



Experiences of preparing CMP

Broad Issues and Challenges Faced

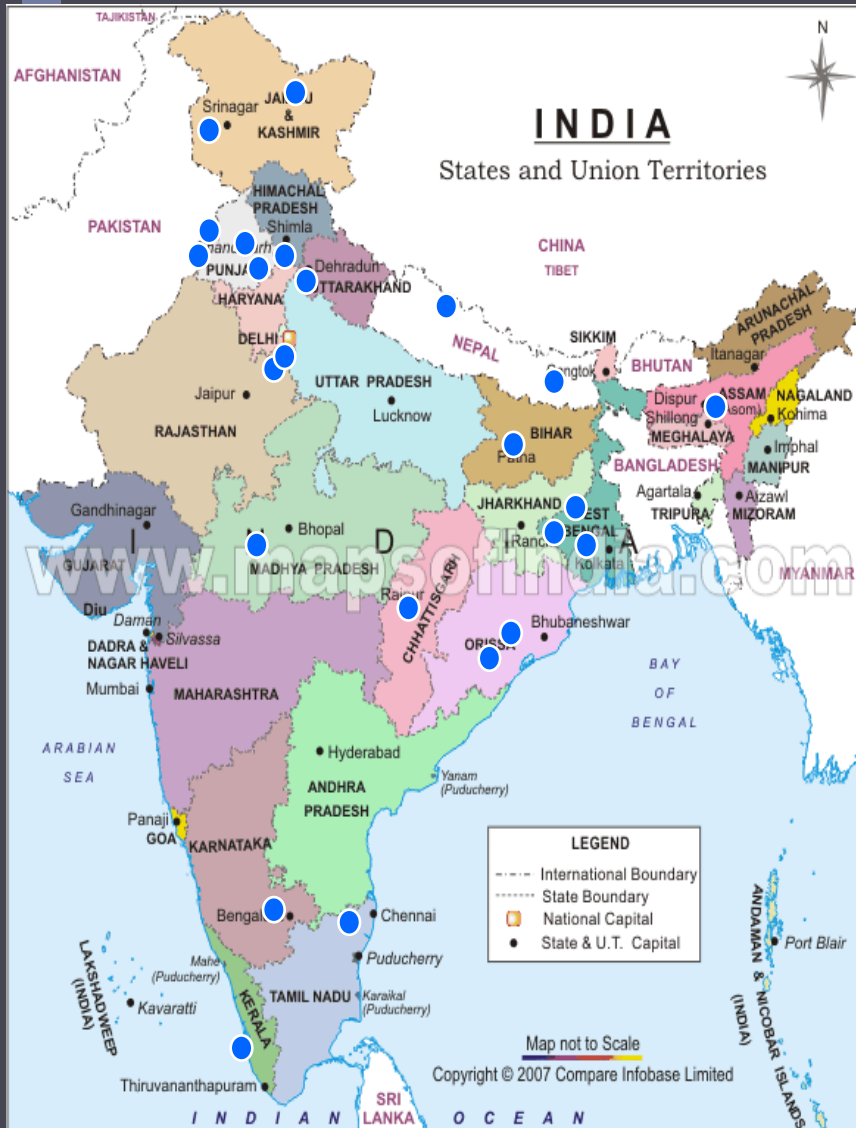
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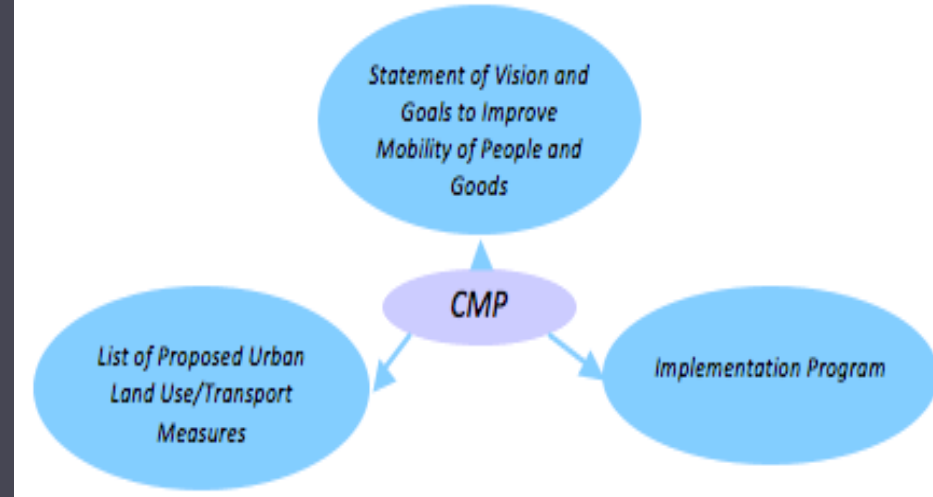


ITES Experience in CMP & CTTS Preparation



S. No.	Project Name	Year of Completion
Comprehensive Mobility Plans		
1	Comprehensive Mobility Plan for Indore	Ongoing
2	Comprehensive Mobility Plan for Jammu and Srinagar	Ongoing
3	Comprehensive Mobility Plan for Ludhiana	2011
4	Comprehensive Mobility Plan for Chandigarh Urban Complex	2009
Traffic and Transport Studies		
1	Short Term Traffic and Long Term Traffic and Transportation Plan Raipur	Ongoing
2	Comprehensive Traffic and Transportation Plan for Bangalore	2007
3	Integrated Public Transit System (IPTS) for City of Vadodara	2007
6	Preparation of Comprehensive Transportation Master Plan for Greater Noida	2007
4	Traffic and Transport Plan for Noida	2005
5	Comprehensive Traffic and Transportation Master Plan for Dehradun	2005
7	Preparation of Short- and Long-term Traffic & Transportation Master Plan for Nainital Lake Region Special Area	2002
8	Comprehensive Traffic and Transport Plan, South 24 Parganas	2001
9	Comprehensive Transportation Master Plan, Greater Cochin Area	2001
Total 25 CTTS since 1990		

Objectives of CMP



- ▶ To provide a long-term strategy for the desirable mobility pattern of a city's populace.
 - ▶ To provide a long-term vision and goals for desirable urban development in the city
 - ▶ To illustrate a basic plan for urban development and include a list of proposed urban land use and transport measures to be implemented within a time span of 20 years or more
 - ▶ To ensure that the most appropriate, sustainable and cost-effective implementation program



CMP versus CTTS

- ▶ CMP focuses on mobility people
 - ▶ CTTS focuses on smooth traffic movement
 - ▶ CMP addresses wider range of integrated Land use
- Transport issues
- ▶ CMP explores a wider range of policy options



Available Opportunities through CMP

- ▶ CMP provides an opportunity to mould City's future growth
- ▶ Medium sized cities being in developing phase provide huge scope for improvement
- ▶ Provides an opportunity to streamline the existing traffic situation through short term management measures
- ▶ Generally the City Agencies and Stakeholders are interested in active participation
- ▶ City Agencies tend to work on at short term road network proposals



Issues Faced: Client Awareness

Existing local government capacity for urban transport planning is still insufficient.

- ▶ Insufficient knowledge/awareness about CMP, its Objectives and Goals
- ▶ Absence of experienced planners in City Agencies
- ▶ Client misconception
 - ▶ Client refers to CTTS under CMP
- ▶ CMP provides policy level interventions
 - ▶ Client expects DPR level detailing
- ▶ Multiple window interaction by Client
- ▶ No consensus among stakeholders



Issues Faced: Master Plan

CMP provides a recognized and effective platform for integrating land use and transport planning.

- ▶ Master Plan are being prepared on old approach & doesn't integrate transport with land use
- ▶ The concept of TOD is not incorporated/ addressed
- ▶ Generally the proposals in CMP regarding change in land use in Master Plan are not welcome



Issues Faced: Focus on Road Proposals

CMP focuses on movement of people rather than vehicles.

- ▶ City Agencies lay emphasis on
 - ▶ Proposals for Flyovers / Elevated Roads
 - ▶ Junction Improvement Plans
 - ▶ Proposals for Parking lots (Off street/On street/ Multilevel)
 - ▶ Proposals for Bypass / Expressways



Issues Faced: Acknowledgement of NMV

Promotion of the use of public transport, NMVs and pedestrians is vital for improving the mobility of people in urban areas.

- ▶ Generally cities lack NMT infrastructure
- ▶ Most of the footpaths are encroached with commercial activities, City Agencies unable to remove encroachments
- ▶ Focus of City Agencies is to increase carriage way instead of increasing footpath widths
- ▶ Proposals to incorporate NMT lanes as essential element of road design are not favored



Issues Faced: Public Transport

*CMP aims at enhancing the public transport network by selection of an optimum mass transit system, including bus service improvements, bus rapid transit (BRT), **and** *lor* rail-based solutions.*

- ▶ Most of the cities lack proper bus system and rely on IPT to serve as public transport for the system
- ▶ Buses provided under JNNURM to cities have started the bus system in some cities but the IPT system continue to dominate the public transport scene
- ▶ In most of the cities IPT is operating in direct competition to PT
- ▶ For city agencies, public transport means METRO/LRT, as a result there is very little effort to improve available bus / IPT systems in the City



Issues Faced: Multiplicity of Local Agencies (Indore)

- ▶ *No of agencies dealing with transport infrastructure in the city with little or no coordination*
 - ▶ IMC: Roads, Junction Improvement, Bus Stops
 - ▶ IDA: Roads, Junction Improvement, LRT/Tram
 - ▶ Traffic Police: Junction Management
 - ▶ AICTSL: Bus System, BRT
 - ▶ PWD: Roads
 - ▶ NHAI: NH, Bypass
 - ▶ TCPO: Roads, Service lanes of Bypass



Issues Faced: Multiplicity of Consultants

- ▶ CTTS by CES, Delhi in 2004 (proposed Metro)
- ▶ CDP by Mehta Associates, Indore in 2006 (proposed BRT on lines of CTTS 2004)
- ▶ Report on BRT by Mehta Associates, Indore in 2006
- ▶ Master Plan of Indore 2021 recommends CTTS 2004 and BRT Study 2006
- ▶ Ongoing BRT Study by CEPT, Ahmedabad
- ▶ Ongoing Metro Study by DMRC
- ▶ Ongoing CMP Study by RITES Ltd.
- ▶ *Ongoing LRT/Tram Study by Korean Consultants*
- ▶ Proposal of Elevated Roads/Flyovers

7 out of 9 studies listed have made different proposals for one corridor i.e. AB Road



Recommendations

- ▶ Awareness of City agencies on CMP through training and seminars
- ▶ Active participation of MOUD in CMP process through representation in Stakeholder Consultation
- ▶ CMP to be referred as policy document for taking up detailed studies in practice
 - ▶ Discouraging parallel studies along with CMP
- ▶ Steering cities towards Sustainable Transport
 - ▶ CMP may include broad estimates of Carbon foot prints of long term proposals
 - ▶ Stricter guidelines favoring PT and NMT





THANK YOU

