IMPLEMENTATION OF BUS RAPID TRANSIT SYSTEM (BRTS) AT HUBLI-DHARWAD

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HUBLI-DHARWAD: CITY PROFILE

Twin cities separated by about 20 km.

Single municipal area: 202 sqkm

Population: 0.94 million (2011)
Density: 4678 persons per sq.km.

Hubli: commercial centre and business hub of the region.

Dharwad: administrative seat of District and Educational hub of the region.
Corridor Growth (PB Road) - Growth Direction: along the corridor between the two cities.
TRAVEL BETWEEN TWO CITIES

• Two lane road.
• Public transport: main mode. 0.17 million use PT every day.
• PT operator: NWKRTC, a state government undertaking.
• Average time taken: Peak period : 64 mins
• 6000-7000 PHPDT.
• Overall PT mode share for the twin cities: 30%, Two-wheelers: 67% of total vehicles
• Vehicle growth rate: 10%
• 45% of fleet over-aged, Congested buses, poor infrastructure, lack of safety and comfort.
• Buses comprises 7% of total traffic along the corridor; carry 70% of the passengers.
Project sanctioned for widening of two lanes to four lanes.

Mobility plan projected drop in PT share to 25% by 2028 if no investment is done on Public Transport.

Mobility Plan recommends 70 km of BRTS in Hubli-Dharwad in 2010.

Feasibility study done in 2011.

Detailed project report initiated after discussions at Stakeholder level.

Cabinet gives its approval in January, 2012.

Project posed for assistance under World Bank GEF assisted Sustainable Urban Transport Project (SUTP).
PROJECT DESCRIPTION
BRT Definition

• Bus Rapid Transit is high-quality, customer-oriented transit that delivers fast, comfortable and low-cost urban mobility.

• It has to be rapid/fast enough that it can be viewed as a alternative to private vehicles.

• “Metro on Road”
PROPOSED BRT CORRIDOR: 22.25 Km
Dedicated corridor: 21.35 km
Mixed traffic: 0.9 km

FEEDER SERVICE: 19.7 km
Elements of HDBRTS

- Dedicated corridor for 21.35 km. In mixed traffic: 0.9km.
- Designed for ~12000 PHPDT. Regular/Express services. Headway: 1.5 min.
- Central bus lanes with Median bus stops; Closed system. Passing lanes.
- At-level boarding & alighting; Off-board fare collection system;
- Integrated ticketing system.
- Comprehensive development of the city transport infrastructure: depots, workshops, terminals both for BRT and feeder buses, ITS for BRT and traffic management, last-mile connectivity.
- Rolling stock: 900 mm floor standard buses; articulated buses
- ITMS
Project Corridor – 44m Section
Project Corridor – 35m Section

Typical Cross Sections for 35m Row @ Mid-Block Location (With Passing)

Typical Cross Sections for 35m Row @ Bus Stop Location (With Passing)
Project Funding

- The estimated cost of the project INR 692 crores or $ 133.6 million (including land acquisition and support infrastructure)
- World Bank Loan - INR 291.1 Crores or $ 55.0 million
HD BRTS - Key Elements

BRT Depot, Hubli

BRT Depot, Dharwad

OCBS, Dharwad
HD BRTS - Key Elements

Divisional Workshop, Hubli

Depot & Regional Terminal, Hosur, Hubli
INSTITUTIONAL ARRANGEMENT

• Special purpose vehicle created for implementing the project: Hubli-Dharwad BRTS Company Limited
  – Company registered under the Companies act.
  – Stakeholders represented on the Board of Directors.

• BRT bus operations by NWKRTC.
  – Service level agreement between NWKRTC and SPV.
HD BRTS – Land Acquisition

- 69 acres of land to be acquired under Karnataka Highway Act, 1964.
- Notification published as per Section 15 of KHA on 21-11-2012 and 31-12-2012. Public Consultations held at Hubli and Dharwad on 28-11-2012 and 29-11-2012 respectively and on 02-02-2013 at Hubli. FGD’s are also being conducted periodically.
- Compensation through consent award.
- Negotiation Committee set up under the chairmanship of DC, Dharwad.
- Resettlement Action Plan (RAP) prepared.
WHERE ARE WE TODAY

• Construction of 8.2 km stretch of BRT Corridor complete. Land Acquisition under progress. Construction of Mixed Traffic lane to start after Land Acquisition.

• Work awarded for construction of two BRT depots and a divisional workshop.

• Work award for construction of terminals at Dharwad and Hubli to be finalized shortly.

• Tenders to be floated for construction of BRT Stations, NMT Infrastructure.

• Procurement of rolling stock under JNNURM. EOI are being evaluated.

• **BRT Operations to start from Mid 2015**
Implementation Challenges

- Integration of the BRT project with ongoing road widening project
- Land Acquisition
- Shifting of religious structures
- Utility Shifting
- Trunk and Feeder Integration
Special Attributes of the Project

• Development of the city transport infrastructure: depots, workshops, terminals both for BRT and feeder buses.
• ITS for BRT and traffic management along corridor.
• Last-mile connectivity, Public space improvement,
• Land Use and Transport Integration.
• Transit Oriented Development.
• Green BRTS Programme: Landscaping of the corridor and transit infrastructure sites, Plantation in schools, colleges and public spaces, City park development.
Hubli-Dharwad BRTS Project is the first BRTS Project in Karnataka.

www.hdbrts.co.in

THANK YOU