



"Restore human legs as a means of travel. Pedestrians rely on food for fuel and need no special parking facilities."

- Lewis Mumford

GEF-World Bank-UNDP supported

Sustainable Urban Transport Project (SUTP)

SUTP is an initiative of the Government of India, assisted by GEF, World Bank, and UNDP, aiming at strengthening capacity in the Government, participating states and cities in planning, financing, implementing, operating and managing Sustainable Urban Transport Systems. The project also assist states and cities in preparing and implementing "Green Transport" demonstration projects for reducing greenhouse gases in the urban environment. The Project objectives are aligned with India's National Urban Transport Policy 2006, particularly for priority to public transport non-motorised transport usage.

Reflection and Updates in the Sixth Year of Implementation

- SUTP is in its sixth year of implementation. Out of forty eight technical assistance activities in capacity building, forty one have been awarded till date, seven have been completed and six consultancies are in various stages of procurement. 3188 officials from cities & governments have been trained under SUTP in various workshops & training programs on urban transport, which is a significant input
- Each of the five demonstration cities and six demonstration projects viz. Mysore (ITS & PBS), Indore, Naya Raipur, Pimpri Chinchwad and Hubli Dharwad have made progress. In Hubli-Dharwad, Mysore and Indore, procurement of 4 contract packages are underway. Two BRTS corridors have been launched in Pimpri Chinchwad. Transit-oriented-Development recommendations have been adopted in the Naya Raipur Master Plan and notified.

Events

Non-Motorized Mobility City Specific Plans workshop in Visakhapatnam, 29th October 2015

Under the Sustainable Urban Transport Project (SUTP), India a Non-Motorised Transport (NMT) guidance document and a NMT City Specific Plan for Visakhapatnam City have been prepared. To present and acquire feedback on the report from stakeholders, a stakeholder consultation workshop was organised in the city.

Participants

The stakeholder consultation workshop was attended by various stakeholders from different organisations. The chief attendees of the workshop were the commissioners of Visakhapatnam City, the additional deputy traffic police of Visakhapatnam, superintendent engineers of different departments of municipal corporation and representatives from private firms and NGOs. The workshop involved the Visakhapatnam smart city consultants for a holistic view and approach of NMT plan towards Visakhapatnam city.



About the Workshop

The objective was to discuss the guidance document for NMT Plan and the city specific Plan for Visakhapatnam, based on the guidance document. The discussions focussed on existing mobility conditions in Visakhapatnam, the existing and preferred travel behaviour of citizens. Possibilities of how the city can be made more NMT friendly were discussed.

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Suggestion given by Participants

The city stakeholders were enthusiastic regarding the project concept and offered the following suggestions:

- Creation of NMT zones in all important the commercial and recreational area of the city
- Introducing the concept of ‘Park and Walk’ in Central Business district (CBD) areas with the support of parking infrastructure.
- Revitalising the natural drains in the city and introducing NMT along the drain.
- It was discussed that the main parameters guiding the smart city project are strongly supporting NMT approach in the cities.

THE HINDU

NATIONAL • ANDHRA PRADESH

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Draft plan to provide dedicated bicycle tracks and lanes ready

G.V. Prasada Sarma



Non-Motorized Mobility City Specific Plans workshop in Aizawl, 21st December 2015

Under the Sustainable Urban Transport Project (SUTP), India a Non-Motorised Transport (NMT) guidance document and a NMT City Specific Plan for Aizawl City have been prepared.

To present and acquire feedback of the project from stakeholders, a stakeholder consultation workshop was organised in the city.

Participants

The workshop was attended by Honourable Minister Zodintluanga, minister of UD&PA Department of Mizoram, Secretary of UD&PA department of Mizoram, Mayor of Aizawl Municipal Corporation along with the team of elected members and officials from other organizations.

About the Workshop

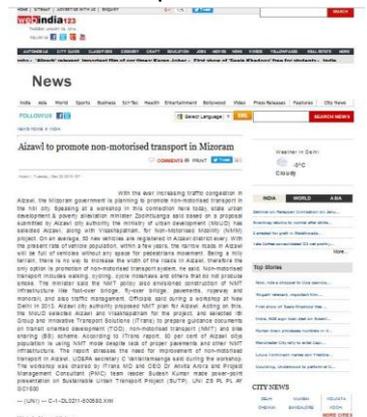
The workshop discussed about the guidance document of NMT Plan, which included specific approach for hilly terrain cities. Aizawl being a hilly city, it would face various other challenges in making it NMT friendly. Specific approach and innovative techniques to face these challenges in the city was briefly discussed in the workshop which was presented in city specific NMT Plan of Aizawl.



Suggestion given by Participants/Stakeholders

The stakeholders actively participated in the workshop by providing suggestions about how the city can transform into NMT friendly city. Suggestions are as follows:

- Since the width of hilly city streets is narrow and restricted, it was suggested that street lights to be fixed to the installations (buildings, walls, hills etc.) across the street so that more space on the street is created for NMT users
- The city showed positive response in adapting advance technology like lifts/escalators in the city to reduce motor vehicle usage and increase walking in the city.





Regional workshop for disseminating the learnings of UMTA and UTF held on 5th February, 2016 at Bhopal

Participants

Representatives from Ministry of Urban Development, Government of India, Directorate of Urban Administration & Development Department, Government of Madhya Pradesh, Town and Country Planning Department (Bhopal, M.P.), Urban Transport Directorate, Government of Uttar Pradesh, Lucknow City Transport Service Ltd., and other relevant stakeholders from Bhopal and Lucknow, and the Consultant team. The workshop was also presided over by Honourable Principal Secretary, Urban Development, Government of Madhya Pradesh, Shri Malay Srivastava, Commissioner, UADD, Shri Vivek Agrawal and Official In-charge (Transport), UADD, Smt Manju Sharma.



Brief Description

Under the Sustainable Urban Transport Project (SUTP); UMTA & UTF generic and city specific guidance documents have been prepared. A regional level workshop to discuss the structure of UMTA and UTF for 2 cities (Bhopal and Lucknow) was conducted.

The team from Deloitte gave a presentation on the background of the project, the need for UMTA and UTF, and similar initiatives taken in India and internationally. This was followed by a detailed presentation on the generic structure of UMTA, including its geographic coverage, legal provision, functions, composition of UMTA Board, organizational structure, the potential sources of UTF, prioritized utilization and funding mechanism. A comparison was drawn between the generic structures and the city specific characteristics, highlighting the unique features of the UMTAs of the 3 cities. The consultant also elaborated on the contents of the operations documents for operationalization of UMTA and UTF.



In the subsequent session, representatives from Lucknow and Bhopal presented the case for the UMTAs of their respective cities, highlighting the rationale for any deviations from the proposed generic UMTA.

Suggestions made by stakeholders and takeaways from the workshop:

On organizational structure of UMTA, it was suggested that UMTA may initially employ deputation staff, who would have the required experience to operationalize such an authority. Bhopal UMTA should be in accordance with the scope proposed for its functioning, i.e. since Bhopal UMTA has adopted several additional functions, such as the issuance of licenses, it should have sufficient capacity in terms of staff to discharge these functions. The representatives from Lucknow described the reason why there is no political representation in Lucknow UMTA. They shared that it was a political decision, so that the processes move fast, since it would be difficult for political representatives to attend all UMTA meetings and give it due importance.



The functions of UMTA were discussed in detail, and the representatives from Lucknow opined that UMTA should be responsible not just for planning, but also for implementation of transport plans. The representatives from Bhopal were of the opinion that functions such as issuance of permits, route rationalization and fare fixation should be included in the generic UMTA Bill. The consultants responded by saying that as UMTA matures, additional functions may be added to increase its scope, however, to start with, functions such as issuance of licenses are best retained by the RTO. The PMC also added that the same authority cannot advise on permit issuance, as well as issue permits. Regulatory and implementing authority must be separate.

The commissioner, Urban Development, also added that the role of the regulator and implementer must be performed by different agencies. A general consensus was thus reached on this issue, that UMTA would retain the planning and regulatory functions to start with, while the implementing functions would be carried out by the concerned agencies.

- The legal provision of UMTA was also discussed. The representatives from Bhopal also suggested that UMTA may be set up under the Town and Country Planning Act, in order to avoid further complications related to the numerous authorities already functional in the urban transport domain. The consultants reasoned out why UMTA should be set up under its own separate Act. The representatives from Lucknow shared that in Lucknow, the unified transport authority has been named as UMTC – Unified Metropolitan Transport Council, instead of Authority, since it has been established through an executive order, and not through a separate legislation.
- It was suggested that the funding for select capital expenditure should be given a higher priority in utilization of UTF funds. The rationale was that if this utilization avenue is kept last in order of priority, there will be hardly any funds left for channelizing towards capital expenditure.



Intelligent Transport System (ITS), Mysore

Intelligent Transport System (ITS) project: some experiences

Intelligent Transport System (ITS) project is implemented in Mysore City by Karnataka State Road Transport Corporation (KSRTC) to establish an intelligent system to improve quality & convenience of public transport system in Mysore city and ensure the delivery of safe, fair, reliable and environment-friendly transport system. Besides the system would promote the use of sustainable transport modes and enable commuters to make informed choices on travel modes by developing an integrated network in an effort to reduce passenger wait times. For the implementing agency i.e. KSRTC the system helps to optimize operations, fleet utilization and vehicle availability with accurate information.



Benefits of ITS from the perspective of commuters include- Real Time Information on bus arrival and departure, Next stop bus announcement and display within the bus, Reduced waiting time at bus shelters, Comfortable Trip planning, Value added SMS and IVRS Services and Exclusive Commuter Portal – mitra.ksrtc.in/ with salient features. Benefits of ITS from the perspective of management include-Real time Tracking of Buses, Dynamic scheduling of Buses, Schedule rationalization and Overtime reduction, Decision enabling MIS Reports, Driving behaviour analysis and Tool to defend Motor Vehicle Claim Cases. Benefits to the society at large include-the ITS system promotes Public Transport usage, immediate access to accident/incident information, brings down traffic congestion and promotes safety of commuters & pedestrians.



The article provides narrations from a commuter who turned to be a regular user of city bus services in Mysore post ITS implementation and also of an officer of KSRTC utilizing the ITS data for incident management.

Some stories to share

1. Dr Humera Aiman shifted to Public transport because SMS Services instilled confidence.

“I finished my MBBS course from JSS Medical college. During my college days, I used to walk to college as I stayed nearby in Bannimantap Layout. As I completed the studies, I had to complete my internship from JSS hospital near Ramanuja Road which is quite far from my residence. So my parents wanted to buy a scooter for me but I always had the fear of driving in traffic. So I started using Auto or my brother used to drop and pick up if he is free. But in a week’s time I realized that it’s not safe to take auto in evenings. So I was just wondering what to do because as I am an intern and I didn’t have fixed hours of duty.

One day I was just standing near the Bannimantap bus stop. I saw a Display board with some information displayed in LED’s. With curiosity I approached the Bus shelter and I saw a message like -”Welcome to



Mysore ITS; for Bus information dial 1800-425-5220 toll free number". I dialled the number and spoke to the customer care executive and enquired about bus service to JSS hospital from Bannimantap Layout. Then I got the information that there is good frequency of buses between these two locations; at the same time the operator informed me about the SMS enquiry through which we can get Expected Time of Arrival of buses (ETA) information. Initially I thought this system may not work but to check I made a query like "Mitra 1574" and sent to number 9870011012. I got a reply that I have a bus at 9:34 hrs; then to check I waited for few minutes and the bus came exactly and it impressed me a lot that Mysore has such a good bus service. I started using the bus for my regular visit to hospital. It has been so convenient that now I am fully dependent on bus service specially with options like Volvo, it makes travel so easy and safe in public transport. It is economical also, as before I used to spend around Rs.180 for daily commuting and now I hardly spend Rs.30 for my travel. Recently when I was waiting for a bus I saw few officials from KSRTC were checking the display board. I shared my experience and officials were happy to take my feedback and asked me to share my experience so that they will highlight this to their management and hence I am writing this experience story. I also suggest KSRTC that people should be made aware of using the information through publicity campaigns as KSRTC is providing good public transport services and has commissioned a very commuter friendly ITS system."

2. **Mr. Maqsood Ahmed, Officer-ITS, MCTD, KSRTC shares the experiences of bus depot manager**

"In December 2012, I was working as Depot Manager in Kuvempu Nagar Depot of Mysore City. Traffic police approached me to give details of bus, which has hit and run a pedestrian near Hardwick school at 20:15 hrs approximately. The injured was an elderly person who was not able to identify the vehicle registration number.

As the location of accident was one of the key location and lot of vehicles pass through that, it was a difficult task to identify the exact vehicle. First I took the details of buses departed from bus stand between 19:45 to 20:00 hrs passing through that route and collected registration number of 18 vehicles. Then questioned the crew who operated those buses on that day. All showed ignorance to the incident and not ready to accept that incident has happened. Then it was a critical situation where identification of offender looked like impossible. I discussed with the concerned Police inspector about this and he told that if the offender was not able to traced, arrange to send all the crew to Police Commissioner's office for interrogation. It was difficult to do so as sending 18 drivers and 18 conductors in a day to police station will hamper the operations and create inconvenience to the commuters.



So I was just thinking how to identify the offender. Suddenly I got an idea as just a month back (that is during November 2012) ITS system was launched in Mysore. During the launch, in a presentation the solution provider had explained that the system is capable of communicating with GPS and GPRS at interval of every 10 seconds on latitude and longitude (Location) and speed of the vehicle. So I thought why shouldn't we use this system to identify the offender. Then checked in detail in replay and Back end data and noticed that one vehicle bearing registration number KA-09-F 4572 slowed down at the alleged location of accident and then the driver sped away with higher speed and even skipped the next bus stop. So with suspicion, I called the crew and showed them the details and asked there for the explanation for irregular behaviour. The driver accepted that his vehicle was involved in accident, so in panic he drove with higher speed. Finally I sent the crew and the bus for further procedure to police station. With this incident it changed the way we used to analyse the accidents. With the consistent data, it is easy now to analyse any incident/accident for identifying the cause of accident. Continuing with this, we shared this experience with Traffic police department and now they approach us for root cause analysis in all the accidents involving KSRTC buses. Also, false cases levelled against KSRTC buses have also been defended using ITS data resulting in great savings to the Corporation's exchequer."

The stories prove that the ITS system deployed has achieved the multi-fold objectives of:

- Shift to Public Transport
- ITS Usage of bus timings disseminated through ITS promotes reliability of bus services
- as a tool for incident management
- ITS promotes safety
- ITS is effective in decision making from the operator's perspective

“If the city decides to buy cars, buy cars, buy cars and buy more cars... a day will come when nothing will move. Should planners allow that to happen?”
Delhi High Court on BRT Case (2012)

CASE STUDY: Success Story, BRTS Indore

Indore, is the largest city in state of Madhya Pradesh, and in the past decade (2001 – 2011), population increased at an annualized rate of 3.4% while vehicle more than doubled from 5.5 lakhs to 11.8 lakhs, at an annual growth rate of 8%. Before 2006 public transport mode available in the city was diesel fuelled tempos which were neither comfortable nor safe for the public. In 2006 Atal Indore City Transport Services Ltd (AICTSL) was set up, with an objective of regulating and monitoring formal public transport services in Indore. Subsequently, employing a first-of-its-kind innovative public private partnership (PPP) model, AICTSL started city bus services with negligible investment from the government. This model of city bus operations rapidly gained popularity across the country, and came to be popularly known as the ‘Indore model of bus operations’.



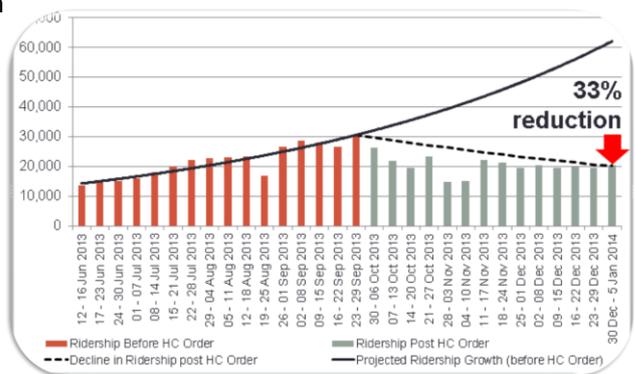
As a pilot project for the BRT master plan, 11.5 KM long corridor was chosen for implementation and was completed in March 2013.



Challenges Met

Construction challenges: major issue faced was to get required land. As the project started taking shape citizens opinion started changing. It is very remarkable that for this public transport, Indore citizens gave more than Rs.250 Crores worth land. **Attitudinal change:** The perception of the citizens changed with the starting of the dry run when buses started moving on the corridor. Training sessions, group trials and media slowly started liking the project and hence changed their attitude.

Hon’ble High Court’s order: Hon’ble high court, on 3rd October 2013, had allowed other vehicles to use BRTS lane as an interim measure with some safety instructions. This caused a 33% decline in the ridership as travel time increased by 20 % and safety concerns frequently affected operations by the other vehicles in the BRTS lane. Finally, with the dedication and commitment and focus on discipline and reliable operations, ridership has been increasing and has reached 50,000 now.



As there were conflicts in traffic as signals were not designed for mixed traffic, traffic jams resulted and an increase in accident rate. A committee was set up by Hon’ble high court to examine the system

- The committee understood the project concept and after examining the operations prepared a report and recommended the court that the project is good for the city and also necessary to achieve the sustainable public transport in Indore. They favoured exclusivity of the BRTS system and recommended BRTS as the future of the city.





- This led to a favourable decision from the Hon'ble high court. From March 2015, i-bus BRT lane has been dedicated for BRT and emergency services like ambulance and fire brigade.

Status as of now

- Daily 37 buses operate on the corridor, from 06:45 AM to 10:45 PM.
- Average daily ridership is 47,000.
- System has already exceeded ridership estimates, achieving 86% of the 1st year target ridership (of 35,000 passengers a day) in just 3 months.
- System is already providing an average of 30% travel time saving, resulting in approximately 2,250 man hours saved every day
- Average wait time dropped below 3 minutes from 20 minutes for the city-buses in Indore.

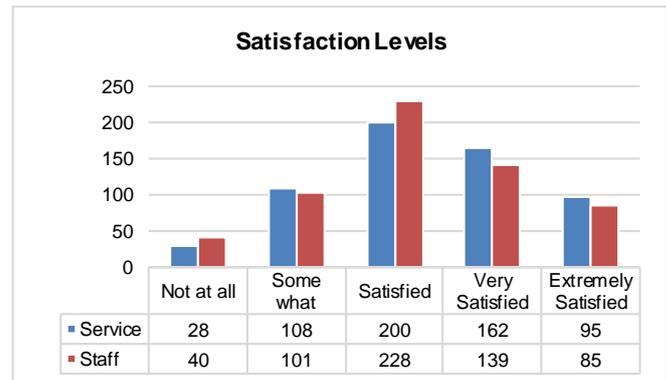


With the success of the pilot corridor, the city administration is now looking to expand the BRT corridor to other busy corridors of the city. To this effect, the Municipal Corporation has already sanctioned works for a new BRT corridor, known as the 'Riverside Corridor', which will be integrated with a comprehensive riverfront development scheme.

No of passengers using i-bus.

By now more than 3 Crore passengers have used and appreciated the service and the number is increasing day by day. The passengers come from various segments of the society. There is an increase in the female riders and the student ridership. Impact of iBus

- Safety: CCTV cameras, fire extinguishers and deployment of wardens, perception of security and safety improved. Accident rate is less by 45% on iBus corridor.
- Modal Shift: observed as 24%
- Economic growth: led to urbanization along the existing and proposed corridor.
- Reduction in carbon emission: 5.5 ton/ day
- Reduction in Air and noise pollution: With a modal shift of more than 25 % led to decrease air and noise pollution.
- Pedestrian rights: pedestrian crossing and footpath on the corridor has provided universal access to the system and enhanced safety.



Future – A way ahead

Route Extension already in progress river side corridor is also planned and shall be linked with the current BRT route.

ITMS system: AICTSL is working on the GEF- SUTP ITS project along with the World Bank, Govt. of India & State Govt. of Madhya Pradesh. In this project automatic fare gates shall be installed all over the BRT stations and the passengers can use the cashless entry. Optical fiber network is also a part of this project which shall enable the smart networking.

Increase of bus fleet: With the increase of feeder routes the no. of buses shall be increased and this will reach to more than 70 buses

Integration with the ongoing city bus service: AICTSL is committed to give integrated multi-modal public transport in Indore city. iBus is the first step towards this and to move ahead a smart card based fare

integration system is also planned which shall be implemented within some time. This shall definitely help Indore city to move and shift towards the public transportation and ensure the sustainable public transportation in the city.

Development of TMCC (Traffic Management Control Center): For better controlling and more safety a traffic management control center has been planned which shall monitor the day to day BRTS operations and enhance the reliability of the system.

Development of supportive services: AICTSL is working towards the other services as well such as tele-rickshaw., metro taxi, and intercity bus services. This will give a link to the bus service and enhance the public transportation.

AICTSL plans to increase the city buses in Indore to realize a modal shift of about 50 % and this can be achieved through a sustainable & safe mode of public transport system.

AICTSL has started its own tele-rickshaw service to make sure that the citizens can get the structured form of transportation. Also two pre-paid counters have been set up for the passengers.

AICTSL has kept in view about the women safety and here in tele-rickshaw this has been adopted through a push button emergency system. This button when pressed gives a message to the server and the location of the auto could be tracked. By this an emergency team can reach take care of the incidence.

All information, data and the article have been assimilated & written by Rahul Shrouti, G. Manager Technical (Technical & Operations) & Project Manager SUTP-GEF ITS project at Atal Indore City Transport Services Limited. He is an Automobile Engineer and working since 4 years on the project and handling all operations and technical procurement. More over he is involved in the branding and outreach activities of the company and also represented AICTSL in different events. The core area of working is the BRTS operations and designing & Planning activities for AICTSL. All of the above makes him a transport planner cum ITS engineer for AICTSL.

Progress on components and sub-components of SUTP February 2016:

Component 1A : Capacity Building of Institutions and Individuals: Subcomponent 1 - Strengthening Institute of Urban Transport (India)

Knowledge Management Centre (KMC)

SAP License Agreement between GoI and SAP India was signed on 7th September 2015. Successful On Line Portal Hosting and Data Storage - Expected by 22nd March 2016. Online portal setup & cloud hosting- Software has been procured and key / dongle to be received by SAP by 25th Feb, 2016. Data Collection for all the 46 cities completed and verification for uploading also completed. Database development & testing with data, from 2 pilot cities Online portal setup & cloud hosting is in process.

Training and Skill Development

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

Training of Trainers and Training of City Officials

As part of Training of city officials, out 1000 officials to be trained a total of 982 officials have been trained.

As part of training of city officials, IUT has organised 22 training programmes at Shimla, Chennai, Bangalore, Hyderabad, Bhubaneswar, Pune, Kolkata, Guwahati, Ranchi, Chandigarh, Lucknow, Delhi, Ahmedabad, Jaipur, Thiruvananthapuram, Bhopal, Patna, Raipur, Delhi and Nanital.

Developing Toolkits

Consultancy for preparation of toolkits (PC3):

15 toolkits have been prepared by various centres of excellence. All the finalized toolkits have been uploaded on IUT website.

Dissemination activities (PC 4):

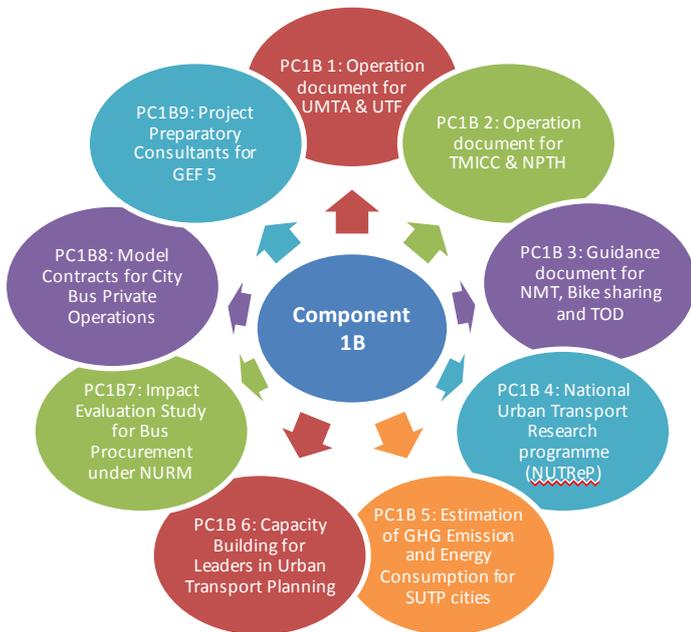
- Fifteen issues of GEF-SUTP Newsletter have been distributed to various stakeholders.
- Website (www.sutpindia.com) is updated regularly. The website has scored 32401 hits.



- Workshop on NMT City specific report for Visakhapatnam & Aizawl prepared under 1B3- NMT, Bike Sharing and TOD, was held successfully on 29th October, 2015 and 21st December 2015 respectively.
- Regional workshop to discuss generic UMTA & UTF generic operations document was conducted on 5th Feb 16 at Bhopal.
- Two videos screened at the UMI Conference cum Expo 2015:
 - Urban Challenges in Indian Cities
 - CoP 21

Component 1B: Technical Assistance to the MoUD for capacity enhancement at National, State and Local level for to implementation of National Urban Transport Policy

Component 2: Implementation of Demonstration



- UMTA manual & bill being finalised.
- Operations documents for TMICC & NUTH finalized. List of empanelled consultants for TMICC and NUTH available at – www.moud.gov.in
- Guidance document for NMT, TOD and PBS being revised. City specific workshops being conducted
- Operations Manual for National Urban Transport Research Program has been approved by MoUD on 20th January 2016.
- Estimation of emission reduction for five SUTP cities being done periodically.
- Leaders program for officials working in urban transport is being planned on 16-18 March 2016 at Port Blair.
- Data analysis for 31 cities of JNNURM bus funding being done
- Guidance document and Draft city specific being prepared for preparation of model contracts for city

Projects in Selected Cities

Naya Raipur-BRTS

The two major works package on Bus Rapid Transit (BRT) and Non-Motorised Transport (NMT) infrastructure are ongoing. The contract for Intelligent Transport System (ITS) has been awarded. BRT lite expected to be launched by June 2016.

Pimpri-Chinchwad-BRTS

The flyover on Corridor 3 i.e. interchange section at Nashik-Phata is substantially complete and opened to traffic. The pace of the Contractor for Empire Estate interchange is to be picking up but will take time to complete. BRT station contract packages are ongoing on both corridors. Corridor 2 & 3 launched on 5th September 2015 and 28 November, 2015 respectively and corridor 4 is expected to be launched end of 2016.



Indore-ITS

Procurement ongoing for all 4 Technical assistance activities. ITS bid published in January 2016.

Mysore-ITS

KSRTC issued operational acceptance with effect from 1 October 2015.

Hubli-Dharwad BRTS

Work on Depot, Terminal, NMT and BRT station and key consultancy services ongoing. The package for ITMS published.

Upcoming Events

- UMTA, UTF, TOD, NMT, PBS, workshops to be conducted on 3rd March and 4th March 2016
- Leaders Program in Urban Transport Planning and Management (LUTP) at Dubai 5-11 March, 2016
- City bus private operations workshops in March, 2016.
- For upcoming events/workshops please visit www.sutpindia.com & <http://www.iutindia.org>.

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Rainbow BRTS, Pimpri Chinchwad



On Bus ITS, iBus BRTS, Indore



PIS Display Board at Bus Stop, Mysore



Rainbow BRTS, Pimpri Chinchwad