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## FROM THE DESK OF CHIEF EDITOR

**Dr. Nishith Rai, Director**

We live in an increasingly urbanized world. In fact the word development itself with which we have come to measure progress in our lives have increasingly been coloured from an urban perspective. In order to be classed urban an area must have a required number of density of: people, activities and structures.

In India approximately 285 million of India's population live in urban areas accounting for just 31% of its net population (Tiwari, 2007). This may not seem much but if we look at the ground realities of the existing urban areas in the country then we are already struggling to develop the infrastructure that could support the existing demands. The 2011 census report predicts the growth rate of the urban population to be at 38% or 535 million by 2026 and will continue to grow to 590 million by 2031 (NIUA, 2015). This is not just an Indian phenomenon but at a much larger level it is estimated that 44 million people are being added to Asia's urban population every year which is equivalent to about 120,000 people a day. Needless to say that this increase in population is caused by the lure of more job opportunities in urban areas and is indicative of greater economic growth.

However, such exponential population expansion places tremendous pressure on the existing infrastructure for transportation. The defining trait of urban transportation is the ability to cope with the density of population, activity and structures while moving people and goods (Small, 2008). This density creates challenges for urban transportation as with crowding comes the question of providing the required infrastructure that could satisfy the demand. The inadequate infrastructure, poor management of land and myopic transport planning combined with unreliable or dysfunctional public transportation systems further aggravates the problem. These factors collectively encourage a shift to more personalized modes of travel. The level of motorization that this causes results in traffic congestion and pollution. It is estimated that the number of vehicles are doubling every 5 to 7 years whereas the infrastructure can hardly keep up to this development. These traffic congestions contribute to environmental pollution 80% of which is attributed to vehicular movement, creating in their wake some of the most polluted cities in the world. The road congestions further causes' wastage of man hours estimated to cause loss of up to 2-5% of the GDP for Asian economies every year.

Some of the important issues/challenges facing the urban transportation are as follows:

- High use of personalised vehicles leading to traffic congestion.
- Poor air quality due to pollution caused by vehicular emissions.
- High and increasing road fatalities
- Tremendous pressure on the existing transportation infrastructure often many times beyond their intended/actual capacity.
- Increasing level of congestion and wastage of time, fuel and money.

It was soon realized that the answer to this problem did not lay in building more roads as this only led to further increase in motorization and the number of private vehicles on roads. A

more fundamental solution that is all inclusive of the various contributing factors needs to be taken into consideration. Besides, the urban areas hardly have any room for further expansion either due to previous bad town planning or due to the escalating costs of the land that makes it economically unviable to lay more roads. The need of the hour is have an out of the box approach that lays more emphasis on the following:

- Public transport systems that provides safe, secure, accessible, rapid, efficient, and user-friendly transport, and to reduce pollution, congestion, and accidents.
- Planned transport solutions that are inclusive of concerns like pedestrian zones, cycle paths, and parking.
- Integrated urban transport planning that takes into consideration the land use plans, urban expansion plans and optimum utilization of available resources.
- Demand management which ensures that the public transport remains more attractive option for travel than private vehicles. Vehicle licence fees, parking fees and tolls are some of the measures that are adopted to discourage the flow of private vehicular traffic.
- Traffic engineering and traffic management which could be through measures as simple as initiating a congestion pricing for limited time and areas, to more sophisticated computerized systems that monitor traffic congestions and recommend alternate routes to people on their smartphones.

The Ministry of Urban Development, keeping the above mentioned issues took some initiatives like the formulation of the National Urban Transport Policy (NUTP) in 2005-2006. NUTP focuses on areas like mobility of people, reduction of travel demand through integrating land use and transport planning and evolving sustainable transport solutions. It encourages investments in public transport systems, introduction of Intelligent Transport Systems (ITS) and encouraging greater private sector involvement. It takes initiative in formulating best practises in sustainable transport, strategy building for efficient utilization of parking space, use of cleaner technology and awareness building for citizens through campaigns and movements.

The contribution to this end is also done by the experts, researches, academicians, etc. in the field of Urban Development with whose support we at RCUES Lucknow bring out the Biannual Journal Urban Panorama. The journal presents the refereed results of original scientific research, and new developments in policy and practice in the fields of housing, spatial planning, building and urban development.

The aim is to give exposure to recent developments, providing a forum for the exchange and discussion of new ideas. The journal benefits a diverse readership of scientists, specialists, practitioners and policy-makers in government and in organizations dealing with housing and urban issues.

Lucknow  
December, 2015



Dr. Nishith Rai  
Director

## FROM THE DESK OF EDITOR

The Urban Transportation is an area of serious concern and requires serious attention and planning as Indian economy rapidly takes the strides towards becoming a super power. Even though this will take many years of hard work and initiatives to achieve yet it is of great importance that the steps are taken in right direction in order to minimise the wastage of resources and manpower.

With every new issue of Urban Panorama we focus on newer areas of urban and environmental issues and their interconnections. In this issue we have a bouquet of articles by experts and researchers in the field of urban governance and management.

Mr. Subhasish Borahin his paper titled Re-imagining the Streets as Public Spaces; Implication of Urban Design and Human Behaviour : A Case of Ahmedabad City focuses on re-imagining the streets as public spaces emphasizing on the implications of dimensions of urban design and human behaviour. The study which has been done in two phases covers the dimensions of urban design including perception towards human behaviour in the first phase and the second phase covers the relation of streets as public spaces with the morphological and perceptual dimensions of urban design and human behaviour.

Dr. K. Baby in her paper titled An Assessment of Urban Transport Development –A Case Study of Kerala discusses about the presence of quality infrastructure and its vitality for social, economic and industrial development of the country. In her paper she mainly focuses on the transport infrastructure in Kerala which largely consists of roads, railways, air and inland water.

Prof. (Dr) Indrasen Singh in his paper titled Alternative Methods of Financing of MRTS Projects in India focuses on the need for Mass Rapid Transit System (MRTS) in urban areas to reduce pollution, traffic congestion and thereby enabling economic growth. His paper discusses about few of the innovative financing techniques that are practiced around the globe like Value Capture, Project Bond and Mass Rapid Investment Trust (MRIT).

Ar. Medha Vijay Gokhale in her paper titled Exploring Correlation of Pedestrians' Comfort with the Physical Attributes of the Sidewalk Environment: Case of PuneCity, Maharashtra, India identifies and highlights the principal components or factors of pedestrian comfort and establish their correlation with the sidewalk elements and their attributes.

Ar. Rahul Tiwari and Dr. Kshama Puntambekar in their joint paper titled Evaluation of Bus based Public Transport Systems with reference to Service Level Benchmarks – a Case Study of Bhopal talk in detail about the study done to evaluate the Public Transport Systems available i.e. BRTS, Standard Bus and Mini Bus, in

Bhopal. The investigations reveal significance of various parameters for the Mode Choice.

Ms. Priya Singh, Dr. V.P. Sharma and Dr. S.C. Barman in their joint paper titled Urban Transport: Need, Effectiveness, Future Requirements and Path Ahead discuss about the evolution in transportation and what the challenges for effective management of urban transportation are.

Mr. Lal Krishna Mishra in his paper titled the Road Transport Management of Lucknow City focuses on transport management of Lucknow city and highlights upon the transport problems and suggests various solutions.

Mr. Himanshu Chandra and Mr. Parin Gandhi in their joint paper titled Transit Oriented Land Use Planning for Sustainable Development of Surat-Navsari Twin-City Metro Region Corridor examine in detail a case of Surat – Navsari twin city metropolitan corridor and draw inferences such as rail based system is found to be more appropriate than the road based system.

Ms. Sachi Rai in her paper titled Gender Dynamics of Poverty Alleviation: An Analysis examines the analytics and some empirics of gender dynamics of poverty alleviation in the Indian perspective. Through her research she highlights the clear link between employment and poverty.

Mr. Taran Prakash Sinha in his paper titled- Main streaming the urban poor through the BSUP scheme; an inclusive approach discuss about the merits of the BSUP scheme and how the dream of inclusivity is being realized through its three pronged approach.

It is expected that the readers at large will be benefitted by the content and new presentation of the journal. Urban Panorama has achieved the present status due to all round support from our authors, referees, members of Editorial & Advisory Board of the journal and also time to time guidance and suggestions from the officials of the Ministry of Urban Development, Govt. of India, New Delhi, and of course the readers.

I am sure joint efforts of all of us will make our task easier to achieve the heights of new successes in the field of Urban Development education and research through such publications.

Lucknow  
December, 2015



**Rachna Rishi**  
Publication Officer

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**Nishith Rai**

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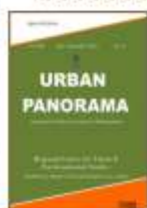
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