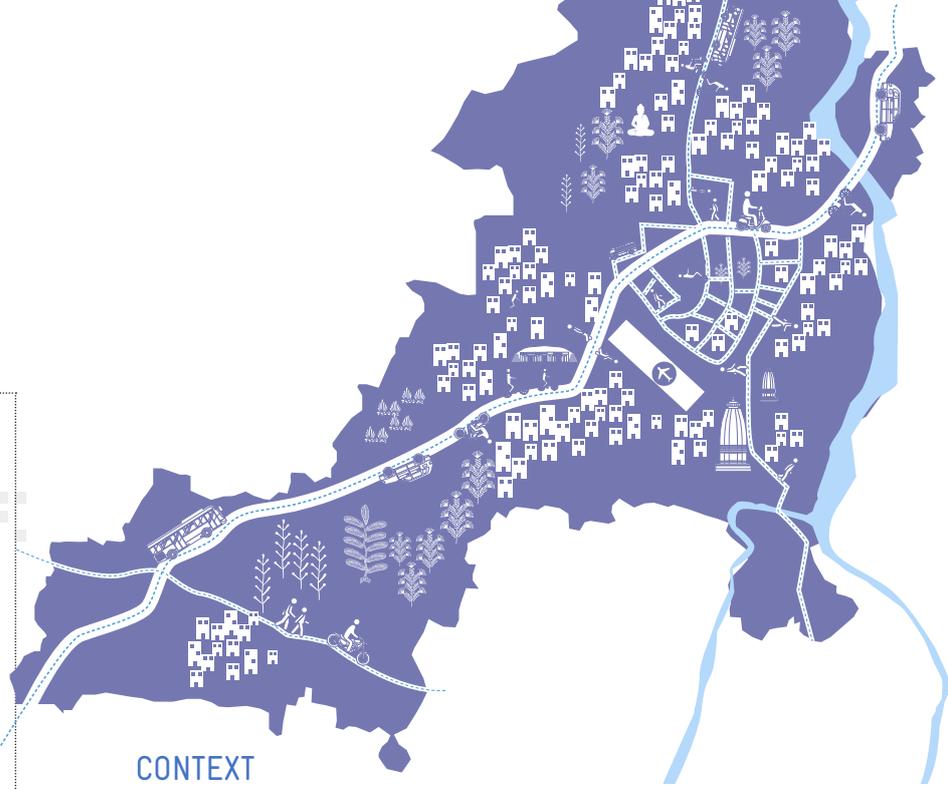


INTEGRATED SUSTAINABLE URBAN TRANSPORT SYSTEMS FOR SMART CITIES (SMART-SUT)

LOW CARBON MOBILITY PLAN FOR BHUBANESWAR



CONTEXT

Bhubaneswar, the capital city of Odisha, is one of the fastest growing cities in India, with the population estimated to be double in the next 20 years from 1 million at present. This growth has brought in its wake an increasing dependence on private vehicles (more than 80%), and annually up to 100,000 vehicles are being registered in the city. With congestion and pollution rising and road safety worsening, this cannot be considered a sustainable growth trend.

OBJECTIVE

To address this challenge, GIZ is supporting Bhubaneswar to develop a Low Carbon Mobility Plan (LCMP), a strategic vision document and mobility blueprint for the city to develop and monitor its transport sector. It envisions a transit-oriented and child-friendly city with a compact urban form that promotes active, connected and sustainable mobility choices. The plan is developed in partnership with the Housing and Urban Development Department, Government of Odisha and the Bhubaneswar Development Authority, and will provide a vision for 2040 with goals, targets and proposal for policies and measures.

LCMP AREAS OF INTERVENTION



APPROACH AND KEY ELEMENTS OF THE LCMP

An analytical approach to develop scenarios and assess the impact of policy proposals, to reach targets agreed with stakeholders



Figure 1 .LCMP development steps

The **Avoid-Shift-Improve** approach for mobility of **people and goods** for the low-carbon strategies:

- Avoid travel through measures to reduce number of trips and trip lengths
- Shift people to cleaner modes and

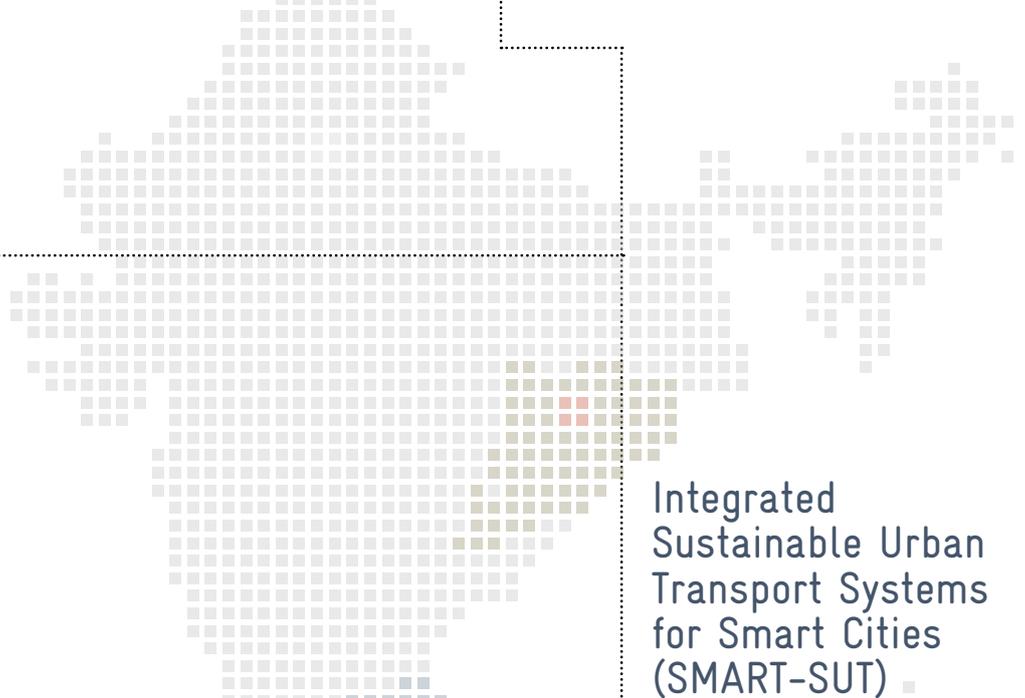
- Promote a switch to more efficient and cleaner fuels and technology

Climate change adaptation: considering the devastating impact of natural calamities on transport infrastructure, LCMP addresses this through specific recommendations on climate-resilient planning

Estimating greenhouse gases (GHG): keeping low emissions as a primary goal, LCMP estimates GHG emissions and suggests strategies as per the targets set for future.

Institutional strengthening: to ensure efficient delivery of mobility services against set goals, LCMP recommends enhanced institutional structures and a monitoring & updating framework to keep it relevant.

Inclusive and participatory planning, through involving relevant stakeholders at key stages through committees and engaging citizens through a public campaign among various sections of society.



Integrated Sustainable Urban Transport Systems for Smart Cities (SMART-SUT) Project

Technical cooperation project commissioned by German Ministry for Economic Cooperation and Development (BMZ) under the German Climate Technology Initiative

Project duration: 4 years. August 2017- July 2021

The project is jointly implemented by the Ministry of Housing and Urban Affairs (MoHUA) and the Deutsche Gesellschaft für Internationale Zusammenarbeit (GIZ) GmbH.

The project works with the three Smart Cities of Bhubaneswar, Coimbatore, and Kochi, and their respective state governments, to promote low-carbon mobility, and to plan and implement sustainable urban transport projects in the fields of public transport, non-motorised transport and modal integration. It also supports urban transport agencies to set up the required institutional structures and processes, and enhance their capacities for efficient delivery of services. A consortium comprising GFA, WRI India and the Wuppertal Institute is supporting GIZ in the implementation of this project.

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Figure 3. Focus group discussion session with school kids



Figure 2. LCMP discussion with stakeholders

EXPECTED OUTCOMES

A strategic guidance document charting out a clear-cut road map for a commonly agreed, desired future mobility pattern of the city, including short- to medium term policy proposals

An initial set of data and scenarios to start urban transport GHG emissions estimation and monitoring

Suggestions for improved institutional capacities to respond effectively and effi-

ciently to mobility challenges

Better linkage of transport and land use by guiding the ongoing city's comprehensive development plan (CDP) process in line with LCMP's vision.

A mobility data harvesting policy which indicate the collection, upkeep of data from various sources and advise on its format, probable use, responsible agencies.

NEXT STEPS

- Support concerned agencies in taking up relevant mobility projects for implementation. Already the support is extended in preparation of a parking policy and management plan and street design guidelines
- Support to partners in various stages of preparation of CDP to ensure that the vision of LCMP is well integrated