and bicycle only areas with no entry for private vehicles in CBD, real time traffic information system through mobiles and spoken web technologies, TV/paper advertisements to attract people to travel in public transport, removal of all the live animals from urban roads, awareness campaign against road rages, air and noise pollution effects and information about the air and noise pollution in our cities and public road users education and awareness program needs to be done on priority.