

राज्यस्तरीय नागरी वाहतुक धोरणाचा मसुदा
प्रसिध्द करणेबाबत.

सूचना
महाराष्ट्र शासन,
नगर विकास विभाग,
मंत्रालय, मुंबई-४०००३२

शासन निर्णय क्र.टिपीएस-१८१६/९२१/प्र.क्र.४९१/१६ /नवि-१३,
दिनांक- ०१/०६/२०१७

सोबतची सूचना वर्तमानपत्रात प्रसिध्द करण्यात यावी.



(रा.म.पवार)

अवर सचिव, महाराष्ट्र शासन

प्रत :-

- १) मा.मुख्यमंत्री महोदयांचे सचिव, मंत्रालय, मुंबई.
- २) मा.राज्यमंत्री, (नगर विकास) महोदयांचे खाजगी सचिव, मंत्रालय, मुंबई.
- ३) प्रधान सचिव (नवि-१) नगर विकास विभाग यांचे स्वीय सहायक, मंत्रालय, मुंबई

प्रति,

- ४) सह सचिव तथा संचालक (नगर रचना), नगर विकास विभाग, मंत्रालय, मुंबई
- ५) संचालक, नगर रचना, महाराष्ट्र राज्य, पुणे
- ६) उप संचालक, नगर रचना, नागरी संशोधन घटक, पुणे.

त्यांना विनंती करण्यात येते कि, प्रस्तुत सूचना शासनाच्या दि.१३/०९/२०१० रोजीच्या परिपत्रकातील निदेशानुसार व खालील सूचनांप्रमाणे जाहिरात म्हणून प्रसिध्द करून घेणेबाबत सत्वर कार्यवाही करावी. तसेच सदर सूचनेच्या प्रती राज्यातील सर्व महानगरपालिकांना, महानगर प्रदेश विकास प्राधिकरणांना तसेच शासनाने लोकेशन क्लिअरन्स दिलेल्या सर्व एकात्मिकृत नगर वसाहतींच्या विकसकास / कंपनीस पाठवून द्याव्यात.

- | | |
|--------------------------------------|---|
| i) जाहिरात देणाऱ्या कार्यालयाचे नांव | :- नगर विकास विभाग, मंत्रालय, मुंबई-३२. |
| ii) जाहिरात कोणत्या दिनांकापर्यंत | :- तात्काळ द्यावयाची आहे. |
| iii) प्रसिध्दीचे स्वरूप | :- सर्वाधिक खपाच्या स्थानिक वृत्तपत्रात |
| iv) कोणत्या जिल्ह्यात | :- |
| v) किती वृत्तपत्रात | :- एका इंग्रजी व एका मराठी वृत्तपत्रात |
| vi) किती वेळा | :- एकदा |
| vii) जाहिरात खर्चाचे देयक कोणत्या | :- संचालक, नगर रचना, महाराष्ट्र राज्य, पुणे |
| अधिकार्याकडे पाठवावयाचे. | |

७) कक्ष अधिकारी (नवि-२९), नगर विकास विभाग, मंत्रालय, मुंबई.

त्यांना विनंती करण्यात येते की, सदर सूचना शासनाच्या वेबसाईटवर प्रसिध्द करण्याबाबत कार्यवाही करण्यात यावी.

८) आयुक्त, सर्व महानगरपालिका.

९) सर्व एकात्मिकृत नगर वसाहती.

१०) निवड नस्ती (नवि-१३).



**Publication of Maharashtra Urban
Transport Policy.**

**Government of Maharashtra,
Urban Development Department,
Mantralaya, Mumbai-400 032.
Dated: 01/06/2017**

NOTICE

TPS 1816/921/CR 491/16/UD13 - Whereas at present, growing use of personal motor vehicles in Maharashtra is contributing to traffic congestion, poor air quality, declining public health, increasing number of road fatalities, and social segregation. Responsibilities in decision making and financing of urban transport projects are fragmented, involving multiple agencies at the central, state, and local levels;

And whereas ,personal motor vehicle-oriented infrastructure, such as road widening, elevated roads, flyovers, and multi-storey parking, offer at best short-lived improvement in traffic conditions but are insufficient to meet the growing mobility needs of cities in the State. This infrastructure is not inclusive of all users of the transport system. Excessive reliance on personal motor vehicles leads to inefficiencies and financial non viability;

And whereas GOM seeks to reverse these trends through the **Maharashtra State Urban Transport Policy (hereinafter said draft "SUTP")**. Successful urban development is achieved through transport planning that focuses on movement of people rather than vehicles, a goal clearly expressed in the **National Urban Transport Policy (NUTP)** by the Ministry of Urban Development, Government of India. Thus, the SUTP prioritises sustainable modes of transport like walking, cycling and public transport and dissuades the use of personal motor vehicles. GOM seeks to invest in transport projects that are sustainable and represent the best value for all citizens for the money expended, and is therefore issuing this SUTP that is user friendly;

And whereas, the Government of Maharashtra (GOM) aims to develop efficient, attractive, equitable, inclusive, safe, and environmentally sound urban transport systems within the framework of a competitive market economy. Efficient, sustainable, and equitable transport systems are key to the economic and social development of Maharashtra's growing cities;

Now therefore, the Govt. of Maharashtra hereby, publishes the said draft **Maharashtra State Urban Transport Policy which is annexed** herewith for inviting suggestions/objections from any person with respect to the said MUTP policy within a period of one month from the date of publication of this notice in the newspaper.

Any objections and suggestions to the said MUTP policy be forwarded to the Deputy Director of Town Planning, Urban Research Cell, Central Building, Pune before the expiry of one month from the date of publication of this notice in newspaper. The objections or suggestions, which may be received by the concerned Officer appointed, within stipulated period shall be considered by the government while finalising the said policy.



This Notice shall be kept open for inspection to the general public in the following offices for the above period on all working days.

- (i) Office of the Director of Town Planning, Central Building, Pune;
- (ii) Office of the Joint Director of Town Planning, Pune, Nashik, Nagpur, Konkan Aurangabad, Amravati Division;
- (iii) Officer of the Deputy Director of Town Planning, Urban Research Cell, Central Building Pune.

This notice shall also be published on the Government website www.maharashtra.gov.in (कायदे / नियम).



(R. M. Pawar)

Under Secretary to Government

Maharashtra State Urban Transport Policy

April 2017

Draft

Table of contents

1. INTRODUCTION	3
2. SCOPE AND APPLICABILITY	3
3. VISION	4
4. STRATEGIES OF URBAN TRANSPORT AND LAND USE PLANNING	4
4.1. FUNDAMENTALS	4
4.2. PROMOTE WALKING, CYCLING AND PUBLIC TRANSPORT	4
4.3. MANAGE THE USE OF PERSONAL MOTOR VEHICLES AND GOODS MOVEMENT	4
4.4. ENCOURAGE TRANSIT-ORIENTED DEVELOPMENT	5
5. GOALS	5
6. INITIATIVES	7
6.1. COMPLETE STREETS	8
6.2. PUBLIC TRANSPORT	9
6.3. TRAVEL DEMAND MANAGEMENT	9
6.4. REGULATION AND ENFORCEMENT	9
6.5. LAND USE AND TRANSPORT	10
6.6. UNIVERSAL ACCESSIBILITY	10
6.7. EMISSION STANDARDS	10
6.8. USER FEES	11
6.9. LEGISLATIVE IMPROVEMENTS	11
7. INSTITUTIONAL STRUCTURE	12
8. PLANNING PROCESS	13
9. MONITORING	14
10. FINANCING	14
11. OUTREACH	15
12. CAPACITY BUILDING	15
13. DEFINITIONS	16
14. ABBREVIATIONS	17

1.Introduction

1.1.The Government of Maharashtra (GOM) aims to develop efficient, attractive, equitable, inclusive, safe, and environmentally sound urban transport systems within the framework of a competitive market economy. Efficient, sustainable, and equitable transport systems are key to the economic and social development of Maharashtra’s growing cities.

1.2.At present, growing use of personal motor vehicles in Maharashtra is contributing to traffic congestion, poor air quality, declining public health, increasing number of road fatalities, and social segregation. Responsibilities in decision making and financing of urban transport projects are fragmented, involving multiple agencies at the central, state, and local levels.

1.3.Personal motor vehicle-oriented infrastructure, such as road widening, elevated roads, flyovers, and multi-storey parking, offer at best short-lived improvement in traffic conditions, are insufficient to meet the growing mobility needs of Maharashtra’s cities. This infrastructure is not inclusive of all users of the transport system. Excessive reliance on personal motor vehicles leads to inefficiencies and financial non-viability.

1.4.GOM seeks to reverse these trends through the Maharashtra State Urban Transport Policy (hereinafter “SUTP”). Successful urban development is achieved through transport planning that focuses on movement of people rather than vehicles, a goal clearly expressed in the National Urban Transport Policy (NUTP) by the Ministry of Urban Development, Government of India. Thus, the SUTP prioritises sustainable modes of transport—walking, cycling and public transport—and dissuades the use of personal motor vehicles. GOM seeks to invest in transport projects that are sustainable and represent the best value for all citizens for the money expended, and is therefore issuing this SUTP that is friendly to users of sustainable modes, like pedestrians, users of public transport, and cyclists.

2.Scope and applicability

2.1. This policy will come in force from the th day of 201 .

2.2. The policy will become applicable to different urban areas from different dates, hereafter referred to as the “Date Applicable From” (DAF). The DAF for the respective urban areas will be as shown in the table below:

Sr No	Urban area	DAF
1	All urban agglomerations in Maharashtra with a population of 10 lakhs or more	Same as the date on which the policy comes in force
2	All notified Metropolitan Regions	Same as the date on which the policy comes in force
3	All Municipal Corporations not covered above	4 years after the date on which the policy comes in force
4	All peri-urban areas within 20 km of the municipal limits of a Municipal Corporation to which the SUTP is applicable as above	DAF is the same as the DAF for the respective Municipal Corporation
5	All Townships notified under the Township Policy and not covered by any of the above	4 years after the date on which the policy comes in force

2.3. The SUTP is applicable to all departments, agencies, and corporations of the Government of Maharashtra and its cities. Hereafter, the term “GOM” or “Cities” means not only the relevant urban local bodies but also all state, metropolitan, and city departments, agencies, authorities, corporations, companies, and parastatals that play a role in the planning, management, implementation, monitoring, and enforcement of urban transport and land use systems.

3.Vision

3.1.Maharashtra will have people friendly cities with integrated land use and transport systems that provide safe, reliable, and convenient access for people of all ages, incomes, genders, and abilities and enable the movement of people and goods at the least environmental, social, and economic cost.

4.Strategies of urban transport and land use planning

4.1. Fundamentals

4.1.1.GOM will develop transport systems and urban development plans that are socially inclusive and environmentally friendly. GOM shall allocate road space and funds equitably, giving priority to modes that use road space and other resources efficiently, ensure safety, and minimise emissions of harmful pollutants. Specifically, GOM shall create transport systems and land use plans that:

4.2.Promote walking, cycling and public transport

4.2.1.Walking and cycling are fundamental urban transport modes that occupy minimal road space, create zero pollution, cost little to build and use, and can be used by all. They improve the health of users and rarely cause major injuries or fatalities to other road users.

4.2.2.Public transport including city buses, City Bus Transit (CBT,consisting of corridors with very high frequency of buses) and mass rapid transit (MRT) can move large numbers of passengers more efficiently than personal motor vehicles. People of all ages, income, genders, ability and social standing can use well-designed public transport.

4.2.3.Paratransit services provide informal and flexible public transport service to millions of urban residents and visitors every day.Regulated paratransit services—in terms of routes, fares, vehicle design, and vehicle technology—improve passenger convenience and safety, and extend the reach of formal public transport.

4.2.4.Taxi services, when combined with walking, cycling, and public transport, provide the option of personalised transport when required without the need of vehicle ownership. As a shared resource, they consume less road space and parking space per person, and are accessible to most citizens.

4.3.Manage the use of personal motor vehicles and goods movement

4.3.1.Although personal motor vehicles offer the promise of comfort, convenience, and point-to-point connectivity, they occupy the most urban space per person, while in motion as well as when parked. They also consume more energy and emit more pollutants per person. Only people of certain age groups and financial strata with a basic level of physical ability can independently use personal motor vehicles.

4.3.2.Providing high quality facilities for sustainable transport modes is not sufficient for inducing a modal shift.Pricing and physical measures are required to manage the use of personal motor vehicles.

4.3.3. Goods movement passing through the city should be avoided where possible by building roads that bypass the city. However, care must be taken to ensure that the city itself does not expand and engulf the bypass roads. For goods that are consumed in the city, truck terminuses should be constructed on the periphery of the city. The city should have a well marked network of roads on which goods movement is or is not allowed and during what timings, with clear signage. This network and timings should take into account the rush hours, quiet zones and times, working hours of shops and any such related factors.

4.4. Encourage transit-oriented development

4.4.1. Urban design and land-use planning regulations should support the creation of compact communities with access to high-quality public transport and walking and cycling links, often called transit-oriented development (TOD).

4.4.2. Such development that accommodates residences, jobs, places of commerce and recreation, and other uses within walking distance of high-capacity public transport stations can help reduce trip lengths, congestion, and dependence on personal motor vehicles.

5. Goals

5.1. GOM seeks to achieve the following goals through the implementation of the SUTP.

5.2. The classes of Municipal Corporations to which the respective goals are applicable are shown in the last column.

5.3. In the event that a Municipal Corporation is promoted to a higher class and more goals become applicable to it, the “DAF” for that Municipal Corporation for that goal shall be taken as the date when the class change comes in effect.

Table 1: Sustainable transport goals.

Goal	Description	Target year	Applicable to classes of MC
Mode share	Walking, cycling, and public transport account for at least 80% of all person trips. Mode share should be retained at that level or improved further in future.	DAF + 10 years	All
Population with access to public transport	80% of the population in the city is within 500m walk of a basic public transport service with a frequency of at least 12 buses/hour.	DAF + 5 years	All
	50% of the population in the city is within 500m walk of its mass rapid transit network.	DAF + 10 years	A+, A, B, C

Goal	Description	Target year	Applicable to classes of MC
Jobs near transit	At least 60% of jobs in the city are within 500m walk of a basic public transport service with a frequency of at least 12 buses/hour.	DAF + 5 years	All
	At least 40% of jobs in the city are within 500m walk of its mass rapid transit network	DAF + 10 years	A+, A, B, C
Universal accessibility	100% of all public facilities—public transport, NMT, public space, public buildings—will be designed to be accessible to everyone, regardless physical ability.	DAF + 10 years	All
Traffic safety	Make the use of all transport modes, including walking, safe. Intermediate goals for number of accidents as well as number of fatalities: 50% reduction in fatalities from DAF levels 75% reduction from DAF levels 90% reduction from DAF levels		All
		DAF + 5 years	
		DAF + 10 years	
		DAF + 15 years	
Universal accessibility	100% of all public facilities—public transport, NMT, public space, public buildings—will be designed to be accessible to everyone, regardless physical ability.	DAF + 10 years	All
Emissions control	All cities must meet or exceed Central Pollution Control Board (CPCB) ambient air quality norms on at least 99% days. Intermediate goals: Exceed norms on at least 80% days Exceed norms on at least 99% days		All
		DAF + 10 years	
		DAF + 15 years	

6. Initiatives

6.1. To achieve the goals stated above, cities are encouraged to devise specific initiatives. These initiatives should meet the implementation metrics listed in Table 2.

Table 2: Metrics for Sustainable Mobility Plans.

Metric	Minimum goal	Target year
Footpaths	8 km per 1 lakh population	DAF + 5 years
For streets <12m wide: Traffic calmed safe streets for pedestrians and cyclists	Traffic calming measures on: 50% such streets by 100% such streets by	DAF + 5 years DAF + 10 years
Cycle tracks	4 km per 1 lakh population	DAF + 5 years
City buses	50 buses per 1 lakh population	DAF + 5 years
Mass Rapid transit	3 km per 1 lakh population (for cities with a projected 2031 metropolitan population over 10 lakhs)	DAF + 15 years
Parking management	400 charged ECS per lakh population	DAF + 5 years
Transport facilities fully accessible to persons with disabilities	Footpaths and road crossings All transport facilities	DAF + 5 years DAF + 10 years
Transit oriented development included in the Development Plan	All MRT and CBT corridors identified as TOD corridors. The largest dimension of blocks (grid of road network) in all new development, regardless of TOD, to be 150m or less.	DAF + 5 years or next DP, whichever is earlier.
Efforts to achieve a change in transport culture, so that using sustainable transport modes is respected	Spend 1% of the city's transport budget on campaigns to create awareness about sustainable transportation among citizens, citizen representatives and officials, until at least 75% of the goals are achieved.	On-going

6.1.Complete streets

6.1.1.Arterial and sub-arterial streets of cities in Maharashtra will be developed as “complete streets.” The planning and design of road facilities will abide by the following hierarchy of road users (from highest to lowest priority):

1. Pedestrians
2. Cyclists
3. Organised public transport
4. Paratransit
5. Cycle rickshaws (non-motorised taxi services)
6. Motorised taxi services (including auto-rickshaws)
7. Light and non-motorised commercial vehicles
8. Personal motor vehicles
9. Parking of paratransit and taxi services
10. Loading of goods vehicles
11. Parking of personal motor vehicles
12. Heavy commercial vehicles

6.1.2. Complete streets have the following properties:

1. Dedicated spaces for non-motorised transport modes
2. Designated spaces as meeting points and street vending
3. Designated, free parking for cycles where on-street parking is provided for personal motorised vehicles
4. Traffic calming with at-grade crossing facilities for pedestrians
5. Measures to prioritise public transport
6. Modern urban design, including appropriate street furniture, to promote attractive public space making

6.2.Public transport

6.2.1.GOM and its cities will develop high quality public transport systems that are affordable, reliable, convenient, safe, and accessible by all regardless of age, income, gender, ability or social standing.The following initiatives will be taken up to improve public transport:

1. Expanded fleets of buses.
2. At-grade rapid transit systems with dedicated right-of-way, such as a metro-quality BRT or LRT systems on public transport corridors with a current PT demand of more than 2000 pphpd.
3. Grade separated rapid transit such as metro rail or elevated BRT on public transport corridors with a current PT demand of more than 15,000 pphpd.
4. Cycle sharing systems for improved last mile connectivity.
5. Multimodal transfer hubs for interchanges among public transport systems. Such transfer hubs should present the local public transport as the first and natural choice to commuters with minimal walking distance and change of levels. Transfers to rickshaws and taxis should be prioritized next, and pick up/ drop off by personal vehicles should have the lowest priority.
6. Integrated cashless fare collection for multiple public transport systems.
7. Formalised paratransit systems with monitored quality of service. Defined routes, fares, vehicle design and safety standards, and vehicle technology standards (including electric vehicles).
8. Taxi services with monitored quality of service, fares, and safety.

6.3.Travel Demand Management

6.3.1.GOM will discourage the use of personal motor vehicles by making use of sustainable modes more attractive and convenient than using personal motor vehicles.

6.3.2.In particular, GOM will:

1. Manage the use of personal motor vehicles through parking management. On-street parking and no-parking zones will be clearly demarcated. Motor vehicles will not be allowed to encroach on footpaths, cycle tracks, and other NMT facilities. Cities will establish market-based parking fees and implement IT-based systems for fee collection and enforcement.
2. Reduce the overall supply of parking, including parking in residential and commercial premises, on streets,and in off-street parking lots.
3. Utilise revenue collected from parking management systems to fund public transport and NMT improvements.
4. Restrict the creation of grade separators for personal motor vehicle use.

6.4.Regulation and enforcement

6.4.1.GOM will:

1. Strengthen driver training and licensing procedures.
2. Rescind licenses of repeat violators of traffic rules.
3. Develop robust, IT based enforcement systems that track traffic violations, with repeat violations leading to increased penalties including fines, increased insurance and cancellation of licenses.

6.5.Land use and transport

6.5.1.GOM will adopt land use regulations that incentivise higher density commercial and residential development within walking distance of major public transport corridors. Regulations and transport investments should direct the majority of urban growth along public transport corridors and reinforce existing urban centres by providing good public transport access.

6.5.2.To achieve the above, GOM will revise Development Plans to achieve the following key aspects of “transit oriented development”:

1. **TOD Zones:** Formally designate a band of 500 meters (typical 10 minute walking distance) on either side of MRT and CBT corridors as “Transit Oriented Development (TOD) Zones.”
2. **Gross population density:** In TOD zones along MRT corridors, allow gross population density of at least twice the allowed density in non-TOD zones.
3. **Connectivity:** Ensure that the maximum area of a block (land with interconnected streets on all sides) is 1 Hectare to ensure a good network of public streets, with priority for at-grade walking and cycling facilities. The length of any side of the block shall not exceed 150m.
4. **Parking:** Restrict area for motor vehicle parking to 15% of plot areas in TOD zones and 35% of plot area in non-TOD zones. Permit bicycle parking free of FAR/FSI computation.
5. **Mix of uses:** Designate TOD zones as mixed-use zones with pedestrian-oriented uses on the ground floor. Uses that are low people density, automobile oriented (e.g. petrol pumps) and non-pedestrian friendly will be discouraged in the TOD zones.
6. **Affordable housing:** Ensure that public land within TOD zones is prioritized for EWS and LIG housing, restricting the maximum dwelling size to 120 sqm and allocating at least 50% of total FSI for EWS and LIG housing (dwelling units ≤ 60 sqm), and existing slums in TOD zones are upgraded or encouraged for in-situ rehabilitation.
7. **Compact:** Ensure that all vacant land and all public land is developed according to TOD rules within 10 years of adoption of this policy.

6.5.3. Cities should prepare Local Area Plans (LAPs) and integrated mobility plans for TOD zones.

6.5.4.The LAPs should be supported by the infrastructure master plan based on assessment of the impact of intensified development on services like water and sewerage, and plan for infrastructure augmentation.

6.6.Universal accessibility

6.6.1.Cities are required to design all elements of the transport system to be accessible to all users, in compliance with the draft National Building Code/BIS Indian Accessibility Standards (2009).

6.7.Emission standards

6.7.1.GOM will develop effective enforcement measures to ensure compliance with the Bharat emissions standards established by the Central Government. Such measures will include periodic vehicle emissions checks and monetary penalties for non-compliance.

6.8. User fees

6.8.1. Public transport

6.8.1.1. Public transport agencies in Maharashtra shall establish equitable public transport fare structures that reduce the financial burden of public transport on low-income users. The fare structure may be revised annually to account for inflation. Following a revision in fares, the new fare structure shall be rolled back if the ridership declines over a period of three months after the revision. Subsidies to cover the viability gap may be granted to public or private operators of a public transport services so that the fares can be kept to at affordable levels. Local city administration and public transport agencies can use revenue from personal motor vehicle user charges, advertising, and other sources to fund such subsidies.

6.8.2. Paratransit and taxis

6.8.2.1. GOM will establish standard formulas for determining paratransit and taxi fares in cities with a population over 5 lakh and enforce the use of fare meters. These formulas will take the following factors into consideration:

1. Capital costs, including the cost of the vehicle over its life.
2. Operating costs per km, including various expenses like fuel, maintenance, statutory fees, vehicle insurance, medical insurance for drivers, and incidental expenses.
3. The monthly income of the driver.

6.8.2.2. The fares are determined using the formula shall be revised annually, or more frequently in case of abnormal deviations in parameters. The formula, once determined, shall have a life of 5 years after which the parameters shall be evaluated afresh.

6.8.3. Personal motor vehicles

6.8.3.1. GOM will adopt market-based user charges for personal motor vehicle travel and parking. The user charges will be based on the following components:

1. A reflection of the demand for the resource being used, e.g. prime urban land for parking
2. An additional component to discourage use of personal motor vehicles

6.8.3.2. GOM shall not provide explicit or implicit subsidies for the purchase or use or any form of personal motor vehicles, including those propelled by CNG, electricity and other forms of energy.

6.8.3.3. These fees can generate a large fraction, if not all, of the funds required to support the initiatives outlined in the SUTP.

6.9. Legislative improvements

6.9.1. GOM will initiate, enact and implement new rules, laws or any such required legal instrument to include pedestrian and cycling networks and zones in Development Plans, for preparing LAPs, and for enabling the ULBs / UDAs to capture a part of increase in the land value.

7. Institutional structure

7.1. GOM will assist all urban agglomerations with a population of over 10 lakhs in setting up a dedicated unified metropolitan transport authority (UMTA) to:

1. Facilitate dialogue among city and state-level agencies that are involved in the planning, design, management, and operation of the transport system. UMTAs will encourage the exchange of information about projects under implementation, disseminate information on best practises, coordinate strategic plans, and develop designs for intermodal facilities.
2. Develop a database of indicators to monitor transport service levels, usage patterns, and trends, and populate the database with information gathered from transport operators and primary surveys. The database will be updated on a monthly basis. The database can aid in making best-practice plans, reports, and tender documents available across all agencies in the city.

7.2. GOM will assist in establishment of special purpose vehicles (SPV) to:

1. Oversee operations of urban transport projects such as rapid transit, city buses, cycle sharing, and parking management, ensuring these services adhere to service level standards.
2. Develop policies and regulations towards promoting sustainable transport and controlling the growth of personal motor vehicle use.
3. Implement projects and contract routine operations services.

7.3. The responsibility of ensuring a high quality public transport system ultimately rests with the city, regardless of whether the public transport system is operated by the government or a private service provider.

7.4. The Municipal Corporations of cities will be required to establish an SUTP cell that would consist of experienced personnel including a Transportation Planner, an Urban Designer, and an Environmental Planner. This cell will be responsible for Quick Wins Plans (QWPs) as well as long term planning of all sustainable transportation projects that fall under the jurisdiction of the Municipal Corporation. The SUTP cell will report to an officer not below the rank of Additional Commissioner.

7.5. If the cities do not have the expert positions mentioned in 7.4 above, they should create those permanent positions, by following the due process.

7.6. GOM will assist cities in creating dedicated Urban Transport Funds (UTF) to manage financial resources for the transport system, including public transport fare box revenue and personal motor vehicle user charges (e.g., parking fees). The respective UMTA will have authority over allocation of funds in the UTF. The UTF will be used for Quick Wins Plan projects as well as for other sustainable transport projects.

8.Planning process

8.1.Transport planning must be transparent and must be carried out in close consultation with key stakeholders. GOM will ensure broad and economically diverse citizen participation at all stages of planning and implementation. Transport data and investment proposals will be made available for public scrutiny.

8.2.All cities with a Municipal Corporation are required to develop a Strategic Mobility Plan (SMP), which must be approved by GOM. An SMP will:

1. Set a vision and quantitative goals for transport system improvements. SMPs should have a goal of a mode share of 80 per cent or more for walking, cycling, public transport, and intermediate public transport and less than 20 per cent for personal motor vehicles.
2. Outline a comprehensive time-bound programme for expanding and improving NMT facilities, public transport, and travel demand management.
3. Include explicit measures to reduce the absolute number of trips by personal motor vehicles and encourage a shift from personal motor vehicles to public modes and NMT.
4. Describe land use reforms to complement the proposed transport improvements.
5. Be consistent with the SUTP. In cases of conflicting guidance provided by agencies such as the Indian Roads Congress, SMP projects will prioritise NMT and public transport.

8.3.GOM will develop guidelines for SMP preparation and offer training to cities in the use of the guidelines. SMPs must be submitted to GOM for review within 6 months of DAF.

8.4. Apart from the longer term SMPs, cities should prepare “Quick Wins Plans” (QWPs) that span a period of 3 years. The QWPs should include projects that are relatively easy to implement and will result in noticeable benefits. They should also include inspirational, key demonstration projects promoting sustainable transportation, so that successful demonstrations can be scaled to the entire city in a time bound manner.

8.5.Cities should prepare the next QWP when the present QWP is in its 3rd year of implementation.

9. Monitoring

9.1. GOM will measure the effectiveness of the SUTP by measuring the following indicators in each city for which the SUTP is applicable:

1. Improvement in mode shares of walking, cycling, and public transport
2. Increase in counts of pedestrians, cyclists, and public transport users on major corridors
3. Increase in size of city bus fleet
4. Increase in daily boarding on public transport
5. Improvement in reach of public transport (area of city with a bus stop within 500 m with a frequency of at least 12 services per hour)
6. Increase in length of footpaths that are continuous, wide, and obstruction free
7. Increase in length of cycle tracks that are continuous, wide, and obstruction free
8. Reduction in fatalities per year from traffic crashes, by mode and cause
9. Reduction in rate of increase of as well as in absolute numbers of personal motor vehicle ownership and kilometres travelled
10. Reduction in concentration of local air pollutants, including SO_x, NO_x, and PM_{2.5}.

9.2. GOM will establish a data centre within 6 months of DAF to collect these data. The first set of data, called “baseline” data, will be collected and published no later than 2.5 years from DAF. GOM will publish the data on an annual basis thereafter. GOM will make the data available to the public on a website.

10. Financing

10.1. GOM will prioritise sustainable transport projects, including footpaths, cycle tracks, cycle sharing, and greenways, in order to meet the goals of the SUTP. GOM funding for urban transport, whether provided by GOM’s own resources or as loans from external sources, will be devoted only for funding projects that benefit sustainable modes of transport as defined earlier in this document.

10.2. GOM funding for transport projects will be subject to consistency of the project with provisions of the SUTP as well as the following specific conditions:

1. GOM will provide funding for urban road projects only if the roads are designed as complete streets with adequate facilities for pedestrians, cyclists, and public transport users.
2. GOM will provide funding for grade separators only if such infrastructure gives priority to public transport.
3. GOM will not fund projects that expand the supply of parking for personal motor vehicles.
4. GOM will facilitate funding from external sources for projects promoting the use of sustainable transportation modes as well as restricting the use of PMVs.

10.3. Cities are required to meet the following conditions:

1. A city’s capital expenditure on infrastructure for NMT, from its own resources as well as loans from external sources, must constitute 33 per cent of total spending on transport initiatives (applicable from the first municipal budget after DAF). Examples of such projects are: footpaths, cycle tracks, cycle sharing systems, and cycle parking.
2. A city’s capital expenditure on infrastructure for personal motor vehicles, whether from its own resources or as loans from external sources, may not constitute more than 33 per cent of total

spending (applicable from the first municipal budget after DAF). Examples of such projects are: structures like flyovers and grade separators designed for better movement for personal motor vehicles, road widening, parking lots, and mechanised parking.

3. The city must have an approved Sustainable Mobility Plan (applicable from the second budget after DAF).

10.4.If a city does not meet one or more of these conditions, GOM funding for new projects will be withheld, effective immediately. If the city does not meet these conditions for two or more consecutive years, all GOM funding for new and existing projects will be withheld.

10.5.As explained under “Institutional Structure,” GOM will assist cities in creating dedicated Urban Transport Funds (UTF) to manage financial resources for the transport systems.

10.6.GOM will provide full funding support for feasibility studies and detailed project reports for street design, cycle sharing, parking management, BRT, and city bus improvements.

10.7.Cities seeking GOM funding for projects with a cost of Rs. 100 crores or more (2015 value, to be adjusted for inflation) are required to create an SPV and UMTA prior to requesting such funding.

10.8.GOM will devolve funding decisions to local authorities by increasing the funding thresholds that trigger GOM review of project proposals.

11.Outreach

11.1.GOM will engage in public communications and run public information campaigns to promote NMT and public transport through print, electronic, and social media.

11.2.GOM will encourage and provide incentives for GOM employees to use public transport and/or NMT modes as part of their daily commuting.

11.3.GOM will encourage greater use of NMT and public transport by creating awareness through programs such as Car-Free Days, Cycle-to-Work Days, and Bus Days.

11.4.GOM will engage with local communities, schools and non-government organisations, to educate and spread awareness of the benefits of using NMT and public transport rather than personal motor vehicles.

11.5.GOM will publish yearly reports on progress towards meeting goals of the SUTP.

12.Capacity building

12.1.GOM will initiate certification courses in sustainable transport for all public officials who are involved in various aspects of transport planning and management. The course will help enhance expertise and facilitate more informed planning.

12.2.GOM will develop and disseminate guidelines and standards for the design and management of sustainable transport facilities, such as footpaths, cycle tracks, BRT, cycle sharing, parking systems, and greenways.

12.3.GOM will assist in formulating a database centre to regularly collect data and information, both from primary and secondary sources, to keep city-specific information up-to-date.

12.4. GOM will facilitate workshops for building capacity for identifying projects to be included in the Quick Wins Plans.

13. Definitions

13.1. Accessibility: Facilities offered to people to reach social and economic opportunities, measured in terms of the time, money, discomfort, and risk that is associated with reaching such opportunities.

13.2. Bus rapid transit (BRT): High quality bus based transit system that delivers fast, comfortable, reliable and cost-effective urban mobility through the provision of segregated right-of-way infrastructure, rapid and frequent operations, and excellence in marketing and customer service.

13.3. Complete streets: Streets that are designed for all uses as per actual local demand, including all modes of mobility as well as street vending, trees, street furniture etc.

13.4. Cycle sharing system: A flexible form of personal public transport with cycles stored in a closely spaced network of stations. A registered user can check out a cycle from a station and return it to any other station. Typically, usage is free for short duration use.

13.5. Greenway: A waterway or strip of land set aside for recreational use of environmental protection and where vegetation is encouraged along with exclusive facilities for cycling and walking.

13.6. Mass rapid transit (MRT): A high quality public transport system characterized by high capacity, comfort, overall attractiveness, use of technology in passenger information system, and ensuring reliability using dedicated right of way for transit vehicles (i.e. rail tracks or bus lanes).

13.7. Mobility: Conditions under which an individual is capable to move in the urban environment.

13.8. Market-based parking fee: Structure of parking fees in a city, where fees take into account the value of the real estate occupied by parking. In addition, parking fees are higher in localities with a higher demand for parking.

13.9. Non-motorised transport (NMT): Walking, cycling, cycle rickshaw, pushcarts, and other forms of mobility that are powered by humans.

13.10. Paratransit: The term refers to informal public transport, including vehicles like auto rickshaws, vans, jeeps, cabs, minibuses and buses that operate on a shared or per seat basis on informally organized routes. The service may or may not have a “fare structure.” The term “intermediate public transport (IPT)” means the same, but is avoided in this document for consistency.

13.11. Parking management: A mechanism to ensure the efficient use of street space, and over time, parking fees can be implemented to manage demand.

13.12. Sustainable transport mode: The following modes are categorised as “sustainable modes” of urban transport because when compared with personal motor vehicles, they consume the least amount of road space and fuel per person-km and also cost much less to build the infrastructure: walking, cycling, and public transport (including a regular bus service as well as a MRT systems).

13.13. Sustainable Mobility Plan (SMP): A plan with time-bound goals for improving the transport system of a city along with specific initiatives to help achieve those goals.

13.14. Traffic calming: Deliberate slowing of traffic to improve road safety, by implementing measures like building speed humps, narrowing lanes, installing signals, reducing speed limits etc.

13.15. Transit-oriented development (TOD): Mixed-use urban development that strategically houses people and jobs within walking distance of high-capacity public transport nodes. The land use characteristics of TOD facilitate the use of public transport, walking and cycling.

13.16. Travel Demand Management (TDM): The application of strategies to reduce travel demand, specifically of single-occupancy personal motor vehicles, and manage the demand for road space. A key strategy is to implement on-street parking management that charges user fee, priced according to the demand for parking.

13.17.Taxi: A vehicle that can be hired with a driver for exclusive personal use for point-to-point commute as per the commuter's wish, and charges the commuter based on the distance covered and time of the day. A taxi vehicle may be a car, an auto rickshaw, a cycle rickshaw, or even a two-wheeler and may or may not have a meter.

14.Abbreviations

Table 3: Abbreviations

BIS	Bureau of Indian Standards
BRT	Bus rapid transit
CBT	City Bus Transit
CPCB	Central Pollution Control Board
DAF	Date Applicable From
DPR	Detailed project report
ECS	Equivalent car space
IRC	Indian Road Congress
LAP	Local Area Plan
MRT	Mass rapid transit
NMT	Non-motorised transport
NOx	Nitrogen oxides
NUTP	National Urban Transport Policy
PM	Particulate matter
pphpd	Persons per hour per direction
QWP	Quick Wins Plan
SMP	Sustainable Mobility Plan
SOx	Sulphur oxides
SPV	Special purpose vehicle
TDM	Travel demand management
TOD	Transit-oriented development
UMTA	Unified Metropolitan Transport Authority
UTF	Urban transport fund
VKT	Vehicle kilometers travelled