

एम रामाचन्द्रन
M. RAMACHANDRAN
सचिव
Secretary



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हृदयी विकास मंत्रालय
भारत सरकार
निर्मण भवन, नई दिल्ली-110011
MINISTRY OF URBAN DEVELOPMENT
GOVERNMENT OF INDIA
NIRMAN BHAVAN, NEW DELHI-110011
Tel. : 23062377, Fax : 23061459
E-mail : secyurban@nic.in

D.O. No. 1084-D/S(UD)/07
Dated: 20th March, 2007

Dear Chief Secretary,

You may recall that this Ministry had sent to all the States the National Urban Transport Policy in the month of May, 2006. This policy statement calls for incorporating urban transportation as an important parameter at the urban planning stage itself rather than being a consequential requirement. Among others, the policy emphasizes the need for encouraging integrated land use, bringing about a more equitable allocation of road space, stabilizing institutional mechanism for enhanced coordination, raising finances through innovative mechanisms, associating the private sector etc.

In this context the Government of Karnataka has now taken a much desired initiative by creating a separate Directorate of Urban Land Transport and a separate Bangalore Metropolitan Land Transport Authority. This is indeed a noteworthy initiative and such a step should facilitate focusing on the multifaceted issues of transportation in the urban areas. I am enclosing a copy of the proceedings of the Government of Karnataka in this regard for your perusal.

I am addressing this letter to you with the following important points in view:-

1. Quite often in the States the scheme of things is such that the Department of Urban Development deals with urban related issues minus urban transportation and the transport related issues are generally handled by a separate department of transport. There is a pressing need for bringing about coordination between these two departments as far as urban transportation issues are concerned.
2. In some states the Housing Department also plays a role since they are involved in general urban planning and oversee the Development authorities. Thus, here is an additional player with whom coordination in the matter of urban transport is a must.
3. Specially for metropolitan areas there is a need to have a single coordination authority which would look into various issues of city transportation including traffic management by police, bus related issues handled by the transport corporations, road matters addressed by the Public Works Department etc. The urban local body also has certain mandated tasks. There is need for effective coordination and a decision making mechanism at the metro city

levels to address the various issues of urban transportation which could be extended to all Capital cities also.

In this context I would greatly appreciate if you could:

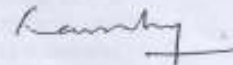
- i. Undertake a review of the existing scheme of things
- ii. Decide on mechanisms, may be on the lines of the Karnataka initiative and begin by setting up a standing arrangement at your level to regularly coordinate and guide issues related to urban transport.

I will be chairing a meeting of Secretaries of Urban Development in the middle of April, 2007 to be organized in Kochi. I shall be grateful if the Secretaries attending the meeting could report on the action taken on these lines.

With regards,

Encl: as above

Yours sincerely,



(M.Ramachandran)

To,
Chief Secretary / Administrator
All State Govt / UTS

o/c

Issued
22/2/07

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PROCEEDINGS OF THE GOVERNMENT OF KARNATAKA

Sub: Formation of a Directorate Urban Land Transport under the Department of Urban Development and Bangalore Metropolitan Land Transport Authority -reg.

Read: 1. G.O.No. UDD 12 CAR 2006, DL24.11.2005 reg creation of Urban Transport Cell.
2. G.O.No. UDD 134 BMR 2006 (I), dt:8.3.2007.

PREAMBLE

In the Government Order read at (2), State Government have accorded sanction for the creation of State Directorate of Urban Land Transport (DULT) under the Urban Development Department with the intended objective of ensuring integration of transport planning and development of transport infrastructure in urban areas.

Bangalore has been growing at a rate of 3.25% per year, in the last decade. There has been a phenomenal growth in the population of vehicles, especially two and four wheelers in this period. The number of vehicles registered has crossed 20 lakhs and is growing at a rate of 17% per annum. The issues relating to traffic and transportation in a large and growing city like Bangalore need to be viewed in the larger perspective of urban planning and development. Matters relating to land use planning and development control, public-private transportation policy and industrial location would have to be integrated. With Metro Rail on the anvil there is the need to coordinate inter modal transport issues. The draft Master Plan -2015 for Bangalore metropolitan area also being finalized. Meanwhile the City Development Plan (CDP) has been drawn under the JNNURM which envisages investment across various sectors including urban transport. It is, therefore, important to have an institutional mechanism which enables taking a holistic view of the various issues involved in the management of transportation in the Bangalore Metropolitan Region.

The Karnataka Urban Infrastructure Development Finance Corporation an undertaking of UDD has initiated a comprehensive traffic and transportation study (CTTS) for Bangalore city and its peripheral areas. The report is expected shortly. This is the latest in a number of transport studies that have been undertaken earlier for Bangalore, by other agencies.

The National Urban Transport Policy has recommended setting up of Unified Urban Transport Authorities (UMTA's) in million plus cities. In the policy document it is observed as follows :

" The current structure of governance for the transport sector is not equipped to deal with the problems of urban transport. These structures were put in place well before the problems of urban transport began to surface in India and hence do not provide for the right co-ordination mechanisms to deal with urban transport. The central government will, therefore, recommend the setting up of Unified Metropolitan transport Authorities (UMTA's) in all million cities, to facilitate more co-ordinated planning and implementation of urban transport programmes & projects integrated management of urban transport systems, such Metropolitan Transport Authorities would need statutory backing in order to be meaningful.

The Central Government would also encourage the setting up of professional bodies that have the capacity to make scientific assessment of demand on various routes and contract services that can be properly monitored. Towards this end, it would encourage the setting up of umbrella bodies that regulate the overall performance of the public transport systems and ensure that the city has a comprehensive public transport system. Such bodies would, inter-alia, design networks and routes, assess demand, contract services, monitor performance manage common facilities like bus stations and terminals, etc. They would have representation from all the major operators and stake holders."

Bearing in mind the National Urban Transport Policy and the recommendations in the Draft Report of the Working Group for Urban Transport System for the 11th Plan, the State Government considered it necessary to create an Unified Metropolitan Transport Authority (UMTA) for the Bangalore Metropolitan Region (BMR) which will function as an umbrella organization to coordinate planning and implementation of urban transport programmes and projects and provide an integrated management structure. All land transport systems (excluding Railways) in the BMR may be brought under the purview of the Bangalore Metropolitan Land Transport Authority (BMLTA). The BMLTA will be created initially under an executive order and later with statutory backing.

Hence the following Order:

**GOVERNMENT ORDER NO. UDD 134 BMR 2006(2), BANGALORE,
DATED:09.3.2007**

Under the circumstances explained above, Government is pleased to sanction creation of Bangalore Metropolitan Land Transport Authority (BMLTA) for Bangalore Metropolitan Region (BMR). This shall be taken up as a part of the Greater Bangalore reorganization exercise so as to make it operational by 2007-08. Initially as an interim arrangement, the Government is pleased to set up this as a Committee of the BMRDA with the Chief Secretary as Chairman with the following composition:

1. Chief Secretary to Government	Chairman
2. Principal Secretary, Finance Department	Member
3. Principal Secretary, UDD	Member
4. Principal Secretary, Transport Department	Member
5. Principal Secretary, Forest Ecology & Environment Department	Member
6. Principal Secretary, Public Works Department	Member
7. Commissioner, Urban Land Transport (DULT)	Member
8. Commissioner, BMP	Member
9. Commissioner, BDA	Member
10. Managing Director, BMTC	Member
11. VC & Managing Director, KSRTC	Member
12. Commissioner, BMRC	Member
13. Commissioner of Police	Member
14. Managing Director, KUIDFC	Member
15. Representatives from Railways, AAI etc	
16. Any other experts connected with the Urban Transport found necessary	
17. Commissioner, BMRDA	Member Secretary

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The Functions of BMLTA/ committee shall be as follows

- (1) To coordinate all land transport matters in the BMR.
- (2) To prepare detailed Master Plan for Transport Infrastructure based on the Comprehensive Traffic and Transport Study for Bangalore.
- (3) To oversee implementation of all transportation projects.
- (4) To appraise and recommend transportation and infrastructure projects for bilateral / bilateral Central assistance.
- (5) To function as empowered Committee for all Urban Transportation Projects.
- (6) To initiate action for a regulatory frame work for all land transport systems in BMR.
- (7) To initiate steps, where feasible for common ticketing system.
- (8) Take any other decision for the integrated urban transport and land use planning and implementation of the projects.
- (9) Any other functions entrusted from time to time.

BMLTA/ committee will function as an umbrella organization to coordinate planning and implementation of urban transport programmes and projects and provide an integrated management structure. All land transport systems (excluding Railways) in the Bangalore Metropolitan Region shall be brought under the purview of BMLTA./Committee.

Budgetary provision for BMLTA will be provided through BMRDA. Later the BMLTA will be supported with statutory backing by suitable amendment to the BMRDA Act.

This order issues with the approval of Cabinet vide No.C-44/2007 dated: 9.2.2007.

By Order and in the name of the
Governor of Karnataka,


(M.S. PREMA CHANDRA)
Under Secretary to Government,
Urban Development Department.

To:
The Compiler, Karnataka Gazette, Bangalore.

Copy To:

1. The Accountant General, Karnataka I, II, III, Bangalore.
2. The Chief Secretary, Government of Karnataka, Bangalore.
3. The Secretary to Govt., of India, Ministry of Urban Development, Govt., of India, Nirman Bhavan, New Delhi.
4. The Principal Secretary to Government, Urban Development Department, Bangalore.
5. Principal Secretary to Government, Forest, Ecology & Environment Department, Bangalore.
6. The Principal Secretary to Govt., Transport Department, Bangalore.

7. Principal Secretary to Government, PWD Department, Bangalore.
8. Principal Secretary to Government, Infrastructure Development Department, Bangalore
9. The Managing Director, KSRTC, Bangalore.
10. The Commissioner, Bruhat Bangalore Mahanagara Palake, Bangalore
11. The Commissioner, BDA, Bangalore.
12. The Managing Director, BMRCL, Bangalore.
13. The Commissioner of Police, Bangalore City, Bangalore.
14. The Commissioner, DULT, Bangalore.
15. The Metropolitan Commissioner, BMRDA, Bangalore.
16. The Special Commissioner, Bruhat Bangalore Mahanagara Palike, Bangalore
17. The Chairman, BWSSB, Bangalore.
18. The Managing Director, BMTCL, Bangalore
19. The Managing Director, Karnataka Urban Infrastructure Development & Finance Corporation, Bangalore
20. The Secretary to Government (Expenditure), Finance Department, Bangalore.
21. The Deputy Secretary to Government (Cabinet), Vidhana Soudha, Bangalore (w.r.t. C/44/2007 dt 9.02.2007)
22. PS. to Principal Secretary to Government, Urban Development Department, Bangalore
23. P.S. to Secretary to Government, Urban Development Department, Bangalore.
24. The Joint Director (Planning), Urban Development Department, Bangalore
25. The Under secretary to Govt., Finance Department (Exp-9), Bangalore.
26. The State Huzur Treasury, Bangalore.
27. The District Treasury Officer, Bangalore.
28. Spare Copies/Guard File.

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PROCEEDINGS OF THE GOVERNMENT OF KARNATAKA

Sub: Formation of a Directorate Urban Land Transport under the
Department of Urban Development and Bangalore
Metropolitan Land Transport Authority -reg.

Read: G.O.No. UDD 12 CAR 2006, dt 24.11.2005 reg creation of
Urban Transport Cell.

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PREAMBLE:

The urban population of the State of Karnataka is 17.9 million (per 2001 census) and is expected to reach 35.1 million in 2025. The share of urban population to the total population of the State is 34% compared to 28% at the national level. The vehicular population which stood at 3.69 million in 2001 has increased to 5.45 million in 2005 of which over two million vehicles are registered in Bangalore.

The urban areas, which are emerging as powerful engines of growth, are solely in need of transport systems that facilitate easy flow of goods & services and human mobility to support specified categories and levels of economic activities. Developments of such efficient systems can attract investments, trigger increased level of economic activity and more importantly, create much needed jobs for the younger generation.

Owing to the fact that the average travelling distance from the place of residence to the place of livelihood / work place has increased considerably, the National Urban Transport Policy (NUTP) has underscored that States and local governments need to develop urban transport planning to ensure safe, affordable quick, comfortable, reliable and sustainable transport access to the city residents and particularly the urban poor in reaching out to jobs, education, recreation and other essential needs.

Further, transport planning is intrinsically linked to land use planning and both need to be developed in a manner that serves the entire population and yet minimizes and simplifies travel needs. Also it is envisaged under NUTP that "an integrated master plan needs to internalize the features of sustainable transport systems. In developing such plans, attention should be paid to channel the future growth of a city around a pre planned transport net work rather than developing a transport system after uncontrolled sprawl has taken place. Transport Plans should, therefore, enable the city to take an urban form that best suits the geographical constraints of its location and also one that best supports the key social and economic activities of its residents."

The National Working Group on Urban Transport for the 11th Plan has recommended that the institutional and regulatory arrangements need a total restructuring if cities in India are to secure good transport systems. To this end they have recommended that State Governments should designate a nodal Department for urban transport. This Department would have to work closely with other departments and agencies in order to develop proper strategic plans and implementation of transport systems.

In Karnataka the State Transport Department has under its administrative control the State Transport Corporation (primarily running inter-city bus services) including the BMTC. The Department also carries out the regulatory functions of approving fare structures for bus systems. The MVA Act is also administered by the Transport Department.

On the other hand the infrastructure for urban transport systems in terms of development of roads, fly overs etc in cities and Local Planning Areas is developed by ULBs & parastatals under the Urban Development Department under different schemes. The urban planning functions mandated under the KTCP Act is overseen by the Urban Development Department. More recently, the Mass Rapid Transit System being developed for Bangalore City (Bangalore Metro) is being administered by the UDD. The UDD has also created a special cell for urban transport which is currently housed in BMRDA. The functions of this cell are however not confined to the Bangalore region but need to extend to all the urban areas of the State. The UDD has also through the KUIDFC initiated a comprehensive traffic and transportation (CTTS) study for Bangalore city and its peripheral areas. This is the latest in a number of transport studies that have been undertaken earlier for Bangalore, by other agencies.

Towards improving the urban mobility the NUTP emphasizes that the plans should include the following:

- a. All cities must prepare a master plan for non-motorised transport and must develop and implement plans for adequate and safe pedestrian and bicycle facilities on all arterial roads.
- b. Street vendors and hawkers are essential service providers for non-motorised modes and they are also essential for maintaining low street crime rates. Therefore, all cities should formulate a realistic hawker policy on roads.
- c. All cities should prepare a plan for traffic calming to reduce emissions and road accidents rates.
- d. All million plus cities should prepare plans to introduce/upgrade existing bus services as also introduce BRT systems on selected arterials during the 11th plan period.
- e. All cities should upgrade taxi and three wheeler fleets and use ITS for the same.

Bearing in mind the National Urban Transport Policy and the recommendations in the Draft Report of the Working Group for Urban Transport System for the 11th Plan, the state government has felt that there is a strong case for reorganization of the administration structure dealing with the Urban Land Transport in the State by Creation of a State Directorate of Urban Land Transport (DULT) under the administrative control of the Urban Development Department.

Hence the following order:

**GOVERNMENT ORDER NO. UDD 134 BMR 2006(I), BANGALORE,
DATED:8.3.2007**

Under the circumstances explained above, Government is pleased to sanction

- (i) Creation of a State Directorate of Urban Land Transport (DULT) as per the staffing pattern and the organisational structure detailed below:

Sl.No	Name of the Post & Pay Scale	No. of Posts	Remarks
1	Commissioner – Urban Land Transport [encadred to the IAS - in the Super time Scale]	1	To be filled by deputation of IAS officer in Super Time scale.
2	Special Officer – Urban Planning* [in the rank of Deputy Director of Town Planning] 9580-260-10880-320-13440-380-14200	1	*Post originally approved as Special Officer - MRTS in G.O.No UDD / 12 / CAR / 2005 dated 24-11-2005, while creating the MRTS / Urban Transport Cell in BMRDA. To be filled by deputation from the Town Planning Dept
3	Administrative Officer [Municipal Commissioner – Grade. I] 7400- 13120	1	On deputation from the Municipal Administration Dept
4	Traffic & Transportation Planners [General]	2	To be appointed on Contract basis on suitable terms & conditions
5	Engineer – Civil & Mechanical infrastructure [of the rank of Executive Engineer, PWD]	1	To be appointed on Contract basis on suitable terms & conditions or on deputation from PWD
6	Traffic Engineer* [in the rank of Junior Engineer in the scale 4575-125-5700-150-7200-200-8400]	2	To be appointed on Contract basis on suitable terms & conditions. *Post originally approved in G.O.No UDD / 12 / CAR / 2005 dated 24-11-2005.
7	Stenographers* 3850-100-4450-125-5700-150-7050	2	Services to be out sourced
8	First Division Assistants	2	Services to be out sourced
9	Typists* 3000-75—3450-100-4450-125-5450	2	Services to be out sourced
10	Second Division Assistants* 3000-75—3450-100-4450-125-5450	2	Services to be out sourced
11	Tracer* 3300-75-3450-100-4450-125-5700-150-6300	1	Services to be out sourced
12	Driver* 3000-75—3450-100-4450-125-5450	2	Services to be out sourced
13	Group –D * 2500-50-2700-75-3450-100-3850	3	Services to be out sourced

* Note :- Posts originally approved in G.O.No UDD / 12 / CAR / 2005 dated 24-11-2005, all other posts are new posts.

The posts shall be filled up by drawing officers / officials from different departments, or on contract basis or on outsourcing basis as indicated against each of the post mentioned above.

The requisite furniture, fittings & office equipments, computers & data management systems, motor vehicles, zerox machines, etc., may be purchased by the department as per the existing Government Rules

The expenditure on the recurring administrative expenditure including pay & allowances, Office expenditure, traveling expenditure, DA etc., and non recurring expenditure on procurement of furniture & office equipments as also cost on developmental studies shall be met out of plan scheme for which specific Head of Account will be provided by Finance Department. Necessary budgetary provision has been proposed in the budget for 2007-08.

The functions of the State Directorate of Urban Land Transport are broadly defined as follows:

- (i) Periodic assessment of travel demand in a given urban area through CTTS studies and other scientific methods.
- (ii) Determination of the level of public transport required in different corridors and the type of transport systems required, based on a comprehensive appraisal of public transport technologies. Factors such as the urban form of a given city, terrain, availability of water ways, level of demand, direction and extent of sprawl, projections of future growth, population density etc. are major determinates of technology to be chosen.
- (iii) Assessment & recommendation of the new investments needed for creation of infrastructure (i.e. pedestrian pavements, roads, decongestion means, improvement of intersection development of transport corridors, creation of parking spaces / infrastructure for para transit and other vehicles) over a specified time horizon.
- (iv) Apart from State owned service providers, devising a system of procurement of public transport services from private operators on suitable terms and ensuring compliance during the operational period
- (v) Setting policy guidelines for development of total network in urban areas / new layout from the traffic and transportation point of view.
- (vi) Actively liaising with the municipal bodies / UDAs in designing and developing integrated policies and plans for city level transportation as also their financing.
- (vii) Government shall periodically review & add any above functions from time to time depending on needs.

The Directorate of Urban Land Transport (DULT) shall initially cover the jurisdiction of seven Municipal Corporations in the State viz; Bangalore, Mysore, Mangalore, Hubli-Dharwar, Belgaum, Gulburga and Bellary. The integrated transport plans for these cities may extended to the local planning areas (LPAs) also. It will be gradually extended in stages to all towns / cities and urban settlements with a population of over one lakh. Guidelines for the preparation of Integrated Transport and Land use Plan is given in the Annexure enclosed to this Government Order.

This order issues with the approval of Cabinet vide No.C-44/2007 dated 9.2.2007.

By Order and in the name of the
Governor of Karnataka.



(M.S. PREMA CHANDRA)
Under Secretary to Government,
Urban Development Department.

To:
The Compiler, Karnataka Gazette, Bangalore

Copy To:

1. The Accountant General, Karnataka I, II, III, Bangalore.
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5. The Principal Secretary to Govt., Transport Department, Bangalore.
6. Principal Secretary to Government, PWD Department, Bangalore.
7. Principal Secretary to Government, Infrastructure Development Department, Bangalore.
8. The Managing Director, KSRTC, Bangalore.
9. The Commissioner, Bruhat Bangalore Mahanagara Palake, Bangalore.
10. The Managing Director, BMRCL, Bangalore.
11. The Deputy Commissioner's, of the Districts of Mysore / Mangalore / Belgaum / Hubli-Dharwad / Bellary / Gulbarga / Davanagere.
12. The Commissioner of City Corporations Mysore / Mangalore / Belgaum / Hubli-Dharwad / Bellary / Gulbarga / Davanagere.
13. The Metropolitan Commissioner, BMRDA, Bangalore.
14. The Managing Director, Karnataka Urban Infrastructure Development & Finance Corporation, Bangalore.
15. The Secretary to Government (Expenditure), Finance Department, Bangalore.
16. The Deputy Secretary to Government (Cabinet), Vidhana Soudha, Bangalore (w.r.t c/44/2007 dated 9-2-2007)
17. P.S. to Principal Secretary to Government, Urban Development Department, Bangalore.
18. P.S. to Secretary to Government, Urban Development Department, Bangalore.
19. The Joint Director (Planning), Urban Development Department, Bangalore.
20. The Under secretary to Govt., Finance Department (Exp-9), Bangalore.
21. The State Huzur Treasury, Bangalore.
22. The District Treasury Officer, Bangalore.
23. Spare Copies/Guard File.

There is a need to create Special Purpose Vehicles (SPVs) in the model of BMTC for the remaining Corporations of the State. The newly created State Urban Transport Directorate shall initiate action on this. Stakeholders of this will be the State Government, the urban local body, the UDA, etc.

The newly created Directorate of Urban Land Transport (DULT) shall take up comprehensive traffic and transportation studies [CTTS] for the six Municipal Corporations (excluding Bangalore). These studies would help assess the urban transport needs over a medium term perspective (say 25 years), identify technological and cost options, intensity of local urban economic activity and paying capacity of the average population and in short help arrive at an optimal urban transport solution. CTTS studies are pre-requisite for building of proposals for raising finances from Govt. of India, Banks, Financial Institutions, Multilateral Agencies for implementation of projects. The Central Government is providing financial support for preparation of such studies and DPRs to the extent of 40% of the cost. DULT shall access this assistance from GOI.

On completion of the CTTS, the existing master plans for the LPAs of these cities will be updated./ revised to incorporate the necessary land use changes so that the transport and land use plan are totally integrated. A city level investment plan for creation of transport infrastructure together with sources of financing will also have to be created so as to enable posing of the projects for financing under different schemes including multilateral/bilateral assistance as also on PPP basis.

Other functions of the State Directorate of Urban Land Transport would include (i) road network planning in the urban areas, (ii) setting of technical standards for construction of the maintenance of urban roads, (iii) planning execution of infrastructure for pedestrians/cyclists, (iv) comprehensive drainage network to ensure road quality, (v) parking infrastructure etc. All of them will be part of the Integrated Transport Plan at the city level and would be developed in close coordination with the local bodies who will eventually need to adopt the plan.

An important aspect with respect to the adopted functions of the State Directorate for Urban Land Transport is capacity building. It is necessary to develop a manpower base for good and sustainable urban transport planning and execution by creating a pool of skilled manpower. There is a need to:

1. Strengthen academic programme in the State in urban transport.
2. Create systems for accreditation of specialists in urban transport.
3. Ensure mechanism for continuous training at all levels.

A multi disciplinary team of experts will be constituted as an advisory board for the State Directorate of Urban Land Transport to provide inputs for:

1. Capacity building.
2. Academic and educational programmes.
3. Preparation of standards/manuals / codes.
4. Development for Intelligent Transport System (ITS)
5. Other technical issues related to urban transport.

Guidelines for preparation of integrated urban transport and land use plan

It is envisaged that financing of transport projects in the 11th Plan will include among others sources such as JN-NURM and UIDSSMT (in cases of cities not included under JN NURM) as also Viability Gap Funding (VGF) scheme for projects to be taken as Public Private Partnerships, it is important that cities should prepare an overall transportation and mobility plan. Essentially this should be an **integrated transport and land use plan** and should indicate the projected mobility needs as also the manner in which such mobility needs are proposed to be met. Before industrial projects are considered the overall transport plan should be appraised and approved. The DULT will focus on the preparation of such integrated transport and land use master plans.

Actions envisaged under such integrated transport plans are illustrated below:

Land-use interventions:

- ❶ Encourage "Transit Oriented Development" with high density areas at or close to public transport station.
- ❷ Allow land use changes from time to time, (including for public/government uses) to enable efficiency in urban structure through market forces.
- ❸ Discourage sprawl through introduction of vacant land tax and levy of "Transport Impact Fee" on developments in the periphery.

Transport Sector Interventions:

- ❶ Promote NMV by creating facilities for safe use of such modes and its integration with public transport systems.
- ❷ Promote public transit systems that are more cost effective and able to meet the demand levels more optimally.

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- ❶ Encourage investments in premium bus systems (AC, Express, etc.) that persuade personal motor vehicle users to also shift to public transport.
 - ❷ Develop ring roads and city bypass roads as well as Rail Line Bypass
 - ❸ Develop freight transport terminals outside city limits
 - ❹ Shift inter-city bus terminals from the city center to the peripheries, with linkages to an intra-city bus service.

Institutional/Regulatory Interventions:

- ❶ Modify the enabling legislations
- ❷ Establish fare policies and a fare regulator
- ❸ Implement fiscal measures that encourage use of public transport.

The integrated transport and land use plans should also appraise the mix of modes and technologies for public transport.

Important features / interventions of good integrated urban transport plans would include:-


- (i) Land use interventions,
- (ii) Identification of appropriate transport systems and solutions,
- (iii) Regulatory interventions in the form of fare policies,
- (iv) Fiscal & Administrative measures to encourage public transport and discourage private transport.
- (v) Urban transport systems are best run on stand alone viability basis. In extreme situations / circumstances only, limited subsidy from local municipal bodies considered.
- (vi) The fundamental principle could be that while Central / State & Municipal institutions may fund supplement and augment the transport infrastructure by way of capital costs, users / commuters shall fully pay for rolling stock and operating costs.
- (vii) Common ticketing and revenue sharing across operators,
- (viii) Advanced traffic management and traveler information systems,
- (ix) Electronic ticketing / toll collection,
- (x) Transportation safety.

Resource Mobilisation

The Draft Working Group Report on Urban Transport (including MRTS) for Eleventh Five Year Plan 2007-2012 suggests the following modes of resource mobilization, in addition to traditional subvention from Central / State budget:

- (i) Commercial exploitation of land and air rights over the land used for urban transport infrastructure
- (ii) Use of private capital wherever it is feasible and viable
- (iii) Use of betterment levies on properties benefited value appreciation on account of investments in urban transport infrastructure
- (iv) JNNURM funds to be tapped for urban infrastructure development in eligible cities
- (v) Seek assistance under GOI's Viability Gap Funding Scheme for PPP projects
- (vi) Tap potential resources of Central / State Governments, Municipal bodies, financial institutions and private sector investors

For all the above reasons and more, Urban transport should indeed be considered as a municipal function / civic service, since it is so repetitive and compulsive for the urban residents. In Latin American countries like Brazil, Colombia urban transport is already being treated as an essential municipal function with strong support from the local municipal Government by way of creation of (i) urban transport infrastructure, (ii) integration traffic and transport machinery, (iii) Urban transport financing (iv) Tariff fixation and regulation etc.


(M.S. PREMA CHANDRA)
Under Secretary to Government,
Urban Development Department.