

EXECUTIVE SUMMARY OF PUNE LOW CARBON MOBILITY COMPENDIUM

*MOBILIZING COMMUNITY SUPPORT FOR LOW CARBON MOBILITY
IN MAHARASHTRA'S CITIES*



The first workshop under this project was undertaken to generate ideas regarding Low Carbon mobility through a co-design process. A co-design process acts as a catalyst to ensure active partnership. Since mobility and transport needs vary dynamically, the process ensured the involvement of people from diverse backgrounds and lived/living experiences.



The idea behind the process was to:

- i) *Deliberate on the issues pertaining to Low Carbon mobility and transport.*
- ii) *Analyze and identify the impediments in adopting and demanding for Low Carbon Mobility initiatives.*

Low Carbon Mobility solutions were explored under these headings.



Supported by



Walking/Cycling



Public transport



Shared mobility



Reducing vehicles/vehicle kms traveled



The Workshop:

The workshop was conducted at Deccan Gymkhana on 21 December 2022 and facilitated by the Parisar team along with Dr Avinash Madhale of the Centre for Environment Education.

Methodology:

The workshop's concept design was formulated based on the principles of *Ideate, Connect, and Discuss*. It was divided into two activities, both employing the Fishbone diagram as a participatory and a visualization tool for classifying the potential origins and remedies of obstacles pertaining to the adoption of Low Carbon Mobility alternatives. The workshop culminated in co-production of viable solutions that can be taken forward by the CSOs. National, regional policies, documents, dialogues, and initiatives were taken into account when exploring the underlying causes and root causes of the issue. Criteria such as *Accessibility, Affordability, Gender, Inclusivity, and Disability* were employed as foundational elements for deliberating on solutions, which were subsequently measured by the parameters of *Ease, Safety, Convenience, and Affordability*.

Insights:

The list of initiatives for the Low Carbon mobility in Pune have been broadly categorized into four types of Low Carbon Mobility solutions:

WALKING AND CYCLING



1. Designing new narratives about mobility related aspirations in society for a shift towards NMT and public transportation.
2. Inculcating walking and cycling as a preferred mode in the younger generation.
3. Demonstrating the health benefits of well-developed cycling and walking networks through trials and pilot programs and also through social media platforms to encourage people to choose these modes of transportation more frequently.
4. Workshops/seminars to break the existing stigmas on cycling, and increase sensitisation to address (negative) attitudes & beliefs towards walking and cycling to create a walking-cycling friendly culture around the city.
5. Demanding for cycle parking on streets and making Public Bicycle Sharing available at metro stations, public transport stations and implementing them properly.
6. Analyzing reports, news, events, programmes to promote and encourage use of public and NMT transportation systems.

7. Improvements in cycling/pedestrians' infrastructure. (Encouraging local/short trips on bicycle).
8. Prioritize planning for cyclists and pedestrians for shorter distances.
9. Community programmes on governance and policy framework involved in the transport sector.
10. Form pressure groups to implement existing policies which are only on paper.(pune specific plans and policies).
11. Pushing for providing carbon credits to individuals to encourage more LCM options in the city.

SHARED MOBILITY



1. Adoption of LCM options by CSOs themselves such as (formation of a WhatsApp group for ride sharing, enable or encourage car/vehicle pooling for events organised by the CSOs).
2. Finding out best practices and stories for shared mobility (eg. Tuktuk).
3. Push for a regulatory framework for shared mobility options in the city.
4. Push for participatory involvement in street design (inculcating parking space/stands for auto-rickshaw near metro stations) for shared mobility options in the city.
5. Integrating street design guidelines for shared mobility options in the city.
6. Baseline data survey to assess need for shared mobility in the city.
7. Making records of routes, stakeholders involved, no. of vehicles, other modes, stands and other amenities for shared mobility options.
8. Pushing for shared mobility (mainly auto-rickshaws) as a feeder to public transport.

PUBLIC TRANSPORT



1. Incentivisation of public transport by companies, organisations and corporations.
2. Pushing for incentives on bus and cycle users such as green cards, creating half fare weekends (for bus).
3. Demanding dedicated buses for women commuters.
4. Demanding for improvements in the last mile connectivity integration with feeder systems for public transport.
5. At planning level, improvements in door-to-door connectivity of public transport with frequent stops and terminals would stimulate reduction of private vehicles.
6. Media campaigns branding public transport, walking and cycling as 'fashionable'.
7. Development of a bus app with an integrated system providing times/schedules. Research on availability of information - timetable, bus routes, arrival time, etc. (for buses).
8. Organizing local meets in buses for citizen groups to study traffic movements and practical education on why city buses are essential to use, their contribution to climate action, etc.
9. Dedicated bus lanes and revising BRT route design to avoid private vehicles to move on the routes.
10. Setting aside special days for specific populations to encourage commuters to use buses, cycle, etc.

REDUCING VEHICLES



1. Adding to the college/school curriculum on the importance of using public transport and the need for reducing use of private vehicles in the city.
2. Demanding restrictions of private vehicles in the congestion prone areas (like Hinjewadi IT Park).
3. Connecting with politicians - engaging with leaders to provide data, information, facts, etc.) and campaign for an open manifesto bringing people and the administration closer.
4. Showcasing case studies from within India and outside on the success/pilots for low carbon mobility systems.
5. Undertaking capacity building of policy decision makers, planners and leaders.
6. Integration of low carbon mobility in already existing advocacy projects across the city.
7. Demand for transparency in the transport related funds and budget allocation. (Making it easy to understand).
8. Undertake budget analysis to showcase a pro-vehicle planning.
9. Push for more statutory changes/modifications than at policy level.
10. Push for a trial implementation of parking policy.
11. Push for redrafting TOD bylaws to include parking regulations and station area planning.
12. Critical appraisal of policies, act, schemes at city level adoption (on LCM).
13. Providing "carbon footprint of one's trip" calculations and making it available for the public in ordinary ways.
14. Public demand for (paid?/cycle?) parking - pedestrian safe areas - school zones, etc.
15. Awareness campaigns for the carbon footprint of the city (making them available at marketplaces, parks, etc.).
16. Mobilizing groups (stakeholders) to be part of the conversation, taking a step to reaching out to groups that are not able to become part of larger conversation.
17. Addressing the issue of an increasing number of vehicles owned per family.
18. Highlighting the impacts of too many vehicles in the city (and benefits of less).

Individuals/Organizations in attendance: *Auto-rickshaw Sanghathana, Center For Development Studies & Activities, GiftAble, Institute for Transportation and Development Policy, Jeev Bhavana, Prasanna Desai Architects, Prayas Energy Group, Prayas Health Group, Pune Knowledge Cluster, Samuchit Enviro Tech, Shunya Studio, Warrior Moms*



Office Address:
Yamuna,
Ganeshkhind Road,
ICS Colony, Pune,
Maharashtra 411007

<https://www.parisar.org/>
www.facebook.com/ParisarUrbanTransport
www.instagram.com/parisar_org
www.twitter.com/parisarpune

Tanzeel Allapur
tanzeel@parisar.org
+91 98191 98840

Paornima Gabhale
paornima@parisar.org
+91 97020 99829