

# NEW TOWN KOLKATA DEVELOPMENT AUTHORITY

(A Statutory Authority Under Government of West Bengal)  
3, Major Arterial Road, New Town, Kolkata - 700 156

Memo No :- 691 /EE II/NKDA/2016-17

Date: 07.,02.2017

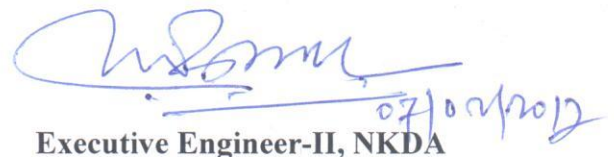
## **INVITATION FOR EXPRESSION OF INTEREST (EOI) FOR CONSULTANCY WORK FOR THE COMPREHENSIVE TRAFFIC SAFETY AND IMPROVEMENT PLAN FORMULATION FOR NEW TOWN KOLKATA DEVELOPMENT AUTHORITY AREA UNDER NKDA.**

New Town Kolkata Development Authority, A statutory Organisation, under Govt. Of West Bengal, intended to invite “Expression of Interest” from reputed Consultancy firm having proven experience in consultancy services for the comprehensive Traffic Safety & Improvement Plan for New Town Kolkata Development Authority.

For overview of the scope, pre-qualification criteria, terms and conditions of EoI and suggested response formats, please visit our website [www.nkda.org](http://www.nkda.org).

Interested consultancy firm should furnish their Expression of Interest serve with all necessary documents in a sealed cover along with the covering letter duly signed by an authorised signatory on or before 28.02.2017 by 15.00 hours at the following address.

**Dated: 07.02.2017**

  
Executive Engineer-II, NKDA

Address :  
Executive Engineer-II  
New Town Kolkata Development Authority  
01, MAR, New Town  
Kolkata – 700 056

## Table of Contents

### Part I: General Terms

1. OBJECTIVE OF EXPRESSION OF INTEREST (EOI) .....	5
2. EOI ISSUING AUTHORITY .....	5
3. TENTATIVE CALENDAR OF EVENTS .....	5
4. AVAILABILITY OF THE EOI DOCUMENTS .....	5
5. VENUE & DEADLINE FOR SUBMISSION OF PROPOSALS .....	6

### Part II: Scope of Services

1. PROJECT BACKGROUND .....	8
2. SCOPE OF WORK .....	8-9

### Part III: Bidding Terms and Pre-Qualification Criteria

1. CONDITIONS UNDER WHICH THIS EOI IS ISSUED .....	11
2. RIGHTS TO THE CONTENT OF THE PROPOSAL .....	11
3. ACKNOWLEDGEMENT OF UNDERSTANDING OF TERMS .....	11
4. EVALUATION OF PROPOSAL .....	12
5. LANGUAGE OF PROPOSALS .....	12
6. PRE-QUALIFICATION CRITERIA .....	12
7. RESPONSE REQUIREMENTS .....	12-13

### Part IV: Annexure – Response Formats

1. FORM I: COVERING LETTER .....	15
2. FORM II: GENERAL DETAILS OF THE ORGANIZATION.....	16
3. FORM III: FINANCIAL DETAILS OF THE ORGANIZATION .....	17
4. FORM IV: EXPERIENCE DETAILS .....	18

# **Part I: General Terms**



### **1. OBJECTIVE OF THIS EXPRESSION OF INTEREST (EOI)**

The project involves consultancy work for the comprehensive Traffic Safety and Improvement Plan New Town Kolkata Development Authority Area

### **2. EOI ISSUING AUTHORITY**

This Expression of Interest is issued by the Executive Engineer-II, New Town Kolkata Development Authority, a statutory organisation, under Govt of West Bengal, intended to invite “ The Expression of Interest” for **Comprehensive Traffic Safety and Improvement Plan New Town Kolkata Development Authority Area**. The department reserves the right to reject any or all the offer without assigning any reason.

### **3. TENTATIVE CALENDAR OF EVENTS**

The following table enlists important timelines for completion of bidding activities:

<b>Sl. No.</b>	<b>Milestone</b>	<b>Date and time (DD-MM-YYYY;hh:mm)</b>
3.1	Advertisement of Expression of Interest	07.02.2017
3.2	Last date for submission of EOI Response	28.02.2017 at 15:00 hrs
3.3	Opening of EOI Response	03.03.2017 at 15:30 hrs
3.4	Declaration of short listed firms	To be informed later

### **4. AVAILABILITY OF THE EOI DOCUMENTS**

EoI can be downloaded from the program website given on page no-1. The participants are expected to examine all instructions, forms, terms, project requirements and other details in the EoI documents. Failure to furnish complete information as mentioned in the EoI documents or submission of a proposal not substantially responsive to the EoI documents in every respect will be at the bidder's risk and may result in rejection of the proposal.

### **5. VENUE & DEADLINE FOR SUBMISSION OF PROPOSALS**

EoI Letters, in its complete form in all respects as specified in the EoI, must be submitted to EE-II, NKDA, at the address specified as given above.

EE-II, NKDA,, in exceptional circumstances and at its discretion, extend the deadline for submission of proposals by issuing an addendum to be made available on the Program’s website, in which case all rights and obligations of EE-II, NKDA.

# **Part II:**

## **Scope of Services**

**1. Scope of work :**

**The Consultancy firm shall be responsible for the following scope of work :-**

**Task 1 Confirm scope and time frame**

**Task 2 Collect Data and analyze Urban Transport Environment**

**Task 3 Prepare and evaluate Urban Development Strategy**

**Task 4 Develop Urban Mobility Plans**

**Task 5 Prepare Implementation Programme**

**Task 1 Confirm scope and time frame**

**The area covered by the CMP will be 14632 hectares and the planning horizons (long, medium and short term) shall be 2022, 2027, 2034 and base year shall be 2017.**

**Task 2 Collect Data and analyze Urban Transport Environment**

**Task 2-1 Review the city profile.**

**Prepare a brief profile of the CMP planning area from available documents including**

- Location
- Population and demographic data
- Land area
- Regional linkages
- Socio-economic data
- Environmental issues, such as natural conservation areas

**Task 2-2 Collect data and review Urban Transport System**

Collect and review all relevant reports, with particular attention to City Development plan. Data on socio economic characteristics, vehicle ownership, the transport network, transport policy and other available engineering parameters relevant to CMP shall be collected. All Other relevant information related to accidents, land use, planning, mapping, right of way on key corridor shall be collected. Any consistency or deficiency in the information shall be addressed.

In addition to above, the consultant shall collect the following items :

- Small scale maps land use maps
- SPOT satellite images
- Socio economic data

Prepare a database more specifically relative to land use and topography of the area. Of special importance in the process of traffic model development and generating engineering solutions is the evaluation of SPOT satellite imagery, providing an update picture of land use.

To review the existing urban transport system, the consultant should collect and review the following data and information, through literature review, interview survey and field survey.

- Existing studies reports and proposals
- Existing transport infrastructure
- Public transport
- Traffic safety and enforcement
- Institutional and financial situation
- Environmental and social condition

### **Task 2-3 Traffic surveys and inventories**

Traffic and other surveys, as defined below, shall be carried out in the forms of surveys, data collection, assessment, analysis and evaluation. The objective is to determine:

- Traffic flow and composition by link
- Assessment of level of service
- Vehicle characteristics for determination of vehicle operating costs

Proposed traffic survey locations should be identified during task 1 and be listed in the inception report ;

#### **Task 2-3-1 Manual classified counts**

Classified volume counts will be conducted at critical links and intersections for a period of 8 hours ( 4 in the morning and 4 in the evening) including the morning and evening peak hours. The following data will be collected :

- Category wise hourly flow
- Category wise hourly turning movements
- Variation in flow before, during and after the peak

#### **Task 2-3-2 Parking Survey**

Works and business centres, shopping complexes and tourist attractions are major generators of parking demand. Parking demand should be established by a manual count of each vehicle type where there is significant on street parking occurs. The survey will be conducted for a period of 12 hours continuously in such areas.



### **Task 2-3-3 Origin destination survey**

Origin destination survey will be conducted through roadside interviews on and outer condition i.e. major entry/exit points and on corridors where important activity locations are situated. The tentative number and locations survey stations, the survey time in hours per day will be confirmed after detail discussion with the client. The location and timings of the road side interviews will coincide with that traffic counts to facilitate adjustment of sampling. The information shall be obtained by trained enumerators supervisors and include type of vehicle, make, type of commodity carried, origin and destination, trip purpose, place of residence and employment of road user and frequency of travel.

### **Task 2-3-4 Speed and delay surveys**

These surveys will establish road capacity and extent of congestion on key sections to determine possible improvements, widening, intersections, traffic control, traffic management etc. The consultants shall carry out speed delay surveys in both peak and anti peak hour's directions during peak and off peak hours.

The free speed shall be observed and impact of the prevailing traffic on running speed during peak and off-peak hours for each section shall be established indicate the level of congestion. Typical delay and causes shall be identified.

### **Task 2-3-5 Mass transit and passenger's survey**

The survey will be conducted on routes within the city and at terminal areas for a period for 24 hours. The basic purpose of the survey will be to collect information regarding origin, destination, trip purpose, frequency of travel and other particulars. The random survey sampling technique will be adopted to survey the passengers and will cover all modes.

### **Task 2-3-6 Commuter survey**

Public and private trips by all modes which originate/terminate outside the city planning area with destination/origin within the city will be surveyed. The survey will be planned for 24 hours at railway stations and at another cordon.

### **Task 2-3-7 House hold survey**



This survey will collect data on travel characteristics of the house hold influencing trip making. The study area will be divided into zones. A sample size of a minimum of 2% households will be covered. Based on the survey, travel demand characteristics will be established.

**Task 2-3-8 Vehicle Operator's survey**

A sample survey of operators of taxis, auto rickshaws, and good vehicles along with slow moving goods vehicles will be conducted inside the city area with assistance from the vehicle owners associations. Information on vehicle and operating characteristics will be collected. In the case of slow moving goods vehicles, operating cost, socio economic characteristics of operators and routes of operation will be determined.

**Task 2-3-9 Terminal area survey**

This survey will collect information on movement patterns of persons/goods at major terminal and market areas: vehicle (good and passenger) entry/exit, including commodity /occupancy etc. The survey is to be undertaken at main railway stations, bus terminals etc.

**Task 2-3-10 Pedestrian survey**

Pedestrian survey will be carried out to assess flows/demand at identified major intersections and road corridors. The survey will be from 6.00 to 22.00 on a normal working day and will detail the number of pedestrians moving along the across the road at mid block and at intersections.

**Task 2-3-11 Road inventory**

An inventory will be conducted along all major roads in adequate detail, including link lengths, cross sections details, type and general surface conditions, street furniture, intersections, control devices, drainage conditions, abutting land use etc.

**Task 2-3-12 Topographic surveys at key sections/junctions**

The consultants shall conduct plane table surveys to prepare base plans for critical sections and junctions to facilitate improvements. Total station survey will also be conducted for major terminals(bus & rail), based on the prevailing traffic circulations pattern and parking demand etc. and appropriate improvement proposals will be established.

**Task 2-3-13 Develop base year transport demand model**

In this task, a base year transport demand model will be developed using results of the O-D survey.

The CMP should apply traffic demand modelling to analyse/emulate urban land use and the transport system. Modelling provides a quantitative and scientific approach to improve mobility.

The modelling should emphasize person-based travel patterns, along with vehicle movements and include more NMV/pedestrian movements than conventional modelling approaches.

It should also enable integrated planning of urban land use **and the transport system.**

#### **Task 2-4 Review land use plan**

Data on existing land use and land use plan should be collected and presented through a detailed review of existing development plans, including the Master Plan and/or the City Development Plan. In particular, new development areas that will affect transport demand in the planning area should be inventoried and summarised.

#### **Task 2-5 Analyze traffic/transport situation**

Based on information collected, a basic analysis of the transport and traffic situation should be carried out identifying characteristics and issues for the city. The following should be carried out :-

- Comparative analysis of urban situation
- Diagnosis of urban transport situation
- Analysis of traffic Characteristics
- Analysis of Traffic
- Analysis of social conditions.

### **Task 3 Prepare and evaluate Urban transport development strategy**

#### **Task 3-1 Visions and goals**

It is essential that mobility improvement measures in CMP form a coherent package with a consistent vision and goals for the desirable directions of city urban transport. The vision and goals define the desired form of long term urban transport system in the city. While visions are statements of the desirable directions of urban transport development, goals are quantitative/qualitative targets for major indices, to be achieved within the planning horizons.

#### **Task 3-2 Urban growth scenarios**

In this task optimal land use and transport systems will be examined. For analytical purposes, urban growth scenarios will be developed in combination with strategic level transport networks. Master plans

regulate land use pattern, but the CMP could provide a preferred growth scenario from the view point of an optimal urban land use and transport development pattern.

### **Task 3-3 Future Transport Network scenarios**

The future transport network consists of the existing network and additional network. Future modal split (ratio of trips made by public and private transport modes) needs to be estimated by the use of modelling analysis. When the detailed modelling method is not applied, it is recommended to set several modal scenarios that will be used in generating alternative networks to meet the future travel demand.

### **Task 3-4 Development Urban Land use and transport strategy**

Each combination of transport network and urban growth scenario developed in the previous tasks should be assessed using the transport demand model. Land use patterns will be included in the modelling analysis, in terms of a specific distribution of residential population and employment. Various land use planning measures should be considered in relating to transport development strategies. The alternative development scenarios will be evaluated by using criteria, such as potential for developing public transport system, total travel time, average travel speed, and economic indices. Based on the evaluation, a desirable urban development strategy will be proposed.

### **Task -4 Develop Urban mobility plans**

Urban transport projects should be identified which would support the CMP vision and goals and the development scenario. The existing project list, summarised in Task-2 will be starting point.

#### **Task- 4-1**

A public transport improvement plan should be developed that covers

- Development of bus service or bus improvement plan
- Development of trunk and feeder public transport network.

#### **Task 4-2 Road Network Development Plan**

Road projects will be developed and listed in the CMP including the following :

- Hierarchical road network
- Arterial road constructions/widening projects
- Secondary road constructions/widening projects



- Intersections improvement projects
- Flyover projects
- Or underpass projects.

The road network plan should include the following aspects :-

- i) Existing and future traffic bottlenecks;
- ii)Public transport network
- iii)Public transport network
- iv) role and benefit of each project within the road network plan
- v)Recommendations for infrastructure
- vi)Operations and maintenance on existing and proposed road networks
- vii)Provision of sidewalks and NMV lanes and
- viii) Estimated costs of proposed projects

#### **Task -4-3 Non motorized transport facilities**

Planning for pedestrians, bicycles and cycle rickshaws will be one of the most important tasks in CMP preparation. As the CMP sets out vision/goals for the metropolitan region and serves as a strategic level plan for urban land use and transport systems, the NMT policy level planning may be accepted. However, detailed NMT improvement plans and traffic management measures can be worked out for CBD, Commercial centres and other major activity centres, which refine NMT policy for the whole region and provide the costing basis to implement such policy.

#### **Task -4-4 Mobility management measures**

Measures for mobility management should be developed with implications for regulation and enforcement. The topics to be covered in this plan include:

- Pedestrian facilities
- Non motorized vehicle facilities
- Traffic control measures
- Parking plan
- Intersection Improvement projects( In parallel with road network development plan)
- Demand management measures
- Traffic safety Plan
- Para transit plan



- Intelligent transport system and user information.

#### **Task – 4-5 Regulatory and Institutional Measures**

Effective development of urban land use and the transport system often require regulatory and institutional changes. Such requirements should be thoroughly worked out and documented in the CMP. The regulatory and institutional plan should include the followings:

- Bus service improvement (concession, privatisation and less contract)
- Traffic safety improvement (Traffic regulation, mandatory road users education, enforcement system)
- Introduction of transport demand management measures
- Vehicle emission (focus on non fuel based vehicles and compressed natural gas vehicles)
- Public private partnership
- Coordination mechanism to integrate public transport operating and to integrate fares
- Establishment of unified urban transport authority
- Establishment of special purpose vehicle for the implementation of projects.
- Changes necessary to promote public private partnerships.

#### **Task – 4-6 Fiscal Measures**

Fiscal measures should also be considered to achieve balanced modal split, and to secure the budget necessary to implement urban transport projects. The following aspects may have to be examined in the CMP document :

- Fare policy for public transportation and parking
- Subsidy policy for public transport operators

#### **Task-5 Prepare implementation programme**

##### **Task-5-1 Preparation of project long list**

An implementation programme including practical procedures to implement the proposed measures, in terms of timeframe, financing options and implementation agencies should be prepared. A brief summary of project information is required including project title, location, estimated cost etc. Proposed projects should be evaluated and prioritized against clear criteria and classified into short, medium and long term.

Specifically, the following tasks should be conducted:-

- Preparation of Project long list
- Selection of priority measures

- Prioritization methodology
- Identification of implementation agencies
- Identification of possible financing options
- Development of implementation programme.

#### **Task-5.2 Social and environmental impact assessment**

Perform preliminary social and environmental impact assessments of each priority project and the results and implications be fully reflected in the recommend projects. Conduct also a strategic Environmental Impact Assessment (SEIA) in order to examine and evaluate the project justification within the national/regional and/or municipal planning framework.

#### **Task -5-3 Project profile sheets for short term projects.**

Arrangements are to be made for an inspection of NKDA at the Establishment, infrastructure and all other arrangements of the Organisation.

**Part III:**  
**Bidding Terms and**  
**Pre-Qualification Criteria** <sup>10</sup>

## **1. CONDITIONS UNDER WHICH THIS EOI IS ISSUED**

- i) This EoI is not an offer and is issued with no commitment. EE-II, NKDA, reserves the right to withdraw the EoI and change or vary any part thereof at any stage. Executive Engineer-II, NKDA, also reserves the right to disqualify any bidder, should it be so necessary at any stage.
- ii) EE-II, NKDA, reserves the right to withdraw this EoI if CE, NKDA determines that such action is in the best interest of the Program.
- iii) Short-listed agencies would be issued formal Request for Proposal and inviting their technical and commercial bids at a later date.
- iv) Timing and sequence of events resulting from this EoI shall ultimately be determined by EE-II, NKDA.
- v) No oral conversations or agreements with any official, agent, or employee of NKDA shall affect or modify any terms of this EoI and any alleged oral agreement or arrangement made by a bidder with any department, agency, official or employee of NKDA shall be superseded by the definitive agreement that results from this EoI process. Oral communications by NKDA to bidders shall not be considered binding on NKDA, nor shall any written materials provided by any person other than NKDA.
- vi) Neither the bidder nor any of the bidder's representatives shall have any claims whatsoever against NKDA or any of their respective officials, agents, or employees arising out of, or relating to this EoI or these procedures (other than those arising under a definitive service agreement with the bidder in accordance with the terms thereof).
- vii) Applicants who are found to canvass, influence or attempt to influence in any manner the qualification or selection process, including without limitation, by offering bribes or other illegal gratification, shall be disqualified from the process at any stage.
- viii) Each applicant shall submit only one Pre-qualification requirements proposal.

## **2. RIGHTS TO THE CONTENT OF THE PROPOSAL**

For all the response received before the last date and time of submission, the proposals and accompanying documentation of the Pre-Qualification proposal will become the property of EE-II, NKDA and will not be returned after opening of the proposals. EE-II, NKDA is not restricted in its rights to use or disclose any or all of the information contained in the proposal and can do so without compensation to the participants. EE-II, NKDA shall not be bound by any language in the proposal indicating the confidentiality of the proposal or any other restriction on its use or disclosure.

## **3. ACKNOWLEDGEMENT OF UNDERSTANDING OF TERMS**

By submitting a proposal, each agency shall be deemed to acknowledge that it has carefully read all sections of this EoI, including all forms, schedules and annexure hereto, and has fully informed itself as to all existing conditions and limitations. 11



#### **4. EVALUATION OF PROPOSAL**

The Proposal will be evaluated as per the requirements specified in the EoI and adopting the pre-qualification criteria spelt out in this EoI. The Bidders are required to submit all required documentation in support of the pre-qualification criteria specified (e.g. detailed project citations and completion certificates, client contact information for verification, profiles of project resources and all others) as required for evaluation.

#### **5. LANGUAGE OF PROPOSALS**

The proposal and all correspondence and documents shall be written in English.

#### **6. PRE-QUALIFICATION CRITERIA**

a. The agency should submit the copy of EPF Registration, Service Tax Registration & PAN Card, Adhar Card failing to produce, which will be rejected.

b. The agency should have minimum 3 years experience in the Comprehensive Traffic Safety and Improvement Plan. The Agency should have successfully executed one similar assignment during last three years & documentary evidence thereof should be furnished. It should also have turnover of minimum Rs. 20.00 lakhs per annum during the last three financial years. The agency is also requested to furnish audited statement of accounts for the last three years

c. The participant should accompany documents proof / copies with respect to work experience, man power and statutory registration(s) of the agency, infrastructure, and equipments expatriation.

d. A declaration from the participant that the offer being submitted is as per the requirement given in this EOI is to be attached along with the response.

#### **7. RESPONSE REQUIREMENTS**

i) The Response to the Pre-Qualification Requirements shall be prepared in accordance with the requirements specified in this EoI and in the format prescribed in this document for each of the above mentioned qualifying criteria as proof of having the minimum requirements.

ii) Proposals must be direct, concise, and complete.

The Pre-Qualification Proposal should be submitted in the sealed envelope with the following details.

Participants are requested to submit their responses for the Pre-Qualification Requirements in four (4) parts, clearly labelled according to the following categories:

##### **1. Part I – Covering Letter**

a. Covering Letter from the participant as per the format provided in Annexure –

Form I

##### **2. Part II – Details of the Organization**

a. This part must include a general background of the respondent organization (limited to 400 words) along with other details of the organization as per the format provided in the EoI (Annexure – Form II). Enclose the mandatory supporting documents listed in format.

12

b. The respondent must also provide the financial details of the organization as per format provided in the EoI (Annexure – Form III). Enclose the mandatory supporting documents listed in format.

**3. Part III – Relevant Experience**

a. Respondents must provide details (client organization, nature / scope of the project, project value experience as per the format provided in the EoI (Annexure – Form IV). The work/service mentioned here should match with the quoted work/service by the respondent in order to satisfy the qualification requirements. Enclose the mandatory supporting documents listed in format.

**4. Part IV – Proof of Fulltime Professionals in the Bidder’s Organization**

a. The respondent must enclose certified copy by Statutory Auditor or Company Secretary of the respondent’s organization.

**Part IV:  
Annexure  
Response Formats**

**1. FORM I: COVERING LETTER**

(Company letterhead)

[Date]

To  
The Executive Engineer-II,  
NKDA  
01, MAR, New Town.  
Kolkata – 700 156

Dear Sir,

**Ref: Expression of Interest Notice for Selection of qualified and experienced NGO's /Organisation/Agencies for Comprehensive Traffic Safety and Improvement Plan in New Town Area.**

Having examined the Expression of Interest (EoI), the receipt of which is hereby duly acknowledged, we, the undersigned, intend to submit a Pre-qualification requirements proposal in response to the EoI for Selection of **Comprehensive Traffic Safety and Improvement Plan in New Town Area**

We attach hereto the response as required by the EoI, which constitutes our proposal. We confirm that the information contained in this response or any part thereof, including its exhibits, and other documents and instruments delivered or to be delivered to the EE-II, NKDA, is true, accurate, verifiable and complete. This response includes all information necessary to ensure that the statements therein do not in whole or in part mislead the department in its short-listing process.

We fully understand and agree to comply that on verification, if any of the information provided here is found to be misleading the short listing process, we are liable to be dismissed from the selection process or termination of the contract during the contract period, if selected to do so, for providing Service of **Comprehensive Traffic Safety and Improvement Plan in New Town Area**.

We agree for unconditional acceptance of all the terms and conditions set out in the EoI document.

It is hereby confirmed that I/We are entitled to act on behalf of our company/ corporation/ firm/ organization and empowered to sign this document as well as such other documents, which may be required in this connection.

Dated -



(Signature with Seal/Stamp)

Witness Signature:

(Name of authorized person)

Witness Name:

(Name and Address of Company)

Witness Address: 15

**FORM II: GENERAL DETAILS OF  
THE ORGANIZATION**

Name of Organization/Company /NGO

Nature of business

Date of Incorporation

Date of Commencement of Business

Address of the Headquarters

Address of the Registered Office in  
India

Address for Communication

Other Relevant Information

Phone No.

Mobile

FAX

E-Mail

Adhar Card No.

Form III : Financial Details of the Organisation

	FY 2014-15	FY 2015-16	FY 2016-17
Revenue(In INR)			
Profit Before Tax			
Other Relevant Information			
<p><b>Mandatory Supporting Documents</b></p> <p>a. Auditor Certified financial statements for the last three financial years 2014-15, 2015-16, 2016-17 (please include only the sections on P &amp; L, revenue and the assets, not the entire balance sheet)</p> <p>b. Unaudited financial statements certified by the Company auditor for the latest year (2016-17) (in case the auditor certified statement for 2016-17 is not available)</p>			