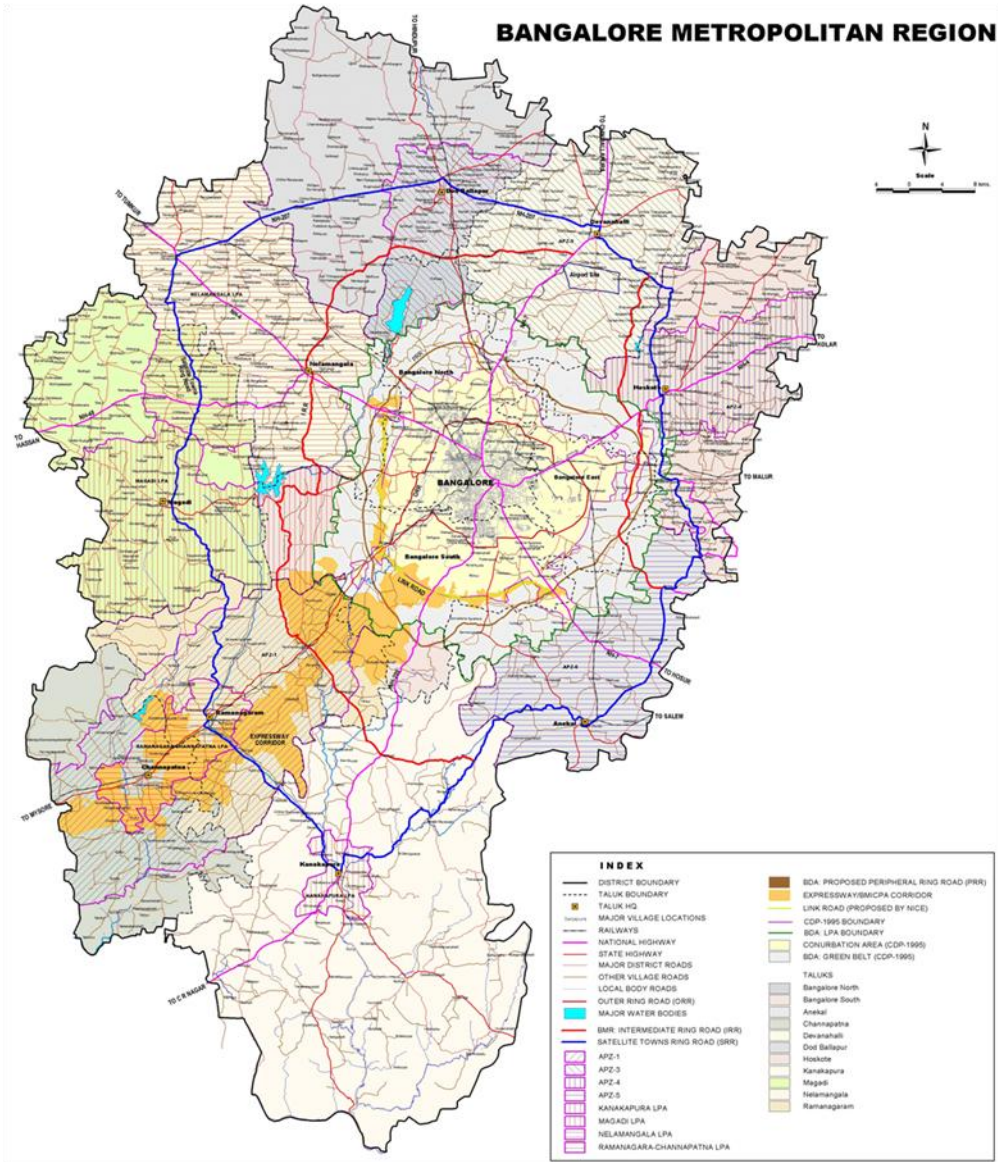


Bangalore Metropolitan Land Transport Authority- a case study



•**BMR in a nutshell:**

•**Area:** 8005 sq.kms: Urban: 2191 sq.kms.

•**Population:** 8.4 million(2001 census)

17.81 million(estimated for 2031): 14 million in BBMP area (800 sq.km).

•**Vehicle Population: 3.89 million as on March 2010**

16.5 million daily vehicle trips in 2031.

6000 K.Ms road length

•**Modal Share:**

PT: 30%; 2-W: 21.4%;Cars: 4.5%;Walk: 34.5%

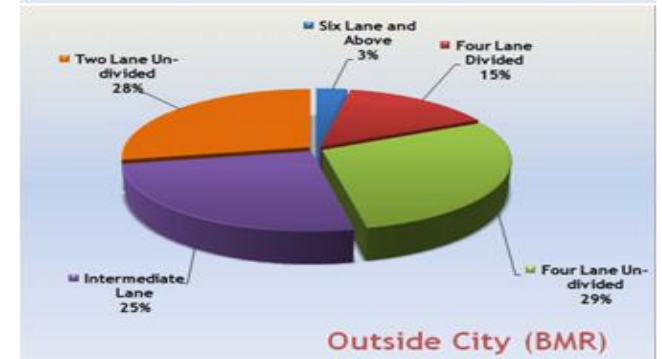
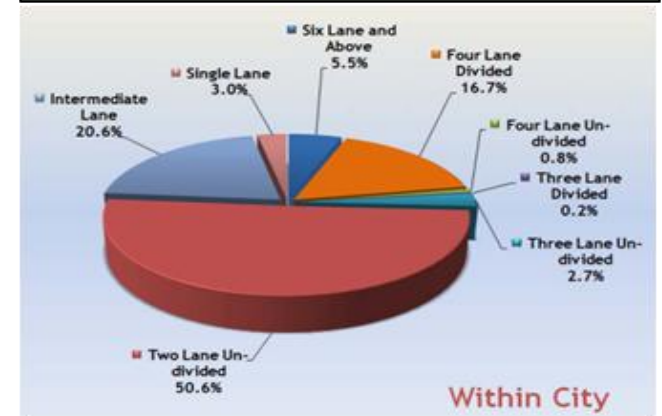
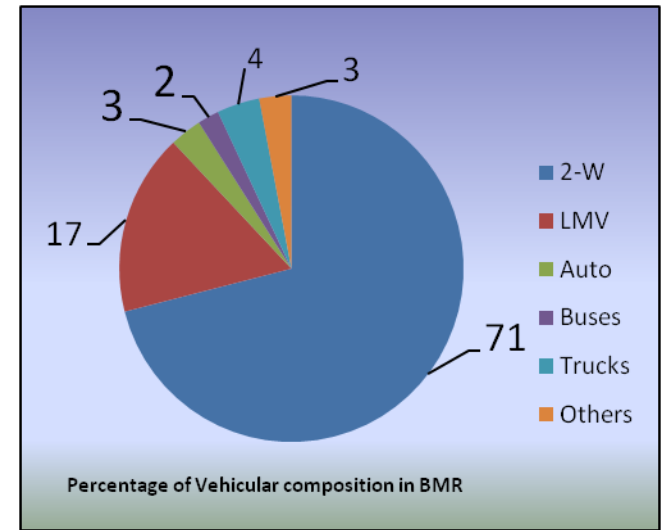
Cycle: 4%(source: CTTS)

Ave Annual Growth rate

Population: 3% Vehicles: 10%

Peak hour speeds <15Kmph on major corridors

An half hour journey takes 47 minutes during peak hour on a week day



Percentage of Road widths in BMR

Public Transport in a nutshell

- **BMTC**

Buses : 6083

Routes operated : 5890

Total Trip Lengths : 12.73 Lakh km

Total Trips : 79,754

Passengers carried : 4.2 million passengers per day.

- **Metro Rail:**

42 Kms under construction at the cost of Rs 8158 Crores.
Carrying capacity: 40,000 PHPDT.

Estimated passengers per day: 16.1 lakh (2021)

- **Mono Rail:**

Feasibility study under way for 54.2 K.Ms

- **Commuter rail:** Under discussion with Indian railways.

Agencies concerned with Urban transport

- **Policy:** Transport, Urban development, Infrastructure development department(IDD).
- **Land use planning:** BDA, BMRDA.
- **Infrastructure development:** BDA, BBMP, KRDC, NH, IDD, BMRCL, BARL
- **Operators:** BMTC, BMRCL, KSRTC, Railways(CRS), Monorail(private), IPT etc

Traffic Management, enforcement of penalties for violations, signage, enforcement of parking regulations etc. : Traffic police

Why BMLTA?

- How to meet urban transportation needs of all citizens ('Mobility to all')?
- Who should plan for transportation in Bangalore Metropolitan region?
- Should there be an authority to decide on and drive a unified transportation plan?
- If yes, what should be its functions?

Other members

BMLTA set up on 9/3/2007.

Empowered committee: chaired by CS,
GOK

Member Convener: Commissioner, DULT

*DULT also act as secretariat for the
BMLTA.*

BMLTA as it exists now:

Has no statutory authority.

Is not a regular executive body.

Has no independent secretariat.

ACS, UDD

P.secy/secy, Transport, Finance,
PWD, IDD, Forest & Environment.

BMRDA

KSRTC

BMTC

BMRCL

BBMP

BDA

Commissioner, Bangalore police

Railways

Experts

Functions of BMLTA

- **Co-ordination:** To co-ordinate all land transport matters, To initiate steps for common ticketing system:

PT operators: BMTC, BMRCL, BRL, Monorail operators, Railways etc.

Infrastructure development: BDA, BBMP.

Integration of land use planning and transportation planning: BDA, BMRDA etc.

- **Planning:** To prepare master plan for transport infrastructure, To function as empowered committee for all urban transportation projects; To appraise transportation projects/recommend for central assistance etc:
- **Monitoring:** To oversee implementation of all transportation projects; To set up regulatory framework for all land transport systems.
- **Omnibus:** To take any other decision for the integrated urban land transport and land use planning etc.

The road thus far...

- **Co-ordination:** Common ticketing, Feeder bus system for Metro, BRT for Bangalore, Mobility hubs, Commuter rail system.
- **Planning:** CTTTP for Bangalore(2007), CTTS for BMR.
- **Monitoring:** Important projects identified for decongestion of Bangalore, as a part of BTTI. MOU for implementation of CTTTP recommendations.
- **Policy:** Parking policy, Pedestrian policy.
- **Studies:** Multi-level car parking , TTMC study, corridor-decongestion, Pre-feasibility studies for NMT, Preparation of street design guidelines for BMR, Mobility indicators, BRT workshop.
- **Involvement of Private sector and citizens:** City connect, Praja, Ride a cycle foundation, UMTC, Cistep, CISTUP etc.
- **Proposals under consideration:** Traffic engineering and transportation cell for BMR under BMLTA with the assistance of CISTUP.

BMLTA as SPV for taking up construction of mobility hubs?

Concept paper on BMLTA re-organization circulated on 9/11/2010:

Functions:

Regulatory:

- Fixing the fares to be collected by Public Transport agencies;
- Determining the mode of sharing between different transport agencies (clearing house);
- Monitoring the enforcement of Traffic Management Plans, safety regulations, service levels.
- Registration and licensing of vehicles/operators.

Policy formulation: Setting norms, standards, guidelines, service level bench marks.

Planning: transport and land use integration, planning and prioritization of investments, inter-modal integration.

Overall management and control of network:

- ensuring traffic management and traffic control
- management of demand through integration of Land Use Planning and Transport, Congestion Charging, road space prioritization, licensing and regulation of parking;

Consumer behavior change.

Funding and approval of projects prepared by various agencies, sourcing of funds from centre/State and financial institutions.

Co-ordination.

A repository of information of all traffic related studies and data.

The delivery of physical Service will be the prime domain of the operators.

BMLTA will be responsible for overall policy, direction and funding.

BMLTA to have necessary manpower, urban planners, transport planners, financial experts, experts in road/rail transport/ infrastructure development on contract and/or on deputation from stakeholders.

ISSUES:

Structure: A company registered under the Companies act/statutory body/remain an apex body as it exists now?

What functions should it exercise? Funding and regulatory responsibilities may be difficult to discharge.

How to build the capacity of BMLTA to enable it to perform the role envisaged for it?

BMLTA vs GOVT; BMLTA vs Operators. BMLTA vs MPC

How to involve professional expertise available outside Government?

How to involve Mayor, Chairmen of ULBs, non-official chairmen of operators?