



Institutional Barriers to Integrating Land Use and Transport Planning – the way Forward: Case Studies of India and Kuwait

O.P. Agarwal

- The World Bank Group
- Senior Urban Transport Specialist
- oagarwal@worldbank.org



The Hub of the Metro Rail System in Delhi, India





BRT in Guangzhou, China

What kind of city do we want?



Integrating Land Use and Transport helps realize the Vision

Need to look at:

- The transport impacts of land use
- The land use impacts of transport

Benefits of Integration

- Reduce demand on the transportation system for the same level of activity
- Enhance accessibility of sites and mobility of users
- Reduce costs of travel – both time and money
- Reduce energy consumed
- Reduce emissions

Barriers

- Fragmented institutional set up
- Land use planning and transport planning carried out in different agencies
- Often at different levels of government
- Coordination mechanisms in large organizations are typically weak
- Governments are large organizations

General way forward

- Create institutions that will take a more comprehensive look
- Bring all stake holders to a common platform
- Use specific push factors in this direction
- Offer incentives for integrated planning

We look at examples of India and Kuwait

Why these two countries

- India is a large but relatively low income country, with a federal structure
- Kuwait is a small but high income country and virtually a city State
- Despite big differences, there are similarities in the barriers to land use and transport planning
- Institutional fragmentation exists in both
- Both have recognized the problem and have similar plans to move ahead
- World Bank working in both countries



India



3 tiers of government

Federal

Ministry of Urban Development

- Responsible for urban transport since 1986
- National policies on land use planning
- National urban transport policy
- Federal support to urban infrastructure investments
- Share in metro rail projects

- Dept of Transport
- Regulation of transport
- Management of State owned bus companies

- Development Authority
- Land Use Planning

Provincial

- Dept of Public Works
- Road construction

- District Collector
- Land management

Local

- Municipality

Barriers

- Prime responsibility rests with the Provincial government
- Land use planning by “Development Authority”, under the Department of Urban Affairs
- Land management by District Collector, under the General Administration Department
- No forum for coordinated urban transport planning
- Focus of Department of Transport is on regulation and management of the state owned public bus companies
- Land use “master plans” rarely think beyond widening of roads

Exceptions

- Situation slightly different in two provinces - Maharashtra and Gujarat
- Responsibility for transport planning rests with Municipality
- Municipality also responsible for city roads
- Responsibility for land use with regional Development Authority – under provincial govt.

Ongoing efforts

- National Urban Transport Policy in place
- Large pool of funds to support city infrastructure
- All cities required to set up Unified Metropolitan Transport Authorities (UMTA)
- Several studies undertaken on structure and functioning of such Authorities
- Initial efforts are to set them up as senior level committee of relevant agencies
- All cities required to develop integrated land use and transport plans
- Federal government to support 80% of the cost of developing such plans

Weaknesses still

- Only 4 cities have set up such UMTAs
- Largely committee of senior officials from concerned departments with no specialized technical agency to support it (except Bangalore)
- No clear guide on process for and expectation from integrated land use and transport planning
- Tend to take existing land use plans as given and build transport plans around them

Yet ...

- Committee helps to get all concerned departments around a common table
- They talk to and understand each other better
- Forum to discuss and initiate action that no single department could take up
- Need for integrated plans has been recognized – even if weak so far
- **Thus**
- Direction is right – will mature with time



Kuwait



2 tiers of government

- Dept of Interior
- Regulation of transport

Federal

- Department of Public Works
- Road construction

- Department of Communications
- National policy on transport

Local

- Municipality
- Land use planning

Barriers

- Again, a high level of fragmentation
- Federal departments do not have a formal means to coordinate each other's activities
- Thus, little has happened in city transport apart from road construction and some low level public bus services
- Plans now afoot for a metro rail system
- This has spurred interest in better coordination – especially with land use

Plans ...

- Setting up a “Public Authority for Land Transport” (PALT) for coordinating all aspects of land transport
- Municipality is a part of this
- Will start as a committee of senior officials, with a technical secretariat
- With time may be able to develop integrated plans – with a vision

Summary

- Institutional fragmentation is the biggest barrier to integrated land use and transport planning
- Both in India and Kuwait the need for integration has been recognized
- Initial efforts at removing the barriers have started
- Efforts in India are still weak, though the direction is right
- In Kuwait, results are yet to be seen. But, plans for a metro have spurred interest.

Thank You