



## **CHAPTER 13.0**

### **AGENDA FOR ACTION**

#### **13.1 Agenda**

It is proposed that immediately on approval of Project Report, study is initiated to prepare engineering plans and designs for the physical infrastructure to the details required for inviting bids for construction of the road corridor including improvement of intersection geometrics and installation of control systems. The TOR for the above study to include the following:

- Conduct of detailed topographical surveys and preparation of base maps on AutoCAD, to a scale 1:1000, showing features on surface, over and under the roadway, road profile levels
- Conduct of traffic surveys along the corridor
- Study of the operational characteristics of the present bus system and services. On-board (bus) surveys to be carried out
- Preparation of BRTS operations plan (city-wise and corridor-wise) including assessment of fleet and infrastructure.
- Planning and design of pedestrian facilities along the corridors
- Preparation of engineering plans and designs for the corridors
- Preparation of plans and designs for amenities
- Preparation of traffic engineering and management plans, designs and measures
- Preparation of plans for operation and maintenance of the corridors
- Conduct of economic and financial viability analysis
- Preparation of Bid documents
- Tendering, selection and award of works
- Franchising of bus services
- Recommendations for institutional and legal reforms

Apart from the re-engineering of the road corridors, action to be taken to identify and assemble land for development of nodal terminals, prepare plan and designs and construct them. These terminals to be planned as multi-use complexes. The terminals can be developed by private sector under BOT route.

Development of parking areas, both on-street and off-street, all along but off the corridor, is important. Sites for parking areas need to be identified and acquired if necessary. Off-street parking facilities may be developed through private sector participation.



Intensive and continuous traffic management along and on all roads in the vicinity of the corridors is critical for the success of the proposed BRTS. It is important that Transport Management Group is set up early with due logistics support.

Institutional arrangements as recommended are important to sustain and extend the programme. They need to be established early with necessary jurisdiction and support.

Implementation of the Comprehensive Transport Plan for the city, which is expected to be ready by early 2007, is important to promote development, operation and management of the total transport system of the city.