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SUTP

The Sustainable Urban Transport Project is funded by GEF, World Bank, UNDP and the Government of India. The project also funds the dissemination of information to stakeholders, public and private sector organisations and the general public.

Promoting TODs as an Inclusive Growth Strategy for Indian Cities

Urban areas in the first few decades of the 20th century were compact, mixed-use and walkable concentrations of activity, and inherently transit-supportive. A radical change occurred following the post Second World War boom, as rising automobile ownership, cheap energy and housing fuelled the rapid development of urban sprawl. Over four decades of automobile oriented planning the world over has necessitated the need to search for a new growth management model that is able to respond to the challenges of the 21st century cities. These multiple challenges include greater concern for the environment and sustainability, increased economic instability, reduced resources for investment on both the individual and community level, and changing cultural attitudes about an improved “quality of life”.

What is emerging as a response to these critical issues is a strong philosophy of putting people first in designing city systems and processes. Prioritizing a higher order transit as the preferred mode of travel and reducing the dependence on automobiles through integrated land use and transportation planning has turned out to be the ‘game-changer’ for numerous cities around the globe. Development of the envisioned vibrant centres around a transit station involved decades of implementing specific planning processes, policies and strategies that pushed for a paradigm shift in changing community choices and individual lifestyles.

One such planning process that is now gaining popularity globally is the concept of Transit-Oriented Development- better known by its acronym- TOD. TOD is at its heart a simple concept that clusters development of all kinds, public and private, within short walking distance of transit stations that allows most, if not all, regular travel to occur by walking, biking and transit.

This article presents an introduction to the concept of TOD, its benefits, key attributes and guiding principles placed within the context of TOD examples from around the world. In addition, the article presents the example of the Naya Raipur TOD Study currently underway as one of the five Sustainable Urban Transportation Project (SUTP) demonstration cities ([www.sutpindia.com](http://www.sutpindia.com)) by IBI Group using their experience in the Indian context.

Transit Oriented Development (TOD)

The concept of Transit Oriented Development is a strategy to mitigate the negative impacts of urban sprawl and auto-dependence. TOD in American cities was an integral component of the planning principles promoted by the Smart Growth and New Urbanism theorists. There are several definitions of TOD that have in common the fundamental principles of creating higher density mixed-use neighbourhoods in walkable distance of a transit station. However, one of the most widely-used definitions, according to the Reconnecting America: “**Transit-oriented development is a mixture of housing, retail and/or commercial development and amenities integrated into a walkable neighborhood and located within a half-mile of quality public transportation**” - Reconnecting America ([www.reconnectingamerica.org](http://www.reconnectingamerica.org))

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### Benefits of TOD

TODs offer a number of sustainable growth management benefits that enhance liveability. The key benefits can be categorized in economic, social and environmental heads and are described in the figure below:

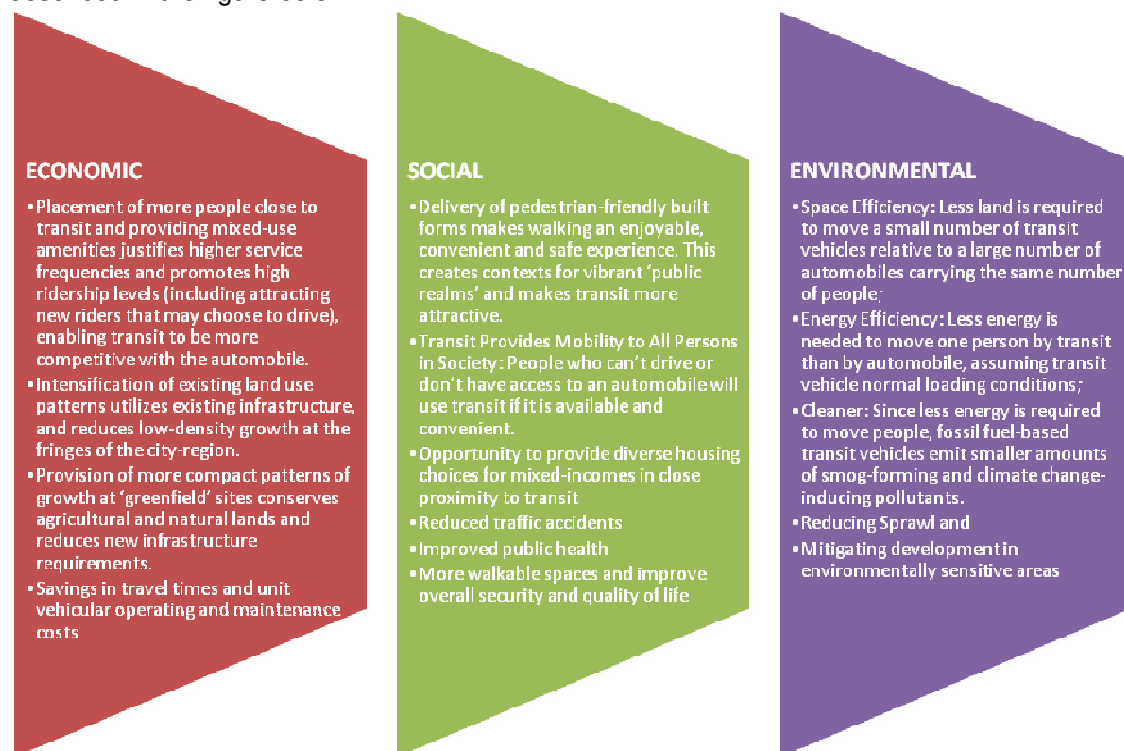


Figure: Benefits of TOD

### Developing Successful TOD Projects

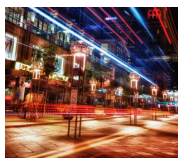
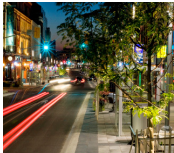
The underlying principle of any successful TOD project is to develop sustainable and compact neighbourhoods containing a range of housing types, workplaces, shops, entertainment, schools, parks, and civic facilities essential to the daily lives of residents that are within a 5 -10 minute walk of quick, efficient public transit. The pedestrian-oriented design features of TODs encourage residents and workers to drive their cars less and ride public transit more.

International experience shows that most successful TODs are a result of coordinated planning policies implemented at different geographic scales- regional, city, corridor, neighbourhood, and nodal levels- over a time period of 10-20 years. It is important to ensure regional initiatives are reflected at the scale of municipal policy, and more importantly, in the built form of individual neighbourhoods, blocks and streets. IBI Group has developed the following 16 TOD principles that are universally accepted as the building blocks of creating successful TOD projects:



Table 1: 16 TOD Principles

1		<b>Multimodal Transit Station:</b> Transit is at the heart of transit oriented development and transit facilities should be designed to connect with, not be isolated from, the surrounding neighbourhood. People should have their choice of transportation modes including cars, bicycles, BRT, LRT, two wheelers, cycle rickshaws, and auto rickshaws.	9		<b>Streetscape Design:</b> A highly connected street pattern with design elements coordinated to provide visual interest, pedestrian amenity, and sense of place improve the desirability of walking and shortens perception of distance.
2		<b>Interconnected Streets:</b> An interconnected street pattern is a traditional urban design technique that reduces congestion, encourages travel choice, and supports mixed use development. Block lengths should not exceed 400m.	10		<b>Bicycle Friendly Streets / Parking:</b> Bicycles are efficient ways to expand the service area of the station without relying on automobiles or bus service. Bike lanes, bike routes, and secure parking make the bicycle an easy option.
3		<b>Mixed Use Development:</b> A mix of diverse and complimentary land uses in a compact pattern allows residents and workers to walk to work or to shop rather than driving for all daily needs.	11		<b>Urban Parks &amp; plazas with Minimized Ecological Footprint:</b> Varieties of public open spaces near transit stations contribute to a sense of place, foster healthy communities, and provide places for interaction.
4		<b>Walkability:</b> Pedestrian-friendly environments allow walking to be a pleasant, safe, and efficient alternative to (or extension of) the automobile. This includes design features such as safe crossing points near transit stations, shaded pedestrian routes, and continuous sidewalks and paths.	12		<b>Architectural Variety:</b> Promoting an architectural style that is pedestrian friendly, contains visual variation and, with improved economics of higher density, higher quality building materials.
5		<b>Compact Development:</b> The scale of transit oriented development approximates the scale of the pedestrian. The extent of these neighbourhoods is based on a comfortable walking distance from edge to centre (approximately 400 to 800 meters in radius).	13		<b>A Well-designed Transit Station for a High Quality User Experience:</b> The transit station will be a focal point in mobility hub areas, as the gateway to the regional transit network. Its design will be paramount to ensure that a seamless, accessible, and attractive customer environment and experience.
6		<b>Street Facing Buildings:</b> Buildings should be placed near streets, not behind parking areas, to better define the street. Street front retail should be provided to humanize the building wall and activate the sidewalk. Building entrances should be close to transit entrances.	14		<b>Reduced Parking Standards:</b> By reducing parking standards to reflect increased transit use and walking, the amount of site area that can be used for active uses or public amenities increases.
7		<b>Urban Place making:</b> Transit oriented development is defined as much by its public realm as its private development. Public and semi-public spaces enable the neighbourhood infrastructure to build community bonds, social interaction, and community participation.	15		<b>Safety &amp; Security / CPTED:</b> Developing the pedestrian environment to maximize safety and security will enhance patron experience and transit ridership.

<p>8</p> 	<p><b>Neighbourhood High Street:</b> Retail streets provide the goods and services of daily life, activate the street, reduce auto reliance, and increase ownership and safety of the pedestrian realm.</p>	<p>16</p> 	<p><b>Market Acceptance and Successful Implementation:</b> A TOD is successful when it attracts sufficient jobs and residents to create a vibrant, transit supportive place. In order to ensure success of a TOD, strategies should be flexible, designed to respond to the diverse nature of the station areas, their surrounding community contexts, and areas development market.</p>
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## TOD Examples from Around the World

TOD is a relatively new concept. Examples of successfully implemented planned TOD projects are in Portland, Arlington (Virginia), Salt Lake City, Cleveland in the U.S. and Vancouver, Toronto, Edmonton and Ottawa in Canada. They are some of the leading cities that have tested and implemented policies on several built TOD projects at varying scales. Other cities that provide success stories and could be utilized to identify transferable lessons include: Bogota and Curitiba in Latin America; Paris, Zurich and Randstad (Stedenbaan) in Europe; and Guangzhou, Singapore, Hong Kong and Jakarta in Asia.

## Making TODs Happen: Relevance in the Indian Context

The emergence of TOD as a planning tool in the western countries is aimed primarily at reversing the trend of suburban sprawl, revitalizing deteriorating 'downtowns' that witnessed declining population growth rates with increased densities, increasing the share of public transit, and promoting mixed-uses as opposed to single-use zones to create vibrant 24x7 communities.

In the Indian context, several of these key aims already exist- mixed-use land uses with higher densities and a large mode share of transit users. However, the interaction of these elements with each other is where the gap exists which could be addressed with a TOD based planning framework. It is now an established fact that the rising vehicle ownership rates in India's urban areas with a corresponding decrease in pedestrian and bicycle infrastructure has resulted in a significant decline in the overall quality of life. With several cities investing in public transportation systems, there is an urgent need to create strategies that integrate land use decisions with transportation policies from the beginning rather than as an afterthought in order to maximize the benefits of transit oriented developments. Implementation challenges will continue to persist in the initial stages as this new concept transforms from its current theoretical into practice- from land use amendments and modifying building regulations to creating incentives for developers to replace the conventional development types characterized by single-uses and generous parking provisions; from adopting stakeholder and community involving techniques to providing high quality transit service and architectural standards.

Ideas such as multimodal connectivity, graduated densities, affordable housing, reduced parking standards, streetscape design, and vertical mixed-use developments that have worked elsewhere need to be tested and integrated in the overall planning process. TOD provides one such tool to organize integrated community planning principles. The Delhi Master Plan 2021 and UTTIPEC have introduced TOD policies and are currently implementing pilot projects in the city. In addition, CEPT University has conducted some preliminary studies on the importance of TOD along the Janmarg corridor.

## Naya Raipur: Visioning Transit Oriented Developments in a Greenfield Context

Naya Raipur, the fourth planned capital city in India, is envisaged as the new administrative centre for the State of Chattisgarh, and designed to accommodate a population of 5.6 lakhs by



2031. The city's plan inspired by Le Corbusier's plan for Chandigarh is being planned as a model project based on the foundations of contemporary planning principles of environmental sustainability and 'people-centric' development.

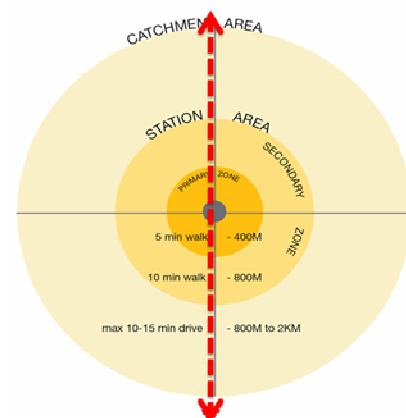


Naya Raipur Development Authority, as part of the SUTP program funded by Ministry of Urban Development (MoUD), World Bank, UNDP and Global Environmental Facility (GEF), is embarking on a pioneering journey to change the existing Master Plan to make it more Transit Oriented with the objectives of better integrating land development, transportation and infrastructure investment, within the overall city development plan to make it a sustainable city.

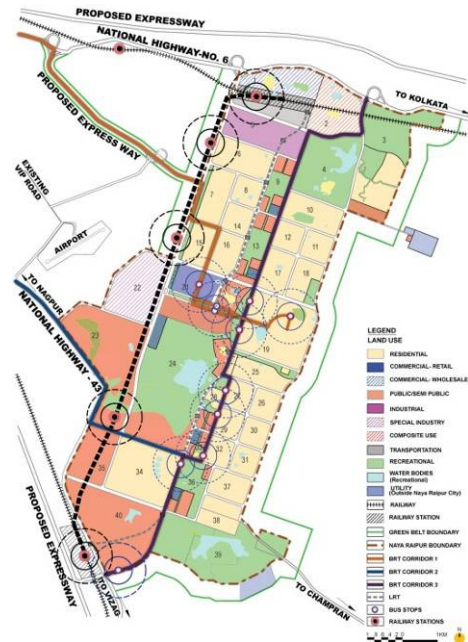
To develop the transit supportive framework, NRDA obtained the services of IBI Group and IBI Group has developed a simple, implementable process that supports a series of seamless self-sufficient neighbourhoods in Naya Raipur- each with a distinct character- linked with sustainable mobility options. Being a greenfield city, this process brings unique challenges and opportunities to Naya Raipur's proactive planning approach. The Naya Raipur TOD study will be one of the handful Greenfield TOD projects in the world; and therefore several of the parameters for designing the transit neighbourhoods in the future city will be tested for the first time and will set a precedent both for existing urban centres and new towns in India and other rapidly urbanizing countries.

Four Key ideas are identified to guide the Naya Raipur TOD Study to create an inclusive urban community designed to support the needs of a new capital city. These include:






- Defining the TOD Zone of Influence: The area within a 10 minute walk or roughly within an 800 metre radius around identified transit stations defines the geographic scope of a station. For this study, the TOD Zone of influence was categorized into three zones- Station Area Primary Zone, Station Area Secondary Zone, and Catchment Area. These zones are highly context sensitive and will depend on existing land use, type of transit services offered, and the presence of proposed activity centres, land available for development, and several other parameters.



- Identifying Station Area Typologies as Building Blocks for the Naya Raipur TOD Framework: The intent of the TOD Study was not only to identify TOD policies and principles that are conducive to recreate Naya Raipur in a TOD city, but also to develop capacity in NRDA staff to apply the TOD principles to ensure that future developments conform to TOD requirements. With this in mind, five station typologies that will act as templates for NRDA staff to help them develop future station areas along TOD principles were identified. These typologies will help NRDA transition from the current sector-based planning approach to an integrated Station Area based community place making approach, by identifying typologies based on several parameters. The five typologies that were identified are shown in figure below. These typologies along with contextual parameters are expected to help NRDA staff in creating future Station Areas into TOD developments for this Greenfield city.



### Five Station Typologies Identified for Naya Raipur

				
<b>Regional Intermodal Gateways</b>	<b>Urban Core</b>	<b>Employment Centers</b>	<b>Destination Nodes</b>	<b>Transit Neighbourhoods</b>
Intermodal Stations which are the first point of arrival to Naya Raipur.	Stations which serve the main business areas such as Central Business District	Stations which provide access to the main public / semi public amenities & offices.	Stations which provide access to Naya Raipur's unique destinations.	Stations which knit Naya Raipur's main residential sectors with the rest of the City.

- Creating TOD- friendly Development Code Regulations to support Station Area Typologies: Using the TOD development model, the study aims to match increased densities with targeted public realm improvements to create an integrated cluster of pedestrian-oriented, diverse and active mixed-use station areas.
- Designing Complete Streets: The success of the Naya Raipur TOD Study depends not only upon the ability of the transit service to support development, but the degree to which it promotes an active and engaging street life, while incorporating adequate infrastructure facilities within its street sections.

### Conclusion

In conclusion, creating integrated community models is the central premise of the Transit Oriented Development concept. However, mutually supportive transit infrastructure, land use patterns and built form cannot be achieved without close cooperation between transportation



planners and engineers, urban planners and designers. The Naya Raipur TOD Study demonstrates that there is no “one-size-fits-all” solution to TOD. While The TOD principles being applied in Naya Raipur are intended to be applicable more to medium-size cities where conventional bus transit systems are either in operation or underway, the policies and strategies developed can also be replicated in larger municipalities with other higher order transit modes, while at the same time serving as preferred growth patterns for urbanized areas in India.



*All information, data and the article have been assimilated & written by Shri. Bankim Kalra. Bankim leads the Urban Planning vertical of IBI Group in India. He has over 10 years of diverse experience working with public planning agencies, international development organizations and private sector consultants. With a background in architectural design and an urban planning concentration in economic development, Mr. Kalra brings unique skills that encompass various aspects of the development process*

## Public Transport and Public Awareness – A Layman’s View

Public Transport is currently a topic of consideration in the whole country. There is frenzied activity going on in most states in India as governments are busy reforming the public transport scene in the cities and desperately trying to encourage people to use it. The media is full of stories on new fancy buses being introduced, metro lines coming up and the exciting possibility of having mono rail etc. gracing various cities.

The excitement is passed on to the public, who wait with thrilled expectancy for all these new transport modes which till now they only saw in photographs of foreign countries. Some of the innovative plans like providing better feeder services, modal integration and the recently introduced common mobility card etc. would certainly go a long way to help in attracting people to travel by public transport. Yet, even as these plans are being slowly turned into reality, a sad fact continues to plague the governments. Contrary to their hopes, better quality public transport has not made people make the transition from their private vehicles to the public transport. The government is trying to meet the public transport demand, but the public is increasingly using their own private vehicles.

Rapid urbanisation and economic growth have fuelled the demand for urban mobility, which has resulted in a rapid growth in car usage which has increased pollution, traffic congestion and detrimentally affected road safety. “The present scene of urban transport across India is categorized by sprawling cities; declining share of public transport and non-motorised transport; focus on supply side yet with low investments; sheer neglect of pedestrians, cyclists and public transport users; and increased motorization leading to pollution and high road fatalities/injuries.”<sup>1</sup> Public transport supply is at low levels and have shown declining trends both in quality and quantity. Even though GOI has launched a policy with aim to move people, surprisingly, the capacity expansion projects are often conceived and delivered with a goal to move vehicles rather than moving people. One of the Ministry of Urban Development’s studies has projected a business-as-usual (BAU) growth scenario. According to the study, the future public transport share will decrease from 5-46% to 2-26%<sup>2</sup>. While it goes without saying that the public transport in this country was in dire need of a complete overhaul, the hope that with the better quality transport being made available and that more people will use it, is not being

<sup>1</sup> 12<sup>th</sup> Five Year Plan Working Group Report on Urban Transport.

<sup>2</sup> 12<sup>th</sup> Five Year Plan Working Group Report on Urban Transport.

completely realized. Together with improving the quality of public transport, the attitude of the people using it also needs to undergo change. They need to observe discipline, decorum and fellow feeling while using the public transport. Here comes the need for effective and sustained public awareness campaign in order to alter the mindset of the people

Why does the private vehicle owner not use public transport? In fact when the metro was introduced in Delhi, it had succeeded in making many people abandon their cars and bikes. Yet the expanding network and increasing number of passengers saw many people head back to the comfort of their cars. It seemed that the metro was no longer comfortable to travel on. Over crowded trains and stations especially at peak hours with people pushing and jostling to get inside the train first and eve teasing, pick pocketing, etc., once again reminded many of their harrowing experiences with blue line buses.

Unruly and ill-mannered crowds, dirty, unreliable and unsafe are the common complaints one hears against public transport. While better quality (New modern low floor buses A/c and non A/c buses) and improved operations of the public transport in New Delhi has , to a great extent addressed the issues of unhygienic conditions and unreliability, the crowd and safety of women and elderly continue to be big issues.

Why is that we are unable to resolve these issues. It is often said that etiquette is a matter of education. Which means that if people are illiterate or haven't had the benefit of good schooling they are bound to be impolite and boorish? But is this really true? How often have we found the so called 'educated' people spitting on the road, screaming at others in public spaces, carelessly littering public areas as if it was their personal dustbin? Then again, do we need to be really educated to know that we should vacate seats for old people and pregnant ladies; that we should not push and shove while getting into the train and buses? Yet we find that often irrespective of the educational background, age or class, people can be very ill-mannered.

In the Delhi it is a regular sight that unruly crowds refuse to stand in queue despite repeated announcements for the same and instead push and shove to make sure they get in first into the train so that they can grab the available seats; they are callous and rude and refuse to vacate seats for more needy persons. Travellers often find themselves subject to chewing gum stuck on the handlebars, large luggage that blocks ways and cause many to trip. Continuous announcement in the metro to avoid sitting on the floor or eating in the train are ignored as people merrily indulge themselves in the same as if no rules and regulations are applicable to them. This is due to lack of ownership of the general public towards public amenities. Often such people consider it as fun at the cost of hapless public.

Moving beyond public transport, the situation pretty much remains the same on the roads and all public spaces in our cities. Blocking of zebra lines at the traffic signals, thus preventing pedestrians to cross over, continuous honking of horn while waiting at the red light knowing fully well that the vehicles are not allowed to cross, blocking of free left turn, throwing empty water bottles, ice cream cups, etc. on the road while driving which sometimes hit the pedestrians, stopping the cars/bikes on the middle of the road and chatting, unmindful of the traffic jams being caused etc. are regular sights. If any one takes the courage to question such behaviour, they are treated to dirty snares, abuse and sometimes even physical injury. People are, therefore, unwilling to take on such elements fearing confrontation.

**So how do we change this attitude?** Human tendency is generally averse to change and prefers the status quo to remain. **This is especially true in the case of public transport about which the public perception is not very happy. Therefore, a change in the perception about Public Transport has to be brought about first and this can be done only by an effective and sustained public awareness programme. What afflicts us today is the lack of feeling of ownership and pride in our place or our systems.** This could be



due to indifference or ignorance. If it is ignorance, they can be educated, but if it is indifference, then harsh measures are needed. Therefore, it is necessary to create awareness among the public towards the need for observing the basic etiquettes of polite manners, cleanliness and feeling towards others while interacting in any public sphere especially in public transport. Similarly, whenever a new system is introduced, the public should be informed about the advantages of the system and the rules and regulations to be observed while using the system. They need to be educated, convinced and conveyed through the public awareness campaign.

As mentioned earlier, it is not easy to change the system or way of life that people are used to. Public transport means people from different strata of the society, cultures and temperament travelling together. It requires certain amount of sacrifice, adjustment and effort among the people to ensure that they can travel together peacefully without causing inconveniences to their fellow passengers. They should be made aware of the need to show basic courtesies, good manners and decency towards their co-passengers.

What is needed is a change in the behaviour of the people who are ignorant, indifferent or irresponsible and have scant regard or respect for the law or concern for fellow human beings. In countries like Singapore, one hardly sees any traffic police on the roads. Nevertheless, no one would dare to break the traffic rules because they know that if they do, they would be immediately caught and punished.

For public transport system to succeed, it needs public support and cooperation. For this, the perception and attitude of the public towards the public transport system needs to be changed and can be done only by creating awareness. Modernization and innovative traffic plans should, therefore, include provision for educating the travelling public about the need for observing the rules, etiquettes and decency, be it on the roads or in the trains. The public should also be made aware of what the governments are doing to solve the transport problems in their cities. It is fashionable to blame the government and the authorities for all the ills. In order to counter such criticism and to create awareness among the public, a sustained public awareness campaign needs to be undertaken through advertisement, mass media, involvement of people in discussions in public forums, meeting with RWAs, involvement of school children and youth etc. The school curriculum could include the subject of etiquettes and manners on public travel. If a beginning can be made today, it would certainly benefit tomorrow's generation.



*All information, data and the article have been assimilated & written by Shri. P.J. Mathew. Shri. Mathew is retired Deputy Secretary in the Govt. of India and presently engaged as Coordinator for the World Bank-GEF-UNDP assisted Sustainable Urban Transport Project. He had worked as Under Secretary and Deputy Secretary in the Ministries of Urban Development and Defence respectively.*

## Project Update

### New Joiners - PMU



JINSON J KOOTTUNGAL, an Architect -Transport Planner with Masters from School of Planning and Architecture, New Delhi, has joined PMU from October 2012 as Transport Planner. His main areas of interests are Transport Interchanges and Terminal Design, Multi-Modal integration, Public Transport, Non Motorized Transport etc.

## Change of Team Leader - PMC

### Shri Rajendra Nath



Mr. Rajendra Nath acted as the Team Leader for Project Management Consultant for SUTP from April 2010 - September 2012. He led and provided guidance to the PMC team and inspired a cohesive working atmosphere. He was a mentor to his team members, and encouraged healthy discussions within the team. His commitment and guidance will always be valued. We wish him luck in his future endeavours

### Shri S. K. Vasishta

Mr. S K Vasishta has taken over as Team Leader of PMC wef 1st October 2012. He has varied and rich experience of Projects' Execution & Co-ordination during his 33 years of Railway service. Thereafter, he acted as Managing Director, RailTel for four years. RailTel was awarded MoU Excellence Shield by Hon'ble Prime Minister Dr. Manmohan Singh in December 2010.



**The progress made on various components and sub-components of Sustainable Urban Transport Project since August 2012, is as follows:**

### **Component 1A: Capacity Building of Institutions and Individuals:** **Training and Skill Development:**

#### **Consultancy for Individual capacity development through training of trainers and training professionals (PC2):**

- Draft modules prepared by Consultant
- The documents discussed in details on 28 September 2012 and agreed to follow the contractual requirements as follows:
  - Volume 1 – Instruction kit to impart training skills
  - Volume 2 - Lecture material, case studies & exercises and executive summary of reference material, abbreviations, terminology etc
  - Volume 3 – Reference material (Subject modules as at present)
- Contractual Completion Date – March 2013 and Expected to be completed on time

#### **Develop Toolkits:**

##### **Consultancy for preparation of toolkits (PC3):**

The toolkits are being prepared by the Urban Transport Centres of Excellence (COE). The toolkits under preparation are on Land Use Transport Integration and Density of Urban Growth, ITS and Traffic Management, Public Transport and Pedestrian Accessibility, Urban Travel Demand Modelling, Financing and Financial Analysis, Traffic Analysis and Performance Measurement, Environmental Analysis, Transport Demand Management, Road Safety and Safety Audits, Urban Road Capacity and LOS Analysis, Driving Code and Social Impact Analysis. Except two all other toolkits are progressing well and inception reports have been submitted. Draft reports for 7 toolkits have been submitted and for remaining are due by end of November 2012.

#### **Sub Component 4 - Dissemination activities:**

- Eight issues of GEF-SUTP Newsletter have been published and distributed to all stakeholders.
- Website ([www.sutpindia.com](http://www.sutpindia.com)) is being maintained and updated regularly.

### **Component 1B: Technical Assistance to the MoUD for improving the National, State and Local Capacity to implement National Urban Transport Policy.**

Financial proposals for following 3 consultancies are under evaluation:

- Consultancy Services for Developing Operations Documents for Urban Metropolitan Transport Authority (UMTA) and Urban Transport Fund (UTF)



- Consultancy Services to Develop Operations Documents for Traffic Management and Information Control Centre and National Public Transport Helpline
- Consultancy Services to Develop Guidance Documents for Non Motorised Transport (NMT) Plan, Bike Sharing Scheme and Transit Oriented Development

Final contract is being submitted for approval of the competent authority for

- Consultancy to develop Urban Transport Research Program in India

Proposals for following consultancy has been received are under evaluation:

- Consultancy Services for Estimation of Green House Gas Emission and Energy Consumption for SUTP demonstration cities.

Expressions of Interest (EOI) for following consultancies have been received on 24 July 2012 and are under evaluation:

- Consultancy Services for Program Evaluation Study of Deployment of Buses by Cities under JnNURM
- Consultancy Services for Preparing Guidelines & Model Contract for City Bus Private Operations

## **Component 2: Implementation of Demonstration Projects in Selected Cities.**

### **Naya Raipur**

- Detailed Project Report for the Bus Rapid Transit System (BRTS) has been submitted by NRDA.
- Under SUTP, NRDA plans to build bikeways and footpaths in Naya Raipur. The consultant for the same has shared alternative design analysis and strip plans and has been finalised.
- Consultant for 'designing the bus terminals, bus depots, bus shelters & ancillary facilities has been appointed. The bidding documents and final BOQs have been submitted by the consultant.
- Consultant for Transit Oriented Development has submitted task 3 report.
- The Delhi Integrated Multi-Modal Transit System Ltd (DIMTS) has been appointed as consultant for Consultancy for Monitoring and Evaluation.
- The proposals submitted for consultancy for Project Management Consultant (PMC) for Intelligent Transport System is under evaluation.
- RFP for Consultancy for Preparation of Regional Mobility Plan for Greater Raipur Area has been issued to all shortlisted consultants and pre bid queries have been received.

### **Pimpri-Chinchwad**

- The progress of the project "Design and Construction of Flyover and ROB at Nashik Phata on Old Mumbai Pune NH-4, including Bridge over the River Pawana" upto the end of September 2012 is about 77%
- The financial progress of the project 'Design and construction of Bridge on Pawana River, Flyover and ROB with Approaches & Ramps on Kalewadi Phata to Dehu Alandi Road' upto September 2012 end is about 17%.
- The TOR for Consultancy for Promotion and Outreach Program (POP) for BRT & Non Motorized Transport (NMT) Systems in Pimpri-Chinchwad is being amended.
- The proposals for following consultancies have been received and are being evaluated
  - Consultancy for Preparation of Parking Policy and Master Plan in Pimpri Chinchwad & Access Plan to Bus Rapid Transit System by Pedestrian and Non Motorized Modes for Pimpri Chinchwad BRT Corridors



Photograph: The Cheques for Disbursement of assistance being distributed by honourable commissioner PCMC and National Project Manager Mr. I.C. Sharma in presence Deputy Mayor, PCMC

### Indore

- The proposals for Consultancy for Developing an Accessibility Plan to the BRT Corridor & Communications and Outreach Program for Bus Rapid Transport (BRT) System have been received and are under evaluation.
- The Terms of reference for Promotions and outreach has been finalised and procurement is now under progress

### Mysore

- Benchmark study of M&E consultant for ITS project has been completed
- The proposals for Comprehensive Service and Operations Analysis (CSOA) have been received and are under evaluation.
- ITS is expected to be launched by November 2012

### Hubli-Dharwad

- Tripartite Agreement received from GOK
- Debt Sustainability certificate submitted to MoF
- EIA and EMP have been submitted.
- Procurement Plan have been submitted
- EOs have been published for the following consultancies:
  - Monitoring & Evaluation
  - Communication Outreach
  - Project Management Consultancy
- SPV staff for the post of MD and DGM has been finalised. Interviews for the rest of the staff scheduled from 31st October – 2nd November.

### World Bank Mission

The World Bank Mission visited Pimpri-Chinchwad and Naya Raipur and met with officials from Hubli-Dharwad and Indore from 21 September to 4 October 2012. The main objective of this Mission was to review overall implementation progress and effectiveness of implementation arrangements.

### Upcoming Events

- SUTP Annual Event 22 November 2012
- International Study Tour under Capacity Building Programme under study tour for ToD for Naya Raipur.
- Dissemination workshop in Naya Raipur
- Procurement workshop in New Delhi in December
- The next mission will be the Mid-Term Review for the Project and proposed from 18-28 February 2013.

For upcoming events/workshops please visit [www.sutpindia.com](http://www.sutpindia.com) & <http://www.iutindia.org>

### Contact details:

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Sustainable development is development that meets the needs of the present without compromising the ability of future generations to meet their own needs.

The Brundtland Commission, 1987