

Sector	Urban Development
Sub - sector	Urban Development
Profile No.	UD-03
Project Title	Canal based Mass Transit Corridor - Surat

Project Rationale

Surat, having population of more than 3 million, is the second highest populated city of Gujarat. The total geographical coverage of Surat is about 148 square kilometres. With the current pace of population growth, it is estimated that the population of the city would be the highest in the State by 2020. The city's growth is hampered due to absence of Airport, Outer Ring Road and Mass Rapid Transportation system.

The absence of Mass Rapid Transport System has led to an increase in vehicles, which has resulted in the congestion, pollution (air and noise), higher accident rates, parking on streets, etc.

There is absence of smooth and free flow traffic corridor due to the natural organic growth of the city and its geographical profile. This has resulted into the haphazard traffic pattern in the city. In order to tackle the problem, there is a need for development of a traffic corridor which passes across the major cross sections of the city.

In order to rectify this problem of traffic congestion, SMC has initiated efforts to develop a transit corridor across the existing canal passing through the city, which is having potential for development as a mass transport corridor. The total length of canal in Surat Urban Development Authority (SUDA) limit is approximately 32 kilometres. As this canal passes through the major important cross sections of the city, this corridor could provide an effective MRTS to the city of Surat. This corridor could cater to the transport requirements of South – West, South and Eastern part of the city. This corridor could also supplement the transport requirements of rest of the city and outside city limits as well.

The proposed Canal based Mass Transit corridor project is based on the following rationale:

Public Private Partnership – The project is envisaged as a public private partnership project. The project can be taken up by private sector either on BOT or BOOT basis. The funding would also be available from Central / State Government.

Self Sustainability – The surrounding areas (also known as Impact area) of MRTS would be benefited due to commercialisation.

High Density Zone – The impact area could be allowed for an additional chargeable FSI.

Phased Development – In order to make the project viable and sustainable, the project needs to be developed in phases.

Project components / Phases

The total length of canal in Surat Urban Development Authority (SUDA) limits is approximately 32 kilometres. MRTS would have the intersections at major areas of the city.

A clear 60 meter right of way has been proposed, which would consist of:

- 11 meter wide main carriage way on either side (3 lane)
- 11 meter wide median between main carriage and service road on either side

- 11 meter service lane on either side
- 3 meter foot path on both edges of the right of way
- Central 7.5 wide carriage way for future expansion of elevated MRTS

Project is proposed to be developed in Phases:

- Development of roads – which involve conversion of existing canal roads on both sides into high quality cement concrete roads with all street furnitures.
- High density zone – this area would have to pay an extra charge for the benefits accrued.
- Introduction of high speed and quality bus transport system – which would encourage private operators for Memorandum of Understanding once good quality roads are developed. The civic authority may contract out maintenance and operations of these services to private operators.
- Transition from bus to rail based MRTS – success of bus transport system would generate economic growth around the urban areas, which would meet the demand for more speedy transportation. The bus service at the canal corridor can be replaced by elevated rail transport system.

Major intersections

The major intersections of the proposed project are:

1. Udhna Magdalla – City light road junction
2. Agriculture university road junction
3. St. Xavier's road junction
4. Bhatar road junction
5. Bhrankumari road junction
6. Hedgewar road junction
7. Surat Navsari road junction
8. Bhathena junction
9. Bharatnagar railway junction
10. Anjana junction
11. Ambedkar Vasahat junction
12. Dhumbhai WDC junction
13. Dhumbhai gamtal road junction
14. Model township junction
15. Bardoli road octroi naka junction
16. Transport godown junction

Project cost

- Without elevated rail based MRTS – INR 4,000 million (US \$ 89 million)
- With elevated rail based MRTS – INR 10,000 million (US \$ 222 million)
- For complete SUDA area – INR 20,000 million (US \$ 444 million)

Agencies to be contacted

Surat Municipal Corporation

Gujarat Urban Development Company Limited

Industrial Extension Bureau

Mott MacDonald India