Appendix-5
JCC Materials

Subject: 1st Joint Coordinating Committee Meeting (JCC)

Date/Time: 24th March, 2016 (1400 – 1600 Hrs)

Location: Committee Room No.1, P&D Department.

CC: All Joint Coordinating Committee Members, JICA Islamabad

Description
Secretary P&D (Chairman of Joint Coordinating Committee) welcomed the participants and highlighted the main purposes/ benefits of LIMTC project.
Agenda Item No.2 **Presentation by Masato Koto, JICA Project Team Leader**
1. Mr. Masato Koto gave a Presentation on Project Inception Report to the Joint Coordinating Committee participants. 2. All participants appreciated the role of Japan International Cooperation Agency (JICA) in providing technical assistance to the Government of the Punjab for the provision of effective Traffic Management Solution for the Lahore Central Area.
Agenda Item No.3 **Discussion by the Participants on Inception Report**
3. During discussions on formulation of Joint Coordinating Committee (JCC), Secretary P&D (Chairman of JCC) advised that it would be prudent to include Secretaries of Environment Protection Agency and Local Government Department to include in the JCC as they could play an important role in project formulation, approval and implementation. 4. Secretary P&D also indicated to consider the impact of construction of Orange Line Metro project on existing traffic pattern. 5. Mr. Tayyab Hafeez Cheema, Chief Traffic Officer (CTO), Lahore stated that Excise & Taxation Department should also be a part of Working Group (WG) as it could provide vehicle registration data and has a complete database of total number of vehicles registered in the Punjab to-date. 6. Mr. Cheema (CTO) further proposed that representative of Punjab Metro Bus Authority should be included in the JCC, instead of WG. 7. Due to construction of Orange Line Metro Train most of the roads in the central area are severally congested these days like: GPO Chowk, Mall Road, Anarkali Chowk, Lakshmi Chowk, Chauburji roundabout, Lytton Road and Mauj Darya Road, so what will be the exact area of this Pilot Project? 8. In response to this issue, Mr. Koto said that the Orange Line construction is yet to be scheduled owing to several issues. The project Team will coordinate closely with the Lahore Development Authority (LDA) which is the implementing agency of the Orange Line.

Description
9. CTO further added that Davis Road, Allama Iqbal Road, Jail Road, Ferozepur Road and Shahdara/ Ravi Road should also be included in the proposed study area. Traffic composition in the central city and outer city is different. Therefore, the entire city area should be included in study. 10. Another thing which needs to be reviewed is time frame for project. It is very long, whereas the central area require immediate measures to address these issues so that the congestion should be reduced. It was also pointed out by the participants that: 11. City Traffic Police Department should also be included as the counterpart agency like TEPA as it is the major enforcement agency for the control and management of traffic. 12. TEPA's role should be reviewed as its role is to plan and manage the city traffic but not to construct roads. ***Mr. Waseem Akram, Senior Transport Planner, TPU stated that:*** 13. In central area slow and fast moving traffic, plying of goods vehicles and integration of the public transport should also be highlighted/ incorporated in the Inception Report as part of the traffic management project. 14. Integration of feeder routes to Metro Bus and Orange Line should also be incorporated in the proposed plans. 15. Due to construction of Orange Line Metro Train, huge traffic congestion and unusual traffic patterns are prevalent, in the presence of which how you can current traffic surveys be valid? 16. In response Mr. Iqbal pointed out that issues of allowing goods vehicles into the city or wider planning of public transport lie with the TPU to plan as appropriate following the planning framework presented in the LUTMP.
Decisions
After detailed deliberations/ discussions, following decisions were recommended by the Chairman: 1) Joint Coordinating Committee unanimously agreed to approve the Inception Report of the Project for Improvement of Traffic Management in the Lahore Central Area. 2) It was further decided that Local Government Department and Environment Protection Department should be included in the Joint Coordinating Committee and Excise and Taxation Department in the Working Group. 3) Chairman also suggested that other stakeholder such as local traders, academia, NGOs and local interest groups should also be considered for inclusion at an appropriate forum for the project appreciation and during its implementation.
Action by: a) P&D Department b) Traffic Engineering and Transport Planning Agency

Appendix 1
Meeting Agenda

1st JOINT COORDINATION COMMITTEE (JCC) Meeting

Date: Thursday, 24th March 2016
Venue: Committee Room No. I, P&D Department
Time: 14:00 hrs.

Opening Keynotes

Secretary P&D – Chairman of the Committee

Presentation

Project Outline and Inception Report – Presentation (Mr. Masato Koto, JICA Project Team Leader)

Questions and Answers

JCC Members – Comments / Discussion

Decision

Approval of Inception Report by JCC

Closing Remarks

Secretary P & D – Chairman of the Committee

Appendix 2

List of Attendees (Typed)

1. Mr. Iftikhar Ali Sahoo , Secretary, P&D Department (In Chair)
2. Mr. Amjad Duraiz, Chief (ECA), Planning & Development Dept.
3. Mr. Moazzam Jamil, Deputy Secretary, HUD & PHE Department
4. Mr. Tayyab Hafeez Cheema, Chief Traffic Officer, Lahore
5. Mr. Waseem Akram, Senior Transport Planner, TPU.
6. Mr. Muhammad Kashif Abbas, Assistant Chief (ECA), P&D Department
7. Mr. Muhammad Waqar Aslam Chaudhry, Traffic Engineer, TEPA
8. Mr. Zahid Abbas, Road Design Engineer, TEPA
9. Mr. Kamran Ihsan, Transport Demand Modeler, TPU.
10. Ms. Maryam Shoaib, Assistant Chief (Technical), P&D Department.
11. Ms. Tomoko Fujikawa, JICA Pakistan Representative, Islamabad
12. Mr. Masato Koto, JICA Project Team Leader
13. Mr. Ryuichi Ueno, Deputy Chief Consultant, JICA Project Team
14. Mr. Masazumi Ono, Road Facilities Design, JICA Project Team
15. Mr. Yusuke Teraoka, Traffic Survey/ Analysis, JICA Project Team
16. Mr. Chikahiko Machida, Training Plan / Seminar, JICA Project Team
17. Mr. Mazhar Iqbal, Senior Advisor, JICA Project Team
18. Mr. Syed Zaigham Abbas, Research Associate, TEPA

TEPA
Traffic Engineering &
Transport Planning Agency
Government of Punjab

Project for Improvement of Traffic Management Capacity in Lahore Central Area

JICA
METS Research & Planning, INC.
CTI Engineering International Co. Ltd.
Tokyo, Japan

Appendix 3
List of Attendees (With Signature)

Project on Improvement Of Traffic Management Capacity In Lahore Central Area

1st Joint Coordination Committee (JCC) Meeting Under The Chairmanship of Secretary Planning & Development (P&D)

Attendance List Of Participants

Sr. No.	Name	Designation	Department	Contact	[redacted]	Signature
1	MS. TOMOKO FUJIKAWA	JICA		[redacted]	[redacted]	
2	Mr. Masato Keta	JICA Project Team	Chief	[redacted]	[redacted]	
3	Mr. Ryuichi UENO	"	Deputy Chief	[redacted]	[redacted]	
4	Mazhar Iqbal	Advisor	Jica Team	[redacted]	[redacted]	
5	Masazumi ONO	Road Planner	JICA Team	[redacted]	[redacted]	
6	Zahid Abbas	Rd. DF Engineer	TEPA	[redacted]	[redacted]	
7	Amjad Durrani	Chief ECA	P&D	[redacted]	[redacted]	
8	M Waqar Aslam	TEPA Team Leader	TEPA	[redacted]	[redacted]	
9	Muazam Jamil	DS HUD&PHED	HUD&PHED	[redacted]	[redacted]	
10	MUHAMMAD KASHIF IQBAL	ASSISTANT CHIEF ECA, P&D	P&D	[redacted]	[redacted]	
11	Waseem Akram	STP, TPU Transport Deptt.	Transport Dept	[redacted]	[redacted]	
12	Kamran Ihsan	TDM TPU, Transport Dept	"	[redacted]	[redacted]	
13	Tayyab Hafeez Cheema	CTO, Lahore	Police	[redacted]	[redacted]	
14	MAREYAM SHOAIB	AC(T)	P&DD	[redacted]	[redacted]	
15	Chikahiko Machida	JICA Project Team	JICA Team	[redacted]	[redacted]	
16	Yusuke Teraoka	JICA Project Team	JICA Team	[redacted]	[redacted]	
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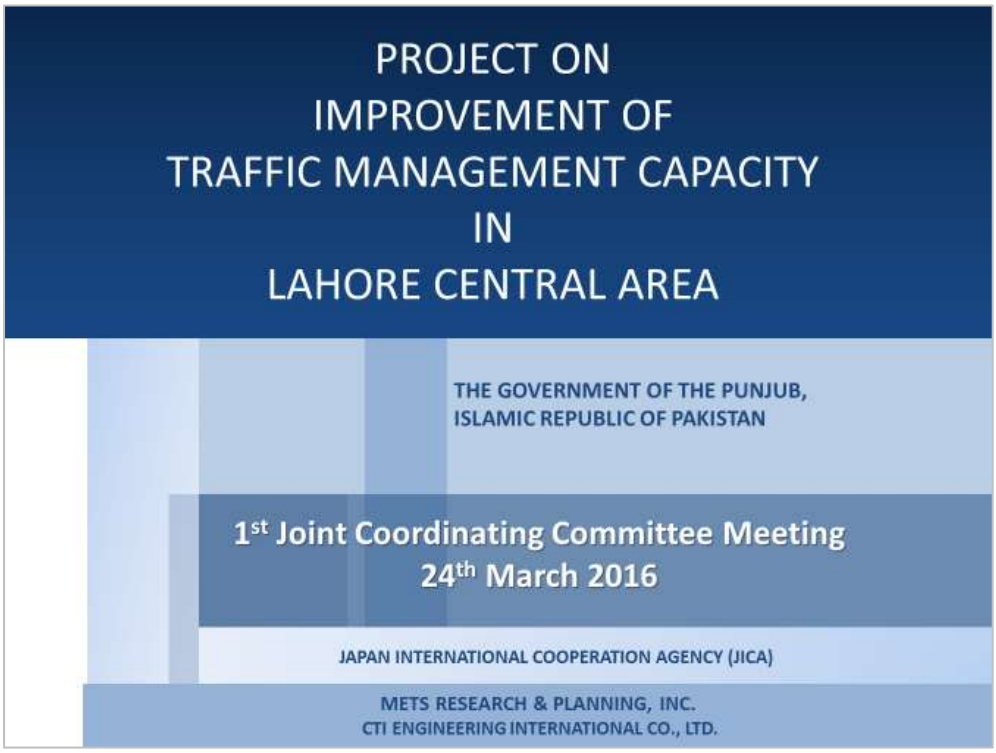
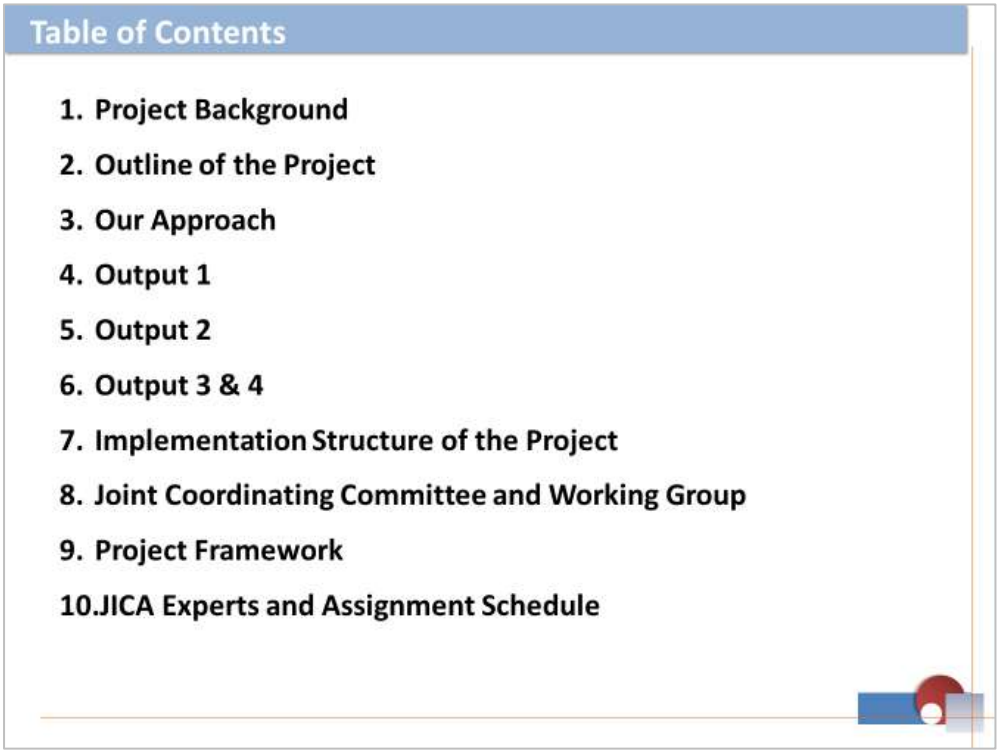
Appendix 4
Photos






Appendix: 5
JCC Meeting Presentation Material





1. Project Background

- Lahore, the capital of Punjab Province, is the 2nd largest city in Pakistan with about 10 mil. population. The city's rapid population growth coupled with extremely high motorization has resulted in chronic traffic congestion.
- To cope with this chronic traffic congestion in Lahore, JICA supported "The Project for Lahore Urban Transportation Master Plan Study in Pakistan (LUTMP, 2010 - 2012)". LUTMP proposed, 1) Long Term Urban Transport Master Plan up to 2030, 2) Action Plan for identified priority projects up to 2020 and 3) Development of mass transit system together with necessary urban transport measures.
- BRT line (Metro Bus System (MBS)) was implemented and MBS contributed to the decrease of traffic congestions along the corridor. However, traffic congestions in the Lahore Central Area still have increased because there are no effective countermeasures of the traffic management.
- Considering these circumstances, the Pakistan Government requested the Japan Government to support "the Project on Improvement of Traffic Management Capacity in Lahore Central Area (LITMC)" for the improvement of the traffic management capacity to decrease the traffic congestions in Lahore.

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1. Project Background

Urban Transport Related Projects after the LUTMP

- **Completed**
  - (1) BRT (Green Line, L=27km)
  - (2) Soft Components (Parking Privatization: Establishment of Lahore Parking Company)
- **On-going**
  - (1) Elevated Rail Mass Transit System, Partially Underground (Orange Line, L=27km), and the feasibility studies of Blue (L=22km) and Purple Lines (L=19km) will be completed in April, 2016
  - (2) Multi-modal Intercity Bus Terminals (3 Locations)
  - (3) Soft Components (Vehicle Inspection and Registration System, Road Safety Program)

2

1. Project Background

Record of Discussions

1. Logical Framework of the Project (Project Design Matrix and Plan of Operation)
2. Project Area
3. JCC and Working Group
4. Counterpart (TEPA)

RECORD OF DISCUSSIONS
ON
THE PROJECT ON IMPROVEMENT OF TRAFFIC MANAGEMENT CAPACITY
IN LAHORE CENTRAL AREA
IN
ISLAMIC REPUBLIC OF PAKISTAN
AGREED UPON BETWEEN
THE AUTHORITIES CONCERNED OF
THE ISLAMIC REPUBLIC OF PAKISTAN
AND
JAPAN INTERNATIONAL COOPERATION AGENCY

Lahore, March 13, 2015

Waseem Ajmal Chaudhry
Secretary
Planning & Development Department
Government of Punjab

Mitsuyoshi Kawasaki
Chief Representative
Pakistan Office
Japan International Cooperation Agency

Asad Rehman Gilani
Secretary
Housing, Urban Development and Public Health Engineering Department
Government of Punjab

Syed Mujtaba Hussain
Joint Secretary (Japan)
Economic Affairs Division
Ministry of Economic Affairs and Statistics
Federal Government

Shoukat Ali
Secretary
Transport Department
Government of Punjab

Saif-ur-Rehman
Chief Engineer
Traffic Engineering & Transport Planning Agency
Government of Punjab

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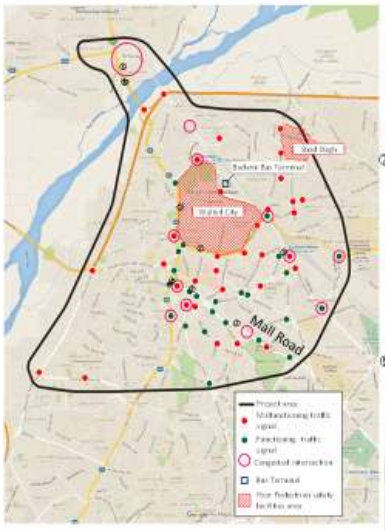
1. Project Background (R/D's Project Area)

Project Area
Traffic situation in Lahore Central Area

【Mall Road】

①Functioning traffic signal at Mall Road near Anarkali

②Traffic congestion at Mall Road/Lawrence Road intersection



【Major intersections】

⑦Mixed traffic around the market often causing traffic jams at circular intersection near Mori Gate

⑧Functioning traffic signal at intersections around Lahore Station

【Metro(BRT)】

⑤MBS bus entering the gate toward the Ravi River west bank bus terminal

⑥Vendors and shoppers crowding the space under the stairs of the station

【Sidewalk/Roadside condition】

③Street vendors occupying one lane of the road around Walled City

④Pedestrians walking on the carriageway under the NS overpass

Ravi River West bank – Bund Road – Gulshan Ravi Main Road – Lahore Zoo - Shalimar Road – Railway East Area

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2. Outline of the Project

Project Purpose		**1) To enable TEPA to formulate and implement countermeasures for traffic management** **2) To enhance the technical knowhow of related organizations on traffic management**
Outputs		1) Capacity Development for traffic management of TEPA and related organizations is conducted through training. 2) Institutional and personal capacity for traffic management of TEPA is enhanced mainly through implementation of Pilot Project(s). 3) Pilot Project(s) are summarized into "handbook" to be shared among TEPA and related organizations as a reference for other areas' improvement. 4) Traffic management improvement plan in Lahore is developed.
Outline of Activities	Activity 1	1-1 To conduct the capacity assessment of related organizations of the traffic management. 1-2 To conduct pre-evaluation to trainees to participate in the course of traffic management. 1-3 To develop training plan and materials. 1-4 To conduct training courses. 1-5 To conduct the post evaluation test to trainees after the training courses and to recommend the future capacity development plan.
	Activity 2	2-1 To conduct traffic condition surveys in Lahore central area. 2-2 To analyze traffic data, identify traffic management issues and develop traffic management plan, which includes countermeasures. 2-3 To select and to plan Pilot Project(s). 2-4 To implement Pilot Project(s). 2-5 To conduct traffic surveys to evaluate effectiveness of the pilot project (s). 2-6 To support TEPA to prepare its institutional improvement plan for traffic management and to monitor its implementation.

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2. Outline of the Project

Outline of Activities	Activity 3	3-1 To make and disseminate "handbook" that contains process of data collection, analysis, development of countermeasures and implementation of traffic management. 3-2 To conduct workshops/seminars to transfer engineering knowhow to staff of related organizations. 3-3 To develop the geometric design manual of the intersection. 3-4 To develop the handbook for the pedestrian safety facilities.
	Activity 4	4-1 To develop the traffic management plan in the Lahore Central Area. 4-2 To develop the pedestrian traffic improvement plan. 4-3 To develop the traffic demand management plan.
Project Area		Lahore Central Area
Counterparts, etc. in Pakistan		(1) Counterpart（C/P） ・Traffic Engineering & Transport Planning Agency (TEPA), Lahore Development Authority (LDA)) ・Punjab Province Traffic Office (Transport Planning Unit (TPU), Transport Department (TD)) (2) Other related organizations ・Traffic Police ・City District Government, Lahore (CDGL) (3) Beneficiaries ・Direct beneficiaries: TEPA, TPU, Traffic Police, GDGL of staff, a total of about 40 people ・Indirect beneficiaries: Lahore City citizen about 10 million people, about 2 million vehicles (including motorcycles)
Project Period		From January 2016 until December 2018

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3. Our Approach

• How to enhance the motivation of counterparts?

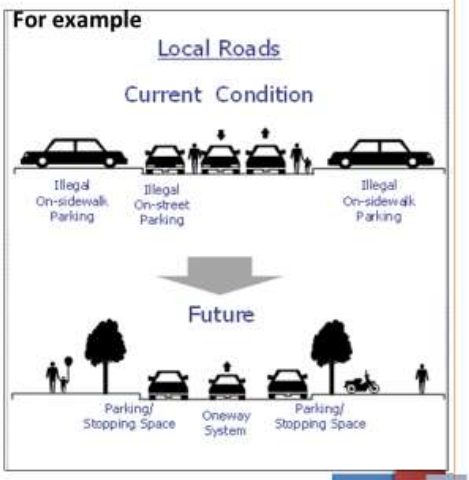
Capability enhancement for traffic management to decrease traffic congestion is a general project purpose that can be adopted by any other city looking to solve its traffic problems. It is therefore important and necessary that Lahore counterparts are motivated to be involved in the project's planning and activities. Keeping an awareness that success of the project is not only for Lahore but for other cities in Pakistan. And the counterparts could be a main actor of this important mission.

• Thus, we have come up with the following as some sort of "project call to action":

Sustainable Urban Environmental Improvement in Pakistan Starting from Lahore!

To show everybody in Pakistan how the collaboration between Pakistani counterparts and Project Team has led to concretize the following concept:

- To maximize the existing limited urban transport space
- To maximize the effectiveness of the combination of several traffic management countermeasures



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4. Output 1: TEPA's Traffic Management Capacity will Increase through Training (2)

・The organization, personnel, physical and intellectual resources of C/P agency which is a component of an organization's ability will be analyzed by the baseline survey. Then training program of C/P will be planned.

・The training courses is composed of not only classroom lectures also, site survey, the case study since it is important to improve the core capacity of human resources and practical skill in problem coping.

・The training course content will be carried out timely, and it becomes a part survey, planning and design of pilot project. The resulted of training program will be monitored to confirm the establishment of capacity building.

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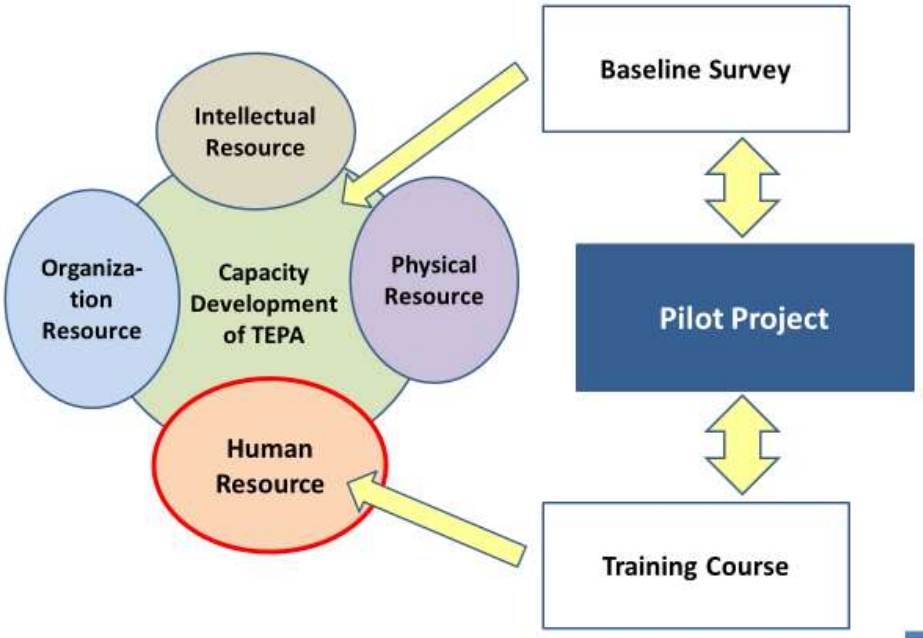
4. Output 1: TEPA's Traffic Management Capacity will Increase through Training (2)



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4. Output 1: TEPA's Traffic Management Capacity will Increase through Training (2)

■ **Outline of the Institutional Assessment Survey Form (Draft)**

A survey will be conducted in the beginning of the project to collect information about the agencies involved in the project. Using the survey results, an assessment will be made of the overall work and assets of each agency for traffic management. This is also basic information to develop the TEPA's institutional implementation plan.

The survey items are as follows:

A. Interviewee's Profile
B. Basic Data of the Agency
C. Agency's Assets in Traffic Management
D. Existing Practices in Planning, Implementation, Evaluation and Monitoring of Traffic Management
E. Traffic Problems and Potential Solutions

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4. Output 1: TEPA's Traffic Management Capacity will Increase through Training (3)

■ **Outline of the Trainees Assessment Survey Form (Draft)**

A training needs assessment is conducted as preparation for the project in order to focus on the necessary aspects making the training more efficient and increased motivation among the trainees.

The survey items are as follows:

A. Personal Information
B. Education and Training
C. Relevant Trainings Attended
D. Career Profile/Work Experience
E. Proficiency in Traffic Simulation Software and Other Relevant Types of Software
F. Motivation to Participate in the Training
G. Assessment of Level of Capability in Implementing Traffic Management
H. Awareness in Transportation Problems in Lahore Central Area/Whole City

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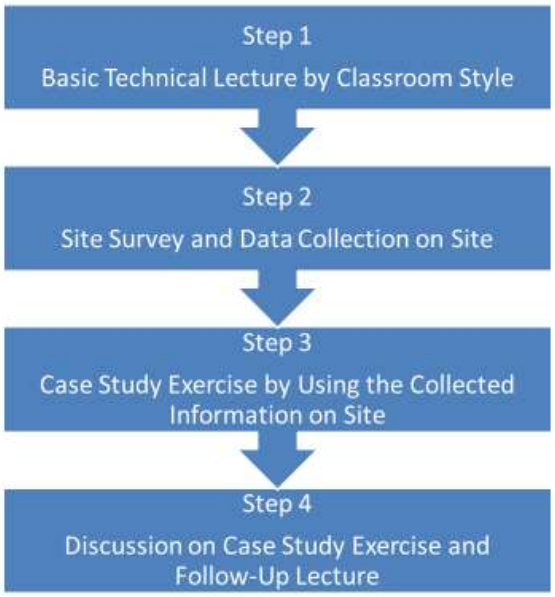
4. Output 1: TEPA's Traffic Management Capacity will Increase through Training (4)

- Training courses in four (4) steps: Technical lecture at classroom, actual field survey, case study exercise and follow-up classroom lecture.
- The trainings should lead to application for practical uses through 4-step training.
- Maximize the use of the LUTMP training materials.



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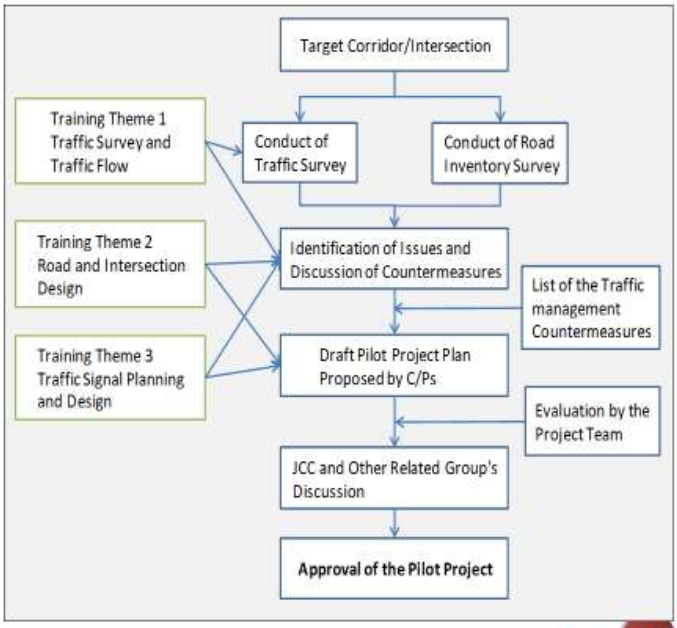
5. Output 2: TEPA's Traffic Management Capacity will be Strengthened through Pilot Project (1)

- To have an effective collaboration between the training theme and the Pilot Project
- To produce a stable outcome of technology transfer from the training course based on counterparts taking the lead with advice and guidance from the project team



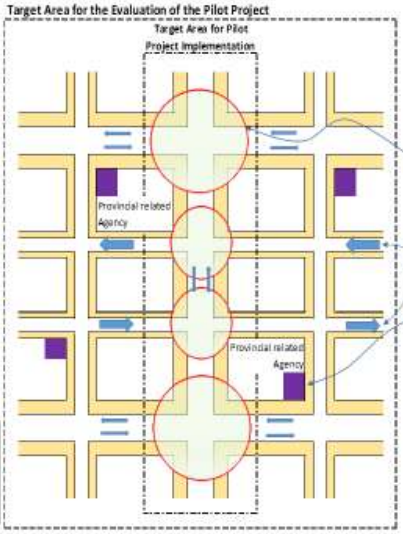
5. Output 2: TEPA's Traffic Management Capacity will be Strengthened through Pilot Project (2)

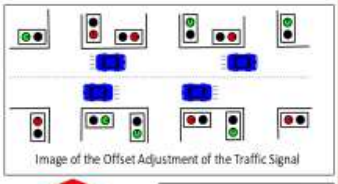
Ideas for the Target Area of the Pilot Project to

Traffic Management Plan, Pedestrian Traffic Improvement Plan and Traffic Demand Management Plan

Expand to the Whole Lahore Central Area

Image of the Pilot Project Area and Implementation of the Traffic Management Measures

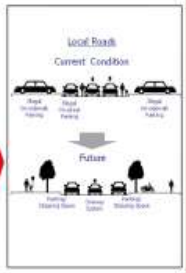




Intersection Improvement including Traffic Signal Upgrading (off-set adjustment)

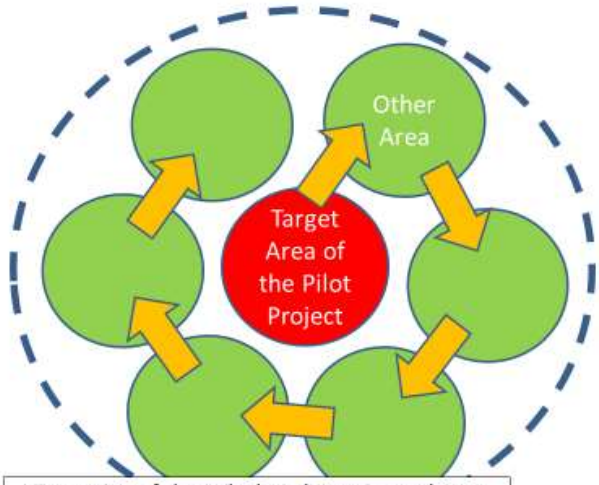
Parking measures and Sidewalk improvement together with One-way System

Traffic Demand Management Measures



5. Output 2: TEPA's Traffic Management Capacity will be Strengthened through Pilot Project (3)

- To expand to the whole area based on the outcomes of the Pilot Project area
- To consider the viewpoints of whole Lahore Central Area and the Pilot Project Area
- To secure the budget for the traffic management improvement
- To forge collaboration between related agencies and to secure the personnel



Viewpoint of the Whole Lahore Central Area
↓
To Cope with the Traffic Management Plan, Pedestrian Traffic Improvement Plan, etc.

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6. Outputs 3 & 4: Experience of the Pilot Project is Summarized in Handbooks and Traffic Management Plan will be Developed

- A handbook will be developed based on the Pilot Project activities and examples of the other cities used as reference during the Pilot Project.
- The geometric design manual at intersection will be developed based on the "Punjab Geometric Manual" and will also consider the comparison between Punjab's and Japan's manual, experience from training materials produced and the results of the Pilot Project.
- The traffic management plan will be developed based not only on UTMP's Traffic Management Plan but also on characteristics of Lahore and the examples of the other cities.

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6. Outputs 3 & 4: Experience of the Pilot Project is Summarized in Handbooks and Traffic Management Plan will be Developed

• Related Manuals, Handbooks and Plans developed by the LUTMP

No.	Name of Material	LUTMP	Pakistan Standard	Japan Standard	Pilot Project	Other Countries
1	Intersection Geometric Design Manual		✔ Punjab Geometric Manual	✔	✔	✔
2	Handbook for Pilot Project		✔ Manual for Signs, Signals and Markings and Punjab Traffic and Transport manual 2008	✔	✔	✔
3	Handbook on Pedestrian Traffic Facilities			✔	✔	✔
4	Traffic Management Plan	✔		✔	✔	✔
5	Demand Management Plan	✔		✔	✔	✔
6	Pedestrian Traffic Improvement Plan			✔	✔	✔

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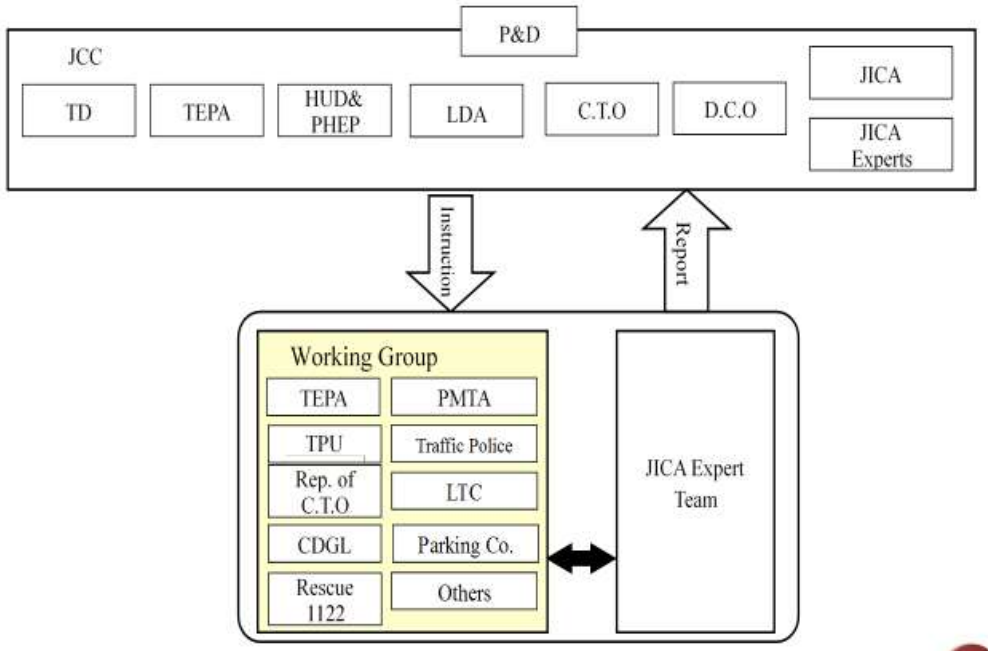
8. Joint Coordinating Committee and Working Group



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8. Joint Coordinating Committee and Working Group

■Proposed Member of the Joint Coordinating Committee

1. Chairperson
Secretary, Planning and Development Department
2. Members from Pakistani side
(1) Member, Planning and Development Department
(2) Secretary, Housing, Urban Development and Public Health Engineering Department
(3) Secretary, Transport Department
(4) Chief of Traffic Officer
(5) District Coordination Officer
(6) Managing Director, Transport Engineering and Transport Planning Agency
(7) Director General, LDA
3. Members from Japanese side
(1) Representative of JICA Pakistan Office
(2) Japanese experts
(3) Personnel concerned to be decided by the Japanese side
4. Others
Persons who are invited by the Chairperson may attend the JCC meeting.

■Proposed Member of the Working Group

12 members from related agencies such as P&D, TEPA, Transport, TPU, LDA and Lahore City, etc.

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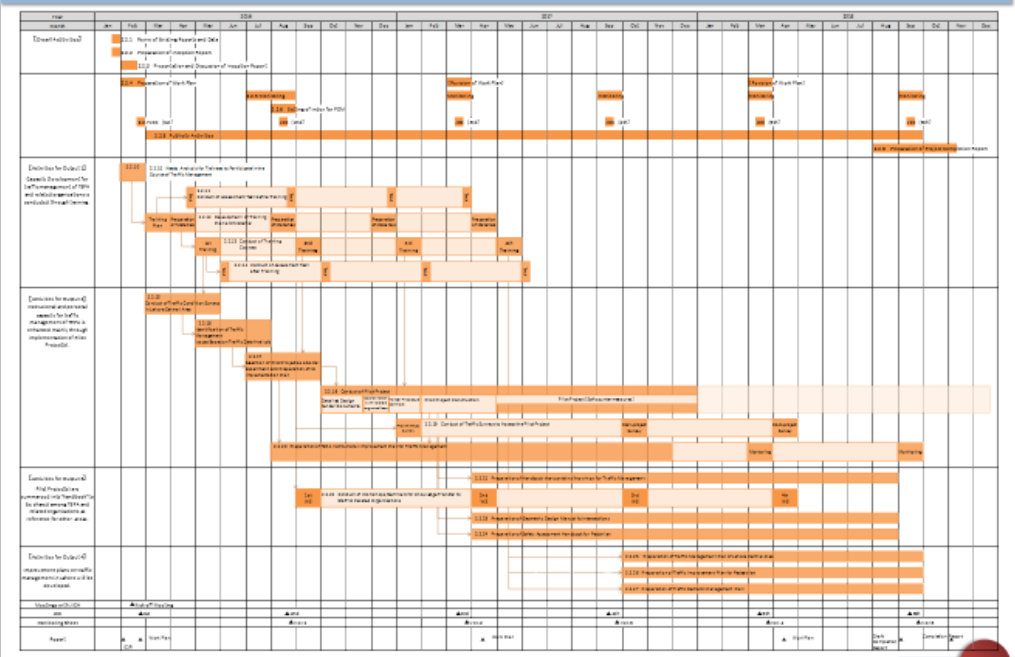
9. Project Framework



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9. Project Framework (Year 2016) Draft

Year	Month	JCC Workshop / Seminar	【Activities for Output 1】 Capacity Development through training.	【Activities for Output 2】 Implementation of Pilot Project(s).	【Activities for Output 3】 Pilot Project Handbook and Technical Manuals.	【Activities for Output 4】 Traffic Management Improvement plans
2016	2	Kick-off	Capacity and Needs Assessment			
	3	1st JCC	Training Plan and Preparation of Material	Traffic Condition Surveys		
	4					
	5		Conduct of Training Courses Conduct of Assessment Test before and after Training			
	6			Identification of Traffic Management Issues		
	7					
	8	2nd JCC		Selection of Pilot Project		
	9	Workshop or Seminar		Preparation Work for Pilot Project Detail design Tender Document Bidding for Constructor		
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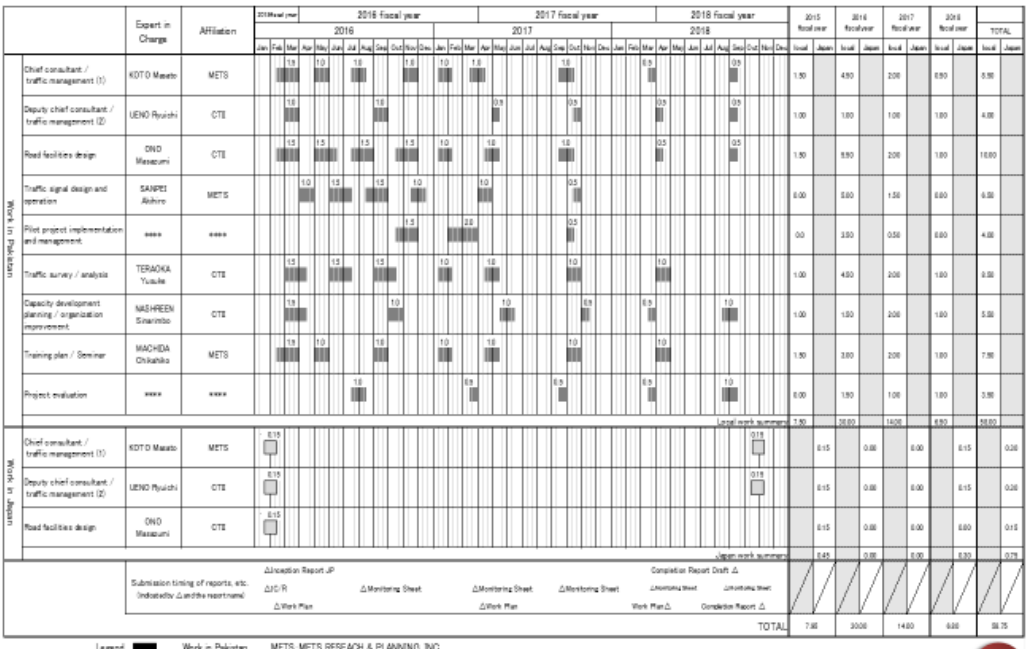
10. JICA Experts and Assignment Schedule



As a Conclusion (5 Main Points of the 1st JCC)

- First, there are 9 members of the Joint Coordinating Committee and tentatively 8 members of the Working Group
- Second, the training to enhance the C/P's capacity is in 4 steps training to have an effective collaboration between the training theme and the Pilot Project (Activity 1)
- Third, the Pilot Project intends to maximize the existing urban space and to maximize the effectiveness of the combination of several traffic management measures (Activity 2)
- Fourth, the Manual/Handbook/Plan to be developed will be based on the Pilot Project and examples of other cities and Lahore characteristics (Activities 3 & 4)
- Fifth, the approval of the Inception Report I have just presented will allow for a quick start of this project, and I hope for the continued support of JCC to increase our chances of a successful project

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Thank you for your kind attention!

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Subject: 2nd Joint Coordinating Committee Meeting (JCC)

Date/Time: 18th August, 2016 (1400 – 1600 Hrs)

Location: Committee Room No.1, P&D Department.

CC: All Joint Coordinating Committee Members, JICA Islamabad

Preamble

Member (SI), P&D Department, in chair, welcomed the participants. Meeting started with the recitation from the Holy Quran. Mr. Mazhar Iqbal, Senior Advisor, JICA Project Team introduced the Project Team and thereafter participants made their introduction.

Agenda Item No.2
Presentation of the Project Outline

1. ***Mr. Saif-ur-Rehman, Chief Engineer, TEPA made a brief introduction of the project.***
2. Mr. Masato Koto, Chief Consultant, JICA Project Team briefed the participants about the background and basis of the project, its expected objectives/ outcomes to facilitate the traffic management capacity of TEPA in the Lahore Central area. He also addressed the Work plan version 1.0 and Project Design Matrix updated from the Inception report as of March 2016.
3. Thereafter, Mr. Waqar Aslam, TEPA Counterpart Team Leader provided an overview regarding traffic surveys conducted and identified issues.
4. Subsequently, Mr. Masato Koto made a detailed presentation on Pilot Project area selection and candidate menu of the pilot project and conclusions.
5. All participants appreciated the role of Japan International Cooperation Agency (JICA) in providing technical assistance to the Government of the Punjab for the provision of effective Traffic Management Solution for the Lahore Central area.

Agenda Item No.3
Discussion by the Participants on Work Plan, Pilot Project

6. Dr. Abid Bodla asked about the qualitative ranking of the problems in surveys and its correlation with the level of service.
7. In response to the question asked by Dr. Abid Bodla, Mr. Mazhar Iqbal stated that we have surveyed 20 junctions out of which around 18 were signalized. On the day of survey around 10-12 signals were working, 5-6 were working for just 4-5 hours and remaining 6 were working for only 2-3 hours during the whole day due to which we cannot measure level of service. He further informed that owing to fix phasing, the assessment of level of service cannot be conducted as it requires the measure of queue length at each intersection.
8. Mr. Abid Bodla also inquired about the selection of this particular pilot project area and its connection with other linked areas as these cannot be isolated with each other. Mr. Waseem Akram, Senior Transport Planner, TPU also queried that how would you get

Preamble

maximum desired results from this pilot project study in the presence of encroachments, illegal parking and goods transport.

9. In response, Mr. Waqar Aslam stated that we have survey around 20 locations in Lahore Central area and this pilot project will be taken up for physical improvement on ground as a candidate project whereas it will be broadly expanded to other areas once its successful implementation. The chair emphasized that JICA Project Team should undertake close coordination with city district government and city traffic police in resolution of the major problems pointed out by Mr. Waseem Akram.
10. Mr. Waseem Akram, also asked about the regulation of land-use in transport in the proposed study area and issuance of policy guidelines as an outcome of this Pilot Project.
11. Mr. Waqar Aslam highlighted the utilization of land-use in study area, as it is mainly responsible for the development of traffic on roads. TEPA/LDA should give the policy guidelines for land-use.
12. Mr. Malik Mukhtar Ahmed noul, Member (SI), P&D Department (***in Chair***) said that Traffic Management, encroachment, mixed traffic flow and no observance of lanes are the major problems of the city traffic. It has also been pointed out that illegal parking, encroachments and irregular flow of traffic also creating hindrance in effective traffic management solutions. What JICA suggest in resolving these problems?
13. Mr. Masato Koto, in response, stated that poor Traffic Signal system is one of the major problems in effective traffic management solutions. He further submitted that in a recent "Signal Time Phasing Surveys conducted by JICA Project Team", it has been revealed that most of the times, the signals are not operational, either phased out by the Traffic Police or turned off due to load shedding. The Chair asked City Traffic Police Lahore for the viewpoint of CTPL.
14. In response, Mr. Naveed Ajmal, DSP, City Traffic Police informed that we are doing our level best to resolve these traffic signal issues. He highlighted that they are facing many problems like illegal parking due the absence of proper parking space, shortage of manpower, construction in city, blockage of intersections which also create traffic problems. He suggests that proper education/ awareness of people about traffic rules and regulations should be planned and enforcement can be achieved by media involvement. He suggested increase in the amount of fine/ challan so that the violation of the traffic rules by the general public can be minimized.
15. The chair pointed out that there is a very complex procedure for issuance of driving licenses in Pakistan as compared to other countries. Could we have any recommendations for simplicity of this driving license issuance procedure?
16. DSP Traffic informed that a person can go to a learner's booth for issuance of a six month learner license at the start of the process and thereafter there are 2 more phases for issuance of license.
17. The chair pointed out that international practice of issuance of licenses includes classes for driving training which are not prevalent in our procedure. Mr. Mazhar Iqbal replied that driver's behavior improvement program is part of this project.
18. Mr.Saif-ur-Rehman, Chief Engineer TEPA requested the chair to approve updated Work Plan and the selection of Pilot Project area and countermeasures as proposed by the JICA Project Team.

Preamble
19. Mr. Masato Koto requested the chair to give permission to call the next JCC meeting on one month notice as it is very difficult to hold the meeting in a very short notice. The chair and all participants agreed with his viewpoint. 20. At the end, the chair thanked all the participants for their participation in the meeting and significant suggestions for the successful implementation of this project.
Decisions
After detailed deliberations/ discussions, following decisions were taken at the end of the meeting: 1) Joint Coordinating Committee approved the updated Work plan including Project design Matrix, submitted by JICA Project team. (attach as appendix 7) 2) Joint Coordinating Committee unanimously agreed selection of area and countermeasures for the Candidate Pilot Project for Improvement of Traffic Management Capacity in the Lahore Central area. (attach as appendix 6) 3) It has also been decided that JICA Project Team will seek close coordination to get on board city district government and city traffic police for the resolution of the major traffic management problems.
Action by: a) JICA Project Team b) P&D Department c) Traffic Engineering and Transport Planning Agency d) City District Government and City Traffic Police Lahore

Appendix 1: Meeting Agenda

Appendix 2: List of Participants (typed)

Appendix 3: Photos

Appendix 4: JCC Meeting Presentation

Appendix 5: Website

Appendix 6: Candidate Pilot Project Area

Appendix 7: Work Plan

Appendix 1

AGENDA

2nd Joint Coordinating Committee (JCC) Meeting

Venue: Committee Room, P&D Department, Lahore

Date: 18th August, 2016 **Time: 14:00 to 16:00**

14:00 – 14:15	**Opening Keynotes**

Mr. Iftikhar Ali Sahoo, Secretary, P&D Department (in Chair)

14:15 – 15:00	**Presentation of the Project outline**

Mr. Saif-ur-Rehman, Chief Engineer, TEPA
(Introduction)

Mr. Masato KOTO, Chief Consultant, JICA LITMC Project Team
(Objectives & approach to the pilot project)

Mr. Muhammad Waqar Aslam, Team Leader, TEPA
(Traffic surveys/identified Issues)

Mr. Masato KOTO, Chief Consultant, JICA LITMC Project Team
(Pilot project area selection, Candidate menu of the pilot project and Conclusions)

15:00 – 15:45	**Discussion**

15:45 – 16:00	**Closing Remarks**

Mr. Iftikhar Ali Sahoo, Secretary, P&D Department (in Chair)

Appendix 2

2nd Joint Coordinating Committee (JCC) Meeting

Venue: Committee Room, P&D Department, Lahore

Date: 18th August, 2016 **Time: 14:00 to 16:00**

Attendance List

No.	Name	Organization	Designation	Email/Tel	Signature
1.	Masato Koto	JICA Team	Chief consultant		
2.	Zaib-un-nisa	TEPA	Coordinator		
3.	Masazumi ONO	JICA	Traffic Eng.		
4.	M.Waqar Aslam	TEPA	Traffic Eng.		
5.	Saif-ur-Rehman	TEPA	CE TEPA		
6.	Waseem Akram	TPU	STP		
7.	Dr. Asim Bodla	P&D Dept.			
8.	Ghias –ud- din	DCO Office	Sec DRTA		
9.	Naveed Ajmal	CTP	DSP		
10.	M.Kasfif Iqbal	P&D Dept.	AC(ECA-I)		
11.	Sarfraz Ahmed	P&D Dept.	PO(ECA-I)		
12.	Farrukh Khan	CTPL	In charge signal		
13.	Zahid Abbas	TEPA	Rd.D.E		
14.	Muzzom Jamil	HUD & PHE	DS (UD)		
15.	Marryam Sheaib	P&D	AC (T)		

2nd Joint Coordinating Committee (JCC) Meeting

Venue: Committee Room, P&D Department, Lahore

Date: 18th August, 2016 **Time: 14:00 to 16:00**

Attendance List

No.	Name	Organization	Designation	Email/Tel	Signature
16.	Mazhar Iqbal	JICA	Sn. Advisor	[redacted]	
17.	Sajida Iftikhar	TEPA	RA(T)		
18.	Khurram Saeed	TEPA	RA(C)		
19.	Usman Ahmed Khalid	TEPA	RA(T)		
20.	Zaigham Abbas	TEPA	RA(T)		
21.	Takahiro Miyazaki	JICA	T.E		
22.					
23.					
24.					
25.					
26.					
27.					
28.					

TEPA
Traffic Engineering & Transport Planning Agency
Government of Punjab

Project for Improvement of Traffic Management Capacity in Lahore

METS Research & Planning, INC.
CTI Engineering International Co. Ltd.
Tokyo, Japan

Appendix 3

2nd Joint Coordinating Committee (JCC) Meeting

Venue: Committee Room, P&D Department, Lahore

Date: 18th August, 2016 **Time: 14:00 to 16:00**

Attendance List

No.	Name	Organization	Designation	Email/Tel	Signature
1.	MASATO KOTO	JICA Team	Chief Consultant	[redacted]	
2.	Zaib-un-Nisa	TEPA	coordinator	[redacted]	
3.	Masazumi ONO	JICA Experts	Traffic Eng	[redacted]	
4.	M. Waqar Aslam	TEPA	Traffic Engg (Team leader)	[redacted]	
5.	SAIF UR. REHMAN	TEPA	CE TEPA	[redacted]	
6.	Waseem Akram	TPU	STP	[redacted]	
7.	GHIAS-ul-DIN	DCO office	Sec DRTA	[redacted]	
8.	NAVEED AJMAL	City Traffic Police	DSP	[redacted]	
9.	MUHAMMAD KASHIF IQBAL	P&D Deptt	AC (ECA-I)	[redacted]	
10.	SARFRAZ AHMAD	P&D Deptt.	PO(ECA-I)	[redacted]	
11.	Farrukh Khan	CTPL	Incharge Signals	[redacted]	
12.	Zahid Abbas	TEPA	Rd. D. E	[redacted]	
13.	Muzzam Jamil	HUD & PHED	DS (UD)	[redacted]	
14.	MARRYAM SHOAIB	P&DD	AC (T)	[redacted]	

TEPA

Traffic Engineering & Transport Planning Agency Government of Punjab

Project for Improvement of Traffic Management Capacity in Lahore

JICA

METS Research & Planning, INC.
CTI Engineering International Co. Ltd.
Tokyo, Japan

2nd Joint Coordinating Committee (JCC) Meeting

Venue: Committee Room, P&D Department, Lahore

Date: 18th August, 2016 **Time: 14:00 to 16:00**

Attendance List

No.	Name	Organization	Designation	E-mail/Tel	Signature
15.	MAZHAR IQBAL	In Admin ↔ JICA			
16.	Sajida Iftikhar	TEPA	R.A(T)		
17.	Khurram Saeed	TEPA	R.A(C)		
18.	Usman Ahmad Khalid	TEPA	R.A(T)		
19.	Zaigham Abbas	TEPA	R.A(T)		
20.	Takahiro Miyazaki	JICA	T.E		
21.					
22.					
23.					
24.					
25.					
26.					
27.					

PROJECT ON IMPROVEMENT OF TRAFFIC MANAGEMENT CAPACITY IN LAHORE CENTRAL AREA

THE GOVERNMENT OF PUNJAB
ISLAMIC REPUBLIC OF PAKISTAN

2nd Joint Coordinating Committee Meeting

Pilot Project

18 August 2016

JAPAN INTERNATIONAL COOPERATION AGENCY (JICA)

METS RESEARCH & PLANNING, INC.
CTI ENGINEERING INTERNATIONAL CO., LTD.

Table of Contents

1. Outline of the Project

Project Purpose		**1) To enable TEPA to formulate and implement countermeasures for traffic management** **2) To enhance the knowledge of related organizations on traffic management**
Outputs		1) Capacity Development for traffic management of TEPA and related organizations is conducted through training. 2) Institutional and personal capacity for traffic management of TEPA is enhanced mainly through implementation of Pilot Project(s). 3) Pilot Project(s) are summarized into "handbook" to be shared among TEPA and related organizations as reference for other areas' improvement. 4) Traffic management improvement plan in Lahore is developed.
Outline of Activities	Activity 1	1-1 To conduct pre-evaluation on trainees who will participate in the traffic management training. 1-2 To develop training plan 1-3 To develop training materials. 1-4 To conduct training courses. 1-5 To conduct the post evaluation test on the trainees after the training courses. 1-6 To conduct workshops/seminars to transfer engineering knowhow to staff of related organizations.
	Activity 2	2-1 To conduct traffic condition surveys 2-2 To identify traffic management issues of traffic management 2-3 To plan Pilot Project(s) 2-4 To implement Pilot Project(s) 2-5 To conduct traffic surveys after Pilot Project(s) 2-6 To evaluate the effectiveness of Pilot Project(s) by using micro-simulation "VISSIM" 2-7 To investigate the current state of organizational frameworks of TEPA. (legal mandate, transport administration in Lahore, human resources, budget, preparation of development plan, etc.) 2-8 To prepare institutional improvement plan taking into account the "Pilot Project" as case study by TEPA.

2. Outline of the Project

Outline of Activities	Activity 2	2-9 To monitor the implementation of the institutional improvement plan. 2-10 To develop traffic management plan including countermeasures.
	Activity 3	3-1 To review the existing "handbooks" and "manuals" for traffic management. 3-2 To make "handbook" and "manual" for traffic management taking account of the experience of Pilot Project(s). (data collection, analysis, development and implementation of countermeasure, geometric design and pedestrian facilities) 3-3 To distribute "handbook" and "manual" to traffic management to related organizations. 3-4 To hold workshops / seminars to transfer engineering knowhow to staff o related organizations.
	Activity 4	4-1 To develop the traffic management plan in the Lahore Central Area.(Including Traffic Improvement Plan for Pedestrian, Traffic Demand Management Plan)
Project Area		Lahore Central Area
Counterparts, etc. in Pakistan		(1) Counterpart（C/P） ・Traffic Engineering & Transport Planning Agency (TEPA), Lahore Development Authority (LDA)) ・Punjab Province Traffic Office (Transport Planning Unit (TPU), Transport Department (TD))
		(2) Other related organizations ・Traffic Police ・City District Government, Lahore (CDGL)
		(3) Beneficiaries ・Direct beneficiaries: TEPA, TPU, Traffic Police, GDGL of staff, a total of about 40 people ・Indirect beneficiaries: Lahore City citizen about 10 million people, about 2 million vehicles (including motorcycles)
Project Period		From January 2016 until December 2018

2. Objective of Pilot Project

Main Objective of this Project says that the Institutional and personal capacity for traffic management of TEPA is enhanced mainly through implementation of Pilot Project(s).
⇒ To strengthen the traffic management capacity, especially that of TEPA Counterparts to decrease the traffic congestion in Lahore City

Pilot Project is summarized in a *HANDBOOK* to be shared among TEPA and related organizations as reference for other areas' improvement.
⇒ To expand the other areas' development in the Lahore Central Area to achieve the Project Objective

3. How to Approach the Pilot Project

To achieve above Outputs, the following practices will be adopted in the design and conduct of the pilot project:

- Involvement of counterpart members in the pilot project and collaboration between TEPA Counterparts and JICA Project Team in the selection of the pilot project.
- Holding of C/P meeting twice a week for discussion and analysis of traffic survey and inventory survey.
- Study and evaluation of the different kinds of effective traffic countermeasures in order to replicate the pilot project to other areas in the future.

The project area and the traffic countermeasures will be selected as a general case, not as a special case in a specific area. It means common traffic countermeasures in Lahore City will be applied.
Therefore, the activities of the Pilot Project are not only to implement the components of the Pilot Project but also to develop the traffic management plans that can be applied to the entire Pilot Project Area.

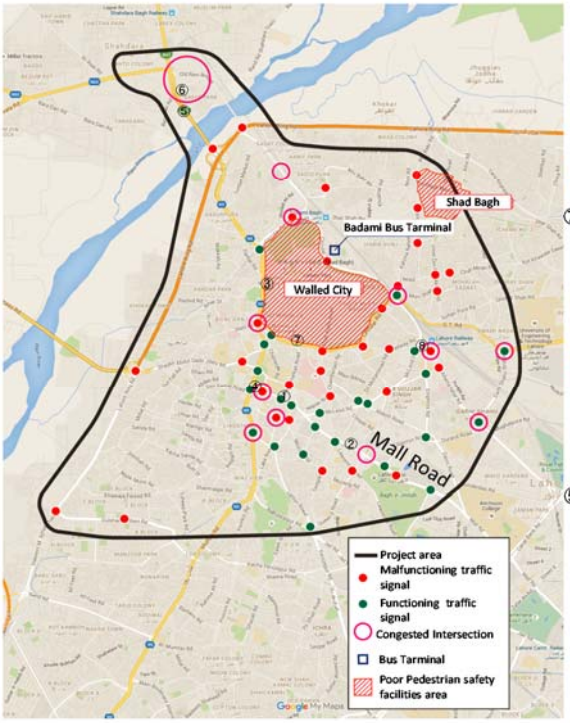
4. Project Area (Lahore Central Area)

Project Area
Traffic situation in Lahore Central Area

【Mall Road】

① Functioning traffic signal at Mall Road near Anarkali

② Traffic congestion at Mall Road/Lawrence Road intersection.



【Major intersections】

⑦ Mixed traffic around the market often causing traffic jams at circular intersection near Mori Gate

⑧ Functioning traffic signal at intersections around Lahore Station

【Metro（B R T）】

⑤MBS bus entering the gate toward the Ravi River west bank bus terminal

⑥ Vendors and shoppers crowding the space under the stairs of the station

【Sidewalk/Roadside condition】

③ Street vendors occupying one lane of the road around Walled City

④ Pedestrians walking on the carriageway under the N5 overpass

Ravi River West bank – Bund Road – Gulshan Ravi Main Road – Lahore Zoo - Shalimar Road – Railway East Area

5. Traffic Problems/Issues in the Lahore Central Area

- Poor junction design
- Illegal and uncontrolled parking/stopping
- Encroachment of road space & public right of way
- Lack of facilities for pedestrians
- Poor traffic control system (traffic signs and road markings) and malfunctioning and poor condition of traffic signals
- Mixed traffic from cars, motorcycles, rickshaws, qingis to animal drawn carts.
- Road safety issues (lack of driver education/training) and violation of traffic rules
- Lack of traffic enforcement (No monitoring of driver licensing)

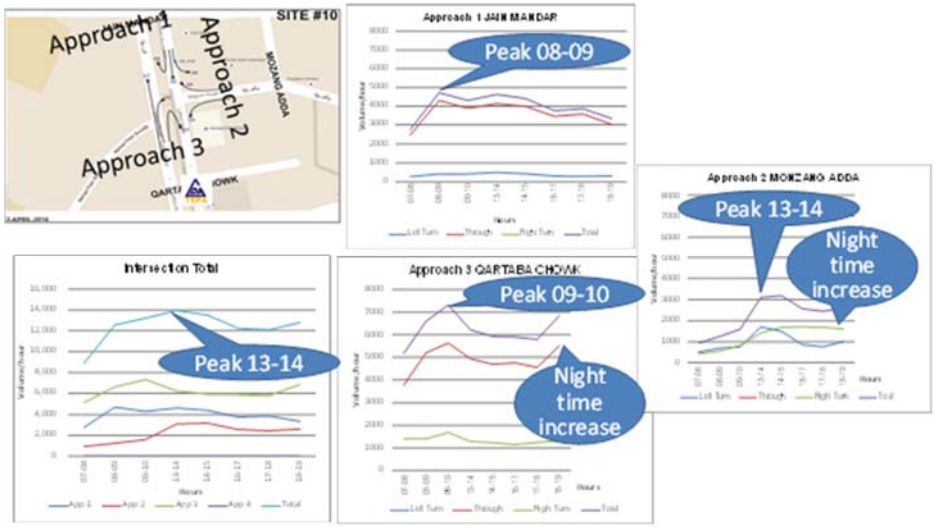
6. Traffic Surveys and Analysis

What do we expect from the traffic surveys?

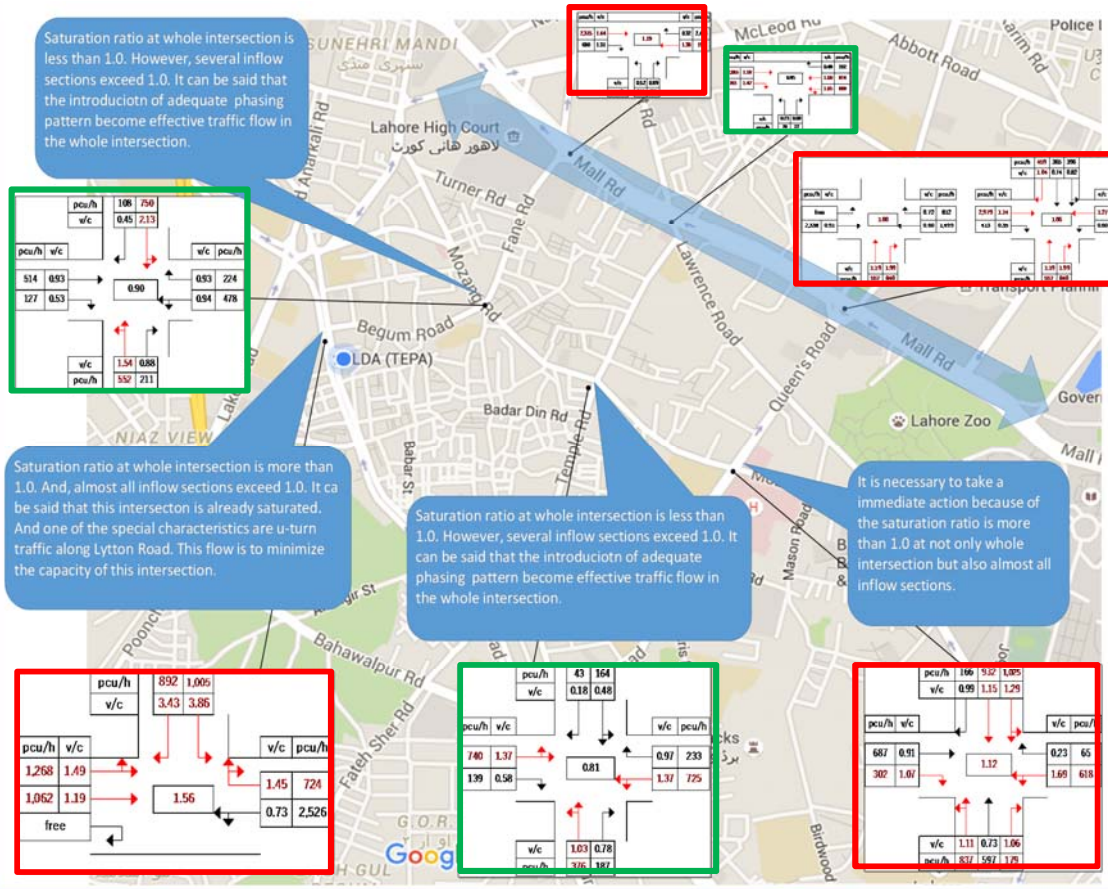
(1)Traffic Count Survey

One pattern phasing vs. what is the actual traffic volume pattern by time?

✔ Traffic characteristics are different in the time zone.



6. Traffic Surveys and Analysis



Mall Road is the trunk road in Lahore because of traffic congestions can be seen along the Mall Road and inflow lane from the secondary road connecting to the Mall Road.
Therefore, intorduciton of the coordinting traffic signal control can be one of the effective countermeasures in the pilot project area.

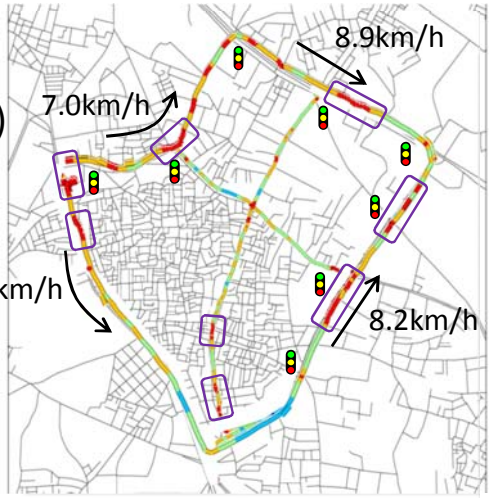
- Some of the intersections have inefficient signal phasing.
- There is a possibility of reducing traffic congestion by changing signal phasing according to actual traffic flow.

6. Traffic Surveys and Analysis

(2) Travel Speed Survey

- ✔ Travel speed is slower in daytime on Begum- Fane, Mall, Queens, Mozang and Lytton Road.
- ✔ Temple and Begum-Fane have travel speed below 20km/h all the day.

Day time Travel Speed (13:00-14:00)



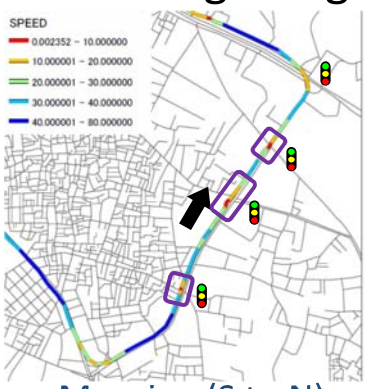
No.	Road Name	Direction	Start point	End point	Length(km)	Peak Hour	Travel Speed (km/h)
1	Begum-Fane	N to S	Begum Road	Lahore high Court	1.13	Morning	18.26
						Day time	12.40
						Evening	13.67
		S to N	Lahore high Court	Begum Road	0.93	Morning	15.14
						Day time	6.98 ← Lowest
						Evening	13.92
2	Mall Road	E to W	Faisal Chowk	Lahore high Court	0.85	Morning	26.12
						Day time	9.00
						Evening	15.00
		W to E	Legal high Court	Faisal Chowk	0.97	Morning	26.81
						Day time	18.34
						Evening	10.26
3	Queens Road	S to N	Qartaba Chowk	Faisal Chowk	1.53	Morning	21.02
						Day time	8.16
						Evening	22.38
		N to S	Faisal Chowk	Qartaba Chowk	1.55	Morning	16.30
						Day time	17.76
						Evening	19.58
4	Lytton Road	W to E	Begum Road	Qartaba Chowk	1.25	Morning	30.45
						Day time	19.63 ← Highest
						Evening	23.22
		E to W	Qartaba Chowk	Begum Road	1.43	Morning	21.38
						Day time	8.91
						Evening	24.41
5	Mozang Road	E to W	Ganga Ram	Mazang Adda	0.91	Morning	23.94
						Day time	12.15
						Evening	19.02
		W to E	Mazang Adda	Ganga Ram	0.90	Morning	20.79
						Day time	14.78
						Evening	17.13
6	Temple Road	S to N	Qartaba Chowk	Regal Chowk	1.52	Morning	14.06
						Day time	14.30
						Evening	7.55
		N to S	Regal Chowk	Qartaba Chowk	1.50	Morning	11.38
						Day time	14.42
						Evening	12.51

6. Traffic Surveys and Analysis

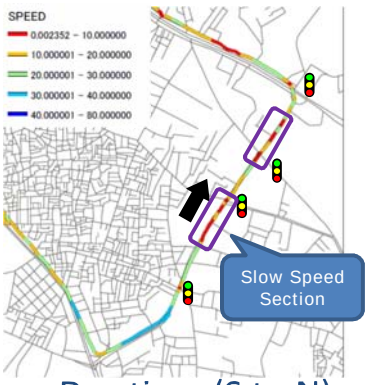
(2) Travel Speed Survey

What are causes of delay?

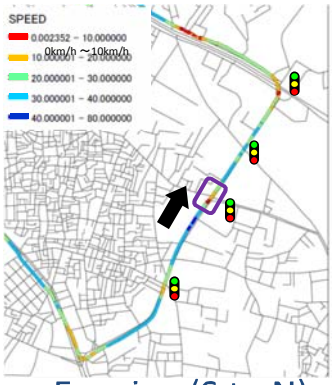
- ✔ A main cause of delay as **signal stop**
- ✔ Traffic was getting slower as traffic increased.



Morning (S to N)



Day time (S to N)



Evening (S to N)

No.	Road Name	Direction	Start point	End point	Length(km)	Length(km)	Peak Hour	Travel Speed (km/h)	Travel Time (min.)
3	Queens Road	S to N	Qartaba Chowk	Faisal Chowk	1.53	1.52	Morning	21.02	4.33
						1.54	Day time	8.16	11.33
						1.53	Evening	22.38	4.10
		N to S	Faisal Chowk	Qartaba Chowk	1.55	1.20	Morning	16.30	4.42
						1.75	Day time	17.76	5.92
						1.71	Evening	19.58	5.23

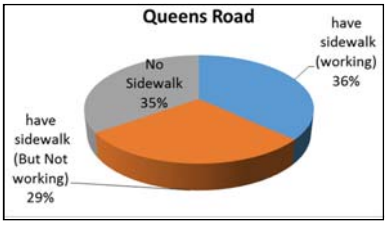
6. Traffic Surveys and Analysis

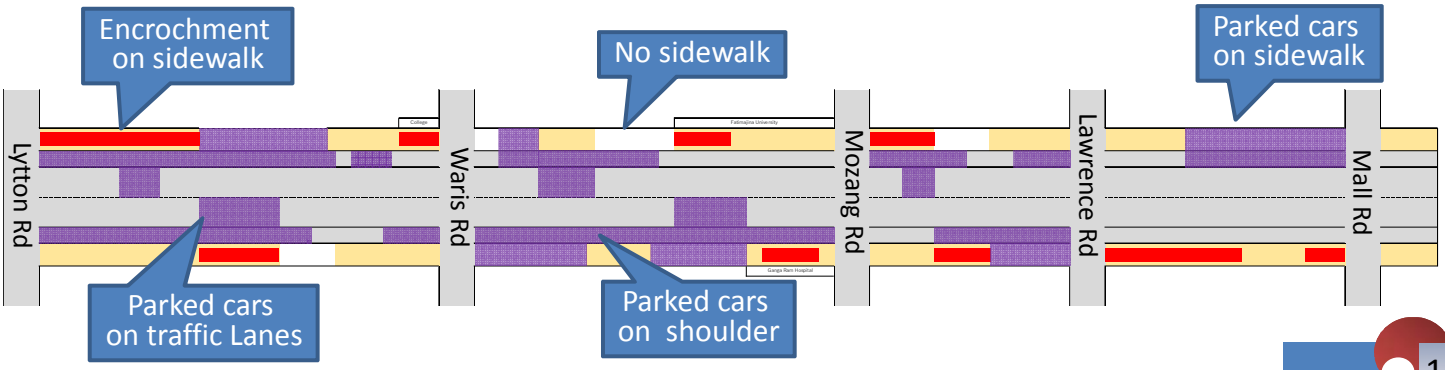
(3)Road condition survey

What is the Current status of corridor?

- ✔ On-street parking
- ✔ Encroachment
- ✔ Pedestrian facility

Queens			
	Rate		
	Traffic Lane, Sholder		
	No Problem	Encroach -ment	Parked cars
Right Sholder	33%	0%	67%
Traffic Lane (Right)	89%	0%	11%
Traffic Lane (Left)	87%	0%	13%
Left Sholder	31%	0%	69%





6. Traffic Surveys and Analysis

(3)Road condition survey

What is the Current status of corridor?

✔ On-street parking ✔ Encroachment ✔ Pedestrian facility

NO	Road name	Place	No Problem	Encroach -ment	Parked cars
1	Begum - Fane Rd	Right Sholder	54%	0%	46%
		Traffic Lane (Right)	100%	0%	0%
		Traffic Lane (Left)	85%	0%	15%
		Left Sholder	19%	0%	81%
2	Queens Rd	Right Sholder	54%	0%	46%
		Traffic Lane (Right)	100%	0%	0%
		Traffic Lane (Left)	85%	0%	15%
		Left Sholder	19%	0%	81%
3	Mozang Rd	Right Sholder	14%	4%	81%
		Traffic Lane (Right)	100%	0%	0%
		Traffic Lane (Left)	94%	2%	3%
		Left Sholder	11%	19%	70%
4	Lytton Rd	Right Sholder	43%	0%	57%
		Traffic Lane (Right)	96%	0%	4%
		Traffic Lane (Left)	100%	0%	0%
		Left Sholder	63%	0%	37%

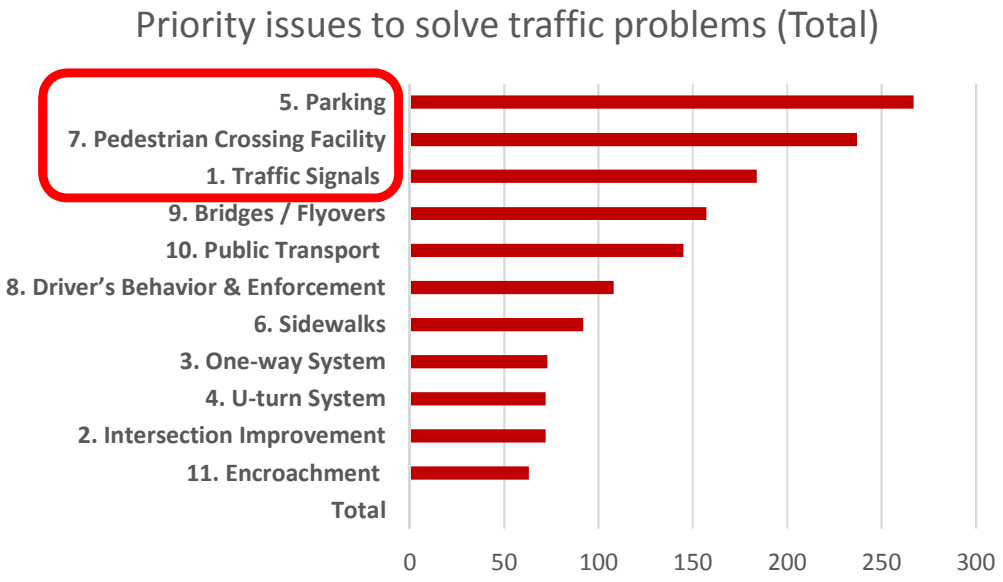
NO	Road name	Start point	End point	Right/Left	have sidewalk (working)	have sidewalk (Not working)	No Sidewalk
1	Begum - Fane Rd	Mall Rd	Lytton Rd	Right	68%	21%	11%
				Left	67%	1%	32%
2	Queens Rd	Mall Rd	Lytton Rd	Right	32%	27%	41%
				Left	40%	31%	29%
3	Mozang Rd	Begum-Fane Rd	Queen's Rd	Right	11%	14%	75%
				Left	29%	0%	71%
4	Lytton Rd	Begum-Fane Rd	Queen's Rd	Right	23%	75%	12%
				Left	23%	53%	24%

6. Traffic Surveys and Analysis

Major Issues in Lahore Citizens from TDM Interview Result:

"On-street Parking", "Pedestrian Crossing Facility at Grade" and "Malfunctioning Traffic Signals" are the respondents top three issues.

These are the most 3 serious problems for Lahore citizens



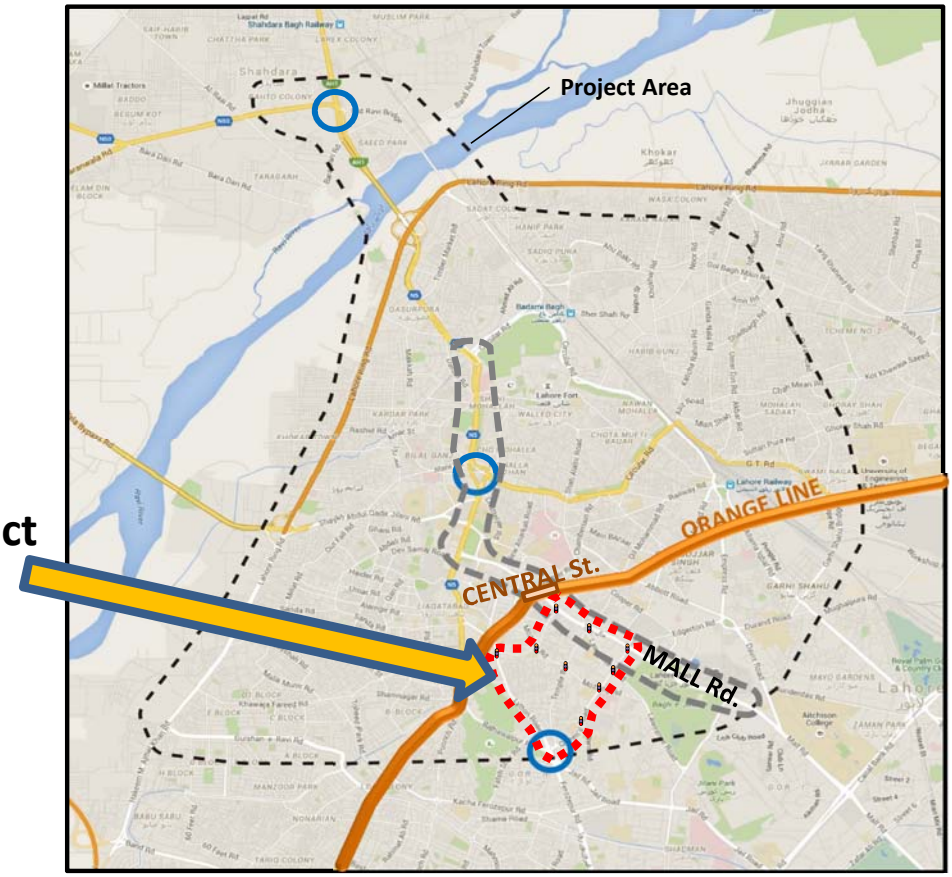
7. Selection of the Pilot Project Area

The Pilot project area shown in the figure is surrounded by Mall Road, Lytton Road, Queens Road and Fane Road. Its selection is based on the following reasons:

・Priority area/corridor for the pilot project during the R/D of this project is Mall Road. However, construction by open cut system of the Orange Line underground station at Mall Road/Mcloude Road will start soon.
・Traffic problems in the Lahore Central Area are also shown in this area. It is like a showcase of the Lahore Central Area's traffic issues.
・TEPA Office is located in the Area.

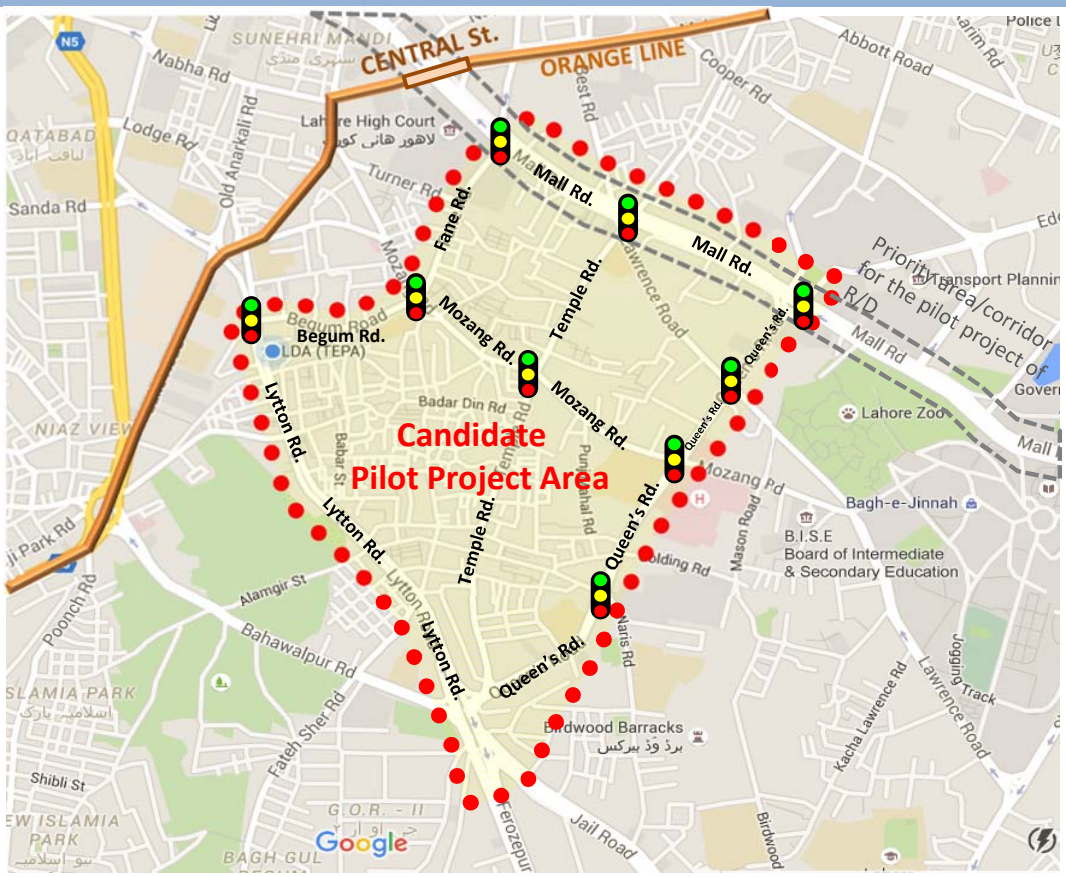
7. Selection of the Pilot Project Area

Candidate Pilot Project Area

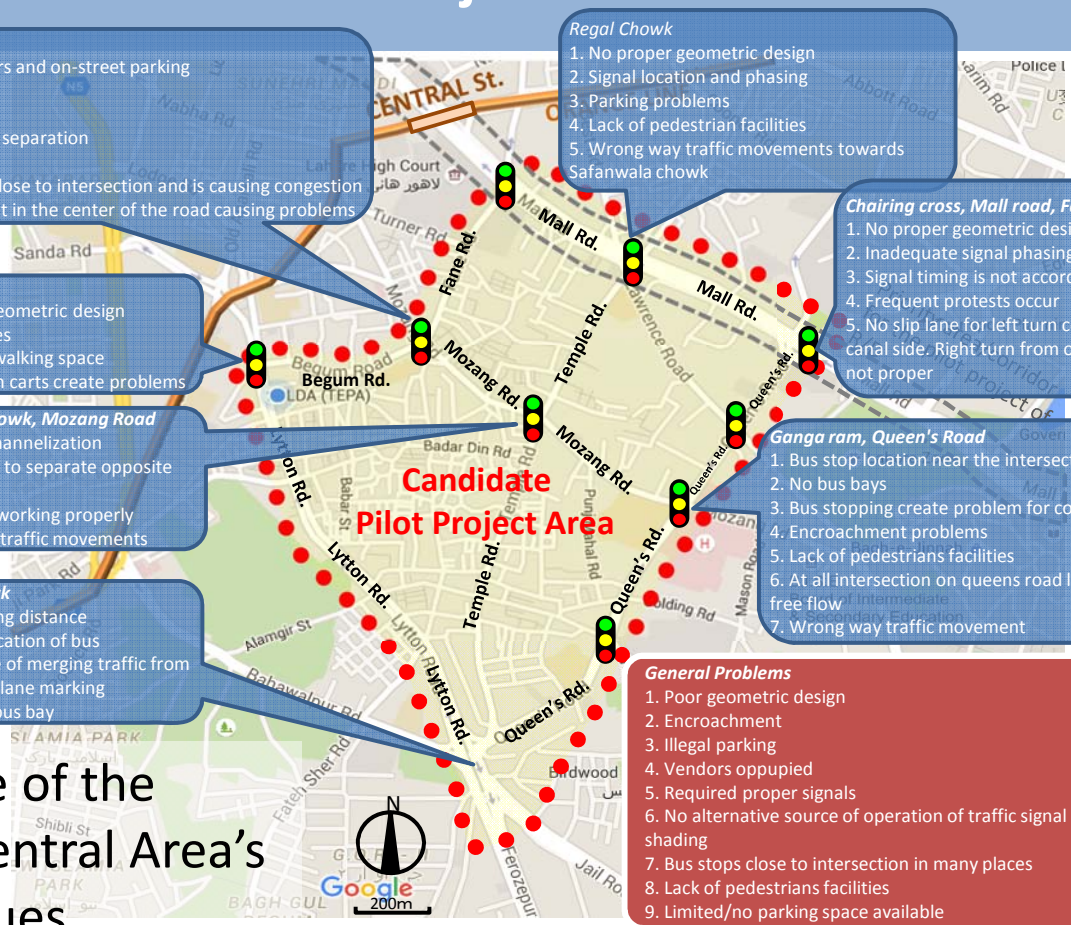


7. Selection of the Pilot Project Area

Candidate Pilot Project Area



7. Selection of the Pilot Project Area

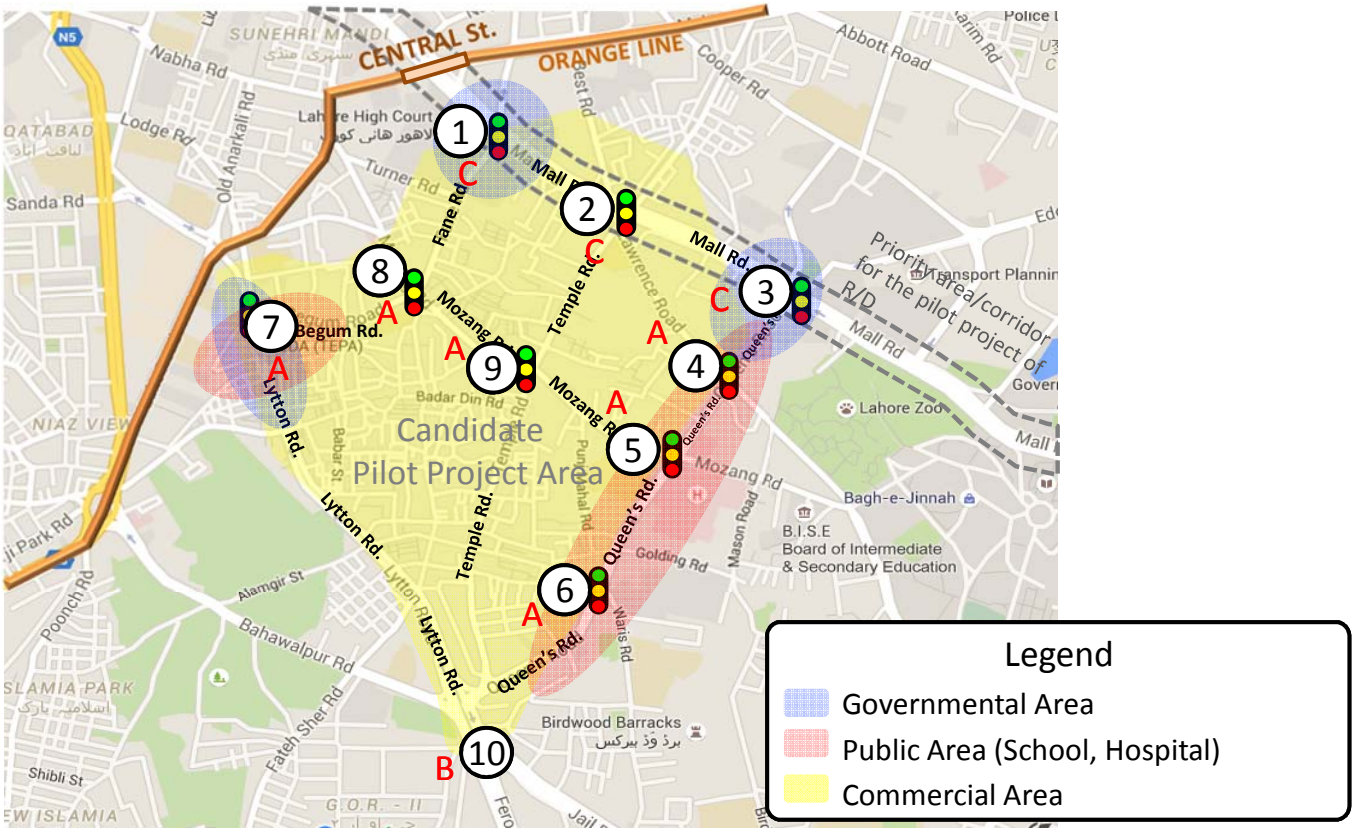


Showcase of the Lahore Central Area's traffic issues

8. How to Come Up with the Candidate Menu in the Pilot Project Area based on the Inventory Analysis of Intersections, Traffic Signals, Corridors, etc.

- Road is composed of node (intersection) and link (corridor).
- Based on the traffic and inventory survey of the intersection and corridor, seriousness of the transport/traffic issues in the Pilot Project Area is examined.
- In this study, traffic signals at intersections are also examined because traffic signals are one of the most important factors controlling the urban traffic flow.

9. Inventory Data Analysis –Intersections-



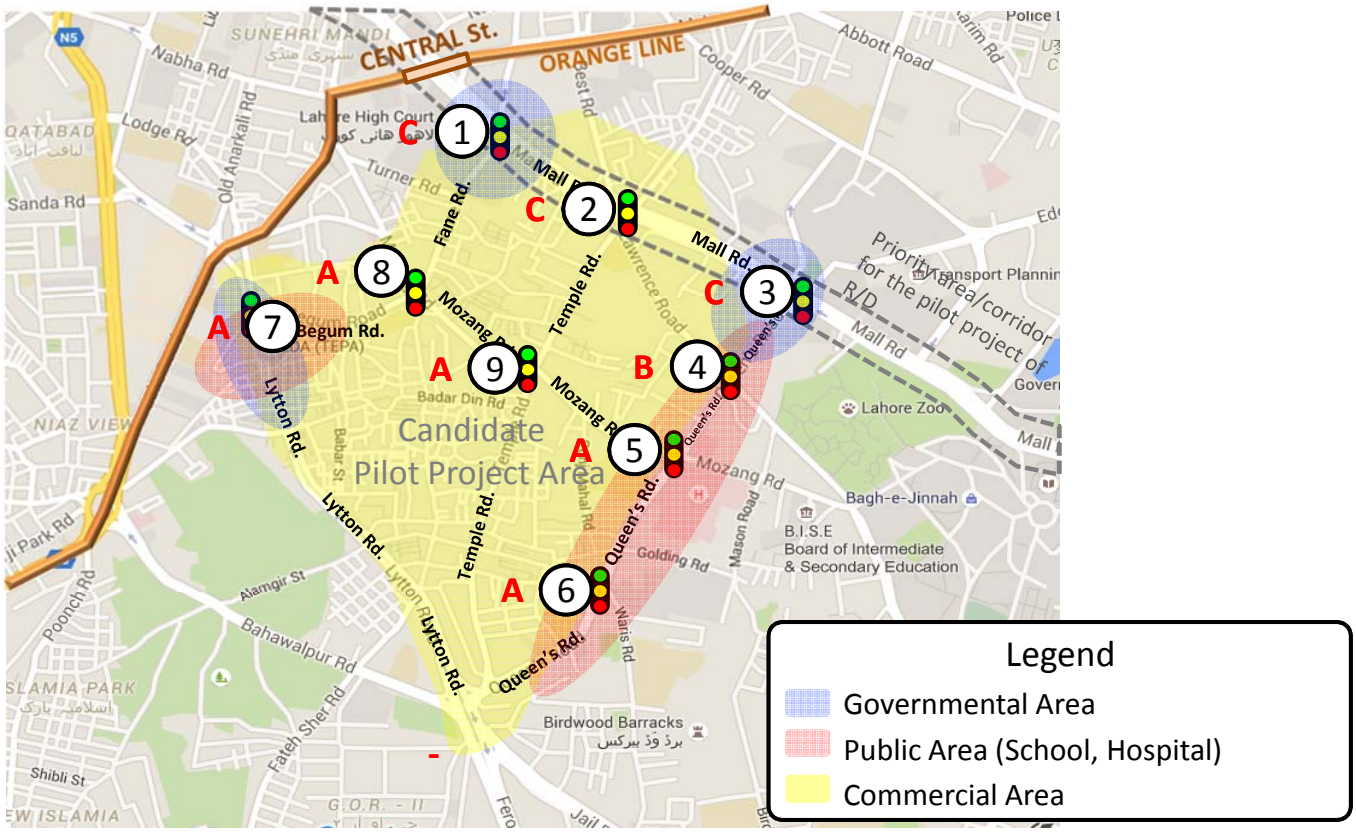
9. Inventory Data Analysis –Intersections-

No.	Intersection Name	size	Pedestrian Facility	Road Markings	Encroachment	Parking	Overall Evaluation
1	Lahore High Court	Large	B	B	C	C	C
2	Regal Chowk	Large	B	C	C	B	C
3	Faisal Chowk	Large	A	C	C	B	C
4	Plaza Cinema	Medium	A	C	A	B	A
5	Ganga Ram	Medium	A	B	B	B	A
6	Waris Road	Medium	A	B	A	A	A
7	Begum Road	Medium	A	A	B	C	A
8	Mazang Adda	Small	A	A	A	A	A
9	Safanwala Chowk	Small	A	A	A	A	A
10	Qartaba Chowk	Large	A	B	B	C	B

Evaluation (A: Problematic ; B: Sometimes problematic, C: Basically acceptable)
Overall Evaluation (A: more than two 'A's; B: other than A & C; C: more than two 'C's)

5. Ganga Ram has single 'A' but the other factors have 'B'

9. Inventory Data Analysis –Traffic Signals-

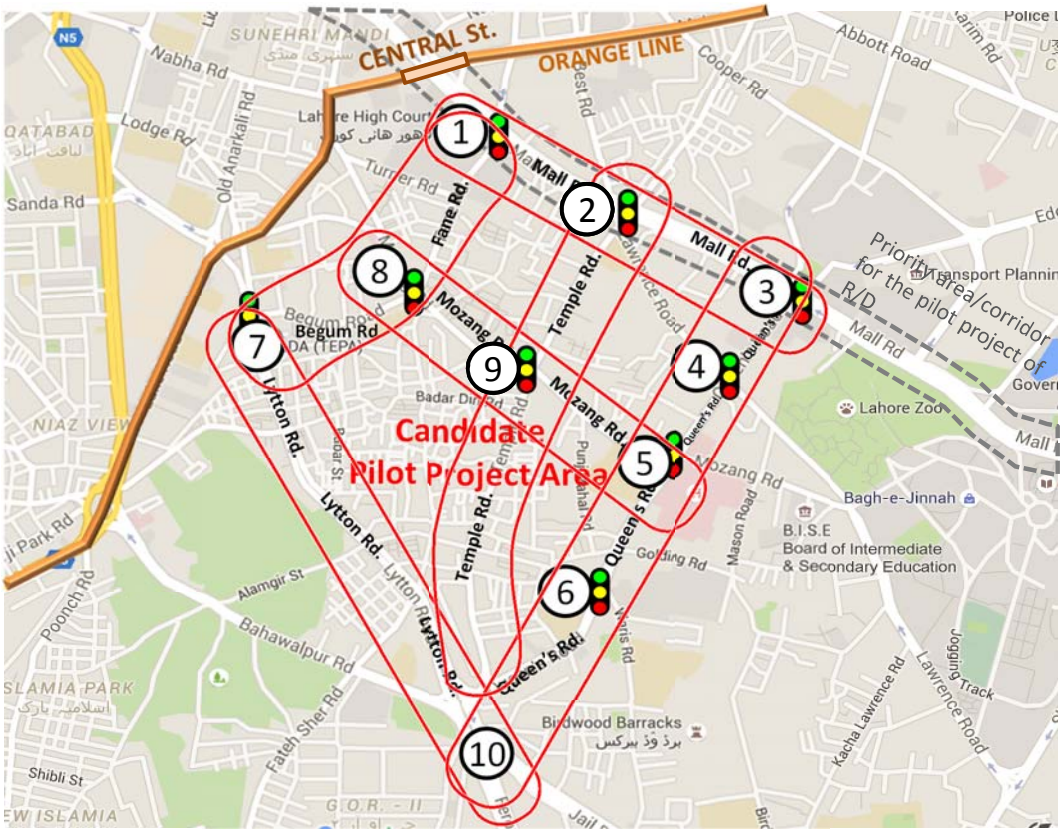


9. Inventory Data Analysis –Traffic Signals-

No.	Intersection Name	Signal Operation	Controller	Signal Pole	Signal Lantern	Hand Hole	Int. Size	Overall Evaluation
1	Lahore High Court	B	C	B	B	B	Large	C
2	Regal Chowk	B	C	B	B	B	Large	C
3	Faisal Chowk	B	C	B	B	B	Large	C
4	Plaza Cinema	A	C	B	B	B	Medium	B
5	Ganga Ram	A	C	B	A	B	Medium	A
6	Waris Road	A	A	C	A	B	Medium	A
7	Begum Road	A	A	B	A	B	Large	A
8	Mazang Adda	A	C	B	A	C	Medium	A
9	Safanwala Chowk	A	A	C	A	A	Medium	A

Evaluation(A: Problematic ; B: Sometimes problematic, C:Basically acceptable)
Overall Evaluation(A: more than three 'A's ; B: one or two 'A's ; C : zero 'A')

9. Inventory Data Analysis –Corridors-



Temple Road is excluded from Corridor because it has less traffic due to its bad position in conjunction with a connecting road.

9. Corridor Analysis

Corridor No.	Corridor Name	Land Use	Transport/Road Function	Traffic Volume	Vehicular Type (Modal Share)	Pedestrians	Corridor Characteristics
1	Mall Road	Governmental/ Business/Commercial	Trunk Road (Bus Route)	10,000-20,000 veh./h	Mortorcycle:65% Car: 25% Rikishaw :10%	Not many	Not only one of the trunk roads but also a symbolic road in Lahore, like Ginza in Tokyo and Champs-Elysees in Paris
2	Begum – Fane Road	Commercial / Governmental	Local Roads	10,000-15,000 veh./h	Mortorcycle:60% Car: 20% Rikishaw :20%	Not many but walk on the carriageway	South-north local road, mainly catering to through traffic
3	Mozang Road	Commercial	Local Road (Access to roadside shops)	5,000-10,000 veh./h	Mortorcycle:60% Car: 20% Rikishaw :20%	Many near the shops at intersection	East-west local road supporting the small business and industry along the corridor
4	Queens Road	Commercial / Public	Collector Road (Bus Route)	10,000-20,000 veh./h	Mortorcycle:60% Car: 20% Rikishaw :20%	Many near school & hospital	South-north trunk road, mainly catering to through traffic
5	Lytton Road	Commercial	Trunk Road (BRT & Bus Route)	15,000 veh./h	Mortorcycle:65% Car: 20% Rikishaw :15%	Not many along sidewalk but many crossing pedestrians on the carriageway	Not only one of the trunk roads but also major public transport corridor
6	Temple Road (North/ South)	Commercial	Local Road (Access to roadside shops / facilities)	2,000 veh./h	Mortorcycle:75% Car:10 % Rikishaw :15%	Many near the shops / facilities	South-North local road supporting the small shops / facilities along the corridor

9. Inventory Data Analysis –Corridors-

Corridor No.	Corridor Name	Corridor Characteristics	Pedestrian Facility	Road Markings	Encroachment	Parking	Overall Evaluation
1	Mall Road	Not only one of the trunk roads but also a symbolic road in Lahore, like Ginza in Tokyo and Champs-Elysees in Paris	B	C	C	C	C
2	Begum – Fane Road	South-north local road, mainly catering to through traffic	A	A	B	A	A
3	Mozang Road	East-west local road supporting the small business and industry along the corridor	A	A	A	A	A
4	Queens Road	South-north trunk road, mainly catering to through traffic	A	B	B	A	A
5	Lytton Road	Not only one of the trunk roads but also major public transport corridor	B	B	B	B	B
6	Tenple Road (North/South)	South-North local road supporting the small shops / facilities along the corridor	B / A	B / A	C / B	A / A	B / A

Evaluation (A: Problematic ; B: Sometimes problematic, C: Basically acceptable)

10. Candidate Intersections, Traffic Signals and Corridors

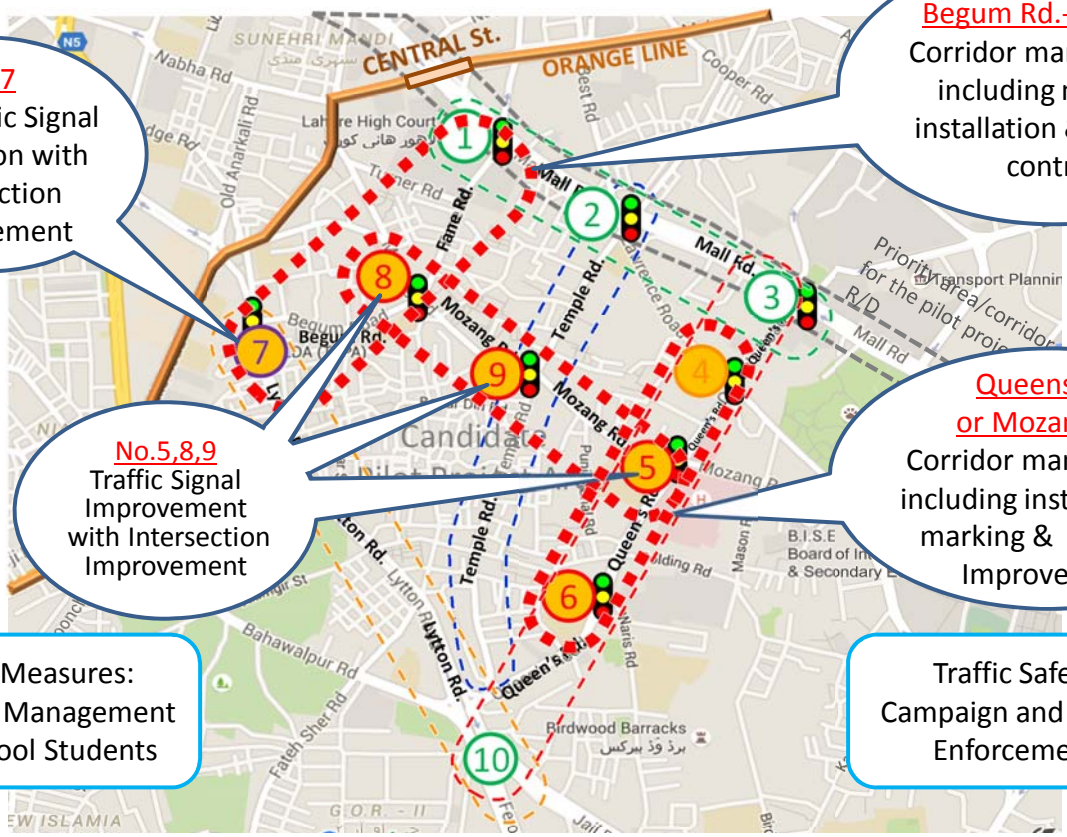
Following are the results based on the analysis of the above three aspects:

- Intersections selected are 4, 5, 6, 7, 8 and 9 (“A” more than two. No. 5 has only one “A” but others, all “B”),
- Signalized intersections selected are 5, 6, 7, 8 and 9 (“A” more than two), and
- Corridors selected are 2, 3 and 4 (with more than two “As”).

Therefore, the candidate menu for the selected intersections/traffic signals/ corridors in the Pilot Project is shown in the following Figure.

10. Candidate Intersection, Traffic Signal and Corridor

Pilot Project Menu -DRAFT-



No.7
New Traffic Signal Installation with Intersection Improvement

Begum Rd.-Fane Rd.
Corridor management including marking installation & parking control

No.5,8,9
Traffic Signal Improvement with Intersection Improvement

Queens Rd. or Mozang Rd.
Corridor management including installation of marking & sidewalk Improvement

TDM Measures: Mobility Management for School Students

Traffic Safety Campaign and Traffic Enforcement

11. Pilot Project Menu vs. Priority Issues to Solve the Traffic Problems (from the TDM Interview)

No.	Pilot Project Menu	Priority Issues to Solve the Traffic Problems (from the TDM Interview)							
		Parking	Pedestrian Crossing Facility	Traffic Signal	Driver Behavior & Enforce-ment	Sidewalk	One-way system	U-turn system	Encroach-ment
1	No.7 Traffic Signal Installation with Intersection Improvement		✔	✔					
2	No. 4,5,6 or No.5,8,9 Traffic Signal Improvement with Intersection Improvement			✔					
3	Queens Rd. or Mozang Rd. Corridor management including installation of marking & sidewalk Improvement	✔				✔			✔
4	Begum Rd.-Fane Rd. Corridor management including marking installation & parking control	✔							✔
5	Traffic Safety Campaign and Traffic Enforcement				✔				
6	TDM Measures: Mobility Management for School Students				✔				

Note: Implementation of the facilities in the Pilot Project is mainly within the road right of way and therefore does not affect the social and environmental issues.

12. Development of Traffic Management Plan in the Pilot Project Area including Modeling

Aside from the implementation of measures in the pilot project area as described in the table shown earlier, almost all traffic problems/issues in the pilot project area will also be tackled as part of the Planning Process.

This includes utilizing the traffic simulation model for the following:

(1) Coordinating traffic signal system along Mall Road,

(2) Analysis of the signal free junction, and

(3) Pre-evaluation of the implementation of measures in the pilot project area such as traffic signal installation with intersection improvement.

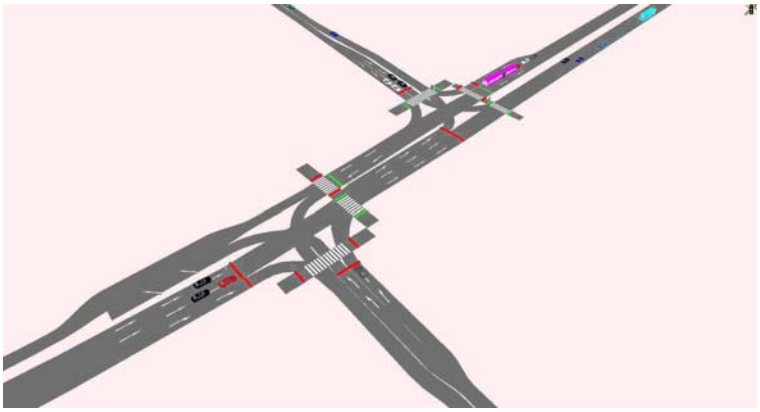


Image from VISSIM

13. Project of the Punjab Safe Cities Authority

The Punjab Safe Cities Authority (PSCA), established under the Punjab Safe Cities Ordinance 2015, will ensure establishment, development, and maintenance of a command, control, and communications system (IC3) in major towns in the province for people's security. Reportedly, the plan has three parts – one is installing cameras everywhere in the city, second is to monitor the city through them and give information to police for action, and the third is the response itself.

Aside from these, the PSCA is going to expand their area to the ITS field such as installation of traffic signal.

Current plan of this field is as follows:

(1) To install new traffic signal to current 34 signalized intersections including 8 intersections in the Pilot Project Area within two months,

(2) PSCA's responsibility of above project is mainly equipment of traffic signal such as lantern, pole, controller, etc., excluding software such as phasing pattern setting and civil works such as road marking and traffic signs.

Some areas are overwrapped two projects, therefore, close coordination between two projects is necessary.

14. Conclusions

1. Several project activities are revised through the 5-month work with TEPA counterpart and relevant agencies in Lahore. This is also reflected in the revised PDM and Work Plan submitted at the 2nd JCC meeting by LITMC Project Team.
2. The proposed Pilot Project Area is the area within Mall Road, Queens Road, Lytton Road and Fane-Begam Road. This area which showcases the Lahore traffic problems/issues is also where the TEPA office is located. Construction of the underground Orange Line Central Station is also taken into account in selection of the proposed pilot project area.
3. Through the analysis and evaluation of the traffic surveys, inventory survey and corridor analysis, menu of the Pilot Project is proposed as follows: 1) Fully stand-alone new traffic signal system with intersection improvement at Begam Chowk, 2) Improvement of existing three signalized intersections along Mozang Road or Queens Road, 3) Corridor management along Fane-Begam Road or Mozang Road including on-street parking control, 4) Conduct of the traffic safety campaign and traffic enforcement and 5) Mobility management at school.

14. Conclusions

4. Punjab Safe Cities Authority has an ongoing project scheduled for completion within two months involving the improvement of 34 signalized intersections, 7 of which are in the Pilot Project Area. Therefore, it is necessary to have close coordination with them.
5. TEPA C/P and JICA LITMC Project Team have requested JCC and WG Chairmen to inform them of JCC and WG meeting dates one month in advance to give time to inform all members.

PROJECT ON IMPROVEMENT OF TRAFFIC MANAGEMENT CAPACITY IN LAHORE CENTRAL AREA

THE GOVERNMENT OF PUNJAB
ISLAMIC REPUBLIC OF PAKISTAN

Website : www.litmc.wordpress.com
Facebook Page: www.facebook.com/LITMCProject/

JAPAN INTERNATIONAL COOPERATION AGENCY (JICA)

METS RESEARCH & PLANNING, INC.
CTI ENGINEERING INTERNATIONAL CO., LTD.

Website Home Page

TEPA
Traffic Engineering & Transport Planning Agency Government of Punjab

Project for Improvement of Traffic Management Capacity in Lahore Central Area,Punjab,Pakistan

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Tokyo, Japan

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LITMC
WORKING GROUP (WG)

LITMC
JOINT COORDINATION COMMITTEE (JCC)

LITMC NEWSLETTER

The Project on the Improvement of Traffic Management Capacity in Lahore central Area, Pakistan

A Joint Project of

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LITMC NEWSLETTER

LITMC
PILOT PROJECT

LITMC
SURVEY CONDUCTED

Project for Improvement of Traffic Management Capacity in Lahore Central Area,Punjab,Pakistan

TEPA
Traffic Engineering & Transport Planning Agency Government of Punjab

JICA
METS Research & Planning, INC.
CTI Engineering International Co. Ltd.
Tokyo, Japan

ABOUT PROJECT

- **Project Name:**
- Project on Improvement of Traffic Management Capacity in Lahore Central Area
- **Target Area:**
- Lahore Central Area
- **Project Term:**
- 3 years (January, 2016 – December, 2018)
- **Target Group:**
- TEPA, TPU, Traffic Police and CDGL

Project Objective

The main objective of this Project is to extend technical cooperation to the Lahore City in its efforts in alleviating chronic urban traffic congestion problems. The approach of this Project however, focuses on building the capacity and strengthening the technical knowhow of engineers and officers in several agencies in charge of Lahore urban transport. To achieve this, a pilot project will be identified for implementation and the process in planning, implementation and management of such urban transport project can then be demonstrated and the knowhow passed on to agencies of engineers and officers.

KICK OFF MEETING

Seminar organized on Thursday, 25th February 2016 about the Project on Improvement of Traffic Management Capacity in Lahore Central Area in Islamic Republic of Pakistan

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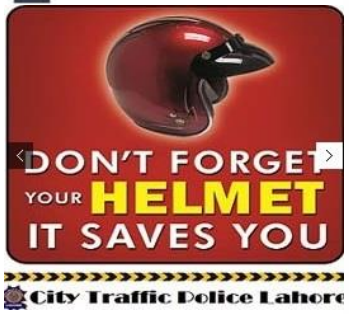

Project Background:

Lahore, the provincial capital of Punjab, is the second largest city in Pakistan with a population of about 10 million. The city's population has been growing at an annual growth rate of about 3%. The city's rapid population growth coupled with extremely high motorization growth (registered vehicles including motorcycles increased by 36.7% per annum between 2001 and 2008) has resulted in chronic traffic congestion.

To cope with this chronic traffic congestion in Lahore, JICA supported a project titled "The Project for Lahore Urban Transportation Master Plan Study in Pakistan (LUTMP)" which was undertaken from 2010 to 2012. LUTMP proposed, 1) Long Term Urban Transport Master Plan up to 2030, 2) Action Plan for identified priority projects up to 2020 and 3) development of mass transit system together with necessity of comprehensive urban transport measures.

BRT line (Metro Bus System (MBS)) was implemented with funding allocated by the Government of Pakistan and the MBS contributed to the decrease of traffic congestions along major transport corridor. However, traffic congestions in the Lahore Central Area still have increased because there are no effective countermeasures for the different aspects of traffic management.

Considering these circumstances, the Government of Pakistan requested the Government of Japan to support "The Project on Improvement of Traffic Management Capacity in Lahore Central Area (LITMC)" for improvement of the traffic management capacity to decrease traffic congestions in Lahore.

To cope with this, the detailed design study team for LITMC was dispatched in August 2013 by JICA. Through the detailed design study, implementation agencies of the Pakistani side were confirmed and an agreement was made on the activities of strengthening the planning and implementation capacity of the traffic management measures of Pakistani counterparts. Thereafter, the Record of Discussions (R/D) of the implementation of LIMTC was signed and exchanged between JICA and implementation agencies in March 2015.

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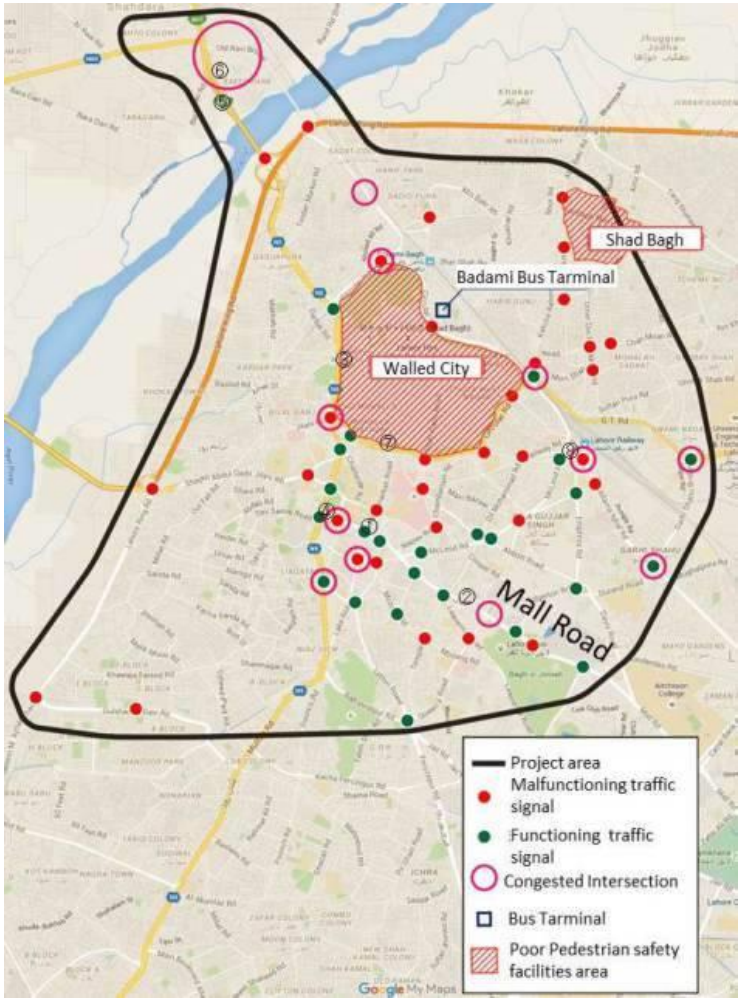

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PROJECT TEAM

Japan International Cooperation Agency

JICA was established as an Incorporated Administrative Agency under the Act of the Incorporated Administrative Agency – Japan International Cooperation Agency (Act No. 136, 2002), JICA aims to contribute to the promotion of international cooperation as well as the sound development of Japanese and global economy by supporting the socioeconomic development, recovery or economic stability of developing regions.

METS Research & Planning, INC.

METS are consultants that research, analyze and give solutions to the various issues facing in districts, villages, towns, islands, regions, cities and industry groups. We also deal with issues such as overpopulation/depopulation, environment, traffic issues, industry vitalization and the creation of attractive living environment. Research, planning and development will be done in accordance with client needs and following our own concepts. Collaboration between various planners (from 20 years old to 60 years old, 30% are women) enables us to come up with flexible and new proposals.

CTI Engineering International Co. Ltd.

Providing professional consulting services, CTI Engineering and its group companies specialize in several fields, from research and environmental development to resource management and structure and building construction management. With many branches in Japan , the Company provides a broad range of services for domestic infrastructure projects, including power generation, geotechnical services, underground construction, river and coastal planning engineering, and road bridge and tunnel construction. We have vast experience in projects all over the world and offer services internationally in cooperation with CTI Engineering International.

Traffic Engineering & Transport Planning Agency

Traffic Engineering & Transport Planning Agency (TEPA) was established in 1987, in pursuance of provisions under Section 6 of the Lahore Development Authority Act 1975, to perform all functions and exercise all powers of the Authority with regard to Traffic Engineering & Transportation Planning within the Metropolitan Area of Lahore. Ever since its establishment, TEPA is a self-financing Agency, not receiving any kind of grant to meet with its non-development / establishment expenses, either from LDA or Punjab Government. TEPA was earning revenue through following functions as per the Notification of its establishment in 1987:-

1. Roadside Parking, Advertising Signs including Neon Signs and Hoardings etc.
2. Departmental Charges for project execution, on behalf of the Government, CDGL & LDA.
3. Collection of fine through challans for illegal parking and temporary encroachments within Right of Way of the roads.

However, the functions of roadside parking and Advertising Signs including Neon Signs & Hoardings etc., which could have been an important source of revenue generation for TEPA, were transferred to City District Government and Parks & Horticulture Authority (PHA) respectively.

Transport Planning Unit (TPU)

Transport Planning Unit undertakes the mission of planning and implementing the innovative solutions ensuring accessibility, reliability, mobility, convenience and public safety.Transport Planning Unit targets to meet the transport needs of public from all the segments within the society, through providing advanced, efficient and the best transport management solutions.

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SURVEYS CONDUCTED

In order to access the current transport status in the project area following surveys will be conducted in different locations in Lahore central area.

1. Manual Classified Counts Survey
2. Parking Situation Survey
3. Travel Speed Survey
4. TDM Intention Survey
5. Traffic Signal Assessment Survey

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About Newsletter:

LITMC Newsletter is a monthly issued newsletter which describes the activities and the recent development from the project team related to the project for improvement of Traffic Management Capacity in Lahore Central Area.

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LITMC Newsletter

The Project on the Improvement of Traffic Management Capacity in Central Area of Lahore, Pakistan

Lahore, the capital of Punjab Province, is the 2nd largest city in Pakistan with a population of about 10 million. The city's rapid population growth coupled with extremely high motorization has resulted in chronic traffic congestion.

The BRT line (Metro Bus System (MBS) was implemented and MBS contributed to the decrease of traffic congestions along the corridor. However, traffic congestions in the Lahore Central Area still have increased because of the many historical buildings and dense land use resulting in difficulty in new construction and improvement of roads. The key to reduce traffic congestions in the Lahore Central Area is how to effectively implement the traffic management schemes.

First Joint Coordinating Committee held on 24 March 2016, chaired by P&D Secretary

We, TEPA and JICA, are engaged in this challenging activity of improving traffic management in Lahore, Pakistan

BRT Line and Traffic Congestion along Lytton Road

TEPA C/P and JICA expert discussing the traffic count survey at the intersection

Counterpart Meeting twice a week, wherein a group of highly motivated individuals engaged in lively discussions

Considering these circumstances, the Pakistan Government requested the Japan Government to support "the Project on Improvement of Traffic Management Capacity in Lahore Central Area (LITMC)", starting January 2016, for the improvement of the traffic management capacity of the Traffic Engineering & Transport Planning Agency (TEPA), which is the implementing agency of the traffic management measures, to decrease the traffic congestions in Lahore.

Currently, major activities of LITMC are to conduct traffic surveys and to analyze the current traffic situation for identification of the Pilot Project components. For the traffic surveys, the project is attempting to implement on-the-job training to develop TEPA C/P's traffic management capability. The on-the-job training will give the TEPA C/Ps' knowledge and confidence to plan and implement effective traffic management measures in the future.

Contact Details:
4/C, Lytton Road Lahore
Tel: 0423-7173429

Subject:	3rd Joint Coordination Committee Meeting (JCC)
Date/Time:	Thursday, 16th March 2017 (16:00 – 17:30 PM)
Location:	Committee Room No.1, P&D Department, Lahore.
CC:	All Joint Coordination Committee Members, JICA Islamabad

Description

- ***The meeting started with the name of Almighty ALLAH.***
- ***Secretary P&D Department (Chairman of the Joint Coordinating Committee) welcomed the participants and presented a brief overview of the project.***
- ***Thereafter, Chief Engineer, TEPA, presented the background of the project including current traffic situation in Lahore Central Area.***
- ***Then, Mr. Masato Koto, Chief Consultant, JICA Project Team, apprised the participants about how to approach the Pilot Project.***

Presentation by Mr. Nauman Haider, TEPA Counterpart for LITMC Project

1. Mr. Nauman Haider briefly explained the selection of pilot project area and the corridor selection based on five evaluation measures, including traffic surveys and field observations.

2. Mr. Nauman stated that the Pilot Project area is surrounded by Mall Road, Lytton Road, Queens Road and Fane/ Begam Road. Priority area/ corridor suggested for the pilot project was Mall Road as per R/D signed between the Government of the Punjab and the Japan International Cooperation Agency (JICA). However, construction of the Orange Line Metro underground station by open cut system at Mall Road/ McLeod Road junction will be a major constraint for its implementation.

3. Mr. Nauman informed the participants that among six corridors in the Pilot Project area, Queens Road is selected as the Pilot Project Corridor based on following criteria: -
    - High possibility to replicate the pilot project methodology to the other areas where typical traffic problems prevail; which are several.
    - Best location to perform the approach for the development of the comprehensive urban traffic management measures for vehicles and pedestrians including soft components; and
    - Various urban activities can be observed along Queens Road such as schools, commercial markets, hospitals and government offices to support above possibilities.

4. Mr. Nauman further highlighted that based on the traffic survey. observations by TEPA

Description
Counterparts and JICA project team members along Queens Road, the following urban/ traffic issues were identified: • Signal timing at Ganga Ram intersection is not coordinated resulting in long queues especially during peak hours. • Many sidewalk spaces are occupied by illegal parking and encroached by vendors. • Traffic lane(s) is sometimes blocked by double/ triple on-street parking. • Pedestrians are sometimes forced to walk on the carriageway, which puts their lives at risk, because there are no sidewalks and if there are sidewalks, these are occupied by parked vehicles, vendors and security arrangements of adjacent buildings. • Travel speed during the peak hour drops to below 8-km/h due to intersection problems and illegal parking. 5. Mr. Nauman gave the following information on the project of the Punjab Safe Cities Authority (PSCA) would install new traffic signals at current 34 signalized intersections including 8 intersections in the Pilot Project Area: PSCA's responsibility in above project is mainly providing traffic signal equipment such as lanterns, poles and controllers, excluding phasing pattern setting. Likewise, PSAC's activities include installation of new controllers, cable connection interfacing existing traffic signals of TEPA. Currently, the signal controllers for 18 intersections including Ganga Ram have already been installed and handed over 6 intersections to PSCA. 6. Mr. Nauman Haider explained that although in the past the focus of the government had been car oriented development, there is now a shift of focus to public transport improvement as can be seen by the introduction of Metro Bus and the on-going construction of Orange Line. Based on these circumstances, the Pilot Project is going to consider not only cars but also public transport and pedestrians including urban activities along the road. Therefore, the catchphrase of the Pilot Project along Queens Road is "**Safe, Smooth and Smart Urban Transport Corridor – Queens Road**". ◇**Safe** means considering the safety of all road users. ◇**Smooth** means smooth mobility not only for cars (but keeping speed limit) but also for pedestrians walking on continuous sidewalk apace. ◇ **Smart** means effective use of road space by car drivers, roadside shop owners/business persons and pedestrians. 7. Thereafter, Mr. Nauman highlighted the planning concept of the Pilot Project Corridor wherein the following measures would be taken: i. Effective use of cycle time and phasing pattern of traffic signals. ii. Improvement of intersections and links through such measures as proper installation of markings, safety poles, cats-eyes and traffic signs.

Description
iii. Provision of on-street parking considering road and roadside conditions iv. Creation of safe and comfortable pedestrian circumstance by improving sidewalk conditions, public space management considering the networking and pedestrian safety measures. v. Conducting Mobility Management by considering a more wise use of the transport system mainly working with students in Lahore. vi. Conducting traffic safety campaigns targeting road users along Queens Road and eventually all Lahore Citizens, especially young motorcycle drivers. 8. He further emphasized the need of Mobility Management as this concept promotes the use of sustainable transport (like walking for short trips, use of public transport) by changing travelers' attitudes and behavior. And he also proposed the necessity of the traffic safety campaigns not only for Queens Road users but also for all Lahore citizens. Lastly, he emphasized that to achieve the implementation of the Pilot Project, the collaborative efforts of the Lahore Traffic Police along with all other stakeholders are necessary. 9. In the concluding part of the presentation, Mr. Masato Koto presented the tentative schedule of the Pilot Project implementation. He mentioned that the pilot project would be implemented from March to August 2017, wherein detailed design, bidding and construction will be conducted. The Pilot Project will start in September 2017.
Discussion by the Participants
1. At the start of the discussions, Dr. Muhammad Abid Bodla pointed out that as per Record of Discussions (R/D) signed between the Government of the Punjab and the Japan International Cooperation Agency (JICA), Mall Road was selected as Pilot Project area. Thus, he asked why the JICA Project team selected Queens Road instead of Mall Road. Mr. Masato Koto, Chief Consultant, JICA Project Team, responded by referring to the briefing given by Mr. Nauman earlier who said that the construction of the Orange Line Metro station at Mall Road/ McLeod Road section would be a major constraint. And since it is going to be undertaken soon, this become a basic factor for not selecting Mall Road as the Pilot Project corridor. 2. Dr. Bodla asked whether the JICA Project team could consider the possibility of Pilot Project implementation between Zafar Ali Road to Regal Chowk section if the construction of the Orange Line Metro Station is the basic constraint in selection of Mall Road. In response, Mr. Masato Koto stated that since the Pilot Project will be replicated in other areas by counterparts themselves, Mall Road is the only “symbol road” in Lahore, like Champs Elysees in Paris and Ginza Street in Tokyo. Therefore, there is no possibility to replicate in other areas if the pilot project is conducted along the Mall Road.

Description

Mr. Mazhar Iqbal further briefed the participants that the intersections on Mall Road are more complex to implement for the Pilot Project, whereas Queens Road provides ease of access and suitability for Pilot Project in terms of typical traffic problems/ issues. He further added that intersection design, approach to develop comprehensive urban traffic measures for vehicles and pedestrians and mobility management involving public transport are some key advantages in the selection of Queens Road as the Pilot Project area.

3. Mr. Iftikhar Ali Sahoo, Secretary, P&D Department, inquired about coordination with concerned stakeholders like government offices including environment agency, business unions, private business establishments and other relevant entities in the selected Pilot Project area, i.e., Queens Road.

   Mr. Saif-ur-Rehman, Chief Engineer, TEPA, intimated that the Working Group (WG) has been established for coordination to address of issues at planners/ engineers level. The Working Group has had two meetings so far, with the latest meeting held on 28th February 2017. This task is included in the agenda of the Working Group for its next meeting and the same will be addressed accordingly.

4. Secretary P&D also solicited the process for extension/ replication of the Pilot Project to other areas/ junctions in Lahore.

   In response, Ms. Naila Almas (JICA Islamabad Office) stated that after the successful implementation of this pilot project, the Government of the Punjab can request JICA for extension of this project to other corridors.

5. Secretary P&D insisted capacity building of TEPA for development and implementation of traffic management schemes in Lahore. For this purpose he insisted dedicated and permanent efforts and resources from TEPA so that after completion of this project TEPA shell handle traffic management projects in other areas of Lahore independently.
6. At the end, the Chair sought consent of the participants for the approval of the Selection of Pilot Project area as proposed by TEPA/ JICA Project team and to proceed with the implementation of the project.

   All the Participants agreed to the proposal to the extent of concept clearance.

7. Secretary P&D (Chairman of the JCC) thanked the participants for their valuable inputs during this meeting and expressed admiration for the efforts of JICA and the study team in supporting the Government of the Punjab to improve the traffic management capacity in Lahore City.

Description
Decisions/ Recommendations
After detailed deliberations/ discussions as mentioned above, the following decisions were taken: 1. The Joint Coordination Committee (JCC) unanimously agreed to proceed with the implementation of the Pilot Project for improvement of traffic management capacity at Queens Road as suggested by the JICA Project team. 2. The Government of the Punjab will request JICA in due course for extension of the Pilot Project to other roads/ junctions/ areas in Lahore. 3. TEPA will develop capacity for traffic management projects in Lahore.

Appendix 1: Meeting Agenda

Appendix 2: List of Attendees

Appendix 3: Photos

Appendix 4: 3rd JCC Meting Presentation Material

Appendix 1

AGENDA

3rd Joint Coordinating Committee (JCC) Meeting

Venue: Committee Room#1, P&D Department, Lahore

Date: 16th March, 2017 **Time: 16:00 to 17:30**

16:00 – 16:10	**Opening Keynotes**

Mr. Iftikhar Ali Sahoo, Secretary, P&D Department (in Chair)

16:10 – 16:50	**Presentation of the Project outline**

Mr. Saif-ur-Rehman, Chief Engineer, TEPA
(Introduction)

Mr. Masato KOTO, Chief Consultant, JICA LITMC Project Team
(Brief overview & approach to the pilot project)

Mr. Nauman Haider, TEPA

- Selected Pilot Project Corridor (Queens Road)
- Current Situation along the Pilot Project Corridor including the PSCA Project
- Concept of the Pilot Project for Queens Road
- Implementing Menus of the Pilot Project
- Schedule of the Pilot Project Implementation

16:50 – 17:20	**Discussion**

17:20 – 17:30	**Closing Remarks**

Mr. Iftikhar Ali Sahoo, Secretary, P&D Department (in Chair)

TEPA

Traffic Engineering &
Transport Planning Agency
Government of Punjab

Project for Improvement of Traffic Management Capacity in Lahore

JICA ジャイカ

METS Research & Planning, INC.
CTI Engineering International Co. Ltd.
Tokyo, Japan

3rd Joint Coordinating Committee (JCC) Meeting

Venue: Committee Room #1, P&D Department, Lahore

Date: 16th March, 2017 **Time: 16:00 to 17:30**

Attendance List

No.	Name	Organization	Designation	Contact Number	Signature
1				[redacted]	
2	Abid Bodla	P&D	Member (ID)	[redacted]	
3	Salman Sherani	P.D (Dev), Lhr		[redacted]	
4	SAIF-UR. REHMAN	~~CE~~ TEPA	CE TEPA	[redacted]	
5	Tariq Mahmood	TEP. Deptt DS (Dev)	Chief Transport Planner	[redacted]	
6	ABDUL GHANI	DSP / Traffic Police	DSP / Traffic	[redacted]	
7	Wajeeh Usman	Transport Deptt	Transport Economist	[redacted]	
8	Muhammad Abid Razzaq	P&D Deptt.	Chief (Trp)	[redacted]	
9	Rani Shaista	~~PD (ECA)~~ P&D Dept.	Planning officer (ECA-I)	[redacted]	
10	Muhammad Masadiq Wattoo	A. Chief (TPT) P&D		[redacted]	
11	Zaigham Abbas	TEPA	Research Associate	[redacted]	
12	Sajida Iftikhar	TEPA	Research Assistant	[redacted]	

TEPA
Traffic Engineering & Transport Planning Agency
Government of Punjab

Project for Improvement of Traffic Management Capacity in Lahore

JICA
METS Research & Planning, INC.
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Tokyo, Japan

3rd Joint Coordinating Committee (JCC) Meeting

Venue: Committee Room #1, P&D Department, Lahore

Date: 16th March, 2017 **Time: 16:00 to 17:30**

Attendance List

No.	Name	Organization	Designation	Contact Number	Signature
13	Zahid Abbas	TEPA	R.P.E	[redacted]	
14	Khalid Rafique	TEPA	AD		Khalid
15	Mazhar Iqbal	JICA	Senior Advisor		
16	Nauman Haider	TEPA	AD		
17	Masato Kato	JICA	Chief Cord.		
18	Naila Afroz	JICA	Team Leader Sr. Program Offr.		Naila
19	Takahiro Miyazaki	JICA	T. E		
20	Zaib-un-Nisa	TEPA	Coordinator		Z.Nisa
21					
22					
23					
24					

PROJECT ON IMPROVEMENT OF TRAFFIC MANAGEMENT CAPACITY IN LAHORE CENTRAL AREA

THE GOVERNMENT OF PUNJAB
ISLAMIC REPUBLIC OF PAKISTAN

3rd Joint Coordinating Committee Meeting

Pilot Project

16 March 2017

JAPAN INTERNATIONAL COOPERATION AGENCY (JICA)

METS RESEARCH & PLANNING, INC.
CTI ENGINEERING INTERNATIONAL CO., LTD.

Table of Contents

1. Introduction (Background of the Project)

- Lahore's rapid population growth coupled with extremely high motorization has resulted in chronic traffic congestion.
- To cope with this chronic traffic congestion in Lahore, JICA supported "The Project for Lahore Urban Transportation Master Plan Study in Pakistan (LUTMP, 2010 - 2012)".
- The Metro Bus System (MBS) was contributed to the decrease of traffic congestions along the corridor. There is also the ongoing Orange Line Construction in the Lahore Central Area. However, traffic congestions in the Lahore Central Area still have increased because there are no effective countermeasures of the traffic management.
- Considering these circumstances, the Pakistan Government requested the Japan Government to support "the Project on Improvement of Traffic Management Capacity in Lahore Central Area (LITMC)" for the improvement of the traffic management capacity to decrease the traffic congestions in Lahore.

2. How to Approach the Pilot Project

To achieve above Outputs, the following practices will be adopted in the design and conduct of the pilot project:

- Involvement of counterpart members in the pilot project and collaboration between TEPA Counterparts and JICA Project Team through the C/P meeting twice a week.
- Selection of the possible area/road to replicate to the other areas after the Project based on the Pilot Project implementation along the area/road where can be observed typical traffic problems/ issues in Lahore; and
- Selection of approach for the development of the comprehensive urban transport measures for vehicles and pedestrians including soft components.

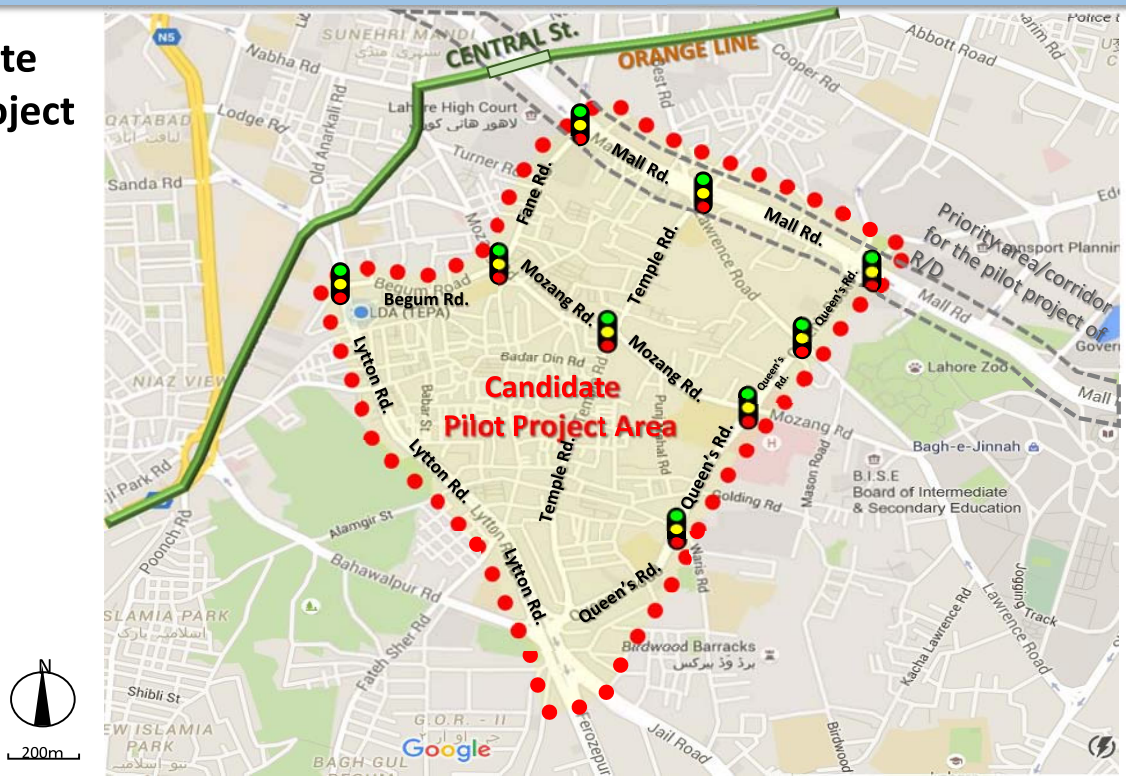
3. Selection of the Pilot Project Area

The Pilot project area shown in the figure is surrounded by Mall Road, Lytton Road, Queens Road and Fane Road. Its selection is based on the following reasons:

・Priority area/corridor for the pilot project during the R/D of this project is Mall Road. However, construction by open cut system of the Orange Line underground station at Mall Road/Mcloude Road will start soon.
・Traffic problems in the Lahore Central Area are also shown in this area. It is like a showcase of the Lahore Central Area's traffic issues.
・TEPA Office is located in the Area.

3. Selection of the Pilot Project Area

Candidate Pilot Project Area



4. Selection of the Pilot Project Corridor (1)

Among six corridors in the Pilot Project Area, Queens Road is selected as the Pilot Project Corridor because of the following reasons.

1) High possibility to replicate to the other areas after the Project based on the Pilot Project implementation along Queens Road where can be observed typical traffic problems/issues in Lahore;
2) Best location to perform the approach for the development of the comprehensive urban transport measures for vehicles and pedestrians including soft components; and
3) Various urban activities can be observed along Queens Road such as schools, commercial, hospital and government offices to support 1) & 2) above.

Moreover, the following corridor evaluation table supports which among the six corridors is the best corridor to practice the urban transport measures.

4. Selection of the Pilot Project Corridor (2)

Corridor No.	Corridor Name	Not Signal Free Corridor	Public Transport Corridor	Various Urban Activities	More than 4 lanes	Not Large-scale Construction	Overall Evaluation (No. of checks)
1	Mall Road	✔	✔	✔	✔		4
2	Begum – Fane Road	✔				✔	2
3	Mozang Road	✔		✔			2
4	Queens Road	✔	✔	✔	✔	✔	5
5	Lytton Road		✔	✔	✔	✔	4
6	Temple Road	✔		✔		✔	3

5. Current Situation of the Pilot Project Corridor

Based on the traffic survey and observation by TEPA counterparts and JICA project team members along Queens Road, the following urban/traffic issues were identified:

1) Signal timing at Ganga Ram intersection is not coordinated resulting in long queues especially during peak hours.
2) Many sidewalk spaces are occupied by illegal parking and sidewalk vendors.
3) Traffic lane sometimes is blocked by double/triple on-street parking.
4) Pedestrians are sometimes forced to walk on the carriageway, which puts their lives at risk, because there are no sidewalks and if there are sidewalks, there are occupied by parked vehicles and venders.
5) Travel speed during the peak hour drops to 8km/hour due to the intersection problems and illegal double/triple on-street parking, as mentioned above.

6. Project of the Punjab Safe Cities Authority (PSCA)

PSCA is going to expand its focus to include installation of traffic signals (ITS). Current plan and situation of this field is as follows:

1) To install new traffic signals to current 34 signalized intersections including 8 intersections in the Pilot Project Area within two months,
2) PSCA's responsibility in above project is mainly providing traffic signal equipment such as lanterns, poles and controllers, excluding software such as phasing pattern setting and civil works such as road marking and traffic signs.
But the actual activities of PSCA are installation of new controllers, and the cable connection between new controllers and existing traffic signals of TEPA. Currently (as of 8th February 2017), the signal controllers for 18 intersections including Ganga Ram Intersection along Queens Road have already been installed.

7. Planning Concept of the Pilot Project Corridor (1)

・Punjab Government shifts the transport planning priority from car friendly to car and public transport friendly based on the current public transport system development.

・Based on these circumstances, the Pilot Project is going to consider not only cars but also public transport and pedestrians, and moreover, considering the urban activities along the road.

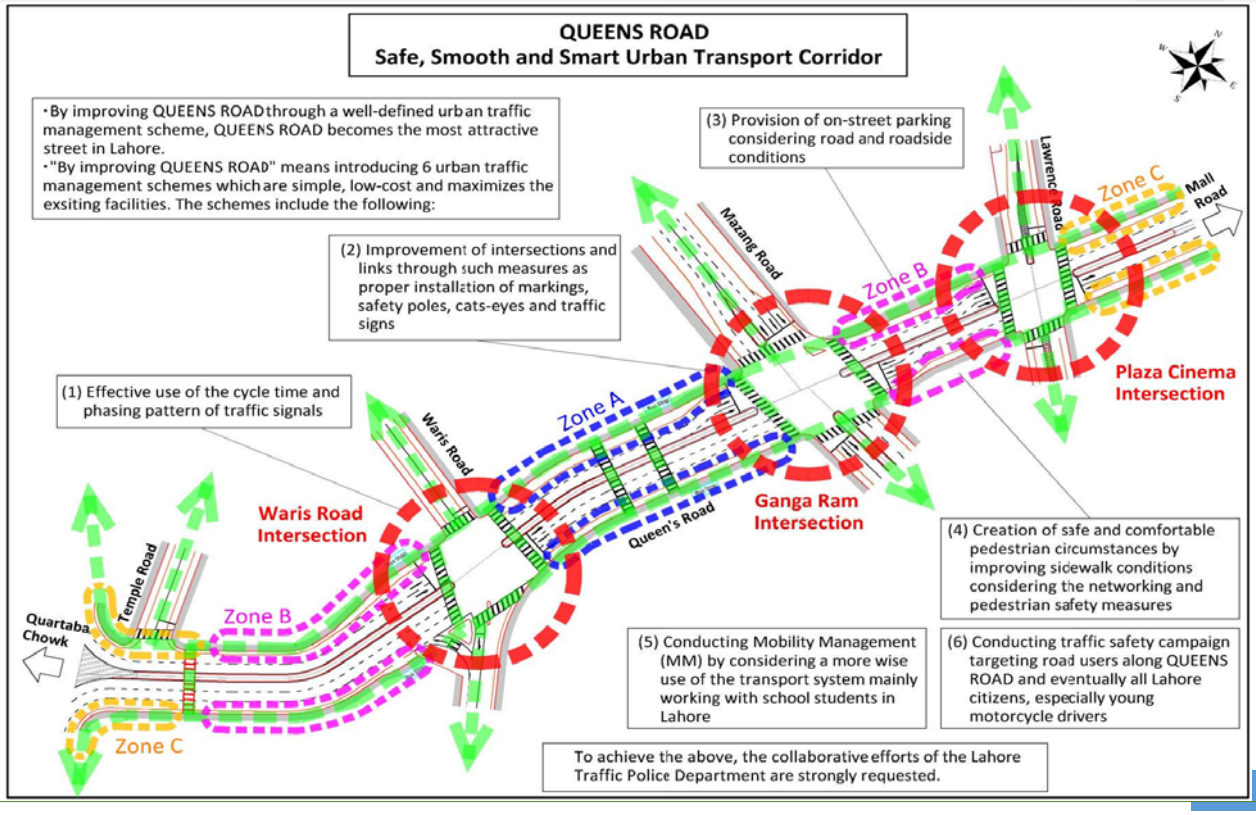
Therefore, the catchphrase of the Pilot Project along Queens Road is "**Safe, Smooth and Smart Urban Transport Corridor – Queens Road**".

◇**Safe** means considering the safety of all road users.

◇**Smooth** means smooth mobility not only for cars (but keeping speed limit) but also for pedestrians walking on continuous sidewalk apace.

◇**Smart** means effective use of road space by car drivers, roadside shop owners/business persons and pedestrians.

7. Planning Concept of the Pilot Project Corridor (3)



8. Implementation Menus of the Pilot Project
8.1 and 8.2 Intersection and Traffic Signal Improvement (1)

Intersection improvement policy

[Common items]

(1) Existing Structure is not touched in principle.

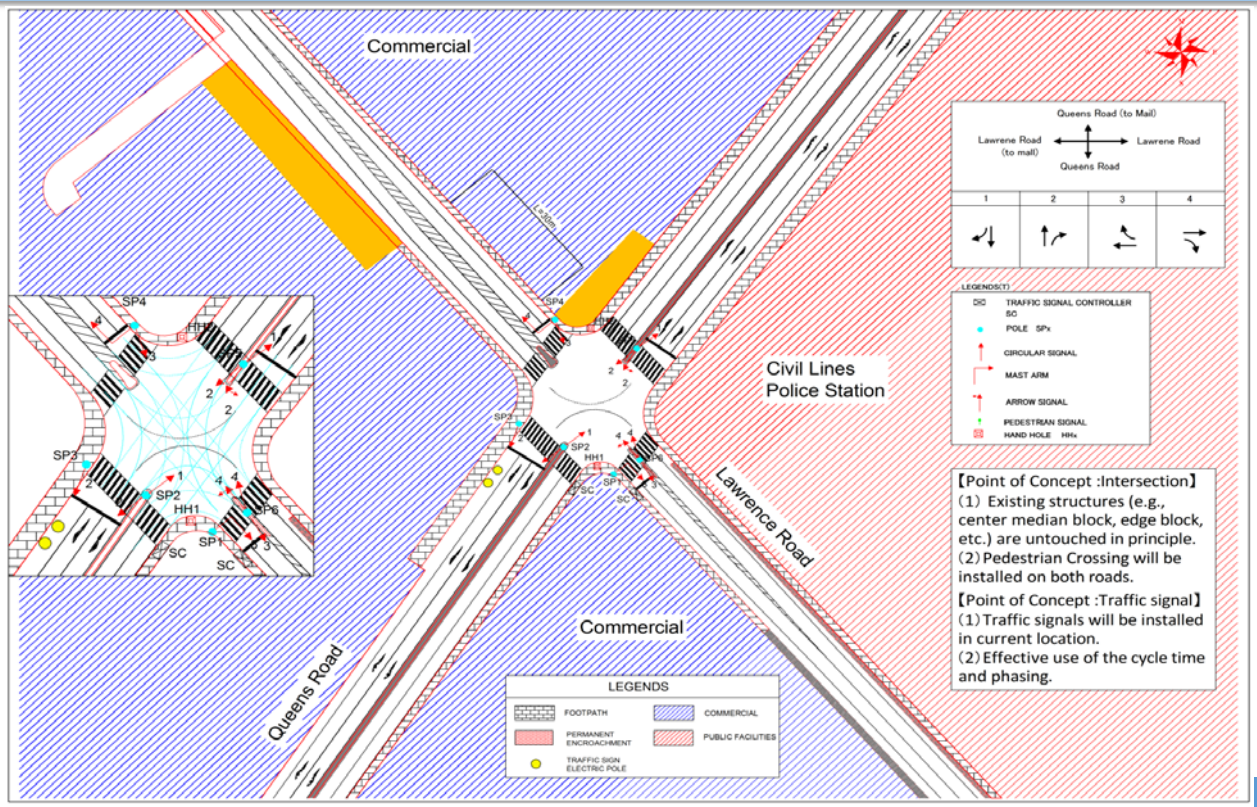
(2) A right turn lane will be installed according to the volume of the right turning vehicles.

(3) Pedestrian Crossing will be installed on both roads.

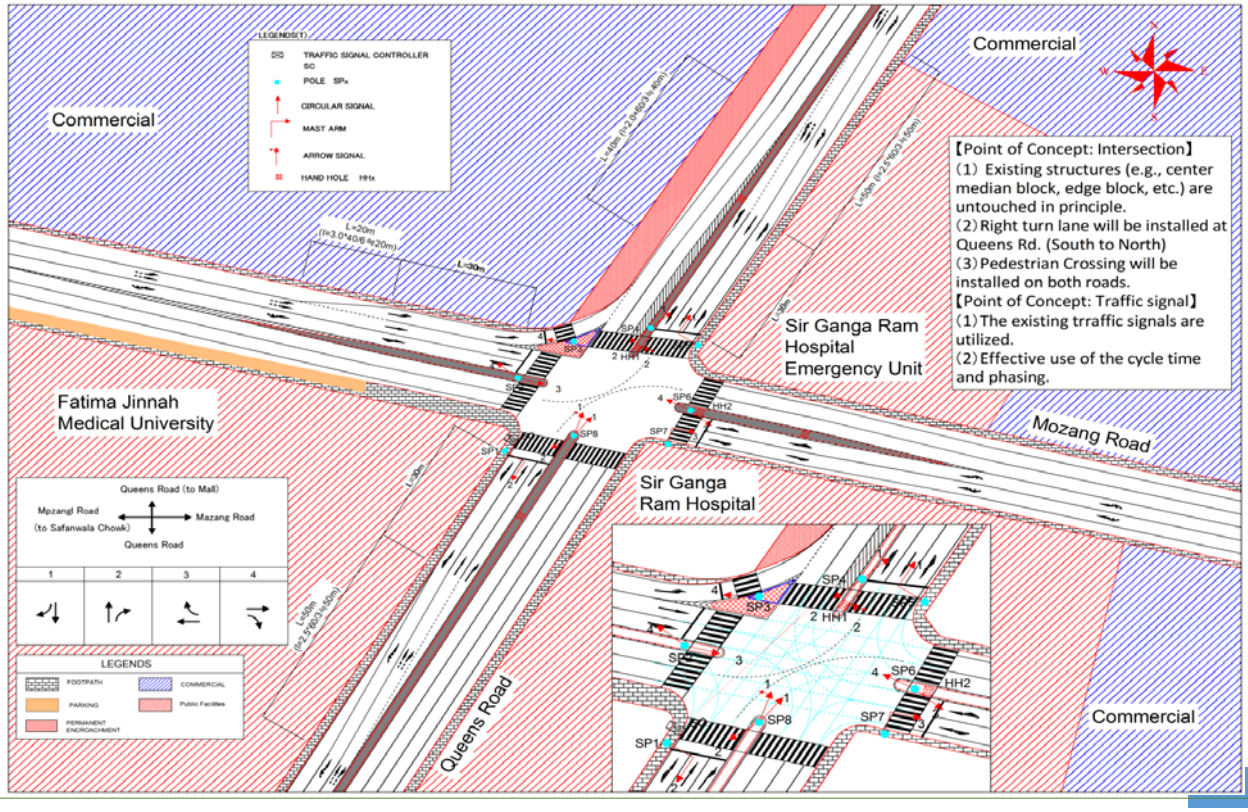
(4) Existing Traffic signals are not touched in principle (correspond to the equipment installed by PSCA.)

(5) Cycle time and phasing will be set according to traffic volume.

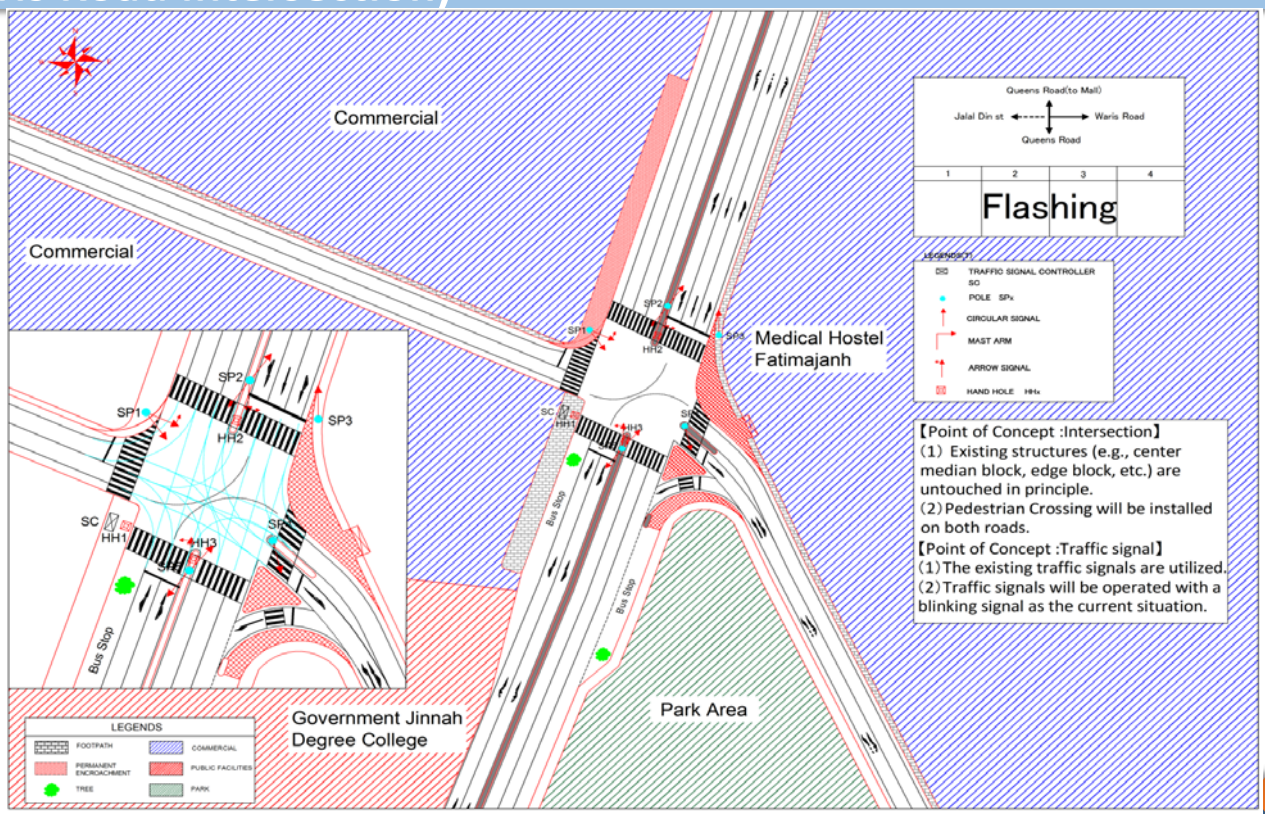
8.1 and 8.2 Intersection and Traffic Signal Improvement (2)



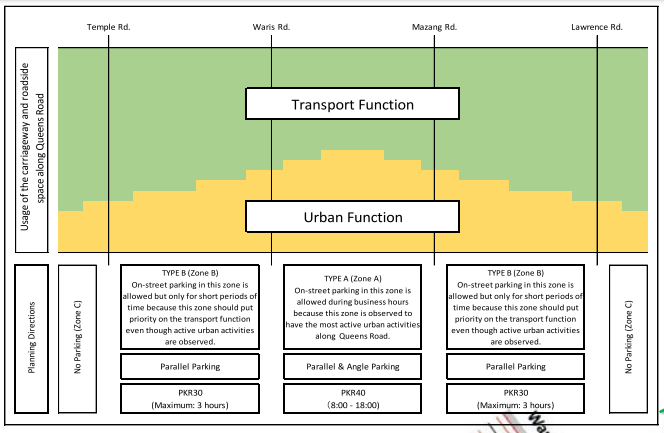
8.1 and 8.2 Intersection and Traffic Signal Improvement (3) (Ganga Ram Intersection)

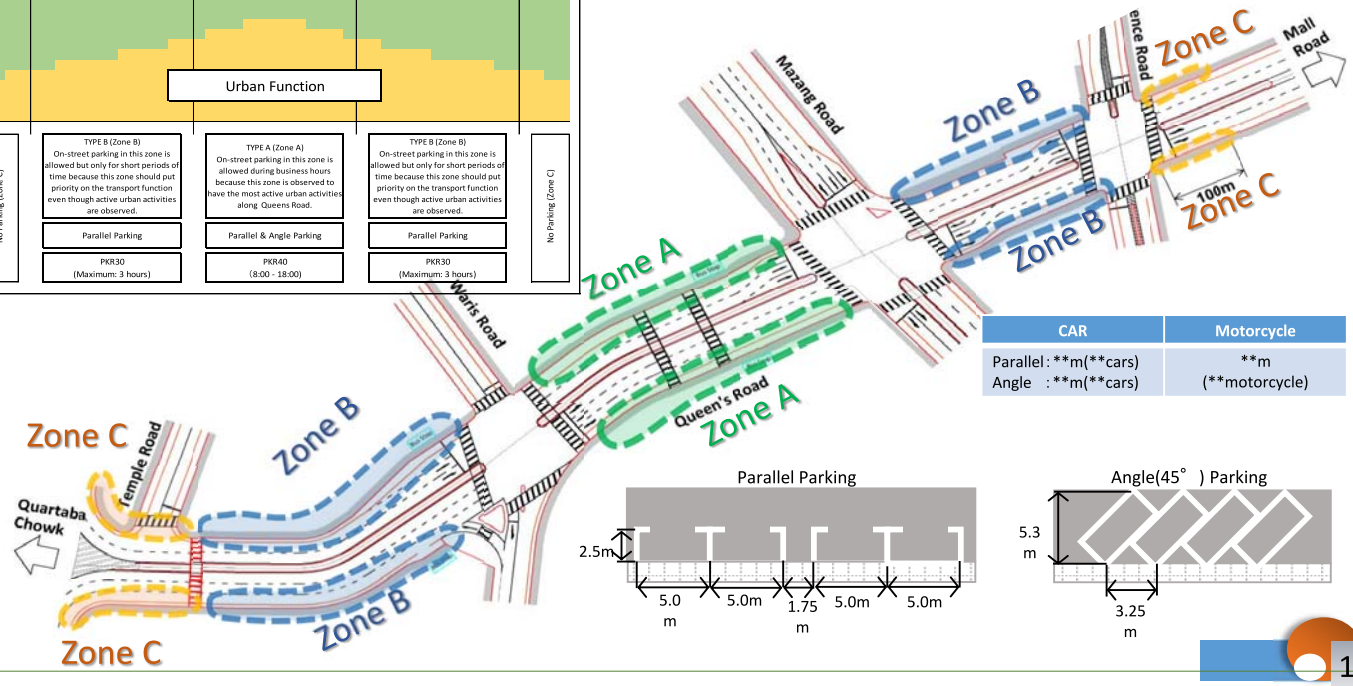


8.1 and 8.2 Intersection and Traffic Signal Improvement (4) (Waris Road Intersection)



8.3 On-street Parking Measures (1)





CAR	Motorcycle
Parallel : **m(**cars) Angle : **m(**cars)	**m (**motorcycle)

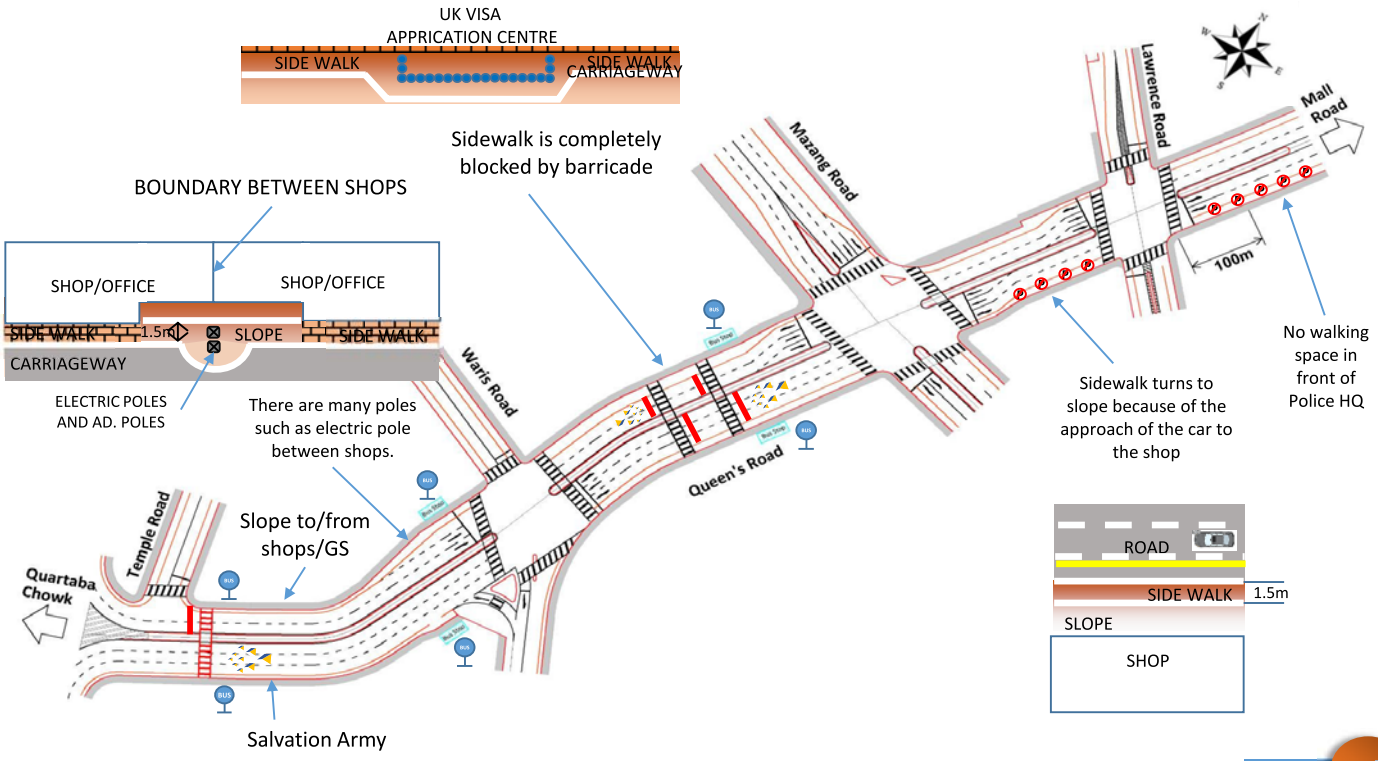
8.3 On-street Parking Measures (2)

Current Parking situation (Queens Rd.)

Parallel Parking (Japan)

Angle Parking (Japan)

8.4 Measures for Pedestrian Facility (1)



8.4 Measures for Pedestrian Facility (2)

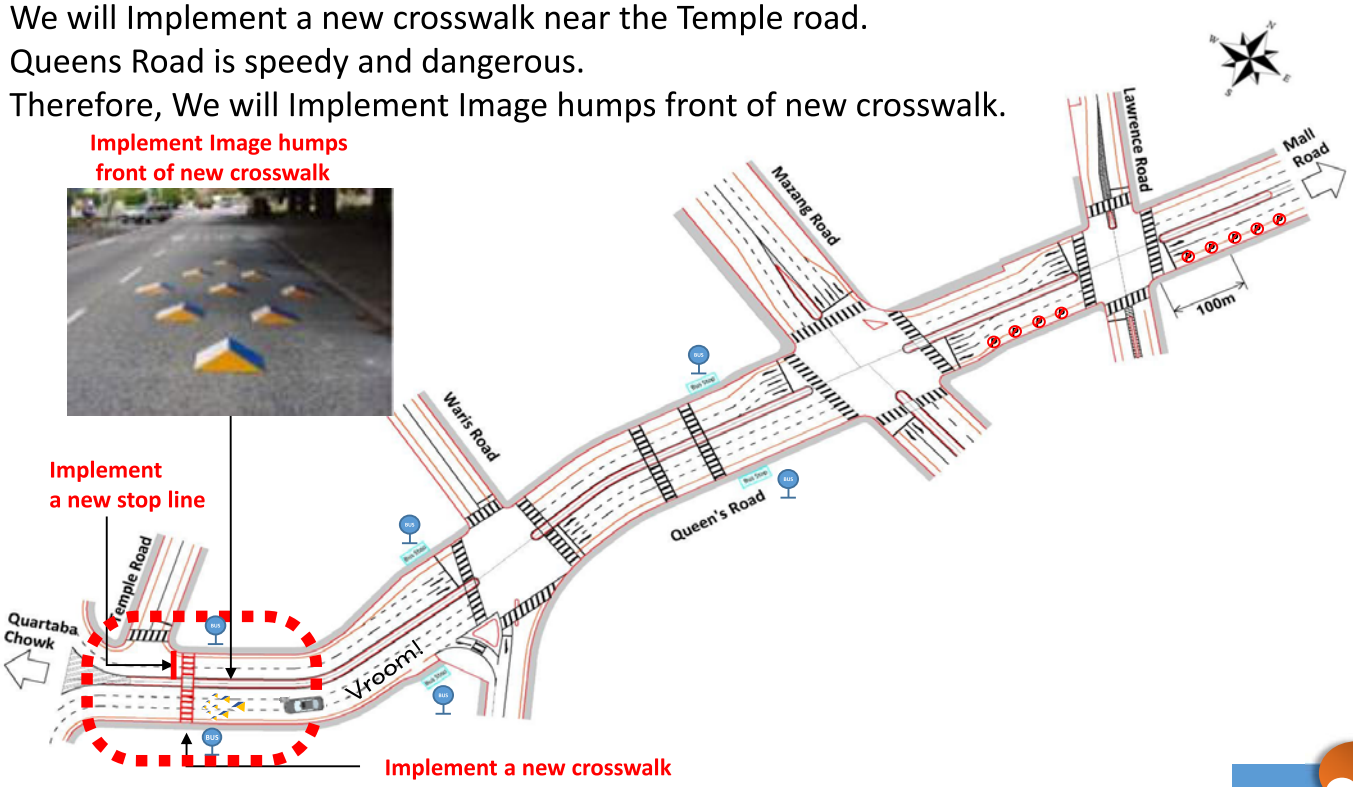
Current Pedestrian Facility situation (Queens Rd.)

Safe and comfortable Pedestrian Facility (Japan)

8.4 Measures for Pedestrian Facility (3)

We will Implement a new crosswalk near the Temple road.
Queens Road is speedy and dangerous.
Therefore, We will Implement Image humps front of new crosswalk.

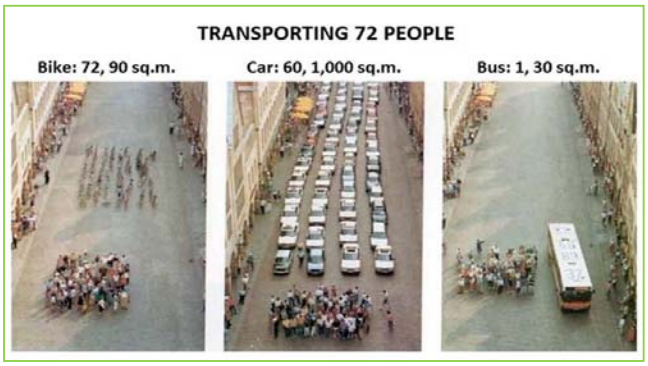
Implement Image humps front of new crosswalk



8.5 Mobility Management (1)

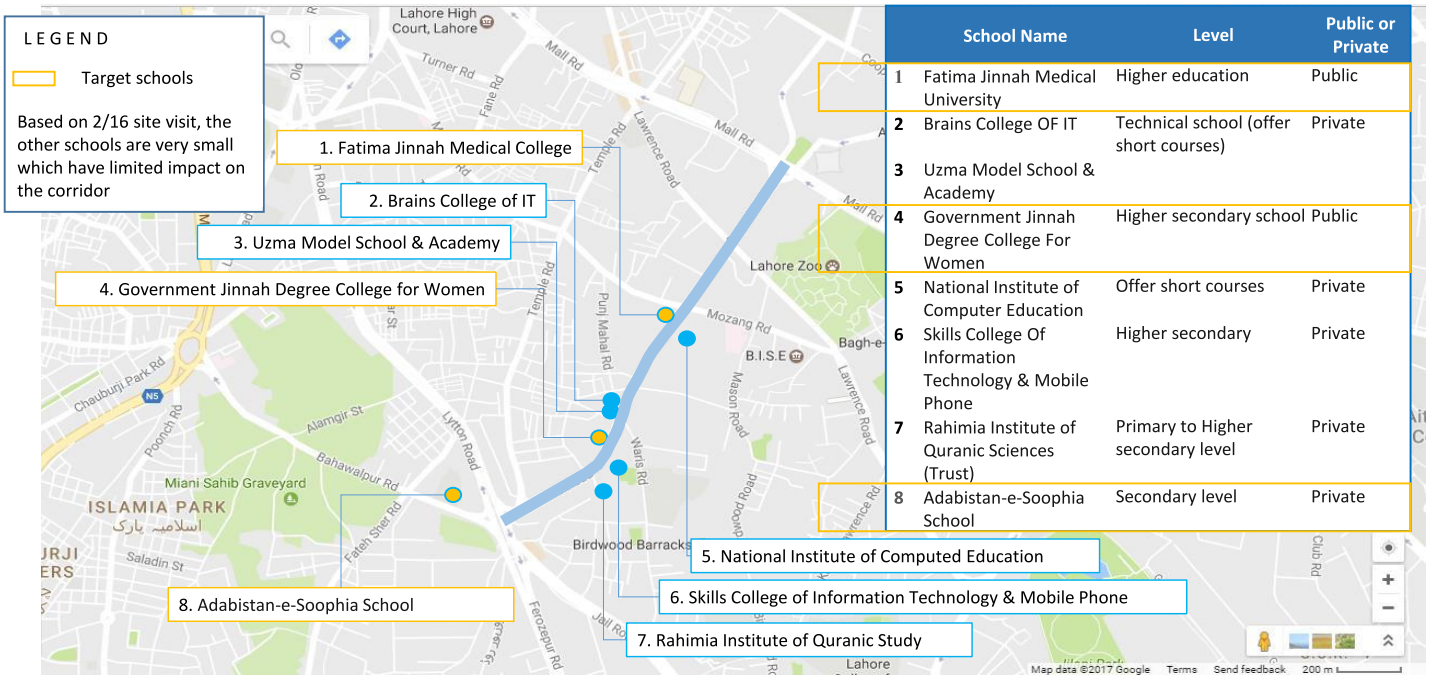
What is Mobility Management?

"Mobility Management (MM) is a concept which promotes the use of sustainable transport (like walking for short trips, use of public transport) by changing travelers' attitudes and behavior. The ultimate goal is to create a new mobility culture."



But to realize the above, we have to give them the right environment (unobstructed pedestrian space, safe environment, etc.). The Pilot Project (Queen's Road) is planned to be like that.

8.5 Mobility Management (2)

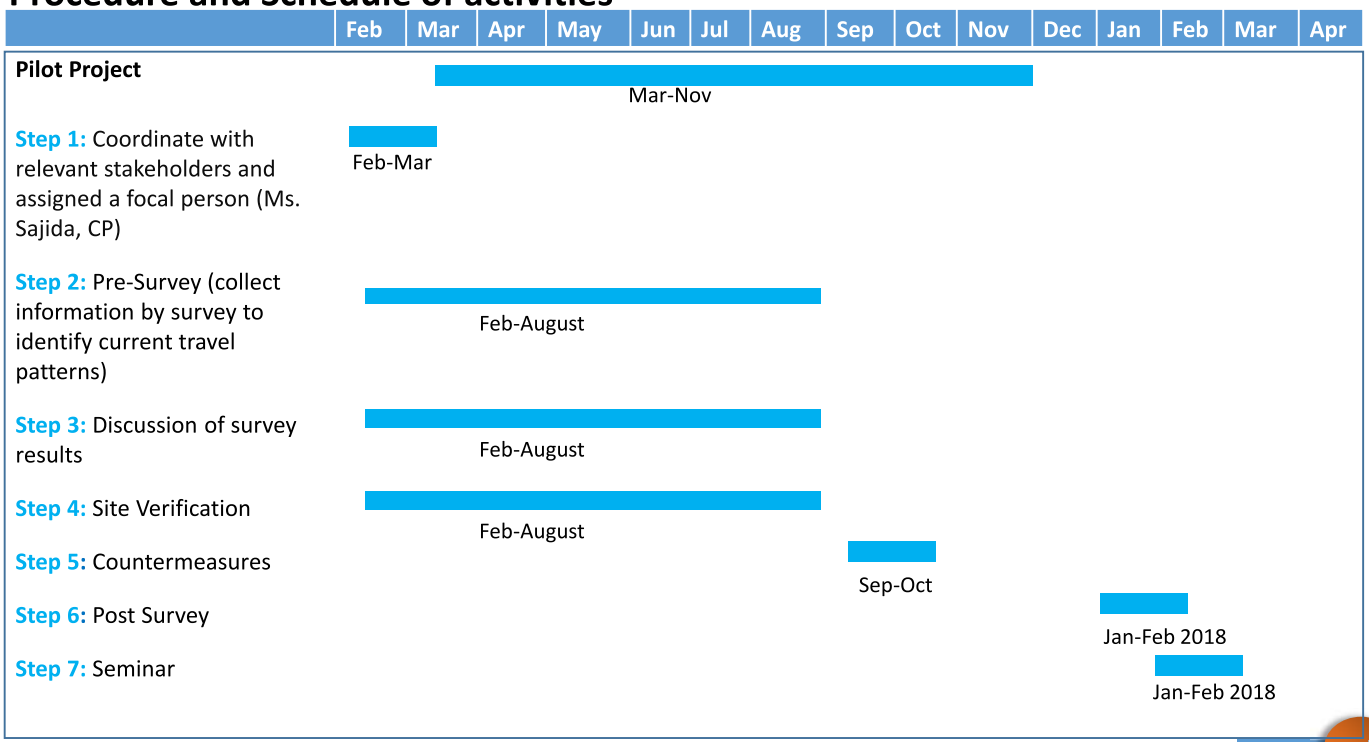


	School Name	Level	Public or Private
1	Fatima Jinnah Medical University	Higher education	Public
2	Brains College OF IT	Technical school (offer short courses)	Private
3	Uzma Model School & Academy		
4	Government Jinnah Degree College For Women	Higher secondary school	Public
5	National Institute of Computer Education	Offer short courses	Private
6	Skills College Of Information Technology & Mobile Phone	Higher secondary	Private
7	Rahimia Institute of Quranic Sciences (Trust)	Primary to Higher secondary level	Private
8	Adabistan-e-Soophia School	Secondary level	Private

Location of Schools along the Pilot Project's Corridor

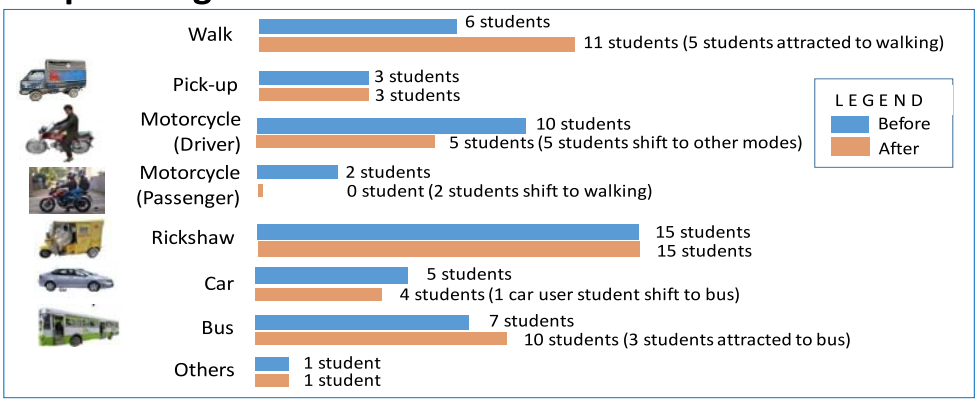
8.5 Mobility Management (3)

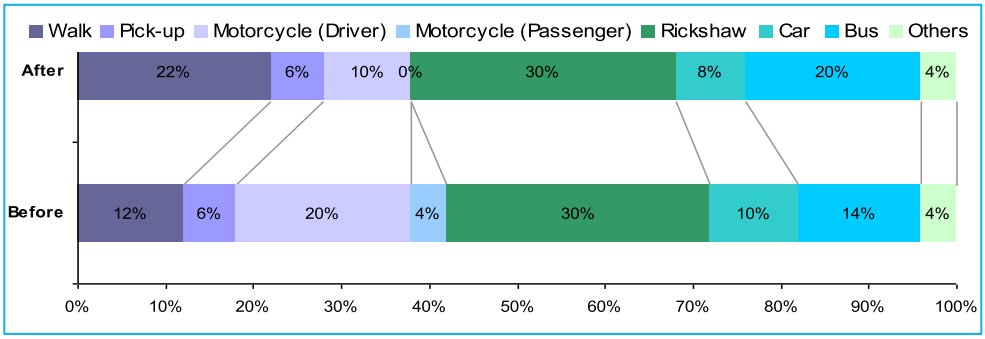
Procedure and Schedule of activities



8.5 Mobility Management (4)

Output Image





Safe, smooth and smart corridor brought positive attitudes to the students in selecting transport mode to school. These positive changes include:

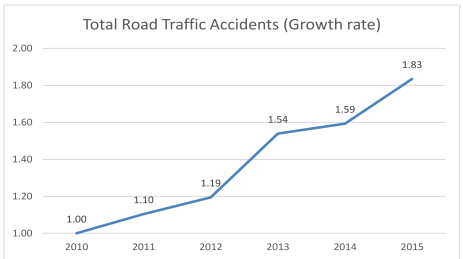
- Walking to school rate among the students increased by 10% as a result of improvement of pedestrian space.
- Students driving motorcycle to school decreased by 10%.
- Students (mostly female) being drop off by family members by motorcycle shifted to other modes like walking
- Students drive car to school decreased by 2% while students use bus to school increased by 6%.

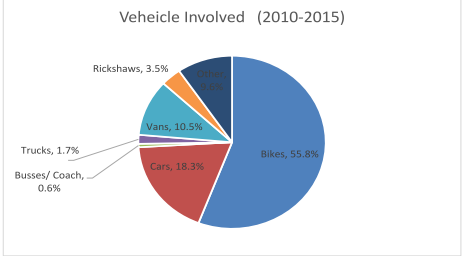
8.6 Traffic Safety Campaign (1)

Trend of Traffic Accidents in Lahore

(1) Growth rate and Vehicle Involved

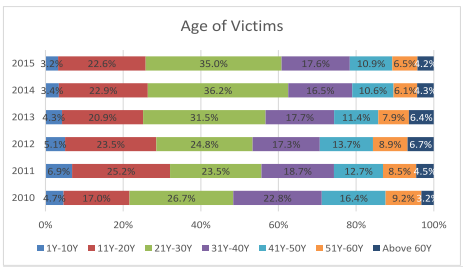
- The increase rates of Lahore city is 1.83 times in five years.
- The types of vehicle Involved are Bikes (55.8%), Cars (18.3%), Vans (10.5%).

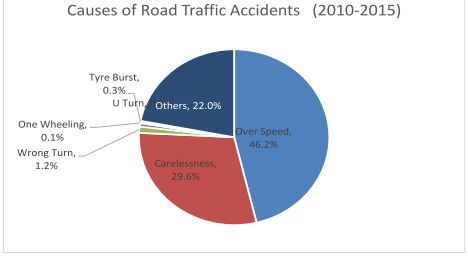




(2) Age and Causes

- There are many accidents of young people.
- The major causes of the traffic accidents are Over Speed (46.2%), Carelessness (29.6%).





Data from Rescue 1122

8.6 Traffic Safety Campaign (2)

Traffic safety campaign is to be carried out for the whole of Lahore and Queens Road users.

Basic catchphrase(Whole Lahore): **"Safe and Smooth City"**

Queens Road catchphrase: **" –Queens Road- Safe, Smooth and Smart Urban Transport Corridor"**

Whole Lahore
TV spot/web/
SNS/Banner

Queens Rd.
Banner/Poster

✓To Young Rider : Wearing Helmet, Speed limit

✓To Pedestrian : To cross the crosswalk,
Follow the pedestrian signal,
Walk on the sidewalk

✓To Driver :
Follow the traffic signal and road marking,
Not illegal parking,
Fasten seat belts

To achieve the above, the collaborative efforts of the Lahore Traffic Police Department are strongly requested.

9. Schedule for Pilot Project Implementation (Tentative)

Items	2017 Feb.	Mar.	Apr.	May	Jun.	Jul.	Aug.	Sep.	Oct.	Nov.	Dec.
Ramadan/School Vacation				27May ← Ramadan →		25Jun School Vacation →					
JCC		◎									
W/G	○										
Seminar				◇							
Detailed Design & Cost Estimates											
JICA Approval & Contract with Sub-contractors											
Coordination with relevant Agencies											
Construction, Installation and Preparation											
Conduct of Pilot Project											
Evaluation (Pre and Post Survey)											
Development of the Handbook											
Training in Japan											

10. Recommendations

During the 2nd Working Group meeting held on 28 February 2017 in Committee Room of TEPA all the stake holders/members decided to go ahead with the selected following six (06) measures on selected candidate pilot project corridor (Queens Road):

- Effective use of cycle time and phasing pattern of traffic signals
- Improvement of intersections and links through such measures as proper installation of markings, safety poles, cat-eyes and traffic signs
- Provision of on-street parking, considering road and roadside conditions
- Creation of safe and comfortable pedestrian circumstances by improving sidewalk conditions, considering the networking and pedestrian safety measures
- Conducting Mobility Management (MM) by considering a more wise use of the transport system mainly working with school students in Lahore
- Conducting traffic safety campaign targeting road users along Queen's road and eventually all Lahore citizens, especially young motorcycle drivers.

The JCC is requested to approve the above mentioned recommendations please.