



## **CHAPTER 12.0**

### **INSTITUTIONAL REFORMS**

#### **12.1 Vijayawada Public Transport Services Co.**

Institutional reforms and restructuring are necessary to plan, develop and operate the BRTS and integrate it with city development plans.

Presently the bus service in Vijayawada is nationalized and run by Vijayawada City Division of APSRTC. It is necessary to delink the management of city bus system from the state level inter-city operations.

It is proposed that a Vijayawada Public Transport Service (VPTS) Co. may be set up under the Companies Act of 1956. The VMC shall have a major stake in the proposed VPTS Co. The objective of the company shall be to plan, develop, operate and manage public transport services within Vijayawada city and urban agglomeration. The VTS Co. may franchise private operators to provide services under prescribed conditions. The VTS Co. shall be empowered to plan, develop, operate and manage other technologies of public transport like LRTS, Metro, etc as per the needs of the city.

#### **12.2 Fare Regulatory Authority**

A Public Transport Service Fare Regulatory Authority for Vijayawada city may be established to regulate the fare of public transport services, including IPT systems from time to time. Differential fares for different types of services may be fixed.

#### **12.3 Traffic Engineering and Management Unit**

A Traffic Engineering and Management Unit (TEMU) needs to be set up within VMC. It shall be headed by a Transport Planner/Traffic Engineer with professional qualification and experience. He shall be responsible for the Municipal Commissioner of the Corporation. The responsibilities of TEMU shall include:

- (i) *planning* (conducting strategic transport studies and evaluating alternative proposals);
- (ii) *design* (planning and implementation of short term traffic improvement measures and remedial action at accident black spots);
- (iii) *research* (policy studies and conceptual planning improvement measures and schemes of an experimental nature);
- (iv) *maintenance* (traffic signs, carriageway markings and other municipal traffic control devices);
- (v) *monitoring* (conducting surveys, carrying out traffic counts and analyzing traffic and accident data);
- (vi) *parking* (construction, maintenance administration and supervision of on and off-street parking);



(vii) *traffic signal* (design, implementation and maintenance of traffic control equipment).

#### **12.4 Vijayawada Metropolitan Transport Authority**

The NUTP has recommended set up of Unified Metropolitan Transport Authorities for metropolitan cities. It would be advantageous that a Vijayawada Metropolitan Transport Authority, with necessary functions, jurisdiction and powers is set up early to plan the total transport system within Vijayawada metropolitan area and coordinate the development programmes and provision of transport services.

#### **12.5 Traffic Management Group**

Intensive traffic management of the road and transport system is very important to optimize the investments made, ensure efficient services and promote safety. Continuous traffic management along the proposed BRTS corridors is necessary. It is suggested that a Vijayawada Traffic Management Group (VTMG) comprising representatives of Municipal Corporation (Engineering Wing), Head of TEMU, City Traffic Police, City Bus System, representative of IPT system, representative of transport industry in the city, representative of NGOs active in the field and an academic from urban transport/engineering field be set up. The TMG shall be responsible for the preparation, implementation and enforcement of traffic management plans and programmes on a day to day basis. TEMU will provide the technical services to VTMG.

#### **12.6 Logistics Support to Traffic Police**

Another important institution for the enforcement and management of traffic is the City Traffic Police of the Police Department. The Traffic Police are making strenuous efforts to enforce, regulate and manage the city traffic. However, they are severely handicapped in terms of sufficient manpower and adequate logistics facilities.

It is of immediate importance to equip the City Traffic Police with adequate logistics hardware to discharge their functions. These would include personnel communication systems, CCTVs, mobikes, jeeps, towing vehicles, interceptors, ambulance vehicles, IT software and hardware, etc. A concerted effort should be made to equip the traffic police with these equipments.

It is also recommended that a few hospitals in different parts of the city be identified as Accident Trauma Centres and suitably equipped to attend on an emergency basis all road traffic accident victims.