

# Inclusive Transport Options

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# Inclusive Transport?



# The Outline of the Presentation

- Inclusiveness- Vulnerable Sections of Society
- Sustainability – Infrastructure, Cost
- Participation of Target Groups – Implementation, Monitoring
- Effective Tools and Methodologies – For Continuance

# Points to Ponder

## Ideas to be Discussed

- Who are the Target Groups?
- Present Status of Public Transport/ NMT
- Concept of Seamless Travel for all –  
Would the Same System Suit all?
- Issues of Each Group/ Possible Solutions

# Issues of Inclusiveness

## Accessibility

- Reaching the Station/ Destination, Getting On and Off the Transport- Several Issues
- A Recent World Bank Study indicated that Disability is a Bigger Barrier to School Participation than Gender and Household Economic Status. \*

Source: \*UNDP, Dec 2008

## Safety

- Safety of Access Paths? – Do Not Use Subways in Delhi
- Close Proximity of People
- Safety of Both Individual and Goods



# Issues of Inclusiveness

## Issue of Pricing/ Affordability

- Differential Pricing- Peak Hours/ Non Peak Hours, Subsidised Rates\*
- Different Kinds of Transport Options – Ac/ non Ac, Single Stop, Mini Buses, Using NMT

**\*Having cheaper fares for Persons with Disability is meaningless if you cannot get your wheelchair through the door. It is most important to recognize that providing for disabled persons and the elderly does not mean making separate and costly arrangements. It means providing better for everyone. ( UNDP, 2008)**

# Sustainability in Terms of Infrastructure

- Present State of Infrastructure
- Future Requirement
  - Cost
  - Funding
  - Timelines
  - Utilisation
  - Integration into the Present Network

# Sustainability in Terms of Cost

## Costs

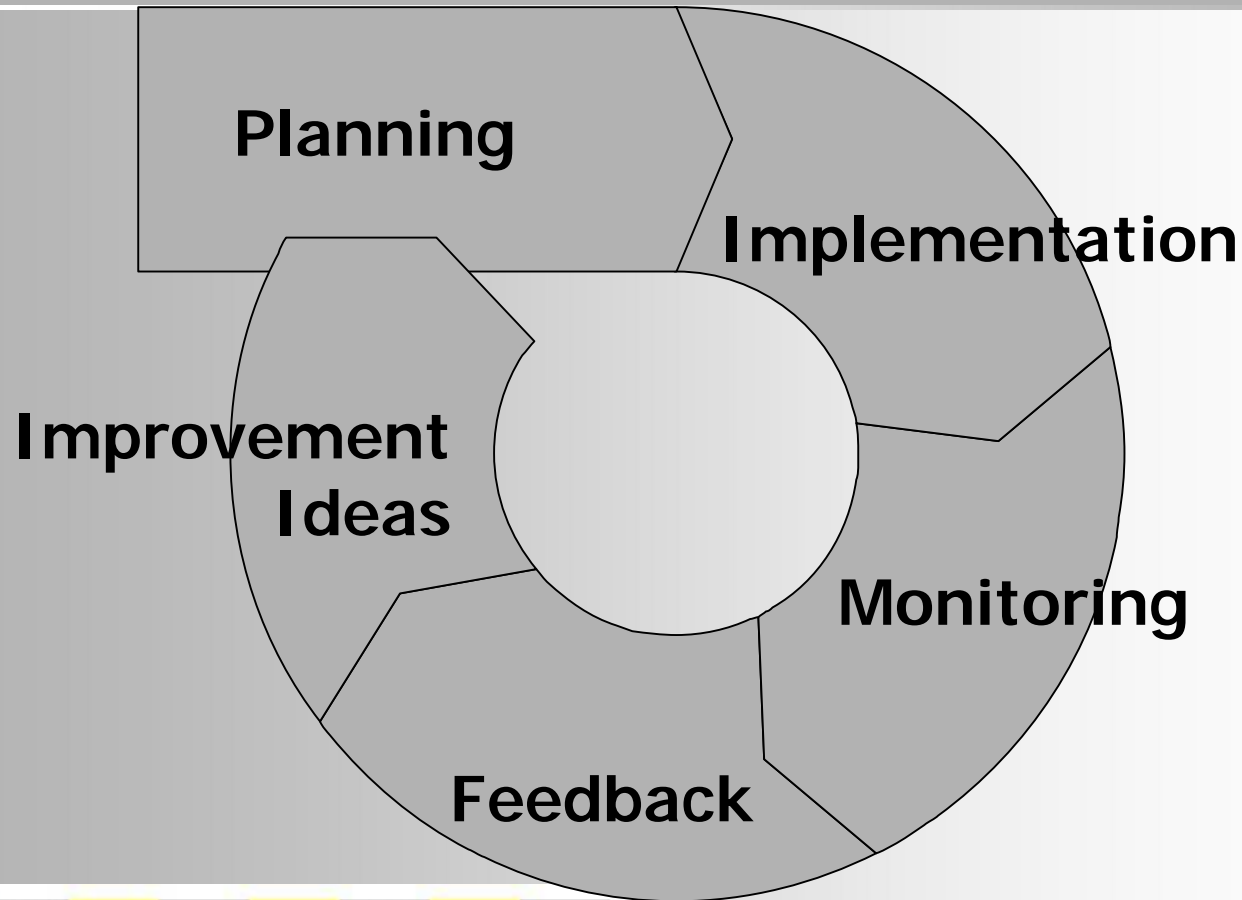
- Subsidy- Both Explicit and Implicit; Is the Poor actually Paying for the Rich? – Pollution/ Health Costs?
- A Bus is Charged about 43 times more than a Car as Road Tax!!\*

\* Source: CSE, Say No to Cars. In Delhi, if amortised for useful life, a car pays only Rs 300 a year as road tax, while a bus is charged more than Rs 13,000 — roughly 43 times more.

# Services to the Rural Community

- Transport of both Produce and People
- Handling of Goods at Source and Destination
- Co- usage for People and Goods – Usability Problems during a large part of the Day
- Infrequent but Necessary Urban Visits

# Taking the Project Off the Ground



# Participation of Target Groups

- At Each Stage of the Project User Target Groups need to be Involved
- Transparency in Implementation of the System
- Fixing of Responsibility for Each System to be in Place

# Effective Tools and Methodology

- Project Continuance, Political Approval, Persistence
- Systems to be in Place – Monitoring, Feedback ...
- Readiness to Adapt and Adopt
- Goals Always in Sight- Benefits Whom and at What Cost?

“More than 38 years ago, Rollin King and Herb Kelleher got together and decided to start a different kind of airline. They began with one simple notion: If you get your passengers to their destinations when they want to get there, on time, at the lowest possible fares, and make sure they have a good time doing it, people will fly your airline. And you know what? They were right.

Source: “[southwest.com](http://southwest.com)”



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