

**How To Reduce Transit Time By 20%
in Five Years
in Urban Agglomeration**

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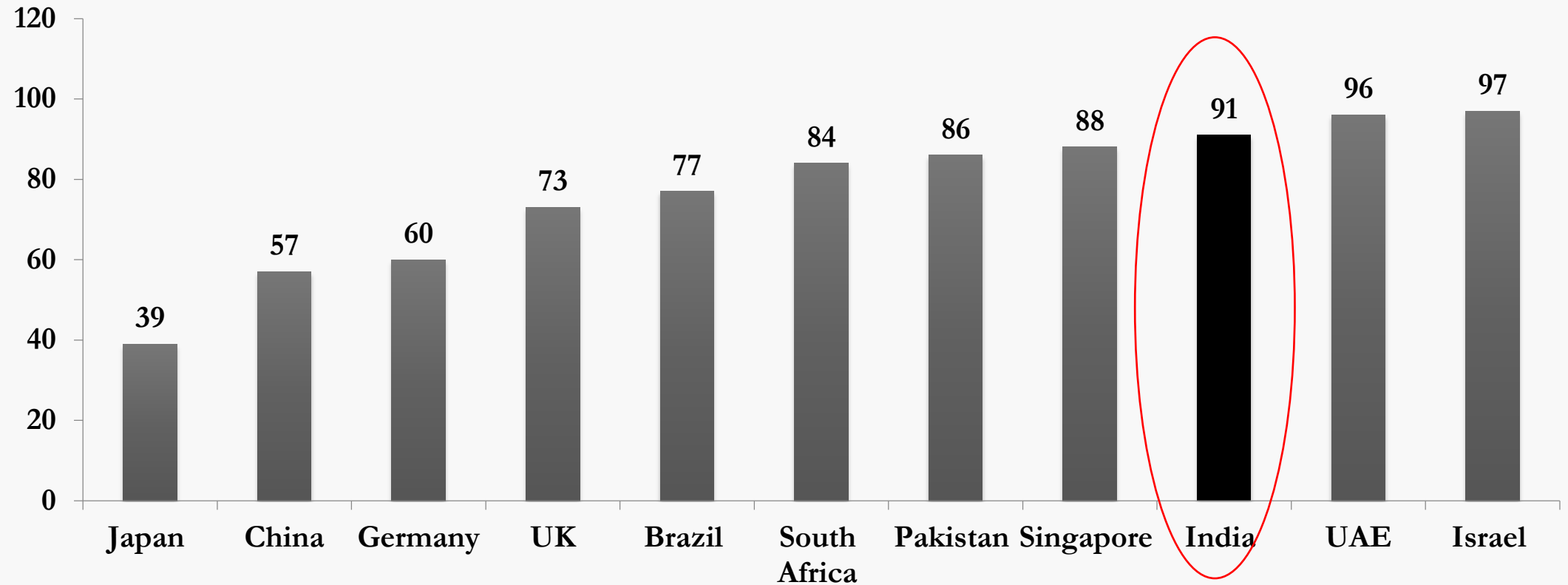
ABOUT CUTS

- Consumer Unity & Trust Society (CUTS International) established in 1983
- CUTS is a southern leading voice on **Economic Regulation, Good Governance, and Rule-Based Trade**
- At present CUTS operate out of –
 - ❖ Three program centres in Jaipur and one in Chittorgarh, India
 - ❖ An advocacy centre in New Delhi and a resource centre in Kolkata, India
 - ❖ Six affiliated centres in Lusaka, Nairobi, and Accra (Africa), Hanoi (Vietnam), Geneva (Switzerland) and Washington DC (USA)

INTRODUCTION



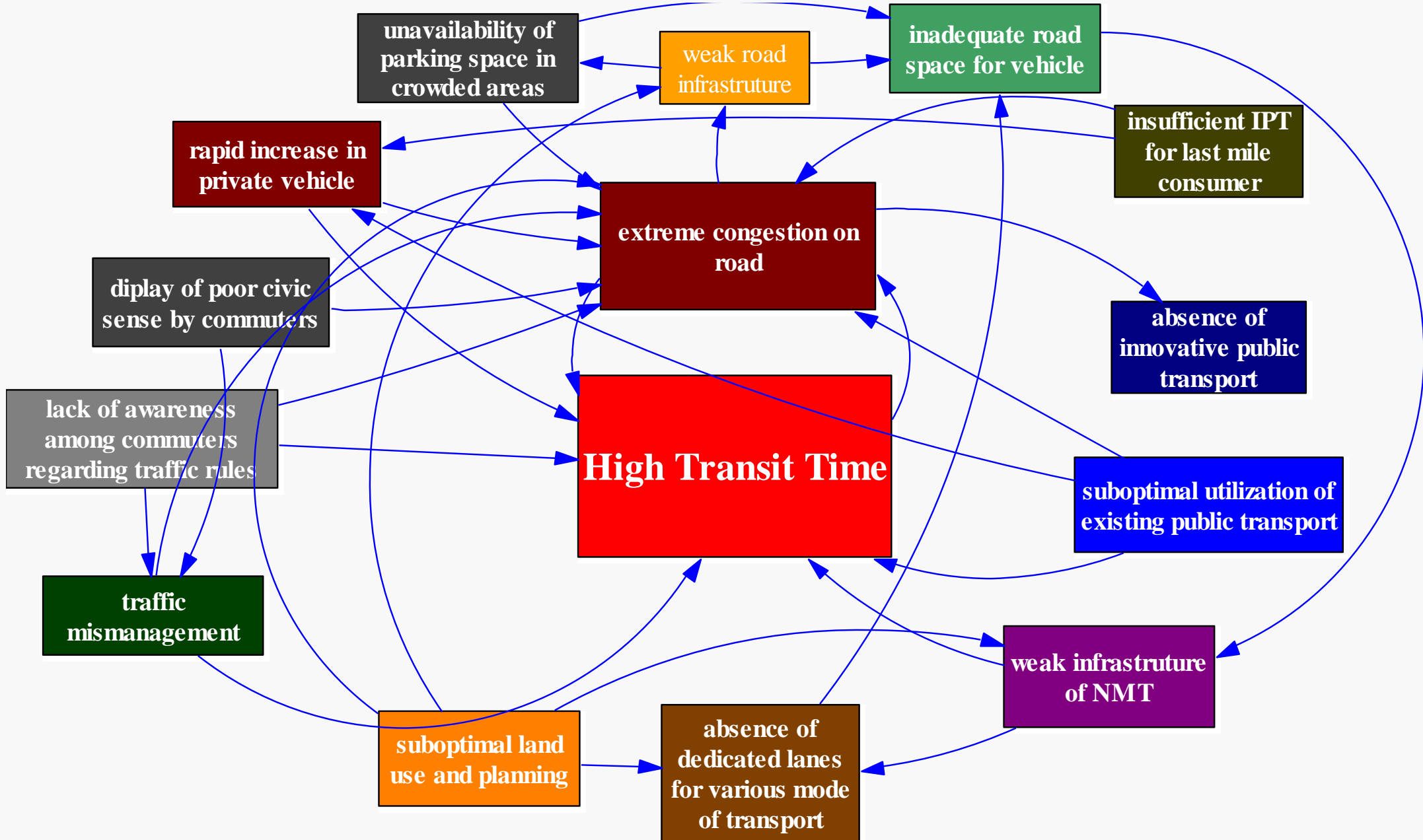
Average Commuting in Minutes on a Weekday



Source: <https://daliaresearch.com/the-countries-with-the-longest-and-shortest-commutes/>

Time spent by Indians on their daily commute – *3rd highest in the world*





Objective

To Reduce Transit Time By 20% in
Next Five Years

S. No	Area of Concern	Issues	Policy Regulatory Action	
1	Inadequate/ Inefficient public transport	<ul style="list-style-type: none"> a. Continual operational losses b. Underutilization of asset c. Inadequate resources and capacity 	<ul style="list-style-type: none"> a. Encourage private investment through PPP b. Enhance grievance redress mechanism through IOT/Redtech c. Rationalise scheduling of resources - using IOT d. Infuse competition e. De-regulate - remove entry barriers ; price regulations 	<p style="text-align: center;">Optimal Regulation to attract investments for Technology, Innovation, & Competition</p>

S. No	Area of Concern	Issues	Policy Regulatory Action	
2	Insufficient IPT – mismatch in demand & supply	<p>a. Restrictive Regulation</p> <ul style="list-style-type: none"> - Price (Fare) Regulation - Fleet regulation - Entry barriers - Incumbents and new entrants are regulated with same stick 	<p>a. Induce competition</p> <p>b. Fare, fleet size etc. should be driven by market forces</p> <p>c. Promote e-vehicle - to safe guard the interests of first mile to last mile commuters</p> <p>d. Facilitate data driven innovation solutions - traffic management & rationalisation</p> <p>e. Strengthen grievance redress mechanism</p>	<p>Optimal Regulation to attract investments for Technology, Innovation, & Competition</p>

S. No	Area of Concern	Issues	Policy Regulatory Action	
3	Weak infrastructure of NMT	<ul style="list-style-type: none"> a. High road density - vehicle density b. Encroachments - illegal parking etc. c. Weak synchronisation with other modes of transport 	<ul style="list-style-type: none"> a. Impose high penalties for illegal parking b. Innovative space interventions to remove encroachments c. Integrated land use & planning - development of pavement - convergence of multiple agencies 	<p style="text-align: center;">Optimal Regulation to attract investments for Technology, Innovation, & Competition</p>

S. No	Area of Concern	Issues	Policy Regulatory Action	
4	Tremendous increase in Private vehicle	<ul style="list-style-type: none"> a. Poor quality and inadequate PT b. Unpleasant rider experience in PT/ IPT c. Inconvenient and unsafe PT d. Personal vehicle - comfort, flexibility, reliable etc. 	<ul style="list-style-type: none"> a. restricting non-movements of vehicles, rationalisation of routes b. Extremely high parking fees - designated parking spaces c. Cap on registration of new cars in a month/ year etc. 	Disincentive Pvt vehicle

S. No	Area of Concern	Issues	Policy Regulatory Action	
5	Traffic mismanagement	a. Leniency - enforcement of rules & regulations	a. Use of IOT - Synchronisation of traffic light to ensure swift movement of vehicles b. Strengthen surveillance c. Enhance quantum of fines for breaking rules & regulations d. Regulate the regulators	Push & Pull Approach
6	Land use planning	a. Encroachment b. Poor planning for development	a. Convergence of multiple agencies for smooth planning b. Dedicated lanes for different modes of transport and dedicated parking spaces c. Improve road infrastructure - road spaces	Proper planning and discourse mapping of relevant stakeholder

Implementation Plan

Short Term (0- 1 year)	Medium term (0-5 years)
<p>Strengthen Grievance redress mechanism</p> <p>Facilitate investments for innovation and competition in urban mobility -Removal of entry barriers -Avoid restrictive regulations</p> <p>Ride Sharing a. Facilitate – private ride sharing</p> <p>Quantum of fees a. Impose heavy fines – illegal parking b. Hike parking fees exorbitantly</p> <p>Innovative Parking solution</p> <p>Traffic Management – Use of IOT a. Rationalisation of roads and routes b. Synchronisation of Traffic lights c. Monitoring and enforcement of Rules and Regulations</p> <p>Awareness generation and sensitisation campaign</p> <p>12/6/2018</p>	<p>Facilitate investment in Public transport – BRTS & MRTS</p> <p>Integrate land use and planning with transport – Dedicated routes for BRTS... enhanced road space</p> <p>Strengthen Grievance redress mechanism</p> <p>Awareness generation and sensitisation campaign</p>

But
Regulations come with a cost

A suboptimal regulation may leads to unintended outcomes



May impose unreasonable cost to various stakeholders at multiple levels

Thus, it is imperative to assess the cost and benefits of the regulation on various stakeholder group to arrive at optimal regulations

REGULATORY IMPACT ASSESSMENT

- It is systematic process to **identifying and assessing direct and indirect impacts of regulatory proposals and existing regulations**, using consistent analytical methods such as cost- benefit analysis
- It involves a **participatory approach** via public consultation to assess such impact, determination of costs and benefits, and **selection the most appropriate regulatory alternative**

Regulatory Impact Assessment
of
Maharashtra City Taxi Rules, 2017

Snapshot of Aggregate Impact

Rules/ Stakeholders	Minimum Engine Capacity	Fleet Composition	Permit and Fee	PSV badge	Clean fuel	Colour standardisation
Consumers (actual)	-39.89	-30.77		-25.33		
Consumers (inconvenience)	-76	-20.94		-80		
B/Y taxi	122.23	27.87		128.67		
Compact Hatchback taxi	-950			-950		
Hatchback taxi	114	707.08	1.26	-0.05	-31.24	-26.03
SUV taxi		-2106.09	-7.75		-1.64	-1.37
A/C Bus	22.16	5.05		23.33		
Permit/ Fee (Govt)		0.82	0.8	0.1		
Aggregators	-36.1	-4.62		-41.54		
Net impact	-843.6	-1421.6	-5.69	-944.82	-32.88	-27.4
	Negative	Negative	Negative	Negative	Negative	Negative



Thank You!!

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CUTS International

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