Urban Affairs Department
Government of Meghalaya

Shillong Urban Mobility Policy 2024 (Draft)

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Abbreviations

AFCA	Automated Fare Collection System
BRTS	Bus Rapid Transit System
CMP	Comprehensive Mobility Plan
Co-LPS	Community Oriented Land Pooling Scheme
FAR	Floor Area Ratio
GoM	Government of Meghalaya
GPS	Global Positioning System
LAP	Local Area Plan
ICCC	Integrated Command and Control Centre
IEC	Information, Education and Communication
IPT	Intermediate Public Transport
ITS	Intelligent Transport System
MUDA	Meghalaya Urban Development Authority
NMT	Non-Motorized Transport
SPA	Shillong Planning Area
SPTS	Shillong Public Transport Service
SSPTS	Supplementary Shillong Public Transport Service
TOD	Transit Oriented Development
ULB	Urban Local Body

1 Background

The capital city of Meghalaya - Shillong, known for its colonial charm, lush landscape, pleasant climate, is a unique blend of natural beauty and historical influence. The city plays a pivotal role in the State's vision of achieving a $10 billion economy, contributing 40% to the State's GSDP. Being the center of economic activities, the city has attracted workforce, students, as well as witnessed a large influx of tourists, attracting 12 lakh visitors annually to the State. Thus, Shillong is now a bustling urban center with diverse activities.

Growing share of unsustainable transport modes

In the recent years, the city's urban experience is losing its essence by the numerous challenges in mobility. There is a high dependency on private mode of transportation as seen in the State's alarming rise in private vehicle ownership with the highest CAGR for new vehicle registration in the country at 17.47% (2007-2017). People have also shifted to using private taxis for their daily commute which comprised of 7% in 2010 to 41% in 2018. As a result, walking has become less popular in the city, dropping to 12% in 2018.

High cost of traffic congestion

Inevitably, one of the most pressing issues in the city today is the traffic congestion, with severe blocks in the key areas. The streets can be often characterized by slow-moving traffic, overcrowding, and extended commuting time. People spend average 70 mins in traffic snarls daily to cross the city's major traffic junctions. Further, the average speed in the city is less than 15 km/h against a benchmark of 25 km/hr, whereas some of major junctions witness speeds of less than 5 km/hr. This has not only caused unpleasant experiences and costly commutes, but also led to loss of productive time. It is estimated that an aggregate INR 500 crores in annual opportunity cost to workers and businesspersons due to congestion.

Growing urban canvas

The present mobility issues are also due to the changing landscape of Shillong with the rapid population and economic growth in the city over the last two decades. The city has expanded beyond the Shillong Municipal Area (10 sq. km) to cover the Shillong Planning Area (SPA) of 288.5 sq. km. Owing to the expansion and increased demand, the city is now unable to cope with the growing mobility demands due to the challenges such as hilly terrain, narrow road width, and difficultly in land expansion.

Urban mobility and the economic vision

There is a need to respond to the challenges and opportunities presented by a growing and evolving city. The way people travel, and goods move have a significant impact on the experience of living, working and studying in or visiting Shillong. Further, being the largest urban center of the State, the city has immense potential to drive the economic growth vision of the Government of Meghalaya. Urban mobility can play a key role in unlocking the city's potential is realized, without harming the environment.

In this context, the State aims to create a livable and futuristic city with high quality of streets and mobility to enhance the overall city experience for residents and tourists. Thus, the GoM has designed an Urban Mobility Policy in response to the changing urban canvas and to re-imagine the urban mobility in Shillong.

2 Need for Policy

Comprehensive framework to re-imagine urban mobility:

The GoM recognizes the role of mobility in the overall economic growth of the State, urban development of the city and, the quality of life of its citizens. It envisions to provide people-friendly, affordable, safe, and faster mobility for all. Several measures have been initiated towards this direction, such as designing the Blueprint for decongesting Shillong, conducting a Comprehensive Mobility Plan, introducing shared school bus services, improvement of junctions and road sections, etc. However, there is an absence of a dedicated and overarching framework for integrated mobility planning for Shillong.

By establishing a comprehensive policy, the city aims to unify various efforts, ensuring a synchronized approach to urban mobility challenges. This policy will serve as a strategic roadmap, aligning the efforts of public authorities, private enterprises, and community organizations to create a harmonious and efficient urban transportation system that caters to the changing needs of the citizens.

Forward thinking approach and embracing technological advances:

The evolving landscape of urban mobility, characterized by rapid technical advances and digital innovations necessitates a forward-thinking policy for Shillong. The city must be adaptive and responsive to emerging technologies and growing demand to optimize transportation efficiency and sustainability. The mobility policy becomes a crucial instrument in addressing these advancements, providing a structured approach to integrate smart solutions, enhance connectivity, and promote eco-friendly modes of transportation. Shillong's Urban Mobility Policy is designed not only to meet the present challenges but also to anticipate and embrace the transformative changes brought about by the dynamic nature of the mobility sector.

Empowering stakeholders and enhancing community engagement:

Stakeholder engagement stands at the core of any successful urban mobility strategy. Through public consultations, forums, and awareness programs, the policy emphasizes the significance of a bottom-up approach and actively involving stakeholders in decision-making processes. This approach ensures capturing valuable insights and feedbacks, allowing urban mobility initiatives not only to align with the diverse needs and aspirations of the people but aims to create a viable business ecosystem for the transport entrepreneurs such as taxi drivers, bus operators, etc. By empowering all stakeholders, including communities, this policy aims to create a collaborative environment where the inputs of multiple stakeholders contribute to the development of an effective strategy.

Ultimately, Shillong's Urban Mobility Policy encapsulates a vision that goes beyond mere regulation, aiming to foster a culture of accountability, transparency, and collective participation for the city's sustainable and harmonious mobility future.

3 Guiding Principles of the Urban Mobility Policy

In shaping the Urban Mobility Policy for Shillong, six fundamental principles serve as the guiding pillars. These principles encapsulate the essence of a comprehensive and sustainable urban mobility framework tailored to the unique needs of the city.

Prioritizing Users -To provide affordable, convenient, Inclusive and reliable mobility choices to users.

Fostering collaboration with service providers – To create a conducive & financially sustainable business ecosystem.

Enabling stakeholders – To adopt a bottom-up, participatory and adaptive approach with all stakeholders

Effective regulation – To develop a forward-looking regulatory framework.

Harnessing technology – To adopt advancement in technology for an efficient mobility ecosystem.

Ensuring sustainability – To have an environment friendly urban mobility system.

4 Vision and Goals

Vision: "Shillong 2030: Sustainable, inclusive, reliable, and affordable mobility for all."

To realize this vision, the following **goals** provide a roadmap for actionable steps and measuring progress.

20 Minute Neighborhood

Transform Shillong into a 20-minute neighborhood, ensuring accessibility within a short radius for all residents and businesses.

20 Km/H Public Transit

Increasing Public Transit speed to 20KM/H, providing efficient and inclusivity mobility for all commuters.

20 Low Emission Zones

Creating 20 Low Emission Zones across Shillong, promoting cleaner environment.

30% Public Transport Mode Share

Achieve a 30% mode share in public transport, enhancing accessibility and reducing congestion in Shillong.

30% Road space for NMT

Allocate 30% of road space to Non-Motorized Transport, prioritizing pedestrians & cyclists and make the city inclusive and safe.

30% Private trips in Shared Mobility

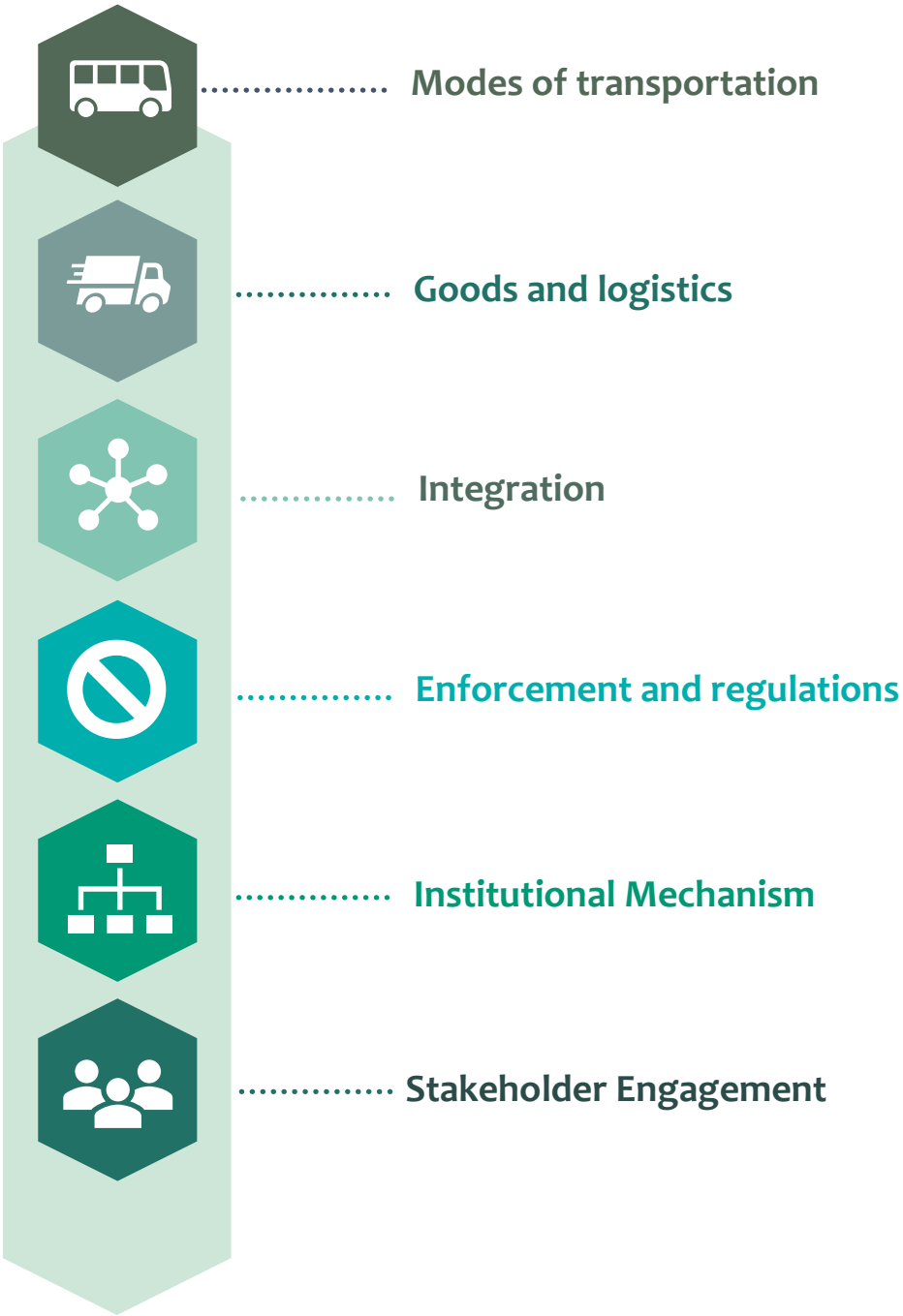
Shift 30% of private vehicle trips to Shared Mobility options such as carpooling, promoting a collaborative and sustainable approach to urban transportation.

5 Plan and key intervention areas

Within the broader plan for designing a holistic urban mobility policy, 6 key intervention areas have been identified. These areas serve as focal points for targeted interventions aimed at a multi-faceted policy. Each area represents a critical component in the city's urban mobility landscape and provides the overall framework for the planning, designing, and implementation of mobility reforms in the city.

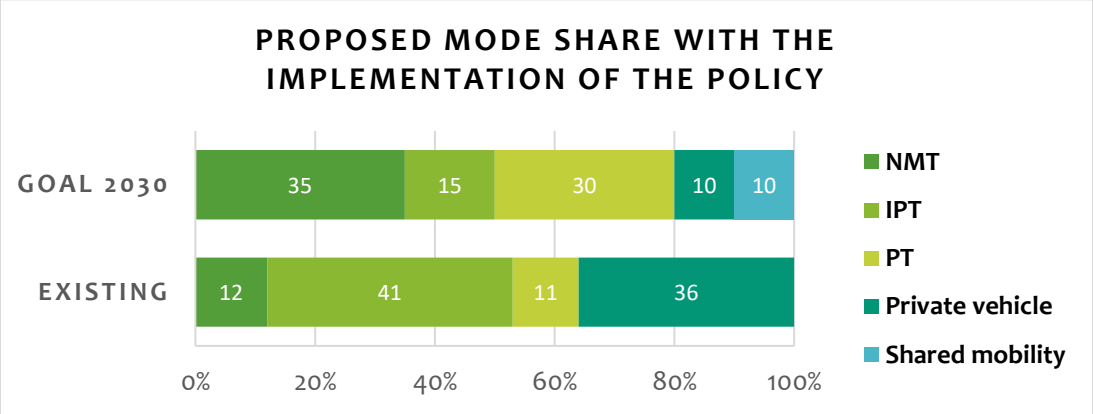
The following chapters detail out the key intervention areas and provides the short-term, medium-term, and long-term plan.

The 6 key intervention areas:

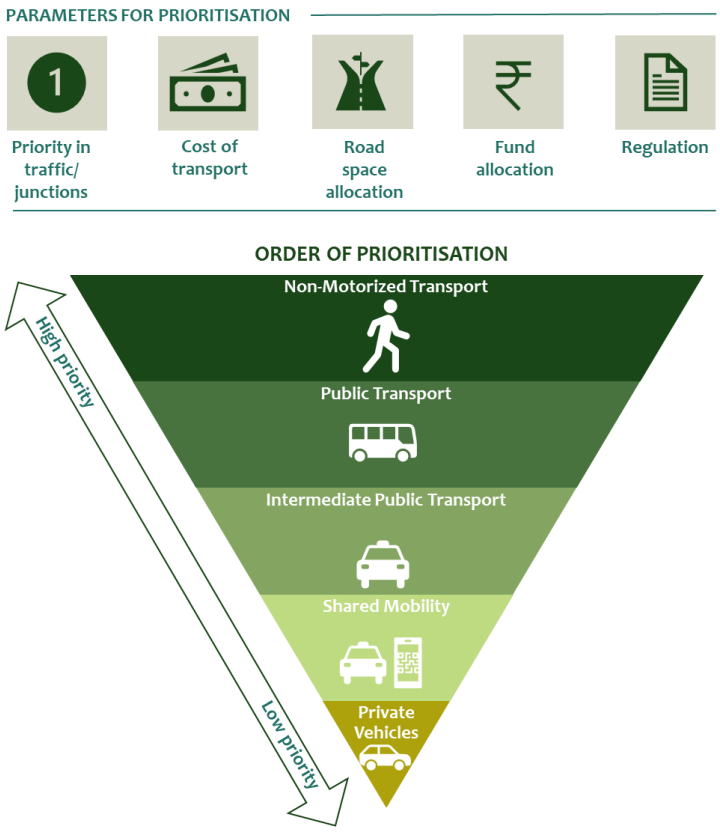


6 Mode of Transportation

In Shillong, the 5 major means of transportation used by people includes walking, taxis, public transportation, shared mobility, and private vehicles. Each mode of transportation offers services to different type of individuals and commuters, catering to various needs and have an important part in the mobility system of the city. The city's present and envisioned mode share with the implementation of the policy is highlighted below. As shown, the GoM aims to reduce the dependency on private vehicles and encourage a mode shift to sustainable mode of transportation, with NMT and PT given the highest preference.



To achieve this goal, this section summarizes the proposed interventions and reforms envisaged for each of the modes of transportation. As a guiding principle for the policy, the identified modes are prioritized in the following **parameters** and in the **order** shown in the figure below.



6.1 Non-Motorized Transport

Non-motorized Transport, also known as active transport, involves walking and cycling promoting cleaner environment and healthy lifestyle. Over the last decade, the share of walking as a mode of transport has drastically reduced in Shillong. By prioritizing NMT and developing NMT-friendly cities, the State plans to encourage people to re-adopt NMT.

Short-term (1-2 years)

- **Enhancing NMT Infrastructure:** Basic infrastructure shall be developed including walkways (preferably weather-proof), continuous and easily accessible footpath, street lighting, street furniture, cycle lanes and parking spaces. The design of the infrastructure shall be based on the principles of universal design.

- **Safer NMT:** Measures to make pedestrian ways safer shall be adopted such as regulating footpath activities like street vending, ensuring pedestrian crossing facilities at vulnerable / accident spots, synchronization of signals, signages and road markings, employing traffic calming measures etc.

Medium-term (2-4 years)

- **No emission zones (NMT Zones):** Exclusive NMT zones shall be created especially in congested / commercial areas, to offer pleasant experience. However, 'Pilot No emission Zones' shall be created in the city in the short-term itself.

Long-term (4-6 years)

- **Equitable road space:** 30% of road space shall be allocated along arterial and sub-arterial roads for NMT to ensure safety of pedestrians and cyclists.

6.2 Public Transport

Public Transport (PT) is the backbone of the city transportation as they have the capacity to carry higher number of people using minimum space. However, in Shillong, the share of public transportation is only 11%, against a benchmark of 30%. By re-organizing the public transportation system of the city, the State aims to provide reliable, convenient, and affordable services to all.

Short-term (1-2 years)

- **Increasing reliability:** The key focus shall be to provide reliable PT by enhancing the coverage in the city and introducing regular services through route rationalization. Setting up of technology-based monitoring system shall also be installed to ensure greater accountability on part of the service operators.

- **Reducing cost of PT:** Affordable services shall be offered by revamping operation models and deliberating measures including cross subsidization through parking,

revenues, user fee, and other multiple other streams to reduce the burden of cost on the commuter and incentivize the public transportation services.

Medium-term (2-4 years)

- **Increasing speed of PT:** Development of high-speed green corridors by reserving a lane or one-way system for PT shall be explored to increase the speed of public transport, with less headway, reduced waiting time, and ensuring end-to-end connectivity.

- **Enhancing user experience:** Promoting the use of technology for functions such as monitoring mechanism, introducing smart mobility card, dedicated mobile application for journey planning, information assimilation, ticketing system, payment of fees, etc., shall be pursued to offer an delighted experience for the user.

Long-term (4-6 years)

- **Exploring alternative mobility options:** Alternative mobility options shall be considered such as ropeways, cable cars, vertical elevators, etc. given the uneven contour and terrain characteristics in Shillong.

- **Adopting environment-friendly PT:** Measures shall be taken to transition to greener fleets such as Electric Vehicles to reduce emissions and create cleaner environment through policies and capacity building.

6.3 Auto and Taxi (Intermediate Public Transport)

The Intermediate Public Transport services in Shillong, mainly the taxi services, play a significant role in offering transportation services to the people. In fact, 3 out of 5 trips in Shillong are by cars and taxis. Thus, they are a dominant means of public transport and already provide a form of shared mobility to the people. The State aims to improve the IPT services and safeguarding livelihoods.

Short-term (1-2 years)

- **High quality services:** Stricter enforcements and regulations shall be imposed to ensure that the taxi services provide comfortable and safe experience for the commuters. Setting up of a dedicated mechanism to report grievances shall also be explored for the benefit of the commuters.

- **Enhancing IPT infrastructure:** Developing supporting infrastructure such as designated embarkation and disembarkation points for the IPTs along with taxi stands, waiting sheds, parking for taxi etc. shall be done to improve services and safer commutes for all.

Medium-term (2-4 years)

- **Increasing income:** The IPTs shall be integrated into the formal mobility landscape and planning processes with an aim to improve livelihoods. Assistance shall be provided to offer premium services by regularization in terms of routes, fares, and vehicle design.

- **Use of technology:** Upgrading the IPTs through technological advancement such as introducing a unified mobile application for journey planning, online booking, GPS tracking, and payment shall be pursued. Further, the IPTs shall be integrated into the smart mobility cards for seamless payments.

Long-term (4-6 years)

- **Adopting environment - friendly IPT:** Measures shall be taken to transition to greener fleets such as Electric Vehicles to reduce emissions and create cleaner environment through policies and capacity building.

6.4 Shared Mobility

Presently, shared taxis serve as a predominant mode of shared mobility for the public, while shared buses by STEMS are catering to students. Anticipating the evolving mobility landscape, the government aims to enhance shared mobility by introducing private vehicle sharing. The goal is to shift 30% of 'private vehicle trips' (trips made in personal cars, two-wheelers) towards shared modes, aligning with the broader objective of sustainable and efficient transportation system in the city.

Short-term (1-2 years)

- **Formalizing shared mobility:** Regulatory provisions shall be provided to formalize shared mobility services such as shared taxis, car-pooling etc. These shall be integrated into the formalized transportation system of the city.

Medium-term (2-4 years)

- **Use of technology:** Advanced technical applications and tools shall be introduced for aggregate shared services to offer flexibility and on-demand services that can reduce personal car dependency.

6.5 Private Vehicles

The city has higher-than-average private vehicles due to the rising income and vehicle ownership aspiration of the residents. This has resulted in a greater number of vehicles on the roads than the existing narrow roads can accommodate. While travelling by private vehicles has become convenient, the external cost to society such as traffic congestion, high carbon emissions per person, loss of time, etc. can go overlooked. Thus, the city

intends to emphasize on travel demand management of private vehicles with the aim to reduce its use in favor of higher capacity transport systems.

Short-term (1-2 years)

- **Putting additional price on private vehicles:** Optimizing parking shall be used as a key travel demand management tool. Parking shall be treated as a private good and parking prices shall be introduced for both on-street and off-street parking of private vehicles in the city. No parking zones shall be demarcated in the city and fines shall be imposed for illegal parking.

- **Nudging behavioural change:** Initiatives to nudge travel behaviour change from private vehicles to sustainable modes including NMT, PT, IPT, and shared mobility shall be undertaken through IEC tools such as social media campaigns, radio commercials, and close collaboration with the community members.

Medium-term (2-4 years)

- **Introducing congestion pricing:** Disincentivizing the use of private vehicles through strategies such as levying static and dynamic congestion price on private vehicle, especially in the city's busiest roads shall be explored.

- **Creation of no/low emission zones:** In the short-term, low emission zones shall be created by introducing static congestion pricing to restrict the flow of private vehicles and reduce the emissions in the city. In the long-term, creation of no emission zones shall be considered with promotion of electric vehicles and development of high quality NMT infrastructure.

Long-term (4-6 years)

- **Regulations on private vehicle ownership:** Initiatives to disincentivize and regulate vehicle ownership such as proof-of-parking scheme shall be explored. This is to prevent the further growth of private vehicles in the city.

7 Goods and Logistics

The movement of goods plays an important role in the growth of economic activities in the city. The health of the city's economy is largely dependent on its ability to accommodate the movement and delivery of goods. In Shillong, the major commercial markets including Iewduh and Khyndailad attract considerable goods traffic in the city. There is also a fast-growing e-commerce market in the city which has increased the delivery vehicle traffic. The loading and unloading of goods in these busy market areas obstructs the traffic flow leading to bottlenecks in the city. Therefore, the GoM aims to integrate the movement of goods into the city's mobility system and plan it in a manner that it does not affect the passenger movement.

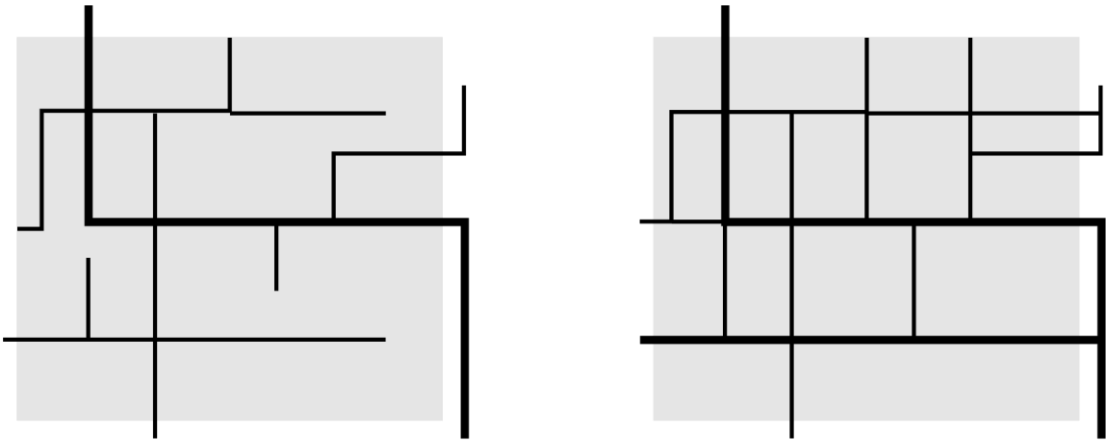
- **City Logistics Plan:** The State shall prepare a City Logistics Plan in line with the State Logistics Masterplan of Meghalaya for the movement of goods in the city by regulating the time for loading and unloading, as well as the parking space for the vehicles. Strict enforcements shall be imposed to ensure that the regulations are adhered.

- **Transitioning to sustainable transport:** Efforts shall be taken to transition the last-mile delivery vehicles to greener and cleaner vehicles, especially for e-commerce industries.

8 Integration

8.1 Land Use and Transportation Integration

The integration of land use and transport is vital for improving accessibility, aligning with the State's goal of creating 20-minute neighborhoods. By strategically planning the proximity of essential services and residential areas, this integration aims to reduce trip lengths, create self-sufficient communities, and develop planned neighborhoods. The incomplete streets which currently in the city can be averted in the future, if land use can be integrated with transport and proper road network planning in the planning stage itself.

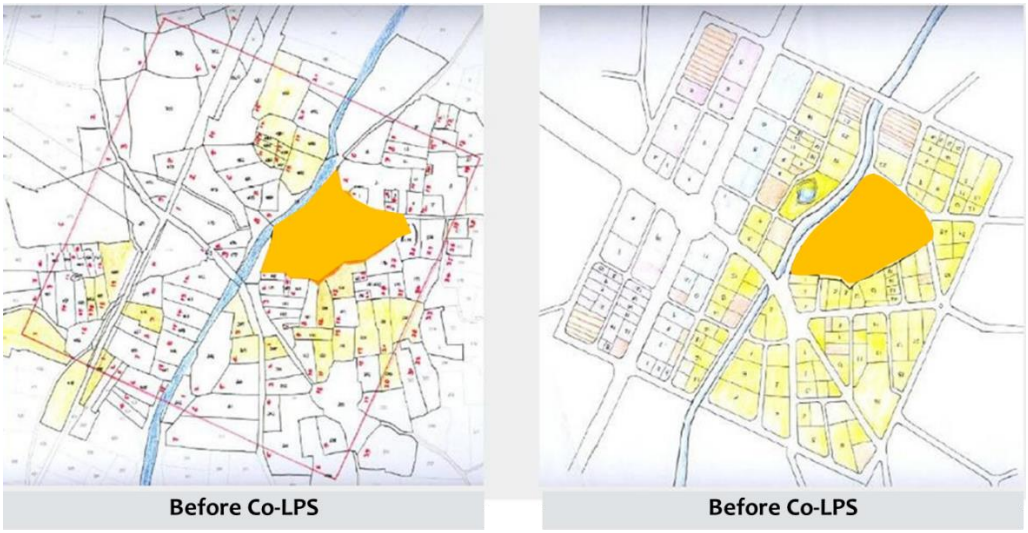


Incomplete Streets

Complete Streets

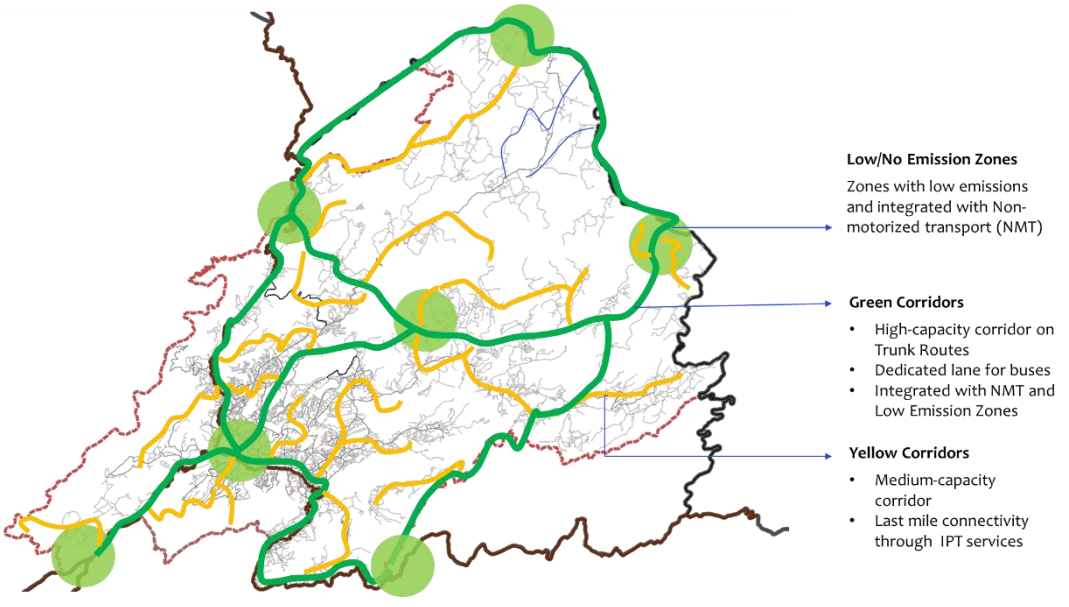
- **Transit Oriented Development (TOD):** The creation of mixed-use communities near transit hubs to enhance connectivity and urban efficiency shall be promoted. By strategically developing land along transit corridors, this approach reduces dependence on private vehicles, minimizes congestion, and promotes walkable neighborhoods.

- **Community Oriented Land Pooling Scheme (Co-LPS):** Through this scheme, vibrant urban spaces with enhanced accessibility and connectivity shall be developed with close collaboration with the community landowners. The scheme emphasizes reorganizing and reorienting plots, completing street networks, and providing basic infrastructure



Before Co-LPS | Before Co-LPS

- **Mobility Corridors:** The State shall develop green mobility corridors on the arterial roads, prioritizing high-capacity sustainable transportation i.e., public transportation buses, shared mobility buses, working together to decarbonize the city. Whereas yellow mobility corridors shall be developed to enhance last mile connectivity in the city, prioritizing medium-capacity IPTs. The high-capacity green mobility corridors shall connect the low emission zones identified in the city and will be integrated with the yellow corridors.



Representative image

8.2 Multi-modal Integration

As the commuters predominantly use IPT and private vehicle, while simultaneously the GoM intends to promote NMT, public transportation, and shared mobility, the integration of the multiple modes into a single service shall be explored. This is to ensure seamless and user-friendly commuter experience. The GoM aims to integrate the modes of transportation in the following ways.

Short-term (1-2 years)

- **Information integration:** To enable people to make better informed decisions on planning a trip in the city, measures to integrate mobility-related information shall be taken. This can enable travelers to benefit from seamless multimodal transportation and make it convenient as private vehicles.

Medium-term (2-4 years)

- **Payment integration:** A common digital platform for payment of fare and ticket booking for all modes shall be introduced. Cashless ticketing technology through Automated Fare Collection System (AFCA) shall also be encouraged.

Long-term (4-6 years)

- **Operational integration:** Integrating the NMT, IPTs, shared mobility to the city's Public Transportation to increase system efficiency and enhance accessibility within the city.

- **Physical integration:** Developing transport infrastructure such as bus stops, taxi stands, waiting sheds to support the multi-modal integration.

9 Enforcement and Regulations

Strict enforcement and regulations are key towards the successful implementation and achievement of the policy directives. Proper enforcement shall ensure that the rules are adhered, and any violations shall be penalized heavily. This is to make the streets safer and offer hinderance-free commuter experience.

- **Stricter enforcement:** A comprehensive traffic management plan shall be prepared by the State to ensure strict enforcements for prioritizing public transportation modes, NMT traffic, and pedestrian in the city.
- **Parking regulations:** Strict enforcements shall be levied for parking reforms including enforcing parking fees, time limits, no parking zones, designated parking areas.
- **Traffic regulations:** Enforcement of traffic rules, such as speed limits, traffic signals, lane disciplines, shall be imposed to reduce congestion and enhance overall safety.
- **Fines regulations:** The applicable fines shall be regularized / revised as per the latest Acts and policies.
- **Emission standards:** The emission standards of vehicles shall be monitored and enforced to reduce air pollution and promoting environment-friendly mode of transportation.
- **Infrastructure maintenance:** Regular inspections and maintenance of transportation infrastructure including the public transit facilities, IPTs, roads, footpaths, etc.
- **Leverage Technology:** Regulations and enforcement shall adapt to new technology such as use of Intelligent Transport System (ITS) and Integrated Command and Control Center (ICCC) for proactively managing traffic congestion, parking management, incident response, and optimize traffic signal timings, and improve safety on the roads.

10 Institutional Mechanism

Presently, the urban mobility in the city involves multiple stakeholders responsible for various facets, including service provision, infrastructure development, enforcement, regulation, and decision-making. Despite the presence of these stakeholders, there exists a critical gap in the functioning, delivery of services, enforcement, and infrastructure development within the current institutional structure.

With the introduction of this policy, the State shall empower Meghalaya Urban Development Authority (MUDA) to drive the policy. A separate entity within MUDA shall be created as an overarching institutional mechanism for the policy and resources shall be allocated for the same. The entity shall be responsible for overseeing the implementation and facilitate co-ordination among stakeholders.

By centralizing this process, the policy seeks to overcome overlaps, enhance coordination, and ensure the effective dissemination of relevant data and information among different agencies. This proactive approach aims to develop a more accountable, citizen-centric, and streamlined urban mobility framework in Shillong.

In addition, the implementation of the policy requires coordinated efforts from various State departments and agencies, each having specific roles. Each Department shall contribute to the overall strategy and execution of mobility initiatives in the following ways:

- **Urban Affairs Department**: The Department shall oversee the overall management and implementation of the policy. It shall be the central point of communication and be responsible for the strategic planning and resource allocation.

- **Transport Department:** The Department shall develop and implement regulatory frameworks related to urban mobility, shared mobility, licensing, vehicle standards, and traffic rules. It shall ensure compliance with national and local transportation laws and regulations.

- **Home Police Department:** It shall be responsible for enforcing traffic regulations and ensuring public safety on roads. The Department shall collaborate with Urban Affairs and Transport Department to address specific enforcement needs and challenges.

- **Public Works Department:** The Department shall be responsible for construction and maintenance of transport infrastructure such as roads, footpaths, cycle lanes, road signages etc.

- **Shillong Decongestion Committee:** The Committee, chaired by the Chief Secretary, Government of Meghalaya shall lead the coordination efforts with various government agencies, stakeholders, and community groups to develop and implement decongestions strategies.

- **Shillong Smart City Ltd:** The Special Purpose Vehicle shall drive the integration of technologies into the urban mobility solutions to improve traffic management, public transportation systems, etc. Through its ICCC, the SPV shall leverage data analytics and digital platforms to gather insights and provide data-driven solutions.

11 Stakeholder Engagement

The State aims to have a bottom-up and participatory approach in designing, planning, and implementing various mobility interventions in the city. The aim is to understand the challenges, needs, expectations from all the concerned stakeholders. Identifying the stakeholders as users, service providers, enablers, and experts, the envisaged role for each is highlighted below.

- **Users/Commuters:**

  The aim is to provide wide mobility choices to the users that are cost-efficient, convenient, and timesaving. Thus, to design mobility solutions for the end users, the engagement shall mainly include user centric consultation workshops, focus group discussions to understand their mobility issues, suggestions, and feedback.

- **Service providers:**

  - The participatory approach with the service providers of PT, taxis, autos, and private operators shall entail understanding of their needs through consultative workshops at the planning stage.
  - Further, orientation and capacity building for the service providers shall be provided for enhancing the quality of services.
  - Support shall be extended to the service providers through policies and schemes.

- **Enablers:**

  The State intends for the local Dorbar Shnongs to have a bigger participation in the management and monitoring of urban related initiatives in the city. This shall be considered through the following ways.

  - The assistance of the Dorbar Shnongs shall be sought for implementation of parking reforms i.e., collection of fees, enforcing no parking zones, enforcement of proof-of-parking.
  - Support shall be extended to the Dorbar Shnongs for developing various transport mobility infrastructure, such as creating space for walking, pedestrian footpaths, installation of smart mobility systems.
  - Further, support in managing of traffic and enforcing various regulatory reforms in the community-level will be sought from the Dorbar Shnongs to ensure successful implementation of the interventions locally.
  - Awareness campaigns, with the help of Dorbar Shnongs, shall be conducted in the community to encourage use of public transportation services, promote walkability and use of non-motorized transport.

- **Expert Collaboration:**

  Collaboration with various Knowledge Partners such as Indian Institute of Management, National Institute of Technology, etc., shall be pursued to seek inputs in formulating strategies, improvise mobility system, and gain awareness on the latest practices which can be replicated.

12 Way Forward

Shillong's Urban Mobility Policy marks a significant step towards addressing the city's evolving mobility needs. As we move forward, the dedicated entity under MUDA will provide the necessary institutional framework for policy implementation. To achieve the objectives of the policy a significant number of resources would be needed in the coming years. The State shall explore multiple sources of funding such as State Government budget, Centrally Sponsored Schemes, Public-Private Partnerships, user fees, parking revenue, etc.

The State shall organize regular meetings with government agencies, local authorities, community representatives, transport operators, urban planners, residents to gather feedback, address concerns, and ensure inclusivity in decision-making processes. Active engagement with public through awareness campaigns and participatory planning exercises will be conducted to foster a sense of ownership and accountability towards urban mobility initiatives.

Finally, the strategies laid out in the policy shall be integrated with the Comprehensive Mobility Plan as well as the GIS-based Master Plan for Greater Shillong Planning Area for achieving a cohesive vision for the city. This will ensure that transportation goals and objectives are aligned with the broader urban development vision for the city. It will also allow the city to prioritize transportation investments based on long-term goals and anticipated growth patterns.

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