

JULY 18



VOL 34



MONTHLY NEWS LETTER FROM BARANAGAR MUNICIPALITY

From Chairman's Desk

Traffic Management in the Cities

Let us discuss some ideas for reducing congestion and pollution in urban areas, Congestion-reduction measures for City Traffics can be thought of as falling into two categories: **temporary** and **virtuous**. Temporary measures free up road capacity that is soon filled by induced demand: people adapt their lifestyles to prevailing road conditions. Such measures are therefore worth pursuing only if they either buy time or lay the foundations for more radical interventions. We take a quick look at measures in this category that should not be considered as solutions – at least not in isolation. Virtuous measures start a feedback loop that induces more and more people to make a modal shift away from driving. Making a bus service more convenient or cheaper will increase patronage, which means that the service can be run more frequently and for longer hours, making it convenient and attractive to more people. These are the changes transport policy must support.

Interventions to reduce traffic congestion: Modern, sophisticated initiatives better than typical 'big ideas' include: 1) Optimize traffic-light management 2) Use CCTV to monitor road conditions 3) Enforce existing road traffic laws 4) Improve perceptions of buses 5) Extend residents' parking zones 6) Charge for workplace parking 7) Improve cycling infrastructure 8) Improve bus services 9) Develop and refine park-and-ride 10) Use Inbound Flow Control 11) Rationalize distribution and deliveries 12) Existing rail network 13) Light rail 14) Strategic Road Network resilience 15) Road pricing.

Most of them provide only temporary relief until induced demand fills up the road space once more. Road pricing (which we cover later) is the nearest to a one-hit solution, but it still needs to be paired with big improvements to public and active transport options. Heavy-engineering measures, such as bus lanes, street-running trams, and tunneling, can attract support from politicians, mindful of their legacy. But such projects typically require years of highly disruptive work, destroy fragile streetscapes, and undermine the viability of other public transport options. Widening a road to add a bus lane makes it more difficult for pedestrians to cross, and may compromise the quality of cycling infrastructure that can be accommodated. A tram line or park-and-ride can cannibalize patronage of rural bus services. Business cases need to be built up carefully, and only after 'softer' measures have been implemented, or at least modelled in detail. To achieve modal shift in towns and cities we need to invest in improving sustainable transport modes and, at the same time, reduce capacity, access and convenience of urban road networks for motor vehicles. We must design urban roads and streets to be attractive and convenient places to walk, cycle and use public transport. Because of lack of space or safety concerns, it is motor vehicles that must give way: diverted away from sensitive streets or slowed down. Authorities need to be involved in developing and articulating a positive vision for safety ensured optimization of City Traffic along with remodeled road infrastructure.

Thanks and regards

Progress Report

1. Work for 15-16 and 16-17 is completed
2. Work for 17-18 is in progress
3. Work in Progress for ESR 1813 Cubic Meter capacity at Ward no 21