

SECTOR WISE SLIP TEMPLATE: URBAN TRANSPORT

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

1.1 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, Gol. Please provide information in 200 words responding to the following questions;

- 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?
- What is the existing service level in the city for urban transport? The service level gap and performance should be presented as per illustrative Table 1.

Table 1: Service level Benchmark

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

- 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.

- 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
 - % of network covered
 - Encroachment on NMT roads by vehicle parking (%)
 - NMT parking facilities at interchanges (%)
 - b) Parking: Availability of parking spaces

- What are the challenges and opportunities associated with current performance level?
- Have specific issues for the city been identified and addressed including issues with the existing traffic, NMT, parking / transport environment?

- Sidewalks, Foot-over bridges and NMT
 - Do you think city roads are safe for pedestrians? If no then, which section of roads needs immediate attention?
 - What type of Non-Motortised Vehicle (NMV) infrastructure available in the city?
 - Lanes reserved for NMV
 - Footpath allocated for both pedestrian and NMV
 - Area allocated to NMV parking
 - Has budget provision for NMT included in the transportation projects in the city?

- Buses and BRTS
 - Have city initiated feasibility of BRTS?
 - What kind of public transport is available in the city? Please mentioned Number of public transport vehicles operating in the city.
 - What is the total length of public transport corridor in the city limits?

- Multi-level parking
 - Whether city has designated parking spaces? If yes, provide list of
 - What is the total available on street paid parking spaces on Arterial, sub arterial roads
 - 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)
 - Whether parking facilities available for bicycles, auto rickshaw, goods delivery.
 - Is private sector involved in parking?
 - Whether adopted parking bans/restrictions on major roads

- Waterways and Ferry vessels

If city has waterways system then provide following questions;

- Whether city has inland waterways system?
- Who is managing and operating the ferry system? if any
- Provide number of ferry vessels

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 2: 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;

- Who is responsible for management of urban transport in the city?
- Is there enough provisions for enforcement of traffic rules for pedestrian safety on roads?
- 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?

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 3: 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;

- 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.
- Whether convergence with other ongoing Central and State and Local Government Programs/Schemes can be done at this stage.
- Whether ongoing scheme and projects has been critically reviewed? Please explain what is the extent of convergence to bridge the gaps?

2. BRIDGING THE GAP

2.1 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;

- What steps can be taken to bridge these gaps? Please explain in 200 words,
- 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 No.4)

Table 4 : Bridging the gap- Demand Assessment

Sl. No	Bench mark	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				
3	Percentage of City Covered by footpaths wider than 1.2m				
4	Non Motorised Transport Facilities including; a) % of network covered, 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;

- How will you define your overall goal to improve city transport?
- What possible strategies envisaged to achieve various LoS to improve the transportation components under AMRUT?
- 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?

- How identified each objective can evolve considering bridging the gap with present level of services as to achieve SLB indicators.
- How objectives can be framed ensuring sustainable mobility solutions and creating city-wide NMT facilities for pedestrians and cyclists.
- How objectives for improvement of NMT facilities integrate with other modes of transport.

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 5 & Table 6

Table 5: Possible Strategies to meet objectives

Sl.No	Objectives	Possible Activities	Financing Source

Table 6: Estimated Cost for various possible activities

No	Projects	Unit	Quantity	Total Cost (in Crore)

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

- How realistic and feasible urban transport strategies are to be evolved to address key challenges, priorities as an outcome of the citizen consultation
- 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,
 - b. pathways,

- c. parking
- d. traffic management using ITS
- What strategic intervention is required in the implementation of above projects
- Whether alternative modes of transport such as cycling can be provided in major roads
- Whether non-Motorised Transport (NMT) facilities corridor suggested with dedicated NMV, Cycle track and Signalized Intersection count.
- 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?
- What will be the source of funding for identified project?
- 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.

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;

- Have all stakeholders including residents (RWAs), Transporters, RTOs, Traffic Police attended the citizen consultation?
- Has alternate proposed crowd sourced?
- What is feedback on the suggested alternatives and innovations?
- Has alternative taken up for discussions are prioritized on the basis of consultations?
- What methodology adopted for prioritizing the alternatives?
- How citizen has been exposed best practices and smart solutions in order to generate citizen-driven solutions for urban mobility?
- Please examine whether identified solutions are addressing citizens requirement
- Whether ULB have adequate resources to implement prioritized alternate solutions?
- How innovative alternate options of NMT facilities examined and shared with citizens?

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;

- Are innovative solution prioritized based on the available resources and demand of citizens?
- Has source of funding considered while prioritizing the project?
- Whether project has been prioritized considering last mile connectivity

Table 7 Prioritization of Projects

Priority No.	Project	Cost (Rs Cr)	Financing Source

7. OUT OF BOX SOLUTION USED

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

- 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,
 - b. pathways,
 - c. Multi-level parking
 - d. traffic management using ITS
- Whether solution provided to improve the safety of vulnerable groups such as old age/handicapped/children

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;

- Whether described the conditionalities of each project in terms of availability of land parking, widening of roads for pedestrian, cycle tracks and hawkers zone?
- How these projects will be funded? Are projects being implemented through own sources or borrowing then which is the commitment in this regard.
- Has environmental obligation such as clearances and NOC required? Please suggest action and initiatives need to be taken in this regards.

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.

- 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.
- Has financial plan prepared for identified projects based on financial convergence and consultation with funding partners? .(75 words)
- What are the different sources of funding being tapped for this project.(75 words)
- What sources of funding are envisaged for financing of different projects?
- What is the financial planning for sustaining the urban transport projects? Whether financial plan is based on economic aspects of various project? (100 words)
- Have the financial assumptions been listed out? Please provide the list. (100 words)

10. FINALIZATION OF MASTER SERVICE LEVEL IMPROVEMENT PLAN

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)