Slums are intrinsic to Bangalore and its economy. Their contribution as part of the labour market and informal economy is integral to the functioning of the city. Thus, it is imperative that slums and informal settlements be an integral part of the planning and development framework of the city. It is understood that not all people staying in slums are poor, and slum residents are a subset of the urban poor. However, it is also recognized that slums are essentially manifestations of urban poverty. Hence, for the purpose of this study, slums have been considered as representation of the urban poor.
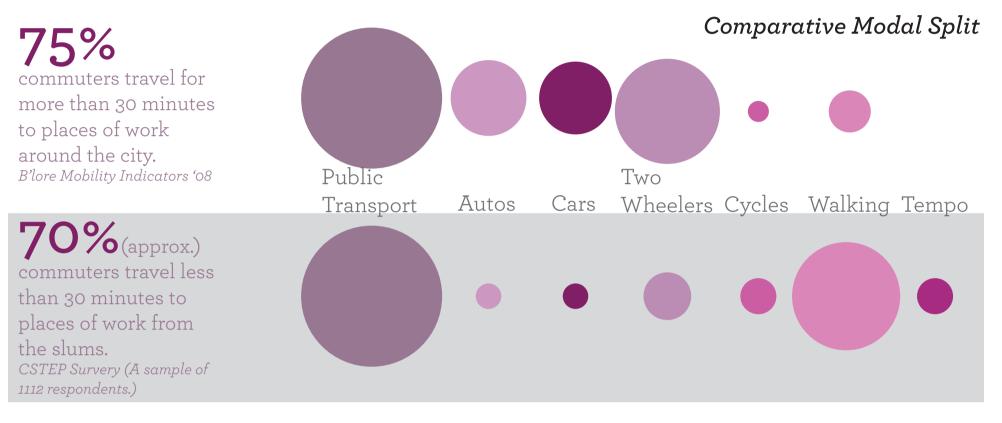
The official estimates of the slum population vastly vary. Also, there is a lack of a centralized repository for data on the urban poor in the city for long-term planning needs of the city.

% slum population in the city

Census 2001 **12%**

KSCB 2005 **11%**

CDP 2007 **26%**

The needs of the urban poor are different from that of the rest of the city. This was quite evident when their mobility needs were compared to that of the city.

75% commuters travel for more than 30 minutes to places of work around the city.
B'lore Mobility Indicators '08

Comparative Modal Split

Public Transport · Autos · Cars · Two Wheelers · Cycles · Walking · Tempo

70% (approx.) commuters travel less than 30 minutes to places of work from the slums.
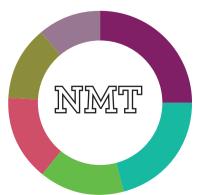*CSTEP Survey (A sample of 1112 respondents.)*

Projects such as signal-free corridors, high-speed rail links and so on highlight the focus of increasing fast, comfortable and cost-intensive public transport projects in the city. Public transport users are more cost sensitive than car users.* However, bus routes catering to the needs of the urban poor is inadequate. 70+ Volvo routes ply in the city as opposed to 15 *Atal Sarige* routes. Volvo routes are more expensive than the *Atal Sarige* routes, and aim at a very different clientele.

*Traffic and Transport Policies and Strategies in Urban areas in India, Ministry of Urban Development 2008

Comparing public bus fares for a distance of 0-10 km. in some large Indian cities. (in Rs.)	Bangalore		Hyderabad		Chennai		Kolkata	
	4	11	4	~7	2	3.5	4	5

73% respondents during the survey wished for reduction in bus fares.

Also, apart from unaffordability, low frequency, absent/far shelters, travel time, inconvenience, inadequate seat reservation and harassment were some of their major concerns about the public transport.

The pedestrians and cyclists, on the other hand, considered inadequate street lighting, absence of cycle parking, poor roads, hygiene, road repairs, unwalkable footpaths, unsegregated traffic and unsafe crossings to be matters of prime importance.

NMT

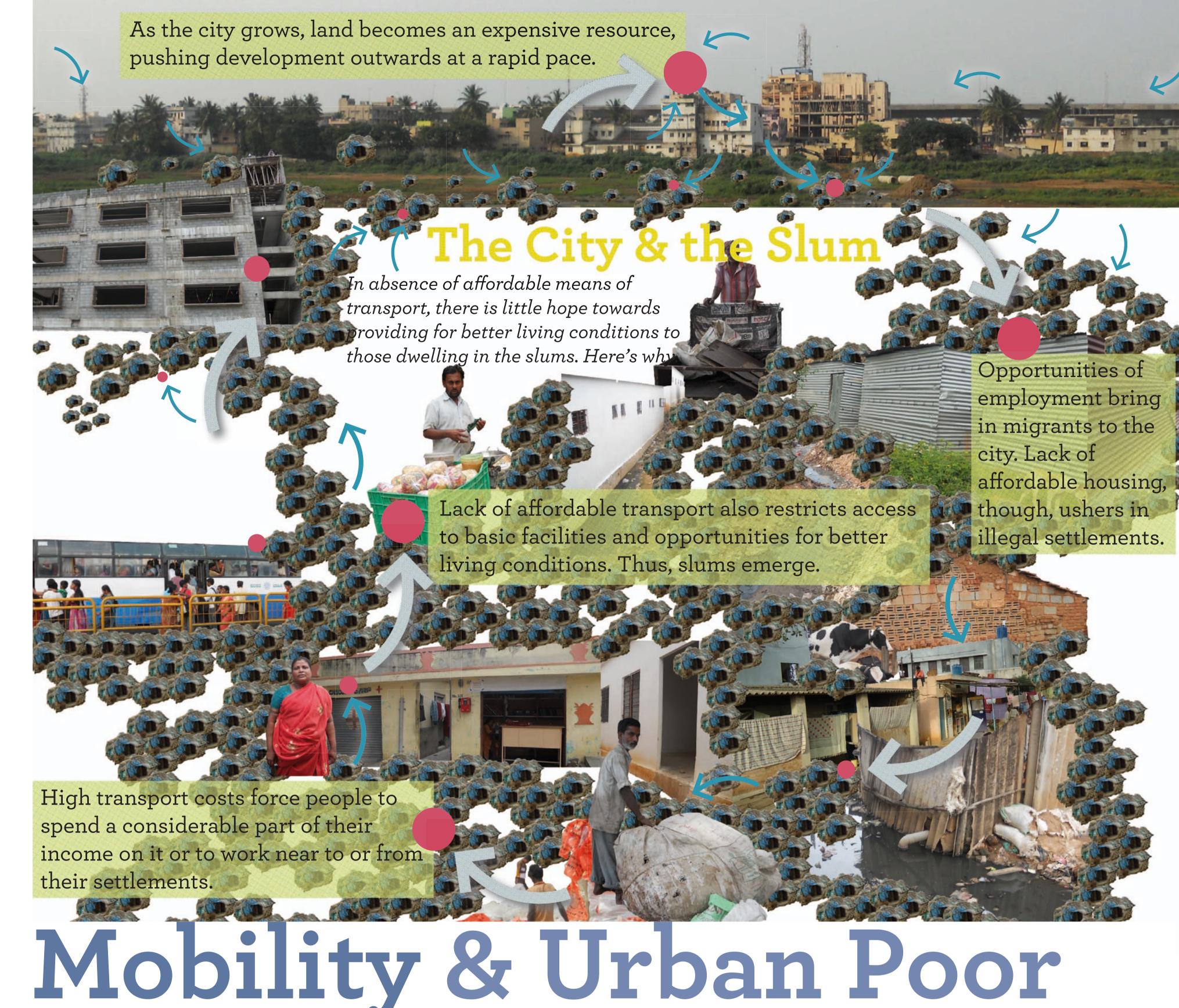As the city grows, land becomes an expensive resource, pushing development outwards at a rapid pace.

The City & the Slum

In absence of affordable means of transport, there is little hope towards providing for better living conditions to those dwelling in the slums. Here's why.

Opportunities of employment bring in migrants to the city. Lack of affordable housing, though, ushers in illegal settlements.

Lack of affordable transport also restricts access to basic facilities and opportunities for better living conditions. Thus, slums emerge.

High transport costs force people to spend a considerable part of their income on it or to work near to or from their settlements.

Mobility & Urban Poor

Listed are policy recommendations based on the research done so far.
Data needed on disaggregated and regular basis. Cognizance of urban mobility needs for various sectors, with special attention to the urban poor. Policy should focus on the disaggregated needs of the public system integrating land use and transport.

Improvements to Non-Motorized Transit facilities with emphasis on importance of pedestrians. Improvements to the bus system includes pricing, timing and awareness of service quality. Social impact studies (positive & negative) of major projects should be mandatory, inclusive and participatory.

We would love to hear your thoughts/feedback.

What we are doing & why

To understand dynamics of links between shelter, mobility and livelihoods. End goal is to create simulations and games to allow exploration of policy alternatives.

Methodology

Literature Review
Primary survey of 35 Bangalore slums
    Stratified sample:
    locations, ethnicity, age, security of tenure, size.
    N ≈ 1000 households (still in process), data presented here is 629 households.
    Training and use of slum occupants for data collection and entry.
    Focus groups for validation, further details, and better understanding of dynamics.
Reports based on full data analysis expected in early 2011 (Please contact us if you are interested in more details & our reports: *www.cstep.in*)
Finding innovative ways to incorporate views from all parts of society is key to effective and inclusive infrastructure design and policy.
Please provide your views (and ideally contact info) by filling in the speech bubbles.

Slums surveyed in Bangalore, Karnataka.

The survey team at CSTEP