

AWARD BOOK



AWARDS FOR BEST PRACTICE PROJECTS IN URBAN TRANSPORT 2017



URBAN MOBILITY INDIA

&



XVII CONFERENCE

INTELLIGENT. INCLUSIVE AND SUSTAINABLE MOBILITY

4th to 6th November, 2017, Hyderabad

Hyderabad International Convention Centre, Hyderabad.



PREFACE

Ministry of Housing & Urban Affairs, Government of India, constitutes an Awards Selection Committee every year to consider and recommend projects for granting Awards for Excellence in Urban Transport for best practices in different segments during the annual flagship event known as Urban Mobility India (UMI) Conference-cum-Exhibition. This year, UMI-2017 and CODATU XVII conference is being held jointly from 4th to 6th November, 2017 at the Hyderabad International Convention Centre.

2. Ministry constituted the Awards Selection Committee on 23.06.2017 (Annex – I) to consider and recommend these awards in the following 6 categories:
 - a) Best NMT (Non-Motorised Transport) Project;
 - b) Best City Bus Service Project;
 - c) Best Urban Mass Transit Project;
 - d) Best Intelligent Transport System Project;
 - e) Best Initiative for Improved Road Safety; and
 - f) Best City in Urban Transport Initiatives.
3. Ministry invited entries for awards in a prescribed format at Annex – II from all States / Union Territories by 31.08.2017. This was later extended to 08.09.2017.
4. Total 46 entries were received by the closing date. These were duly considered by the Committee. The Committee short listed 21 entries for the next round. The Committee after going through the detailed presentations by the short listed organizations and reviewing available documents, recommended three award winners for excellence in urban transport and nine commendable initiatives, whose details are given in this publication.
5. I am pleased to inform that the recommendations of the Committee have been accepted by the Ministry of Housing & Urban Affairs. The awards will be conferred by the Hon'ble Minister of State (Independent charge) of Housing and Urban Affairs during the valedictory session of the Urban Mobility India Conference, 2017 scheduled on 6th November, 2017.
6. The objective of this publication is to sensitize and encourage cities and organizations working in the area of urban transport to emulate excellence in their urban transport endeavours and to come forward with entries to be considered for these prestigious awards in UMI, 2018.
7. I take this opportunity to thank the chairman, Dr. M. Ramachandran and all members of the Awards Selection Committee for their co-operation and contribution in finalizing the awards and the Institute of Urban Transport (India) for technical and logistics support.



(Durga Shanker Mishra)
Secretary to Government of India

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BEST NMT PROJECT

COMMENDABLE INITIATIVE: (I) MYSURU PUBLIC BICYCLE SHARING

To provide a sustainable urban mode choice to the residents of Mysuru as well as to the tourists, DULT has implemented the project in association with the Mysuru City Corporation. Since, bicycle is considered as a sustainable urban transport mode with zero emission level, a bicycle based public transport system has been implemented to reduce pollution level as well as to reduce the vehicular dependency on private vehicle.

Objective

The objective of the system is to improve the last mile connectivity as well as to convert the short distance vehicular trip to PBS trip, which is pollution free, sustainable and eco-friendly.

Key Features of the Project

The PBS system has been inaugurated by the Hon'ble Chief Minister of Government of Karnataka on 04.06.2017.

The system components of Mysuru PBS systems are as follows-

- 45 Docking stations are operational out of 48 docking stations.
- More than 6400 members have been registered in the system as on 03.10.2017.
- Total 700 ports are operational out of 750 ports.
- 425 no. of cycles are in the system out of 450 cycles.
- A central control centre has been set-up for controlling and monitoring.
- A website and Mobile phone app (Android and iOS) has been developed.
- 6 Registration centres along with 6 Mysuru One centers are performing registration activities.
- CCTV streaming is available for 44 locations.



Implementation Process:

- Implementation of PBS operator was selected through tender process.
- Entire capital cost and O & M cost to be reimbursed to the operator.
- Six years contract duration: six months for setting up infrastructure; 5 ½ years of operations.
- The Govt has full control over the fare determination as the revenue earned through the System is going to MCC.

BEST NMT PROJECT

- 6 Redistribution vehicles are operational.
- Revenue generation from different sources like advertisement on cycles, docking stations, smart card, and website are expected to cross-subsidies the O&M cost.
- A Govt. Order has been issued to set up a Project Monitoring Committee for periodic monitoring and supervision of PBS Project under the chairpersonship of Deputy Commissioner, Mysuru District
- Fares are low as Rs 5 upto 2 hrs beyond which increases to even Rs 250 for time period
- The Mysuru PBS is physically integrated with the city bus service as well as railway station.
- The project is in line with NUTP 2006.



Recommendation of the Awards Selection Committee 2017

This is a commendable initiative for a tourist city to popularize NMT in the form of bicycles. It is a solely government provided infrastructure with modern bicycle stations, smart card equipped usage and lower rental fares making the system more attractive to students and daily commuters.

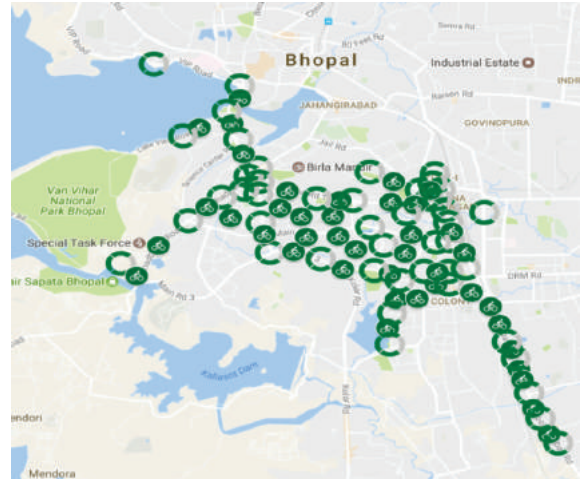
BEST NMT PROJECT

COMMENDABLE INITIATIVE: (II)PUBLIC BIKE SHARING SYSTEM IN BHOPAL

Bhopal Municipal Corporation introduces a Public bicycle sharing (PBS) system on PPP model to provide a low-cost, environmentally friendly mobility option to city residents.

Objectives:

- Healthy and environmentally sustainable alternative for short distance travel
- Attractive design of bicycles with GPS tracking
- Drop off facility at any of the 50 docking stations
- Connectivity to all activity centers of new Bhopal



Key Features of the Project

- Bhopal Smart Public Bike Sharing is India’s first fully automated system.
- Cycles are available in a closely spaced network of semi-automated stations
- Users can check out cycles at one station and return them to any other station
- In site selection importance has been given to place near important commercial, cultural, educational, administrative etc
- Bicycle – 500 Nos with Docking station – 60 Nos.
- NextBike –Technology Partner –is the operator, 12 yrs of experience
- Provision of app features
- 12 thousand registered members to the PBS system.
- ITS enabled system with real time information, advanced fare collectionThe stations are unmanned and linked to the Central control system
- Good System branding has been followed



BEST NMT PROJECT

- Conduct quarterly review of operations and award compensation to service provider based on service level benchmarks & penalties
- 500 cycles and 50 stations
- Physically integrated with BRTS
- Rental registration fee is Rs 500 (refundable) and rates for a member is Rs 10 for till 1 hr and Rs 15 increase with every half an hour.
- Revenue generation from different sources like advertisement on cycles, docking stations, smart card, and website are expected to cross-subsidies the O&M cost
- The project is in line with NUTP 2006

Recommendation of the Awards Selection Committee 2017

This is a good NMT initiative, steadily popularizing healthy and environmentally sustainable alternative for short distance travel within the city along the BRT corridor. It is based on PPP model with state of the art bicycles, GPS tracking facility, mobile app for users, advanced fare collection and system branding.



BEST CITY BUS SERVICE PROJECT

WINNER: BEST CITY BUS SERVICE, SURAT CITY BUS SERVICES

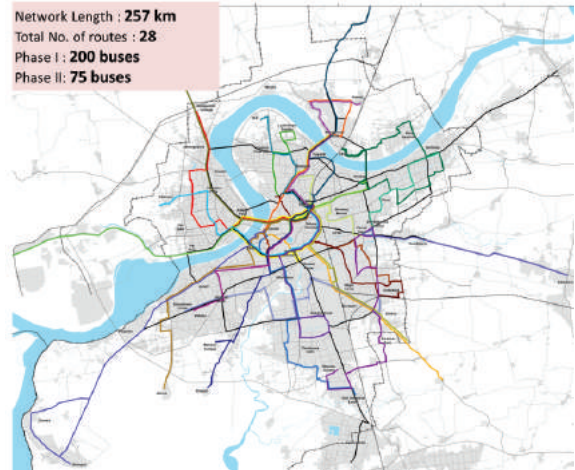
Surat with a population of 44.6 lakhs (2011) totally depends on 3-wheelers and private vehicles as mode of transport. The city had negligible mass transit system and relied majorly on Intermediate Public Transport (auto rickshaws) before 2014 when BRTS and city buses were made operational. Surat Municipal Corporation has formed its owned company Surat Sitilink Limited which is responsible for the operations of public transport services (BRTS and city bus) in the city.

Objective:

- Reducing the dependency on auto rickshaws and private vehicles and to develop a market for public transport.
- To minimize environmental and social adversity issues,
- To serve the needs of poor, to provide opportunities for transit-oriented development/ promote compact city, and enable integration with other modes.

Key Features of the Project

- Currently, there are 275 city buses with 28 routes which are already in use, aiming to cover 86% of developed area by PT within 500m buffer
- 300 more buses have been ordered and is in process.
- The minimum fare for the system is Rs. 4 and maximum is Rs.22
- Around 95% of arrivals/ departures were on time.
- Modal shift achieved in the city is 86.91% of Auto-Rickshaw users have shifted to city bus, two wheelers (6.18%), cars (0.65%), BRTS (0.78%), NMT (0.52%), old city bus (0.39%) and others (4.56%).
- In 9 month, since Nov 2016, passengers number rose from 3,000 to 65,000 with revenue increased from 46,000 to 6,00,000



BEST CITY BUS SERVICE PROJECT

- Various support activities were performed so as to ensure efficient city bus operations which are as follows: 1) Trial runs 2) Route Monitoring 3) Dead km management 4) Driver training program 5) Branding 6) Service monitoring
- The city has initiated integration of city buses as feeder system with the trunk system of BRTS.
- Single ticketing system with fare integration is developed
- Intelligent Transit Management System (ITMS) is in place aiming at providing fast and affordable public transport to the citizens of Surat along with real time monitoring of Buses, emergency vehicles and department vehicles. ITMS also include digitization of Depot and Incidence management procedures for quick actions.



Recommendation of the Awards Selection Committee 2017

This project has been selected for award based on the definite beginning made to move away from the existing transport system relying on auto rickshaws and private vehicles by introducing organized city bus system integrated with BRTS. This project incentivizes users to make the system sustainable. The operation is carried out on gross-cost model having an extensive route coverage catering to the city area along with integrated fare system for bus service and BRT.

BEST CITY BUS SERVICE PROJECT

COMMENDABLE INITIATIVE: (I) NOIDA GREATER NOIDA CITY BUS SERVICE

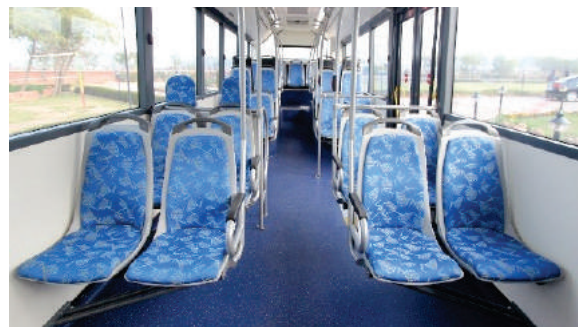
NOIDA and Greater Noida are twin cities of Gautam Budh Nagar. They have been planned and developed with the industry as its main economic activity supported by residential, commercial, institutional activities. Noida & Greater Noida Authorities decided to introduce City Bus Service which would cater to the needs of residents of Noida and Greater Noida as well as to the daily commuters from Delhi and NCR with an idea to provide comfortable, safe and eco-friendly public transport. The City Bus Service in the twin cities – Noida and Greater Noida was started on December 14, 2016.

Objectives

- To provide Safe, Comfortable and environmental friendly Public Transport
- To have timely, reliable AC Bus services giving feeling of safety and security for women, children and passengers
- To integrate with Metro Stations of DMRC in Noida
- To provide last mile connectivity in the Noida-Gr. Noida region

Key Features of the project

- Currently operates 50 buses, fully Air conditioned buses propelled with BS-IV CNG fuel and designed for disable friendly people.
- Buses are operating on eight major routes & metro feeder routes in Noida & Greater Noida.
- MP Enterprises & Associates Ltd is the concessionaire of the project and monitoring done by Uttar Pradesh State Road Transport Corporation (UPSRTC).
- The minimum fare has been fixed at Rs 10 (0 to 3km) while the maximum fare is Rs 50 (for 30km and more).
- Noida- greater Noida development authorities providing viability gap funding (VGF) of approx. 3.5 Crore per month



BEST CITY BUS SERVICE PROJECT

- On board CCTV, GPS tracking devices, ITS, PIS, ITMS and alert panic button. & Central Monitoring System through control room providing connectivity to existing DMRC network in Noida to few stations.
- Today, it serves the need of ~15,000 commuters daily. Once Noida Greater Noida metro line is commissioned, the city bus service will provide feeder services as well as last mile connectivity.
- The ease of paying bus ticket fare through mobile e wallet has made the project a major hit among youths.
- The Noida- Greater Noida City Bus Service ensures world class services by providing through trained crew as each crew member is given 7 days training and counselling
- The bus service has received positive feedback from the commuters and has achieved a status of being a safe, reliable and comfortable facility. It has been performing above the specified service quality levels. It has
- Achieved Fleet Utilization – >97% (SQ - 93% (1-3years))
- Attained Reliability of Buses – 0.83 (SQ - Breakdown per 10,000 km – Less than 3)
- Aced Safety of Operations – 0 (SQ - No. of Accidents * 1,00,000/ Total Kms Operated (Preferably 0))



Recommendation of the Awards Selection Committee 2017

An excellent initiative under a single authority- NMRC for connecting the twin cities of Noida and Greater Noida by city bus service and also for connecting economic, residential and institutional nodes, in the process creating a premium quality service providing inclusive mobility. The class of service provided would help to increase patronage for public transport making the system sustainable even after the commissioning of the Noida Metro Rail with midi buses to provide feeder services and last mile connectivity. This is a commendable initiative.

BEST CITY BUS SERVICE PROJECT

COMMENDABLE INITIATIVE :(II) INTRODUCTION OF LADIES SPECIAL BUS SERVICES, ANDAMAN

The Motor Transport Department was set up in the year 1956 for providing public Transport initially for the people of South Andaman Islands. The Department has total number of 268 buses in operation mainly in the rural areas of Andaman and Nicobar Islands. During the FY 2013-14, the female commuters have crossed the male commuters in numbers. Female commuters had to face a lot of problems while travelling in public transport bus along with males especially during peak and night hours. They faced harassment knowingly as well as intentionally from the male commuters which make their journey insecure. As a welfare measure and keeping in view the increase in female commuters, 1 bus was commissioned as ladies special bus out of 8 Mini Buses of 32 seaters issued to Port Blair unit.

In the first instance it was decided to operate the service in two shifts from Bus Terminus to Garacharma via Medical daily. It is observed that a considerable number of female commuters travel in the buses which consists of mainly students, Government employees, females working in private organizations, patients and other general commuters.

With the introduction of this bus services, female commuters opt to travel by 'Ladies only Bus Services'. At present, the services rendered for this project are 14 Trips per day.

Eventhough there is a huge shortage of buses in these Islands, one bus was converted into a bus of distinct identity and which was introduced for the first time in these Islands exclusively for ladies, named as 'Ladies Special bus Services'. Similarly there was absence of female crews in the department. To establish female crew members for the bus service, applications were called for from the female group from these Islands and the recruitment process as per rule was made. Thus female bus conductors were appointed on merit basis but unfortunately applications for female bus drivers were not received. For this reason, male driver within the department was engaged for this purpose.

More efforts are being made by the transport department to introduce more ladies bus service in all routes of Port Blair as good response are received from the general public. All female commuters prefer the service because of safety and security.

Recommendation of the Awards Selection Committee 2017

This is a commendable effort from the city administration to provide a dedicated 'Ladies Special bus Services' in Port Blair, Andaman & Nicobar Islands. This first time initiative in the city has benefitted the female commuters.

BEST URBAN MASS TRANSIT PROJECT

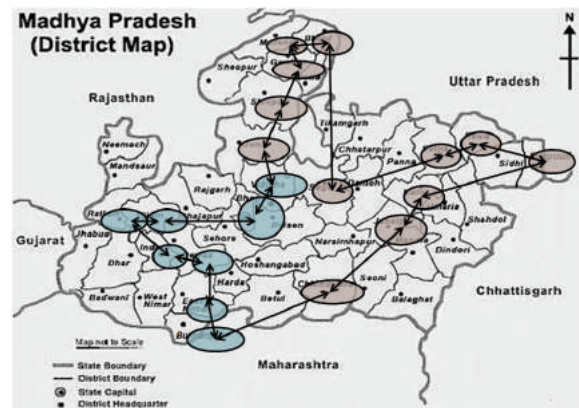
COMMENDABLE INITIATIVE :

(I) STATE WIDE IMPLEMENTATION OF CLUSTER BASED BUS TRANSIT SYSTEM AS PER HUB AND SPOKE MODEL IN MADHYA PRADESH UNDER PPP MODE

In the absence of a reliable, accessible, comfortable, well-managed public bus transport sector, inadequate rail connectivity and rampant growth of population & their respective personal modes of transportation, the vehicular population is increasing every year by more than 8% resulting into various traffic and transportation issues like, congestion, accidents, traffic related delays, increased air pollution etc. To resolve this situation, Government of MP in 2015 envisaged an ambitious attempt to facelift the statewide public bus transport system by implementing Cluster Based Bus System based on the Hub & Spoke model under PPP Mode. This is unique initiative of its own kind in the country at this enormous scale.

Objectives

- To promote and develop an affordable, reliable, accessible, safe & seamless public transport system.
- To improve Regional, Sub-Regional and Intracity transport connectivity through scientific methods like route rationalization.
- Strengthen the transportation institutions & network to create the enabling/ supporting transport infrastructure including formulation of SPVs to manage all human transportation to all Municipal Corporations, district headquarters and towns of touristic importance.
- To conceptualize and operationalize customized Intelligent Transport System (ITS) on the buses, and centralized control system including modules of vehicle tracking system, crew scheduling, automatic fare collection system etc.



BEST URBAN MASS TRANSIT PROJECT

Key Features of the Project

- 1st State in the country to plan an Urban Bus Service as a whole on Cross-Subsidization model on PPP mode (DBOT). Being operationalized with 40% VGF.
- Introduction of Hub and Spoke model which will connect 20 major cities and also the nearby cities. Each cities will act as an individual Hub connected to near cite/ULB by as a Spoke. Coverage to even the smallest towns / tehsil.
- The project will provide connectivity to more than 310 ULB (Spoke city) in the state improving connectivity by 80%.
- 500 Buses are plying in Bhopal and Ujjain since 2016. Another fleet of 500 buses would be inducted by Nov 2017.
- ITMS facility has already been developed at 4 Hub-cities i.e. Bhopal, Indore, Jabalpur and Ujjain. Tenders for 16 other Hub-cities are under process. The new fleet in other clusters would also be integrated with the existing ones.
- Tenders for 71 clusters for procurement of buses and operators have been floated out of which bids for 28 clusters have been received.
- New State-of-Art Bus Terminal facilities have already been up and running in 5 cities i.e. Bhopal, Indore, Jabalpur, Guna and Dewas. Procurement of Contractors for terminal facilities has already been initiated in for 20 Hub-cities & 200 bus stops.
- Development of major roads has been started along the routes where intercity buses are to ply.
- In several spoke-cities, the bus shelter and land development work has been initiated. The development of passenger facilities like waiting hall, she-lounge, toilets etc., this is done through various convergence scheme.
- A Parking, Advertisement & TOD policy has been developed for the State to create an enabling environment for the project.
- Parking Masterplan has been prepared for 5 cities (Bhopal, Indore, Jabalpur, Gwalior and Ujjain)
- TOD Plans for 3 cities has been prepared for 3 cities (Bhopal, Indore & Jabalpur)
- There is state Dedicated Urban Transport Fund (DUTF), and 20 new DUTF account have been created for this project.
- A monitoring mechanism is in place to after the progress of work in the project
- The project has the potential to become a driving force in economic growth as it would generate tremendous employment opportunities in these 310 ULBs.
- The project also envisages intensive training and welfare programmes for Drivers and Conductors that would enhance their ownership in project implementation.
- The project has developed integration in 3 forms: Fare integration, Institutional integration, Modal Integration etc.

Recommendation of the Awards Selection Committee 2017

This project has been selected for award based on the introduction of SPVs for cities in MP under PPP model based on "Hub and Spoke model of operation for providing organized city Bus Transit System. The project is also integrated with development of Intelligent Transport Management System (ITMS) and New State-of-the Art Bus Terminal facilities, Bus Terminal & Bus Stops Development with implementation of ToD plan.

BEST URBAN MASS TRANSIT PROJECT

COMMENDABLE INITIATIVE : (II) LUCKNOW METRO RAIL PROJECT PHASE-1A (NORTH-SOUTH CORRIDOR)

Lucknow, the capital of Uttar Pradesh is the principal administrative, commercial and distribution centre of the state. Inadequate public transport system in Lucknow has led to upsurge of private vehicles – Constitute 90% of total registered vehicles. The existing road based urban transport system of Lucknow City is already under severe stress leading to longer travel time, increased air pollution and rise in road accidents. Lucknow Metro Rail Project was announced in State Govt. Budget for year 2013-14. Lucknow Metro Rail Corporation (SPV), jointly owned by GoI and GoUP, has been set-up for planning, implementation and operation of Lucknow Metro project.

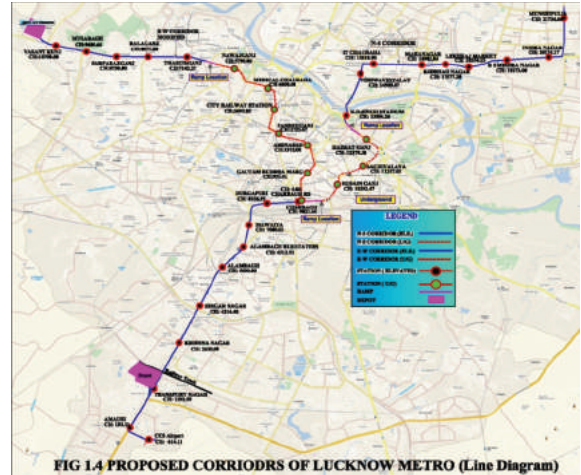


FIG 14 PROPOSED CORRIDORS OF LUCKNOW METRO (Line Diagram)

Objective

The objective of the project is to provide efficient, safe, affordable and pollution-free Mass Rapid Transit System by way of metro rail.

Key features of the system

The information of the corridors is given below:

Corridors Description	Elevated (km)	Underground (km)	Total Length (km)
North – South Corridor (CCS Airport to Munshi Pulia)	19.438	3.440	22.878
No. of Stations	18	4	22

- Work commenced on Priority Section from Transport Nagar to Charbagh (8.5 km) on 27.09.2014. Work completed in a record less than 3 years’ time period. Commercial operation started on 05.09.2017.
- The highest ridership on 10.9.17 was 41075. The total trip: 4479 out of which 1511 trips were by Lady Train Operators.
- Total estimated completion cost (Completion March 2019): Rs. 6880 Crore. Agreement signed with European Investment Bank (EIB) for funding Euro 450 Million soft loan.

BEST URBAN MASS TRANSIT PROJECT

- Majority of Govt. land for priority section already transferred to LMRC by Govt. of UP free of cost / long term lease including land for the Depot.

Construction of priority section is completed ahead of time schedule due to the following reasons:

- All contactors were treated as 'Partners' in the project and they worked very closely with the LMRC team.
- Timely payments to the contractors' in-between the project ensured that they all worked day and night in different shifts
- All the System Contracts like Rolling Stock and Signalling, Traction, Telecom, Depot, Track, AFC etc. awarded for the entire corridor.
- Use of cylindrical mechanical augur foundations design and ready mix concrete for OHE in the depot having same strength or even better as compared to conventional OHE foundations so as to reduce the time for casting.

- The project also aimed to put feeder system in place along with commercial operation of the Metro services in phased manner.

Recommendation of the Awards Selection Committee 2017

This project has been selected for award being the only metro system in India to have completed the present operational phase within time frame with innovative contracting mechanism for rolling stock and signaling which helped to deliver services before time.



WINNER: ITMS FOR PUNE

PMPML provides public transport service in Pune and Pimpri-Chinchwad city and its sub-urban region, through BRT (Bus Rapid Transport) and non-BRT routes in these cities. It caters to about 11 lakhs passengers per day. Apart from PMPML, the public transport infrastructure in the city is weak (trains run on limited route and with very sporadic frequency and metro still at a planning phase). Needless to say, PMPML is the lifeline for these two cities. However, PMPML was facing several issues related to fleet management, maintenance, operations & manpower management. To overcome the same, and to ensure that a reliable, efficient and sustainable public transport facility is provided to citizens, PMPML has planned and implemented an ITMS project.

Objective

- Making city public transport demand based, rather than supply based
- Enhancing the reliability and timeliness of the bus service
- Ensuring use of ICT as a key enabler in tracking and monitoring of operations and in decision making
- Ensuring sustainable development – leading to less carbon footprint.

Key Features of the Project

- Project area includes the cities of Pune, Pimpri Chinchwad and their adjoining.
- Total buses: 1920 Depots: 13 Depot level Workshops: 13, Central Workshop: 1, Total employees: 9000 (approx.)
- This is the first live ITMS project in the country with real-time AVLS and AFCS in place.
- The AVLS system implemented has been fully customized to meet the needs of Indian cities



BEST INTELLIGENT TRANSPORT SYSTEM PROJECT

- The project has brought in India's first Interoperable Open Specification Contactless Smart Card "MI" for the citizens of Pune.
- An artificial intelligence driven grievance management system has been introduced,
- Implementation of a State of the Art Command and Control Center.
- Increase in revenue by 15%, no. of buses by 11% and ridership by 16% within 5 months.
- The use of Pre Printed Tickets has reduced to 0.01%.
- There has been a 50% reduction in use of paper rolls for printing of tickets through ETIMs
- Reducing carbon footprint for PMPML
- The project has improved the EPKM and reduced the CPKM, thus taking PMPML almost on the verge of meeting operational breakeven,
- The project follows the NUTP 2006.

Recommendation of the Awards Selection Committee 2017

This project has been selected for award based on the SPV which is ensuring the usage of modern technology as a key enabler in auto accountability, monitoring and management of assets and operations and thus resulting in improved operational efficiency and bus system management with increased ridership.

COMMENDABLE : (I) INITIATIVE: HYDERABAD TRAFFIC INTEGRATED MANAGEMENT

Hyderabad is most developing city in India (4th largest) having about 39Lakh various types Vehicles and 600 Vehicles are being added every day. The existing usable road is 8.32% against 14 to 18% in other Metros. The vehicle density is 723 /KM which is again 2nd largest in country. Further no foot paths and signals for pedestrians. Existing standalone signals are of routine type and are 20 years old, poor visibility and do not work under power failures. Hence, signal requires modernisation with the new technology and therefore In the year 2012, GHMC and Hyderabad Traffic Police jointly initiated the H-TRIMS project and the State Govt sanctioned Rs.66.50 Crore.

Objectives

To provide the signaling services round the clock, without any break in the service at 221 Junctions, which is managed remotely from the Traffic Control Centre.

Key Features of the Project

- The project provide Hyderabad with the latest, and totally ATCS (Automatic Traffic Control System) based, centrally monitored traffic signalling system Latest Alfa numeric Timers are installed in the Traffic Junctions.
- Covered entire Greater Hyderabad and installed total 221 Traffic Junctions. Provide all 221 signals with OFC leased line Connectivity and un interrupted Power with automatic fall back option with 3G GPRS Dongle to send the data to the Traffic control centre
- Established (17) Variable Message systems (VMS) Establish TCC with Video Wall at Traffic Command Center (TCC) to monitor live of all 221 Signals and synchronize the signals across the city for smooth traffic flow.
- 221 signals to be automated with central intelligent command centre
- 221 signals enabled with Virtual loop cameras for Adaptive Traffic Control and synchronized signals
- Automatic adjustment of the signal timings based on the traffic flows and



BEST INTELLIGENT TRANSPORT SYSTEM PROJECT

- Integration in surveillance on violations
- Variable Message system to alert the citizen on traffic flows and congestions
- Pedestrian controlled signals
- SMS based alerts to citizens
- 33% waiting time is reduced at junctions.
- Solar-powered Traffic Signals facilitates energy savings, which works out to approx 1.2 Lakh units for 221 junctions per year

Recommendation of the Awards Selection Committee 2017

This project has been selected for award based on the commendable initiative for traffic management through 3E concept of Engineering, Education and Enforcement, which can be replicated in other cities for improved traffic flow and enhanced safety through usage of latest adaptive traffic controllers and synchronized signals with solar power.

COMMENDABLE :

(I) INITIATIVE SOFT, THIRUVANANTHAPURAM

Rapid motorisation is another hurdle in this field. In Kerala the number of registered vehicles was around 55,000 in 1980 but now it is more than 1 crore. Urban roads are congested. In cities there are normally very old vehicles present without proper precaution to prevent air pollution. People do not obey road safety rules. These are some of the main issues faced by urban transport system.

Objective

Kerala Traffic Police took the initiative in formation of soft to reduce fatality rate of accident victims by giving required emergency medical assistance and to arrange to transport them safely to the nearby hospital. Immediate attention given to the road accident victims increases the chances of survival manifold and reduces the severity of injuries. Many death and disabilities, due to impact of injuries can be prevented by getting immediate medical attention.

Key Features of the Project

- In Kerala there is no such comprehensive trained group working effectively to deal with accident situations. At this juncture the formation of a volunteer force to attend the accident victims is very significant.
- One soft group consists of 50 members, and this is selected from the police stations within the jurisdiction of an inspector of police. Non-governmental organizations can help a lot in this regard.
- Units of soft is formed with the initiative of police by co-operating social workers, students, merchants, drivers, head load workers and police officers. Inspector of police is the leader.
- The soft members can work voluntarily and to be present at accident scene, save road accident victims, do proper follow up in legal support etc.
- A pilot project started in main two police districts that is Thiruvananthapuram city and rural.



BEST INITIATIVE FOR IMPROVED ROAD SAFETY

- A one day training programme is organised for the volunteers in first aid and handling of accident victims in association with NATPAC, Indian medical association, non-governmental organisations like rotary, lions, residents associations, organizations of drivers, merchants and students etc. The volunteers are issued with a certificate and identity card. Every year one day refresher course is arranged.
- Project is initiated in 26 police circle limits. Selected 50 volunteers in each police circle. Total 1200 persons are trained. The contact numbers of main hospitals and doctors are also circulated to these members in order to get ready to face emergency situation.
- The soft volunteers rushed to accidents spots and rescued 108 persons.
- Reducing in number of accidents in Thiruvananthapuram rural from 212 in 2015 to 208 in 2017.
- Government of Kerala has approved the Extension to all districts.

Recommendation of the Awards Selection Committee 2017

This project has been selected for award as it addresses the road safety requirements of the city by allocating a part of the State funds from Road Transport Office to a single authority concerning road safety. The funds are utilised for taking very definite and protective actions to ensure immediate care of post-trauma incidences by involving trained volunteers available in the vicinity, like laborers, auto drivers and petty shopkeepers. This is a commendable initiative.

BEST INITIATIVE FOR IMPROVED ROAD SAFETY

COMMENDABLE INITIATIVE : (II) BEST INITIATIVE FOR IMPROVED ROAD SAFETY WAGING WAR WITH SPEED, CHITTOOR, ANDHRA PRADESH

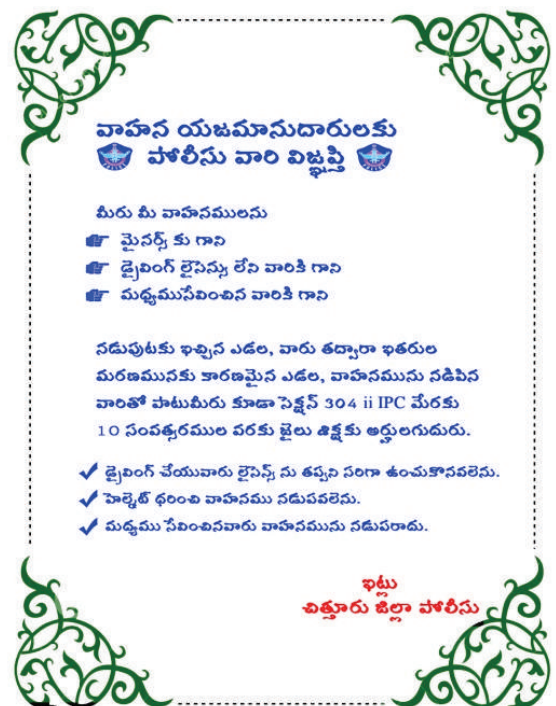
In Anantapuramu district, Andhra Pradesh there is 8 NHs with a length of 516 Kms, 36 SHs with a length of 1457kms apart from other district roads existing. The district has a border with Karnataka state on three sides. Due to this there is heavy vehicular movement on all these roads. A mix of all kinds of traffic along with heavy vehicles results in increased accidents in the district. The project aims to reduce fatal accidents in Anantapuramu district as well as in Chittoor District by mixing enforcement, education along with engineering.

Objective

- To reduce the number of deaths and injured by 40%

Key Features of the Project

- The project aims at utilizing services of Community Police Officers and students for creating awareness to the public and to reduce the response time in case of an accident and shift the injured to nearby hospitals thereby saving the lives.
- As a part of road safety programme the following initiatives on road safety were taken by Chittoor Police as follows:
 - Creating awareness by pamphlets. About 1,66,850 pamphlets have been distributed to drivers, owners, autowalas etc for Sensitization about Sec. 304(II) IPC and also about road safety.
 - Oath forms 1,76,793 oath forms taken from drivers/Riders
 - No helmet No fuel- Implementing at all petrol bunks with help of administration. The services of Road safety ambassadors & CPOs are being utilized for creating awareness amongst motor cyclists.



BEST INITIATIVE FOR IMPROVED ROAD SAFETY

- Launched “Road Safety Ambassadors programme” involving students of 171 Colleges.
- Road safety campaign app has been created for weekly awareness, Daily quiz.,Slogan read status.
- Solar blinkers installed at 60 black spots erected involving community.Later extended to all 265 black spots in the district
- Stop & wash Programme Night duty officers will stop vehicles in early hours and provide water for face wash & refresh the driver.
- Erected speed breakers/ Rumble strips on roads to curtail over speed of the vehicles.
- Road safety short films are exhibited through LCD projector in all the villages.
- Prevent pedestrian Killings, road side villagers are educated. Till today 250 Road side villages are sensitized.
- Awareness programme to the drivers are given for road safety
- Capturing photographs of violators and generating E-chalans.
- Shifting Beggars to old age homes
- Drastic reduction of accidents after the program has been noted.

Recommendation of the Awards Selection Committee 2017

This project has been selected for award based on the success in reducing fatal accidents through enforcement, education and engineering. Pioneering initiatives like oath forms from vehicle drivers, no helmet no fuel for 2 wheelers, stop and wash programme for drivers, etc. have been introduced.



WINNER: SEAMLESS TRANSPORT FOR KOCHI

Kochi is experiencing increased dependency on private motor vehicles for personal trips, leading to increased vehicular congestion and emissions. To address the increasing travel demand of Kochi city, a Metro Rail corridor is being implemented, connecting the two satellite towns, Aluva at northeast and Petta at south-east (25.6 Km), as two radials originating from the Kochi city centre.

Objective

The objective is to promote public transport and bring the people back to the public transportation system, by offering a seamless, door to door transit experience.

Key features of the project

- The pillars on which integrated public transport for Kochi is planned are:
 - Accessibility to PT, within 500m
 - Integrated network among all modes of transport
 - Last-mile connectivity through walking and cycling
- Drafted a 'Kerala Metropolitan Transport Authority Bill-2017' expected to be passed in the next session of the legislative assembly.
- Undertaken studies such as Comprehensive Mobility Plan, Master Parking Plan, Parking Policy and Integrated Public Transport for Kochi & NMT Master Plan with the approval (CFA) of MoHUA.
- Fastest constructed metro rail out of the total 26 km proposed. 16 km is presently functional. Kochi-1 Smart card is a 'Rupay' based transit card, which is being extended to all modes of transport within Kochi.
- KMRL is implementing the Integrated Water Transport in Kochi. World's 2nd largest with 16 routes, 38 Jetties, 76 route km along with use of modern technology and also developed for the tourism sector.



BEST CITY IN URBAN TRANSPORT INITIATIVES

- Private bus operators have been aggregated into 7 area based operations unit, in form of Society/LLP/Pvt.Ltd.Company. The move is expected to improve organizational output as well as passenger reliability and comfort
- An Integrated Bus Time Table (IBTT) is under preparation on a software platform, provided by CDAC Trivandrum.
- GPS based Vehicle tracking on all buses through a cost neutral contract is under consideration. 100 Autos fitted with Passenger Information System. Aggregated seven Auto Rickshaw Drivers unions and commenced frameworks formation of a Society and a handbook is prepared with the assistance of Cochin University. Planned for a cost neutral model for retrofitting of Maruti Omni vehicle
- A MoU signed with Rajagiri School of Engineering & Technology for building a transit based data analytics platform.



KMRL idea to boost public transport

Now, auto unions to form company

DC CORRESPONDENT
Kochi, April 28

After the private buses, the autorickshaw unions in the city have decided to form a company or society on the direction of the Kochi Metro Rail Ltd (KMRL), thereby bringing nearly 15,000 autos under one roof.



Journey Planner and Smart Card Ticketing, all of which would make the journey hi-tech, safe and easy for commuters. "The unions will hold a meeting with the KMRL and the technical partners on May 2 to finalise the system," the official said. The autorickshaw coordination committee

Recommendation of the Awards Selection Committee 2017

This project has been selected based on the excellent model where a Mass Rapid Transit Company has been mandated to provide an integrated approach to city transport and improved overall mobility for the whole city by integrating all main modes of public transport system focusing on accessibility within 500 meters, as well as usage of modern technologies to compliment the different travel modes of the city. This would provide a holistic, integrated and safe transport system for the city, a system and initiative which can be replicated in other cities as well.

ANNEX I

No. 14011/20/2017-UT IV

Government of India Ministry of Urban Development (UT-IV Desk)

Subject: Annual Conference & Exhibition Transport - Urban Mobility India (UMI) - 2017 (4th - 6th November, 2017) - Constitution of Award Selection Committee - regarding.

This is to inform you that, as in previous years, an Annual Conference & Exhibition on Urban Transport is being organised by this Ministry. This year the dates of UMI are November 4th - 6th, 2017 at Hyderabad. It has been decided that, on this occasion, the Ministry of Urban Development will give Awards for Excellence in Urban Transport in the following categories:

- (a) Best NMT (Non Motorized Transport) project
- (b) Best City Bus Service
- (c) Best Urban Mass Transit Project
- (d) Best Intelligent Transport System project
- (e) Best Initiative for improved Road Safety
- (f) Best city in Urban Transport Initiatives

2. An Award Selection Committee, as under, has been constituted for this purpose:

S.No.	Name	Designation	
1.	Dr. M. Ramachandran	Former Secretary, MoUD	Chairman
2.	Shri Mukund Kumar Sinha	OSD (UT) & Ex-officio JS, MoUD and Acting Director General, IUT	Member
3.	Shri K. K. Joadder	Chief Planner, TCPO	Member
4.	Shri B. I. Singal	Former DG, IUT	Member
5.	Dr. O. P. Agarwal	Executive Director, Indian School of Business, Mohani & Former Dg, IUT	Member
6.	Dr. P. S. Rana	Chairman, Conception Industry Development Council (CIDC)	Member
7.	Dr. Annapurna Vencheswaran	Director, TERI	Member
8.	Prof. P. K. Sarkar	Head of Department (Transportation), School of Planning and Architecture, Delhi	Member
9.	Prof. Geetam Tiwari	Professor, IIT Delhi	Member
10.	Prof. Shivanand Swamy	Associate Director, CEPT University	Member
11.	Shri Sumit Chatterjee	Officiating Executive Secretary, IUT	Convener

3. The Committee as a whole or in small groups may visit the actual project site(s) to complete the assessment before making a recommendation.
4. This issues with the approval of competent authority.



(V. S. Pandey)
Dy. Secretary, (MRTS-II)
Tele No. 2306 1919

To

The Chairman and all members of the Committee

CC:

PS to UMD
PSO to Secretary (UD) / Sr PPS to As (UD) / Sr PPS to OSD (UT) & EOJS

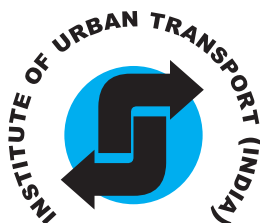
ANNEX II

Conference and Exhibition on Urban Mobility India 2017 Format for submission of entries for Awards for Excellence in Urban Transport

S.No	Particulars
1.	Awards Category under which proposed
2.	Name of the Project
3.	Person to be contacted with contact details Name: Designation: Department: Organization: Phone: Email: Fax:
4.	Brief description of the current urban transport scenario (maximum 250 words)
5.	Brief description of the project (maximum 250 words) <ul style="list-style-type: none"> • Need • Objective • Scope /Area of coverage • Physical features (Number of buses, depots etc)
6.	Project outline with key financial features <ul style="list-style-type: none"> i. Estimated cost ii. Actual cost on completion • Contribution of <ul style="list-style-type: none"> i. Center ii. State iii. ULB Government. • Contribution from any other source • PPP Model. (Yes/No) (if yes specify details in maximum 100 words) • Economic Benefits (EIRR) • Financial profile (FIRR) • Revenue as % to operation Cost.
7.	Was the execution of project in time or delayed? Please indicate <ul style="list-style-type: none"> i. Start date ii. Contractual completion date iii. Actual completion date <p>If delayed the reasons for delay in the execution of the project?</p>
8.	Major highlights of how well the project has been implemented and its achievements (maximum 250 words):

9.	Improvement in Travel speed. (Yes/No) (please specify the increase in numbers and other details in maximum 100 words)
10.	Reduction in accidents. (Yes/No) (please specify the reduction in percentage and other details in maximum 100 words)
11.	Reduction in green-house gas emissions. (Yes/No) (please specify the reduction in numbers and other details in maximum 100 words)
12.	Reduction in air and noise pollution.
13.	Reduction in energy consumption.
14.	Social Benefits from the project
15.	Environmental benefits from the project
16.	Any other benefits / achievements (maximum 100 words)
17.	<ul style="list-style-type: none"> • What efforts have been made to integrate the project with other modes? • Have set any parameters to measure the level of integration? If so, please mention.
18.	Does this project addresses various elements of NUTP, 2006 (Yes/No) (if yes specify details in maximum 250 words)
19.	How the city governance system is actively involved in and associated with supporting and sustaining the project / initiative?
20.	What is the impact of the scheme / project on overall urban mobility in the city?
21.	<ul style="list-style-type: none"> • Public response to the project (maximum 250 words) with attachments; • Has this project got publicity in the media? If so, please furnish evidence / proof if it is published or telecast.
22.	Does this project involve with community participation? If yes specify in one hundred words in separate sheet.
23.	Any special reason / justification why the project should be considered for award

Organised by



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