



SELECTION OF CONSULTANCY FIRM FOR PREPARATION OF COMPREHENSIVE MOBILITY PLAN FOR RANCHI UNDER URBAN INFRASTRUCTURE & GOVERNANCE (UIG)-JNNURM



JNNURM

June, 2009

URBAN DEVELOPMENT DEPARTMENT,
GOVT. OF JHARKHAND,
4TH FLOOR, PROJECT BHAWAN, DHURWA, RANCHI- 834004

1. BACKGROUND

Ranchi :

Introduction

'Ranchi' the Capital City of the newly formed Jharkhand State, which is known for its rich deposits of minerals, water falls, rivers, streams, lakes, dams and forests. Ranchi situated on the Chotanagpur Plateau, located at 23'23" N latitude & 85'23" E longitude. The capital lies 2140 ft. (avg. 645m) above MSL, on undulating topography. It has a moderate climate where the summer temperature ranges from 20° to 37° and from 2.8° to 23° during winters. The humidity ranges from 39% to 86%, average annual rainfall recorded is 1530mm.

History

The Ranchi district was formed in 1899, it was named after a small village, which now comprised within the headquarters station. The district was earlier known as Lohardaga, which came into existence after the creation of the non-regulation South-West frontier as a result of the Kol rising in 1831-32.

In ancient times the district of Ranchi and the neighbouring parganas were in the possession of Munda and Oraon tribes and were known to Aryans as Jharkhand or the 'forest territory'. Birsa Munda, played a prominent role in the history of Ranchi, he appeared as a great socio-religious leader in 1895, during the Sardari Agitation for refusal to pay rent to landlords. His teachings were partly spiritual, partly revolutionary. He proclaimed that the land belonged to the people who had reclaimed it from forests, and therefore, no rent should be paid for it. He asserted that he was the Messiah and claimed divine powers of healing. Birsa's crusade brought about an armed rising of the deluded peasantry which was quickly suppressed. He is revered as Birsa Bhagwan. Main tribes living in the city are Oraon and Munda; they speak Hindi, Nagpuri, Oran, Mundari & Kumali.

The Density

In 1991 the total municipal area was about 173 Sq.Km, with a population density of 3464 person / Sq.Km (35 person / Ha). The population of the town estimated to have increased to 10.20 Lac by 2006, has increased to a corresponding population density of 6013 person /Sq.Km (60 person / Ha). This is evident in the considerable vertical growth of the city core areas, and the growth along the main regional links (NH-33, NH-75, and state highways).

The immediate reach of the city has gone beyond the municipal limits, which is evident on the Ramgarh Road (NH-33) & Ratu Road (NH-75) with high-end medical facility, educational institutions, housing and roadside commercial activities sprawling along the roads.

Traffic and Transports

Ranchi has developed along the major regional linkages in a radial pattern in the past. There has been a commendable effort in the recent years to improve the pavement conditions of major roads and roads under RMC. The primary concern in this sector is decongestion, improvement of the traffic speed, Mass transit system, canalisation of traffic, improvement of road appurtenances, traffic discipline, to cater to the ever-increasing number of vehicles in the city, which will be doubled by the next 5 years.

Regional linkages

Ranchi is well linked to other parts of the state and India, by Road, Rail & Air. NH-33 which passes through Ranchi city, connecting in north to Hazaribagh, Dhanbad and further to UP and Delhi, in south-east to Jamshedpur, Orissa & Kolkata. NH-75 connects the city in west to the western part of the state and further to Bombay. NH-23 connects the city in south-western direction to Chattisgarh.

Road Network in the city

Ranchi has developed along with all major roads and regional linkages in a radial pattern in the past. The commercial activity predominantly have developed along the north-south Main Road (the major artery of the city), beginning at the Upper Bazar at north-west, Administrative offices at north, Commercial centres along the central spine, Administrative office at the south & south-east, culminating to self sufficient Industrial Area (HEC, HSL) at the south-west end as seen on the Proposed Master Plan of Ranchi - 1983, by RRDA.

A Traffic Volume Count Survey has been conducted in the city to understand the characteristics of the traffic at critical locations. The list of which is with the road map below. The detailed road map of Ranchi has been developed from satellite imagery for better understanding of landuse and road density. The traffic speed on the Main Road is very slow particularly during the peak hours as per the survey the width of the main artery and roads in the city is 10 to 25 meters and the width of other major roads is 5 to 10 meters.

The area of the city is 173 Sq.Km, and in 1981 the road length per 1000 population in Ranchi was 0.26 km only and the road length per 100 sq. km. of area it is 72.53 Kms. In 2006 Ranchi has total of 559 Km road length³⁴. The 14 roads identified as main traffic carrying corridors by PWD has a total length of 89 Km, build & maintained by PWD as shown in the previous map. The rest 470 km roads constitute the sub-arterial and colony roads, build & maintained by RMC.

Present Public transport system

Main modes of public transport within the city are cycle-rickshaws and auto-rickshaws. There is neither Public Transport System nor Rail based Multi Model Transport System (MMTS). Three and seven seated autos acting as the Para transit contributing to nearly 12% of the transport demand. Private vehicles (two and four wheelers) mode share is about 85% of the total vehicular traffic. However, some passengers use the inter-city bus services for travelling between the city bus stand and the peripheral areas within the city.

The auto-rickshaws, however, also provide a bus like service on fixed routes, particularly on the main road. On an average six passengers share an auto-rickshaw and pay a fixed rate per seat. Per seat fare goes up if the number of passengers is reduced on demand. Cyclickshaws provide personalized service, particularly between the auto-rickshaws stand and residential areas. Besides providing the feeder service, cycle-rickshaws are also available for door-to-door taxi like service for relatively short distance journeys.

It is not easy to assess the level of public transport supply in the city as different modes are operating which are not strictly comparable in terms of seating capacity, travel time and cost incurred by the operators and the users.

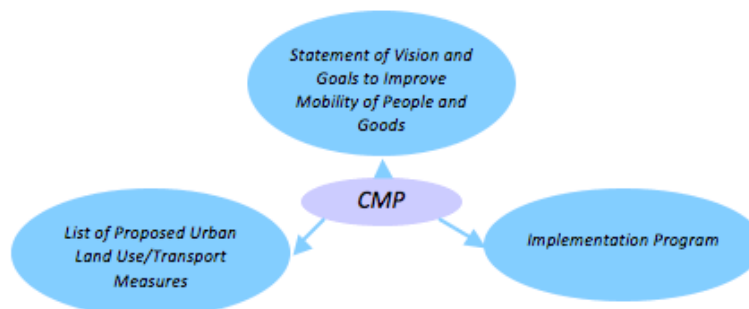
The Role of Private, Intermediates and Mass Public Transport.

In Ranchi share of private transport is very low at 41.4 per cent. It is important to note that Ranchi has a large number of factory and school buses which meet significant proportion of the demand for work and education trips, which allows the use of private transport to remain low. The factory buses are either subsidized or are not meant for making profit, therefore, charge low fares, which makes them attractive to the commuters. These buses fill in a gap created by the absence of a Mass Transit System like bus. A few trips which appear in the Bus / MTS category in the tables of this section are made on inter-city buses.

Objectives of CMPs

The ultimate objective of a CMP is to provide a long-term strategy for the desirable mobility pattern of a city's populace. To achieve this objective, the following are the main objectives:

- i. To provide a long-term vision(s) and goals for desirable urban development in each city;
- ii. To illustrate a basic plan for urban development and include a list of proposed urban land use and transport measures to be implemented within a time span of 20 years or more; and
- iii. To ensure that the most appropriate, sustainable and cost-effective implementation program is undertaken in the urban transport sector.



Objectives of a CMP

2. SCOPE OF WORK

The scope of work and deliverables of the CMP for Ranchi will be as per the Guidelines and Toolkits for Comprehensive Mobility Plan (CMP) prepared by Ministry of Urban Development (MoUD), Government of India, which is annexed herewith.

3. STUDY DELIVERABLES AND PAYMENT SCHEDULE

Deliverables

The study is to be completed within 6 months. The deliverables are listed below. The consultant may also submit working papers for comment as required.

Sl. No.	Deliverable	Submission date maximum No. of Months from Start of work	No. of copies
1.	Inception Report & Detailed Work Plan	3 weeks	6
2.	Interim Report	7 weeks	6
3.	Draft Final report	10 weeks	10
4.	Final CMP with Executive summary	4 weeks	20

A soft copy including database material (in PDF and Word/Excel/PPT/Dwg format) shall be submitted with each of the above.

Inception Report and Work Plan: This report shall cover Task 1 and provide the consultants' initial assessment; a review of problems encountered (if any) and proposed solutions and confirmation of the work plan for the remainder of the study.

Interim Report: This report shall cover Task 2 (Data Collection, Analysis of Existing Urban Transport Environment and Development of Transport Model) and will detail the necessary surveys/studies, data collection and analysis for the short term traffic management plan and proposals that need to be implemented. The report shall also contain conceptual insight for the medium/long term.

Draft Final CMP: This shall contain the Comprehensive Mobility Plan (Tasks 4) and recommendations. The Interim Report database and traffic model shall be included as an Annex, updated if required.

Final CMP and Executive Summary: This shall contain the final CMP and an Executive Summary including responses to comments from the Ministry of Urban Development. Report formats shall be proposed in the Inception Report and after agreement with the client, subsequent reports shall be submitted in the agreed format. A sample table of contents for the CMP is given in Module 1 (CMP Toolkit).

Procedure for Submission of Bids:

Bids are to be submitted in two parts.

Part I - would comprise of the technical bid, which would include:

- Organizational profile and annual report including financial report.
- Experience of having undertaken similar assignments.
- Experience of having worked under the JNNURM scheme of the Government of India and ULBs in similar assignment. Experience to be supported by Project Completion Certificates/ Work Orders etc.
- CVs of key resource persons proposed to be associated with the preparation of the CMP.
- A detailed approach and methodology proposed to be used in developing the CMP.
- Broad structure of the CMP report to be submitted
- Work Plan & Time frame for the completion of the CMP and submission of the report.
- Information regarding any litigation, current or during the last five years in which the agency has been involved.

Part II - would be the financial bid and would cover the following:

Lump sum fee and schedule of payments to undertake the preparation of the comprehensive mobility plan (CMP)

The rate should be quoted in both figure and words.

Bidders should quote rates exclusive of service tax. The service tax amount, as applicable, shall be paid by the client.

The bids would have to be submitted in separate sealed covers super scribed “**Technical Bid**” and “**Financial Bid**” respectively and both envelopes kept in a single envelope marked “**Bid for preparing CMP for the city of Ranchi (Jharkhand)**” and should be addressed to :

**Officer on Special Duty,
Greater Ranchi Development Agency Ltd.,
3rd Floor, Pragati Sadan(RRDA Building),
Kutchary Chowk, Ranchi- 834001.**

The cover should clearly indicate the name of the organization submitting the bid.

Other Conditions:

This document of detail terms of reference and other conditions will form a part of the proposal and should be submitted duly signed by the applicant on every page to be submitted with technical bid.

- All documents should be in English.

- Bids submitted through Email will not be accepted.
- Bid documents should be submitted in the office of the **OSD, Greater Ranchi Development Agency Limited (SLNA - State Level Nodal Agency for JNNURM) 3rd floor, Pragati Sadan(RRDA Building), Kutchary Chowk, Ranchi up to 30-09-09 till 4:00 PM and will be opened on same day at 4:30 PM.**
- **Pre-bid meeting shall be held on 17-09-09 at 11:00 A.M. in Conference Hall of Greater Ranchi Development Agency Limited (GRDA), 3rd floor, Pragati Sadan (RRDA Building), Kutchary Chowk, Ranchi-834001.**
- All type of taxes will be applicable to the consultant and will be beard by the consultant.
- Consultant should have a local office at Ranchi/Dhanbad/ Jamshedpur(UA) during the execution of assignment so that regular communication can be established.

Evaluation criteria

Once the technical proposals have been evaluated, a short list of technically qualified bidders would be prepared and then only the price bids of these bidders would be opened. The criteria to be used in the evaluation of the technical bids would be an assessment of the;

Sl. no.	Criteria	Weightage
1	Company Profile and Background including financial strengths	10%
2	Experience of the Firm	20%
2(i)	Experience of the Firm in carrying our similar assignments and in working with ULBs and under the JNNURM programme of Government of India	10%
2(ii)	Experience of the firm in carrying out similar study – preparation of CMP	10%
3	Approach and Methodology	50%
3(i)	Understanding of Objectives	10%
3(ii)	Quality of Approach and Methodology	30%
3(iii)	Work Program	10%
5	Qualification of key staff/ CVs of Expert	20%
	Total(1+2+3+4+5)	100%

Bids Scoring more than 75% marks will qualify for the next stage: i.e. opening of the Financial Bid. Financial proposal of only such bidders will be opened which obtains minimum qualifying marks/standards of 75 % prescribed for the technical proposal.

Evaluators of technical proposal shall not have access to the financial proposal until the technical evaluation is concluded.

The financial bids of only those agencies shall be opened whose technical evaluation meets the minimum qualifying benchmark. The Financial bids of other agencies that do not secure the minimum qualifying marks shall be returned unopened.

The lowest financial proposal (F_M) shall be given a financial score (S_F) of 100 points. The financial score (S_F) of the Financial Proposals will be determined using the following formula:

[$S_F = 100 \times F_M / F$, in which S_F is the financial score, F_M is the lowest price, and F is the price of the proposal in Rupees under consideration]

Proposals will be ranked according to their combined technical (S_T) and financial (S_F) scores using the weights (T=the weight given to the Technical Proposal; P=the weight given to the Financial Proposal; T+P=1). **The weights given to the technical and financial proposals will be T=0.70, and P=0.30.**

The total combined score shall be calculated using the following formula;

$$S = S_T \times T + S_F \times P$$

Payment Schedule

Payment shall be made according to the following Schedule, which is based on the submission of deliverables.

Sl. No.	Submission/Acceptance of:	Payment as % total
1.	Inception Report & work plan	10%
2.	Interim Report	15%
3.	Draft CMP	20%
Sub Total		45%
4.	Acceptance of Draft CMP	20%
5.	Acceptance of final CMP and Executive Summary*	35%
Total		100%

***Note: Acceptance of final CMP shall mean final approval by the Govt. of India.**

4. INFORMATION ON FIRM AND PROPOSED STAFFING

The consultants shall provide details of relevant experience in carrying out similar work along with a copy of client certificates/testimonials. CVs for proposed staff should be included with the Technical Proposal. Staff should have experience in the following disciplines:

- (i) Team Leader/Urban Transport Planner
- (ii) Public Transport Planner
- (iii) Land Use Planner
- (iv) NMT Planning and Traffic Management Specialist
- (v) Highway Engineer

- (vi) Traffic Survey and Modeling Specialist
- (vii) Environmental and Social Expert