



Urban Policy Unit
Planning & Development Department
Government of Khyber Pakhtunkhwa
30-A, Jamaluddin Afghani Road, University
Town, Peshawar



TERMS OF REFERENCE (TOR)

PUBLIC TRANSPORT INFRASTRUCTURE IMPROVEMENT STUDY

Introduction:

The Government of Khyber Pakhtunkhwa (KP) is aware of the social, environmental and economic costs of growing car use in urban areas. Mainly poor people are affected due to no travel choice but to use the existing public transport like buses, vans and rickshaws. This private public transport is not easily accessible, reliable and has no safety. There are no segregated lanes for buses except a few vaguely defined bays located very close to the intersections that create safety and operational issues at the intersections.

Roads play a critical role in meeting the transport needs of KP community and are one of the pillars of the economy. However, urban areas that are dominated by road infrastructure to accommodate high car usage generally suffer from poor amenity levels and congestion. Allowing high dependency on private cars and rickshaws for travel often reduces accessibility and significantly impacts on the environment.

The Government of Khyber Pakhtunkhwa (KP) through the Urban Policy Unit P&DD has organised this study with the assistance of USAID as donor, to hire a consultant delivering in accordance with the best international practices for the tasks mentioned below.

Objectives:

The key objectives of the study are:

- Undertake a detailed study of the existing public transport infrastructure and modes of travel in Peshawar City based on various service parameters
- Review and assess the current service quality of the existing modes of travel in these cities.
- Investigate and pinpoint the deficiencies/barriers in the existing public transport infrastructure and how it impact commuters mobility and accessibility to the existing services.

Scope of Work:

In order to undertake a comprehensive assessment and investigation of the existing public transport infrastructure and the modes of travel in Peshawar City, the following tasks need to be carried out.

Tasks:

1. A full scale study and analysis of the existing public transport infrastructure and the modes of travel shall be carried out to investigate public perception of the current services' quality and adequacy. It should also comprehend
 - a) The services offered/maintained by all types of public transport modes for their particular adopted/operated routes. The services to investigate should include:
 - i) Frequency
 - ii) Times of operation (including peak/off-peak hours)
 - iii) Schedule (timetable)
 - iv) Walking time/distance to the bus stop/service access point

- v) Comfort level or convenience
 - vi) Passenger information system
 - vii) Safety and security
 - viii) Fare structure and affordability levels
- b) Fleet details of public transport modes with regards to their route of operation including
- i) Number
 - ii) Type of fuel used etc.
- c) Any feeder modes and services operating in the city
- d) Passenger ridership for each mode
- e) Percentage share of each mode

Public transport surveys need to be carried out to collate the relevant information and get better understanding of the existing public transport infrastructure, service standards, passenger demands and travel pattern of the commuters. The surveys should be undertaken on week days and weekends covering the identified public transport corridors. The surveys should include the following but not limited to:

- Household Interview Survey (HIS)
- Cordon Survey
- Traffic Count Survey
- Public Transport User Interview Survey
- Travel Speed Survey
- Bus Occupancy Survey
- Parking Survey
- Road Inventory Surveys
- Willingness to Pay Survey

2. Determine passenger catchment areas and the population served by each route through GIS based Network Analysis by taking into consideration socio-economic characteristics, population densities and availability of services along each route.

3. Determine the accessibility and mobility offered by the existing services using the standard Public Transport Accessibility and operational efficiency matrix.

4. Assess the passenger demand and workout the size (minimum or maximum) of the fleet (High Occupancy Vehicle / Low Occupancy Vehicle) required on each route. Compare the actual demand and the number of buses/vans required with the existing services in operation.

5. Evaluate the existing public transport infrastructure including route alignment, bus stops and terminals etc. to identify the deficiencies in the infrastructure.

6. Identify key stakeholders involved in the public transport operations (including relevant government agencies, transport operators, public transport drivers and user groups etc.).

7. Develop plans for public transport network and operations, the plans shall address but not limited to the following:

- Existing and future forecast of passenger demand along each identified route
- Optimising the service quality and reducing travel time to enhance efficiency of the network
- Identify service operation and scheduling needs of the public transport e.g. stopover, turnaround and maintenance facilities at the terminals/interchanges

- Identify future public transport infrastructure needs and come up with a concept design for the bus stops, terminals and dedicated lanes that can be adopted for standardisation in terms of service delivery.

8. Consult with decision-makers and key stakeholders on the findings of the above assessments and present the findings in the form of an information package appropriate for a workshop/seminar for decision-makers.

Deliverables:

The assignment is expected to last for about 24 weeks (approx. 6 months), assuming no more than 2 weeks for each review and comment period between deliverables. Each payment would be in cumulative percentage based on satisfactory receipt of an acceptable deliverable. The main deliverable after signing the contract are summarised below:

S.No	Title of Deliverable	Schedule of submission
1	Inception Report to include report that will contain final methodology, including questionnaires, survey forms, analytical tools and strategy of conducting the study. Consultant shall be required to make a Presentation	Within maximum of 4-weeks of signing the contract
2	Interim Report of survey/data collection and discussions. output analysis (as per TORs and focusing on TASK 1 to Task 6)	Within maximum of 12-weeks of approval of inception report however a progress report to this affect shall be submitted on fortnightly basis
3	Seminar/work shop for all stakeholders/decision makers, till finalisation/conclusive Proposals, recommendations and feedback analysis to go forward (TASK 6, but not limited to that)	Within maximum of 2-weeks of approval of midterm report
4	Draft submission of Final Report on Public Transport Infrastructure to be followed by feedback of stakeholders and recommendations (TASK 7 and 8, but not limited to that)	Within maximum of 3-weeks of conducting seminar for stakeholders. Progress report to this affect shall be submitted on weekly basis
5	Final Report. Consultant shall be required to make a Presentation	Within maximum of 3-weeks of approval of draft final report

Notes:

- All the deliverables shall be evaluated and approved by the Technical Evaluation Committee, comprising experts nominated in accordance with the scope of TORs.
- Any delay on the part of client shall be excluded from the given time line of the assignment.
- Any delay on the part of Consultant shall be penalized.
- The consultant shall provide all data in both soft and hard form as follow:
- Four hard & soft copies of inception report
- Four hard & soft copies of data report
- Four hard & soft copies of each draft report and consolidated draft report
- Fifteen hard & soft copies final report and soft format.
- Payments are subject to approval of the report/ reports against each deliverable.

Key Personnel and Staff- Month Rate

Position	Qualification	Staff Month	Minimum Experience
Team Leader	PhD/MSc	6	15 years
Highway Engineer	MSc	6	8 years
Traffic Engineer	MSc	6	8 years
Transport Engineer	MSc	6	8 years
Chief Surveyor	B.Sc/Diploma	3	7 years
Assistance Surveyor	Diploma	3	7 years
GIS Specialist	MSc	6	5 years