Experiences of preparing CMP

Broad Issues and Challenges Faced

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## RITES Experience in CMP & CTTS Preparation

**Comprehensive Mobility Plans**

<table>
<thead>
<tr>
<th>S. No.</th>
<th>Project Name</th>
<th>Year of Completion</th>
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<tbody>
<tr>
<td>1</td>
<td>Comprehensive Mobility Plan for Indore</td>
<td>Ongoing</td>
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<tr>
<td>2</td>
<td>Comprehensive Mobility Plan for Jammu and Srinagar</td>
<td>Ongoing</td>
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<td>3</td>
<td>Comprehensive Mobility Plan for Ludhiana</td>
<td>2011</td>
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<td>4</td>
<td>Comprehensive Mobility Plan for Chandigarh Urban Complex</td>
<td>2009</td>
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**Traffic and Transport Studies**

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<tr>
<td>1</td>
<td>Short Term Traffic and Long Term Transportation Plan Raipur</td>
<td>Ongoing</td>
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<tr>
<td>2</td>
<td>Comprehensive Traffic and Transportation Plan for Bangalore</td>
<td>2007</td>
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<td>3</td>
<td>Integrated Public Transit System (IPTS) for City of Vadodara</td>
<td>2007</td>
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<tr>
<td>4</td>
<td>Preparation of Comprehensive Transportation Master Plan for Greater Noida</td>
<td>2007</td>
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<td>5</td>
<td>Comprehensive Traffic and Transportation Master Plan for Dehradun</td>
<td>2005</td>
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<td>6</td>
<td>Preparation of Short- and Long-term Traffic &amp; Transportation Master Plan for Nainital Lake Region Special Area</td>
<td>2002</td>
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<td>7</td>
<td>Comprehensive Traffic and Transport Plan, South 24 Parganas</td>
<td>2001</td>
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<tr>
<td>8</td>
<td>Comprehensive Transportation Master Plan, Greater Cochin Area</td>
<td>2001</td>
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| 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/or 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)
- Master Plan of Indore 2021 recommends CTTS 2004 and BRT Study 2006
- Ongoing BRT Study by CEPT, Ahmadabad
- 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