

Revised Guidelines for "Scheme for Urban Transport Planning" for providing Central Financial assistance for Comprehensive Traffic and Transportation Planning, Integrated Land Use and Transport Planning, complete mobility planning and preparation of Detailed Project Reports, Clean Development Mechanism etc. in all cities in India in line with National Urban Transport Policy (NUTP) -2006.

1. Introduction

1.1 Realizing the rapidly growing problems of Urban Transport, Government of India has approved the National Urban Transport Policy (NUTP) in April, 2006. The Policy seeks to provide safe, affordable, quick, comfortable, reliable and sustainable access for the growing number of city residents to jobs, education, recreation and such other needs within our cities with focus on moving people and not vehicles. This can be achieved by incorporating Urban Transportation as an important parameter at the urban planning stage, rather than the consequential requirement as is the case today.

1.2 This will require taking up of comprehensive traffic and transportation studies, preparation of complete mobility plans, integration of land use and transport planning in all the cities so that travel distances are minimized and access to livelihood, education, and other social needs, especially for the marginal segments of the urban population is improved. These studies should then lead to preparation of Detailed Project Reports after comprehensive and thorough evaluation of all alternative technologies. Unless and until proper emphasis is laid on incorporating urban transportation as an important parameter at the level of planning stage, it might lead to chaotic conditions in the city in view of the present trend for increased use of personal vehicles and rapid urbanization. With rising concern of global warming, it shall be essential to focus on Clean Development Mechanism (CDM) and avail of carbon credits wherever possible. Certain pilot studies in some cities may also be required to be taken up by Government of India as envisaged in NUTP, 2006.

1.3 No Urban Transport Policy can succeed without fullest cooperation from all the citizens. NUTP, therefore, envisages launching of awareness campaign to educate people of ill effects of growing transport problems in urban areas especially on their health and wellbeing. These campaigns would seek their support for initiatives like greater use of public transport

and non-motorized vehicles, the proper maintenance of their vehicles, safer driving practices, etc. Such campaigns would also encourage individuals, families and communities to adopt "Green Travel Habits" that would make travel less polluting and damaging. As outlined in the National Urban Policy-2006, the Central Government would not only take up major awareness campaign in this regard but also seek the support of the State Governments in its implementation. As such, this activity will also be undertaken through this scheme.

2. Objectives

The objectives of the schemes are:

Promotion of :

- Comprehensive Traffic and Transportation Studies;
- Integrated land use and transport planning in all the cities;
- Public transportation, Non-Motorized Transport and inter modal integration;
- Intelligent transport systems, Traffic Information Centers etc.; and
- Research in urban transport.

(Research in urban transport shall be defined by the Guidelines under 'Urban Transport Planning Scheme' for Research and Advisory Proposals.)

Preparation of:

- Complete mobility plan; and
- Detailed Project Reports etc.
- Launching awareness campaign in line with National Urban Transport Policy, 2006;
- Clean Development Mechanism (CDM) measures; and

Pilot studies in some cities by Government of India as envisaged in NUTP, 2006.

3. Duration of the Scheme

The scheme is extended till March 2020 and will be reviewed before the end of year 2020 for further extension if required.

4. Coverage

The scheme is meant for all the cities in India and as such it is not location specific.

5. Admissible Components

The components for assistance under the scheme will include all kinds of Traffic and transportation studies, Detailed Project Reports (DPRs), studies & DPRs for application of Intelligent transport systems and setting up of Traffic Information Centers, research in urban transport, CDM studies/measures, Parking management etc., taking up pilot studies by Govt of India in some cities and launching awareness campaign in line with NUTP, 2006 etc.

i. The list of studies eligible under the scheme are stated below:

(i) Transport Planning

- Comprehensive Mobility Plan
- Integrated Mobility Plan
- Regional Transport Plan
- Accessibility Planning and Area Improvement Plans
- Transport Demand Management Plan
- Traffic Improvement and Management Plan
- Transit Oriented Development

(ii) Public Transport Planning

- **Road Based – Bus and IPT**
 - BRTS Project
 - City Bus System
 - PT Infrastructure like Bus Stations, Terminals, Transit Centers, Control Centers
 - IPT Planning
- **Rail Based**
 - Metro Rail/ Light Rail/ LRTS/Mono Rail/ Sub Urban Rail

(iii) Non-Conventional Public Transport

- Ropeway/ Metro Cables/Lifts etc.

(iv) **Transport Infrastructure**

- Network Improvement and Expansion
- Grade Separators such as Flyovers, Railway over Bridge, Underpass and Road under Bridges
- Parking Management

(v) **Non-Motorized Transport**

- NMT Improvement Plan
- Cycle Track Network/ Public Bicycle Sharing (PBS)
- Footpath
- Pedestrian Crossing Facilities like Foot over Bridge and Subways

(vi) **Intelligent Transport System**

- ITS Master Plan
- ITS in Public Transport
 - BRTS Project
 - City Bus System
 - PT Infrastructure like Bus Stations, Terminals, Transit Centers, Control Centers
 - Feeder Service
 - IPT Infrastructure for like Stops, Shelters and Parking
 - ITS for Traffic Management
 - ITS for Parking Management

The earlier Scheme shall be discontinued once the new scheme comes into effect. The ongoing studies would be *covered* under the new scheme.

6. Inadmissible Components

Any component which is beyond the scope of the National Urban Transport Policy, 2006 shall be inadmissible under this scheme.

7. Financing Pattern

7.1 This scheme is proposed to be taken up on 80:20 principle for the initiatives taken up by State Governments/UTs/ULBs. While Central Government will provide 80% of the cost as grant for all kinds of traffic and transportation studies, CDM studies/measures, studies for application of Intelligent Transport Systems (ITS), setting up of Traffic Information Centers, inter modal integration, parking complexes etc, and launching awareness campaign in line with NUTP, 2006 etc. remaining 20% of the cost shall be borne by the State Governments/UTs/ Urban Local Bodies. However, in case of Detailed Project Report (DPR) preparation for MRTS projects etc., which includes DPR for rail based projects such as Metro Projects, Mono Rail, LRT, Tramrail projects etc. the grant will be limited to only 50% of the total cost. The cost of preparation of Feasibility Studies/ DPRs for low cost projects such as BRTS project, City Bus Services, IPT system, NMT, Public Bike Sharing Scheme, ITS and Metro Cables and Ropeway projects shall be eligible up to 80% grant under the scheme.

7.2 Towards the cost of pilot studies in certain cities taken up by Government of India, complete cost shall be borne by Government of India as envisaged in the NUTP 2006.

7.3 The central financial assistance shall be provided subject to the following guidelines being followed:

(a)The standard Terms of Reference (ToR) of engagement of Consultants for undertaking such studies/DPRs etc. will be provided by the Ministry and there will not be any need to get it approved from Ministry. But in case of a new study where standard ToR is not available, the same will have to be approved by this Ministry, prior to appointment of consultant. However, State Governments/UTs/ULBs/Metro Rail Corporations or any other state government agency may follow their own transparent and fair procedure as per State Financial Rules for appointment of consultant.

(b)The Comprehensive Mobility Plan prepared under the scheme should be notified under relevant State Town and Country Planning Act as part of Master Plan for the respective local planning area.

(c) The State Government /UT /ULB/any other state government agency may set up a Monitoring cum Appraisal Committee. This

Committee should comprise of members from the concerned departments at the State level, district level and the local level for faster and effective decision-making. The Committee can have representatives from Independent Transport Specialist / State level Agency / Engineering College / Centers of Excellence for technical guidance on the subject. The Committee would meet periodically as per the requirements of the project. The Committee shall send detailed minutes of meetings to Ministry after each meeting. These minutes shall clearly outline the deliverables, time frame and current status of the study.

(d)The State Government /UT /ULB/any other state government agency would submit the Report to Ministry after approval of the Report from the Competent Authority.

(e)The interim and draft final reports shall be shared with Ministry of Housing & Urban Affairs, Government of India for review/comments, if any. The view of this Ministry, if any, will be taken into account in the final report of the consultant.

(f) The final installment of the payment from this ministry would be released only on receipt of the three number of soft/hard copies of the final report.

(g)The consultant must assign the copyright to the State Government/ ULB and to the Ministry of Housing & Urban Affairs, Government of India and there would be no objection from him for this report to be put in the public domain.

(h)The primary survey data and transport model developed along with the soft copy of all the reports need to be submitted to MoHUA. The final reports should be published on MoHUA website and the website of the respective State Government/ UT/ ULB/ any other State Government agency.

8. Release of Central Assistance

The scheme will be implemented by Ministry of Housing & Urban Affairs, Urban Transport Division which is the nodal Ministry for Urban Transport in the country. The Central Financial Assistance (CFA) shall be released in following three installments: -

- | | |
|--------------------------------|---------------|
| a) Mobilization advance | - 10% of CFA |
| b) Interim Report/Draft Report | - 45 % of CFA |
| c) Approval of Final report | - 45% of CFA |

However, the release of second and third installments shall be done only after the utilization certificates (UC) are furnished for earlier installment.

9. Appraisal Agency

The State Government may appoint a suitable appraisal agency at the State level such as TCPO, CEPT, IIT Delhi, IIT Madras, IUT etc. for reviewing the reports submitted by the consultant. After Appraisal of the report by the appraisal agency, the State Government may submit the Report to MoHUA for release of the payments.

10. Outcomes of the Scheme

On completion of the Scheme period, it is expected that States/ ULBs/ Parastatals will achieve the following outcomes:

- Improved mobility within the city;
- Reduced travel time;
- Reduced air pollution specially in reducing the emission of Green House Gases (GHGs) through Clean Development Mechanism;
- Improved capacity for Urban Transport Planning;
- Better Public transport and Non-Motorized Transport (NMT) planning;
- Development of comprehensive and integrated Urban Transport plans;
- Application of intelligent transport systems;
- Comprehensive analysis of all alternative technologies for Mass Transit Systems;
- Increased public awareness about the various initiatives taken by the Government for implementation of NUTP, 2006;
- Improvement of the social image of pedestrianisation, NMT and public transport.
- Land use and transport integration;
- Delivery of studies/reports which can be translated into meaningful project proposals;
- Integration of National Urban Transport Policy, 2006 from the initial stage of planning; and
- Availing of carbon credit for Urban Transport Projects.

11. Miscellaneous

(a) The Ministry of Housing & Urban Affairs, Government of India will administer this Scheme. A review will be done once a year to review the outcome of the studies undertaken under this scheme in which TCPO, Economic Adviser, NITI Aayog, and Finance Ministry as well as concerned State Governments may also be invited.

(b) Ministry of Housing & Urban Affairs in consultation with Ministry of Finance and Planning Commission may effect changes in the scheme guidelines, other than those affecting the financing pattern as the scheme progress, if such changes are considered necessary.

Scheme for Capacity Building in Urban Transport

1.0 Introduction

1.1 Like in other developing countries, cities in India have also witnessed a rapid growth in the number of personal motor vehicles leading to severe congestion and air pollution in the cities. So far, attempts to mitigate these problems have largely been in the form of increased supply of transportation services, whether they be in the form of Metro Rail systems, expanded bus services, road widening, construction of flyovers or similar other initiatives.

1.2 Such measures have only a limited impact and cannot serve the purpose of improving mobility in urban areas on a sustainable basis. Improving overall mobility requires several other measures to be undertaken in a coordinated manner, such as improved integration of land use and transport planning, integration of public transport systems, demand restraint measures, etc. Unfortunately, the capability for undertaking such a coordinated approach to improving mobility and a complete understanding of such issues is lacking at the State Government or city level. It is in this context that this scheme for capacity building in urban transport was formulated for implementation during the 11th Plan period and continued in 12th Plan period also and now extended till year March 2020.

2.0 Components of the capacity building

This scheme for capacity building has the following components:

2.1 Training

- Identification and strengthening of regional centers for training in urban transport planning;
- Development of training curriculum and other training materials; and
- Conduct of training programs.

2.2 **Education**

- Development of curriculum and faculty development of Institutes conducting post graduate and doctoral level educational programs in urban transport planning.

2.3 **Conferences and Journals**

- Annual Conference on urban transport to be held in India;
- Nomination of Indian professionals to Conferences abroad;
- Professional journal on urban transport; and
- Subscription to International journals on Urban Transport.

2.4 **Institutional Development**

- Development of legal and administrative frameworks;
- Development of manuals, codes and standards;
- Development of a national database;
- Development and strengthening of Institute of Urban Transport (India), a national level institute for coordinating research and dissemination of new information including infrastructure development.
- Promotion of national level consultancy organizations to provide a pool of professional manpower to assist State/city Governments;
- Setting up of institutions for the Research and Design; and safety certification of externally guided rail based transit systems and other new systems that may be developed for urban transport; and
- Setting up of Unified Metropolitan Transport Authority (UMTA), and Urban Transport Cell in various mission cities.

3.0 **Training**

3.1 The focus of this component will be to develop awareness, skills and a deeper understanding of the requisite issues for urban transport planning amongst those already employed in the State/city and engaged in the area of urban transport planning.

3.2 Regional training centers would be identified through a process of inviting Expressions of Interests from all Training Institutions in the country. Out of the applications received, around three to four centers would be strengthened as regional centers for training, on the following basis:

- (a) Geographical spread;

- (b) Capability of the existing faculty and quality of the existing infrastructure; and
- (c) Potential for tying up with professional and academic institutions nearby;

Once the institutions are identified, a plan for strengthening each of them would be developed and these training centers would be strengthened in accordance with such a plan.

3.3 A Central exercise of developing a training curriculum and training material as well as in training of trainers has been taken up through the Institute of Urban Transport (India) by using expert resource persons of high quality. Out of 100 trainers, 75 trainers have been trained on Urban Transport, training material developed in IUT. Remaining 25 to be trained. In addition about 1000 trainees from various State Governments/UTs,ULBs/para-statal have also been trained by these trainers and other experts. One observer from UT Wing, MoHUA will observe the training programme at national/international level and submit the report to MoHUA. Some of the trainees (around 100-200) would also be trained abroad for about one/two week, about 270 have already been trained under SUTP. These trained personnel, especially those who are trained abroad, should kept in Urban Transport Cell by the State/ULBs for preferably five years.

4.0 Education

4.1 The focus of the education component is to create a pool of skilled manpower to be available in the country for recruitment by various organizations engaged in urban transport. Alumni from such programs would be potential recruits for State Transport Corporations, State Transport Departments, Municipal bodies, consultancy organizations, research and academic institutions, etc. accordingly it will focus on development of curriculum and faculty development of Institutes conducting post graduate and doctoral level educational programs in urban transport planning.

5.0 Conferences and Journals

5.1 This sub component recognizes that the latest in any field is first made known through professional Conferences and journals.

There is a significant time lag between the latest in any field and its incorporation into training programs.

5.2 It is in view of the same this component on Conferences and Journals has been conceptualized. An Annual Conference on the broad theme of urban transport with at least 3 or 4 sub themes, depending on areas of current importance, would be held every year, preferably in Delhi. Awards shall be given in various areas for excellence in Urban Transport during the Conference. This would be overseen and guided by a Steering Committee headed by the Secretary, Ministry of Housing and Urban Affairs and drawing representatives from amongst other professionals in the field, State Governments, Planning Commission, Ministry of Road Transport & Highways etc.

5.3 Proceedings and papers presented at this conference would be disseminated widely through a quarterly journal in which a section of the papers presented would be included. The journal would have an Editorial Board, composed of people nominated by the Ministry of Housing & Urban Affairs. The Editorial Board would make a selection of the most useful papers for inclusion in the journal. The journal could also include papers from outside those presented during the Conference.

5.4 In order to keep abreast with the latest developments in the field of urban transport globally, international journals subscription shall be taken and a database shall be created in Institute of Urban Transport (India).

5.5 The Institute of Urban Transport (India) would be responsible for the overall management of the conferences and publication of the quarterly journal.

5.6 Nominations for these conferences would be made by the Ministry of Housing & Urban Affairs, Govt. of India using the following criteria:

- The nominee should have written a paper to be presented at the conference which should have been accepted by the Conference Organizer, and the quality of the paper should be found to be of the high order by the Ministry of Housing & Urban Affairs.
- Alternatively, the nominee should be a key decision maker in the ULB, State or Central Govt.
- The International Conference should be a well-known and professionally recognized Conference i.e. held at regular intervals of not less than once in 2 years.

5.7 The costs to be provided would cover the travel cost by Economy Class (regardless of the level of the nominee), Daily Allowance, boarding and lodging etc.as admissible to the officers of Government of India traveling abroad. Registration fee, if any sought by the Conference organizer, will have to be paid by the organization to which the nominee belongs or by the nominee himself. This is being insisted upon to ensure that there is a sense of ownership in such nominations by the organization to which the nominee belongs or the nominee himself.

6.0 Institutional Development

6.1 It is well recognized that a number of other supporting activities need to be implemented in order to develop overall capacity for urban transport in the country. This includes the development of legal and administrative frameworks, a number of manuals and codes, a national database, a mechanism to coordinate research sponsorship and dissemination of research results, mechanisms to provide technical support to the State/City Governments, as well as an institutional mechanism for Research and Development and to certify the safety of rail based and other externally guided transit systems.

6.2 Institutional capacity would primarily involve creating a pool of knowledge and a knowledge management center that would sustain and enhance expertise as well as facilitate more informed planning as well as formulation of right mitigation strategies. . The Institute of Urban Transport (India), an existing institute under the purview of the Ministry of Housing & Urban Affairs would be suitably strengthened under this scheme to discharge this responsibility. It would be built up to serve as a National level facility to provide continuous advice and guidance on the principles of good urban transport planning as emerges from its research. Advice on new technologies would also be regularly available to implementing agencies from this institute. For this purpose, the institute would become a store house of information on the various public transport technologies being used in different parts of the world and would maintain the latest information and literature on the experience with such technologies. It would, in fact be a comprehensive repository of the best practices in the field. **However, besides above the Ministry of Housing & Urban Affairs would also support the individual projects under the scheme which**

would assist in better implementation. Such cases would be governed by separate guidelines.

6.3 The virtual lack of a database on urban transport statistics has severely constrained the ability to formulate sound urban transport plans and reliably assess the impact of the different initiatives that have been taken. The IUT (India) would build up a database for use in planning, research, training, etc in the field of urban transport.

6.4 The need for strengthening of safety certification agency is being felt for metro rail systems in view of various metro rail projects coming up in the country. Hence, the office of the Chief Commissioner of Railway Safety, which functions under the Ministry of Civil Aviation is proposed to be strengthened for undertaking such safety certification. A separate Cell for Research & Development for metro rail projects would also be set up in Research, Design and Standardization Organization under Ministry of Railways.

6.5 Unified Metropolitan Transport Authority (UMTA) and Urban Transport Cell in various cities are a must to carry forward the Urban transport agenda as envisaged in the National Urban Transport Policy-2006. As such, the Scheme would support setting up of these institutions in AMRUT/ SMART/ HRIDAY Mission cities to provide technical support to the State/City Governments **subject to the Urban Local Bodies(ULBs) having a clear and definite financial stake in establishing these bodies.**

6.6 All these activities would be supported through suitable consultancy arrangements, where required, and the consultants would be selected through an open and transparent process.

7.0 Management Arrangements and monitoring

7.1 The implementation of this scheme for capacity building in urban transport would be directed and overseen by the Ministry of Housing & Urban Affairs and would be guided by a Steering Committee headed by Secretary (HUA)). It would include representatives from the Planning Commission (NITI Aayog), DOPT, some professionals in the field besides Director (NIUA), JS & FA (MOUD), OSD (UT)&EOJS, TCPO and Director (UT) will be the

Member Convener. The Steering Committee **would approve a set of guidelines to support individual projects under the scheme and** would have overall responsibility besides guiding the overall implementation of the scheme.

7.2 Modifications to the Scheme guidelines may be approved by the Steering Committee, where representative of Ministry of Finance shall also be invited.

7.3 The Institute of Urban Transport (India) shall be the project implementation unit (PIU) and the lead institution for implementation of the entire programme in a coordinated manner so that different components of capacity building programme could be effectively synergized. For this purpose, the Institute will enter into a MOU with the Ministry of Housing & Urban Affairs. Different components may be out-sourced by the IUT to separate institutions, but the lead institution would take responsibility for proper coordination and will report progress from time to time to the MoHUA. The PIU will also service the Steering Committee.

7.4 A review may be done once a year by the Steering Committee to review the outcome of the Scheme in which Economic Advisor and representative of Finance Ministry will also be invited.

**Guidelines under
'Urban Transport Planning Scheme'
For
Research and Advisory Proposals**

MINISTRY OF HOUSING & URBAN AFFAIRS

Guidelines for taking Research project under Urban Transport Planning Scheme

1 Introduction

Realizing the rapidly growing problems of Urban Transport, Government of India has approved the National Urban Transport Policy (NUTP) in April, 2006. The Policy seeks to provide safe, affordable, quick, comfortable, reliable and sustainable access for the growing number of city residents to jobs, education, recreation and such other needs within our cities with focus on moving people and not vehicles. This can be achieved by incorporating Urban Transportation as an important parameter at the urban planning stage, rather than the consequential requirement as is the case today. Keeping in view these facts a new scheme for urban transport planning to provide central assistance for comprehensive traffic & transport planning, mobility plans, preparation of DPRs in line with NUTP have been launched in August, 2008. The Scheme provides Central Financial Assistance for taking up various Urban Transport studies/surveys, awareness campaign and research projects etc. In case of studies by State Govt./ ULB the Central Financial Assistance is up to 80%. In case of DPR for pilot projects, it is up to 50%. The guidelines for the scheme also provide for promotion on research on urban transport and Pilot study in some cities by Government of India as envisaged in NUTP, 2006. Towards the cost of pilot study & Research Work, the complete cost is to be borne by the Government of India.

2. Receipt & Appraisal of Proposals

Urban Transport Wing of Ministry of Housing & Urban Affairs will receive the proposals and screen the same. After the screening, the proposals would be appraised by the UT Wing and discussed in the pre Research Advisory Committee chaired by AS&DC comprising of OSD (UT) & E.O. J.S., EA, TCPO, CPWD, IUT, Dy. FA, Dir (UT), Dir (NIUA), Dir (HUD), Planning Commission for seeking views of all members for refining the proposal before placing before the RAC.

3. Thrust Areas:

The Ministry of Housing & Urban Affairs provide financial assistance for research proposal related to urban transport submitted by Academic Institutions, Research organization, registered societies etc Ministry may provide 100% financial assistance for such Research proposals/ projects. Indicative thrust areas and research in urban transport are as follows:

- (i) Service Label Bench Mark in urban Transport
- (ii) Traffic management/congestion management measures
- (iii) Preparation of Model Policy for parking, advertisement etc.
- (iv) Building data base at city/State level for various parameter of urban transport.
- (v) Intelligent Transport System.

4. Sanction of proposals/Research Advisory Committee

4.1 The proposals as per recommendation of pre RAC would be put up to the Research Advisory Committee (RAC) under the chairmanship of Secretary (HUA) which is the Apex body for deliberation and sanction of the research proposals. The composition of RAC would be as under:

Chairman

- 1. Secretary (HUA) Ministry of Housing & Urban Affairs, New Delhi.

Members

- 2. Addl. Secretary (DC), Ministry of Housing & Urban Affairs;
- 3. OSD (UT) & E.O. Joint Secretary, Ministry of Housing & Urban Affairs
- 4. Joint Secretary (UD), Ministry of Housing & Urban Affairs,
- 5. JS&FA, Ministry of Housing & Urban Affairs,
- 6. Economic Adviser, Housing & Urban Affairs,
- 7. Adviser (HUD), Planning Commission
- 8. Chief Planner, Town and Country Planning Organization New Delhi
- 9. Director, National Institute of Urban Affairs.
- 10. Chief Engineer CSQ, CPWD, New Delhi.
- 11. Director (UT), Member-Secretary, Housing & Urban Affairs,

Terms of Reference:

1. The Committee will meet as when required to decide the priority areas of research in the field of Urban Transport.
2. The committee may lay down principles to be kept in view by UT wing while screening research proposals.
3. The committee will consider proposals short-listed after screening by UT wing and recommended by pre RAC for the sanction.
4. The committee may attach conditions to the sanction as deemed fit in the opinion of the committee.
5. The committee may review progress of research projects already sanctioned.
6. For any meeting (or part of the meeting), Chairman, RAC may invite any other persons who in the opinion of Chairman would be making useful contribution in the meeting (or part of the meeting).
