



MINISTRY OF URBAN DEVELOPMENT (MoUD)
Government of India
DIRECTORATE OF LOCAL BODIES, UTTAR PRADESH

FINAL
DPR for Bus Procurement and Ancillary
Infrastructure under JNNURM
in 9 cities in Uttar Pradesh

JHANSI

Total Project Cost: **Rs. 6926.99 Lakhs**

Central Financial Assistance Required: **Rs. 5009.02 Lakhs**



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REPORT CARD OF EARLIER JnNURM FUNDING^[1]:

Status of earlier funding for buses under JnNURM^[2]

As Jhansi City is applying for funding from JnNURM for the first time, hence the table mentioned below is *Not Applicable (NA)* for Jhansi City.

Sl. No.	Particulars	Status
1	Number of buses sanctioned under JnNURM	NA
2	Number of buses purchased under JnNURM	NA
3	Total funding approved under JnNURM	NA
4	Total fund utilized under JnNURM	NA
5	Route details: route, length, frequency & number of buses (to be attached)	NA

Status of JnNURM Reforms^[3]

Sl. No	Items	Yes/No	Status
1	Scientific determination of bus network, routes, and frequencies	Yes	On the basis of primary surveys and analysis, reconnaissance and discussions with the client representatives
2	Infrastructure arrangement being made to accord priority to the operation of buses	Yes	Proposed after 6-8 months
3	City specific wholly owned Special Purpose Vehicle for managing city bus service	Yes	Proposed after 6-8 months
4	Institutional arrangements being put in place for introduction/improvement of the public transport system	Yes	Proposed at State and City level after 12 months
5	Provision of maintenance of buses through their entire useful life	Yes	Proposed after 6-8 months
6	Contracting strategy for engagement of private sector for operation of buses	Yes	Proposed after 6-8 months
7	Provision of ITS facilities provided – Automated Fare Collection System, on-board GPS Units, Control Centre, PIS Boards	Yes	Proposed after 6-12 months
8	Integration of the services with other public transport systems	Yes	Proposed bus Q shelters close to Inter City Bus Stands/IPT stands
9	Strategy for making bus operations financially self-sustainable	Yes	Advt. on buses, bus queue shelters, Depots., Terminals
10	Unified Metropolitan Transport Authority (UMTA)	Yes	UMTA at state level exists
11	Urban Transport Fund (UTF)	Yes	Under consideration by the State; Notification issued

^[1] Applicable only for JnNURM mission cities

^[2] Details are included in respective chapter of the report

^[3] Relevant Govt. orders/policies etc. are attached in Annexures



Sl. No	Items	Yes/No	Status
12	Advertisement Policy	Yes	Proposed after 6- 8 months
13	Parking Policy	Yes	Draft Parking Policy 2013
14	Institutional mechanism of periodic revision of fares, but not only city bus service, but other modes of public transport and intermediate public transport	Yes	State Level Steering Committee exists
15	Transit Oriented Development (TOD) policy and amendments proposed in the byelaws to encourage TOD	No	Not Applicable
16	Coordination Department in the State Government	Yes	State Level Nodal Agency (SLNA)
17	Waive off/reimburse taxes	Yes	Proposed Timeline: 8-12 months
18	Traffic Information and Management Control Center (TIMCC)	Yes	Proposed Timeline: 12 months
19	Common Mobility Card and National Public Helpline (NPH)	Yes	Under consideration by the Centre and State Governments



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LIST OF ABBREVIATIONS

NH	:	National Highway	PCU	:	Passenger Car Unit
NHAI	:	National Highways Authority of India	NMV	:	Non Motorised Vehicle
JnNURM	:	Jawaharlal Nehru Urban Renewal Mission	NMT	:	Non Motorised Transport
UMTA	:	Unified Metropolitan Transport Authority	V/C	:	Volume over Capacity
MC	:	Municipal Corporation	km	:	Kilometer
JMA	:	Jhansi Municipal Area	UA/MA	:	Urban Agglomeration/ Metropolitan Area
MoUD	:	Ministry of Urban Development	kmph	:	Kilometer Per Hour
GoI	:	Government of India	RoW	:	Right of Way
CBD	:	Central Business District	UPJN	:	Uttar Pradesh Jal Nigam
UPSRTC	:	Uttar Pradesh State Road Transport Corporation	JDA	:	Jhansi Development Authority
JUA	:	Jhansi Urban Area	LoS	:	Level of Service
RTO	:	Regional Transport Office	CMP	:	Comprehensive Mobility Plan
TIMCC	:	Traffic Information and Management Control Center	UPHDB	:	Uttar Pradesh Housing and Development Board
UT	:	Urban Transport	UP	:	Uttar Pradesh
AC	:	Air Conditioned	NNJ	:	Nagar Nigam Jhansi
LED/LCD	:	Light Emitting Diode/ Liquid-Crystal Display	Rs.	:	Indian Rupees
ITS	:	Intelligent Transport Systems	UPHB	:	Uttar Pradesh housing Board
DPR	:	Detailed Project Report	BRTS	:	Bus Rapid Transit System
ACA	:	Additional Central Assistance	IPT	:	Intermediate Para Transit
SPV	:	Special Purpose Vehicle	GPS	:	Global Positioning System
BQS	:	Bus Que Shelter	GPRS	:	General Packet Radio Service
UTF	:	Urban Transport Fund	PIS	:	Passenger Information System
TOD	:	Transit Oriented Development	ETA	:	Expected Time of Arrival
HH	:	Household	CAD	:	Computer-Aided Dispatch



LIST OF ABBREVIATIONS

DUDA	:	District Urban Development Agency	AVL	:	Automatic Vehicle Location
MRTS	:	Mass Rapid Transport System	TMC	:	Turning Movement Count
TVC	:	Total Volume Count	VAT	:	Value Added Tax
NPV	:	Net Present value	NOIDA	:	New Okhla Industrial Development Authority
IPT	:	Intermediate Public Transport	PV^2	:	(Pedestrian) X (Vehicle) Squared
CDP	:	City Development Plan	LFA	:	Large Format Advertisement
O-D	:	Origin-Destination	EC	:	Executive Council
SRTC	:	State Road Transport Corporation	MCTSL	:	Meerut City Transport Service Limited
AoA	:	Article of Association	CEO	:	Chief Executive Officer

Executive Summary



EXECUTIVE SUMMARY

1.0 BACKGROUND

The City of Jhansi is one of the oldest cities in Uttar Pradesh. Jhansi has significant historical importance and well known after Maratha Queen Rani Lakshmi Bai. Jhansi City is situated between the rivers Pahuj and Betwa with an area of 167 sq. km. At present, Jhansi is Divisional Commissioner's Headquarter consisting of Jhansi, Lalitpur and Jalaun district. The City, besides being the capital of the State is also a major tourist centre. It is one of the oldest and finest planned cities of India located in the semi-desert lands of the state. At present, the City is a major business centre with all requisites of a metropolitan city. It is a major tourist destination of the country and located near the golden triangle. The city assumes great importance being close to the national capital and in the confluence of several national highways (NH-25, NH-26, NH-75 and NH-76).

Location: The district of Jhansi lies in the southwestern portion of Uttar Pradesh between 31° 65" North latitude and 75° 63" East longitude.

Linkages: The city is well connected to other parts of the country by road, railways and air services. Four national highways NH-25 (Kanpur – Shivpuri), NH-26 (Jhansi – Lalitpur), NH-76 (Jhansi – Allahabad), NH-75 (Jhansi – Gwalior) passes through the City. Jhansi is one of the important junctions on Mumbai-Delhi rail route of Central Railways Jhansi is connected to major cities in the State of Uttar Pradesh and Madhya Pradesh and other areas in India such as Delhi, Mumbai, Kanpur, Gwalior, Bhopal, Lucknow, Chennai, Kerala, Karnataka and Kashmir and connects rail network of the eastern India.

Population: Jhansi Metropolitan Area has a population of 549,391 as per the 2011 census and has shown an increase during last 50 years. Jhansi City has a population of 507,293 and shares 92.3 percent of the total metropolitan population. The decadal growth rate of the population in the City, from 1961 to 2011 has been in the range of 16 percent to 44 percent. The population growth rate was the highest in the decade of 1971-1981 but the growth rate declined after that.

Road Network & Traffic Situation: The City is well connected with other areas of the State, as well as the country through roads like NH-25, NH-26, NH-76, NH-75 and SH-12A. There are three existing bypasses and two proposed bypasses as per 2005 Master Plan, forming a ring road facility by connecting the national highways. This, in future may reduce the movement of



heavy vehicle within the City, diverting the traffic through bypasses. The important roads within the City are also being developed to facilitate smooth traffic movement within the City.

Role of MoUD: Ministry of Urban Development (MoUD), Government of India (GoI) had issued policy circular Do. No. K-14011/48/2006-UT (Pt.) on 12 January 2009 under which the second Stimulus Package was announced by the Government and the States were provided assistance under the **Jawaharlal Nehru National Urban Renewal Mission (JnNURM)** for the purchase of buses for their urban transport systems. A total of 15,260 buses were sanctioned during 2009 to 2012, which made a big contribution to urban transport in India. As per the Annual Budget Speech by Hon'ble Finance Minister for the FY 2013-2014, JnNURM is being continued in the 12th Plan with Rs. 14,873 crores allocated for the current year of which *"a significant portion will be used to support the purchase of up to 10,000 buses, especially by the hill States"*. In case of less than one million population cities, standard or ordinary buses may be procured but the mini/midi buses to be procured should conform to Urban Bus Specifications.

2.0 PUBLIC TRANSPORT CHARACTERISTICS

Existing Public Transportation System in Jhansi: Jhansi City is one among the cities in State of Uttar Pradesh, which does not have existing City buses to cater for intra-city transport demand. In absence of conventional public transport, almost all the internal trips originate either by IPT or by own personal modes of transport. In case of IPT's, there are autos, shared autos, jeeps, mini vans, cycle rickshaws, etc. IPTs supplement the City buses and address the mobility demand for intra-city trips. Among all IPT's, auto-rickshaws and shared autos have a major presence within the City and caters the mobility needs of the commuters.

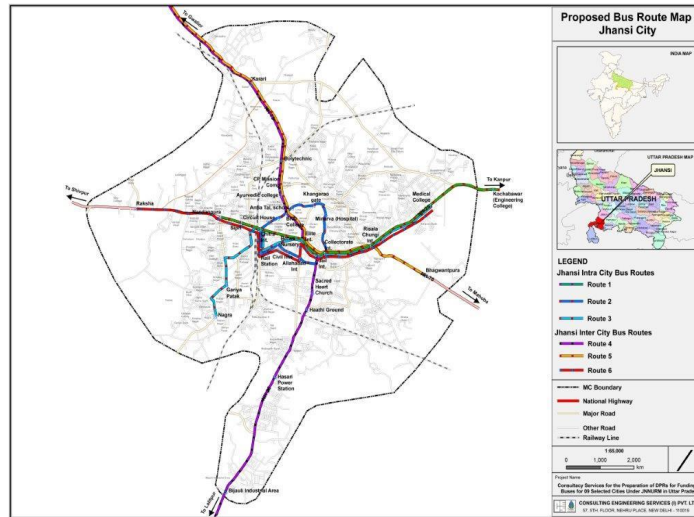
3.0 PROPOSED OPERATION PLAN

3.1 Route Identification

The City does not have a Comprehensive Development Plan (CDP) or Comprehensive Mobility Plan (CMP) for the City. Therefore, it was not possible to assess the movement pattern of the people by different modes, their lead distribution, traffic on major roads and intersections. To collect this information, the Consultants decided to conduct various surveys. At the outset, they carried out reconnaissance survey to identify the major city traffic corridors, their configuration, IPT routes or bus routes operated in the City, major traffic generators to identify probable bus corridors for operation of different types of buses.

There are number of IPT routes operational in the City, their route characteristics and intensity

of passengers carried by each route, the various routes for operation of different types of buses (Standard/Midi/Mini) were identified initially. These routes were finally selected for operation of inter-city buses in consultation with city officials.



Proposed Bus Routes in Jhansi

3.2 Fleet Assessment

The peak was determined by demarcating the identified routes for operation of city buses on city road network and thereafter the peak hour traffic on each route was determined with following assumptions:

- 10 percent of two wheeler and car traffic and 50 percent of IPT traffic will be diverted to the proposed respective city bus routes.

The frequency headway was determined using the following formula:

- Bus frequency headway = peak hour traffic/bus capacity of respective bus type
- The minimum headway of 10 minutes was considered for peak period operations.

The number of buses on each route was calculated using the following formula:

- Number of Buses = $2 \times (\text{Run Time} + 10 \text{ Layover}) / \text{Headway}$ or multiply by Frequency

The details of proposed bus routes based on above relationship are presented:



Details of Proposed Bus Routes and Number of Passengers Carried Per Day

Route No	Route Length (km)	Peak Hour Traffic	Type of Bus	Bus Capacity (nos)	Headway	Cycle Time (hrs)	Number of Buses	Number of passengers carried per day on each route
1	12	135	Midi	30	10	2.17	13	6,458
2	12	982	Standard	60	4	2.22	37	34,176
3	14	336	Standard	60	10	1.97	12	14,415
4	39	187	Midi	30	10	2.78	18	22,086
5	20	243	Midi	30	7	2.70	22	14,259
6	21	660	Standard	60	5	2.68	30	40,109
Total							132	131,503

In addition to estimated number of buses, an additional 5 percent of total number of buses is required to cater for breakdown/maintenance of bus fleet. The total number of buses required for Jhansi is thus 132.

4.0 FINANCIAL ANALYSIS AND RESOURCES PLAN

Financial Resources Plan: The capital cost (including bus fleet cost, support infrastructure cost as up gradation of depots, terminals, bus Q shelters, ITS facilities cost along with DPR consultancy cost) was estimated to be Rs. 6,926.99 lakhs.

- Total Cost of Buses(with tax) = Rs. 5,256.86 lakhs
- Total Cost of Support Infrastructure (Depots, Terminals and BQS) = Rs. 1,350.00 lakhs
- Total Cost of ITS facilities = Rs. 269.90 lakhs
- Total Cost of DPR Consultancy Fee = Rs. 50.22 lakhs

4.1 Funding Pattern

The funding of the said capital requirement (excluding State taxes on the invoice of buses) is proposed to be made partly by each of State Government (20 percent) and the Govt. of India (80 percent) as per the JnNURM guidelines. The State taxes namely the VAT amount (including surcharge) @ 14.5 percent on the cost of buses would be reimbursed by the State Government to the SPV. Therefore, contribution from various sources in total fund required will be as follows:



Source	Percentage of Project Cost excluding State Taxes on Buses	Total Project Cost (Rs. in Lakhs)	Percentage of Total Project Cost
JnNURM GoI ACA	80	5,009.02	72
Govt. of State	20	1,252.25	18
SPV	State and City taxes*	665.72	10
TOTAL	100	6,926.99	100

Note: *to be reimbursed to SPV by the State Govt.

The project FIRR works out to be 31.01 percent and the Net Present Value (NPV) at a 12 percent discount rate was estimated to be Rs. 6,267.88 lakhs. The minimum rate of return generally accepted for financial viability of transport infrastructure projects in India is 12 percent. Since the estimated rate of return is above the 12 percent cut-off rate, the project is considered to be **FINANCIALLY VIABLE**.

5.0 URBAN TRANSPORT REFORMS

The following table represents the status and proposed timeline for the implementation of the urban transport reforms.

Sl. No	Reforms	Applicable (Yes/No)	Proposed Timeline
1	UMTA	No	UMTA at state level exists
2	SPV/Cost Center	Yes	Proposed after 6-8 months
3	Urban Transport Fund (UTF)	Yes	Under consideration by the State; Notification issued
4	Advertisement Policy	Yes	Proposed after 6-8 months
5	Parking Policy	Yes	Draft Parking Policy 2013
6	Fare Revision Policy	Yes	Already exists
7	TOD Policy	No	Not Applicable
8	TIMCC	Yes	Proposed after 12 months
9	Waiver of Taxes	Yes	Proposed Timeline: 8-12 months

***Chapter 1:
City Profile***

1. CITY PROFILE

1.1 BACKGROUND

The City of Jhansi is one of the oldest cities in Uttar Pradesh. Jhansi has significant historical importance and well known after Maratha Queen Rani Lakshmi Bai. Jhansi City is situated between the rivers Pahuj and Betwa with an area of 167 sq. km. At present, Jhansi is Divisional Commissioner’s Headquarter consisting of Jhansi, Lalitpur and Jalaun district. The City, besides being the capital of the State is also a major tourist centre. It is one of the oldest and finest planned cities of India located in the semi-desert lands of the state. At present, the City is a major business centre with all requisites of a metropolitan city. It is a major tourist destination of the country and located near the golden triangle. The city assumes great importance being close to the national capital and in the confluence of several national highways (NH-25, NH-26, NH-75 and NH-76). **Map 1-1** shows the map of the Jhansi City.



Map 1-1: Jhansi City Map

1.2 SPATIAL GROWTH AND REGIONAL SETTING

The spatial spread of the City is rather imbalanced with most of the economic activities located within the limit of the City. The development of the City got impetus from the NHAI project of



developing north-south and east-west corridor both passing through Jhansi. Therefore, a sudden rush for infrastructure and real estate development was observed during the last decade. The presence of hilly terrain on all sides of the City, development of Jhansi is restricted to plain land areas along Kanpur, Lalitpur, Shivpuri and Gwalior Road. Along with these areas, a real estate boom is also observed along the Kanpur-Gwalior and Gwalior-Shivpuri bypasses. The two notable settlements on the southeastern and southwestern part of the City are railway and cantonment board, respectively. The city is a part of the district situated in Southwestern part of the State, which is surrounded by the district of Jalaun to the north, Hamirpur to the north east, Mahuba to the east and Lalitpur to the southwest. Remaining part of the district is surrounded by districts of the State of Madhya Pradesh.

1.3 CLIMATE

With an average elevation of 284 metres (935 feet) and being in rocky plateau, Jhansi experiences extreme temperature. The climate of Jhansi is characterized by dry summer and cold winter and is marked with high variability of rainfall year to year. There are primarily four seasons in Jhansi; summer, monsoon, winter and spring. Summer starts from April and extends up to June with peak in May. Monsoon generally comes in June and extends up to September. Winter spans from October and continues until February with peak in the month of December. Spring arrives by the end of February and is a short-lived phase of transition before the summer. The annual rainfall of the Jhansi area varies from 600 to 800 mm. The major portion of rainfall occurs during the month of July and August. Month-wise maximum and minimum temperature and average monthly rainfall are given in **Table 1-1**.

Table 1-1: Temperature and Precipitation

Sl. No	Parameter	Month-wise from Jan to Dec											
		Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec
1	Maximum temperature (degree C)	16.5	21.2	32.8	38.4	45.4	47.2	46.4	42.3	37.4	34.7	31.4	20.4
2	Minimum temperature (degree C)	6.5	8.4	21.6	29.7	34.2	35.1	33.6	31.7	29.4	28.5	19.8	9.3
3	Average precipitation (mm)	4.1	8.0	8.7	2.8	11.3	124.7	176.1	160.9	77.7	16.0	9.2	1.1

Source: Hydromet Division, India Meteorological Department; Water Shed Management Program, District Jhansi, 2010-11

1.4 LINKAGES & CONNECTIVITY

The City is well connected to other parts of the country by roads, railways and air services. Four



national highways NH-25 (Kanpur – Shivpuri), NH-26 (Jhansi – Lalitpur), NH-76 (Jhansi – Allahabad), NH-75 (Jhansi – Gwalior) passes through the City. Jhansi is one of the important junctions on Mumbai-Delhi rail route of Central Railways. Jhansi being connected to major cities in the State of Uttar Pradesh and Madhya Pradesh and other areas in India such as Delhi, Mumbai, Kanpur, Gwalior, Bhopal, Lucknow, Chennai, Kerala, Karnataka and Kashmir and connects rail network of the eastern India. The Airport is situated 6km from the City with an approximate land area of 82.44 hectare. However, it is used for landing of Helicopter and defense planes. Further up-gradation of the airport will offer improved connectivity and wider choice of services to air travelers related to tourism.

1.5 DEMOGRAPHIC PROFILE

This section illustrates the population, population growth rate and population density in the City.

1.5.1 Population

Jhansi Metropolitan Area has a population of 549,391 as per the 2011 census and has shown an increase during last 50 years. **Table 1-2** shows population and the growth trends in the City. Jhansi City has a population of 507,293 and shares 92.3 percent of the total metropolitan area population.

Table 1-2: City Metropolitan Area Population

Year	Jhansi Metropolitan Area Population (in number)	Decadal Growth Rate (%)
1961	169,712	-
1971	198,135	16.7
1981	284,141	43.4
1991	368,154	29.6
2001	470,212	27.7
2011	549,391	16.8

Source: Master Plan 2005, Jhansi; Census 2011

1.5.2 Population Growth Rate

The decadal growth rate of population in the City, from 1961 to 2011 has been in the range of 16 percent to 44 percent. The population growth rate was the highest in the decade of 1971-1981 but the growth rate declined after that **Figure 1-1**.

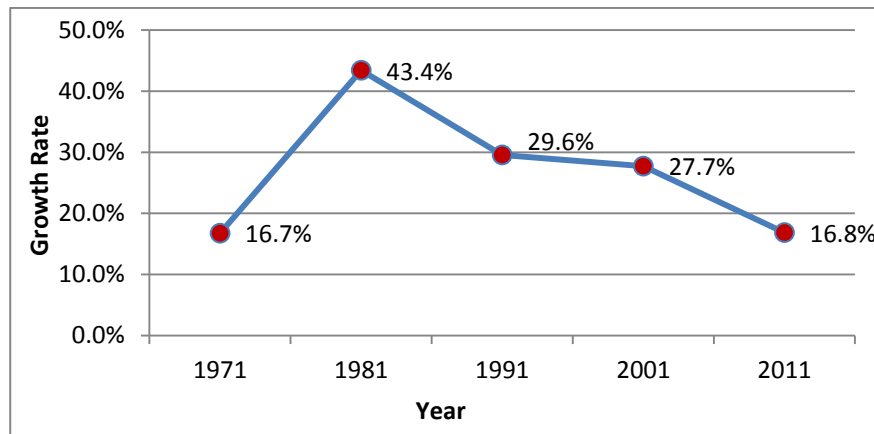


Figure 1-1: Growth Rate of the City Metropolitan Area

1.5.3 Population Density

The City (with urban agglomeration) has the population density of 3,614 persons/sqkm (according to 2011 census). The population density increased from 1,304 persons/sqkm from 1971 census due to inward movement of people. The population density of city metropolitan area is increasing because of infrastructure improvements (e.g. schools, colleges, hospitals, tourism, household industries, roadways etc.). **Figure 1-2** shows the population density of the municipal corporation area.

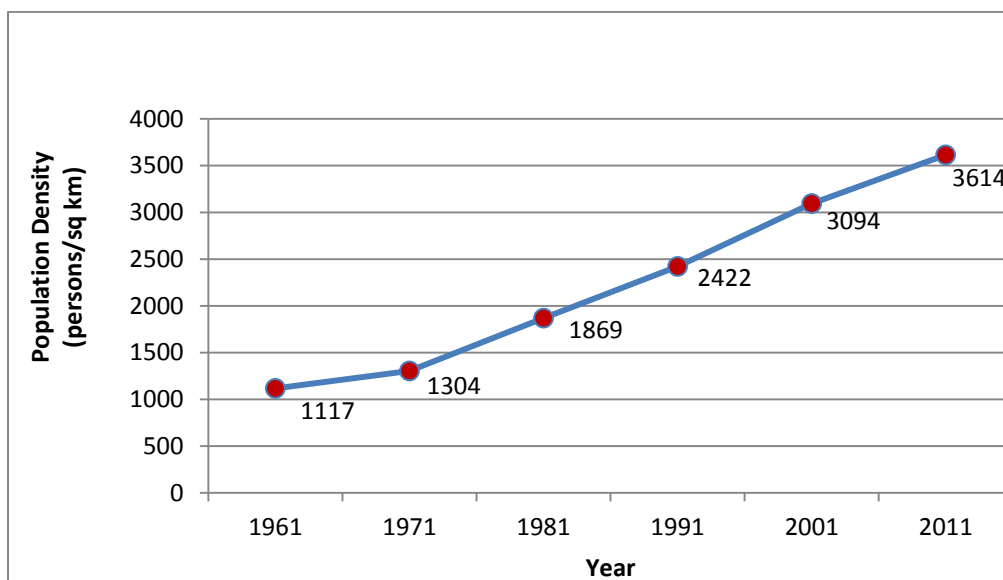


Figure 1-2: Population Density of Municipal Corporation and Development Authority Area

1.5.4 Gender Ratio & Age Profile

In 2011, the City had an urban population of 549,391 of which male and female population was 292,497 and 256,894 respectively. The sex ratio according to 2011 census in the City

metropolitan area was 878 (female) per 1000 male compared to 2001 census figure of 880 and in the City municipal area was 892 compared to 2001 census figure of 885. The average national sex ratio is 943 as per latest reports of Census 2011 Directorate. In 2011 census, child sex ratio (girls per 1000 boys) was 862 inside the Jhansi Metropolitan Area and child sex ratio was 868 inside the Jhansi Municipal Area. The percentage of children and adults as per Census 2011 stood at 10.2 and 89.8% respectively for both the Jhansi MC and Jhansi Urban Area presented in **Table 1-3**.

Table 1-3: Gender Ratio and Age Profile

Sl. No	Parameter	Sex Ratio	Child Sex Ratio	Population of Children (%)	Population of Adults (%)
1	City (Urban Agglomeration)	878	862	10.2	89.8
2	City (Municipal Corporation)	892	868	10.2	89.8
3	State Average	908	902	14.9	85.1
4	National Average	940	919	13.12	86.88

Source: Census Data, 2011

1.5.5 Literacy Rate

Average literacy rate of the City in 2011 was 84.41 percent. If things are looked out at gender wise, male and female literacy were 89.66 and 78.44, respectively. This data is shown in **Table 1-4**.

Table 1-4: Literacy Rate

Sl. No	Parameter	Literacy Rate (%)	Literacy Rate – Male (%)	Literacy Rate – Female (%)
1	City	84.41	89.66	78.44
2	State Average	69.72	79.24	59.26
3	National Average	74.04	82.14	65.46

Source: Census Data, 2011

1.6 URBAN ECONOMY

1.6.1 Employment Distribution

As per census 2011, total workers constituted nearly 33.5 percent of the total population of the City of which main workers and marginal workers were 25.3 percent and 8.4 percent, respectively. The share of total workforce remained almost same at 25.6 percent and 25.8 percent during 1991 and 2001, respectively. The growth in share of workforce may be attributed to following reasons:

- The Municipal Corporation limits of Jhansi City were extended covering more workforces in its envelope.
- Initiation of development of infrastructural facilities during the last decade, mainly roadways, health, education.

Table 1-5 presents composition of work force by activities in the City for the year 2021 as projected in Mater Plan 2005, Jhansi.

Table 1-5: Composition of Workforce by Activities

Sl. No	Category	Year 2021 (in number)
1	Agriculture	3,998
	Percentage	1.9
2	Agricultural Labour	4,418
	Percentage	2.1
3	Household Industries	17,884
	Percentage	8.5
4	Livestock and Forest	2,314
	Percentage	1.1
5	Mining & Querying	422
	Percentage	0.2
6	HH Industry Related	32,086
	Percentage	15.25
7	Construction	10,520
	Percentage	5.0
8	Trade and Commerce	41,028
	Percentage	19.5
9	Transport	34,610
	Percentage	16.45
10	Other Services	63,120
	Percentage	30.0
Total		210,400

Source: Master Plan 2005, Jhansi

According to the projected labour composition of 2021, 87.5 percent of the workforce is in the tertiary sectors of which other services (30 percent), trade and commerce (19.5 percent), transport (16.5 percent) and household industry related (15.3 percent) are the major constituents, whereas, 8.5 percent of the workers are in the secondary sector. The only contributor of employment in this sector is household industries. The primary sector largely comprises the cultivators and plantations in the City employing 4% of the workers. The thrust on planned development of infrastructure and change in the land-use pattern resulted in increase of share of workforce in secondary sector and reduction in primary sector.

1.6.2 Income Profile

The average monthly household income was observed to be approximately Rs. 8000. The average household size at city level is observed to be 4.5. For assessing distribution of households by the income groups, the following categorization based on HUDCO practice, has been adopted. The income characteristics are summarized in **Table 1-6**.

Table 1-6: Income Characteristics

Category	Monthly Household Income (Year 2012)	% HH of Jhansi City (Year 2021)
Economically Weaker Sections	Up to Rs. 2,500	25
Low Income Group	Rs. 2,501-5,500	40
Middle Income Group	Rs. 5,501-10,000	20
High Income Group	Above Rs. 10,000	15

Source: Master Plan 2005, Jhansi

The spatial distribution of income groups within the City was also reviewed. **Table 1-7** shows the major high, middle and low-income areas in each of the constituents of the City.

Table 1-7: Spatial Distribution of Income Profile

Sl. No	Category	Monthly Household Income	Major Residential Areas
1	Economically Weaker Sections	Up to Rs. 2,500	56 no of Notified Slum Areas with a population of 152,975**
2	Low Income Group	Rs. 2,501-5,500	Circle 6 (Ward no 8, 12, 9, 14, 4, 23); Circle 9 (Ward no 7, 22, 6, 13, 21, 28, 25); Circle 10 (Ward no 1, 2, 17, 27, 15)
3	Middle Income Group	Rs. 5,501-10,000	Circle 1 (Ward no 38, 40, 18, 58, 20, 30); Circle 2 (Ward no 3, 35, 41, 45, 26, 29); Circle 3 (Ward no 56, 59, 60, 46, 57, 36); Circle 4 (Ward no 10, 11, 19, 44, 50, 37)
4	High Income Group	Above Rs. 10,000	Circle 5 (Ward no 35, 42, 43, 47, 52, 54); Circle 7 (Ward no 55, 53, 51, 49, 48, 5); Circle 8 (Ward no 16, 32, 34, 39, 24, 31)

Source: Nagar Nigam, Jhansi; ** DUDA 2011, City Sanitation Plan

1.7 LAND-USE DISTRIBUTION

The existing land-use distribution determines the nature of development of a settlement and its economic status is reflected through the type of its physical development. The study of existing land-use distribution helps in fixing the priorities and for evolving a strategy for the future



development of the area. The existing land-use scenario guides a planner to allocate land for different land-uses viz., residential, industrial, commercial, public/semi public etc. rationally and optimally to achieve the high level of efficiency of land, which is limited. **Table 1-8** shows the land-use pattern of Jhansi City prepared by Jhansi Development Authority (JDA) based on the priorities set in the Master Plan 2005, Jhansi.

Table 1-8: Existing and Proposed Land-use

Sl. No	Land-use	2001		Proposed (till 2021)		Growth Percentage
		Area (in Ha)	Percentage	Area (in Ha)	Percentage	
1	Residential	1023.09	46.03	4217.73	50.03	3.12
2	Commercial	51.09	2.30	115.65	1.37	1.26
3	Industrial	168.17	7.57	443.02	5.25	1.63
4	Governmental	147.6	6.64	227.87	2.70	0.54
5	Public and Semi Public	295.33	13.29	877.45	10.41	1.97
6	Recreational	108.65	4.89	891.39	10.57	7.20
7	Traffic and Transportation	270.52	12.17	1081.77	12.83	3.00
8	Agriculture and Water Bodies	158.3	7.12	576.32	6.84	2.64
Total		2222.75	100.0	8431.2	100.0	

Source: Master Plan 2005, Jhansi

From the existing land-use patterns, it was observed that 1023.09 hectare has been developed for residential use, clearly indicates a thrust on development of residential area. The existing residential areas are notably at Sipri, Civil Line, Pulia no 9, Hasari, Nagra, Khatibaba, CP Mission compound, Pichor, Talpura and Khusipura. This is followed by public and semi-public, transport, governmental, industrial and agriculture and water bodies for 295.33 hectare, 270.52 hectare, 147.6 hectare, 168.17 hectare, 158.3 hectare, respectively of land has been covered by 2001. The industrial land-use for heavy industry is almost complete, though areas kept for small-scale industries will remained underdeveloped. A faster development of roadways as proposed in master plan may put further impetus on industrialization and put more land for industrial use. The land-use for commercial purpose within our study area has been completed for 51.09 hectare by 2001 at Manik Chawk, Bara Bazaar, Ghandigarh, Kotowali Road, Old Motor Stand, and Sipri area. The proposed seven big commercial centre and trade centers will be developed by 2021 as per Master Plan, 2005. 147.6 hectare of land has been identified for government use in the areas like municipal commissioner office, police line and jail authority,

civil line, area besides Elite Intersection, in between BKD intersection to Nagar Nigam, BKD to Jibanshah and near Lalitpur area.

The proposed land use in the Master Plan, 2005 puts more focus on recreation, traffic transportation along with residential area. Growth in recreational share in the proposed land-use may be attributed to tourism and environmental issues.

Figure 1-3 and Figure 1-4 show the existing and future land use of the Jhansi City.

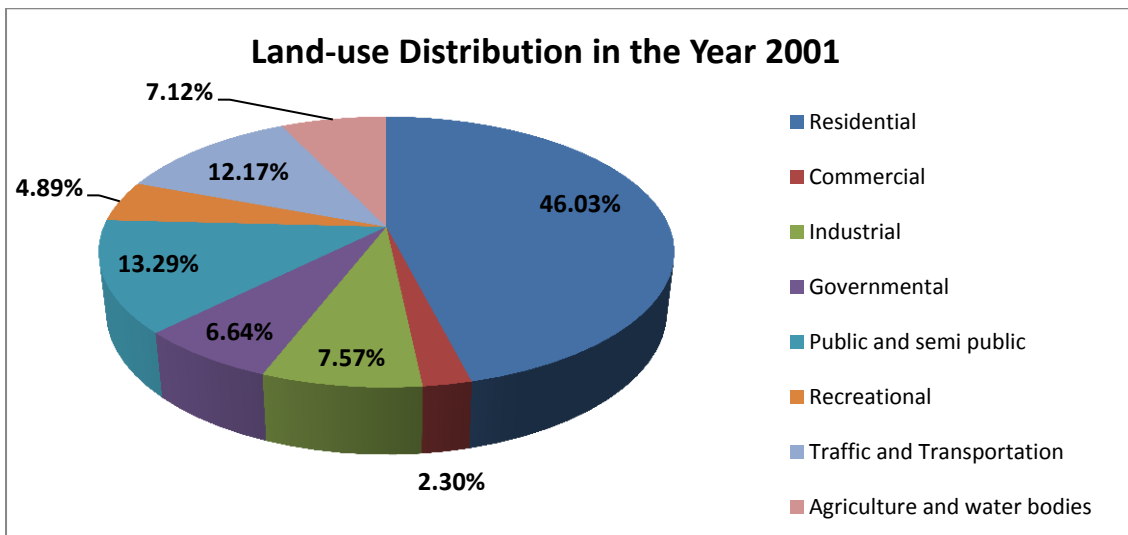


Figure 1-3: Existing Land-use of Area

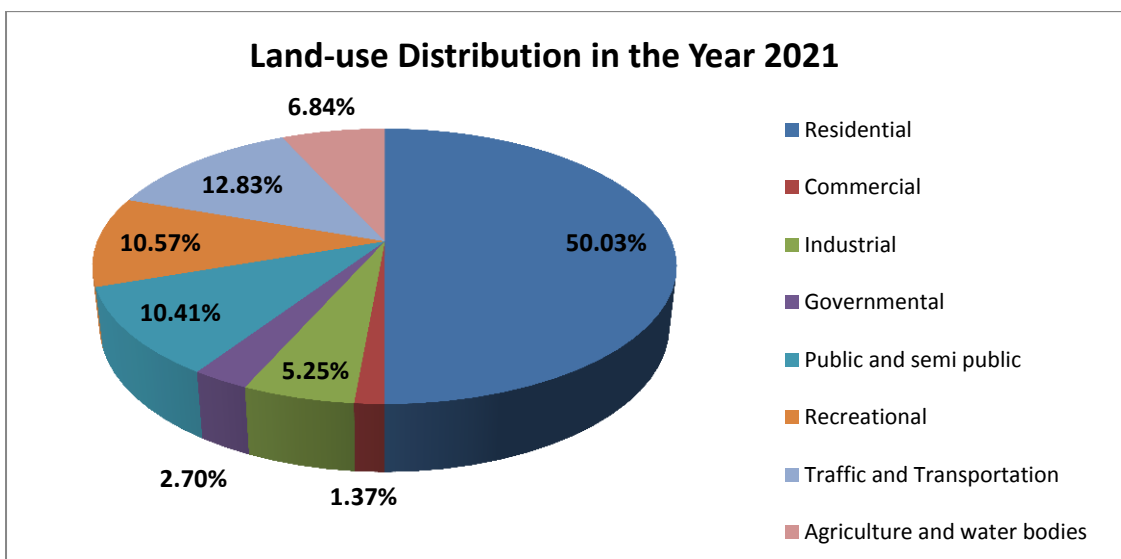


Figure 1-4: Proposed Land-use of DA in MPD-2011

1.8 TRANSPORT NETWORK CHARACTERISTICS

Transport network characteristics comprises of road network, rail network, growth of registered



vehicles, traffic and travel characteristics, brief of CMP for the City and main issues related to city's transportation system.

1.8.1 Road Network Characteristics

The City is well connected with other areas of the State, as well as the country through roads like NH-25, NH-26, NH-76, NH-75 and SH-12A. There are three existing bypasses and two proposed bypasses as per 2005 Master Plan, forming a ring road facility by connecting the national highways. This, in future may reduce the movement of heavy vehicle within the City, diverting the traffic through bypasses. The important roads within the City are also being developed to facilitate smooth traffic movement within the City. The important roads are listed, as follows:

- Kanpur – Jhansi – Shivpuri (NH-25)
- Jhansi – Lalitpur (NH-26)
- Jhansi – Allahabad (NH-76)
- Jhansi – Gwalior (NH-75)
- Jhansi - Tikamgarh (SH-12A)
- Bypass road connecting NH-25 near Medical college and NH-75 near Karari
- Bypass road connecting NH-75 near Air Strip and NH-25 near Pouch River
- Bypass road connecting NH-25 near Burning Ghat and NH-26 near P.A.C.
- Proposed bypass road connecting NH-25 and NH-76 near Bundelkhand Engineering College
- Proposed bypass road connecting NH-26 at Prakash Petrol Pump and NH-76 near Bagabanpura

Table 1-9 presents the existing type of roads and the corresponding length of Jhansi district.

Table 1-9: Types of Road in the Jhansi District

Length of Pakka Road In Jhansi District	
Item	Year 2011 (in km)
National Highway	137
State Highways	142
Important Roads of District	69



Length of Pakka Road In Jhansi District	
Item	Year 2011 (in km)
Other District & Rural Roads	1,482
Zila Parishad	18
Mahapalika/Nagarpalika/Town Area Society/Cantt.	25
Forest Department	0
Other Departments	0
Grand Total	1,873

Source: Directorate of Economics and Statistics, Government of Uttar Pradesh

The transport system of the City is mainly road based in absence of any MRT system. The road network within the City and their characteristics are shown in **Table 1-10**.

Table 1-10: Roads and their Features

Name of Road	Length (km)	ROW (m)	Carriage Width (in m)	No of Lanes	Divided/Undivided
National Highways					
Kanpur – Jhansi – Shivpuri (NH-25)	12.3	33-60	7-14	2-4	Intermittent
Jhansi – Lalitpur (NH-26)	16	33-60	7-14	2-4	Intermittent
Jhansi – Allahabad (NH-76)	5	60	7-14	2-4	Intermittent
Jhansi – Gwalior (NH -75)	9	33-60	7-14	2-4	Intermittent
Bypasses					
Connecting NH-25 near Medical college and NH-75 near Karari	9	45	14	4	Divided
Connecting NH-75 near Air Strip and NH-25 near Pouch River	6	45	14	4	Divided
Connecting NH-25 near Burning Ghat and NH-26 near P.A.C.	13.7	45	14	4	Divided
Proposed Bypasses					
Connecting NH-26 at Prakash Petrol Pump and NH-76 near Bagabanpura	-	30	14	4	Divided
Connecting NH-76 and NH-25 touching Bundelkhand Engineering College	-	30	14	4	Divided
Arterial Road					
Sipri Bazaar to Nagra	4.5	9	7-14	1-2	Undivided
Sipri Bazaar to Khanderao Gate – Manik Chawk	3.4	18-33	7-14	2-4	Intermittent
Sipri Bazaar – Rly Station – Pulia no 9	2	9	7-14	2-4	Intermittent



Name of Road	Length (km)	ROW (m)	Carriage Width (in m)	No of Lanes	Divided/Undivided
Sipri Bazaar – Rly Station – Civil Line – Jhansi Hotel – Sadar Bazaar	3.3	18-24	7-14	2-4	Intermittent
Elite Intersection – Govind Intersection – Minarva Talkies	1.7	18	7-14	2-4	Intermittent
Laxmi Gate – Datia Gate	1.5	9	7-14	1-2-4	Undivided
Shabji Mandi – Ghandi Road – Subhasganj – Orcha Gate	1.9	9-18	7-14	1-2	Undivided
Elite intersection – Tehesil – Khanderao Gate	1	18-33	7-14	2-4	Intermittent
Chitra Intersection – Elite Intersection – BKD Intersection – Khanderao Gate – Minarva Talkies	4.7	18-33	7-14	2-4	Intermittent
Minarva Talkies – Govind Intersection – Khusipura – Collectorate Intersection	1.4	9-18	7-14	1-2-4	Intermittent
Sipri Bazaar – Nandanpura – Khati Baba – Nagra	5.1	9-33	7-14	1-2-4	Intermittent
Laxmi Gate – Golla Mandi – Risala Chungi Intersection	1.8	9	7-14	1-2-4	Undivided

Source: Jhansi Master Plan, 2005

The major roads and national highway inside the City, are being upgraded and widened as per master plan, except few stretches where work is complete. The medians are at per with the upgradation work where widening has been possible or laning is complete.

1.8.2 Major Intersections

This includes the signalized and non-signalized intersections and other related information. The Elite intersection is signalised on all the four arms, though rarely is in operation. The Jail intersection is signalised on one arm, but not currently in operation. No other intersections are signalised. The details of the intersection are presented in the **Table 1-11**.

Table 1-11: Details of Major Intersections

Sl. No	Name of Intersection	No of Arms	Signalized (Yes/No)
1	Elite Intersection	5	Yes
2	Jail Intersection	3	Partial
3	Collectorate Intersection	4	No
4	Risala Chungi Intersection	4	No
5	BKD Intersection	4	No
6	Chitra Intersection	4	No

Sl. No	Name of Intersection	No of Arms	Signalized (Yes/No)
7	Minarva Intersection	4	No
8	Govind Intersection	4	No

1.8.3 Pedestrian and NMV Facilities

Walk trips in the City are quite frequent, though the pedestrian sidewalks are under construction on most of the roads. Within the walled city area, where the pedestrian movement is very high, sidewalk will be provided on all major corridors. Currently, there is a lack of proper sidewalk and crossings. Due to non-availability of proper pedestrian area, the habits of the pedestrian are irregular. The major flow of pedestrian is through intersections along with the vehicular traffic movements within the City.

Presently non-motorised vehicles (NMV) share road space with other motor vehicles reducing the maneuvering space. However, with the growing concern of NMV safety and increasing volumes, efforts are being carried out to provide adequate NMV facilities.

During the process of primary data collection, the traffic volume count (TVC) was conducted to capture existing traffic. The motorised and non-motorised vehicular volumes were captured. The NMV data are tabulated in **Table 1-12**.

Table 1-12: Details of Non-Motorised Vehicles (in numbers)

Location	Cycle	Cycle Rickshaw	Goods Tri-Cycle	Animal Drawn	Hand Drawn	Others
Medical College	920	0	12	10	6	10
Near Bus Stand	594	0	5	2	2	14
Laxmi Gate	575	0	0	0	30	1
Imambada	317	0	1	0	34	1
Gandhi Ghar Ka Tappa	419	0	1	0	48	0
Tehesil	308	1	1	0	10	1
Circuit House	836	2	4	5	8	8
Near Railway Station	179	0	3	0	4	6
Jhansi	143	0	0	0	0	3
Nehru Park	507	0	11	1	6	20
Total	4,798	3	38	18	148	64

Source: Primary survey conducted by the Consultant

1.8.4 Traffic Management including Parking

One of the most serious problems in the City is on-street parking. Increased parking demand together with limited parking supply and absence of parking policy are impediment to smooth



flow of traffic. The parking problem is most serious in walled city area. Parked vehicles reduce the width of useable road resulting in increased congestion. On all major roads, parking is provided on streets, resulting in loss of up to two lanes in many places. This loss of traffic lanes attributes to acute congestion on main corridors, which can be reduced by relocating the on-street parking or by providing parking places into by-lanes.

Traffic management in the form of one-way circulation during peak hours, parking restrictions on certain streets, restrictions on heavy vehicles movement is prevalent in certain areas. However, lack of enforcement is visible at many places.

1.8.5 Traffic Safety

Data on Accident is not available for Jhansi.

1.9 VEHICULAR GROWTH AND COMPOSITION

Since the last decade, vehicles are increasing at faster rate in the City. The increased socio-economic status of the residents, development of city roads, the availability of easy financing for automobiles, lack of integrated mass transport system and the increased need for use of transport for daily journeys have resulted in high growth of vehicle ownership in the City. Two-wheelers and cars in particular are increasing at a rapid rate. The time series data by vehicle type between 2008 and 2013 is presented in **Table 1-13**.

Table 1-13: Registration of Vehicles in the District (in numbers)

Year	2-wheelers	3-wheelers	Cars	Jeeps	Taxi	Omni Buses	Buses	LMV	Trucks & Lorries	MAV	Tractors	Trailers	Others	Total
2007-08	188441	5073	11985	1054	156	2	253	1680	1683	419	2436	300	327	213809
2008-09	199254	4542	13041	1326	302	2	306	1151	1864	408	2896	300	446	225838
2009-10	201327	5261	12779	3134	508	0	319	1537	1747	593	11790	316	1328	240639
2010-11	231761	6177	14649	3637	598	8	386	2048	1883	718	13019	314	1433	276631
2011-12	253311	7119	16433	4139	716	28	451	2582	1423	671	14470	314	1590	303247
2012-13	275348	8051	20283	4844	918	71	489	3245	1668	887	16364	326	1739	334233

Source: RTO, Jhansi

During 2008-2013, two wheelers showed a growth rate of 6.7 percent, cars of 4.5 percent and jeeps of 3.9 percent. At present, the total vehicular volume of the City is 3.3 lakhs.



1.9.1 Rail Network Characteristics

Jhansi is one of the important junctions on Mumbai-Delhi rail route of Central Railways. Jhansi is connected to major cities in the State and India such as Delhi, Mumbai, Kanpur, Gwalior, Lucknow, Chennai, Bhopal, Kerala, Karnataka, Kashmir and connects rail network of the eastern India. These rail routes are:

- Jhansi – Gwalior
- Jhansi – Kanpur
- Jhansi – Allahabad
- Jhansi – Mumbai

1.9.2 Major Transportation Nodes

Major transportation nodes are those, which act as major passenger integration points. At these places people often change their mode and get in to higher mode of travel in order to travel larger distances. Places like bus and railway stations and airports often act as transport nodes. The City has airstrip used only by air force and for helicopter landing.

Bus Station

The City has an interstate bus terminal near Risala Chungi intersection. Long distance intercity buses are operated by UPSRTC and Private Bus Association. This terminal is located at the eastern part of the City on a high volume traffic corridor of NH-25 near Risala Chungi intersection. This road is moderately wide. However, bus movement to and from the bus station adds friction to the traffic flow and leads to congestion during the peak hours. Approximately, 350 buses enter/leave the bus station on daily basis. The bus station has saturated in its capacity and there are problems of parking of buses and loading/unloading of passenger's etc., which lead to congestions and delays.

To alleviate the traffic congestion, the District magistrate office has already proposed area for bus depot with terminal for both public and private transport at Kochabawar (after Medical College crossing) and at Bhagabanpura, 3 km from Risala intersection towards Orcha for public and private respectively, with an area of 4 acres each. The Regional Manager Office, Jhansi, UPSRTC has demanded a land area of 9 acres during the meeting with municipal commissioner. The municipal commissioner has ensured to take up the matter to the District Magistrate.

Railway Station

The City railway station continues to be the main terminal for railway operations where 179

trains including both passenger and goods trains run through Jhansi Railway Station in a day. According to the North-Central Railways on an average of 27,000 passengers travel out of Jhansi every day, out of which 7,000 are passengers with reservation tickets and approximately same number of passengers is expected to return back to the City.

1.9.3 Traffic Characteristics of City Roads

The traffic characteristics such as traffic volume, composition and travel speeds on major traffic corridors are represented in **Table 1-14**.

Table 1-14: Flow Characteristics on Major Traffic Corridors

Sl. No	Road/Corridor	Peak Hour Traffic (PCU)	Lane Configuration	Travel Speed (kmph)	V/C	LOS
1	Kanpur to Bus Stand	657	2-4	17.5	0.55	B
2	Kanpur to Elite Intersection	490	2-4	18.6	0.41	B
3	Shivpuri to Elite Intersection	576	2-4	20.1	0.48	B
4	Railway Station to Railway Station	586	2-4	22.0	0.49	B
5	Datia Gate to Bara Bazaar	261	2	19.5	0.29	B
6	Gwalior to Elite	323	2-4	22.0	0.36	B

Source: Secondary Data

It is evident from the above table that several major roads in the City are facing capacity constraints.

Origin-Destination Characteristics

The origin-destination characteristics of the City were captured by conducting primary surveys at nine (9) locations in IPT stands across the City as tabulated in **Table 1-15** and pie chart is shown in **Figure 1-5**.

Table 1-15: Details of Distance Matrix and Average Lead Distribution

Distance Range (in km)	Number of Commuters	Percentage of Commuters	Average Lead Distribution
0-3	455	34	0.52
3-5	284	22	0.86
5-10	362	27	2.05
10-15	83	6	0.79
15-20	25	2	0.33
Above 20	115	9	2.18
	1324	100.0	6.72

Source: Secondary Data

There are about 34.4 percent of commuters, who use the IPT for their travels are residing within 3 km. Similarly, 21.1 percent, 27.3 percent, 6.3 percent and 1.9 percent of commuters were residing at 5, 10, 15 and 20 km respectively. About 8.7 percent of commuters were using IPT’s even more than 20 kms for their travel.

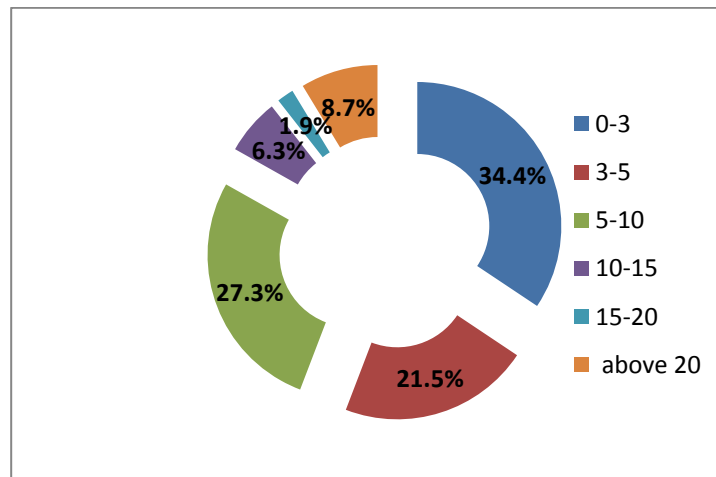


Figure 1-5: Trip Length Distribution for Various Vehicle Type

Speed and Delay

During reconnaissance survey and process of finalization of proposed bus routes, speed and delay surveys were conducted in the year 2013 and are presented in the **Table 1-16**.

Table 1-16: Details of Average Speed in Proposed Bus Route Sections

Route No	Origin	Destination	Average Speed (kmph)
1	Kocharbawar	Nandanpura	16.40
2	Rail Station	Rail Station	13.63
3	Nagra	Medical College	18.41
4	Datia	Babina	26.46
5	Datia	Orcha	16.90
6	Raksha	Medical College	17.45

Source: Secondary Data

1.9.4 Socio-Economic and Travel Characteristics

Average Monthly Income

Income groups have been classified based on monthly income being upto Rs. 2000, Rs. 2001 to 5000, Rs. 5001 to 10000, Rs. 10001 to 20000, Rs. 20001 to 30000, and greater than Rs. 30000. 58.92 percent of the household lies in the income range of Rs. 5001 – 10000, followed by 23.83

percent in the income range of Rs. 2001 – 5000, 9.83 percent in the income range of Rs. 10001 – 20000, 6.06 percent in the income range upto Rs. 2000 and 0.08 percent in the income range of more than Rs. 30000.

Table 1-17: Monthly Income Distributions

Sl. No	Monthly Income (Rs.)	Number of Households	Percentage
1	Less than 2000	965	6.06
2	2001-5000	3,797	23.83
3	5001 - 10000	9,387	58.92
4	10001 - 20000	1,566	9.83
5	20001 - 30000	206	1.29
6	More than 30000	12	0.08
		15,933	100.00

Source: Statistical Department, JDA, Jhansi

Purpose of Journey

Analysis on the purpose of trip reveals that work trips are highest with 42 percent, followed by business trips at 28 percent (**Figure 1-6**).

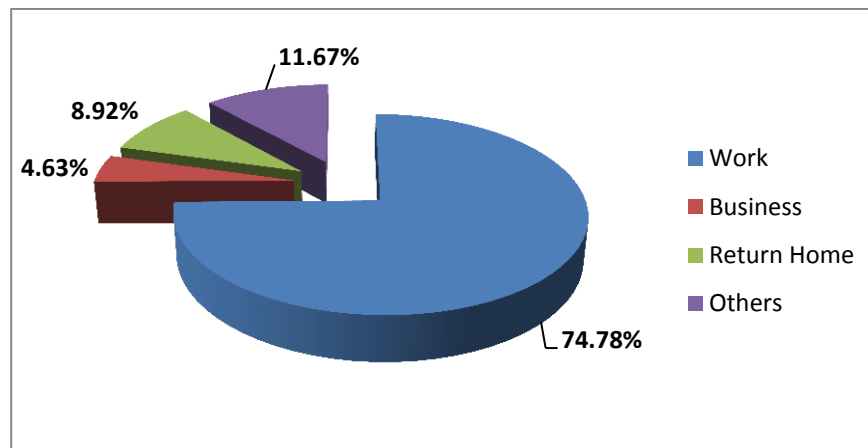


Figure 1-6: Purpose of Journey

Existing Modal Share

A variety of modes operates in the City to meet the travel demand. Household survey (2005) indicated the modal split as under:

- Two Wheeler : 18.55 %
- Auto Rickshaw : 62.49 %
- Car/Jeep/Van : 18.25 %

- E-Rickshaw : 0.02 %
- Tempo/Van : 0.70 %
- Cycle Rickshaw : 0.002 %

It may be observed that share of cycle rickshaw is very low in the City. In addition, Auto rickshaw and two wheeler trips are observed to be significantly high in the modal split (**Figure 1-7**).

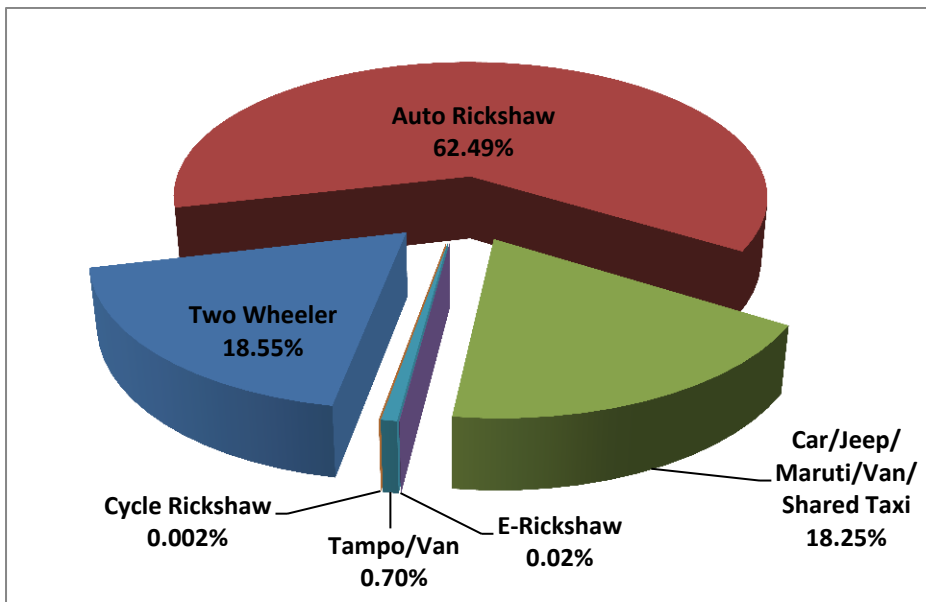


Figure 1-7: Existing Modal Split

City Bus Passenger Characteristics

Not applicable

1.10 COMPREHENSIVE MOBILITY PLAN/COMPREHENSIVE TRAFFIC AND TRANSPORTATION STUDY (CMP/CTTS)

Not applicable

1.10.1 Major Issues to Traffic and Transportation

Road Infrastructure

- Unauthorized parking and encroachments on the carriageway create underutilization of the road capacity.
- Insufficient road space, primarily in some critical areas and poor maintenance causes problems to traffic flows.



Traffic and Transport

Very high growth of personalized modes on limited road space has led to overcrowding and congestion on roads.

- Traffic volumes are very high near the walled city. Many junctions are congested during peak hours.
- Intermediate transport modes like auto rickshaws are prevalent in the city core area.
- The average speed in the main commercial areas, CBD area and on the major corridors is less than desirable speed.
- Absence of off-street parking facilities results in haphazard parking along the roads, leading to congestion on roads.
- Highest parking demand recorded in and around the walled city area.

Terminals and Other Issues

- Lack of facilities in bus terminals, bus stations and bus shelters causes inconvenience to commuters
- Absence of an integrated public transport system and need for directional terminals
- Lack of enforcement of traffic rules, especially inside the City
- Lack of traffic awareness among the citizens
- Lack of organized NMT facilities like pedestrian crossings, cycle rickshaw stands and bicycle lanes etc.

1.11 URBAN GOVERNANCE AND INSTITUTIONAL FRAMEWORK

The prime agency responsible for planning and development of transport infrastructure (road) including finance and investments in Jhansi City as well as the surrounding region is the Jhansi Municipal Corporation. The multiplicity of organizations involved in providing urban services makes the management of affairs of the City highly complex. It becomes essential to define the roles and responsibilities of each of the agencies very clearly. The inter-relationships of various departments play an important role in making available good quality of services to the community of the City. The municipal Corporation Adhiniyam, 1959 as amended from time to time provides for majority of the function listed in 12th schedule of the Constitution (74th

Amendment Act, 1992). The following table the service-wise planning, implementation and operation and maintenance function being carried out by different agencies involved in providing services in Jhansi urban area. A summarized Institutional responsibility matrix is given in **Table 1-18**.

Table 1-18: Institutional Responsibility Matrix

Sector	Planning	Implementation	Operation and Maintenance
Land-use/Master Plan/Building Byelaws	UPJN/JDA/UPHDB for colonies developed by them/DUDA for slum Area	Jhansi Division, Jal Sansthan, UP/UPJN/DUDA for slum	Jhansi Division, Jal Sansthan, UP
Water Supply	JDA/NNJ/Housing Board	UPJN	Jhansi Division, Jal Sansthan, UP
Sewerage	JDA/NNJ/Housing Board	UPJN	Jhansi Division, Jal Sansthan, UP
Roads/Bridges/Flyovers/Rob/Multilevel Parking	SP Traffic/RTO/NNJ	NNJ/Traffic Police	NNJ/Traffic Police/RTO
Traffic Control and Management Systems	SP Traffic/RTO/NNJ	NNJ/Traffic Police	NNJ/Traffic Police/RTO
City Public Transportation	NNJ	NNJ	NNJ
Street Lighting	NNJ	NNJ	NNJ
Storm Water Drainage	NNJ	NNJ	NNJ
Solid Waste Management	NNJ, Forest, JDA, UPHB	NNJ/JDA/Housing Board/Forest	NNJ/JDA/Housing Board/Forest
Parks/Playground Golf Course/Beautification of Road Intersections/Urban Forest	SPCB	Pollution Control Board	Pollution Control Board
Air, Water and Noise Pollution Control	NNJ, DUDA	DUDA	DUDA
Slum Redevelopment	NNJ, DUDA	DUDA	DUDA
Urban Poverty Alleviation Programme	JDA/Housing Board/DUDA	JDA/Housing Board/DUDA	JDA/Housing Board/DUDA
Housing for EWS	RTO	RTO	RTO
Public Conveyance	ASI	ASI	ASI
Heritage Building Conservation	UPJN/JDA/UPHDB for colonies developed by them/DUDA for slum Area	Jhansi Division, Jal Sansthan, UP/UPJN/DUDA for slum	Jhansi Division, Jal Sansthan, UP

Source: City Sanitation Plan 2011, Jhansi; Jhansi Nagar Nigam

***Chapter 2:
Public Transport Characteristics***



2. PUBLIC TRANSPORT CHARACTERISTICS

2.1 INTRODUCTION

This chapter discusses the available/proposed public transportation facilities in the City. No transport system in form of Mass Rapid Transport System (MRTS), Bus Rapid Transport System (BRTS) or city bus system exist in Jhansi city, except intermediate para-transit within the City area and even beyond the City limits. In absence of conventional public transport, the IPT forms of public transport namely auto rickshaw/tempo is one of the important mode of transport within the town and beyond.

2.1.1 Mass Rapid Transit System (Metro/Mono/Light Rail, if any)

Not applicable

2.1.2 Bus Rapid Transit System (if any)

Not applicable

2.1.3 City Bus System

Not applicable

2.1.4 Intermediate Public Transport and Other Modes

The intermediate para-transit system is the major mode of public transport system namely auto-rickshaw/tempo (three wheeler). The growth of population has outpaced the planned development of the City. The slow progress in developing transport facilities within the City has created a gap between the demand for comfortable and safe travel and supply of such facility has allowed intermediate forms to grow at a rapid pace. The major routes of IPT mode in Jhansi city is shown in **Table 2-1**.

Table 2-1: Major Termini in Jhansi

Sl. No	Route	IPT Types	Terminus
1	Railway Station – City and beyond	Auto rickshaw /Tempo	Railway Station
2	Bus Stand – City and beyond	Auto rickshaw /Tempo	Bus Stand (on both side of the road)
3	Sipri Bazaar – Chitra Int. – Elite Int. – Jail Int. – Collectarate Int. – Risala Chungi Int. - Medical	Auto rickshaw /Tempo/Tata magic	Near Sipri Bazaar and bus terminus before Risala Chungi Int. (on both side of the road)



Sl. No	Route	IPT Types	Terminus
4	Sipri Bazaar- Chitra Int. – BKD Int. – Minarva Int. – District Hospital	Auto-rickshaw /Tempo	Near Sipri Bazaar (on both side of the road)
5	Sipri Bazaar- Chitra Int. – BKD Int. – Khande Rao Gate	Auto-rickshaw /Tempo	Near Sipri Bazaar (on both side of the road)
6	Elite Int. – BKD Int. – Polytechnic	Auto-rickshaw /Tempo	Elite Intersection (on both side of the road)
7	Jail Int. – Rajgarh – Hasari – Bijauli	Auto-rickshaw /Tempo	Jail Intersection (on both side of the road)

Two types of auto-rickshaws ply in the City. The 7-seater auto-rickshaws are the more than the smaller 4-seater auto-rickshaws in number. Both the forms carry many more passengers than stipulated by regulations. Jeeps and vans like Tata Magic form the other class of IPTs and are available on longer routes. All IPTs operate on share basis as stage carriage. No signages are present for stops. No auto-stands with shelter were found in the City area and beyond. Passengers board and alight as desired with no designated stops. Service is available on most routes from before 6 AM to 9 PM; however, IPT services from railway station to different parts of the City ply depending on the train schedules. IPTs are parked at the side of roads and no designated parking lot exists.

They carry the bulk of public transit users because of higher frequencies, shorter stages, penetration within the City and fares comparable or cheaper than UPSRTC buses on overlapping sections of route. Minimum fare is Rs. 5 to Rs. 7 within the City limit except for route from Sipri Bazaar to Medical College where it goes upto Rs. 20 per passenger. The fare from Sipri Bazaar to Elite Intersection is Rs. 5; from Elite Int. to Jail int. is Rs. 7; from Jail Intersection to Bus Stand and RTO is Rs. 10; beyond RTO to Bundelkhand University is Rs. 15 and Medical College and beyond it is Rs. 20 per passenger.

2.1.5 Public Transport Ridership

Not applicable

2.2 EXISTING CITY BUS SYSTEM

Not applicable

2.2.1 System Overview

Not applicable



2.2.2 Physical Performance of Bus Service

Not applicable

2.2.3 Financial Performance of Bus Service

Not applicable

2.3 EXISTING FARE STRUCTURE

Not applicable

2.3.1 Fare Structure of CBS

Not applicable

2.3.2 Concessional Fare

Not applicable

2.3.3 Fare Fixation & Revision Mechanism for City Buses

Not applicable

2.3.4 Existing Fare Collection Mechanism

Not applicable

2.4 TAXATION ON PUBLIC TRANSPORT

Public transport is subjected to a multitude of fees and taxes imposed by the Central, State and Local Governments. These taxes are discussed below.

2.4.1 Motor Vehicle Tax

The tax structure under the Motor Vehicle Taxation Act, 1997 in respect of class of motor vehicles is presented in **Table 2-2**.

Table 2-2: Motor Vehicle Tax

Sl. No	Description of Vehicles	Rate of Tax per Seat (Rs.)		
		Monthly	Quarterly	Yearly
1	Stage carriages, owned by Uttar Pradesh State Transport Undertaking			
	(a) Age not more than two years old	600	1800	6500
	(b) Age more than two years old but not more than four years old	500	1500	5400
	(c) Age more than four years but not more than six years old	400	1200	4800
	(d) Age more than six years	150	450	1600



Various types of fees for the State carry buses in UP are shown in **Table 2-3:**

Table 2-3: Various Types of Fees for City Buses in UP

Sl. No	Type of Fees	Amount for Midi Buses (Rs./pa.)	Amount for Mini Buses (Rs./pa.)
1	Insurance	55,000	40000
2	MVI	500	500
3	Permit Renewal	6,000	6,000
4	Stand Fees	460	460

2.4.2 Passenger Tax

Passenger tax is not applicable

2.4.3 Issues with the Existing Taxation Policies

The responsibility to pay taxes and statutory charges related to buses and bus operations should be divided between Authority and the Operator.

2.4.4 Steps Taken (if any) to Reduce or Exempt Public Transport from Taxes

Motor Vehicle Tax for city bus services within the Municipal limit should be reduced/exempted to promote Urban Transport Schemes in the state of Uttar Pradesh.

2.5 EXISTING INSTITUTIONAL SET UP FOR CITY BUS OPERATIONS

Not applicable

2.5.1 Management Structure – RTC/MC/SPV/Others

Not applicable

2.5.2 Staff Details for Organization/Management Body

Not applicable

2.6 SUPPPORT INFRASTRUCTURE

Not applicable

2.6.1 Existing Bus Q Shelters (BQS) if any

Not applicable

2.6.2 Existing Bus Depots and Terminals

Not applicable

2.6.3 Proposed Depot, Terminals and Bus Shelters for JNNURM Buses

There are about 110 Bus Q shelters proposed. A depot of area around 9 acres has been



proposed by the Jhansi State Transport department at Kochabhawar. Details are given in **Annexure 2.1.**

2.7 INTELLIGENT TRANSPORT SYSTEMS (ITS)

2.7.1 Existing Infrastructure

ITS increases the efficiency of the service of bus system, enabling operators to offer is liable and high quality service and provides the bus user necessary real time information. Currently the City has the following ITS component:

- Electronic Ticketing Systems

2.7.2 Proposed Intelligent Transport Systems (ITS)

2.7.2.1 Passenger Information System (PIS)

Passengers using the system shall be given updated information on the following.

ITS can help improve public transit services in a variety of ways. To provide the passenger enhanced safety, comfort, and reliability, Real-time Passenger Information System (PIS) shall be provided through LED display/LCD display/audio units. Passenger Information System would provide real-time traffic and transit information to the commuters to facilitate travelers for better planning, to reduce anxiety, bypass congested routes or choose to delay departure times during the peak hours or congestions. This system involves the simple audio/visual displays to provide information based services to the passengers in a transit system. The system integrates multiple technologies, including advanced visual displays, automated voice, wireless networks, GPS/GPRS system, central control system, coders/decoders and many others. The central control system interacts with the tracking device inside the bus to collect real-time information and with bus terminals/bus stops/on board for information feedback.

The goal of PIS is to provide efficient, reliable, and safe service to their commuters. Implementing a Passenger Information System will contribute to the followings:

- Reduced perceived wait time
- Increased operational efficiency and deliver operational flexibility and integration
- Reduce the uncertainty of the passengers.
- Better integration of the multi modal transportation system and mode share
- By reducing wait time, better time route planning and service for passenger, the system can attracts more ridership. A passenger information system is a way to

improve the communication systems in a way that would not only generate revenue, but improve customer service and satisfaction as well.

The real-time bus monitoring and passenger information system will be equipped with three basic components:

- In-vehicle Service
- Central Control System
- Bus Terminal/Shelters Service

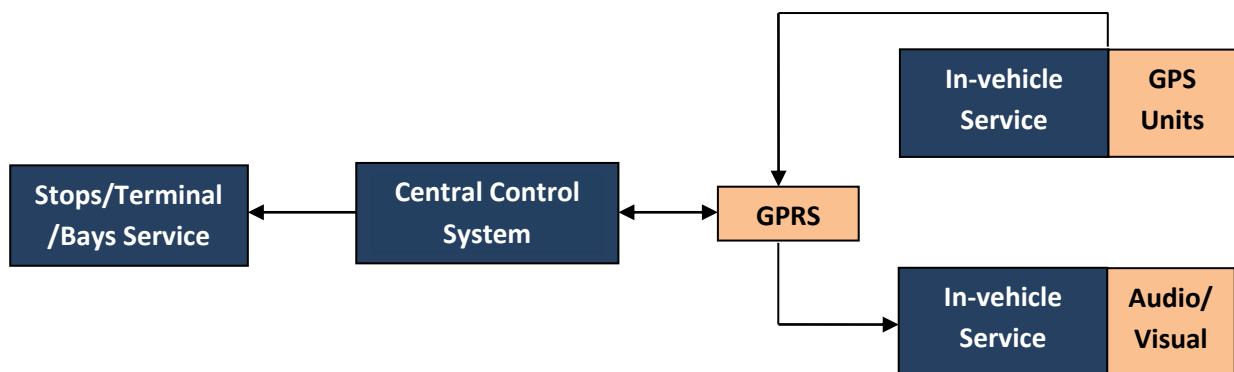


Figure 2-1: PIS Process Flowchart

In-vehicle Services

In-vehicle Passenger Information System would consist of the following features and services:

- Each bus, using the GPS based tracking system, will determine precise current position of the buses along with the instantaneous time.
- The information collected through GPS device would be transmitted to the traffic control centre in real time through GPRS connection.
- The central control station shall compare the actual location of the bus, at a given time, with its scheduled location.
- The central control station/server will calculate the speed and schedule stop predictions along the route, Expected Time of Arrival (ETA) at bus stops and any deviations from the schedule and transmit the data to bus shelters/terminals and also to the buses.
- This information is displayed and/or announced to passengers using display units/LED boards/audio units, which seamlessly fetch the required ETA through GPRS connection. The purpose of this type of display indicator is to provide information



regarding routes, destination, downstream stops and ETA, route guidance, weather conditions, hazardous road conditions, recommended routes during incidents/construction on routes etc.

- The LED display unit would be mounted inside the bus to provide a clear view for the bus riders and also can be supported by voice
- The LED display will automatically display the information and produce audio announcement based on the periodical information derived from the GPRS.
- The display units should support multi-lingual fonts in English, Hindi and the local language and different character sets in appropriate colours for easy reading.

The system will be able to provide transit connections/transfer information at the destinations to potential travelers of current network conditions to help them assess their travel options - route, mode, time-of-day, etc.

At Bus Terminals/Shelters

- At the designated bus shelters/terminals, real time bus information will be displayed and announced to passengers using station units, which periodically fetch the required ETA from the server/central control room via GPRS.
- The display units should support receiving of data on wireless communication network for data movement. The displays at bus stop shall be capable of displaying or providing information in multi-lingual format/languages. Message displayed on the LED should be bright and clearly visible (RED or AMBER) with appropriate font size. Multilingual audio announcement should be clear and distinct.
- Provide information regarding the precise positions and ETA of upcoming busses, route no, destination, messages, updated information of bus bay number from which/at which buses will depart/arrive, passenger way finding, emergency information, and advertisements etc.
- Shall be mounted on secured enclosure and visible for passengers.

2.7.2.2 Central Control Centre

A central control is an organized central facility to provide the passenger information. Information is an integral part of the Control Room's primary function. The control center will be set up to control all the service and organises the operation. This shall act as a nucleus of



the entire system and services. The central control centre coordinates between all the components of the system. It shall consist of all the necessary computing and communications hardware and software needed to fulfill this function. This would have the following:

- Control panels on which the location of all buses can be spotted and tracked
- Data receptor, capable of receiving the data sent from GPS unit at buses through GPRS connection
- Processing center to decode the data, analyze, calculate, and store
- Facilities to transmit the processed information to the buses/bus shelter/bus terminals
- Facilities voice play back, voice recording and voice communication between the drivers and the control room as well as between terminal/bus stop supervisors and marshals and the control room
- Provision to update data collected regarding actual bus arrival/departure timings.
- Reports for disseminated data for future analysis
- UNICODE standard for data entry of all the languages
- Overall system integration with applicable software (Computer-Aided Dispatch/Automatic Vehicle Location (CAD/AVL) software)

2.7.2.3 Proposed Fare Collection System

Through conventional fare collection system, the fare is collected through a conventional method of selling on-the-board tickets. This procedure of issuing the ticket is time consuming, troublesome, issues with disbursement, unsystematic and chances of mismanagement and malpractices.

At present, the collection of fare is being done through on-board hand-held ticket vending machines for quick issue of tickets and automatic collection ticket sales information in the machine. The ETM (Electronic Ticketing Machine) may reduce some of the issues associated with conventional fare collection system. Automatic fare collection has some of the advantages over the conventional fare collection system by:

- Reducing on-board fare collection time
- Reducing the overall travel delay
- Providing convenience to passengers, conductor/crew and management



- Reducing the chances of malpractices and increasing revenue
- Providing a systematic way of managing the fare collection information
- Providing flexibility to the passenger and the management
- Attracting ridership and revenue by providing better services

The following types of fare collection system are proposed:

- Smart card
- On-board fare collection using hand-held ticket vending machines
- Passes

Smart Card

ETM can be introduced through smart cards. This is fast and cashless service which provides hassle free rides. The smart cards would be issued from the service center/bus terminals. The smart card will be a pre-paid card and can be recharged with specific amount which the passengers can use for on-board ticket purchase. The contactless smart card reader would be installed near the two doors. The passenger needs to flash the card near the smart card reader and; based on the coordinates of the GPS, the starting point is stored in the on-board system. Upon exiting, the passenger flashes again the card to register the destination. Again based on the GPS coordinates, the boarding and alighting points would be calculated and debited from the smart card accordingly.

Hand-Held Ticket Vending Machines

Hand Held Electronic Ticket Machines (HHETM) system is a palm size vending machine used by the conductors to issue the tickets to the passengers. By issuing the ticket through the machine will reduce the inconvenience of carrying paper tickets of different denominators. The Hand Held Electronic Ticket Machines can also record and print the information related to date and time of journey, route no, type of service, origin-destination, number of persons traveling on each ticket and total fare collected.

Issuing Passes

The passes can be issued through the service centers in the City to provide enhanced convenience to passengers. The central database would maintain all the information regarding the total sale of passes, ridership and passenger demand and would be capable of updating synchronously from multiple centers. This will ensure a fast, smooth and efficient delivery of



passes to the passengers. This system will ultimately help in reducing the error and the chance of duplicity of the passes by providing a barcode on every pass. The passes will contain the pass-holder information. Pass-holder information in combination with the bar code would help to reduce any duplication of the passes.

Considering the above advantages to the passengers, bus crew and management, the introducing Electronic Ticketing Machine is recommended. It is proposed to have one ETM for each bus.

***Chapter 3:
Proposed Operation Plan***



3. PROPOSED OPERATION PLAN

(Fleet assessment, Infrastructure and Route Selection)

3.1 ASSESSMENT OF FLEET

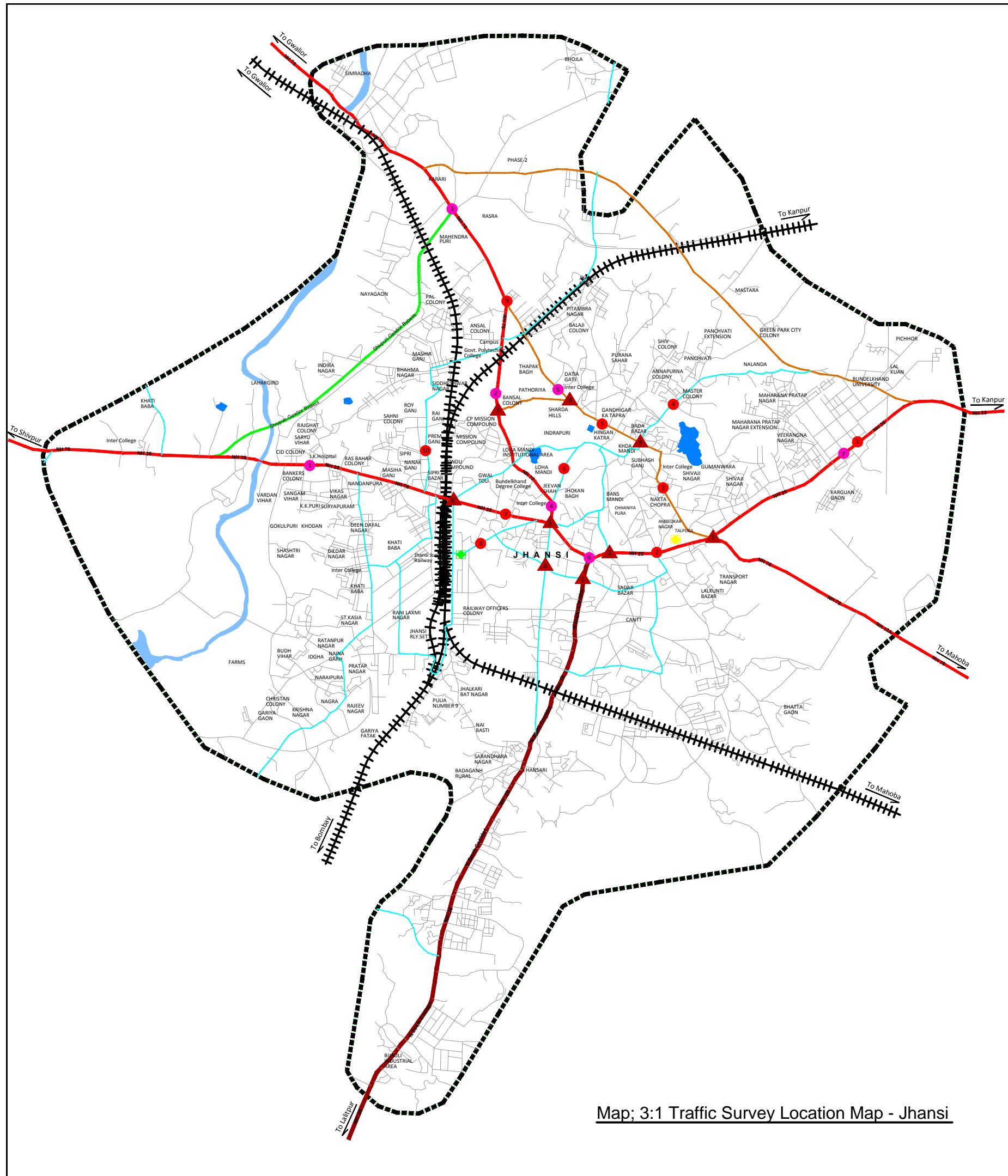
The City does not have a Comprehensive Development Plan (CDP) or Comprehensive Mobility Plan (CMP) for the City. Therefore, it was not possible to assess the movement pattern of the people by different modes, their lead distribution, traffic on major roads and intersections. To collect this information, the Consultants decided to conduct various surveys. The calculation of required fleet was based on a combination of Method 1: 'Travel Demand Characteristics' and Method 3: 'New Proposed Routes'.

At the outset, they carried out reconnaissance survey to identify the major city traffic corridors, their configuration, IPT/bus routes, major traffic generators/attractors to identify probable bus corridors for operation of different types of buses. Based on reconnaissance survey, location for various surveys, e.g. traffic volume counts (TVC), turning movement counts (TMC) and origin-destination (O-D) surveys of passengers using Intermediate Public Transport (IPT) routes were planned at various locations. Besides, passengers were also surveyed at the rail terminals and inter-city bus terminals to determine the trip distribution from these major traffic generators and the modal distribution.

The details of various survey locations are given in **Table 3-1** and presented in **Map 3-1**.

Table 3-1: Details of Survey Location

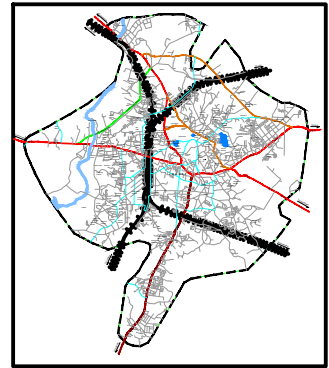
Name of the City	Type of Surveys	Number of Survey Location
Jhansi	Classified Traffic Volume Count (16 hrs. 1 day)	10
	Turning Movement Count Survey (12 hrs. X 1 day)	9 Nos (4L- 5, 3L - 3, 5L - 1)
	IPT Stand- Boarding/Alighting + Interview including OD (16 hrs. X 1 Day)	7
	Rail Terminal Survey – Entry Count + Interview (12 hrs. X 1 Day)	1
	Bus Terminal Survey – Entry Count + Interview (12 hrs. X 1 Day)	1



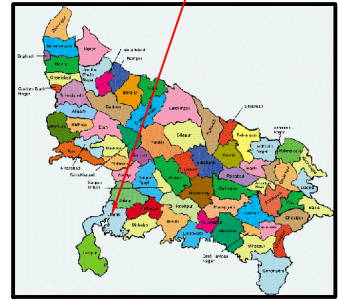
Map; 3:1 Traffic Survey Location Map - Jhansi

JHANSI CITY

REGIONAL MAP : JHANSI



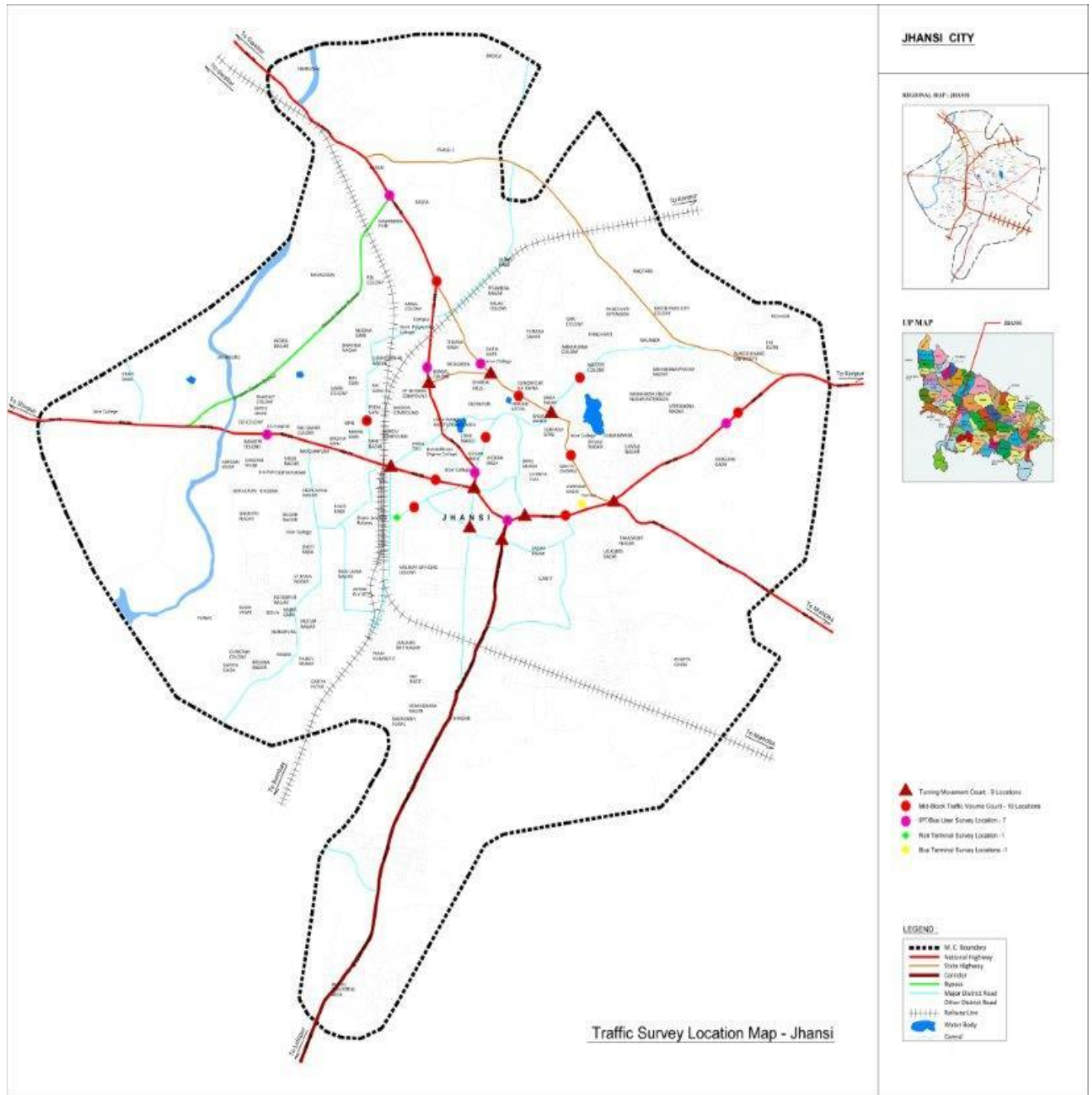
UP MAP



- ▲ Turning Movement Count - 9 Locations
- Mid-Block Traffic Volume Count - 10 Locations
- IPT/Bus User Survey Location - 7
- Rail Terminal Survey Location - 1
- Bus Terminal Survey Locations - 1

LEGEND :

---	M. C. Boundary
—	National Highway
—	State Highway
—	Corridor
—	Bypass
—	Major District Road
—	Other District Road
	Railway Line
—	Water Body
—	Cannal



Map 3-1: Details of Survey Locations

3.1.1 Strategy for Route Rationalization of IPT/ Para-Transit System

In order to enhance the operational sustainability of the existing and proposed bus system, a route rationalization plan is proposed to be formulated and implemented. Guiding principles of route rationalization plan will be

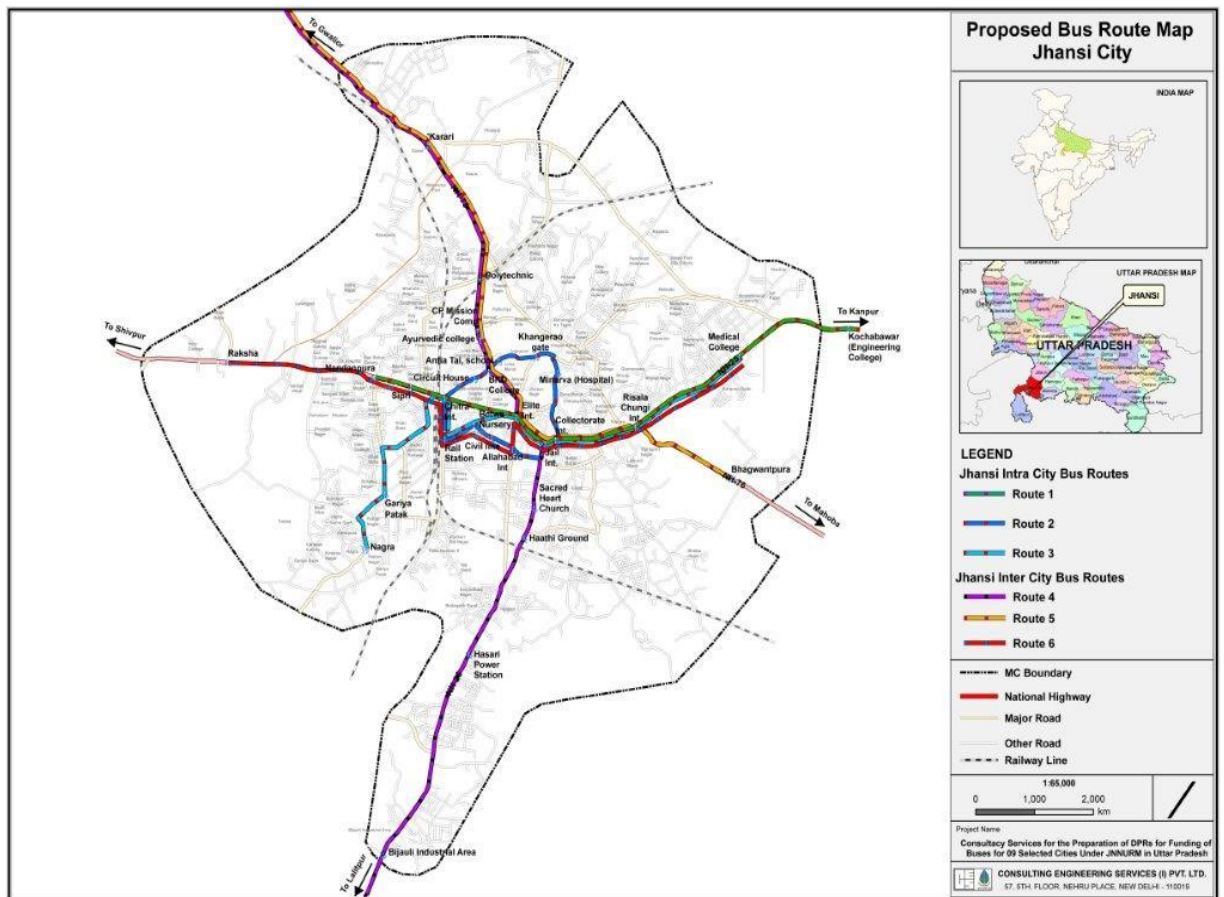
- Route wise and area wise allocation to city buses and IPT/para-transit in such a way that both services will supplement each other. Focusing on service to suburban areas

through Midi/Mini-buses, inner city with IPT system and system integration in terms of trunkfeeder system

- Removal of IPT/Para-transit from city bus routes
- Notification of city routes for city bus services

3.2 IDENTIFICATION OF PROPOSED CITY BUS ROUTES

Considering the number of IPT routes operational in the City, their route characteristics and intensity of passengers carried by each route, the various routes for operation of different types of buses (Standard/Midi/Mini) were identified initially. These routes were finally selected for operation of inter-city buses in consultation with city officials. The details of proposed city bus routes are included in **Annexure 2-1** and their details are presented in **Map 3-2**.

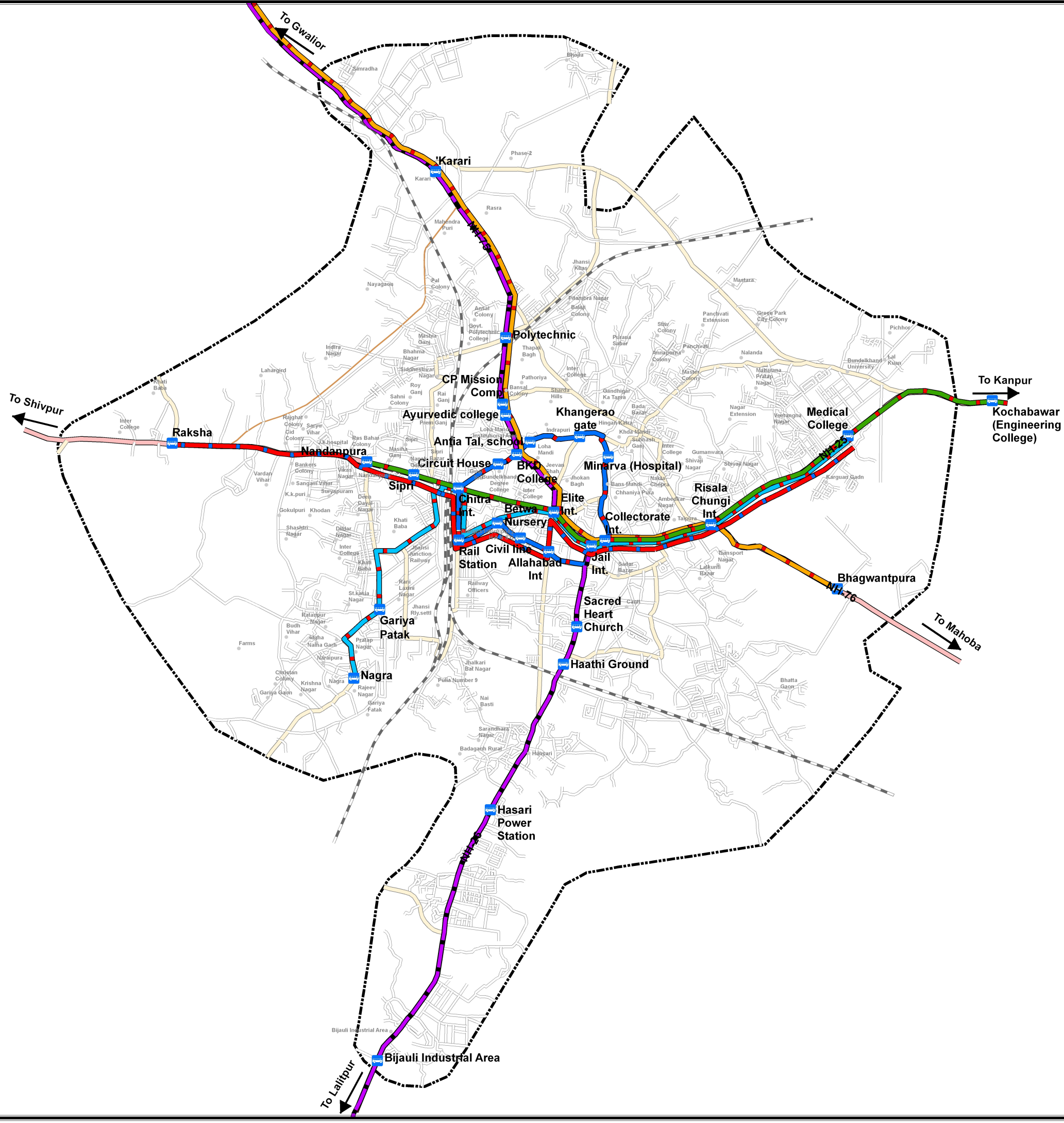
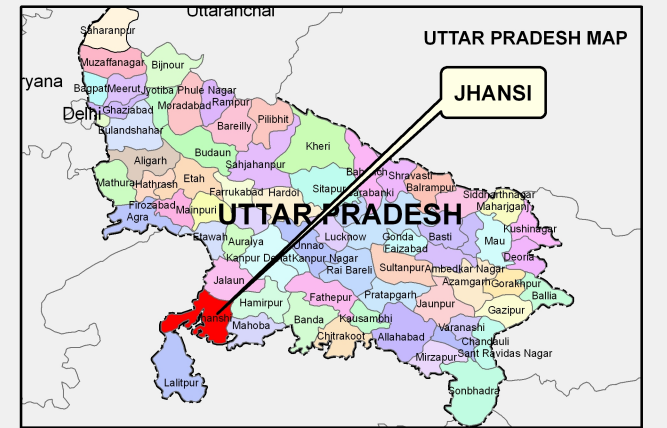
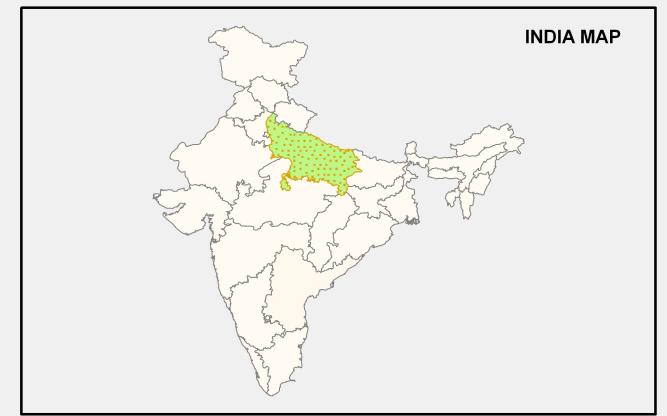


Map 3-2: Proposed Bus Routes

3.3 ASSESSMENT OF PASSENGER TRAFFIC ON NEW PROPOSED ROUTES

The following methodology was adopted for assessing the peak hour traffic, which may partially divert to buses on the proposed route:

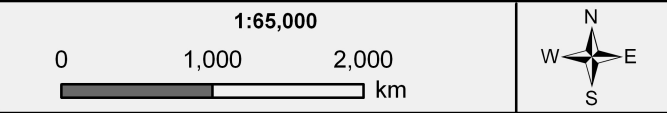
Map 3-2: Proposed Bus Route Map - Jhansi City



LEGEND

- Bus Q Shelters
- Jhansi Intra City Bus Routes**
 - Route 1
 - Route 2
 - Route 3
- Jhansi Inter City Bus Routes**
 - Route 4
 - Route 5
 - Route 6

- MC Boundary
- National Highway
- Major Road
- Other Road
- Railway Line



Project Name **DPR for Funding Assistance for Purchase of New Buses under JnNURM**



- i) The data collected through TVC and TMC were analyzed for assessing the number of vehicles category wise using each road section
- ii) The vehicle data for passenger vehicles was converted into number of passengers based on the average occupancy of each vehicle type observed in the City
- iii) Each proposed bus route passed through the road sections in the network is shown in **Table 3-2**.

Table 3-2: Details of Proposed Bus Routes and Arm-Wise Traffic Composition

Location	Traffic Flow Direction	Proposed Bus Routes	Two Wheeler	Auto Rickshaw	Car/Jeep/ Maruti / Van/Shared Taxi	E-Rickshaw	Tempo/ Van	Cycle Rickshaw	Total
Turning Movement Count									
1	Towards Bada Bazaar: Arm 1		4241	10185	1826	0	30	2	16283
	Towards Kanpur: Arm 2	1,3,6	5252	13706	4944	0	410	2	24314
	Towards Mahoba: Arm 3	5	5358	14259	4122	0	30	0	23769
	Towards Bus Stand: Arm 4	1,3,5,6	5431	20762	5164	0	410	0	31767
2	Towards Bus Stand : Arm 1	1,2,3,5,6	4673	23198	7188	0	0	0	35059
	Towards Kachari: Arm 2	2,1,3	2822	8323	2774	0	0	0	13919
	Towards Elite: Arm 3	1,3,4	5542	26999	8634	0	0	0	41175
3	Towards Lalitpur: Arm 1	4	3610	10143	2962	0	1030	0	17745
	Towards Allahabad Bank: Arm 2	2	3793	8176	3312	24	140	0	15445
	Towards Jail Intersection: Arm 3	2,4	5624	19852	5586	24	1170	0	32256
	Towards Sadar Bazaar: Arm 4		3504	11011	3620	0	0	0	18135
4	Towards Ras Quilla: Arm 1		3451	14385	4362	24	1150	0	23372
	Towards Railway Station: Arm 2	1,2,6	3792	14903	5044	0	0	0	23739
	Towards Elite: Arm 3	6	4496	15470	5228	0	0	0	25194
	Towards Jail Intersection: Arm 4	2,4	2339	8246	3094	0	0	0	13679
5	Towards Gwalior: Arm 1	4,5	6863	24395	7354	0	0	0	38612
	Towards Govind Intersection: Arm 2		5455	19971	5634	0	0	2	31062
	Towards Kanpur: Arm3	1,3,4,5,6	5694	24815	7228	0	0	2	37739
	Towards Allahabad Bank: Arm 4	6	6679	23674	7824	0	0	0	38177
	Towards Shimpuri: Arm 5	3,6	6319	27818	7910	0	0	0	42047
6	Towards Railway Station: Arm 1	1,2,6	8317	34748	8390	0	760	2	52217
	Towards Shipri: Arm 2	1,3,6	11000	44968	11930	40	150	0	68088
	Towards BKD Intersection: Arm 3	2	9952	35847	10210	40	760	0	56809
	Towards Elite: Arm 4	3	4628	20209	5466	0	150	2	30455
7	Towards Gwalior: Arm 1	4,5	4208	12299	3662	0	0	0	20169
	Towards Datia Gate: Arm 2		2140	5215	786	0	0	0	8141
	Towards Elite: Arm 3	4,5	5585	16114	4056	0	0	0	25755
8	Towards Bansal Colony: Arm1		642	308	278	0	0	0	1228
	Towards Gwalior: Arm 2		558	336	238	0	0	0	1132
	Towards Hangal Khatra: Arm 3		758	448	300	0	0	0	1506
9	Towards Datia Gate: Arm 1		851	987	356	0	0	0	2194
	Towards Master Colony: Arm 2		437	161	142	0	0	0	740
	Towards Bada Bazaar: Arm 3		1014	1673	366	0	0	0	3053
	Towards Katawali: Arm 4		770	1687	324	0	0	0	2781
Total			145800	515291	150314	152	6190	9	817756
Total Volume Count									
1	Kanpur to Bus Stand	1,3,5,6	2002	1414	1556	0	0	0	4972
	Bus Stand to Kanpur	1,3,5,6	1945	1246	1430	0	0	0	4621
2	Kanpur to Elite	1,2,3,4,5,6	1552	2310	1234	0	0	0	5096
	Elite to Kanpur	1,2,5	1472	2674	1240	0	0	0	5386



Location	Traffic Flow Direction	Proposed Bus Routes	Two Wheeler	Auto Rickshaw	Car/Jeep/ Maruti / Van/Shared Taxi	E-Rickshaw	Tempo/ Van	Cycle Rickshaw	Total
3	Bus Stand to Bara Bazaar		498	553	190	0	0	0	1241
	Bara Bazaar to Bus Stand		514	630	164	0	0	0	1308
4	Gandhi Gar Ka Tapa to Unnav Gate		301	84	46	0	0	0	431
	Unnav Gate to Gandhi Gar Ka Tapa		295	84	32	0	0	0	411
5	Datia Gate to Bara Bazaar		703	2233	60	0	0	3	2999
	Bara Bazaar to Datia		682	2303	62	0	0	3	3050
6	Bada Bazaar to Elite Chowraha		958	1694	436	0	0	2	3089
	Elite Chowraha to Bara Bazaar		976	1897	428	0	0	0	3301
7	Shivpuri to Elite Chowk	1	1618	4088	1174	0	20	0	6900
	Elite Chowk to Shivpuri	1	1434	3794	1198	4	0	3	6433
8	Jhansi City to Railway Station	2	1172	6839	714	0	20	0	8745
	Railway Station to Jhansi City	2	1109	7413	702	0	30	0	9254
9	Gwalior to Elite Intersection	4,5	792	1134	810	0	0	0	2736
	Elite Intersection to Gwalior	4,5	943	805	894	0	0	0	2642
10	Prem Ganj to Shipri		698	1687	458	0	0	0	2843
	Shipri to Prem Ganj		751	1827	404	0	0	0	2982
	Total		20414	44709	13232	4	70	11	78440

3.4 DETERMINATION OF PEAK HOUR TRAFFIC

Firstly, the identified routes for operation of city buses were mapped on city road network and thereafter the peak hour traffic on each route was determined with following assumptions:

10 percent of two-wheeler and car traffic and 50 percent of IPT traffic will be diverted to the proposed respective city bus routes. It was also assumed in assessing the peak hour traffic that the link having maximum traffic volume with single route would reflect the peak hour traffic.

The peak hour traffic has been assumed to be 12 percent of the total estimated passenger traffic.

3.5 DETERMINATION OF BUS FREQUENCY HEADWAY

The frequency headway was determined using the following formula:

$$\text{Bus Frequency Headway} = \frac{\text{Peak Hour Traffic}}{\text{Bus Capacity of Respective Bus Type}}$$

The **peak hour capacity** of different type of buses has been assumed as below:

Standard Bus Capacity	=	60
Midi Bus Capacity	=	30
Mini Bus Capacity	=	16

A minimum headway of 10 minutes was considered for peak period operations.

3.6 ESTIMATION OF NUMBER OF BUSES ON EACH ROUTE

The number of buses on each route was calculated using the following formula:

$$\text{Number of Buses} = \frac{2 \times \text{Run Time} + 10 \text{ Layover}}{\text{Headway (or multiple by Frequency)}}$$

The details of proposed bus routes based on above relationship are presented in **Table 3-3**.

Table 3-3: Details of Proposed Bus Routes and Number of Passengers Carried Per Day

Route No	Route Length in (km)	Peak Hour Traffic	Types of Bus	Bus Capacity (in nos)	Headway (mins)	Cycle Time in (hrs)	Number of Buses	Number of passengers carried per day
1	12.3	135	Midi	30	10	2.17	13	6,458
2	11.7	982	Standard	60	4	2.22	37	34,176
3	13.5	336	Standard	60	10	1.97	12	14,415
4	39	187	Midi	30	10	2.78	18	22,086
5	20	243	Midi	30	7	2.70	22	14,259
6	20.5	660	Standard	60	5	2.68	30	40,109
							132	131,503

In addition to estimated number of buses, an additional 5 percent of total number of buses is required to cater for breakdown/maintenance of bus fleet. The total number of buses required for Jhansi is thus 139.

3.7 CATEGORY-WISE DISTRIBUTION OF BUSES

Table 3-4: Details of Proposed Bus Routes and Number of Passengers Carried Per Day

Sl. No	Types of Bus	Percentage of Total Buses	Proposed Buses**
1	Non AC Midi	40.3	56
2	Semi Low Floor Non AC Standard Bus	59.7	83
	Total Buses Required	100.0	139

Source: Consultant Analysis

Note: ** After considering additional 5% for break down

3.8 BUS SPECIFICATIONS

Bus specifications will be as per 'Urban Bus Specifications – II' issued by the Ministry of Urban Development, Government of India and prevailing Central Motor Vehicle Rules (CMVR). It shall be designed to carry passengers with ease of boarding and alighting especially for women, children, senior citizen and physically challenged person. The bus design would be ecofriendly,



energy efficient, safe and comfortable with exhaust emissions conforming to Bharat Stage – III/IV (whichever applicable) norms. To ensure compliance, type approval certificate from approved test agency under CMVR has been made necessary for the complete bus.

3.9 CONTRACTING MECHANISM FOR OPERATION & MAINTENANCE OF BUSES (PUBLIC/PRIVATE)

Buses are proposed to be operated and maintained on Public-Private Partnership (PPP) mode as per service quality parameters laid out by the SPV.

Buses would be operated on “Net Cost Model” wherein the bus services would be outsourced based on operators being required to pay “License Fee” to the SPV. In this system, the bus operator, in addition to operating and maintaining buses as in the per km scheme, shall also collect fare revenues and pay certain license fee to the SPV. For financial sustainability, the bus operators would be given 100% advertisement rights and the right to issue monthly bus-passes. Although this system is simple to operate and manage with full responsibility of providing specified quality services and financing resting with the bus operator, it is fraught with the problem of providing integrated ticketing, distribution of certain common revenues and expenses discussed in earlier scheme. In addition, this system is liable to rash driving practices and consequentially proves to be a safety hazard due to excessive competition amongst bus providers for picking up more and more passengers. While there is no problem of revenue leakage in this system, the SPV is fully deprived of the vital travel/operational information data required for planning, monitoring, controlling and upgrading the public transport system. Although, IT based technology solutions may possibly mitigate the said problem to some extent.

***Chapter 4:
Financial Resources Plan***



4. FINANCIAL RESOURCES PLAN

4.1 CAPITAL COST

The capital cost of the SPV has been classified into various categories and the corresponding cost components are presented in **Table 4-1** to **Table 4-3** along with the DPR Consultancy Cost.

Table 4-1: Bus Fleet Cost (A)

Particulars	STANDARD			MIDI			TOTAL	
	1	2	3	4	5	6	7	Total Cost (3+6)
	Non AC Std Bus	No	Sub- Total Cost (1*2)	Non AC Midi Bus	No	Sub- Total Cost (4*5)	Total Number of Buses (2+5)	
A. Basic Cost*(Rs. in Lakhs)	42.65	83	3540.03	18.77	56	1051.12	139	4591.15
B. Taxes and Duties (State and City taxes)** (Rs. in Lakhs)	6.18	83	513.30	2.72	56	152.41	139	665.72
C. TOTAL COST (A+B) including Taxes and Duties (Rs. in Lakhs)	48.84	83	4053.33	21.49	56	1203.53	139	5256.86

Note: 1. Col No 2, 5- Number of buses includes 5% additional reserve fleet

2. * This cost includes the central excise duty @12.125% and cess @3%.

3. ** This includes the VAT amount including surcharge@14.5% to be reimbursed by the State to the SPV.

Support Infrastructure

Table 4-2: Depot, Terminals & Bus Q Shelters Cost (B)

Item	Number	Unit Cost (Rs. in Lakhs)	Cost (Rs. in Lakhs)
Depot Up-gradation	-	-	-
New Depot Development	1	200	200
Terminal Up-gradation	-	-	-
New Terminal Development	1	50	50
Bus Q-Shelters Up-gradation	-	-	-
New Bus Q-Shelters Development	110	10	1,100
TOTAL COST			1,350



Table 4-3: ITS Facilities Cost (C)

Sl. No	Item	Number	Unit Cost (Rs.)	Cost (Rs. in Lakhs)
1	GPS Unit in Bus (1 no per Bus)	139	15,000	20.85
2	LED Display Board in Bus (2 nos per Bus)	139 x 2 = 278	50,000	139.00
3	LED Display Board at Bus Terminus/Shelters	111	70,000	77.70
4	LED Display Board at Bus Depots	1	150,000	1.50
5	Central Control Room	1	1,000,000	10.00
5	Electronic Ticketing Machine (1 no per Bus)	139	15,000	20.85
TOTAL COST				269.90

DPR Consultancy Cost including Service Tax = Rs. 50.22 Lakhs (D)

Total Capital Expenditure (A+B+C+D) = 5256.86 + 1350.00 + 269.90 + 50.22 = Rs. 6926.99 Lakhs

4.2 FUNDING PATTERN

As the project comes under the eligible components of JnNURM Scheme, it is eligible for grant covering 80 percent of the project cost from the Central Govt.

Resource Mobilization

The funding of the said capital requirement (excluding State taxes on the invoice of buses) is proposed to be made partly by each of State Government (20 percent) and the Govt. of India (80 percent) as per the JnNURM guidelines. The State taxes namely the VAT amount (including surcharge) @ 14.5 percent on the cost of buses would be reimbursed by the State Government to the SPV. Therefore, contribution from various sources in total fund required is summarised in **Table 4-4**.

Table 4-4: Contribution from Various Sources

Source	Percentage of Project Cost excluding State Taxes on Buses	Total Project Cost (Rs. in Lakhs)	Percentage of Total Project Cost
JnNURM GoI ACA	80	5,009.02	72
Govt. of State	20	1,252.25	18
SPV	State and City taxes*	665.72	10
TOTAL	100	6,926.99	100

Note: *to be reimbursed to SPV by the State Govt.



4.3 FINANCIAL SUSTAINABILITY

4.3.1 Assumptions for Financial Analysis

- A) Capital Expenditure Requirements:** The capital costs were calculated considering 5% additional fleet/reserve fleet for breakdown and/maintenance situations.
- B) Basic Assumptions:** The financial year 2013-14 is considered as base year for the financial analysis. The basic assumptions made for the financial analysis are as given in **Table 4-5**.

Table 4-5: Basic Assumptions for Financial Analysis

Item/Component	Assumed Value
Diesel Price Increase per annum	5%
Cost Price Index (CPI)	7%
Number of Effective Operation Days in a Year	365
Avg Vehicle Utilization of Fleet (km/ day)	200
Book Depreciation	10%
Life of a Bus (SLM)(years)	10
Share of Ticketed Passengers	100%
Share of Smart Card + Pass Holders	Nil
Discount for Pass Holders	10%
Other expenditure +Contingency	10%
Advertisement Rights (per bus per month)-Midi/Mini Bus (Rs.)	6,600
Advertisement Rights for Bus Q Shelter (Rs. per shelter per month)	8,000

- C) Passenger and Fare Information:** Details about passenger travel patterns, vehicle utilization rates, load factors, etc. are based on the Primary survey conducted by the Consultants in IPT stands across the City as shown in **Table 4-6**. The percentage share of daily passengers travelling in different distance slabs in 2014.

Table 4-6: Daily Passengers for Different Distance Slabs in 2014

Distance Slab (km)	Passengers Per Day	Percentage Share of Daily Passengers
0-3	45,192	34.4
3-5	28,208	21.5
5-10	35,955	27.3
10-15	8,244	6.3
15-20	2,483	1.9
>20	11,422	8.7
	131,503	100



Daily passenger projections for the future years on the six (6) proposed bus routes have been calculated. The year wise projected bus passengers for different routes are presented in **Table 4-7**.

Table 4-7: Future Year Projected Passengers per Day for Different Routes

Route ID	Route Name	Length (km)	2014	2015	2016	2017	2018	2019	2020	2021	2022	2023
Route 1	Kocharbawar to Nandanpura	12.3	6,458	6,651	6,851	7,056	7,268	7,450	7,636	7,827	8,022	8,223
Route 2	Rail Station to Rail Station	11.7	34,176	35,202	36,258	37,345	38,466	39,427	40,413	41,423	42,459	43,520
Route 3	Nagra to Medical College	13.5	14,415	14,848	15,293	15,752	16,224	16,630	17,046	17,472	17,909	18,357
Route 4	Datia to Babina	39	22,086	22,748	23,431	24,134	24,858	25,479	26,116	26,769	27,438	28,124
Route 5	Datia to Orcha	20	14,259	14,687	15,128	15,581	16,049	16,450	16,861	17,283	17,715	18,158
Route 6	Raksha to Medical College	20.5	40,109	41,312	42,551	43,828	45,143	46,271	47,428	48,614	49,829	51,075
Total			131,503	135,448	139,511	143,697	148,008	151,708	155,501	159,388	163,373	167,457

The load factor for buses was assumed as 70% after considering 365 days as the effective operation period for buses. The average vehicle utilization is taken as 200 km per day. The average length per bus trip (one way) is 40 km and average number of daily trips (one-way) performed by a bus around five (5).

The proposed fare structure for the Non AC buses is given in **Table 4-8**.

Table 4-8: Assumed Fare Structure in 2014

Sl. No	Distance (in km)	Fare (in Rs.)
1	0-3	5
2	3-5	8
3	5-10	14
4	10-15	17
5	15-20	20
6	20-25	20

Source: UPSRTC

The fare is assumed to increase annually @ 3.6 percent, based on operating cost charges, mainly fuel and man power cost.

4.3.2 Outcomes of Financial Analysis (Profit – Loss/IRR/Viability Gap Funding Required)

The revenue to be collected from the bus fares and from advertisements in buses and bus Q shelters is given in **Table 4-9**.

The operating expenditure for the buses is calculated considering fuel cost, depreciation cost, manpower/operation staff cost including administrative staff cost, annual maintenance cost, statutory expenses (insurance, Motor Vehicle Inspection (MVI) charge, washing of buses at the parking, permit renewal, road tax, stand fees/one time application fee, registration fees etc.) and other expenses (electric charge, GPS rental etc.) including 10 percent contingency. **Table 4-10** presents the year-wise operating expenditure for the buses.

Table 4-9: Estimated Revenue

Sources of Revenue	(Rs. in Lakhs)									
	2014	2015	2016	2017	2018	2019	2020	2021	2022	2023
Revenue from Ticket Sales	5,012	5,381	5,652	6,233	6,511	7,003	7,273	7,712	8,501	8,714
Revenue from Multi-Journey Tickets	-	-	-	-	-	-	-	-	-	-
Advertisement Revenues (Bus)	105	112	120	128	137	147	157	168	180	192
Advertisement Revenues (BQS-all)	106	113	121	129	138	148	158	170	181	194
Total - Revenue	5,222	5,606	5,892	6,491	6,787	7,298	7,589	8,050	8,863	9,100

Table 4-10: Operating Expenditure

Operating Expenditure	(Rs. in Lakhs)									
	2014	2015	2016	2017	2018	2019	2020	2021	2022	2023
Fuel	1,294	1,359	1,427	1,498	1,573	1,652	1,735	1,821	1,912	2,008
Manpower Cost	789	844	903	966	1,034	1,106	1,184	1,267	1,355	1,450
Annual Maintenance Cost	539	580	735	852	956	1,048	1,127	1,223	1,323	1,432
Statutory Expenses & Other Expenses	370	370	370	370	370	370	370	370	370	370
Other Expenses + Contingency	299	315	344	369	393	418	442	468	496	526
Depreciation	693	693	693	693	693	693	693	693	693	693
Total - Expenditure	3,984	4,162	4,471	4,748	5,020	5,287	5,550	5,842	6,150	6,479
Net Operating Income (Revenue-Expenditure excl Depreciation)	1,931	2,137	2,114	2,435	2,460	2,703	2,731	2,900	3,405	3,314



The project FIRR works out to be 31.01 percent and the Net Present Value (NPV) at a 12 percent discount rate was estimated to be Rs. 6,267.88 lakhs. The minimum rate of return generally accepted for financial viability of transport infrastructure projects in India is 12 percent. Since the estimated rate of return is above the 12 percent cut-off rate, the project is considered to be financially viable. The net cash flow statement until the year 2023 is given in **Table 4-11**.

Table 4-11: Net Cash flow Statement

	Rs. in Lakhs										
	2013	2014	2015	2016	2017	2018	2019	2020	2021	2022	2023
Capital Expenditure	6,927										
Total Revenue		5,222	5,606	5,892	6,491	6,787	7,298	7,589	8,050	8,863	9,100
Operating Cost		3,291	3,469	3,779	4,055	4,327	4,594	4,857	5,149	5,457	5,786
Net Cash Flow	-6927	1,931	2,137	2,114	2,435	2,460	2,703	2,731	2,900	3,405	3,314
Project FIRR	31.01%										
NPV @ 12% (in Rs. Lakhs)	6,267.88										

4.3.3 Steps for Financial Sustainability of Operation and Maintenance

Ability to recover cost of operations from fares depends on a number of factors such as availability of competing modes of transportation, quality and coverage of the network, population density, presence of feeder network and last mile coverage. Fare-box revenue is likely to be the major source of income for city bus project and it is critical to set fares at a suitable level to ensure at least recovery of costs.

Advertisement revenue: The rolling stock is an excellent medium for advertising. In addition, stations, en-route stops and the corridor also provide ample space for advertisements. These rights may be sold based on a fixed fee or even on revenue sharing basis. The inherent risk under both methods is quite different. In a booming economy, the up-side potential from revenue sharing may be quite high while rates may drop-off precipitously during a downturn. These rights may also be renewed periodically so that the best option may be chosen depending upon the scenario and competition for the space.

License fee from business activities: City bus projects can give rise to a number of business activities. These include development and management of parking areas around stations, food stalls, bookstores, banking services such as ATMs etc. Such location-based economic rent can be suitably captured by auctioning the right to use the facility among competing private parties.

Real estate development rights: The right to develop property at certain points along the



corridor and at the stations may be bundled with the City bus project to make it viable. However, it depends on availability of government land along the corridor. Further, the potential depends upon the demand for commercial real estate in different parts of the City.

In order to make the urban bus services more financially sound and self-sustainable, various financial initiatives are recommended which are as follows:

- A dedicated transport fund that could help in ensuring operational sustainability of public transport system in urban areas.
- The passenger fare could be allowed to be regularly adjusted according to increase in the input cost from time to time.
- Imposing of additional property taxes on the properties near public transport access points like stations and terminals.
- Higher FSI and Transferable Development Rights (TDR) on terminals and depots
- Advertisement revenue from buses, bus stops, terminals etc.
- Increased road tax on private vehicles
- Development of bus terminals through private sector participation
- Involvement of private sector in the operation and maintenance of buses and other infrastructure/facilities.
- Waive-off VAT (14.5 percent of the cost of the bus), Special Road Tax 0.8 percent quarterly of Chassis Cost and Road Tax 1.0 percent per year on Chassis Cost imposed by the state government on city buses.

***Chapter 5:
Urban Transport Reforms***



5. URBAN TRANSPORT REFORMS¹

5.1 ABOUT

The Ministry of Urban Development (MoUD) Scheme for purchase of buses comes with the condition that certain mandatory reforms be adopted by cities that are crucial for their long-term sustainable development and ensuring their seamless mobility.

5.2 INSTRUCTIONS AND DISCLAIMERS

Not applicable

5.3 SPECIAL PURPOSE VEHICLE/"COST CENTRE" UNDER THE SRTC

One of the requirements under the MoUD Scheme is that a separate **Special Purpose Vehicle** (SPV) should be established to manage and oversee bus operations, especially for cities with population more than 1.0 million. The objective behind such an SPV is that policy and planning functions be undertaken by this SPV whereas operations are either be contracted or outsourced by them. This will keep policy and planning functions separate from the operational functions. This in turn shall enable senior management to devote adequate time in handling the policy and planning issues instead of being caught up with day-to-day operational issues.

In order to address these objectives, Government of Uttar Pradesh must constitute a company, to be incorporated under the Companies Act, 1956. The objective of this company would be to operate and manage the public transport system of Jhansi and provide differentially priced services, for those who cannot afford higher prices.

A copy of the **Article of Association** (AoA) of Meerut City Transport Services Limited (MCTSL) is attached in **Annexure 5.1** as a sample.

5.3.1 Structure of SPV

The composition of the SPV shall be as follows:

- | | |
|---|-----------------|
| • Divisional Commissioner, Jhansi | Chairman |
| • Vice Chairman/Secretary, City Development Authority | Director |
| • Regional Manager, UPSRTC | Director |
| • Municipal Commissioner, Nagar Nigam Jhansi | Director |

Apart from the above, the SPV can hire professionals in the field of Urban Transport, Road

¹Copies of Govt. Order / Policy to be attached in case the State Govt./City has already proceeded to implement any of the said reforms.



Engineering, Management, Information Technology and other required disciplines from the market, as and when required.

The management of the company shall be entrusted with the Board of Directors. There shall be members on Board of Directors with Divisional Commissioner Jhansi as its Chairman and a Managing Director/CEO of the company to be nominated by the State Government who has been entitled to exercise all powers for effective management of the new transport system under Public Private Partnership (PPP) model.

5.3.2 Functions of SPV

The SPV shall be constituted to perform the following broad functions with respect to city bus system management for the City:

- Route and Network Design
- Finance, construct, operate and maintain city bus system as per the terms of concession.
- Specification, monitoring of quality of service & emission standards
- Data collection and management
- Advise UMTA/EC on fixing/revising fares and fees
- Selection and implementation of technologies
- Marketing & Educating the public about the City bus system

5.4 UNIFIED METROPOLITAN TRANSPORT AUTHORITY (UMTA)

The National Urban Transport Policy (NUTP, 2006) has recommended setting up of Unified Metropolitan Transport Authority (UMTA) in all million plus cities. The NUTP (2006) envisages that UMTA shall facilitate more coordinated planning and implementation of urban transport programs & projects and integrated management of urban transport systems. Government of Uttar Pradesh has set up an UMTA for coordinating, planning & implementation of urban transport programs and projects at state level.

*A copy of the Executive order (Karyalaya Gyap sankhya 4991/9/5/2010-83S/09TC) for formation of State Level Unified Metropolitan Transport Authority (UMTA) under Government of Uttar Pradesh is attached in **Annexure 5.2** for reference purposes.*



5.4.1 Composition of UMTA

- 1) Chief Secretary, Uttar Pradesh as Chairman
- 2) Principal Secretary, Urban Development
- 3) Principal Secretary, Transport
- 4) Principal Secretary, Public Works Department
- 5) Managing Director, UPSRTC.
- 6) State Transport Commissioner, Uttar Pradesh
- 7) Vice Chairman, Development Authority
- 8) Municipal Commissioner, Municipal Corporation
- 9) Chief Town and Country Planner, Uttar Pradesh
- 10) Senior Superintendent of Police/Superintendent of Police
- 11) General Manager, Indian Railways (Railway Unit)
- 12) Member Secretary, Uttar Pradesh State Pollution Control Board
- 13) Executive Officer, Nagar Pallika Parishad
- 14) Two experts in Urban Transportation (to be nominated by Government)
- 15) Any other person nominated by Government

5.4.2 Functions of UMTA

- a) To merge the Policy and Planning for making Urban Transport in Mission Cities more capable and self-sustaining
- b) To identify various Schemes and Projects in order to strengthen the Urban Transport and direct the concerned authorities for their timely implementation
- c) To provide a common platform for various departments under Urban Transport and bring coordination among them in order to strengthen the City Transport Services
- d) To integrate and consolidate all action plans of various departments & transportation policies & measures
- e) To ensure effective coordination & implementation of various traffic & transportation measures undertaken by various department
- f) To formulate fare policy regarding operation of city transport services
- g) To formulate policy for funding arrangement w.r.t Public Transport
- h) To establish the Urban Transport Fund (UTF) with earmarking its sources of finance and funding along with policy formulation on its spending areas
- i) To effectively strategise the commercial utilisation of land and area allocated for development of bus depots, terminals and bus shelters/stops



- j) To discuss and consult various stakeholder organisations associated with Urban Transport and provide directions on related issues
- k) To integrate suggestions from Managing Director UPSRTC regarding operation of Urban Transport services from time to time

5.5 URBAN TRANSPORT FUND

As per the guidelines of NUTP, an Urban Transport Fund (UTF) is desired to be set up to sustain and expand the transit operations and to develop the transit infrastructure. Cities and towns are generators of national wealth. There is a growing recognition that the resources needed for urban development would be generated inside the urban economies by use of principles like "beneficiaries pay", "users pay" and "polluters pay". In this regard, it is proposed to use additional 2.0 percent Stamp Duty levied by Stamp Duty and Registration Department. After deducting 4.0 percent of the Duty received in Financial Year for Additional Expenditure and 4.0 percent for Collective Expenditure, the remaining amount will be distributed among Housing and Urban Planning Department and Urban Development Departments in the following manner:

Table 5-1: Distribution of Additional 2.0% Stamp Duty to Various Authorities

Corporation/Authority/Council (As present)	Dedicated Urban Transport Fund (%)	Special Area Development Authority (%)	Housing and Development Board (%)	Municipal Corporation (%)
Development Council, Housing Board, Municipal Corporation	0.5	0.5	0.25	0.75
Development Authority + Municipal Corporation	0.5	0.75	-	0.75
Housing Development Board + Municipal Corporation	0.5	-	0.75	0.75
Development Authority + Housing Development Board	0.5	0.75	0.75	-
Development Authority	0.5	1.5	-	-
Housing Development Board	0.5	-	1.5	-
Municipal Corporation	0.5	-	-	1.5

Source: Government of Uttar Pradesh

It can be seen that 25.0 percent of the Duties collected (after deducting 8.0 percent for expenditure) is allocated to Urban Transport Fund in all scenarios/situations. It is to be shown under separate head in the Budget allocation by Finance department (as per **Annexure 5-3**).



The salient features of 'Uttar Pradesh Dedicated Urban Transport Fund (DUTF) Rules 2013' are presented in **Table 5-2**:

Table 5-2: Salient features of 'Uttar Pradesh Dedicated Urban Transport Fund (DUTF) Rules 2013'

Rule Number	Rule Description
Rule-3: Creation of Dedicated Urban Transport Fund	<ol style="list-style-type: none"> 1) There shall be created a Dedicated Urban Transport Fund at State Level to fund the Urban Transport Initiatives 2) The Fund may be utilised for improvement of public transport, pedestrian facilities, parking infrastructure, and capacity building
Rule-4: Authority for Execution	There is already constituted in the state a state level Authority known as Unified Metropolitan Transport Authority (UMTA) for execution, management, and planning of projects under Urban transport. This authority shall prepare guidelines, specifications, priorities and shall determine relevant parameters to utilise the fund created under Rule-3
Rule-5: Functions of the Authority	<p>The Authority shall perform the following functions, regarding the fund, namely:</p> <ol style="list-style-type: none"> a) To identify local needs and objectives of the urban transport within the framework of national and state level objectives. b) To list the amenities and necessities of transport services in the urban areas. c) To determine policies, programs and priorities regarding public transport in the city. d) To monitor, evaluate and review the progress and proper utilization of the fund. e) To make suggestions and recommendations regarding generation of resources to support urban transport system and augmentation and maintenance of qualitative services. f) To make suggestions and recommendation regarding raising of loans, floating of bonds and debenture and other sources of finance for development of urban transport services. g) To explore possibilities and encourage the outsourcing of urban transport. h) To find out viabilities for funding from the dedicated urban transport fund and to submit to the State Government for approval. i) To allocate funds to bridge the gaps of expenditure for operation and maintenance of vehicles of urban transport j) Any other functions which may be entrusted by the State Government
Rule-6: Meeting of the Authority	<ol style="list-style-type: none"> a) The meeting of the Authority regarding the fund shall be held at least three times in every year at the place on such date and time as may be fixed by the Chairperson.



Rule Number	Rule Description
	<ul style="list-style-type: none"> b) The Chairperson of the Authority may whenever he thinks fit may call a meeting of the authority. c) The Authority may invite experts to attend its meeting
Rule-11: Sources of Funds/Funding	<p>The money from following heads shall be transferred to the fund-</p> <ul style="list-style-type: none"> a) 0.25% additional tax of every accounting unit of fuel b) 0.5% amount of 2% additional stamp duty levied on deeds of transfer of immovable property situated within the city c) Other sources notified by the State Government from time to time
Rule-13: Utilization of Funds/allotment of Fund	<p>The fund shall be utilized for the following purposes:</p> <ul style="list-style-type: none"> a) Viability gap funding for urban transport projects, including infrastructure etc. recommended/approved under various state/central schemes duly considered by the authority. b) Budgetary support to various special purpose vehicles and institutions of the state working on urban transport projects. c) Studies, project report pertaining to urban transport as considered by the authority. d) Fees/remunerations towards appointment of professionals in the authority or urban transport directorate for the purpose of management the fund. e) Secretarial and administrative expenses of the authority of the urban transport directorate or of the fund. f) Capacity building, orientation, training and tour programs for institutions/resources/professionals in the field of Urban Transport. g) Sponsoring seminars, conferences, meeting and programs for promoting of Urban Transport h) Any expenses related in the field of Urban Transport i) Any expenses related to Urban Transport duly ratified the authority
Rule-16: Monitoring of Fund	The Authority shall monitor the physical and financial progress of the works or activities for which the fund was released/ allotted.
Rule-17: Utilization certificate	It shall mandatory to submit utilization certificate before the authority by the beneficiaries within stipulated time in such form as may be prescribed.

*A copy of the Government of Uttar Pradesh Notification (/IX-5-2013-83sa/2009) is attached in **Annexure 5.4** for reference purposes.*

5.6 ADVERTISEMENT POLICY

In the current scenario, there is potential for marketing of various consumer products and other commodities. Hence, the advertisement campaigns with many innovative features have assumed importance.



UTTAR PRADESH ROAD TRANSPORT CORPORATION
उत्तर प्रदेश राज्य सड़क परिवहन निगम



SPACES USAGE RATES
 (HOARDING/UNIPOLES/GLOWSIGN SPACES etc.)

Place Category	DISPLAY PLACE CATEGORY (HOARDINGS/UNIPOLES/ GLOWSIGNS etc.)	RENTAL CHARGES (per sq. ft./ month) FOR 1YEAR	BULK DISCOUNTS & DISCOUNTED RATES				NOTE :
			20%	EFF. RATES	25%	EFF. RATES	
1.	TEHSILS / TOWNS / WAY-SIDE PLACES etc.	15.00	200 sq. ft. or more	12.00	400 sq. ft. or more	11.25	* For all allocations the height of Hoardings / Unipoles / Glowsigns will be in the multiples of 15 ft., 20 ft., 20 ft., & 25 ft. respectively for 1, 2, 3 and 4 place category. * Requisitions for place category 4 shall be accompanied with request for three times of space for other places (e.g. for 2000 sq.ft. in NOIDA / KAUSHAMBI request for 6000 sq. ft. in other choice places will be mandatory) * Rental charges for successive years shall be 10% extra over previous year's rates. * 25% additional rates shall be charged for hoarding etc. space of less than 200 sq. ft. and 50% additional rates shall be charged for hoarding etc space of less than 100 sq. ft.
2.	DISTRICT HQ's	18.75	400 sq. ft. or more	15.00	800 sq. ft. or more	14.06	
3.	COMMISSIONARIES	28.25	1000 sq. ft. or more	21.00	2000 sq. ft. or more	19.69	
4.	NOIDA / KAUSHAMBI etc.	33.75	2000 sq. ft. or more	27.00	4000 sq. ft. or more	25.31	

LARGE SCREEN DISPLAY

DISPLAY TIME ORDER PERIOD	15 seconds	30 seconds	1 minute	2 minute	3 minute
UP TO 90 DAYS	Rs. 280	Rs. 505	Rs. 910	Rs. 1640	Rs. 2215
UP TO 180 DAYS	Rs. 270	Rs. 480	Rs. 865	Rs. 1560	Rs. 2105
UP TO 365 DAYS	Rs. 250	Rs. 445	Rs. 800	Rs. 1440	Rs. 1950

(The above rates are for 4 displays per day)

DISPLAY CHARGES PAYMENT TERMS :

Govt. Depts., Undertakings, Corporations or Projects with International or State / Central Govt. Support.	25% with order placement	Balance amount shall be submitted as follows : 25% every 60th day or before
Individuals, Firms Companies or Business Organisation and etc.	50% with order placement	Balance amount shall be submitted as follows : 10% every 60th day or before

** Minimum advance amount along with due service tax & surcharge should accompany formal order favoring, SECRETARY CORPORATION, UPSRTC, Lucknow.*



Source: Uttar Pradesh State Road Transport Corporation (UPSRTC)

Figure 5-1: Space Usage Rates of UPSRTC



5.6.1 Outdoor Advertisement and Road Safety Criteria

Some of the Outdoor Advertisement and Road Safety Criteria adopted for New Okhla Industrial Development Authority (NOIDA) are presented below and in absence of any such rules for Jhansi City.

Some of the road safety rules, which need to be adhered to, are listed below. A Large Format Advertising (LFA) should not:

- Interfere with the effectiveness of traffic control device (e.g. traffic light, stop sign).
- Distract the driver at a critical time (e.g. making a decision at the intersection).
- Obscure a driver's view of a road hazard (e.g. at corners of the road).
- Be situated at locations where the demands on drivers' concentration due to road conditions are high such as at major intersections or merging and diverging lanes.
- Be a dangerous obstruction to other infrastructure, traffic, pedestrians, cyclists or other road users.

Accordingly, the Agency should clearly identify the location of LFA on the site plan. The site plan should include immediate environment, clearly demarcating the physical traits of the area, showing to scale road widths, clear zone, surrounding building line, entry and exit of building sites, parking areas, any other traffic or government sign, traffic light, intersections, drains, etc. A photographic survey shall be submitted along with the drawings for better understanding of the location.

Lateral Placement

The LFA device shall be located beyond a clear zone as per IRC rules - IRC: 46-1972.

LFA should not be permitted:

- In medians
- On traffic islands and where carriage ways diverge
- On footpaths
- Where footpath does not exist, advertisement device should not be permitted within 3 m of existing carriage way of the road.
- Where footpath exists, the advertising device shall be permitted 3 m after the footpath as measured from outer edge of the footpath.
- On roads where service road/lane exists, the advertising device shall not be permitted within 1.5 m from the outer edge of the services road/lane.



Attachment of an LFA device to overhead infrastructure controlled by the Authority may be permitted subject to the following permission criteria.

- On roads where the overhead transport structure (e.g. Road overpass or pedestrian bridge) and the road 'intersect' at right angles, the LFA device is going to be visible to the vehicular traffic. The Jhansi City may permit the installation of device provided it is not a traffic hazard and does not over power the visual environment. The advertising device may only be installed directly above the traffic at which the advertising device is directed.
- In situations where the overhead transport structure of the traversed road is curved or does not 'intersect' at right angles, the position of the installation shall be determined by the Jhansi City.
- Advertising Devices shall be in accordance with any relevant advertising management plan and/or town planning requirements.

Where an intersecting road under the control of other corporation, authority etc. is separated from an Authority-controlled road by an overhead structure, local authority/ corporation must consult with the City of Jhansi to ensure the interest of each party (i.e. relevant corporation/ authority) are preserved.

Longitudinal Placement

Advertisements shall not be permitted:

- In any such form as will obstruct the path of pedestrians and hinder their visibility at crossings
- In any manner and at such places as to obstruct or interfere with the visibility of approaching, merging or intersecting traffic

Other important parameters

The other important parameters while considering the location of these LFA devices are mentioned below, which have to be followed to ensure the device to be Hazard Free for smooth flow of traffic:

- The minimum distance between two LFA devices on the same side of the road/ alignment shall not be less than 100 m. this distance shall be measured from perimeter of the device.

5.6.2 Regulation and Control of Advertisement

Compliance and Responsibility



- a) If any advertisement erected, exhibited, fixed or retained on any land and building, is unauthorised and in contravention of this Policy, or provision of the building regulations of Jhansi or any other relevant rule and regulations, such advertisements or hoardings can be removed by the Authority without any notice whatsoever and, expenses incurred in removal of such unauthorized advertisement or hoardings shall be recovered from the concerned Agency.
- b) The Agency will be responsible for any third party injury and damage caused consequential to the erecting hoarding or during the period of usage of hoarding.

*A copy of the Advertisement Policy of Government of Uttar Pradesh is attached in **Annexure 5.5** for reference purposes.*

5.7 PARKING POLICY

The State of Uttar Pradesh does not have any Parking Policy document for reference, especially for Urban Areas. However, 'The Uttar Pradesh Municipal Corporation (Construction Maintenance and Operations of Parking Lots) *Draft Parking Rules 2013*' is available and attached in **Annexure 5-6**.

5.8 TRANSIT ORIENTED DEVELOPMENT (TOD) POLICY

There is no Transit Oriented Development (TOD) policy in place for City of Jhansi as of now. However, some discussions and preliminary studies have been carried out in some big cities in UP.

5.9 REGULATORY MECHANISM FOR THE PERIODIC REVISION OF FARES

The Regulatory Mechanism for the Periodic Revision of Fares should be in place irrespective of relationship between the rise in various cost component and fare hike.

Annual Revision of Fares

The applicable base rates shall be revised annually with effect from April 1 each year to reflect the increase in wholesale price index between the week ending on January 31, 2009 and the week ending on or immediately after January 31 of the year in which such revision is undertaken. However, such revision shall be restricted for 60 percent of the increase in wholesale price index.

The formula for determining the maximum fare that shall be determined is given below:

For Stage Carriages:



$$\text{Revised Fare} = A + (B/C)$$

Where,

“A” is the existing fare; “B” Stands for Increase in operating cost per km; ‘C’ stands for number of passengers as per average load factor

Based on proposed journey length, five distance slabs are proposed and fare structure is presented in **Table 5-3**.

Table 5-3: Proposed Fare Structure for Non-AC Buses (2014)

Sl. No	Distance (in km)	Fare (in Rs.)
1	0-3	5
2	3-5	8
3	5-10	14
4	10-15	17
5	15-20	20
6	20-25	20

Source: Consultant

5.10 WAIVER OF TAXES

State Taxes and Duties on Public Transport

As of now, various taxes imposed on the public transport operation are as follows:

- Value Added Tax (VAT): 12.5% on the cost of the chassis
- Education Tax: 2% on the cost of the chassis after VAT

As proposed under the reforms of JnNURM, Government of State is committed to exempt/reimburse these taxes so as to make public transport operation more viable. We presume that these Taxes will be exemption for the City of Jhansi.

5.11 PROPOSED TIMELINES FOR REFORMS

The following reforms shall be mandatory in respect of cities with population as given below:



City Size (population as per Census 2011)	Reforms								
	UMTA	SPV	Urban Transport Fund	Advertisement Policy	Parking Policy	Fare Revision Policy	TOD Policy	TIMCC	Waiver of Taxes
1-10 lakhs	N	Optional	Y	Y	Y	Y	N	Y	Y
More than 10 lakhs	Y	Y	Y	Y	Y	Y	Y	Y	Y

The proposed timeline for various reforms such as UMTA, SPV, UTF, Advertisement Policy, Parking Policy etc. are presented in **Table 5-4**.

Table 5-4: Proposed Timeline for Reforms

Sl. No	Reforms	Applicable (Yes/No)	Proposed Timeline
1	UMTA	No	UMTA at state level exists
2	SPV/Cost Center	Yes	Proposed after 6-8 months
3	Urban Transport Fund (UTF)	Yes	Under consideration by the State; Notification issued
4	Advertisement Policy	Yes	Proposed after 6-8 months
5	Parking Policy	Yes	Draft Parking Policy 2013
6	Fare Revision Policy	Yes	Already exists
7	TOD Policy	No	Not Applicable
8	TIMCC	Yes	Proposed after 12 months
9	Waiver of Taxes	Yes	Proposed Timeline: 8-12 months

Annexure 2.1

Details of Bus Routes for Jhansi

Details of Bus Routes for Jhansi

Route No	Route Description	Origin	Destination	Number of Bus Stopes	Name of Proposed Bus Stop	Lanes	Carriage width (in m)	Length (Km)
Route 1	Kochabawar – Medical College – Bus Stand – Kacheri Int – Jail Int – Elite Int – Rail Station – Sipri – Abash Bikash - Nandapura	Kochabawar	Nandanpura	20	Kochabawar (Engineering College)	2-4	7-14	12.3
					Medical College			
					Risala Chungi Int.			
					Collectorate Int.			
					Jail Int.			
					Elite Int.			
					Rail Station			
					Sipri			
Abash Bikash								
Nandanpura								
Route 2	Rail Station – Chitra Int. – BKD Int. – Khandrao Gate – Kotoali – Minarva cross – Govind Int. – kacheri Int. – Jail Int. – Allahabad bank Int. – Rail Station	Rail Station	Rail station	30	Rail Station	2-4	7-14	11.7
					Chitra Int.			
					Circuit House			
					BKD College			
					Atia Tal, school			
					Khangerao gate			
					Minarva (Hospital)			
					Swami Vivekananda College			
					Collectorate Int.			
					Jail Int.			
					Allahabad Int			
					Civil line			
Betwa Nursery								
Route 3	Garia Phatak – Chitra Int. – Elite Int. – Bus Stand – Medical College.	Nagra	Medical College	14	Nagra	2-4	7-14	13.48
					Garia Phatak			
					Chitra Int.			
					Elite Int.			
					Jail Int.			
					Collectorate Int.			
					Risala Chungi Int.			
Medical College								

Route No	Route Description	Origin	Destination	Number of Bus Stopes	Name of Proposed Bus Stop	Lanes	Carriage width (in m)	Length (Km)								
Route 4	Datia to Babina(Outside main City)	Ambabai	Bhel Area	34	Ambabai	2-4	7-14	39.03								
					Karari											
					Simargah											
					Polytechnic											
					CP Mission Comp											
					Ayurvedic college											
					Sudh Colony											
					Elite Int.											
					Jail Int.											
					GPO Int.											
					Sacred Heart Church											
					Hatti Ground											
					Hasari Bus Depot											
					Hasari Power Station											
Route 5	Datia to Orcha (MP)	Ambabai	Baghabanpura	8	Ambabai	2-4	7-14	20								
					Karari											
					Simargah											
					Polytechnic											
					CP Mission Comp											
					Ayurvedic college											
					Sudh Colony											
					Elite Int.											
					Jail Int.											
					Collectorate Int.											
					Risala Chungi Int.											
					Baghabanpura											
					Route 6				Raksha to Medical (Outside the City)	Raksha	Medical College	4	Raksha	2-4	7-14	20.5
													Nandanpura			
Sipri																
Chitra Int.																
Railway Stn																
Allahabad Int																
Elite Int.																
Jail Int.																
Collectorate Int.																
Risala Chungi Int.																
Medical College																

Annexure 5.1

**A Copy of Article of Association (AoA) of
Meerut City Transport Services Limited
(MCTSL)**

THE COMPANIES ACT, 1956
COMPANY LIMITED BY SHARES
MEMORANDUM OF ASSOCIATION
OF

MEERUT CITY TRANSPORT SERVICES LIMITED

- I. The Name of the Company is MEERUT CITY TRANSPORT SERVICES LIMITED.
- II. The Registered Office of the Company will be situated in the State of Uttar Pradesh.
- III. The objects for which the Company is established are :
 - (A) **THE MAIN OBJECTS OF THE COMPANY TO BE PURSUED BY THE COMPANY ON ITS INCORPORATION ARE:**
 1. To establish and maintain line of passenger coaches, metro and other vehicles generally to transport passengers and to purchase, charter, hire, build or otherwise acquire passenger coaches of any form of transport and buses to let out, hire or charter or otherwise deal with and dispose off any such coaches and buses.
 2. To purchase, construct, sell, develop, take in exchange or on lease, hire or otherwise acquire any real or personal estate to develop infrastructure and to build roads, culverts, flyovers, tunnels, bus stops, terminals, workshops and to give and undertake contracts for electrification and other services like water supply, sewer, drainage and communication of the facilities developed by the company or any other agency.
 3. To Run, maintain metro water transport.
 4. To run all above services within the urban metropolitan area of Lucknow.
 - (B) **OBJECTS INCIDENTAL OR ANCILLARY TO THE ATTAINMENT OF THE MAIN OBJECTS OF THE COMPANY ARE:**
 1. To acquire and take over the whole or any part of the business property and liabilities of any person or persons, firms or corporation carrying on any business which the Company is authorized to carry on or possessed of any property or rights suitable for the purposes of the Company.
 2. To apply for, purchase or otherwise acquire any patents, brevets, invention, licenses concessions and the like conferring an exclusive or non-exclusive or

limited right to use any secret or other information as to any invention which may seem capable of being used for any of the purposes of the Company or the acquisition of which may seem calculated directly or indirectly to benefit this Company and to use, exercise, develop grant, licences in respect of or otherwise turn to account the property right and information so acquired.

3. To enter into any partnership or any arrangement for sharing profits, union of interest, joint adventure, reciprocal concession or otherwise with any individual, firm or Company carrying on or engaged in or about to carry on or engage in any business or enterprise which the company is authorised to carry on or engage in any business or transaction capable of being conducted so as directly or indirectly to benefit this Company and or otherwise acquire and hold shares or stock in or securities of and to subsidise or otherwise assist any such Company and to sell, hold, reissue, with or without guarantee or otherwise deal with the same.
4. To enter into any arrangement with any Government or authorities supreme, municipal, local or otherwise that may seem conclusive to the Company's objects or any of them and to obtain from any such Government or authority, any right, privileges and concessions, which the Company may think fit desirable, to obtain and carry out exercise and comply with any such arrangements, rights, privileges and concessions.
5. From time to time, subscribe, render services to any charitable, benevolent or useful object of a public character including exhibition the support of which will in the opinion of the Company tend to increase its repute or popularity among its employees, its customers of the public, to give pension, gratuities or charitable aid to person or persons who have served the Company or to the wives, children or other relatives of such persons and to form and contribute to Provident and benefit funds for the benefit of any person engaged by the Company.
6. To mortgage, exchange, lease or transfer the business property and undertaking of the company or any part thereof for any lawful consideration which the Company may deem fit to accept and particular buy shares fully or partly paid up, debentures, debenture stock, bond mortgages, of any other company and/or to promote any company or companies for the purpose of acquiring all or any

of the properties rights and liabilities for this company or any other purposes which may seem directly or indirectly calculated to benefit this company.

7. To purchase, or take on lease or exchange, hire or otherwise acquire any real and personal property and right and privileges, which Company may think necessary or convenient for the purpose of its business and in particular purchase any land, building construction, basement's machinery, plant and stock in trade.
8. To invest surplus money of any which the Company may not required immediately in any form of investment including shares, stocks, bonds, debentures, obligations or other securities of any Company or association or in Government securities or in deposit with Bank or Banks, as may be considerable and from time to time, to vary such investment.
9. Subject to the provisions of the Company Act, 1956, to lend money to such persons and on such terms and conditions as may seem expedient with or without security and in particular to customers and others having dealings with the Company and to give any guarantee or indemnity as may seem expedient. But the Company will not do banking business as defined under the Banking Regulations Act, 1949.
10. Subject to the provisions of Section 58A and other relevant sections of the Companies Act, 1956 and rules made thereunder and Directives of Reserve Bank of India, to receive money on deposit with or without allowances of interest, to borrow or raise money with or without security and/or secure the payment of money by mortgage or by the issue of bound mortgages, hypothecation, lien or any other security founded or based or charged upon all or any of the property or rights of the Company or in such other manner as the Company shall think fit and for the purposes aforesaid to charge all or any of the Company's property or assets movables or immovables liquid or otherwise present and future, including its uncalled capital and collaterally or further to secure any securities of the Company by a trust deed or other assurance and to redeem, purchase or pay off any such security, provided that the Company shall not do banking business as defined in the Banking Regulations Act, 1949.
11. To open bank accounts of all nature including overdraft, cash credit, loan accounts and to operate the same and to draw, make, accept, negotiate, endorse, discount, assign, execute and otherwise deal in cheques, drafts, promissory

notes, bills of exchange, hundies, debentures, bonds, bills of lading, railway receipts, warrants and other negotiable or transferable instruments in connection with the business of the Company.

12. To adopt such lawful means of making known the productions of the Company as may seem expedient and in particular by advertising in the press, by circular, by purchases and exhibition of work of art or interest by publication of book and periodicals and by granting prizes rewards and condition, but the Company shall not make any political donation.
13. To establish and maintain local registers, agencies and branch places of business and to procure the Company to be registered or recognized and carry on business in any part of the world, subject to law in force.
14. In event of winding up, to distribute any of the company's property among the members in species or kind.
15. To pay for any right of property acquired by the Company and to remunerate any person, firm or body corporate rendering services to the Company either by cash payment or by allotment to him or them shares or securities of the Company, paid up in part or otherwise.
16. To pay out of the funds of the Company all expenses of and incidental to the formation, registration, advertisements and establishments of the Company.
17. Subject to the provisions of the Companies Act, 1956 to distribute as bonus shares amongst the members or reserve or otherwise applies as the Company may from time to time determine any money received in payment of dividends accrued on forfeited shares and money realized from the sale by the Company of the forfeited shares or any money received by way of premium on shares or debentures issued at a premium by the Company to invest any surplus money of the Company in such investments (including shares of stock in the Company) as may be thought proper and to hold, sell or otherwise deal with such investment.
18. Subject to the provisions of Section 293-A of the Companies Act 1956, to subscribe or otherwise to assist or to guarantee money to charitable, benevolent, religious, scientific national, public or other institution or objects which shall have any moral or other claims to support or aid by the Company either by reasons of locality of operations or of public general utility.

19. To enter into agreements and contracts with Indian and / or foreign individuals, companies or other organizations for purchase of equipments and for technical, financial or any other assistance for carrying out all or any of the objects of the company.
20. To guarantee the payment of money to guarantee or become sureties for the performance of any contracts or obligations.
21. To sell, dispose or hire off an undertaking of the Company, or any part thereof for such consideration as the Company may think fit and in particular for shares, debentures or securities of any other association, corporation or company.
22. To create any depreciation fund, reserve fund, sinking fund, insurance fund or any other fund, whether for depreciation or for repairing, improving, extending or maintaining any of the properties of the Company, or redeemable preference shares or for any other purposes whatsoever conducive to the interest of the Company.
23. Subject to provisions of section 391 to 394 and 394A of the Companies Act, 1956, to evolve scheme for restructuring or arrangement, to amalgamate or merge or to enter into partnership or into any consortium or arrangement for sharing of profits, union of interests, co-operation, joint venture with any Person or Persons, partnership firm/firms, or company or companies carrying on or engaged in any operation capable of being conducted so conveniently in co-operation with the business of the Company or to benefit the Company or to the activities for which the Company has been established.
24. To carry on any business which may seem to the Company capable of being conveniently carried on in connection with any of the Company's objects or to enhance the value of or render profitable any of the Company's property or rights or otherwise considered to be in the interest of the Company.
25. To employ engineers, mechanics masons, carpenters, scaffold-setters, painters, electricians and other technicians, commercial and administrative staff and such other staff as may be found necessary for the efficient handling and conduct of the business of the company.
26. Generally to do all or any of the above things and all such other things as are incidental or may be thought conducive to the attainment of the above objects

or any of them, and as principals, agents, contractors, trustees or otherwise, and by or through trustees, agents or otherwise and either alone or in conjunction with others.

27. Subject to the provisions of the Companies Act, no changes/alteration/ modification shall be made to the Memorandum and Articles of Association of the company without the prior written consent of the Government of Uttar Pradesh.

IV. The liability of the members is limited.

V. The Authorised Share Capital of the Company is Rs. Amount of Capital
..... divided in
equity shares of Rs.10/- (Rs. Ten) only each.

Annexure 5.2

**A copy of the Executive Order for formation of
State Level Unified Metropolitan Transport
Authority (UMTA)**

गुप्त
(F.A.)

3/6/2010

उत्तर प्रदेश शासन
नगर विकास अनुभाग-5
संख्या-4991/नौ-5-2010-8311/09टीसी
लखनऊ: दिनांक 28 जून 2010

कार्यालय-ज्ञाप

शहरी विकास मन्त्रालय, भारत सरकार द्वारा संचालित जे.एन.एन.यू. आर.एम. के यू.आई.जी. कार्यान्वयन के नगरीय परिवहन परियोजना के अन्तर्गत भारत सरकार द्वारा प्रस्तावित सुधारों के परिप्रेक्ष्य में मिशन शहरों-लखनऊ, इलाहाबाद, वाराणसी, कानपुर, आगरा, मेरठ तथा मथुरा में नगरीय बसों के संचालन हेतु परियोजनाओं के नियोजन, क्रियान्वयन तथा प्रबंधन हेतु राज्य स्तर पर यूनीफाईड मेट्रो पॉलिटन ट्रांसपोर्ट अथॉरिटी का गठन निम्नानुसार किया जाता है :-

- 1-- मुख्य सचिव, उत्तर प्रदेश शासन। अध्यक्ष
- 2-- प्रमुख सचिव, नगर विकास विभाग, उत्तर प्रदेश शासन। सदस्य
- 3-- प्रमुख सचिव, परिवहन विभाग, उत्तर प्रदेश शासन। सदस्य
- 4-- प्रमुख सचिव, लोक निर्माण विभाग, उत्तर प्रदेश शासन। सदस्य
- 5-- प्रबन्ध निदेशक, उ०प्र० राज्य राज्क परिवहन निगम, लखनऊ। सदस्य
- 6-- परिवहन आयुक्त, उत्तर प्रदेश लखनऊ। सदस्य
- 7-- सहायक, विकास प्राधिकरण, लखनऊ, इलाहाबाद, वाराणसी, कानपुर, आगरा, मेरठ तथा मथुरा। सदस्य
- 8-- नगर आयुक्त, नगर निगम, लखनऊ, इलाहाबाद, वाराणसी, कानपुर, आगरा, मेरठ। सदस्य
- 9-- मुख्य नगर एवं ग्राम नियोजक, उत्तर प्रदेश लखनऊ। सदस्य
- 10-- वरिष्ठ पुलिस अधीक्षक/पुलिस अधीक्षक, लखनऊ, इलाहाबाद, वाराणसी, कानपुर, आगरा, मेरठ तथा मथुरा। सदस्य
- 11-- महाप्रबन्धक, भारतीय रेल। सदस्य
- 12-- सदस्य सचिव, उ०प्र० प्रदूषण नियंत्रण बोर्ड, लखनऊ। सदस्य
- 13-- अधिशासी अधिकारी, नगर पालिका परिषद, मथुरा। सदस्य
- 14-- परिवहन विभाग के 02 विशेषज्ञ, 02 प्रतिनिधि। सदस्य
- 15-- पब्लिक ट्रांसपोर्ट यूजर्स के 02 प्रतिनिधि। सदस्य


2-- यूनीफाईड मेट्रो पॉलिटन अथॉरिटी प्रथम चरण में एक समिति के रूप में कार्य करेगी जिसका मुख्य उद्देश्य शहरी यातायात समस्या से जुड़े विभिन्न पहलुओं पर अन्तर्विभागीय समन्वय सुनिश्चित करना होगा। यूनीफाईड मेट्रो ट्रांसपोर्ट अथॉरिटी निर्णय लेने वाली संस्था न होकर नीति

संख्या एवं दिनांक तदैव

प्रतिलिपि निम्नलिखित को सूचनार्थ एवं आवश्यक कार्यवाही हेतु प्रेषित:-

- 1- प्रमुख सचिव, नगर विकास विभाग, उत्तर प्रदेश शासन।
- 2- प्रमुख सचिव, परिवहन विभाग, उत्तर प्रदेश शासन।
- 3- प्रमुख सचिव, लोक निर्माण विभाग, उत्तर प्रदेश शासन।
- 4- प्रबन्ध निदेशक, उ०प्र० राज्य सड़क परिवहन निगम, लखनऊ।
- 5- परिवहन आयुक्त, उत्तर प्रदेश लखनऊ।
- 6- उपाध्यक्ष, विकास प्राधिकरण, लखनऊ, इलाहाबाद, वाराणसी, कानपुर, आगरा, मेरठ तथा मथुरा।
- 7- नगर आयुक्त, नगर निगम, लखनऊ, इलाहाबाद, वाराणसी, कानपुर, आगरा, मेरठ।
- 8- मुख्य नगर एवं ग्राम नियोजक, उत्तर प्रदेश लखनऊ।
- 9- वरिष्ठ पुलिस अधीक्षक/पुलिस अधीक्षक, लखनऊ, इलाहाबाद, वाराणसी, कानपुर, आगरा, मेरठ तथा मथुरा।
- 10- महाप्रबन्धक, भारतीय रेल।
- 11- सदस्य सचिव, उ०प्र० प्रदूषण नियंत्रण बोर्ड, लखनऊ।
- 12- निजी सचिव, मुख्य सचिव, उ०प्र० शासन।
- 13- अधिशासी अधिकारी, नगर पालिका परिषद, मथुरा।
- 14- गार्ड फाईल।

आज्ञा से,


(सूर्य प्रकाश मिश्र)

विशेष सचिव।

Annexure 5.3

**A copy of the Government of Uttar Pradesh
Notification for UTF (Budget Allocation by
Finance Department)**

332

संख्या-क0नि0-5-1149/11-2013-312(268)/2001

प्रेषक,

बी0एम0 मीना,
प्रमुख सचिव,
उ0प्र0 शासन।

सेवा में,

अपर सचिव
राजस्व परिषद,
उ0प्र0, इलाहाबाद।

32832

कर एवं निबन्धन, अनुभाग-5

लखनऊ :दिनांक 13 सितम्बर, 2013

विषय-

आवास एवं शहरी नियोजन विभाग के अधीन उत्तर प्रदेश आवास एवं विकास परिषद, समस्त विकास प्राधिकरण आदि तथा नगर विकास विभाग के अधीन स्थानीय निकायों के अन्तर्गत अवस्थित अचल सम्पत्तियों के अन्तरण पर विभिन्न अधिनियमों के अन्तर्गत अधिसूचित क्षेत्रों में स्थित अचल सम्पत्ति के अन्तरण विलेखों पर संग्रहीत 02 प्रतिशत अतिरिक्त स्टाम्प शुल्क की धनराशि के वितरण की प्रक्रिया निर्धारित करने के सम्बन्ध में।

महोदय,

उपर्युक्त विषयक शासनादेश संख्या-क0नि0-5-391/11-2008-312(268)/2001 दिनांक 07 फरवरी, 2008 द्वारा अचल सम्पत्तियों के अन्तरण/विलेखों में अंकित प्रतिफल/बाजार मूल्य पर प्रभार्य स्टाम्प शुल्क की धनराशि के अलावा वसूली गयी 02 प्रतिशत अतिरिक्त स्टाम्प शुल्क की धनराशि के वितरण की निर्धारित प्रक्रिया को अतिक्रमित करते हुए निम्न नवीन प्रक्रिया निर्धारित की जाती है:-

(1) नगर विकास विभाग तथा आवास एवं शहरी नियोजन विभाग के नियन्त्रणाधीन कार्यरत स्थानीय निकायों/संस्थाओं के क्षेत्रान्तर्गत अवस्थित अचल सम्पत्तियों के अन्तरण विलेखों पर कर आरोपण की व्यवस्था विभिन्न अधिनियमों यथा उत्तर प्रदेश नगर निगम अधिनियम, 1959 की धारा-172 (1) (ड) व धारा-191, उत्तर प्रदेश नगर पालिका अधिनियम, 1916 की धारा-128 की उपधारा (1) (3-ख) व धारा-128-क, उत्तर प्रदेश आवास एवं विकास परिषद अधिनियम, 1965 की धारा-62, उत्तर प्रदेश स्पेशल एरिया डेवलपमेंट अथारिटी ऐक्ट 1996 की धारा-34 तथा उत्तर प्रदेश अर्बन एवं प्लानिंग डेवलपमेंट ऐक्ट, 1973 की धारा-39 (2) के अन्तर्गत 02 प्रतिशत स्टाम्प शुल्क के रूप में संग्रहीत धनराशि शासकीय कोष में जमा

A-D(A/C)

18-9-13

30 वाता

18/9/13

Ao/O

19/9/13
Ae (M)

होती है तथा इसका आहरण कर स्थानीय निकायों आदि को उपलब्ध कराये जाने की व्यवस्था है।

अतः शासन के अन्य विभागों की भाँति ही स्टाम्प एवं रजिस्ट्रेशन विभाग का लक्ष्य गत वर्ष की सकल प्राप्तियों के आधार पर निर्धारित किया जायेगा तथा लक्ष्य पूर्ति की समीक्षा भी सकल प्राप्ति पर ही की जायेगी।

(2) स्टाम्प एवं रजिस्ट्रेशन विभाग द्वारा प्रत्येक वित्तीय वर्ष में 02 प्रतिशत अतिरिक्त स्टाम्प शुल्क से प्राप्त राजस्व प्राप्तियों का अनुमान वित्त विभाग को बजट प्रस्ताव के साथ उपलब्ध कराया जायेगा एवं इसमें से 04 प्रतिशत आनुषांगिक व्यय एवं 04 प्रतिशत संग्रह व्यय अर्थात् कुल 08 प्रतिशत की धनराशि काटकर शेष धनराशि को निम्नानुसार आवंटित किया जायेगा:-

(अ) 25 प्रतिशत धनराशि डेडीकेटेड अर्बन ट्रांसपोर्ट फण्ड को स्थानान्तरित की जायेगी।

(ब) 02 प्रतिशत अतिरिक्त स्टाम्प शुल्क के रूप में एकत्र की गई धनराशि आवास एवं शहरी नियोजन विभाग को तथा नगर विकास विभाग को निम्नानुसार देय होगी:-

निकाय / प्राधिकरण / परिषद की प्रास्थिति (ऐसे क्षेत्र जहाँ निम्न विद्यमान हों)	डेंडीकेटेड अर्बन ट्रांसपोर्ट फण्ड (प्रतिशत)	विशेष क्षेत्र विकास प्राधिकरण / विकास प्राधिकरण (प्रतिशत)	आवास एवं विकास परिषद (प्रतिशत)	नगर निकाय (प्रतिशत)
विकास परिषद, आवास विकास, नगर निकाय	0.5	0.50	0.25	0.75
विकास प्राधिकरण + नगर निकाय	0.5	0.75	—	0.75
आवास विकास परिषद + नगर निकाय	0.5	—	0.75	0.75
विकास प्राधिकरण + आवास विकास परिषद	0.5	0.75	0.75	—
विकास प्राधिकरण	0.5	1.5	*—	—
आवास विकास परिषद	0.5	—	1.5	—
नगर निकाय	0.5	—	—	1.5

(स) वित्त विभाग द्वारा डेडीकेटेड अरबन ट्रांसपोर्ट फण्ड हेतु बजट व्यवस्था नगर विकास विभाग के अनुदान में अलग से प्रदर्शित करते हुए,

कराई जायेगी तथा नगर विकास विभाग को देय धनराशि अलग से प्रदर्शित करते हुए आगामी वित्तीय वर्ष हेतु बजट व्यवस्था नगर विकास विभाग के अनुदान में कराई जायेगी। इसी प्रकार आवास विभाग को देय धनराशि की व्यवस्था आवास एवं शहरी नियोजन विभाग के अनुदान में कराई जायेगी।

(द) उपरोक्तानुसार की गई व्यवस्था के अनुसार सम्बन्धित विभाग अपने स्तर से आवश्यक विवरण स्टाम्प एवं रजिस्ट्रेशन विभाग से प्राप्त करके सम्बन्धित संस्थाओं के लिए वित्तीय स्वीकृति निर्गत करेंगे।


भवदीय,

बी०एम० मीना
प्रमुख सचिव।

संख्या एवं दिनांक तदैव।

प्रतिलिपि निम्नलिखित को सूचनार्थ एवं आवश्यक कार्यवाही हेतु इस अनुरोध के साथ प्रेषित कि उक्त शासनादेश की प्रति संबंधित समस्त अधिकारियों को उपलब्ध कराने का कष्ट करें :-

- 1- प्रमुख सचिव, वित्त विभाग, उत्तर प्रदेश शासन।
- 2- प्रमुख सचिव, आवास एवं शहरी नियोजन विभाग, उत्तर प्रदेश शासन।
- 3- प्रमुख सचिव, नगर विकास विभाग, उत्तर प्रदेश शासन।
- 4- महालेखाकार, उत्तर प्रदेश, इलाहाबाद।
- 5- आयुक्त, स्टाम्प, उ०प्र०, इलाहाबाद / शिविर कार्यालय, लखनऊ।
- 6- निदेशक, स्थानीय निकाय, उ०प्र०, इन्दिरा भवन, लखनऊ।
- 7- निदेशक, कोषागार, उ०प्र०, जवाहर भवन, लखनऊ।
- 8- समस्त मण्डलायुक्त, उत्तर प्रदेश।
- 9- समस्त जिलाधिकारी, उत्तर प्रदेश।
- 10- वित्त (व्यय-नियंत्रण) अनुभाग-9 / वित्त (लेखा) अनुभाग-2, उत्तर प्रदेश शासन।
- 11- गार्ड फाइल।


(जी० सी० कठेरिया)
संयुक्त सचिव।

Annexure 5.4

**A copy of the Uttar Pradesh Dedicated Urban
Transport Fund (DUTF) Rules, 2013**

उत्तर प्रदेश सरकार
नगर विकास अनुभाग-5
सं०.....
दिनांक.....

अधिसूचना

भारत के अनुच्छेद 283 के खण्ड (2) के अधीन अधिकारों का प्रयोग करके राज्य पाल निम्नलिखित नियमावली बनाते हैं-

उत्तर प्रदेश समर्पित नगरीय परिवहन निधि नियमावली 2013

संक्षिप्त नाम, विस्तार और प्रारम्भ	1	(1) यह नियमावली उत्तर प्रदेश समर्पित नगरीय परिवहन नियमावली 2013 कही जायेगी। (2) इसका विस्तार सम्पूर्ण उत्तर प्रदेश राज्य में होगा। (3) यह गजट में प्रकाशित होने के दिनांक से प्रवृत्त होगा।
परिभाषायें	2	(1) जब तक विषय या संदर्भ में कोई बात प्रतिकूल न हो इस नियमावली में- (क) "प्राधिकरण" का तात्पर्य राज्य सरकार द्वारा गठित महानगरीय परिवहन प्राधिकरण से हैं (ख) "अध्यक्ष" का तात्पर्य प्राधिकरण के अध्यक्ष से है। (ग) "निधि" का तात्पर्य नियम -3 के अन्तर्गत सृजित उत्तर प्रदेश समर्पित नगरीय परिवहन निधि से है। (घ) "स्थानीय निकाय" का तात्पर्य उत्तर प्रदेश में स्थित नगर निगम, नगर पालिका परिषद या नगर पंचायत से है। (ङ) 'सदस्य' का तात्पर्य प्राधिकरण के सदस्य से है। (च) "परिवहन" का तात्पर्य बस या वाहन या राज्य सरकार जन समुदाय या स्थानीय निकाय या निजी अंशदाता द्वारा उपलब्ध कराई गई एतदसम्बन्धी सेवाओं से है। (छ) "नगरीय परिवहन निदेशालय" का तात्पर्य राज्य सरकार द्वारा स्थापित नगरीय परिवहन निदेशालय से हैं। (2) शब्द और पद जो परिभाषित नहीं है किन्तु नगर निकाय के अधिनियम में परिभाषित है, के वही अर्थ होंगे जो उनके लिए अधिनियम में समनुदेशित किये गये हैं।
समर्पित नगरीय परिवहन निधि का सृजन	3	(1) नगरीय परिवहन के सूत्रपात के वित्त पोषण के लिए राज्य स्तर पर समर्पित नगरीय परिवहन निधि का सृजन किया जायेगा। (2) निधि का उपयोग लोक परिवहन में सुधार, पदयात्री सुविधाओं, पार्किंग अवसंरचना और क्षमता निर्माण के लिए किया जा सकेगा।

<p>क्रियान्वयन के लिए प्राधिकारी</p>	<p>4</p>	<p>नगरीय परिवहन के अन्तर्गत क्रियान्वयन , प्रबन्धन और योजनाओं के नियोजन के लिए राज्य में राज्य स्तरीय प्राधिकरण का पूर्व से ही गठन किया गया है। जिसे एकीकृत महानगरीय परिवहन प्राधिकरण के रूप में जाना जाता है। यह प्राधिकरण दिशा निर्देश, विशिष्टतायें , प्राथमिकतायें तैयार करेगा और नियम 3 के अधीन सृजित निधि के उपयोग के सुसंगत मानक निर्धारित करेगा।</p>
<p>प्राधिकरण के कृत्य</p>	<p>5</p>	<p>प्राधिकरण निधि के सम्बन्ध में निम्नलिखित कृत्यों का सम्पादन करेगा, अर्थात्—</p> <p>(क) राष्ट्रीय और राज्य योजना के ढाँचे की भीतर नगरीय परिवहन के स्थानीय आवश्यकताओं और उद्देश्यों का अभिज्ञान करना।</p> <p>(ख) नगरीय क्षेत्रों में नगरीय सुविधाओं और परिवहन सेवाओं को सूचीबद्ध करना,</p> <p>(ग) नगर में लोक परिवहन के सम्बन्ध में नीतियों, कार्यक्रमों और प्राथमिकताओं को अवधारित करना।</p> <p>(घ) निधि के समुचित उपयोग और प्रगति का अनुश्रवण, मूल्यांकन और पुनर्विलोकन करना।</p> <p>(ङ) नगरीय परिवहन तन्त्र की सहायता और गुणवत्तापरक सेवाओं की बढ़ोत्तरी और अनुरक्षण के लिए संसाधनों को उत्पन्न के सम्बन्ध में सुझाव और संस्तुतियाँ देना।</p> <p>(च) नगरीय परिवहन सेवाओं के विकास के लिए ऋण प्राप्त करने, बन्ध पत्र और डिवेंचर जारी करने तथा वित्त के अन्य श्रोतों के सम्बन्ध में सुझाव और संस्तुतियाँ देना।</p> <p>(छ) नगरीय परिवहन की सम्भाव्यताओं की खोज करना और वाह्य स्रोत को प्रोत्साहित करना।</p> <p>(ज) समर्पित नगरीय परिवहन निधि से वित्त पोषण के लिए क्षमता का पता लगाना और अनुमोदन के लिए राज्य सरकार को प्रस्तुत करना।</p> <p>(झ) नगरीय परिवहन के वाहनों के संचालन और अनुरक्षण के व्यय के अन्तर को कम करने या समाप्त करने के लिए निधि नियत करना।</p> <p>(ञ) कोई अन्य कृत्य जो राज्य सरकार द्वारा सौंपें जाय।</p>
<p>प्राधिकरण की बैठक</p>	<p>6</p>	<p>(1) निधि के सम्बन्ध में प्राधिकरण की बैठक प्रतिवर्ष कम से कम तीन बार ऐसे स्थान पर ऐसे दिनांक को और ऐसे समय पर आयोजित की जायेगी जैसा अध्यक्ष द्वारा नियत किये जाय।</p> <p>(2) प्राधिकरण का अध्यक्ष जब वह उचित समझे, प्राधिकरण की बैठक बुला सकता है।</p> <p>(3) प्राधिकरण अपनी बैठक में उपस्थित होने के लिए विशेषज्ञों को आमंत्रित कर सकेगा।</p>

गणपूर्ति	7	प्राधिकरण की बैठक में तब तक कोई कार्य सम्पादित किया जायेगा जब तक कि सम्पूर्ण बैठक तक प्राधिकरण के कुल सदस्य की कम से कम एक तिहाई संख्या उपस्थित न रहें।
बैठक की सूचना	8	बैठक में विचारार्थ विषयों की कार्यसूची प्राधिकरण के प्रत्येक सदस्य को भेजी जायेगी।
बैठक में निर्णय	9	(1) प्राधिकरण द्वारा विचारार्थ और निर्णय के लिए अपेक्षित समस्त विषय बैठक में उपस्थित सदस्यों के बहुमत द्वारा अवधारित किए जायेगे। (2) कार्य की आवश्यकताओं को देखते हुए प्राधिकरण कार्य सूची के परिचालन द्वारा निर्णय ले सकेगा।
कार्यवाहियों की पुष्टि तथा अनुपालन आख्या प्रस्तुत किया जाना	10	(1) समिति की बैठक में पिछली बैठक की कार्यवाहियों की पुष्टि की जायेगी। (2) सदस्य सचिव पिछली बैठकों में लिए गये निर्णयों पर अनुपालन आख्या प्रस्तुत कर सकेगा।
निधि/वित्ति पोषण के स्रोत	11	निम्नलिखित मदों से धनराशि निधि में हस्तान्तरित की जायेगी— (1) ईंधन के प्रत्येक लेखा एकक का 0.25 प्रतिशत अतिरिक्त कर, (2) नगर में स्थित अचल सम्पत्तियों के हस्तान्तरण विलेखों पर आरोपित 2 प्रतिशत अतिरिक्त स्टैम्प ड्यूटी की 0.5 प्रतिशत धनराशि, (3) राज्य सरकार द्वारा समय समय पर अधिसूचित अन्य स्रोत,
निधि का संचालन और प्रबन्धन	12	(1) निधि का संचालन और प्रबन्धन नगरीय परिवहन निदेशालय द्वारा किया जायेगा। (2) राज्य सरकार द्वारा इस निमित्त यथा विधि प्राधिकृत नगरीय परिवहन निदेशालय के किहीं दो अधिकारियों के चेक पर हस्ताक्षर के सिवाय निधि से धनराशि का भुगतान नहीं किया जायगा अथवा धनराशि ई-भुगतान द्वारा हस्तान्तरित की जायेगी।
निधि की उपयोगिता/निधि की आवण्टन	13	निधि निम्नलिखित प्रयोजनों के लिए उपयोग की जायेगी— (1) प्राधिकरण द्वारा सुविचारित विभिन्न राज्य/केन्द्रीय योजनाओं के अन्तर्गत संस्तुत/अनुमोदित अवसंरचना सहित नगरीय परिवहन परियोजनाओं के लिए क्षमता अन्तर का वित्त पोषण, (2) विभिन्न स्पेशल परपज वेहिकल और नगरीय परिवहन परियोजनाओं पर कार्य कर रही संस्थाओं को बजटीय सहायता, (3) नगरीय परिवहन से सम्बन्धित अध्ययन, परियोजना प्रतिवेदन जैसा प्राधिकरण द्वारा विचार किया जाय। (4) प्राधिकरण या नगरीय परिवहन निदेशालय में निधि के प्रबन्धन के प्रयोजन के लिए विशेषज्ञ की नियुक्ति के निमित्त शुल्क या

		<p>पारिश्रमिक,</p> <p>(5) प्राधिकरण या नगरीय परिवहन निदेशालय या निधि के सचिलीय और प्रशासकीय व्यय,</p> <p>(6) नगरीय परिवहन के क्षेत्र की संस्थाओं , स्रोतों और विशेषज्ञों के लिए क्षमता विकास, अभिस्थापन, प्रशिक्षण और भ्रमण कार्यक्रम,</p> <p>(7) नगर परिवहन की प्रोन्नयन के लिए संगोष्ठी , सम्मेलन, बैठक और कार्यक्रमों का प्रयोजन,</p> <p>(8) नगरीय परिवहन के क्षेत्रों में प्रदर्शन परियोजनयें,</p> <p>(9) प्राधिकरण द्वारा यथाविधि अनुसमर्थित नगरीय परिवहन से सम्बन्धित कोई व्यय,</p>
लेखा और लेखापरीक्षा	14	<p>(1) सदस्य सचिव समुचित लेखा और सुसंगत अभिलेखों को अनुरक्षित रखेगा और एक वार्षिक लेखा विवरण तैयार करायेंगा।</p> <p>(2) निधि के लेखों की लेखापरीक्षा महालेखाकार उत्तर प्रदेश अथवा उनके द्वारा इस निमित्त प्राधिकृत किसी अन्य अधिकारी द्वारा ऐसे अन्तरालों पर की जायेगी जैसा कि राज्य सरकार द्वारा विनिर्दिष्ट किया जाय।</p>
वार्षिक प्रतिवेदन	15	प्राधिकरण वर्ष के दौरान अपने क्रियाकलापों का वार्षिक प्रतिवेदन तैयार करेगा और उसकी प्रतियों को राज्य सरकार को अग्रसारित करेगा।
निधि का अनुश्रवण	16	प्राधिकरण उन कार्याकलापों जिनके लिए निधि अवमुक्त/आवण्टित की गई है, की भौतिक एवं वित्तीय प्रगति का अनुश्रवण करेगा।
उपयोगिता प्रमाण पत्र	17	लाभार्थियों द्वारा प्रतिबद्ध समय में उस प्रारूप पर जैसा विहित किया जाय, उपयोगिता प्रमाण पत्र प्राधिकरण के समक्ष प्रस्तुत करना अनिवार्य होगा।
संशोधन	18	यह नियमावली प्राधिकरण के परामर्श से नगरीय विकास विभाग द्वारा समय समय पर संशोधित की जा सकेगी।

आज्ञा से

(सी0वी0 पालीवाल)
प्रमुख सचिव

In pursuance of provision of clause (3) of Article 348 of the Constitution, the Governor is pleased to order of publication of the following English translation of Government notification no- /IX-5-2013-83sa/2009 , Dated September ,2013 for general information.

GOVERNMENT OF UTTAR PRADESH
 Urban Development Section-5
 No /IX-5-2013-83sa/2009
 Dated Lucknow, September, 2013

NOTIFICATION

In exercise of the powers under clause (2) of Article 283 of the Constitution of India, the Governor is pleased to make the following Rules.

**THE UTTAR PRADESH DEDICATED URBAN TRANSPORT FUND
 (DUTF) RULES, 2013**

sort title, extent and Commencement	1	<p>(1) These rules may be Called the Uttar Pradesh Dedicated Urban Transport Fund Rules, 2013</p> <p>(2) They extent to the whole of the state of Uttar Pradesh.</p> <p>(3) They shall come into force with effect from the date of their publication in the Gazette.</p>
Definitions	2	<p>(1) In these rules unless there is anything repugnant in the subject or context :-</p> <p>(a) "Authority" means the Unified Metropolitan Transport Authority constituted by the State Government .</p> <p>(b) "Chairperson" means the Chairperson of the Authority</p> <p>(c) "Fund" means the Uttar Pradesh Dedicated urban Transport Fund created under Rules 3 .</p> <p>(d) "Local Body" means the Municipal Corporation, Municipal council or Nagar Panchayat in Uttar Pradesh.</p>

		<p>(e) "Member" means the member of the authority .</p> <p>(f) "Transport" means the bus or vehicle or services provided by the State or Community , or local body or private partner for the public in this regard.</p> <p>(g) "Urban Transport Directorate" means the Urban Transport Directorate established by the State Government.</p> <p>(2) Words and impressions not defined but defined in the Municipal Act shall have the meanings assigned to them in the Act.</p>
Creation of Dedicated urban Transport Fund.	3	<p>(1) There shall be created a Dedicated Urban Transport Fund at State Level to fund the urban transport initiatives.</p> <p>(2) The Fund may be utilized for improvement of public transport, pedestrian facilities, parking infrastructure and capacity building .</p>
Authority for execution	4	<p>There is already constituted in the state a state level Authority known as Unified Metropolitan Transport Authority (UMTA) for execution, management and planning of projects under urban transport . This Authority shall prepare guidelines , specifications, priorities and shall determine relevant parameters to utilize the fund created under rule-3.</p>
Functions of the Authority	5	<p>The Authority shall perform the following functions, regarding the fund, namely:</p> <p>(a) to identify local needs and objectives of urban transport with in the frame work of national and state plan objectives .</p> <p>(b) to list the amenities and necessities of transport services in the urban areas.</p> <p>(c) to determine policies, programs and priorities regarding public transport in the city.</p> <p>(d) to monitor, evaluate and review the</p>

		<p>progress and proper utilization of the fund.</p> <p>(e) to make suggestions and recommendations regarding generation of resources to support urban transport system and augmentation and maintenance of qualitative services.</p> <p>(f) to make suggestion and recommendation regarding raising of loans, floating of bonds and debenture and other sources of finance for development of urban transport services.</p> <p>(g) to explore possibilities and encourage the outsourcing of urban transport .</p> <p>(h) to find out viabilities for funding from the dedicated urban transport fund and to submit to the State Government for approval.</p> <p>(i) to allocate funds to bridge the gaps of expenditure for operation and maintenance of vehicles of urban transport .</p> <p>(j) any other functions which may be entrusted by the State Government.</p>
Meeting of the Authority	6	<p>(1) The meeting of the Authority regarding the fund shall be held at least three times in every year at the place on such date and time as may be fixed by the chairperson.</p> <p>(2) The chairperson of the Authority may when ever he thinks fit may call a meeting of the authority .</p> <p>(3) The Authority may invite experts to attend its meeting.</p>
Quorum	7	<p>No business shall be transacted at any meeting unless at least one third of the total number of members there of is present throughout the meeting.</p>

Notice of the Meeting	8	A list of business to be transacted at the meeting shall be sent to each member of the Authority.
Decision of the meeting	9	(1) All matters required to be considered and decided by the Authority, shall be determined by a majority of members present at the meeting . (2) Keeping in view exigencies of the work the Authority may make decision by circulation of the Agenda.
Confirmation of proceedings and presentation of compliance report.	10	(1) The proceeding of the last meeting shall be confirmed in the meeting of the Authority. (2) The member secretary may put up the compliance reports on the decisions in last meeting.
Sources of Funds/ Funding	11	The money from following heads shall be transferred to the fund- (1) 0.25% additional tax of every accounting unit of fuel. (2) 0.5% amount of 2% additional stamp duty levied on deeds of transfer of immovable property situated within the city. (3) other sources notified by the State Government from time to time.
Operation and management of Fund	12	(1) Operation and management of the fund shall be done by the Urban Transport Directorate (2) Money shall not be paid from the fund except on a cheque signed by any two officers of the Urban Transport Directorate duly authorized by the State Government in this behalf or money shall be transferred by e-payment.

Utilization of Funds/allotment of Fund.	13	<p>The fund shall be utilized for the following purposes:</p> <ol style="list-style-type: none"> (1) Viability gap funding for urban transport projects, including infrastructure etc recommended/ approved under various state/central schemes duly considered by the authority . (2) Budgetary support to various special purpose vehicles and institutions of the state working on urban transport projects. (3) Studies, project report pertaining to urban transport as considered by the authority. (4) Fees/ remunerations towards appointment of professionals in the authority or urban transport directorate for the purpose of management the fund . (5) Secretarial and administrative expenses of the authority of the urban transport directorate or of the fund. (6) Capacity building, orientation, training and tour programs for institutions/ resources/ professionals in the field of Urban Transport. (7) Sponsoring seminars, conferences, meeting and programmes for promoting of Urban Transport. (8) Demonstration projects in the field of Urban Transport . (9) Any expenses related to Urban Transport duly ratified the authority.
Account and Audit.	14	<ol style="list-style-type: none"> (1) The member secretary shall maintain proper accounts and other relevant records and shall cause to be prepared an annual statement of accounts. (2) The account of the fund shall be audited by the Accountant General, Uttar Pradesh or any officer authorized by him in this behalf in such intervals as may be specified by the state Government.

Annual Report	15	The Authority shall prepare a Annual Report of its activities during year and copies there of shall be forwarded to the State Government.
Monitoring of Fund	16	The Authority shall monitor the physical and financial progress of the works or activities for which the fund was released /allotted
Utilization certificate	17	It shall be mandatory to submit utilization certificate before the authority by the beneficiaries within stipulated time in such form as may be prescribed.
Amendment	18	These rules may be amended from time to time by Urban Development Department, on the advice of the Authority .

By order

(C.B. Paliwal)
Pramukh Sachiv

Annexure 5.5

**A copy of the Advertisement Policy of
Government of Uttar Pradesh**

आदर्श उपविधि (प्रस्तावित आलेख)

उत्तर प्रदेश नगर निगम अधिनियम 1959 (उत्तर प्रदेश अधिनियम संख्या-2 सन् 1959) की धारा 172 की उपधारा (2) के खण्ड (ज) धारा 192, 193, 194, 195, 196, 305, 306 और धारा 541 के खण्ड (41) और (48) के अधीन शक्ति का प्रयोग करके नगर निगम (निगम का नाम) जिस उपविधि बनाने का प्रस्ताव करता है, उसका प्रारूप उक्त अधिनियम की धारा 543 की अपेक्षानुसार समस्त सम्बन्धित व्यक्तियों की सूचना के लिए और उसके सम्बन्ध में आपत्तियों और सुझाव आमन्त्रित करने की दृष्टि से एतद्वारा प्रकाशित करता है।

प्रस्तावित उपविधि के सम्बन्ध में आपत्तियों और सुझाव यदि कोई हो, नगर आयुक्त नगर निगम (निगम का नाम) को सम्बोधित करके लिखित रूप से प्रेषित किए जाने चाहिए। केवल उन्हीं आपत्तियों और सुझावों पर विचार किया जायेगा जो इस उपविधि के प्रकाशित होने के दिनांक से पन्द्रह दिन के भीतर प्राप्त होते हैं।

- | | | |
|---------------------------|---|---|
| संक्षिप्त नाम और प्रारम्भ | 1 | (1) यह उपविधि नगर निगम (निगम का नाम, विज्ञापन कर का निर्धारण और वसूली विनियमन) उपविधि 2012 कही जायेगी।
(2) यह नगर निगम (निगम का नाम) की सीमा में लागू होगी।
(3) यह गजट में प्रकाशित होने के दिनांक से प्रवृत्त होगी। |
| परिभाषायें | 2 | (1) जब तक कि विषय या संदर्भ में कोई बात प्रतिकूल न हो, इस नियमावली में—
(एक) "अधिनियम" का तात्पर्य उत्तर प्रदेश नगर निगम अधिनियम, 1959 से हैं;
(दो) "विज्ञापन कर्ता" का तात्पर्य ऐसे व्यक्ति से जिसे इस नियमावली के अधीन कोई विज्ञापन प्रतीक या विज्ञापन पट्ट परिनिर्मित करने, प्रदर्शित करने, संप्रदर्शित करने, लगाने, चिपकाने, लिखने, चित्रित करने या लटकाने के लिये लिखित अनुमति प्रदान की गयी हो, और ऐसे व्यक्ति में उसका अभिकर्ता, प्रतिनिधि या सेवक सम्मिलित है और भूमि तथा भवन का स्वामी भी सम्मिलित है।
(तीन) "विज्ञापन प्रतीक" का तात्पर्य विज्ञापन के प्रयोजनों के लिये या तत्संबंध में सूचना देने के लिये या जनता को किसी स्थान, व्यक्ति, लोक निष्पादन, वस्तु या वाणिज्यिक माल, जो भी हो, के प्रति आकर्षित करने के लिये किसी सतह या संरचना से है जिसमें ऐसे प्रतीक अक्षर या दृष्टांत अनुप्रयुज्य हों और द्वारों के बाहर किसी भी रीति, जो भी हो, से संप्रदर्शित हो, और उक्त सतह या संरचना या किसी भवन से संलग्न हो, उसका भाग हो या उससे संयोजित हो, या जो किसी वृक्ष या भूमि या किसी खम्भे, स्क्रीन बाड़ या विज्ञापन पट्ट से जुडी हो या जो खाली स्थान पर संप्रदर्शित हो;
(चार) "विज्ञापन" का तात्पर्य विज्ञापन प्रतीक के माध्यम से विज्ञापन करने से है; |

- (पाँच) "गुब्बारा" का तात्पर्य गैस से भरे हुये ऐसे किसी गुब्बारे से है जो भूमि पर किसी बिन्दु से बंधा हो और कपड़े आदि के किसी करहरे से या उसके बिना हवा में लहरा रहा हो;
- (छः) "पताका" (Banner) का तात्पर्य ऐसी किसी नम्य वस्तु से है जिस पर कोई प्रतिकृति या चित्र संप्रदर्शित किये जा सकते हैं;
- (सात) "पताका विज्ञापन" का तात्पर्य किसी ऐसे प्रतीक से है जिसमें पताका या झण्डी उपयोग प्रदर्शन सतह के रूप में किये जाता हो।
- (आठ) "निगम" से तात्पर्य नगर निगम ----- से है;
- (नौ) "विद्युतीय विज्ञापन" का तात्पर्य ऐसे विज्ञापन प्रतीक से है जिसमें विद्युतीय साज-सज्जे; जो प्रतीकों के महत्वपूर्ण अंग हैं, प्रयुक्त किये जाते हैं;
- (दस) "भू-विज्ञापन" का तात्पर्य ऐसे विज्ञापन प्रतीक से है जो किसी भवन से लगा हुआ न हो, और जो भूमि या किसी खम्भे, स्क्रीन, बाड़ा या विज्ञापन पट्ट पर परिनिर्मित या चित्रित हो और जनता के लिये दृश्य हो;
- (ग्यारह) "प्रदीप्त विज्ञापन" का तात्पर्य ऐसे विज्ञापन प्रतीक से है जो स्थायी या अन्यथा हो और जिसकी कार्यप्रणाली प्रत्यक्ष या अप्रत्यक्ष प्रकाश द्वारा उसे प्रदीप्त किये जाने पर आधारित हो;
- (बारह) "शामियाना विज्ञापन" का तात्पर्य ऐसे किसी विज्ञापन प्रतीक से है जो किसी शामियाना वितान या ऐसी अन्य आच्छादित संरचना से सम्बद्ध हो या उससे टंगा हुआ हो जो किसी भवन से बाहर निकला हुआ हो और उससे अवलम्बित हो तथा जो भवन की दीवार एवं भवन की सीमा रेखा से बाहर की ओर हो;
- (तेरह) "प्रक्षेपित विज्ञापन" का तात्पर्य ऐसे किसी विज्ञापन प्रतीक से है जो किसी भवन से लगा हुआ हो और उससे 300 मिलीमीटर से अधिक बाहर की ओर हों;
- (चौदह) "मार्गाधिकार" का तात्पर्य सड़क के प्रयोजनार्थ सुरक्षित और संरक्षित भूमि की चौड़ाई से है;
- (पन्द्रह) "छत विज्ञापन" का तात्पर्य ऐसे विज्ञापन से है जो किसी भवन की प्राचीर या छत के किसी भाग पर या उसके ऊपर परिनिर्मित हो या रखा गया हो जिसमें किसी भवन की छत पर चित्रित विज्ञापन सम्मिलित है;
- (सोलह) "अनुसूची" का तात्पर्य इस उपविधि से संलग्न अनुसूची से है।
- (सत्रह) "प्रतीक संरचना" का तात्पर्य किसी ऐसी संरचना से है जिससे कोई प्रतीक अवलम्बित हो;
- (अठारह) "कर" का तात्पर्य अधिनियम की धारा 172 की उपधारा (2) के खण्ड (ज) में निर्दिष्ट विज्ञापन कर से है;
- (उन्नीस) "अस्थायी विज्ञापन" का तात्पर्य अवकाश दिवसों या लोक प्रदर्शनी हेतु अलंकारिक प्रदर्शनों सहित, किसी सीमित अवधि के प्रदर्शन के लिये वांछित किसी विज्ञापन, झण्डा या वस्त्र, कैनवैश, कपड़े या किसी संरचनात्मक ढांचा से या उसके बिना किसी अन्य हल्की सामग्री से

निर्मित अन्य विज्ञापन युक्ति से है;

(बीस) "बरांडा विज्ञापन" का तात्पर्य किसी बरांडा से सम्बद्ध, उससे संयोजित या उससे टांगे गये किसी विज्ञापन से है;

(इक्कीस) "दीवार विज्ञापन" का तात्पर्य किसी क्षेपण प्रतीक से भिन्न ऐसे किसी विज्ञापन से है जो किसी भवन की बाह्य सतह या उसके संरचनात्मक भाग से सीधे सम्बद्ध हो या उस पर चित्रित किया गया या चिपकाया गया हो;

(बाईस) सचल विज्ञापन से तात्पर्य ऐसे विज्ञापन से जो किसी वाहन या अन्य साधनों से भ्रमण कर प्रदर्शित किया जाता है।

(2) इस नियमावली में प्रयुक्त किन्तु अपरिभाषित और अधिनियम में परिभाषित शब्दों और पदों, के वही अर्थ होंगे जो अधिनियम में उनके लिये समनुदेशित हो।

स्थल चयन के लिये 3
समिति का गठन

(1) नगर आयुक्त की अध्यक्षता में विज्ञापन प्रतीक या विज्ञापन पट्ट के लिये उचित और उपयुक्त स्थलों की पहचान करने के लिये और उसके आकार, ऊँचाई और सौन्दर्यात्मक पहलू का विनिश्चय करने के लिये निगम में एक समिति का गठन किया जायेगा।

(2) समिति में निम्नलिखित होंगे:-

(एक) नगर आयुक्त	- अध्यक्ष
(दो) नगर में यातायात का प्रभारी राजपत्रित प्राधिकरण	- सदस्य
(तीन)परियोजना निदेशक, राष्ट्रीय राजमार्ग प्राधिकरण	- सदस्य
(चार)अधिशासी अभियन्ता, लोक निर्माण विभाग	- सदस्य
(पांच)नगर एवं ग्राम्य नियोजन विभाग का अधिकारी	- सदस्य
(छः) परिवहन विभाग का एक अधिकारी	- सदस्य
(सात)सचिव, विकास प्राधिकरण	- सदस्य
(आठ)उत्तर प्रदेश राज्य सड़क परिवहन निगम का प्रतिनिधि	- सदस्य
(नौ) भारतीय रेल का एक प्रतिनिधि	- सदस्य
(दस)निगम का यातायात अभियन्ता या कोई अधिकारी जो अधिशासी अभियन्ता की श्रेणी से निम्न न हो	- सचिव

टिप्पणी- नगर आयुक्त किसी अन्य सदस्य का सहयोजित कर सकता है जैसा वह उचित समझे।

(3) कम से कम दो प्रख्यात दैनिक समाचार पत्रों में विज्ञापन कर की समिति द्वारा अभिज्ञानित स्थलों पर अनुज्ञा प्रदान करने के लिये नगर आयुक्त द्वारा आवेदन पत्र आमंत्रित किये जायेंगे। विज्ञापन में प्रत्येक प्रस्तावित स्थल के संबंध में नगर आयुक्त द्वारा नियत न्यूनतम प्रीमियम विनिर्दिष्ट

होनी चाहिये।

- (4) स्थलों की पहचान और समिति की संस्तुति के पश्चात् ही विज्ञापनों और विज्ञापन पट्टों की अनुज्ञा दी जायेगी।

प्रतिषेध

- 4 (1) नगर आयुक्त से पूर्व में लिखित अनुज्ञा प्राप्त किये बिना कोई व्यक्ति निगम की सीमा के भीतर किसी भवन, पुल, मार्ग, फुटपाथ, उपरिगामी सेतु या उससे संलग्न भूमि या वृक्ष रक्षक, नगर प्राचीर, बाउन्ड्रीवाल, नगर द्वार, विद्युत या टेलीफोन के खम्भे, चल वाहनों या किसी भी खुले स्थान पर कोई विज्ञापन या किसी प्रकार की सूचना या चित्र, जिससे किसी सामान्य प्रज्ञा वाले व्यक्ति को विज्ञापन होन का आभास हो, न तो परिनिर्मित करेगा, न प्रदर्शित करेगा, न संप्रदर्शित करेगा, न चिपकायेगा न लगायेगा न लिखेगा, न चित्रित करेगा या न लटकायेगा।
- (2) निगम की सीमाओं के भीतर किसी भूमि या भवन का स्वामी या अन्यथा अधिभोग करने वाला कोई व्यक्ति नगर आयुक्त की लिखित पूर्व अनुज्ञा के बिना ऐसी भूमि या भवन के किसी भाग पर कोई विज्ञापन न तो परिनिर्मित करेगा, न प्रदर्शित करेगा, न सम्प्रदर्शित करेगा, न लगायेगा, न चिपकायेगा, न लिखेगा, न चित्रित करेगा या न लटकायेगा और न ही किसी अन्य व्यक्ति को ऐसे भवन या भूमि पर कोई विज्ञापन परिनिर्मित करने देगा, न प्रदर्शित, न सम्प्रदर्शित, न लगाने, चिपकाने, लिखने, चित्रित करने या न लटकाने देगा, यदि ऐसा विज्ञापन किसी सार्वजनिक स्थान या सार्वजनिक मार्ग से दृश्य हो।
- (3) कोई विज्ञापन पट्ट इस रीति से प्रतिष्ठापित नहीं किया जायेगा कि यातायात के संचालन में अग्र एवं पार्श्व भाग के दर्शित होने में कोई व्यवधान हो।
- (4) राष्ट्रीय/राज्य राजमार्ग के दाहिनी ओर से दृष्टिगोचर कोई विज्ञापन पट्ट, प्रतिष्ठापित नहीं किया जायेगा।
- (5) कोई विज्ञापन पट्ट नियम 16 के अधीन यथा विनिर्दिष्ट मार्गों के सिवाय अन्य मार्गों के छोर के यथा निर्धारित दूरी के भीतर नहीं प्रतिष्ठापित किया जायेगा।

अनुज्ञा प्राप्त करने की प्रक्रिया 5

- (1) अनुज्ञा प्राप्त करने के लिये प्रत्येक आवेदन अनुसूची – एक में विनिर्दिष्ट चिन्हित प्रपत्र में किया जायेगा जिसे नगर आयुक्त द्वारा निर्धारित धनराशि का भुगतान करके नगर निगम के कार्यालय से प्राप्त किया जायेगा या निगम के वेबसाइट से डाउन लोड किया जा सकता है, तथापि आवेदन पत्र प्रस्तुत करते समय आवेदन पत्र के मूल्य की रसीद आवेदन पत्र के साथ प्रस्तुत की जायेगी।
- (2) उपनियम (1) में निर्दिष्ट प्रत्येक आवेदन-पत्र में ऐसी भूमि, भवन या स्थान के संबंध में विस्तृत सूचना निहित होगी जहाँ ऐसी भूमि भवन या स्थान के पास प्रस्तावित विज्ञापन या विज्ञापन पट्ट पर निर्मित किया जाना,

प्रदर्शित किया जाना, सम्प्रदर्शित किया जाना, लगाया जाना, चिपकाना जाना, वांछित हो और उसमें निम्नलिखित सूचना सम्मिलित होगी :-

- (क) प्रतीक की लम्बाई, ऊँचाई और भार को दर्शाते हुये पूर्ण विशिष्टिया, अवस्थिति जहाँ इसे विनिर्मित किया जाना है विनिर्माणकर्ता का नाम और पता और जहाँ प्रयोज्य हो प्रकन्श पुंजो की संख्या और उसके विद्युतीय विवरण, ऐसे प्रपत्र 1:500 के पैमाने पर चित्रित प्रतीक की स्थल पर स्थिति को इंगित करने वाले अवस्थिति मानचित्र से संलग्न होगा।
- (ग) पूर्ववर्ती के अतिरिक्त छत-विज्ञापनों, प्रक्षिप्त विज्ञापनों या भू- विज्ञापनों के मामले में सहायक क्रिया विधियों और स्थिरक-स्थानों के समस्त घटक और यदि नगर आयुक्त द्वारा अपेक्षित, हो तो आवश्यक अभिकल्प संगणनायें आवेदन पत्र में प्रस्तुत की जायेगी;
- (घ) कोई अन्य विशिष्टियाँ, जो नगर आयुक्त द्वारा अपेक्षित हो;
- (ङ) गुब्बारा विज्ञापनों के मामलों में नगर आयुक्त द्वारा यथा अपेक्षित आवश्यक सूचना उपलब्ध करायी जा सकती है।
- (3) यदि विज्ञापन किसी सार्वजनिक मार्ग के पार्श्व भाग पर या किसी निजी परिसर में कोई संरचना लगाकर प्रदर्शित किया जाना या संप्रदर्शित किया जाना वांछित हो तो ऐसे आवेदन पत्र के साथ निम्नलिखित विवरण भी प्रस्तुत किया जायेगा-
 - (क) विज्ञापन और प्रस्तावित संरचना के आकार का विवरण;
 - (ख) नगर आयुक्त द्वारा सम्यक रूप से अनुमोदित संरचना अभियन्ता से सुदृढ़ता सम्बन्धी रिपोर्ट।
आवेदन, आवश्यक चित्रों और संरचना-संगणनाओं सहित नगर आयुक्त द्वारा सम्यक् रूप से अनुमोदित संरचना अभियन्ता के माध्यम से किया जायेगा। अभिकल्प संगणनाओं में लिया गया वायुभार राष्ट्रीय भवन संहिता, 2005 के भाग-4 "संरचना अभिकल्प धारा-1 भार, बल और प्रभाव" के अनुसार होगा।
- (4) यदि विज्ञापन या विज्ञापन पट किसी निजी भूमि या भवन या उसके किसी भाग पर परिनिर्मित किया जाना, प्रदर्शित किया जाना, लगाया जाना, चिपकाया जाना, लिखा जाना, चित्रित किया जाना या लटकाया जाना वांछित हो और आवेदक ऐसी भूमि या भवन का स्वामी न हो तो आवेदन-पत्र में ऐसी भूमि या भवन के स्वामी की लिखित अनुज्ञा संलग्न होगी।
- (5) उपनियम (4) में निर्दिष्ट भूमि या भवन के प्रत्येक स्वामी को यह लिखित समझौता करना होगा कि किसी व्यक्तिक्रम की स्थिति में वह विज्ञापनकर्ता हेतु देय कर का भुगतान करने के लिये दायी होगा।
- (6) यदि भूमि का कोई स्वामी अपनी निजी भूमि पर विज्ञापन संप्रदर्शित करना चाहे तो उसे आवेदन पत्र के साथ विस्तृत सूचना प्रस्तुत करनी होगी और इस उपविधि के अधीन अनुज्ञा लेनी होगी।
- (7) यदि कोई व्यक्ति किसी ट्रीगार्ड को परिनिर्मित करने की अनुज्ञा प्राप्त

करने के पश्चात् ऐसे ट्रगाडों पर कोई विज्ञापन प्रदर्शित या संप्रदर्शित करता है तो वह इस उपविधि के अधीन कर भुगतान करने तथा पौधारोपण और उनके समुचित रखरखाव और सुरक्षा का दायी होगा।

- (8) अनुज्ञा ऐसी शर्तों के अधीन रहते हुये प्रदान की जायेगी जो नगर आयुक्त द्वारा लोक सुरक्षा और शिष्टाचार के हित में अधिरोपित की जायेगी।
- (9) प्रत्येक आवेदन पत्र के साथ प्रस्तावित प्रीमियम की पूर्ण धनराशि संलग्न होगी।

अनुज्ञा प्रदान करने की शर्तें

- (1) किसी विज्ञापन या विज्ञापन पट्ट परिनिर्मित करने, प्रदर्शित करने, संप्रदर्शित करने, लगाने, चिपकाने, लिखने चित्रित करने या लटकाने की अनुज्ञा निम्नलिखित निबन्धन एवं शर्तों पर प्रदान की जायेगी कि—
 - (क) अनुज्ञा केवल उस अवधि तक के लिये प्रभावी होगी जिस अवधि के लिये प्रदान की गयी हो, परन्तु कर या प्रीमियम सहित कर, इस उपविधि के अनुसार संदत्त और जमा किया गया हो।
 - (ख) विज्ञापन या विज्ञापन पट्ट पर ऐसे रंगों और आकारों में लिखा जायेगा, चिपकाया जायेगा, समुद्भूत किया जायेगा, चित्रित किया जायेगा जैसा कि नगर आयुक्त द्वारा अनुमोदित किया जाय और विज्ञापन पट्ट, चाहे भूमि पर या भवन पर प्रतिष्ठापित किया गया हो, की ऊँचाई 06 मीटर से अधिक नहीं होगी। दो संलग्न विज्ञापनों पट्टों के मध्य की दूरी, विज्ञापन पट्ट की चौड़ाई या 6 मीटर, जो भी अधिक हो, से कम नहीं होगी;
 - (ग) विज्ञापन या विज्ञापन पट्ट को समुचित दशाओं में रखा एवं अनुरक्षित किया जायेगा;
 - (घ) प्रदान की गयी अनुज्ञा अन्तरणीय नहीं होगी।
 - (ङ) विज्ञापन प्रतीक या विज्ञापन पट्ट की विषय वस्तु या उसके विवरण में नगर आयुक्त की लिखित अनुज्ञा के बिना परिवर्तन नहीं किया जायेगा;
 - (च) विज्ञापन कर्ता ऐसी अवधि, जिसके लिये अनुज्ञा दी गयी थी, की समाप्ति से एक सप्ताह के भीतर विज्ञापन को हटा देंगे या उसे मिटा देंगे।
 - (छ) विज्ञापन बोर्ड या विज्ञापन पट्ट अनुज्ञात स्थान पर ही प्रतिष्ठापित किये जायेंगे,
 - (झ) भवनों यदि कोई हो, जो विज्ञापन और विज्ञापन पट्टों के समीप स्थित हो, के प्रकाश और वातायन में किसी भी रूप में व्यवधान नहीं डाला जायेगा;
 - (ञ) लोकहित में नगर आयुक्त को यह अधिकार होगा कि वह अवधि समाप्त होने के पूर्व भी अनुज्ञापत्र को निलम्बित कर दे जिसके पश्चात् विज्ञापनकर्ता विज्ञापनों को हटा देगा।
 - (ट) विज्ञापनों से अवस्थान का कलात्मक सौन्दर्य नष्ट नहीं होना चाहिये।
 - (ठ) भवन से संबंधित विज्ञापनों से भिन्न विज्ञापनों को ऐसे भवनों यथा चिकित्सालयों, शैक्षिक संस्थाओं, सार्वजनिक कार्यालयों, संग्रहालयों, धार्मिक पूजा के निमित्त अर्पित भवनों और राष्ट्रीय महत्व के भवनों के

समक्ष आने की अनुज्ञा नहीं होगी।

(ड) विज्ञापनों को वृक्षों या काष्ठमय पेड़-पौधों में गाडा, बांधा नहीं जायेगा।

(2) नगर आयुक्त द्वारा प्रदान की गयी लिखित अनुज्ञा या उसका नवीकरण तत्काल समाप्त हो जायेगा;

(क) यदि कोई विज्ञापन या उसका कोई भाग किसी दुर्घटना या किन्ही अन्य कारण से गिर जाता है;

(ख) यदि कोई परिवर्धन, नगर आयुक्त के निर्देश के अधीन उसे सुरक्षित रखने के प्रयोजन को छोड़कर किया जाता है;

(ग) यदि विज्ञापन या उसके भाग में कोई परिवर्तन किया जाता है;

(घ) यदि उस भवन या संरचनाओं में कोई परिवर्द्धन या परिवर्तन किया जाता है जिस पर या जिसके ऊपर विज्ञापन परिनिर्मित किया जाता है, और यदि ऐसे परिवर्द्धन या परिवर्तन में विज्ञापन या उसके किसी भाग का व्यवधान सम्मिलित है; या

(ड.) यदि ऐसा भवन या संरचना, जिस पर या जिसके ऊपर विज्ञापन परिनिर्मित, नियत या अवरूद्ध हो, भंजित या नष्ट हो जाती है।

प्रीमियम

- 7 (1) नगर आयुक्त प्रत्येक स्थल के लिये न्यूनतम प्रीमियम धनराशि नियत करेगा।
- (2) मुहर बंद लिफाफा में प्रस्ताव उपलब्ध कराने के लिये न्यूनतम सात दिन का समय दिया जायेगा।
- (3) प्रस्ताव के साथ उसमें उल्लिखित पूर्ण धनराशि संलग्न होनी चाहिये।

आवंटन समिति

- 8 (1) नगर आयुक्त की अध्यक्षता में प्रत्येक निगम में एक आवंटन समिति गठित की जायेगी, जिसमें निम्नलिखित होंगे:-
- | | | |
|-------|---|---------|
| (एक) | अपर नगर आयुक्त | - सदस्य |
| (दो) | निगम का मुख्य अभियन्ता | - सदस्य |
| (तीन) | विज्ञापन और विज्ञापन पट्ट प्रभारी,
अधिकारी जो सहायक नगर आयुक्त की
श्रेणी से अनिम्न न हो | - सचिव |
- (2) समिति इस उपविधि में विनिर्दिष्ट प्रतिमानों के अनुसार आवेदन पत्रों निविदाओं, प्रस्तावों की संवीक्षा करेगी और तदनुसार अनुमोदित करेगी।
- (3) देय कर सहित प्रीमियम की पूर्ण प्रस्तावित धनराशि जमा करने के पश्चात् उच्चतम प्रस्ताव करने वाले आवेदक को अनुज्ञा प्रदान की जायेगी।
- (4) सदस्य सचिव समिति द्वारा सम्यक् रूप से अनुमोदित अनुज्ञा आदेश जारी करेगा।
- (5) विज्ञापन कर्ता द्वारा निगम को अनुमोदित प्रीमियम की 2 प्रतिशत की दर पर प्रतिभूति धनराशि जमा करने के पश्चात् ही अनुज्ञा आदेश जारी किया जायेगा।

- (6) विस्तृत सूचना, अनुदेश और निबंधन एवं शर्तें अनुज्ञा आदेश में उल्लिखित की जायेगी।
- (7) विज्ञापन या विज्ञापन पट्ट के लिये प्रत्येक स्थल की नीलामी या निविदा एक ही रूप से उपर्युक्त रीति से की जायेगी।
- (8) यदि कोई विज्ञापन निजी भवन या भूमि पर संप्रदर्शित किया जाना वांछनीय हो तो अनुसूची-2 में विनिर्दिष्ट देय वार्षिक विज्ञापन कर, विज्ञापन कर्ता द्वारा संदेय होगा।
- (9) यदि विज्ञापन या विज्ञापन पट्ट किसी सार्वजनिक मार्ग (राष्ट्रीय राजमार्ग/ राज्य राजमार्ग को छोड़कर) या इससे संलग्न भूमि या किसी सार्वजनिक स्थान विद्युत या टेलीफोन खम्भों या ट्रीगार्ड या चहारदीवारी पर संप्रदर्शित किया जाना, परिनिर्मित किया जाना या प्रदर्शित किया जाना हो तो अनुसूची - 2 में विनिर्दिष्ट वार्षिक कर और उच्चतम प्रीमियम की धनराशि आवेदक द्वारा संदेय होगी।

आवेदनपत्रों की 9
अस्वीकृति के आधार

नियम 4 के अधीन अनुज्ञा प्राप्त करने के लिये प्रत्येक आवेदन पत्र निम्नलिखित किसी एक या उससे अधिक आधारों पर अस्वीकृत किया जा सकता है:-

- (क) आवेदन पत्र में अपेक्षित सूचना और विवरण अन्तर्विष्ट न हो या वह इस नियमावली के अनुरूप न हो;
- (ख) प्रस्तावित विज्ञापन अशिष्ट, अश्लील, घृणास्पद, वीभत्स या आपत्तिजनक प्रकृति का, या नगर निगम के प्रति प्रतिकूल प्रभाव डालने वाला या राजनैतिक अभियान को उकसाने वाला या जनता अथवा किसी विशिष्ट वर्ग के व्यक्तियों हेतु अनिष्टकर या क्षतिकारक प्रभाव डालने हेतु संगणित प्रकृति का हो या ऐसे स्थान पर ऐसी रीति से या किसी ऐसे माध्यम से संप्रदर्शित हो, जैसा कि नगर आयुक्त की राय में, उसमें किसी पड़ोस की सुविधाओं पर क्षतिकारक प्रभाव पड़ने या विकृत होने की सम्भावना हो या इसमें आपत्तिजनक लेख या अश्लील नग्न रेखाचित्र या चित्र या मदोन्मत्तता का कोई प्रतीक अन्तर्विष्ट हो।
- (ग) प्रस्तावित विज्ञापन से लोक शांति या प्रशांति में दरार उत्पन्न होने की सम्भावना हो या लोकनीति और एकता के विरुद्ध हो।
- (घ) प्रस्तावित विज्ञापन से तूफान या अंधड़ के दौरान जीवन या सम्पत्ति के लिये क्षति उत्पन्न होने की सम्भावना हो;
- (ङ) प्रस्तावित विज्ञापन से यातायात में अशांति या खतरा उत्पन्न होने की सम्भावना हो;
- (च) प्रस्तावित विज्ञापन स्थल तत्समय प्रवृत्त किसी विधि के उपबंधों से असंगत होगा।
- (छ) विज्ञापन या विज्ञापन पट्ट किसी भूमि या भवन पर परिनिर्मित किया जाना या संप्रदर्शित किया जाना वांछनीय हो और ऐसी भूमि या भवन के संबंध में धारा 172 में निर्दिष्ट सम्पत्ति कर आवेदन करने के दिनांक को

असंदत्त हो।

- अनुज्ञा प्रदान करने की रीति 10 किसी विज्ञापन या विज्ञापन पट्ट को परिनिर्मित करने, प्रदर्शित करने, संप्रदर्शित करने, लगाने, चिपकाने, लिखने करने या हस्तांतरित करने हेतु आवंटन समिति की संस्तुति पर निम्नलिखित एक या उससे अधिक रीति से अनुज्ञा प्रदान करना नगर आयुक्त के लिये विधि सम्मत होगा;-
(एक) सार्वजनिक नीलामी द्वारा
(दो) निविदा आमंत्रित करने के द्वारा
- अनुज्ञा की अवधि 11 अनुज्ञा, अनुज्ञा आदेश में विनिर्दिष्ट अवधि के लिये होगी। प्रत्येक ऐसी अनुज्ञा या नवीकरण के दिनांक से अनधिक दो वर्ष की अवधि के लिये ऐसी लिखित अनुज्ञा प्रदान की जायेगी या उसका नवीकरण किया जायेगा।
- विज्ञापन या विज्ञापन पट्ट हटाने की शक्ति 12 (1) यदि कोई विज्ञापन या विज्ञापन पट्ट इस नियमावली के उल्लंघन में परिनिर्मित किया जाता है, प्रदर्शित किया जाता है, संप्रदर्शित किया जाता है, लगाया जाता है, चिपकाया जाता है, लिखा जाता है, चित्रित किया जाता है या लटकाया जाता है या लोक सुरक्षा के लिये परिसंकटमय या खतरनाक हो या वह सुरक्षित यातायात संचालन हेतु अशांति का कारण हो तो समिति, विज्ञापनकर्ता को किसी नोटिस के बिना उसे हटवा सकती है या मिटवा सकती है और जमा प्रतिभूति से निम्नलिखित धनराशियों की वसूली कर सकती है;
(एक) ऐसे हटाये जाने या मिटाये जाने का व्यय; और
(दो) ऐसी अवधि, जिसके दौरान ऐसा विज्ञापन या विज्ञापन पट्ट ऐसे उल्लंघन में परिनिर्मित किया गया था, प्रदर्शित किया गया था संप्रदर्शित किया गया था, लगाया गया था, चिपकाया गया था, लिखा गया था, चित्रित किया गया था या लटकाया गया था, के लिये क्षतियों की धनराशि।
- (2) जब कभी कोई विज्ञापन नगर आयुक्त द्वारा किसी नोटिस या आदेश या अन्यथा के परिणामस्वरूप हटाया जाता है तब ऐसे भवन या स्थल, जिस पर या जिससे ऐसा विज्ञापन संप्रदर्शित किया गया था, में किसी क्षति या विकृति को नगर आयुक्त के समाधान पर्यन्त ठीक किया जायेगा। यदि विज्ञापन हटाये जाने के दौरान मार्ग की सतह/ पगडण्डी/यातायात संकेतक या कोई अन्य लोक उपयोगिता की सेवायें क्षतिग्रस्त हो जाती है तो विज्ञापन कर्ता से वसूल की गयी धनराशि को निगम द्वारा संबंधित विभाग को अन्तरित कर दिया जाना चाहिये।
- विज्ञापन पर निर्बन्धन 13 किसी संविदा या करार में अन्तर्विष्ट किसी बात के प्रतिकूल होते हुये भी कोई विज्ञापन या विज्ञापन पट्ट परिनिर्मित नहीं किया जायेगा, प्रदर्शित

नहीं किया जायेगा, संप्रदर्शित नहीं किया जायेगा लगाया नहीं जायेगा, चिपकाया नहीं जायेगा, लिखा नहीं जायेगा, चित्रित नहीं किया जायेगा या लटकाया नहीं जायेगा; यदि—

- (एक) यह आकार में 12.2 मीटर × 6.1 मीटर से अधिक हो और इसका तल आधार भूतल से ऊपर 02 मीटर से कम हो,
 - (दो) यह किसी मार्ग, मार्ग संधियों या सेतुओं के अनुप्रस्थ भाग के मध्य से होते हुये मार्ग से मापे गये 50 मीटर के अन्तर्गत किसी स्थान पर अवस्थित हो;
 - (तीन) यह मार्ग के समानान्तर न हो या इससे स्थानीय या पैदल चलने वाले यातायात में बाधा उत्पन्न होती हो या बाधा उत्पन्न होने की सम्भावना हो;
 - (चार) नियम-3 के अधीन गठित समिति की राय में प्रस्तावित स्थल विज्ञापन या विज्ञापन पट्ट के लिये अनुप्रयुक्त हो;
 - (पांच) यह मार्ग के उस पार एवं मार्ग पट्टरी/पगडंडी पर रखा गया हो;
 - (छः) यह किसी निजी परिसर के बाहर क्षेपित हो जिस पर यह इस प्रकार परिनिर्मित, प्रदर्शित या संप्रदर्शित हो;
 - (सात) यह ऐतिहासिक या राष्ट्रीय स्मारकों सार्वजनिक भवनों और दीवारों, चिकित्सालयों, शैक्षणिक संस्थाओं, सार्वजनिक कार्यालय और पूजा स्थलों के चारों ओर अवस्थित हों;
 - (आठ) स्थल नियम 21के अधीन इस प्रयोजनार्थ निगम या राज्य सरकार या केन्द्रीय सरकार द्वारा घोषित प्रतिषिद्ध क्षेत्र के भीतर पड़ता हो।
- (2) विज्ञापनों और विज्ञापनों पट्टों को निम्नलिखित रूप में अनुज्ञा नहीं दी जायेगी:—
- (एक) ऐसी रीति से और ऐसे स्थानों पर जिससे कि यातायात के पहुँचनें, संविलीन होने या प्रतिच्छेदित होने की दृश्यता में बाधा या व्यवधान उत्पन्न होता हो;
 - (दो) राष्ट्रीय/राज्य राजमार्गों के दौयी ओर मार्ग के भीतर और राष्ट्रीय/राज्य राजमार्गों के यान मार्ग के छोर के 10 मीटर के भीतर;
 - (तीन)किसी लोक प्राधिकरण यथा यातायात प्राधिकरण, लोक परिवहन प्राधिकरण या स्थानीय प्राधिकरण या लोक निर्माण विभाग या भारतीय राष्ट्रीय राजमार्ग प्राधिकरण के आदेशों के अधीन मार्ग से होते हुये यातायात के विनियमन के लिये परिनिर्मित किसी साइन बोर्ड के 50 मीअर के भीतर;
 - (चार)ऐसे रूप में जिससे लोक प्राधिकरणों द्वारा यातायात नियंत्रण के लिये परिनिर्मित किसी चिन्ह, संकेतक या अन्य युक्ति के निर्वचन में विध्न व्यवधान उत्पन्न हो;
 - (पांच) किसी मार्ग के पार लटकाये गये पट्टों, भित्ति पत्रकों, वस्त्र-झण्डियों या पत्रक पर जिनसे चालक का ध्यान विचलित होता हो और या इसलिये परिसंकटमय हो;

(छः) ऐसे रूप में जिससे पैदल चलने वालों के मार्ग में व्यवधान हो और चौराहे पर उनकी दृश्यता बाधित हो;
(सात) जब इनसे स्थानीय सुविधायें प्रभावित हों।

(3) निम्नलिखित प्रकार के प्रदीप्त विज्ञापनों और विज्ञापन पट्टों की अनुज्ञा नहीं होगी:-

(एक) विज्ञापन और विज्ञापन पट्ट जिनमें जनसेवा सूचना यथा समय, ताप, मौसम या दिनांक इंगित करने वाले प्रकाशों को छोड़कर कोई चौंधने वाले आंतरायिक या गतिमान प्रकाश अन्तर्विष्ट है, सम्मिलित है या जो उनके द्वारा प्रदीप्त है;

(दो) ऐसी सघनता या चमक वाले प्रदीप्त विज्ञापन और विज्ञापन पट्ट जिससे चौंध उत्पन्न हो या चालक अथवा पैदल चलने वालों की दृष्टि बाधित होती हो, या जिससे किसी चालन क्रिया में विघ्न पड़ता हो;

(तीन) विज्ञापन और विज्ञापन पट्ट, जो इस रूप में प्रदीप्त हों जिससे कि किसी शासकीय यातायात विज्ञापन पट्ट, युक्ति या संकेतक का प्रभाव बाधित होता हो या क्षीण होता हो।

छत के ऊपर के 14 (1) किसी भवन की छत पर परिनिर्मित, प्रदर्शित या संप्रदर्शित किये जाने वाले विज्ञापन पट्टों के संबंध में निर्बन्धन

(2) नियम 5 और नियम 11 के अधीन रहते हुये, किसी भवन की छत पर विज्ञापन या विज्ञापन पट्ट की ऊँचाई, ऐसे भवन की ऊँचाई की एक-तिहाई से अधिक नहीं होगी।

विज्ञापन पट्टों के 15 विज्ञापन पट्ट निम्नलिखित प्रकार के हैं:-
प्रकार

(क) वैद्युत और प्रदीप्त विज्ञापन

(ख) भू-विज्ञापन

(ग) छत विज्ञापन

(घ) बरामदा विज्ञापन

(ङ.) दीवार विज्ञापन

(च) प्रक्षिप्त विज्ञापन

(छ) विशेष प्रकार की छतरी विज्ञापन

(ज) आकाशीय विज्ञापन

(झ) पताका/ झण्डी विज्ञापन

(ञ) शामियाना विज्ञापन

(ढ) गुब्बारा विज्ञापन

(ठ) अस्थायी विज्ञापन

(ड) सचल (मोबाईल) विज्ञापन

(ढ) विविध विज्ञापन

दुकानों पर विज्ञापन 16 किसी दुकान पर कोई भी विज्ञापन नगर आयुक्त की पूर्व अनुमति के वगैर और कर के पूर्व भुगतान के बिना दफती लटकाकर, स्टीकर चस्पा करके, पेंटिंग, लेखन द्वारा या किसी अन्य विधि से संप्रदर्शन द्वारा प्रदर्शित नहीं किया जायेगा।

स्पष्टीकरण –

(एक) यदि बेचे जाने वाली दुकानों के नाम, वस्तुओं या सामानों के नाम, फलक लटकाकर, पेंटिंग द्वारा या किसी भी अन्य विधि से संप्रदर्शित या प्रदर्शित किये जाये तो उन्हें विज्ञापन नहीं माना जायेगा और वे इस नियमावली के अधीन कराधेय नहीं होगा।

(दो) यदि किसी वस्तु का उल्लेख हो और उसमें दुकान के नाम के साथ उसके गुण आदि का विवरण हो और सामान्य जनता का ध्यान विज्ञापन के रूप में स्वतन्त्र रूप से आकर्षित कर रहा हो तो वह इस नियमावली के अधीन कराधेय होगी।

मार्गाधिकार (राष्ट्रीय 17 उसकी क्षमता, क्षेत्र के सम्पूर्ण सौन्दर्यबोध और सार्वजनिक सुरक्षा पर निर्भर करते हुये निम्नलिखित विज्ञापन को मार्गाधिकार के भीतर, राष्ट्रीय/राज्य राजमार्ग को छोड़कर अनुज्ञा प्रदान की जायेगी:—

या राज्य राजमार्ग को छोड़कर) के भीतर अनुज्ञा प्राप्त विज्ञापन

- (1) मार्ग प्रकाश खम्भों पर विज्ञापन,
- (2) बस शेल्टर पर विज्ञापन,
- (3) स्थानों की पहचान के लिये महत्वपूर्ण जंक्शनों पर विज्ञापन,
- (4) यातायात रोटरी क्लब और आइलैण्ड,
- (5) मैदानों/पंगडंडियों के किनारे रक्षक पट्टियां,
- (6) वृक्ष रक्षक(Tree Guards)
- (7) पुष्प पात्र स्टैण्ड्स(Flower pot stands)

छूट 18 (1) इस नियमावली की कोई बात निम्नलिखित विज्ञापनों एवं विज्ञापन पट्टों पर लागू नहीं होगी:—

(एक) यदि किसी कार्यालय, दुकान या अधिष्ठान का केवल नाम किसी ऐसे विज्ञापन पट्ट पर प्रदर्शित किया जाता है, जो ऐसे कार्यालय, दुकान या अधिष्ठान पर परिनिर्मित या संस्थापित किया गया हो।

(दो) यदि किसी आवासीय भवन के स्वामी का केवल नाम व पता ऐसे भवन से लगे किसी विज्ञापन पट्ट पर प्रदर्शित किया जाय।

(तीन) किसी सरकारी या अद्धसरकारी कार्यालय का नाम व पता ऐसे परिसरों के भीतर रखें किसी विज्ञापन पट्ट पर प्रदर्शित किया जाय।

(चार) यातायात विभाग द्वारा प्रदत्त सभी यातायात विज्ञापन पट्ट, सिगनल्स, यातायात चेतावनी और संदेश, किसी न्यायालय के आदेश या निर्देशों के अधीन संप्रदर्शित सभी नोटिसें, पेट्रोल और डीजल की उपलब्धता को इंगित करने वाले सभी विज्ञापन पट्ट, परन्तु इनकी माप 0.6 मीटर×0.

6मीटर से अधिक न हो।

(पांच) यदि विज्ञापन पट्ट किसी भवन की खिड़की के भीतर प्रदर्शित किये जाय किन्तु उसमें भवन का प्रकाश व संवातन प्रभावित न हो।

(छः) यदि यह ऐसी भूमि या भवन, जिस पर ऐसा विज्ञापन प्रदर्शित किया जाता है, के भीतर चलाये जा रहे व्यापार या कारबार से या ऐसी भूमि या भवन के विक्रय, मनोरंजन या बैठक या अक्षरांकन या उसके भीतर किसी अन्य कार्य से या किसी ऐसी ट्रैमकार, ओमनीबस या अन्य वाहन, जिस पर ऐसा विज्ञापन प्रदर्शित किया जाता हो, के स्वामी द्वारा चलाये जा रहे व्यापार या कारबार से संबंधित हो, परन्तु यह 1.2 मीटर² से अधिक न हो।

(सात) यात्रा मार्ग निर्देश

(आठ) राजमार्ग विज्ञापन पट्ट

अस्थायी विज्ञापन

19

- (1) नगर आयुक्त उसे ऐसे निबन्धन एवं शर्तों पर और ऐसी दर पर, जिसे वह उचित समझे, कर के भुगतान पर अस्थायी विज्ञापन प्रतीक परिनिर्मित करने, प्रदर्शित करने, संप्रदर्शित करने, लगाने, चस्पा करने, लिखने, रेखांकन करने या लटकाने की अनुज्ञा प्रदान कर सकते हैं।
- (2) प्रत्येक ऐसी अनुज्ञा अनुज्ञा के दिनांक से एक माह तक के लिये विधिमान्य होगी। ऊपर उल्लिखित अवधि की समाप्ति पर अनुज्ञा को अग्रतर एक माह के लिये बढ़ाया जा सकता है यदि अनुज्ञा की आवश्यकता किसी अग्रतर अवधि के लिये हो तो नगर आयुक्त के समक्ष स्वीकृति का प्रस्ताव प्रस्तुत किया जाना चाहिये।

विशेष नियंत्रण का क्षेत्र

20

- (1) जब नगर आयुक्त की राय में इस उपविधि के में निबन्धनों के अनुसार अन्यथा अनुज्ञात विज्ञापन युक्ति से निगम के अधिकार क्षेत्र के भीतर किसी विशिष्ट क्षेत्र को क्षति पहुँचने या उसके विरूपित होने की सम्भावना हो, तो वह ऐसे को विशेष नियन्त्रण क्षेत्र घोषित कर सकता है। पार्कों और भूमि को भी विशेष नियन्त्रण क्षेत्र के रूप में सम्मिलित किया जा सकता है।
- (2) उप नियम (1) के उपबन्धों के अध्याधीन रहते हुये, ऐसे क्षेत्र के भीतर किसी विज्ञापन का परिनिर्माण और प्रदर्शन निषिद्ध किया जायेगा या किसी प्रकार से सीमित किया जायेगा जैसा कि नगर आयुक्त द्वारा आवश्यक समझा जाय। नगर आयुक्त निगम की अधिकारिता वाले क्षेत्र में व्यापक प्रसार वाले किसी एक या अधिक समाचार पत्रों में, ऐसे क्षेत्र की घोषणा करने के संबंध में अपने आशय को प्रकाशित करेगा। ऐसे क्षेत्र के भीतर सम्पत्ति का कोई स्वामी, जो ऐसी घोषणा से व्यथित अनुभव करे, ऐसे क्षेत्र की घोषणा के विरुद्ध ऐसे प्रकाशन से एक माह के भीतर नगर आयुक्त को अपील कर सकता है, जिसका विनिश्चय निर्णायक होगा।
- (3) किसी बरामदा विज्ञापन की शब्दावली, विशेष नियंत्रण के किसी क्षेत्र में नगर आयुक्त द्वारा अनुमत हो, स्वामी या फर्म के नाम तक सीमित होगी, जो उस परिसर का अध्यासी हो, भवन या संस्था का नाम, चलाये जा

रहें साधारण व्यवसाय या व्यापार का नाम जैसे कि "ज्वैलर्स", "कैफे", "डांसिंग" या भवन के प्रवेश की स्थिति के सम्बन्ध में सूचना हो सकती है या सिनेमा या नाटक कार्यक्रम के सम्बन्ध में या इसी प्रकार की कोई सूचना हो सकती है। किसी भी बरामदे के विज्ञापन के विशेष नियंत्रण के किसी क्षेत्र में व्यापार की किसी विशिष्ट वस्तु का विज्ञापन नहीं होगा और न ही मूल्य या मूल में कमी से सम्बन्धित ऐसा कोई विज्ञापन होगा।

- (4) विशेष नियंत्रण के क्षेत्र से तीस मीटर दूरी के भीतर, उप नियम (3) में दिये गये के सिवाय समान्यतयः कोई अन्य विज्ञापन पट्ट नहीं होगा।

निषिद्ध क्षेत्र की घोषणा	21	निगम या राज्य सरकार या केन्द्र सरकार या केन्द्र सरकार किसी क्षेत्र या किन्ही क्षेत्रों को विज्ञापन या विज्ञापन पट्टो का परिनिर्माण, प्रदर्शन, संप्रदर्शन, लगाना, चिपकाना, लेखन, आरेखण या लटकाने के लिये निषिद्ध घोषित करें।
झण्डियों पर रोक	22	(1) कोई भी व्यक्ति नगर आयुक्त से पूर्व में प्राप्त लिखित अनुज्ञा के बिना किसी झण्डी का प्रदर्शन, सम्प्रदर्शन या लटकाने की क्रिया नहीं करेगा। (2) कोई भी अनुज्ञा निगम या राज्य सरकार या केन्द्र सरकार द्वारा निषिद्ध क्षेत्र के रूप में निर्धारित क्षेत्र में इस उपविधि के अधीन प्रदान नहीं की जायेगी। (3) इस उपविधि के उपबंधों का उल्लंघन वाला कोई भी व्यक्ति ऐसी शास्ति का दायी होगा, जो नगर आयुक्त द्वारा अधिरोपित की जाय और वह प्रति झण्डी दो सौ रूपये से कम नहीं होगी। (4) नगर आयुक्त इस नियम में निर्दिष्ट झण्डी को हटा सकता है और उसे समयहृत या विनिष्ट कर सकता है।
अनुरक्षण निरीक्षण	और 23	(1) अनुरक्षण— सभी विज्ञापन जिनके लिये अनुज्ञा अपेक्षित है, अवलम्बों, बंधनी, रस्सा और स्थिरक के साथ भली प्रकार मरम्मत किये जायेगे जो कि ढांचागत और कलात्मक दोनों ही दृष्टिकोण से होगी और जब चमकीले या अनुमोदित अज्वलनशील सामग्री से निर्मित नहीं होंगे तो उन पर मोर्चा लगने से रोकने के लिये रंग-रोगन किया जायेगा। (2) सुव्यवस्था—प्रत्येक विज्ञापन के स्वामी का यह कर्तव्य और उत्तरदायित्व होगा कि वह विज्ञापन द्वारा छेके गये परिसर में सफाई, स्वच्छता और स्वास्थ्य सम्बन्धी परिस्थितियों का ध्यान रखें (3) निरीक्षण—प्रत्येक विज्ञापन, जिसके लिये परमिट जारी किया गया हो और प्रत्येक विद्यमान जिसके लिये कोई परमिट अपेक्षित हो, का निरीक्षण प्रत्येक पंचांग वर्ष में कम से कम एक बार किया जायेगा।
प्रवेश और निरीक्षण की शक्ति	24	नगर आयुक्त या इस निमित्त उसके द्वारा प्राधिकृत कोई निगम अधिकारी या सेवक कोई निरीक्षण, खोज, पर्यवेक्षण, माप या जाँच करने के प्रयोजन के लिये या ऐसा कार्य निष्पादित करने के लिये जो इस उपविधि द्वारा या तद्धीन प्राधिकृत को या जो किसी प्रयोजन के लिये आवश्यक हो या इस

उपविधि के किसी उपबंध के अनुसरण में सहायकों या श्रमिकों के साथ या उनके बिना किसी परिसर में या उस पर प्रवेश कर सकता है; परन्तु—

- (एक) सूर्योदय और सूर्यास्त के मध्य के सिवरय और अध्यासी या अध्यासी न हो तो भवन या भूमि के स्वामी के युक्तियुक्त दिये बिना इस प्रकार का प्रवेश नहीं किया जायेगा।
- (दो) प्रत्येक स्थिति में ऐसी भूमि या भवन से महिला, यदि कोई हो, को हट सकने के लिये पर्याप्त अवसर दिया जायेगा।
- कर का भुगतान की 25 अनुसूची-2 में विनिर्दिष्ट देय वार्षिक कर एकल किश्त में संदेय होगा। जब रीति तक पूर्ण धनराशि का भुगतान न किया जाय तब तक कोई विज्ञापन पट्ट या विज्ञापन परिनिर्मित नहीं किया जायेगा।
- क्षेत्रों का वर्गीकरण 26 विज्ञापनों पर कर के प्रयोजनार्थ क्षेत्र प्रतिषिद्ध क्षेत्र को छोड़कर कर वर्गीकरण का विनिश्चय आवंटन समिति द्वारा किया जा सकेगा।
- हटाये जाने की 27 नियम 10 के उप नियम (1) में निर्दिष्ट किसी विज्ञापन या विज्ञापन पट्ट लागत को हटाने या साफ किये जाने की लागत नगर निगम द्वारा नियत की जायेगी।
- अपराधों के लिये 28 (1) इस उपविधि के उपबन्धों का किसी प्रकार का उल्लंघन ऐसे जुर्माने से जो दण्ड और उनका प्रशमन में प्रथम उल्लंघन की दोष सिद्धि के पश्चात् प्रत्येक ऐसे दिन के लिये, जिस दौरान ऐसा उल्लंघन जारी रहा, ऐसे जुर्माने से, जो पाँच सौ रूपये तक हो सकता है, दण्डनीय होगा।
- (2) उप नियम (1) में अन्तर्विष्ट किसी बात के होते हुये भी, इस उपविधि के अधीन दण्डनीय किसी अपराध को अपराध के लिये निर्धारित धनराशि के आधे से अन्यून और तीन चौथाई से अनधिक धनराशि वसूल करने पर नगर आयुक्त या इस निमित्त उसके द्वारा प्राधिकृत किसी अधिकारी द्वारा प्रशमित किया जा सकता है।

प्रपत्र सं०.....
मूल्य रू० / -

अनुसूची
(नियम 5(1) देखें)

विज्ञापन चिन्ह स्थापित करने की अनुमति हेतु आवेदन- पत्र

पासपोर्ट आकार
का चित्र

1. आवेदक / विज्ञापनकर्ता का नाम.....
2. अभिकरण, प्रतिष्ठान, कम्पनी या संस्था का नाम
- 3- पता
- 4- आवेदित विज्ञापन या विज्ञापन पट का प्रकार
- 5- विज्ञापन या विज्ञापन पट का आकार.....
- 6- स्थल मानचित्र सहित स्थल की अवस्थिति
- 7- भूमि, भवन या स्थान के स्वामी या अध्यासी का नाम.....
- 8- क्या यह सार्वजनिक स्थल है या व्यक्तिगत भूमि या भवन है ?
- 9- (एक) यदि व्यक्तिगत स्थल या भवन है तो स्वामित्व प्रमाण -पत्र के साथ स्वामी की लिखित अनुमति संलग्न की जाय।
(दो) स्वामी द्वारा इस आशय का वचन पत्र, कि चूक की दशा में वह विज्ञापनकर्ता को देय कर के भुगतान का दायी होगा, संलग्न करें।
(तीन) नगर आयुक्त द्वारा अनुमोदित संरचना अभियन्ता द्वारा दिया गया क्षमता सम्बन्धी
- 10- (एक) अनुसूची - 2 के अनुसार वार्षिक कर
(दो) किश्त की धनराशि
11. कोई अन्य विवरण

संलग्नक.....

दिनांक

आवेदक के हस्ताक्षर

अनुसूची
(नियम 5(1) देखें)

विज्ञापन और विज्ञापन पट पर कर की दरें

1. भूमि, दीवाल और भवन, सार्वजनिक स्थलों और सड़कों पर विज्ञापन या विज्ञापन पट के निर्माण और प्रदर्शन के लिये—

वर्गीकरण श्रेणी	देय वार्षिकर (प्रति वर्ग मीटर)

2. यदि इस प्रकार के विज्ञापन या विज्ञापन पट विद्युत अथवा इलेक्ट्रॉनिक प्रकाश युक्ति द्वारा प्रतिबिम्बित हों तो मद (1) में विनिर्दिष्ट दरों पर 50 प्रतिशत अतिरिक्त दरें होगी।
3. (1) शक्ति चालित चार पहिया वाहन एवं अन्य पर सचल विज्ञापन (सड़क प्रदर्शन को छोड़कर)

वर्गीकरण	देय वार्षिक कर प्रतिवाहन / प्रति वर्ष
हल्का वाहन	
भारी वाहन	

- (2) सड़क प्रदर्शन (रोड शो) निम्नलिखित दर पर—

वर्गीकरण	देय वार्षिक कर प्रतिवाहन / प्रति दिन
(एक) तीन पहिया	
(दो) चार पहिया	
(तीन) छः पहिया	

4. विद्युत तथा अन्य खम्बों पर विज्ञापन पट —

वर्गीकरण श्रेणी	देय वार्षिकर (प्रति वर्ग मीटर)

5. पोस्टर (प्रति सैकड़ा)
6. परचा (प्रति हजार)
7. पताका (बैनर) (प्रति बैनर)

8. विद्युत या इलेक्ट्रानिक युक्ति/परिवर्तनशील संदेश चिन्हों सहित प्रदीप्त चिन्ह –

वर्गीकरण श्रेणी	देय वार्षिकर (प्रति वर्ग मीटर)
9. गुब्बारे :	रु0/—प्रति दिन
10. छतरी :	रु0/—प्रति दिन
11. एकस्तम्भ :	मद- 1 के अनुसार
12. अन्य प्रकार के विज्ञापन :	मद 4 के अनुसार

स्पष्टीकरण:

1. इस अनुसूची में विनिर्दिष्ट कर की दरें अनुवर्ती वित्तीय वर्ष जिसमें यह नियमावली प्रवृत्त हुई हो, के दो वित्तीय वर्षों की समाप्ति के बाद दस प्रतिशत तक बढ़ी हुई समझी जायेगी। तत्पश्चात् इसी प्रकार की वृद्धि प्रत्येक दो वित्तीय वर्ष की समाप्ति के पश्चात् प्रभावी होगी।
2. स्पष्टीकरण (1) के अन्तर्गत वृद्धि की गणना के उद्देश्य से रूपये का कोई भाग छोड़ दिया जायेगा।
3. कर अग्रिम रूप से संदेय योग्य होगा।
4. यदि किसी वित्तीय वर्ष में विज्ञापन की अवधि 6 मास से अधिक नहीं होती है तो विनिर्दिष्ट वार्षिक कर की दर पचास प्रतिशत कम कर दी जायेगी।
5. यदि कोई विज्ञापनकर्ता किसी विज्ञापन को 3 माह से अधिक अवधि के लिये प्रदर्शित करना चाहता है तो नगर आयुक्त निदेश दे सकता है कि कर मासिक आधार पर आगणित होगा किन्तु एक किश्त में वसूला जायेगा।
6. कर के सभी अवशेष अधिनियम के अध्याय इक्कीस के अनुसार वसूली योग्य होंगे।

Annexure 5.6

**The Uttar Pradesh Municipal Corporation
(Construction Maintenance and Operations of
Parking Lots) Rules 2013**

No-----
Dated, Lucknow-----

The following draft rules which the Governor proposes to make in excises of powers under sub section (9A) of section 114, subsection (1) of section 540 and section 124 read with section 550 of the Uttar Pradesh Municipal Corporation Act 1959 (UP Act No II of 1959) is hereby published as required by subsection (2) of section 540 of aforesaid Act for information to all concerned with a view to inciting objections and suggestions in respect thereof .

Objections and suggestions if any shall be sent in writing , addressed the Pramukh Sachiv Nagar Vikas Anubhag-9 Bapu Bhawan, Lucknow. Only such objections and suggestions which are received within thirty days from the date of this notification in the Gazette, shall be taken into Consideration.

THE UTTAR PRADESH MUNICIPAL CORPORATION (Construction Maintenance and Operations of Parking lots) Rules 2013

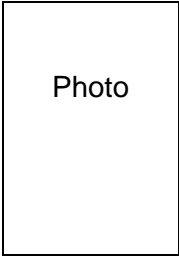
sort title, extent and Commencement	1	(1) (2) (3)	These rules may be called The Uttar Pradesh Municipal Corporation , Maintenance and Operations of Parking Lots Rules 2013. They shall apply to every Municipal Corporation in Uttar Pradesh. They shall come into force with effect from the date of their publication in the Gazette.
Definition	2	1	In these rules unless there is anything repugnant in the subject or context-
		(i) (ii) (iii) (iv) (v)	“Act “means the Municipal Corporation Act 1959. “Parking lot” means such authorized and identified piece of Land or building or structure or place where vehicles may be parked. “Vehicles” means a wheeled conveyance . Capable of being used on street and includes a bicycle tricycle or motor vehicle as defined in the Uttar Pradesh Motor vehicles Taxation Act 1997 (UP Act No 21 of 1997) “Fee” means a price or charge which is collected against a service or facility or work provided for. “Operator” means a person institution tender contractor, agency or service provided who is authorized under rules by competent level to maintain, manage the parking lot and to realize the fee or user charges.
		2	Words and impression used but not defined in these rules, shall have the meaning assigned to them in the Act.
Prohibition	3		No person shall park any vehicle or get the vehicles parked on any road, road pavement, footpath or public place other than parking places identified and authorized by the Municipal Commissioner.
Arrangement of Parking Place	4	(1)	The identification and development of parking places as required may be done on various places in the city by the Municipal Corporation .

		<p>(2) Capacity development and proper maintenance of existing parking places shall be ensured.</p> <p>(3) Construction of multi level parking , increasing of their number and floor height as required shall be done.</p> <p>(4) The construction of under ground parking places under the parks shall so be done that approximate 90% part in the parks on the ground shall be green fields and their development and maintenance shall be ensured.</p> <p>(5) For parking places, alternate spots as under the flyovers wherever suitable, parking arrangement along with green belt, place for markets and fares, open public spaces and like wise other places whenever they are not in use of their above purposes may be utilized for parking in fixed period.</p> <p>(6) Review of parking standards for commercial and mixed land use and provision of authorized parking on suitable streets may be considered.</p> <p>(7) Adequate parking lots shall be ensured in all public commercial and institutional buildings.</p> <p>(8) Parking fee or user charges may be recovered for the vehicle parked in the night on the public roads and public places in front of residential or commercial houses.</p> <p>(9) The provision of the development of parking lots on the basis of private sector participation shall be considered .</p> <p>(10) whenever any development plan in the urban area is framed or lay out is prepared or sanctioned or any work of such type is performed by the Development Authorities, Developers , Bodies or any type of institutions , adequate parking facilities shall be ensured.</p> <p>(11) "Park and Ride " facilities shall be provided at main spots of public transportations.</p> <p>(12) Privatization of parking arrangements shall also be considerable. to minimize the pressure on parking arrangements operated by the Municipal Corporation.</p> <p>(13) Mixed land use in the urban area should be encouraged so that the construction of work place in residential areas, and availability of commodities of daily uses may be ensured by which vehicles for going one place to another and need for parking may be minimized.</p> <p>(14) By Providing mass transportation and metro facilities etc. and discouraging the uses of private vehicles, parking demand may be minimized.</p> <p>(15) Seeking license from the Municipal Corporation for public parking , parking arrangements may be ensured near railway stations , schools , colleges, hostels factories, commercial buildings and other non residential buildings or at place of the city.</p>
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Operation of parking lots.	5	(1) (2) (3) (4)	<p>Proper maintenance of parking lots developed by the Municipal Corporation shall be done by the Municipal Commissioner or any person, institution, agency or service provider authorized by him.</p> <p>It shall be lawful for the Municipal Commissioner to maintain, operate manage, regulate and recover user charges of parking lots in any one or more of the following modes-</p> <ul style="list-style-type: none"> (i) by public sector participation agreement. (ii) by public auction. (iii) by inviting tenders (iv) by own sources of the local body. (v) by other modes as Municipal Corporation or the State Government prescribe. <p>The determination of terms and conditions for any of the mode mentioned in sub rule(2) shall be specified by the Municipal Corporation and application shall be received in the prescribed form specified in Form -1</p> <p>Other detail terms, and conditions, restrictions, informations, securities, procedures and other required directions may be specified by the Municipal Corporation.</p>
Demarcation of Limit	6	(1) (2)	<p>Demarcation of the limit of every parking place shall be done and limit indication signs shall be erected.</p> <p>Use of parking out of prescribed limit shall be punishable.</p>
Determination of rates.	7	(1) (2) (3) (4)	<p>Determination of the parking rates shall be done by the Municipal Corporation and amendments, alterations and additions of rates as required from time to time may be done.</p> <p>After classification of various areas of the city, category wise separate rates of parking in separate category may be decided , keeping in view the peak hours , non peak hours density of area and commercial activities etc.</p> <p>Rates of parking fees shall be displayed in the proforma specified in Form-2, on the board measuring minimum 4 feet x 2.5 feet on any visible place in legible letters.</p> <p>It shall be ensured that the parking fee rate board may not be defaced with any paper, colour or otherwise .</p>
Granting License for parking Lots	8	(1) (2) (3) (4) (5) (6)	<p>Licence in the Municipal limit may be granted for management , operation , regulation and maintenance of public parking and for recovery of user charges under restrictions and conditions prescribed by the Municipal Commissioner or any officer authorized by him in this behalf.</p> <p>Licence fees and other charges shall be recovered at the rates as are fixed by the Municipal Corporation time to time.</p> <p>The licence shall be effective only for the period for which it was granted.</p> <p>The licence granted shall not be transferable .</p> <p>After expiry of such period for which the licence was granted the licence holder shall not be able to operate any kind of parking over there.</p> <p>Vehicles shall be parked symmetrically so that it may not cause</p>

		(7) (8) (9) (10) (11)	<p>in convenience to come out other vehicles from parking place.</p> <p>In the public interest, the Municipal Commissioner shall have the right to suspend or cancel the licence even before the expiring of the period.</p> <p>Proper maintenance and management shall be done by the licence holder.</p> <p>It shall be the responsibility of the licence holder to pay attention towards, cleanliness and health conditions of the premises falling under parking place.</p> <p>Other terms and conditions specified by the Municipal Corporation shall be followed.</p> <p>Any kind of breakages or damages at parking place shall be compensated by the operator.</p>
Power to remove terminate parking place.	9		If any person, institution , agency, partner, contractor or operator operates parking functions in contravention of the provisions of these rules or causes contrary to public interest and safety the Municipal Commissioner or any officer authorized by him in this behalf may get the same removed or stopped or may take any other decision as he thinks fit.
Declaration of prohibited area	10		The Municipal Commissioner or the State Government or the central Government may declare any of area or ward prohibited for construction, development or operation of parking lots.
Enforcement	11	(1) (2) (3)	<p>Penalty against unauthorized and wrong parking may be decided by the Municipal Commissioner or any officer authorized by him this behalf.</p> <p>In continuation of sub rule (1) vehicle removal charge may also be recovered.</p> <p>Penalty against the vehicles parked unauthorized on public road, footpath or other public places may be imposed or other penal action may be taken by the Municipal Commissioner or any officer authorized by him in this behalf.</p>
Penalty and composition of offences	12	(1) (2)	<p>Any contravention of the provisions of these rules shall be punishable with fine which may extend to five thousand rupees .</p> <p>Not with standing anything contained in sub rules (1) any offence punishable under these rules may be compounded by the Municipal Commissioner or any officer authorized by him in this behalf on realization of the amount of the fine fixed for the offence.</p>

FORM –A
(see rule 5(3))
Application for allotment of parking place



- 1-Name of parking lot-----
- 2-Name of the applicant and Name of the father-----
- 3-Number of PAN CARD and Mobile Number-----
- 4-Address for correspondence -----
- 5-Local Address -----
- 6-Maxmum amount ----- in words-----
- 7-Details of Bank Draft /Banks name/cash attached -----
- 8-Details of Band Draft/ Bank name /Cash regarding application fee-----
- 9- Not-(1) To attach attested photograph and character certificate of the applicant is compulsory.
(2) Applicant will have to furnish a certificate that he had read all terms and conditions and limit prescribed by the rule Municipal corporation or Municipal Commissioner and fully accepted .

Signature of Applicant

Date:

FORM -2
(see rule 7(2))

1-Name of Nagar Nigam-----

2-Name of Parking Lot-----

3-Name of the operator -----

4-Mobile Number -----

5-Rates of Parking fee-----

1-Car and Four wheeler -----

2-Scooter/Motor Cycle -----

3-Bicycle-----