BANGALORE METROPOLITAN LAND TRANSPORT AUTHORITY-
A CASE STUDY

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GOVERNMENT OF KARNATAKA

UMI: Session IA: Institutional Development
Date: 06-12-2012
BMLTA - Presentation Outline

- Bangalore Metropolitan Region: Profile
- Transportation Scenario
- Emergence of DULT and BMLTA
- BMLTA-Report Card
- Challenges and Way forward
Demography

- **Area**: 8005 Sq.kms; Urban: 2191 sq.kms.

- **Population**: 11.0 million (2011 census); Growth Rate: 2.71% per annum.

- **BBMP Population (2011 census)**: 8.7 million

- **BBMP** accounts for 9.99% of area and 79% of the population of the BMR.

- **17.81 million (estimated for 2031)**: 14 million in BBMP area (800 sq.km).
Growth Patterns-Urban Sprawl

- **Traditional:**
  - Textiles,
  - Manufacturing & Public Sector

- **Recent:**
  - IT & BT (further altering the cityscape)

- Investments along Bangalore-Nelamangala corridor (heavy industries)

- Devanahalli, Anekal, Hoskote.
Current Transport Scenario

- BMTC carries 4.5 Million passengers per day.
- Metro 2nd line/ stretch (Peenya to Yeshwanthpur) to be operational by March 2013
- Total number of Vehicles in BMR – 4.3 million, out of which Bangalore contributes to 3.8 million vehicles i.e. 89.32 % of total vehicles (as on March 2011)
- Investment of 33,786 Cr in 56 SEZs spread over an area of 2,676 ha with an employment potential of 11,09,145, implying additional 0.89 million trips
## Plans for the region

<table>
<thead>
<tr>
<th>Studies</th>
<th>Agency</th>
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<tbody>
<tr>
<td>BDA Master Plan</td>
<td>GOK, BDA</td>
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<tr>
<td>CDP (JNNURM)</td>
<td>GOK, KUIDFC</td>
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<tr>
<td>CTTP for BMA</td>
<td>KUIDFC (RITES)</td>
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<tr>
<td>CTTP for BMR</td>
<td>BMRDA (W/S Assoc.)</td>
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<tr>
<td>Structure Plan</td>
<td>BMRDA</td>
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</table>
Policy: Transport, Urban development, Infrastructure development department (IDD)

Land use planning: BDA, BMRDA

Infrastructure development: BDA, BBMP, KRDCL, NH, Railways, BMRCL, BRL

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
Issues

- How to meet urban transportation needs of all citizens (‘Mobility to all’)?
- Should there be an authority to formulate and monitor a unified transportation plan?
- If yes, what should be its goals & functions?
NUTP recommends UMTA for cities >1m

BMLTA – created as UMTA for BMR; 2007

Coordinating all land transport activities

Empowered committee: chaired by CS, GOK

Member Convener: Commissioner, DULT

Stakeholders

- BBMP /BDA
- BMRDA
- BMTC/ KSRTC,
- BMRCL
- Bangalore Traffic Police
- KUIDFC
- SW Railways
- NHAI, PWD
- Dept. of Transport, GoK
Creation of the Directorate of Urban Land Transport

- **DULT** – focus on Urban transport issues.
- **Jurisdiction**: State of Karnataka

**Functions:**
- Comprehensive mobility plans for urban areas in the State.
- To advise Government on urban transport matters/policy issues.
- In-house studies on appraisal of transport infrastructure related projects.
- To leverage Urban Transport fund for promoting PT/NMT initiatives.
- To work with stakeholders /academic institutes/lobby groups for sustainable mobility.

Secretariat for BMLTA
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 plans for transport infrastructure, To function as empowered committee for urban transport 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.
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<tr>
<th>Sl.no</th>
<th>Function</th>
<th>Action</th>
<th>Remarks</th>
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</thead>
<tbody>
<tr>
<td>1</td>
<td>Co-ordinate all Land Transport Matters in BMR</td>
<td>Partial</td>
<td>BMLTA meetings twice a year.</td>
</tr>
<tr>
<td>2</td>
<td>Prepare Detailed Master Plan for Transport infrastructure based on CTTP - Bangalore</td>
<td>Done</td>
<td>CTTP – Bangalore, is referred for all major transport projects; Commuter rail system project for BMR, BRT for Bangalore. Preparation of area-wise NMT action plans for Bangalore city; Parking action plan for selected zones of Bangalore; Phase-1 and 2 Metro.</td>
</tr>
<tr>
<td>3</td>
<td>Oversee Implementation of all Transport Projects</td>
<td>Partial</td>
<td>Only projects that are referred are taken up by BMLTA. Traffic impact assessment for TTMCs., guidelines issued.</td>
</tr>
<tr>
<td>4</td>
<td>Appraise/recommend transportation/infrastructure projects for bilateral/ central assistance.</td>
<td>Partial</td>
<td>Only appraisal of referred projects by DULT – secretariat of BMLTA.</td>
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<td>5</td>
<td>Function as empowered committee for all urban transport projects</td>
<td>Partial</td>
<td>Very limited as each stakeholder has independent mechanism in respect of projects taken up by it.</td>
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<td>6</td>
<td>Initiate action for regulatory framework for all land transport systems in BMR</td>
<td>On-going</td>
<td>Action initiated for statutory backing for BMLTA;</td>
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<tr>
<td>7</td>
<td>Initiate steps for common ticketing system, integration of modes</td>
<td>Partial</td>
<td></td>
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<tr>
<td>8</td>
<td>Take any other decision for the integrated urban transport and land use planning and implementation of project.</td>
<td>On-going</td>
<td>Parking policy, parking norms, code &amp; guidelines for urban streets, etc., Guidelines on access to interchanges, service level benchmarking.; capacity building.</td>
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BMLTA: Some challenges/opportunities ahead...

- Land use planning, land use and transport integration.
- Pedestrian commuting & cycling.
- Innovative strategies/financing mechanisms to implement projects in pipeline.
- Integration of fare, information, network.
- Transportation demand management measures.
- To establish a repository of data.
- Capacity building- within and among stakeholders.
Functions more like a coordination committee.

No say in the prioritization of projects and investments.

Intervention in the functional autonomy of agencies is limited.
  • Route selection, Prioritization of road space, integration of technology.

Political buy-in required.

Organic linkages to other statutory agencies.

GOI organizations at City level not within UMTA’s ambit.
Way Forward-Learnings from other models

- Network design and development
- Demand management policies.
- Planning for transport infrastructure including mass transit.
- Traffic management.
- Setting vehicle noise and emission standards.
- Fare regulation.
- Integration-service, network, information
- Setting service level standards binding on all operators/guidelines on parking, pedestrian safety etc
- Assist agencies by providing technical advice/expertise.
Way Forward-Learnings from other models

SINGAPORE

- Land Transport Authority
- LTA Act
- Street Works Act
- Parking Places Act
- Road Traffic Act
- Rapid Transit System Act

BANGALORE

- BBMP
- BDA
- BMRDA
- BMTC
- City Traffic Police
- Municipal Corporation Act
- Bangalore Development Act
- Bangalore Metropolitan Region Development Act
- Road Corporation Act
- Motor Vehicles Act
Infrastructure Development Corporation (Karnataka) Limited – review of similar organizations and drafting of legislation in progress.
Thank You