

Urban Transport

Sector Wise Slip Template

Under AMRUT Mission, Urban Transport components which are admissible are; Side-walks, Foot-over bridges, Non-motorized transport (NMT), Buses, BRTS, Multi-level parking, Waterways Ferry vessels Ferries and Waterways. (AMRUT Guidelines; para 3).

1. Service Level Gaps Assessment

1. Service Level Status

Assess the existing transportation situation and service levels gaps for indicators urban to achieve service level benchmarks. (AMRUT Guidelines Table.1.4 & Table 2.5). Service Level gaps will be analyzed as per indicators prescribed in Service Level Benchmarks (SLBs) for urban transport of MoUD, GoI. Please provide information in 200 words responding to the following questions;

Question: What are baseline information available for improvement city transportation? Whether City has prepared City Mobility Plan? If yes then, Does CMP includes NMT, Ferries, waterways?

Answer: yes Base line information is available from R.T.O. Data the population of city 171351 census 2011,city have not prepared city mobility plan.

There are four Levels of Services (LOS) which will be calculated considering various indicators as LOS1, LOS2, LOS3 and LOS4 correspond to adequacy and quality of city's available transportation services. The summary of the service level gap and performance should be presented as per illustrative Table

Table: Service level Benchmark

S.No.	Indicators	Levels of service as per SLB, MoUD	Present Service level
1.	Service Coverage of urban transport in the city		20%
2.	Availability of urban transport per 1000 population		22

Question: Have level of services (LOS) been calculated based on the indicators prescribed in the SLB for urban transport by Ministry of Urban Development? As per MoUD SLB for urban transport, there are four Levels of Services (LOS) which will be calculated considering various indicators as LOS1, LOS2, LOS3 and LOS4 correspond to adequacy and quality of city's available transportation services.

Answer: Not available

Question: While assessing the above indicators, also analyze following aspects as an outcome of the broad components of urban transport under AMRUT;

a) Non-Motorised Transport Facilities

1. % of network covered
2. Encroachment on NMT roads by vehicle parking (%)
3. NMT parking facilities at interchanges (%)

Answer: yes 1- Non Motorised Transport Facilities -939 riksha 2-covered network - 5% 3-NMT parking facilities at interchanges (10%)

b) Parking: Availability of parking spaces

Answer: yes ULB have 4 small parking spaces .

Question: What are the challenges and opportunities associated with current performance level?

Answer: challenges and opportunities 1-shortage of space in U.L.B. level. 2-Asymmetric transport are not conducted in city the shortage of parking, footpath, no traffic signal

Question: Have specific issues for the city been identified and addressed including issues with the existing traffic, NMT, parking / transport environment?

Answer: lack of parking is specific issues for the city.

Sidewalks, Foot-over bridges and NMT

Question: Do you think city roads are safe for pedestrians? If no then, which section of roads needs immediate attention?

Answer: No city roads are not safe for pedestrians, the immediate attention are 1-construction of foot path 2-surface level parking 3-multilevel parking 4-mechanical parking . 5-To improvement of signage, bus stop and riksha stand required

Question: What type of Non-Motorised Vehicle (NMV) infrastructure available in the city?

1. Lanes reserved for NMV

2. Footpath allocated for both pedestrian and NMV

3. Area allocated to NMV parking

Answer: No

Question: Has budget provision for NMT included in the transportation projects in the city?

Answer: No

Buses and BRTS

Question: Have city initiated feasibility of BRTS?

Answer: No

Question: What kind of public transport is available in the city? Please mention Number of public transport vehicles operating in the city.

Answer: yes available public transport is 1- Auto riksha- 2860 2-riksha -939

Question: What is the total length of public transport corridor in the city limits?

Answer: 31Km

Multi-level parking

Question: Whether city has designated parking spaces? If yes, provide list of

Answer: No

Question: What is the total available on street paid parking spaces on Arterial, sub arterial roads

Answer: No

Question: Whether parking supply inventory is available for the city including;

Types of on-road and off road parking

Parking restrictions (time of day, duration, private etc)

Answer: No

Question: Whether parking facilities available for bicycles, auto rickshaw, goods delivery.

Answer: No

Question: Is private sector involved in parking?

Answer: No

Question: Whether adopted parking bans/restrictions on major roads .

Answer: No

Waterways and Ferry vessels

If city has waterways system then provide following questions;

Question: Whether city has inland waterways system?

Answer: No

Question: Who is managing and operating the ferry system? if any

Answer: NO

Question: Provide number of ferry vessels

Answer: No

Institutional Set Up

Describe the institutional framework including role and responsibilities in terms; administration and Policy making, planning, Vehicle Registration, public transportation operators including Private operators and overall traffic management.

Role and Responsibilities of all the agencies shall be provided in the illustrative table No. 2

Table: Role and responsibility of agencies involved in management of City transport

SL No. Agencies Responsibilities

Please provide information in 200 words responding to the following questions;

Question: Who is responsible for management of urban transport in the city?

Answer: No

Question: Is there enough provisions for enforcement of traffic rules for pedestrian safety on roads?

Answer: No

Question: How are you planning for execution of transport related projects for AMRUT, whether, present role and responsibilities lying with these organizations is capable to implement projects under AMRUT?

Answer: 1. Surface/ multilevel parking engaging private pastern (PPP mode) 2. For NMT system, parking facilities will be developed. 3. Nagar Nigam will run public transport after identified Roads and stages/ stands. 4. Construction of New foot path.

1.2 Status of On-going Projects

Critically examine the existing and ongoing projects for improvement of urban transport as to be filled in illustrative Table No.3

Table: Status of Ongoing Projects

Project/Sector	Approved Cost (Rs. lakhs)	Status of projects (till May 13)	Expenditure (Rs. Lakhs)	Scheme
----------------	---------------------------	----------------------------------	-------------------------	--------

Please provide information in 200 words responding to the following questions;

Question: Which are the initiatives taken for implementation of NMT facilities in the city? Please list out initiatives undertaken in different ongoing programs and projects to address these gaps.

Answer: No

Question: Whether convergence with other ongoing Central and State and Local Government Programs/Schemes can be done at this stage.

Answer: No

Question: Whether ongoing scheme and projects has been critically reviewed? Please explain what is the extent of convergence to bridge the gaps?

Answer: No

2. Bridging the Gap

Demand Gap Assessment

Despite the fact, non-motorized modes and public transit account for a significant proportion of travel activity of a city. The city needs to pursue different strategies and programs for bridging the gap on transportation facilities where the city is and where it wishes to go in future.

Please provide information in 200 words responding to the following questions

Question: What steps can be taken to bridge these gaps? Please explain in 200 words,

Answer: 1. For inter city transport for 25 Buses to be introduced for 8 major routs 2. For intra city service 10 mini buses 3. Bus stops/stands- 25 required 4. NMT- riksha stand 4 new required 5. Tempo stand/parking-5 required (mangal paraw, sports stadium, Kathgodam, mukhani. 6. Parking spaces- 1. Surface level parking spaces-35, 2.multi level parking- 8 3. mechanical parking- 6 7. traffic signal -8 points 8. path for bycle 1- thandi sadak 2 Km, 02: colltex kathgodam 4 km, 03. Colltex to saurabh hotel- 2.5 km 9. construction of foot path 10km 10-digital singes / on line software

Whether present level gaps as identified through SLB indicators will be achievable by 2021 as compare with the present level of gap and demand?. (Table)

Table: Bridging the gap- Demand Assessment

SL No.	Benchmark	Levels of service as per SLB, MoUD	Present Service level	Current Gap	Demand / Target by 2021
1.	Service Coverage of urban transport in the city				
2.	Availability of urban transport per 1000 population				
	Other indicators				

SL No.	Benchmark	Levels of service as per SLB, MoUD	Present Service level	Current Gap	Demand / Target by 2021
3.	Percentage of City Covered by footpaths wider than 1.2m				
	Non Motorised Transport Facilities including;				
	a) % of network covered,				
4.	b) Encroachment on NMT roads by vehicle parking (%),				
	c) NMT parking facilities at interchanges (%)				
5.	Availability of On-street paid public parking spaces (%)				
6.	Water ways and Ferries				

3. Objectives

The objective will lead to explore and examine viable alternatives options available to address these gaps. These will include out of box approaches. (AMRUT Guidelines: para 6.4 & 6.8 & 6.9).

Please provide information in 200 words responding to the following questions;

Question: How will you define your overall goal to improve city transport?

Answer: • To regularize canalize and stream line city transport system by introducing new buses, new parking lots ,creation of foot path, creation of path stands for NMT, surveillance, GPS system by 2021

Question: What possible strategies envisaged to achieve various LoS to improve the transportation components under AMRUT?

Answer: To creat new parking lots, new buses and NMT facilities

Question: How well does goals and objective for developing efficient urban transportation facilities can articulate the use of NMT options and parking facilities to improve the quality of life of local citizens?

Answer: How well does goals and objective for developing efficient urban transportation facilities can articulate the use of NMT options and parking facilities to improve the quality of life of local citizens?

Question: How identified each objective can evolve considering bridging the gap with present level of services as to achieve SLB indicators.

Answer: 35 new buses will improve transport for city, 10 km foot path will provide safty for citizen nmt bycle path and rikshaw stand will provide safe pathtocitizen cps will improve tnearmabion system

Question: How objectives can be framed ensuring sustainable mobility solutions and creating city-wide NMT facilities for pedestrians and cyclists.

Answer: NMT facilities will be achieved by improving the existing pedestrian tracks 10 km and providing new 20 km, and providing new cycle track 10 Km, zebra crossing at all chauraha, pedestrian signals, providing new track for school children's are proposed.

Question: How objectives for improvement of NMT facilities integrate with other modes of transport.

Answer: Providing NMT other traffic will become faster, congestion free safer, reduce jams, time saving, fuel saving reduce accidents.

4. Alternate Activities to Meet Objectives

Evolve overall objective is to ensure that mobility solutions for the city that are sustainable and create city-wide NMT facilities for pedestrians and cyclists and integrate them with other modes of transport. Suggest possible strategies and options to achieve each objective with estimate cost of alternate solutions as per table 1 & Table 2

Table 1: Possible Strategies to meet objectives

Sr. No.	Objectives	Possible Activities	Financing Source
01	increasing parking facilities	Construction of mechanical parking lots(3cr)	AMRUT
02	parking facilities at interchanges	Construction of multilevel parking (38.70 cr)	AMRUT
03	ncreasing parking facilities	Construction of surface level parking (2.5 cr)	AMRUT
04	improvement of NMT facility	Construction of footpath (0.50 cr)	AMRUT
05	improvement of NMT facility	New riksha stand (0.40cr)	AMRUT
06	Improvement of traffic information system	Installation traffic signal (0.90cr)	AMRUT
07	improvement of NMT facility	construction of bicycle track (1.27cr)	AMRUT
08	Improvement of traffic information system	provision of signage (0.20cr)	AMRUT
09	Improvement of public transport	purchasing of buses (6.00cr)	AMRUT
10	Improvement of traffic information system	provision of information system kiosks(0.16cr)	AMRUT
11	Improvement of pedestrian facilities	identification of hawker Zone (0.50)	AMRUT

Table 2: Estimated Cost for various possible activities

Sr. No.	Projects	Unit Quantity	Total Cost (in Crore)
1	Purchasing of busses	No 35	6.00

Sr. No.	Projects	Unit Quantity	Total Cost (in Crore)
2	Contracts of foot path	Nos. 10 km	.50
3	Cycle track	Km 8.5 km	1.27
4	New riksha stand	Km 4	.40
5	Installaption traffic single	Km 9	.90
6	provision of signages	No 250	.20
7	Construction of multilevel and mechanical parking lots	No 9	0.90
8	Surface level parking lots	No 15	3.00
9	Provision of information system kiosks	No 35	2.50
10	Identification of hawkker zone	No 8	0.16

While addressing alternate solution to achieve these objects, please provide information in 500 words responding to the following questions:

Question: How realistic and feasible urban transport strategies are to be evolved to address key challenges, priorities as an outcome of the citizen consultation

Answer: key challenges, priorities are lack of parking facilities so first of all to improve public transport system we have to create parking lots.

Question: What alternative innovative solution can be adopted for improving the service delivery by creating:

a: Citizen friendly provision of barrier free pedestrian facilities including, footpaths, road marking and signages,

Answer: a. To safety for pedestrian separate footpath required

b: pathways

Answer: b. To safety for pedestrian separate footpath required

c: Parking

Answer: c. To create parking lots

d: traffic management using ITS

Answer: Management of traffic is to controlled by traffic police efficiently.

Question: What strategic intervention is required in the implementation of above projects

Answer: ULB is empowered and having expert staff to execute the work.

Question: Whether alternative modes of transport such as cycling can be provided in major roads

Answer: It can be done but it will create traffic congestion, slowing the traffic, increase accidents etc.

Question: Whether non-Motorised Transport (NMT) facilities corridor suggested with dedicated NMV, Cycle track and Signalized Intersection count.

Answer: No, No provision has been suggestion to intermingle NMV and NMT

Question: How innovative solutions for alternative modes of transport including NMT such as cycling, pedestrian and public transportation system will address the overall transportation issue of the city?

Answer: Yes, separate ion of slow and faster traffic reduce the problems of traffic eg.traffic congestion, slow traffic accident, population, traffic jam, wastage to time, excessive fuel consumption etc.

Question: What will be the source of funding for identified project?

Answer: Amrut

Question: Whether convergence with other scheme has been made. Please explain each identified projects and their source of funding such as AMRUT, 14th FC and also converge with other schemes.

Answer: NO, there in no converence of this project with any other scheme.

5. Citizen Engagement

Each alternative will be discussed with citizens and activities to be taken up will be prioritized to meet the service level gaps. The section will summarize the Citizens priorities for adoption of alternate solution of urban mobility, drawing on SLIP preparation.

Please provide information in 200 words responding to the following questions:

Question: Have all stakeholders including residents (RWAs), Transporters, RTOs, Traffic Police attended the citizen consultation?

Answer: yes

Question: Has alternate proposed crowd sourced?

Answer: yes

Question: What is feedback on the suggested alternatives and innovations?

Answer: meeting chaired by mayor along with parshad and different society member decided that first of all parking facilities should be provided.

Question: Has alternative taken up for discussions are prioritized on the basis of consultations?

Answer: During the meeting all the members were in the opinion that first of all parking facilities must be provided and after this NMT facilities must be provided.

Question: What methodology adopted for prioritizing the alternatives?

Answer: As the land area available for parking is small hence to alternative to go for multilevel parking and mechanical parking.

Question: How citizen has been exposed best practices and smart solutions in order to generate citizen-driven solutions for urban mobility?

Answer: By conducting awareness program regarding traffic in school, college, public places and motivating them.

Question: Please examine whether identified solutions are addressing citizens requirement

Answer: The provision taken in the report has been made in consultation with public members and examined by the officials of ULB.

Question: Whether ULB have adequate resources to implement prioritized alternate solutions?

Answer: AMRUT is the only resources.

Question: How innovative alternate options of NMT facilities examined and shared with citizens?

Answer: NO

6. Prioritization of projects

Based on the citizen engagement, ULB will prioritize these activities and their scaling up based on the available resources to meet the respective objective. (AMRUT Guidelines; para 6.6, 6.7 & 7.2). Please provide information in 200 words responding to the following questions:

Question: Are innovative solution prioritized based on the available resources and demand of citizens?

Answer: Yes, during the meeting I priority of the works were finalized as 1. Parking solution, 2. Information kiosk and kiosks, 3. Channelizing the movement of traffic, 4. Safety provision .

Question: Has source of funding considered while prioritizing the project?

Answer: No, after funding the works will be carried out as per priority.

Question: Whether project has been prioritized considering last mile connectivity?

Answer: Yes,

Table 1: Possible Strategies to meet objectives

Priority No.	Project	Cost (Rs Cr)	Financing Source
01	Construction of mechanical parking lots	3.00	AMRUT
02	Construction of multilevel parking	38.70	AMRUT
03	Construction of surface level parking	2.50	AMRUT
04	Construction of footpath	0.50	AMRUT
05	New riksha stand	0.40	AMRUT
06	Installation traffic signal	0.90	AMRUT
07	construction of bicycle track	1.27	AMRUT
08	provision of signage	0.20	AMRUT
09	purchasing of buses	6.00	AMRUT
10	provision of information system kiosks	0.16	AMRUT
11	identification of hawker Zon	0.50	AMRUT

7. Out of Box Solution Used

Please provide information in 200 words responding to the following questions:

Question: What are the out of box thinking on alternative and new innovative solutions for the following;

a: Citizen friendly provision of barrier free pedestrian facilities including, footpaths, road marking and signages,

Answer: a. Citizen friendly provision of barrier free pedestrian facilities including, footpaths, road marking and signage will be provided

b: pathways

Answer: b. pathways,

c: parking

Answer: c. parking

d: traffic management using ITS

Answer: d. traffic management using ITS

Question: Whether solution provided to improve the safety of vulnerable groups such as old age/handicapped/children

Answer: Provision of construction of ramps has been taken in the foot path, parking lots for old aged person and handicapped.

8. Conditionalities Fulfilled and Resilience Built-in

First and foremost condition is to identify the availability of land for projects such as parking, widening of roads for pedestrian, cycle tracks and hawkers zone. Further, agencies need to be brought on board for any new initiatives as part of convergence process and necessary approval and permissions.

Please provide information in 200 words responding to the following questions:

Question: Whether described the conditionalities of each project in terms of availability of land parking, widening of roads for pedestrian, cycle tracks and hawkers zone?

Answer: Sufficient un encroached land is available for multi level parking, mechanical parking, sufficient land is available for surface parking, no provision of road widening is taken. Land is available for cycle track and pedestrian track is available. Road side hawker zone will be identified.

Question: How these projects will be funded? Are projects being implemented through own sources or borrowing then which is the commitment in this regard.

Answer: AMRUT

Question: Has environmental obligation such as clearances and NOC required? Please suggest action and initiatives need to be taken in this regards

Answer: No. N.O.C id required from environment authorities. because land is of govt department

9. Financial Plan

Prepare Financial Plan for the complete life cycle of the prioritized development. The financial plan will include percentage share of different stakeholders (Centre, State, ULBs and) including financial convergence with various ongoing projects. Describe briefly the institutional arrangement), leveraging potential partnerships, convergence with other Government Schemes, monitoring and evaluation and also provide year-wise milestones and outcomes.

Question: How the proposed finance plan is structured for transforming and creating infrastructure projects? Explain in 200 words how these institutional arrangements are leveraging partnership and converge with government scheme and provide list of individual projects which is being financed by various stakeholders.

Answer: Finance is to be done by AMRUT

Question: Has financial plan prepared for identified projects based on financial convergence and consultation with funding partners?

Answer: No. there is no funding partner

Question: What are the different sources of funding being tapped for this project.(75 words)

Answer: NO

Question: Is the proposed financial structure is sustainable? If so then whether project has been categorized based on financial considerations (100 words)

Answer: Financial structure will be prepared after funding/ administrative sanction

Question: Have the financial assumptions been listed out? Please provide the list. (100 words)

Answer: NO

10. Finalization of Master Service Level Improvement Plan

Question:Discuss Draft Master Service Level Improvement Plan with citizen. Based on the final citizen consultations, prepare final Master Service Level Improvement Plan. Annual Plan will be prepared as an application for monitoring the improvement in achieving the service level indicators as targeted in the Service level improvement plan. (AMRUT Guideline; Table 2.1, 2.2, 2.3., 2.4 and 2.5) and Annual Plan (AMRUT Guidelines; Annexure-2, 3, 4, 5& 6)

Answer: detail master plan will be submitted after survey

Details in financial plan shall be provided as per Table 8.1, 8.2, 8.3, 8.4 and 8.5. These tables are based on AMRUT guidelines tables 2.1, 2.2, 2.3.1, 2.3.2, and 2.5.

Table 8.2 Details of prioritized projects proposed under AMRUT during financial year

(As per Table 2.2 of AMRUT guidelines)

(Amount in Rs. Cr)

Sr. No.	Project Name	Physical Components	Change in Service Levels		Estimated Cost
			Indicator	Existing (As-Is) / After (To-be)	
Total	<input type="text"/>				

Table 8.3 Annual Fund Sharing Pattern for Sewerage Projects

(As per Table 2.3.1 of AMRUT guidelines)

(Amount in Rs. Cr)

Sr. No.	name of Project	Total Project Cost	Share				
			GOI	State	ULB	Others Total	
01	Construction of mechanical parking lots	3.00	1.50	1.50	0	0	3.00

Table 8.4 Annual Fund Sharing Break-up for Sewerage Projects

(As per Table 2.3.2 of AMRUT guidelines)

Sr. No.	Project	GOI			State			ULB			Convergence	others	Total
		14th FC	Others	Total	14th FC	Others	Total						
Total		<input type="text"/>											

Table 8.5 Year wise Plan for Service Levels Improvements

