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Urban Transport Trends and Policies in China and India: Impacts of Rapid Economic Growth

John Pucher , Zhong-ren Peng, Neha Mittal, Yi Zhu & Nisha Korattyswaroopam

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and suggests a range of specific improvements. It advocates a slowdown in the massive roadway investment in recent years and a shift in emphasis to expanding and improving public transport, cycling, and walking facilities. While continued growth in motor vehicle use is inevitable, China and India should restrict motor vehicle use in congested city centres and increase taxes, fees, and charges to reflect the enormous social and environmental costs of motor vehicle use. At the same time, much stricter regulations should be imposed on manufacturers to produce cleaner, more energy-efficient, quieter, and safer cars, motorcycles, buses, and trucks. Mitigating the many social and environmental impacts of rising motorization is obviously important for the future well-being of Chinese and Indian cities. It is also crucial for the future of the rest of the world. Unless the problems of motorization in China and India can be effectively dealt with, the world faces sharp increases in greenhouse gases, accelerating climate change, and rapid depletion of a range of non-renewable resources.

Notes

1. Population numbers of the Chinese cities cited in this article are lower than those reported in official Chinese statistics. The extensive rural populations within the official administrative boundaries of these cities are not included in the official population figures used in this article in order to avoid inflating the number of cities in China as the ‘floating population’.



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