

CHAPTER 12

TRANSPORT

The travel demand in metropolitan cities is increasing with the growth of population and economic activities. In order to support the required level of economic activities in urban areas, it becomes imperative to address the urban transport issues and frame an urban transport policy so that urban transport/ comprehensive mobility plans could be prepared accordingly. Consequently the National Urban Transport Policy (NUTP) was formulated in May 2005. It encourages improvement in public transport, introduction of Intelligent Transport Systems (ITS), and facilities for the use of non-motorized modes; capacity building – individual and institutional – revolving legal and administrative issues; use of cleaner technology and; major awareness campaign for citizens.

2. With rapid urbanization, the Urban Transport scenario in Delhi as well as India is fast warming up, with landmark Metro Rail projects having taken central stage across major cities. Metro is already operating in Delhi and will add another 103 KM of Metro rail in Phase III. Promoting road based public transport in big way; dedicated corridors of bus lane are planned. Bus Rapid Transits (BRT) projects are therefore underway.

3. Vehicle Population

- 3.1 The number of vehicles in Delhi is increasing at a high rate. The number of vehicles increased from 31.64 lakh in 1999-2000 to 74.53 lakh in 2011-12. The information regarding the number of vehicles in Delhi is presented in Statement 12.1.

Statement 12.1
VEHICLE POPULATION

Sl. No	Details	Number of Vehicles		Growth Rate (Per cent)	
		1999-2000	2011-12	Per cent	Annual Compound
1.	Cars and Jeeps	873443	2347276	168.74	7.90
2.	Motor Cycles & Scooters	2077586	4654706	124.04	6.40
3.	Ambulance	1421	2589	82.20	4.72
4.	Auto Rickshaws	70145	88216	25.76	1.78
5.	Taxies	8545	68965	707.08	17.43
6.	Buses	15514	34251	120.77	6.28
7.	Other Passenger Vehicles	5613	23214	313.58	11.54
8.	Tractors	4590	5558	21.08	1.48
9.	Goods Vehicles (All Type)	100929	223534	121.48	6.31
10.	Others	5779	4676	-19.09	-1.62
	Total	3163565	7452985	135.59	6.81

Base year for CGR is 1999-2000

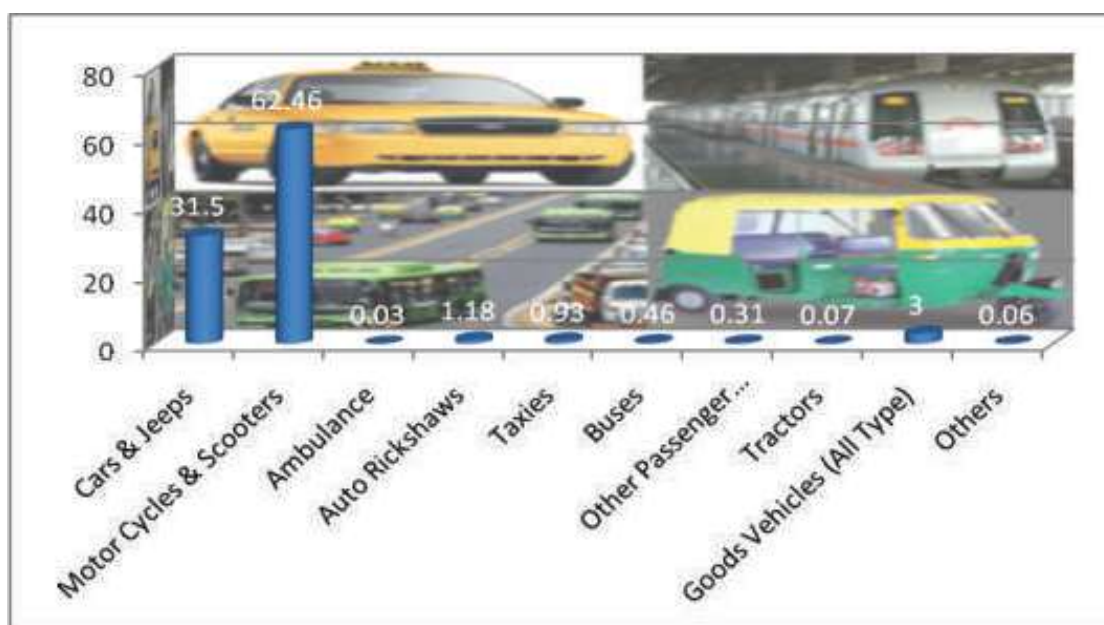
- 3.2 It may be observed from Statement 12.1 that the growth rate of vehicles in Delhi during 1999-2012 was recorded at 135.59 per cent while average annual compound growth rate at 6.81 per cent. The highest growth of vehicles during the period was observed in taxis at 707 per cent, other passenger vehicles and car & jeeps stand second and third positions at 313 per cent and 168 per cent respectively. The negative growth of vehicles recorded in others row which is due to the inclusion of all goods vehicles in the separate rows.
- 3.3 The details regarding number of vehicles in Delhi and their percentage are presented in Tables 12.1 and 12.2 respectively.
- 3.4 The annual growth of vehicles in Delhi increased from 4.72 per cent in 1999-2000 to 8.33 per cent in 2006-07. Thereafter, it decreased to 7.27 per cent in 2011-12. During the same period the number of vehicles per thousand population increased considerably; from 253 to 436. The information regarding growth of motor vehicles in Delhi is presented in Statement 12.2.

Statement 12.2
GROWTH AND VEHICLES PER 1000 POPULATION

Sl. No	Years	Vehicles		Annual Growth (Per cent)	No. of Vehicles Per 1000 Population
		Number	Increase		
1	1999-00	3163565	142582	4.72	253
2	2000-01	3375153	211588	6.69	244
3	2001-02	3617853	242700	7.19	256
4	2002-03	3886072	268219	7.41	270
5.	2003-04	4160760	274688	7.07	284
6	2004-05	4467154	306394	7.36	299
7	2005-06	4830136	362982	8.13	317
8	2006-07	5232426	402290	8.33	337
9	2007-08	5627384	394958	7.55	356
10	2008-09	6026561	399177	7.09	374
11	2009-10	6466713	440152	7.30	393
12.	2010-11	6947536	480823	7.44	415
13.	2011-12	7452985	505449	7.27	436

- 3.5 Percentage of vehicles in Delhi during 2011-12 is depicted in Chart 12.1.

Chart 12.1
PER CENT OF VEHICLES POPULATION 2011-12



- 3.6 There is a contradiction regarding the actual number of vehicles plying on Delhi's roads. A large number of vehicles registered in Delhi can be seen plying on NCR areas.
- 3.7 Transport department is making efforts to estimate the actual number of vehicles in Delhi by taking into account vehicles that have outlived their life due to any account, transferred to and from other states etc.
- 3.8 The information regarding the mode of transportation facilities in Delhi during the last two decade as per the Census of India is presented in the following statement.

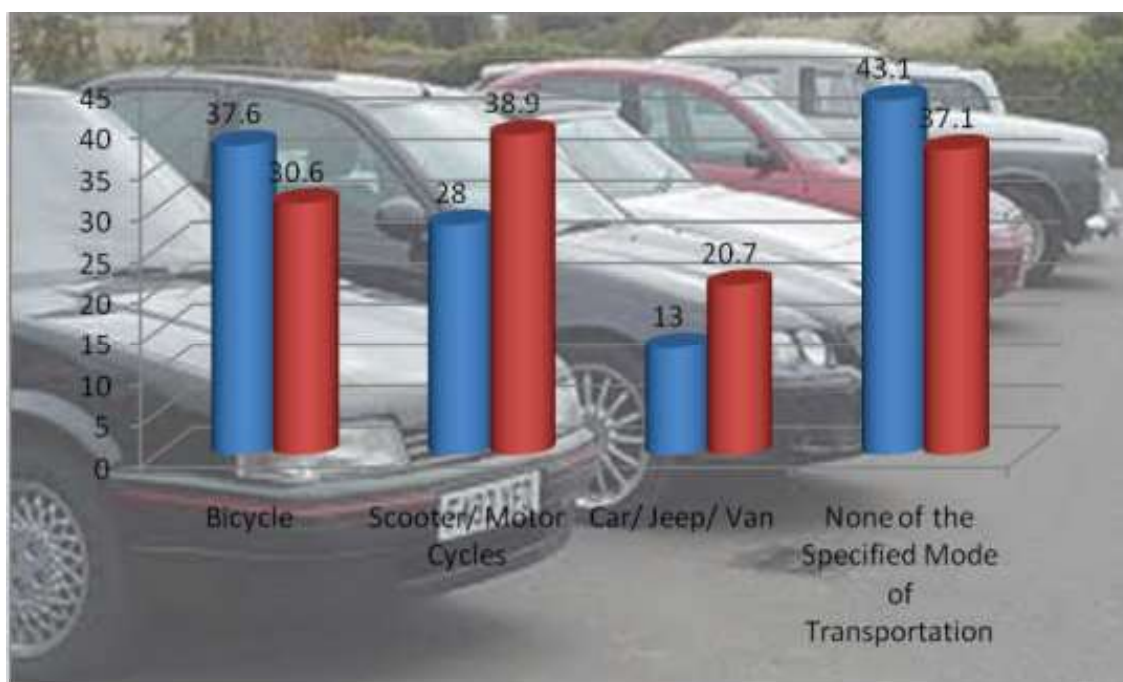
Statement 12.3
DISTRIBUTION OF HOUSEHOLDS ON THE BASIS OF THE MODE OF TRANSPORTATION IN DELHI: 2001 & 2011

Sl. No	Mode of Transportation Facilities	2001			2011 (Per cent)		
		Rural	Urban	Total	Rural	Urban	Total
I	No. of Households	169528	2384621	2554149	79115	3261423	3340538
1	Bicycle	48.70	36.80	37.60	44.20	30.30	30.60
2	Scooter/ Motor Cycles	20.70	28.50	28.00	38.50	38.90	38.90
3	Car/ Jeep/ Van	7.30	13.40	13.00	10.80	21.00	20.70
4	None of the Specified Mode of Transportation	38.90	43.40	43.10	34.70	37.20	37.10

Source: - Census of India, 2011, Houses, Household Amenities and Assets.

- 3.9 It may be inferred from Statement 12.3 that the during the last decade the percentage of household using scooter/ motor cycles has increased from 28 per cent in 2001 to 38.90 per cent in 2011. During the same period the percentage of household using car/ jeep/ van as the mode of transportation in Delhi has also increased from 13 per cent to 20.7 per cent. Contrary to this, the percentage of household using bicycle as the mode of transport has declined from 37.6 per cent in 2001 to 30.6 per cent in 2001. Besides these the above statement also indicates the reduction in the percentage of none of the specified mode of transportation from 43.10 per cent in 2001 to 37.10 per cent in 2011. The information regarding the distribution of households in Delhi on the basis of the mode of transportation facilities in Delhi during the last decade is depicted in Chart 12.2.

Chart 12.2
DISTRIBUTION OF HOUSEHOLDS ON THE BASIS OF
THE MODE OF TRANSPORTATION IN DELHI: 2001 & 2011



- 3.10 The information regarding man animal driven vehicles in Delhi is presented in Statement 12.4.

Statement 12.4

MAN/ANIMAL DRIVEN VEHICLES: 2002-11.

(Number)

Sl. No	Details	2002-03	2003-04	2004-05	2005-06	2006-07	2007-08	2008-09	2009-10	2010-11
1.	Rickshaw	25998	49838	66195	44537	12170	89429	89429	89429	89429
2.	Tonga	445	400	422	321	355	242	--	--	--
3.	Rehras	55	58	62	41	57	42	42	42	42
4.	Hand Carts	6377	5073	5239	1500	13084	3116	3116	3116	3116
5.	Bullock Carts	386	391	379	65	331	137	--	--	--
6.	Cycle Rickshaw Trolley	130082	134023	135872	141219	110887	104303	110887	100665	115000
	Total	163343	189783	208169	187683	136884	197469	203474	193252	207587

Source: - Delhi Statistical Handbook 2011

- 3.11 It is evident from Statement 12.4 that the number of man or animal driven vehicles in Delhi was maximum during 2004-05 at 2.08 lakh. The number of man/ animal driven vehicles reduced to 1.36 lakh during 2006-07 and further increased to 2.07 lakh during 2010-11. During the last three years, number of bullock carts and tonga plying in Delhi were recorded as nil.

4. Road Network

- 4.1 The road network in Delhi is being developed and maintained by National Highway Authority of India (NHAI), Public Works Department (PWD), Municipal Corporations of Delhi (MCD), New Delhi Municipal Council (NDMC), Delhi Cantonment Board (DCB) and Delhi Development Authority (DDA).
- 4.2 The road network of Delhi has increased from 28508 km in 2000-01 to 32663 km in 2011. The road network of Delhi during the last four decade is presented in Statement 12.5.

Statement 12.5
GROWTH OF ROAD NETWORK IN DELHI- AGENCY-WISE

(Km)

Sl. No	Agency	1980-81	1990-91	2000-01	2005-06	2008	2009	2010	2011
1.	MCD	12129	18673	24885	27139	27139	27139	27139	27139
2.	NDMC	1191	1289	1299	1550	1290	1290	1290	1290
3.	PWD								
a.	NH	302	324	388	182	182	356	356	360
b.	Others	570	1135	1792	2168	2230	2270	2300	2400
4.	Others (i/c DCB, DSIIDC, I&FC, DDA)	124	143	144	326	1290	1357	1357	1474
	Total	14316	21564	28508	31365	32131	32412	32442	32663

Source:- Delhi Statistical Handbook 2012.

5. Peripheral Expressways

- 5.1 Delhi has emerged as a major wholesale trade center for North India. It is estimated that 78 per cent of vegetables and fruits, 49 per cent of fuel, 44 per cent of iron and steel and 47 per cent of food grains traded in Delhi are destined for other states. The five national highways (NH-1, NH-2, NH-8, NH-10 and NH-24) also bring interstate goods vehicles in to the territory. This situation aggravates the traffic congestion, particularly on Ring Road, Outer Ring Road and other major roads of the city. As a solution to this problem, Western Peripheral Expressway and Eastern Peripheral Expressways are being constructed. On completion of these peripheral expressways, Delhi is expected to get relief from those interstate vehicles which are passing through Delhi at present although not destined for Delhi.
- 5.2 **Western Peripheral Expressway:** Total length of the road under western peripheral expressway is 135.65 kilo meter. It is being executed as single package on BOT basis and awarded to M/s. KPM Expressway Limited on 14th November 2005 for a concession period of 23 years and 9 months (Including five years of construction). The project is being implemented with the target date as July 2009 and the project is likely to be completed during 2012-13.

- 5.3 **Eastern Peripheral Expressway:** Total length of the road under this project is 135 kilometer (90 Km in Uttar Pradesh and 45 Km in Haryana). Starts at Kundli NH-1 and terminate at Palwal on NH2 via passing eastern peripheral of Delhi in Baghpat, Gaziabad, Gautam Budh Nagar and Faridabad districts. The most of eastern peripheral expressway falls in Uttar Pradesh state and it is being implemented by the National Highway Authority of India (NHAI). The estimated cost of the project excluding the cost of land and shifting of utility services is ₹ 1885 crore. PPPAC has approved the project concession period as 20 years including the construction period of 3 years. The project is yet to start.

6. Inter State Bus Terminals (ISBTs)

Master Plan of Delhi- 2021 suggested five ISBTs for Delhi. With the setting up of two new ISBTs at Sarai Kale Khan and Anand Vihar, three ISBTs are functioning at present. These three ISBTs cater to average 3.70-lakh passengers and 5235 buses/trips per day. Two more ISBTs are proposed to be constructed at Dwarka and Narela on BOT basis. Due to change in Floor Area Ratio (FAR) in Master Plan 2021, there is a rethinking to take advantage of increased FAR and accordingly design and other parameters for construction of ISBTs are getting revised. The designs of both the ISBTs of Sarai Kale Khan and Anand Vihar as modern ISBT have been prepared and are awaiting clearance from UTTIPEC.

7. Rail Network

Delhi is a major junction on the rail map of India linked with all the major metropolitan cities directly. There are four main railway stations viz. at New Delhi, Old Delhi, Hazrat Nizamuddin and Sarai Rohila, besides Container Depots at Patparganj and Tuglakabad. A new Railway Station has been developed by Northern Railway at Anand Vihar, which would help in decongestion at New Delhi and Old Delhi Railway Stations. New Delhi Railway Station has been renovated, expanded and provided with better facilities for commuters. Renovation of Delhi Railway Station is in progress. Renovation and expansion of Nizamudin Station is likely to start shortly.

8. Mass Rapid Transit System (MRTS)

- 8.1 **MRTS PHASE -I (65.05 KM) :** The Mass Rapid Transit System (MRTS) is an ambitious project that aims at providing a non-polluting and efficient rail-based transport system, properly integrated with the road transport system. The first phase of the project, originally estimated to cost ₹ 4,860 crore (April 1996 prices) was approved in September 1996 and was to be completed by March, 2005. Later on it was revised to be completed by March 2006 with an estimated cost of ₹ 10571 crore. Dwarka Sub-city corridor has been implemented with the additional funding of ₹ 320 crore by Delhi Development Authority (DDA). The plan of first phase of MRTS and its commissioning are presented in Statement 12.6 and 12.7 respectively.

Statement 12.6
PLAN OF FIRST PHASE OF MRTS

Sl. No.	Name of Section	Length (KM)
1	Delhi University - Central Secretariat (Underground Corridor)	11
2	Shahdara – Rithala (Rail/surface/elevated Corridor)	22.06
3	Indraprastha – Barakhamba Road, Dwarka (Underground/ elevated Corridor)	25.65
4	Dwarka sub-city (Dwarka – Dwarka Sector VI)	6.50
	Total	65.05

Statement 12.7
COMMISSIONING OF FIRST PHASE OF MRTS

Sl. No	Corridor	Name of the Section	Length (Km)	Commissioned on
1	Line 1	Shahdara-TisHazari	8.40	25.12.2002
		Tis Hazari-Inderlok	4.90	04.10.2003
		Inderlok-Rithala	8.70	31.03.2004
2.	Line 2	Vishwa Vidhyalaya - Kashmere Gate	4.00	20.12.2004
		Kashmere Gate- Central Secretariat	7.00	03.07.2005
3.	Line 3	Barakhamba - Dwarka	22.90	31.12.2005
		Brakhambha- Indraprastha	2.70	11.11.2006
		Dwarka Sub - City	6.50	01.04.2006

- 8.2 In Delhi, the Metro Trains run from 6.00 AM in the morning till about 11.00 PM in the night. The train frequency varies from 3 minutes a peak time upto 12 minutes in non peak hours. The expected ridership is 21.82 lakh passengers per day for MRTS network.

- 8.3 MRTS PHASE –II:** After completion of MRTS Phase-I, the work of Phase- II has also been completed. The information regarding corridors of MRTS Phase-II is presented in Statement 12.8.

Statement 12.8

CORRIDORS PROPOSED/COMMISSIONED DURING MRTS PHASE - II

Sl. No	Corridor	Name of the Section	Length (Km)	Target Date	Date of Operation
1.	Line 1 Extn	Shahdara-Dilshad Garden	3.09	Dec. 2008	04.06.2008
2.	Line 2 Extn	Vishwa Vidhyalaya - Jahangir Puri	6.36	Oct. 2009	04.02.2009
		Central Secretariat - Qutub Minar	11.76	Aug. 2010	03.09.2010
		Qutub Minar - Huda City Center Gurgaon	15.82	June 2010	21.06.2010
3.	Line 3 Extn	Indraprastha - Yamuna Bank	2.17	June 2009	10.05.2009
		Yamuna Bank - New Ashok Nagar	5.90	Nov 2009	13.11.2009
		New Ashok Nagar - Noida City Center	7.00	Nov 2009	13.11.2009
4.	Line 4	Yamuna Bank - Anand Vihar	6.17	Dec 2009	07.01.2010
5.	Line 5	Inderlok - Mundka	15.15	Mar 2010	02.04.2010
		Kirti Nagar- Ashok Park	3.31	Dec 2010	27.08.2011
6.	Line 6	Central Secretariat - Sarita Vihar	15.34	Sep 2010	03.10.2010
		Sarita Vihar - Badarpur	4.82	Nov 2010	14.01.2011
7.	PPP Line	High Speed Airport Metro Express Line - New Delhi Railway Station to Dwarka Sector - 21	22.7	Nov 2010	23.02.2011

- 8.4** The total length of MRTS phase II is 122.36 KM and total completion cost (for Gurgaon Extn. Cost of Delhi portion only considered) is estimated at ₹ 19,231.36 Crore including concessionaire contribution of ₹ 1786.40 Crore. Extension of Delhi Metro in Dwarka Sub city from Dwarka Sectors 9 to 21 for a length of 2.77 km has been completed as deposit work of DDA. The line is operational from 30.10.2010.
- 8.5** The EIRR of initially approved Phase II project is expected to be 23.63 per cent and FIRR is expected to be 8.18 per cent.

8.6 The details regarding year-wise Funds release is presented in Statement 12.9.

Statement 12.9
YEAR-WISE RELEASED FUND FOR MRTS PHASE – II BY GNCTD

(₹ Crore)

Sl. No	Year	Equity	Subordinate Debt	Total
1.	2005-06	346.66	58.00	404.66
2.	2006-07	307.60	58.00	365.60
3.	2007-08	456.49	225.00	681.49
4.	2008-09	731.50	156.00	887.50
5.	2009-10	825.02	15.00	840.02
6.	2010-11	1272.73	--	1272.73
7.	2011-12	238.62	--	238.62
	Total	4178.62	512.00	4690.62

8.7 The approved corridors of MRTS Phase III are presented in Statement 12.10.

Statement 12.10
MRTS PHASE III- PROPOSED CORRIDORS

No	Metro Corridors Approved in Phase III	Length (km)
1	Mukundpur_ Rajouri Garden– Dhoula Kuan - Anand Vihar –Yamuna Vihar	55.697
2.	Janakpuri West- Munirka-Kalkaji-Kalindikunj	33.494
3.	Central Secretariat- Mandi House- Lal Quila- Kashmere Gate	9.370
4.	Jehangirpuri- Badli	4.489
	Total	103.050

8.8 The estimated cost of Phase III is ₹ 35242 crore including land cost and Central tax but with waiver/ reimbursement of state taxes on similar lines as has been done in case of other metro projects sanctioned since 2006.

8.9 GNCTD has released ₹1259.70 crore (₹ 749.70 crore equity and ₹ 510 crore subordinate debt) during 2011-12 towards MRTS Phase III.

9. Flyovers and Bridges

9.1 The expansion of road network and the growth of the vehicular traffic in Delhi resulted in installation of traffic signals almost at every intersection within short distances. This has led to excessive time and fuel consumption for all vehicular trips. To overcome this problem by providing uninterrupted and smooth flow of traffic, a special programme to construct flyovers was started in 1998-99.

9.2 All the 24 projects linked directly or indirectly with CWG 2010 were commissioned before beginning of the games except ROB on Road No. 68 which was completed and commissioned in February 2011. The twenty four flyovers and ROB/ RUBs are mentioned below:

- | | |
|---|--|
| 1. Mangolpuri Flyover | 13. Shastri Nagar Pusta Road Grade Separator |
| 2. Geeta Colony Bridge | 14. Naraina Flyover |
| 3. ROB on Road No. 63 | 15. Flyover on NH 24 Bypass near Ghazipur |
| 4. Mukerba Chowk Grade Separator | 16. Bridge at Neela Hauz |
| 5. Bhera Enclave Underpass | 17. Alignment over Barapullah Nallah |
| 6. Nangloi NH-10 Flyover, | 18. Apsara Border Grade Separator |
| 7. Aruna Asaf Ali Marg/ Africa Avenue Flyover | 19. Corridor Improvement of Road No. 56 |
| 8. BJ Marg/RTR Marg Flyover, | 20. Ring Road Bypass |
| 9. Nelson Mandela / Vivekanand Marg Flyover | 21. UP Link Road |
| 10. Azadpur Grade Separator | 22. Shyam Lal College GT Road |
| 11. ITO Chungi Grade Separator | 23. RUB on Road No 58-64 |
| 12. R R Kohli Marg Grade Separator, | 24. ROB on Road No. 68 (executed by DTTDC) |

9.3 **Signature Bridge:** The existing bridge at Wazirabad is insufficient to meet the growing demands of large population of Trans Yamuna area especially Yamuna Vihar, Gokulpuri, Khajoori, Nand Nagri and the other areas. Therefore the GNCTD planned to construct Signature Bridge. The project is to be completed in a period of 42 months. Work of approaches of the bridges is in full swing and the construction of bridge is targeted to complete by December 2013.

9.4 **Elevated Road Over Barapullah Nallah :** The Phase I of the project was completed before the Commonwealth Games and two clover leaves have also been completed during 2012-13. The second phase will start in 2012-13. This project is covered under JNNURM. For parking facilities, MCD covered Kushak and Sunhari Bagh Nallah. Now Transport Department is utilizing this space for Bus Depots.

10. Pedestrian Facilities - Foot Over Bridges (FOBs)

Traffic regulation and road construction in Delhi have to take care of cyclists and pedestrians including bus commuters. On main arterial roads, there are very few pedestrian crossing and a few footover bridges or subways. Now, 68 nos. subways/ FOBs have been completed at various places by March 2012. These measures towards construction of FOBs, however are not adequate to meet the actual requirement on the ground. There is, therefore, a need to provide for adequate number of safe road crossings by way of traffic signals at appropriate places like T-points, Road junctions and major Bus Stands for cyclists, pedestrians and bus commuters along with construction of foot over bridges.

11. Rail Over/Under Bridge (ROB/RUB) at Railway Crossings

In view of Commonwealth Games-2010, Government of Delhi decided to finance the 50 per cent cost of construction of 17 ROB/RUB at a cost of ₹ 428 crore by MCD. Remaining 50 per cent cost is to be borne by Ministry of Railways. Construction of RUB/ROB at Sarai Kale Khan and Kirari Railway crossing have been dropped. The information regarding ROB/RUB at different locations in Delhi is presented in Statement 12.11.

Statement 12.11
ROB/RUB AT RAILWAY CROSSINGS IN DELHI

Sl No	Locations
1.	Adjacent to Roshanara Garden near Under Bridge, Shakti Nagar (On Delhi Ambala Line)
2.	G.T. Road Industrial Area approaching towards Sawan Park (On Delhi Ambala Line)
3.	Near Badli at the back of the Sanjay Gandhi Transport Nagar (On Delhi Ambala Line)
4.	Auchandi Road connecting G.T. Road to Badli Industrial Area (On Delhi Ambala Line)
5.	Nihari Road crossing Narela- Lampur Road (On Delhi Ambala Line)
6.	Lodi Colony with Kotla/ Prem Nagar (On Ring Rail Line in Delhi area)
7.	Kirti Nagar- Prem Nagar (On Ring Rail Line in Delhi area)
8.	Najafgarh Bijwasan Road(On Delhi Rewari Line)
9.	Rohtak Road & Zakhira (On Delhi- Bhatinda Line)
10.	Rampura Road – Rohtak Road (On Delhi- Bhatinda Line)
11.	Ring Road – Shakurbasti Railway Station (On Delhi – Bhatinda Line)
12.	Mangolpuri- Rohtak Road (On Delhi – Bhatinda Line)
13.	Sultanpuri Railway Crossing and Nangloi (On Delhi – Bhatinda Line)
14.	Mundaka Railway Crossings (On Delhi – Bhatinda Line)
15.	Vivek Vihar Railway Station (On Delhi - Ghaziabad Line)

12. Delhi Transport Infrastructure Development Corporation

Government of Delhi has established Delhi Transport Infrastructure Development Corporation. The Corporation has been created with the objectives of development, implementation, operation and maintenance of urban transport infrastructure and funding of the expenses associated with transport planning, project development expenses for specific projects, capital expenditure support for specific projects and operations and maintenance expenditure for providing sustainable public services, external infrastructure for all ISBTs.

13. Delhi Transport Corporation (DTC)

- 13.1 DTC is responsible for providing efficient public transport services to the people of Delhi at affordable prices. DTC was handed over to the Government of NCT of Delhi by the Government of India in August 1996. The performance of DTC during 2001-12 is presented in Statement 12.12.

Statement 12.12
PERFORMANCE OF DELHI TRANSPORT CORPORATION

Sl No.	Years	Fleet (No)	Fleet Utilization (%)	Vehicle Utilization (Km/Bus/Day)	Load Factor (%)	Passenger Carried (million)
1.	2001-02	3286	71.68	211	82.66	854
2.	2002-03	3082	79.85	214	72.51	1008
3.	2003-04	3656	85.49	224	65.33	906
4.	2004-05	3470	83.98	230	67.72	962
5.	2005-06	3469	90.51	226	74.42	973
6.	2006-07	3444	81.47	199	77.18	951
7.	2007-08	3537	82.47	177	87.82	848
8.	2008-09	3804	77.03	171	68.83	772
9.	2009-10	4725	80.99	184	69.84	776
10.	2010-11	6204	75.03	185	71.43	700
11.	2011-12	5892	84.27	199	77.75	863

Source: Operational Statistics of DTC, June 2012.

- 13.2 The old buses of DTC fleet will be replaced in phases. Under the first phase, 600 new floor buses will be purchased during 2012-13.

14. Private Sector Corporate Bus Operation System

Government of Delhi decided to replace Blue Line Bus Operation System by Private Sector Corporate System. All Bus Routes have been merged into 17 clusters covering entire area of NCT of Delhi. Four clusters have been made operational with 300 buses. Five more clusters will be made operational during 2012-13 with about 1000 more new buses. Construction of new Bus Depots is being expedited so as to provide parking and workshop space to private sector corporate for new clusters to be covered.

15. BRT Corridor

The information regarding proposed BRT corridors in Delhi by PWD and DIMTS is presented in Statement 12.13.

Statement 12.13
PROPOSED BRT CORRIDORS

No	BRT Corridors	Length (km)
I	DPR to be prepared by PWD	
1.	Narela to Azadpur (GT Karnal Road, NH 1)	15.00
2.	ISBT Anand Vihar (tata Telco Motors) to CP (Road 57, Vikas Marg, DDU Marg)	11.00
3.	ISBT Kashmere Gate to Shahi Idgah, Mundka, Tikri Border (Old Rohtak Road NH-10)	26.50
4.	Mukundpur to Palam More (Outer Ring Road NH 8)	29.00
5.	Sarai Kale Khan to Jor Bagh (via Barpullah Nallah)	6.00
6.	Kirbi Place to Tilak Nagar (MCD Road)	4.30
7.	National Stadium to Gazipur	13.20
	Sub Total	105.00
II	DPR to be prepared by DIMTS	
8.	Karawal Nagar to Chilla Regulator (MB Road)	18.80
9.	Dilshad Garden to ISBT (GT Road)	8.00
10.	Karkari More to Gokulpuri (Road 57-63)	8.00
11.	Mundka to Pooth Khurd (MCD Road)	18.90
12.	Dhaura Kuan to Chhawala (Cantt. MCD Road)	20.30
13.	Badarpur to Airport (MB Road, Mehrauli- Mahipalpur Road)	25.00
14.	Mukundpur to Kondali (Wajirabad Road, Road No.56)	25.40
	Sub Total	124.40
	Grand Total	229.40

16. Road Safety

Delhi Traffic Police established a Road Safety Cell in 1972 to generate awareness among road user. It is an educational wing of the Delhi Traffic Police and its main function is to educate the road users about the proper and safe use of roads as well as to develop the human resources who are responsive to public and are technically competent. Government of NCT of Delhi is taking various initiatives such as construction of pedestrian lanes, foot over bridges at traffic intersections, conducting Road Safety campaigns at schools and college level, educating the general public about the road safety and other measures.

17. Parking

The total vehicle population of Delhi exceeds the combined vehicle population of Mumbai, Chennai and Kolkata. The subject of parking has become a matter of serious concern and requires a carefully considered policy and planned measures to alleviate the problem to the maximum feasible extent in existing areas and for adequate provisioning with reference to future developments. MCD and NDMC have identified some new parking sites/multi level parking sites at busy commercial/public places to be developed with PPP approach. The sites of NDMC are (i) Baba Kharak Singh Marg (ii) Hindustan Times Building, Kasturba Gandhi Marg (iii) Sarojini Nagar. Sarojini Nagar and Baba Kharak Singh Marg Multi level Parking projects have been completed and made functional. MCD has identified more than 16 new parking sites. Work has been started at Kamla Nagar Market, Madhuban Chowk, Lajpat Nagar, etc. Some new site have also been made operational.