



*Courtesy: CoE-UT, CEPT*

# BRT GOVERNANCE AND CHALLENGES

## — A CASE OF INDIAN CITIES

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# INTRODUCTION

## **Indian Cities**

- High urbanisation & motorisation, low PT mode shares
- Multiplicity of organisations; No singular agency for urban transport
- Public transport provision not a compulsory function
- Existing PT – public/private bus services, shuttle para-transit (auto-rickshaws)

## **Trigger for emergence of BRT systems**

- Focus on PT post National Urban Transport Policy 2006
- National level funding in 2005

# OVERVIEW OF BRT CITIES

S.No	BRT Cities	Population in million (2011)	Funding from	Year of sanctioning of funding	Network length (km) sanctioned	Network Length (km) operational	Status	Date of start of operations
1.	Delhi*	11.4	State Government	2004		5.8	Dismantled in 2016	Apr-08
2.	Ahmedabad	5.6		Aug 06, Oct 06, Aug 08	88.5	97 (88.5 + 8.5 shared)	Operational	Oct-09
3.	Jaipur*	3.1		July 07, Jan 09	39.45	20	Operational - partial	Jul-10
4.	Rajkot	1.3		Jul-07	29	10.7	Operational	Jan-12
5.	Bhopal	1.8		Nov-06	42.2	24	Operational	Sep-13
6.	Indore	1.9	JnNURM, Govt of India	Aug 06, Sept 13	11.65	11.4	Operational	Dec-13
7.	Surat	4.5		Mar-08	29.9	102 (30 + 72 SMC funds)	Operational	Jan-14
8.	Pune Pimpri Chinchwad*	3.1		Aug 06- Nov 08	157	22.5	Operational - partial	Aug-15
9.	Amritsar	1.1		Jan-14	31	9	Operational - partial	Dec-16
10.	Vijaywada	1.05		Mar-07	15.2	10	Operational - partial	2013
11	Vishakhapatnam	1.7		May-07	45.2		Under implementation	
12	Kolkata	14.1		Jun-10	15.5		Under implementation	
13	Naya Raipur	na		The World Bank, SUTP Project (Gol)	na	56		Under implementation
14	Hubli Dharwad	0.9	na		22.4		Under implementation	

\*Open BRT System

# CHALLENGES FACED

## PLANNING & IMPLEMENTATION CHALLENGES

### Institutional

- Capacity
- Stakeholder partnerships
- Inclusiveness of the planning process

### Political

- Change in governments
- Political support

### Legal

- Court cases against BRT
- Land acquisition

### Technical

- Unfamiliarity with a new mode/system
- Vehicles, ITMS, AFCS

### Economic

- Availability of funds
- Revenue streams to manage operational deficits

## OPERATIONAL CHALLENGES

# DELHI & JAIPUR BRT

## Delhi

- India's first operational BRT in 2008 -5.8km
- Dismantled in 2016 after 8 years of operation
- Resistance from private mode users, media criticism, court case against BRT, No buy-in from Traffic Police, Loss of political support

## Jaipur

- Influenced by negative publicity of Delhi
- Change in political power at the state – shift of focus on metro
- Second BRT corridor changed to a metro corridor, Constructed 20 km BRT corridor which is not enforced and used as a mixed traffic lane

# AHMEDABAD & INDORE BRT

## Ahmedabad

- Build up of the BRT network – 97km, complementing proposed metro network
- Challenges – integration with existing city bus services, funds for BRT expansion & operating deficits

## Indore

- Single corridor of 11.3 km, feeder bus network of 21km, partnered with Traffic Police, integrated fares, generating operating surplus
- Challenges – ongoing litigation against BRT impacted further addition of BRT network, proposed metro conflicting with BRT network

# SURAT BRT

- BRT network 102 km – 72 km using own funds
- City bus operations as feeder, integrated routes & fare structure, institution of Urban Transport Fund to cover revenue deficits
- Challenges – Competition from shared auto-rickshaws



# SUMMING UP

1. Energetic BRT uptake by cities due to availability of funds, actual implementation has been slow
  - Implementation challenges similar across cities – how well these are managed is key
  - Proactive and competent lead agencies – set out strategic vision, scaled up BRT, strengthened their own capacities to manage technical aspects, operations & contracts
2. BRT in Surat & Ahmedabad - sustained efforts, have scaled up operations, BRT as a system;
3. Other cities having corridor level operations – further expansion?
4. Scaling up of BRT depends on:
  - Mode conflict – BRT vs Metro
  - Integration with existing PT, competition with auto-rickshaws/two wheelers
  - Availability of finances - new corridors & operational deficits