HARYANA Planners newsletter

INSTITUTE OF TOWN PLANNERS, INDIA

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FROM CHAIRMAN'S DESK

Dear member,

I am grateful to you for unanimously electing me as the Chairman of your Chapter for the year 2006-07. The confidence reposed gives me a sense of pride and duty which I shall endower to uphold.

Haryana Regional Chapter of ITPI, though established in late 2002 has made a mark in the ITPI by continuous representation in Council and other committees of ITPI. Lately, our Regional Chapter Building has been inaugurated on 19.08.2006, the construction of which is an example of our efforts and cooperation for the other Regional Chapters.

However, much needs to be done. The HRC building is to be furnished, newsletter to be taken out regularly and seminars /workshops held on regular intervals for which your active participation is a must. I wish to reiterate that the working of our chapter solely depends upon your participation in its activities. I am confident that you would contribute much more than my expectations.

With best wishes and seasons greetings.

Raj V.Singh
Chairman ,HRC

INAUGURATION OF HRC ITPI BUILDING

The Chapter Building of HRC ITPI was inaugurated by Sh. D. S. Meshram President, ITPI New Delhi on 19.8.2006. Sh. Pradeep Kapoor Secretary General ITPI, Sh. B.C. Dutta, Ex-Secretary General ITPI, Sh. Dharam Singh, Chairman Punjab Regional Chapter and a number of Town Planners from Haryana and Punjab were present on the occasion.

Workshop on "Urban Infrastructure".

Workshop on "Urban Infrastructure" was held on 19.08.06 at HRC ITPI building. Sh. D.S Meshram, President ITPI was the Chief Guest of the workshop. Sh. B.C.Dutta, past Secretary General ITPI chaired the session. Sh. Raj Vir Singh, Chairman HRC welcomed the participants of the workshop and introduced the Topic as well as key speakers. Sh. Ashwani Luthra, Asst. Professor Guru Ram Dass School of Planning and Architecture, GNDU Amritsar, Prof. M.R.Kulkarni, Haryana Institute of Public Administration, Prof. Subir Shah, Director, School of Planning and Architecture New Delhi, Dr Sarup Singh, Head of the Department Guru Ram Dass School of Planning and Architecture, GNDU Amritsar, and Dr. Ashok Kumar School of planning and Architecture, New Delhi presented their papers. Sh B.C Dutta summarized the findings of technical papers presented by various speakers. Vote of thanks was given by Sh. Nadim Akhtar Secretary HRC ITPI. Planners news letter of ITPI No. XII Oct-Dec 2006 gives the details of the workshop.

CONTENTS

WORLD CLASS TRANSPORT SYSTEM FOR INDIAN CITIES

Ashwani Luthra

INTRODUCTION

Urban transport is a key element in urban infrastructure. It acts as a link between various urban components. An effective and efficient transport system enhances productivity and facilitates high growth of urban area. Its contribution can be acknowledged from the fact that urban areas contribute about 60% towards the GDP of the country. The figure is worth appreciating when majority of the urban settlements is said to experience acute traffic problems of varied nature and magnitude.

Over the last 10 to 15 years, the demand for transport has been explosive. The society has become more mobile and physically dispersed. The increase is not surprising, given rising levels of income, educational attainment, changes in lifestyle and a host of other demographic and social developments.

Presently, as a result of exposure to globalization, towns and cities are witnessing changes in every sphere of life. The residents are exposed to latest technology. Consequently, their expectations to enjoy world class infrastructure, including transport, have increased. Keeping note of future of urbanization in India, world class transport system (WCTS) for each urban area is on the cards. It is worth advocating that a WCTS will not only reduce the traffic problems but will also increase the productivity and efficiency of the urban centers. It will enhance the quality of life and help to maintain competitive edge.

The present paper is attempted to appreciate the characteristics and requirements of WCTS and suggest a case for Indian urban settlements.

WORLD CLASS TRANSPORT SYSTEM

The world class transport system is the one that meets the needs and demands of a dynamic and growing city and will increasingly expect high standards in service and infrastructure for its residents. The system must provide high quality service, convenience, accessibility, comfort, safety, speed and should be affordable to majority of the population. Providing a world class public transport system is a key component of this system.

This means providing commuters with a wide spectrum of transport choices, while ensuring that they are effectively integrated. The range of services must be broad enough, with sufficient differentiation in service standards, that the cost suits each individual's preference and pocket. This includes an optimum mix of mass rapid transit system (MRTS), light rail transit system (LRTS), buses and taxi service. The choice includes:

Mass Rapid Transit (MRT) to serve heavy transit corridors.

Light Rail Transit (LRT) systems to serve as feeders to MRT network.

Buses to serve the less heavy corridors to complement MRT-LRT network.

Taxis to provide car-like services.

To achieve this, there is need for a major change of mindset among the operators and the providers of infrastructure. The key to WCTS is in providing a comprehensive range of public transport services, each being developed to the highest quality commensurate with the fares charged, and all well integrated to provide a seamless journey.

CHARACTERISTICS OF WCTS

WCTS possesses the following characteristics

It offers convenience, reliability, ease of use, comfort, affordability and competitive travel times.

Wherever a journey involves more than one mode of transport, the transfer is fast, easy and comfortable.

It provides a comprehensive range of high quality public transport services. It service commensurate with the fares charged.

The network is such that access to one of these services is

within walking distance.

Computer facilities like bus stops, taxi stands, LRT/MRT stations along with other transport interchanges are integrated with building developments.

MEASURES FOR SUCCESS OF WCTS

The success of a WCTS will depend on the success in tackling the following key areas:

Integrating transport and land use planning.

Augmenting road capacity.

Traffic demand management.

Improving public transport, and Financing mechanism.

INTEGRATED TRANSPORT LAND USE PLANNING

Land use planning plays a key role in creating a sustainable transport network. It determines the nodes in a town. It not only influences the need for travel, but even determines the mode of travel. Hence the importance of an integrated land use and transport planning approach cannot be over-emphasized. Following considerations should be kept in mind while integrating the land use and transport provisions.

Locate employment centers like industrial estate, business parks and commercial centers and other economic activities at and around the MRT stations so that the service is optimally utilized and commuters' interest is properly balanced with development considerations.

Concentrate the highest density developments around major transport nodes such as MRT stations, and disperse the less compact developments further away from these nodes.

Plan higher rise developments near MRT stations, properly landscaped and integrated with surrounding developments so as to build a city of excellence. The aim should be to plan proper mix of residential, industrial, institutional developments and the highest plot ratio at or around MRT stations for them to be economically viable.

Fully integrate MRT stations with other transport modes to ensure good accessibility, for example, interchange from MRT to bus or taxi/car should be comfortable and convenient, even in inclement weather.

CAPACITY AUGMENTATION

The need for WCTS arises because of the fact that congestion rules the majority or the major network of the towns and cities. Delays, longer journey times, jams, etc. are quite common traffic scenarios on the roads, leading to loss of man hours and economic loss of worth billions. Following actions should be taken to augment the capacity of major road network.

Road network should be comprehensive enough to sustain economic activities and to provide better connectivity for all. Good connectivity will benefit not only private transport, but also public transport such as buses and taxis. This will offer motorists a wide choice of routes and help spread out and speed up traffic flows.

Road expansion programme should be adopted extensively so that new expressways can be developed; major arterial roads can be expanded; and key junctions can be upgraded.

Advanced traffic management systems should also be adopted simultaneously to maximize network capacity. Use of rapid advancing computer, telecommunications and information technologies promise exciting improvements in the efficiency, safety and comfort of future road transport systems.

GLIDE intelligent traffic light system should be extensively used to increases the carrying capacity of traffic light junctions by monitoring traffic flow in real time and optimizing the duration of red and green signals for each direction of traffic.

Better traffic monitoring and information systems should be practiced to allow every motorist to access a wide variety of information while travelling. The information provided would include the motorist's location,

prevailing traffic conditions, road works, parking facilities, even the optimal route & speed based in criteria selected by motorist, be cost or length of journey.

DEMAND MANAGEMENT

Though planning and technology can improve the traffic conditions to a great extent to make WCTS a virtual reality, but unprecedented growth of private vehicles and freedom to enter any part of the settlement at any time will reduce it efficacy and efficiency as the time travels. It is very important that the demand for private vehicles is managed appropriately so that the success of WCTS is ensured for a much longer period. Following are some of the traffic management practices followed or suggested.

Vehicle Quota System is one of the principal tools used to manage ownership so that vehicle population grows in tandem with road capacity.

'Off-peak Car Scheme' and 'Week-end Car Scheme' allow more cars to be driven primarily during off timings. They ensure less congestion during working hours/ days and more use of public transport, hence reducing energy requirements and pollution levels.

Curbing 'double transfer' of private vehicles reduce the lust to change them very frequently, which reduces total vehicles operating on roads.

High 'road tax' on vehicles, 'excise duty' and 'cess' on petrol or diesel are other mediums of curbing the growth of private vehicles. Though their success has been limited in controlling the growth of private vehicles but that is primarily because of the fact that attractive alternatives of public transport are not provided. By providing a WCTS and then implementing such measures will severely slash the growth of private vehicles.

'Road pricing scheme' is an effective tool in making the drivers aware of the cost of using their vehicles and keep the crucial arterial roads and expressways relatively smooth flowing. It encourages the motorists to consciously plan their trips and consider public transport alternatives. It helps in spreading the traffic to other times and alternative routes. Manual pricing schemes like 'Area Licensing Scheme' and 'Road Pricing Scheme' have limited coverage and flexibility to respond to changing travel patterns. In contrast, use of 'Electronic Road Pricing' (ERP) allows charging for road usage in a more efficient, equitable and optimal way throughout the day. Smart card can be used to pay the ERP charges. ERP charges will be deduced from the motorists' smart card as and when he crosses a gantry, thus making it unnecessary to have a central billing system to track the movement at the end of the month. Over time, ERP charges should rise to reflect a larger proportion of social costs of congestion caused by road users. The manufactures, users and the managers of vehicles have to use satellite or GPS technology to make EPR a reality.

'Area Licensing Scheme' (ALS) is an effectively instrument for controlling congestion in the central areas such as CBD. Heavy charges on road usage and parking discourage the motorists to enter these areas during the timings of ALS. ALS makes the area energy and environment friendly.

IMPROVING PUBLIC TRANSPORT

A high quality public transport system that satisfies the transport needs of all sections of commuters and offer an attractive alternative to the motor car is the need of the hour in most of the urban settlements. WCTS advocates the provision of such a system so that its sustainability is ensured. Following measures should be considered to make WCTS a success.

Public transport should be made more accessible, more convenient, more comfortable, faster and more equitable. Plan for MRT to serve the heavy corridors of traffic and LRT for lighter corridors. Capital investment in both the system is the key to their selection. LRT should feed the MRT network and should ply on commercial corridors that have sufficient ridership or where there is a need

to relieve local congestion. LRT's comparative advantage over buses is the capacity for higher frequencies, greater reliability and the sense of permanence although it is more costly.

Buses should serve the less heavy corridors to complement MRT-LRT network. Buses are roughly 40 times more efficient than cars in terms of road usage. They are relatively cheap to operate.

Make use of double-decker buses. An estimated equilancy factor in favour of double-decker has been that it is equal to 1.53 single-deck buses and 94.12 cars.

'Bus priority lanes', 'Separate bus lane' and 'Bus priority junctions' should be planned and developed to make it more attractive and faster alternative to cars. Intelligent traffic lights should be used to detect approaching buses and turn green automatically at the junctions.

Bus stops should have amenities like siting places, telephone, time table, fare structure, service information, snack bars, water facility, etc. so that commuters make use of them effectively.

Lighted advertisement panels will make bus stops brighter at night and help make waiting at bus stops after dark even safer.

Pedestrian subways and over bridges between MRT stations and bus stops to the nearest building should be provided for their comfort and convenience.

Make use of GPS technology to locate the buses and thus manage the fleet effectively. If a bus is found to be late usually because of heavy congestion, bus operators can take remedial action they can send buses, or request for priority at traffic light junctions.

FINANCING MECHANISM

Availability of funds is a cause of concern in implementing the proposals for WCTS because it involves heavy capital investments. As public sector is limitations in funds, the success of WCTS is largely dependent on private sector. Public sector should act like a facilitator only and rest of the developmental works should be assigned to the private sector. Therefore, the financing framework must be based on the concept of partnership. The financing system must be based on 3 sound principles:

Fares have to be realistic and revised periodically to adjust for justifiable cost increases.

The system must recover operating cost; and

There should be sustainable policy on asset replacement.

More importantly, co-operation, understanding and support of the public is needed for the success of the system.

INDIAS' CAUSE OF CONCERN

India is a diverse nation depicting varied traffic and transportation characteristics in its urban settlements. The imbalanced distribution of urban population itself states the imbalance in the transport problems both in nature and magnitude. With congestion levels rising, journey times extrapolating, safety levels falling rapidly, parking problems mounting high, air and noise levels peaking up in Indian urban settlements, sound transport policies, good transport infrastructure, intelligent traffic management systems and better financing options are need of the hour. WCTS will help the towns and cities solve tomorrow's transport problems today. To start with the towns and cities covered under Jawaharlal Nehru National Urban Renewal Mission should be taken as a case for WCTS. Since all the actions in WCTS require huge capital outlays, it is suggested that they should be taken one by one as and when required. Keeping in mind the socio-economic and political status of India, providing a WCTS is not an easy task. But achieving it is not impossible if the basics are kept right. What is required is dare to try out bold and imaginative solutions and have the political will to carry them out.

Note:

The paper is based on the experiences of different countries as stated in different web sites on World Class Transport System.

LOOKING BACK.....CONSTRUCTION OF CHAPTER BUILDING.

Sanjai B.Verma

The Chandigarh Chapter of ITPI was bifurcated into Punjab and Haryana Regional Chapter and Himachal Pradesh was linked with J&K Regional Chapter. This bifurcation was disputed by some members with the result that the working of ITPI came to a stand still for many years. Seeing no end to the stalemate, some member of ITPI from Haryana requested ITPI for a separate chapter for Haryana with office at Panchkula which was kindly allowed by ITPI in the end of 2002.

The existing Joint Chapter Building constructed in Sector-35, Chandigarh, was a product of joint efforts of Punjab, Haryana and Himachal Pradesh and was to be given to Punjab Chapter. It was therefore with a heavy heart that Haryana agreed to forgo its claim on this building. Institute of Town Planners India agreed to finance 50% cost of new Haryana Chapter Building subject to the condition that Haryana raises the balance 50% through donation. The Haryana Regional Chapter of Institute of Town Planners India with its "never say die", spirit agreed to take up the challenge. However, when the basics of the cost and efforts involved were worked out it was realized that it was a mammoth task. We wanted to have a beautiful building to reflect the spirit and personality of Town Planners of Haryana as well as to provide a roof over our head specially for visiting town planners from field who come here to attend seminars/ meetings and are unable to find suitable Govt. accommodation. Moreover, provisions had to be made for recurring cost of maintenance of the building and to raise finances for the legitimate activities of the Chapter like holding seminar/workshops, providing scholarships to I.T.P.I. students, payments to the guest faculty members, creation of a library and computer centre etc. A number of meetings of the executive committee were held and following decisions were taken:-

1. It was decided that we would construct the entire building in one go rather than in phases.

2. M/s Pyramid Builders was selected as the building contractors due to their lowest bid and good work. The work on the building was finally started on 28th February, 2005.

3. It was decided early during the building campaign that no donations would be accepted in cash or kind but only by cheque. Similarly all outflows should also be by cheque. This principle was followed throughout the construction period of one and a half year and in retrospect it was a wise decision. An internal auditor was also appointed on part time basic. All accounts are transparent and any one can inspect them.

4. Once the building construction started, the time passed quickly. A whole time Clark of works (Mr. Goyal) was appointed to supervise the construction. Similarly Mr. Sayal, a renowned structural engineer was engaged to design the structure and Mr. Khanna, an electrical engineer was appointed to guide on electrical matters. With the help of all these consultants and constant supervision of Ms. Namita, who also provided detailed drawings, the work proceeded quickly. Town Planners all over the State poured their heart and soul in the venture and it was nothing short of a miracle that they were able to collect more than one crore rupees in donations - all in cheques. Equally praise worthy was the unstinted support we received from

Institute of Town Planners, (India), New Delhi both financial as well as encouragement. With their help this work could not be accomplished. The building as per our requirements and aspirations finished on time and was inaugurated on 19th August 2006 by Sh. D.S. Meshram, President ITPI, New Delhi.

ITPI HRC ELECTION 2006-07 RESULTS

1. Sh. S.B. Verma, FITP, elected as Council member in the election of ITPI (2006-07).

2.a) Sh Raj Vir Singh, FITP (1993-028) is elected as Chairman HRC.

b) Sh. Nadim Akhtar, AITP (1991-039) is elected as Secretary, HRC.

c) Sh. Vijay Kumar, AITP (2002-016) is elected as Treasurer, HRC.

d) Sh. Devendra Nimbokar, AITP (1998-026) is nominated as Auditor.

e) Sh. P.K. Sharma (1197-056) and Sh. K.K. Yadav (1978-041) are nominated as executive committee members.

3 a) Building construction committee with Sh. S.B Verma, FITP, as convener, Sh. Raj Vir Singh, FITP, Sh. S.D Saini AITP, Sh. J.S. Redhu, AITP and Sh. Devendra Nimbokar, AITP as members.

b) Professional Standing Committee with Sh. S.D. Saini, AITP as convener, Sh. J.S. Redhu, AITP, Sh. Sudhir Singh Chauhan AITP, Smt. Madhu Sumita, AITP and Sh. Raj Kumar AITP as members.

c) Publication Committee with Sh. A.K. Sarin, AITP as Convener, Sh. Yusuf Mohmamd Mansuri, AITP and Sh. Sanjay Kumar, AITP as members.

d) Library Committee with Sh. J.P. Sihag, as convener, Sh. Nepal Singh Chauhan, and Sh. Rumi Aijaz as members.

DO YOU KNOW WHAT NBC-2005 SAYS....

A-2.5 Town Planner

The minimum qualification for a town planner shall be the Associate Membership of the Institute of Town Planners or graduate or post-graduate degree in town and country Planning.

A-2.5.1 Competence

The registered town planner shall be competent to carryout the work related to the development permit as given below:-

a) Preparation of plans for land sub-division/layout and related information connected with development permit for all areas.

b) Issuing of certificate of supervision for development of land of all areas.

NOTE: However for land layouts for development permit above 5 hectare in area, landscape architect shall also be associated and for land development infrastructural services for roads, water supplies, sewerage/ drainage, electrification etc. the registered engineers for utility services shall be associated.

HRC ITPI BUILDING

KNOW YOUR FORMER CHAIRMAN

Sh. Sanjai Bahadur Verma

Sh. Sanjai Bahadur Verma was born on 5th September 1948. He completed his Bachelor of Architect course from Mullana Azad College of Technology Bhopal in the year 1969. In the year 1977, he passed the associateship examination of Institute of Town Planners India and 1991 did his Post Graduate diploma in Urban Planning Practices from University College London-U.K. He joined Town & Country Planning Department Haryana as Planning Assistant in the year 1970 and was promoted to Assistant Town Planner in the year 1975, District Town Planner in the year 1983, Senior Town Planner in the year 1995 and Chief Town Planer in the year 2002. He worked on various important assignments in the Town & Country Planning Department including preparation of Urban Design concept of City Centre Panchkula, formulation of Regional Plan 2001-National Capital Region, Development Plan of various towns in Haryana. He was very keen in academics also and taught the students of final year Architecture at Chandigarh College of Architecture as part time lecturer from the year 1982 to 1984. He retired from his service in September 2006.

He was Chairman of the Haryana Regional Chapter, Institute of Town Planners India during the year 2004-05, 2005-06. He represented Haryana Regional Chapter in the Institute of Town Planners as Council member during the year 2004-05. He has also been elected as Council member during the current year i.e. 2006-07 and is also Chairman of the Finance Committee of the Institute of Town Planners, India. Further he is also the Chairman of the Building Construction Committee of HRC. Due to his efforts and devotion towards the planning fraternity, Haryana Regional Chapter could construct its building in short span of one and a half year.

REMEMBRANCE

Sh. Pratul Chand Khanna

Sh. Pratul Chand Khanna, former President of the Institute of Town Planners, India for two terms, 1966-67 and 1967-68 passed away to heavenly abode on 11.6.06. He is survived by his wife, two daughters and a son.

Sh. Khanna was born on 17th April, 1917 in Amritsar. He had his early education at Government College, Lahore; graduated in Civil Engineering from Thomas College of Engineering Roorkee in 1939. He completed his course in Town Planning from King's College, University of Durham, England in 1948. Sh. Khanna Joined the Lahore Municipal Corporation as an Assistant Engineer in 1941. In 1944, he was appointed as an Assistant Town Planner in the Punjab Provincial Town Planning Organisation. In 1948, he was appointed as the head of Punjab Provincial Town Planning Organisation and held the post up to 1962 and then Senior Town Planner, Punjab till 1966. Following the reorganization of Punjab in 1966, he was posted as Senior Town Planner, Haryana till 1968. He was on deputation as Chief of Urban Development Division in the Planning Commission from 1969 to 1975. After his retirement from Planning Commission, he joined as Professor and Head of the School of Planning in Guru Nanak Dev University, Amritsar.

Sh. Khanna was very active urban planner and took great interest in planning process in the country, especially in the state of Haryana. With his demise, Haryana has lost one of its senior most member, a renowned town planner and an eminent educationist. We at HRC pray to God for peace to his soul and give courage to his family to bear the loss.

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