

## **TRANSPORT**

The Transport is one of the vital component of urban infrastructure and the lifeline of the city. A well-developed and planned transportation system accelerates economic growth. The ever-growing population of Delhi has created in mounting pressure on the transportation system and this is bound to increase further in coming years. The urban transportation system has to be developed to cater to the burgeoning population growth. The implementation of the Integrated Multi –Modal Transit Systems for Delhi will be on full gear. The objective of this policy is to ensure safe, affordable, quick, comfortable, reliable and sustainable access for the growing number of city residents to jobs, education, recreation and such other needs within our cities. This is sought to be achieved by:

- Construction of new Roads, Road Bye-Pass, Express Corridors and Construction of RUB/ROB/Flyovers to make major roads signal free to improve the traffic flow on all major roads as well as safe for pedestrians and cyclists etc.
- Improvement of Bus Transport System by replacement of old fleet of DTC buses by new low-floor buses, making functional of Corporate Sector Bus Operating System in all 17 Clusters and construction of new BRT Corridors, Operation and Maintenance of existing BRT Corridor.
- Encourage greater use of public transport and non-motorized modes by offering financial assistance for this purpose.
- Construction of Multi-level Parking lots, new Bus Depots & Terminals, construction of new ISBTs to improve the quality of Bus Transport system in Delhi.
- Building capacity (institutional and manpower) to plan for sustainable urban transport and establishing knowledge management system that would service the needs of all urban transport professionals, such as planners, researchers, teachers, students, etc.
- Raising finances, through innovative mechanisms that tap land as a resource, for investments in urban transport infrastructure.
- Reducing pollution levels through changes in traveling practices, better enforcement, strict norms, technological improvements, etc.
- Addressing concerns of road safety and trauma response with special focus on pedestrian safety.

[₹ in crore]

Sector	Annual Plan 2012-13		Annual Plan 2013-14		Annual Plan 2014-15
	Revised Outlay	Expenditure	Approved Outlay	Revised Outlay	
PWD	1450.00	930.12	1680.00	1817.00	1700.00
North DMC	165.00	79.74 [49.91]	165.00	100.00	145.00
South DMC	107.50	167.36 [71.14]	105.00	95.00	100.00
East DMC	23.75	14.83 [13.75]	40.00	38.00	55.00
Transport Department	1916.70	1584.67	1886.00	1729.00	1702.00
<b>Total</b>	<b>3662.95</b>	<b>2776.72 [2649.60]</b>	<b>3876.00</b>	<b>3779.00</b>	<b>3702.00</b>

## I. Public Works Department

**Annual Plan Outlay 2014-15** : ₹ 170000 lakh

### **Flyovers /Grade Separators/ Bridges/ RoBs/ RuBs:**

Commonwealth games were successfully organized in Delhi in Oct-2010. All the projects linked directly or indirectly with CWG-2010 were commissioned before beginning of the games. Works of 24 flyovers/grade separators/bridges/RoBs/RuBs at different locations of Delhi were taken up for improving road infrastructure in order to ease intra-city traffic movement in run up to Commonwealth Games-2010. Out of 24 Flyovers, 23 Flyovers have been completed before commencement of CWG-2010 while one of the project viz. RoB on Road no. 68 (executed by DTTDC) was completed in 2011 and was opened for traffic but the Bus bays are in progress.

Moreover, 6 more flyovers are in progress on outer ring road and ring road while road over Barapulla is also in pipe line of progress. Due to Rapid increase in volume of road traffic, number of intersections having single carriage way flyover needed to be added with dual carriage way flyover as per Delhi Budget 2014-15. Some of the selected flyovers for this concept will be taken on priority.

## 2. JNNURM Projects

13 PWD projects approved under JNNURM by Govt. of India, out of which 9 projects have been completed, one project (Karkari Mor) has been fully dropped, 1 project at Noida Mor has been partially dropped wherein, phase-I of this project has been completed while phase-II of it has been dropped. The remaining two projects as mentioned below are in progress: -

## **2.1 C/o Signature Bridge and its approach over River Yamuna downstream of the existing Bridge at Wazirabad, Delhi**

The existing two lane wide barrage-cum-bridge at Wazirabad has been serving as a vital link between Delhi and UP areas for the last fifty years. There is tremendous increase in the volume of road traffic using this bridge, which has far exceeded its designed capacity. There have also been large scale developments in the trans-Yamuna areas which further resulted in tremendous increase in traffic volume. Therefore, a new bridge was planned on the down-stream of existing bridge-cum-barrage at Wazirabad and its construction is in progress. This bridge connects NH-1 (Road No. 45) on Western bank and Wazirabad Road (Road No. 59) on Eastern bank of the river Yamuna. This East-West corridor over River Yamuna will cater to the needs of commuters from Yamuna Vihar, Gokulpuri, Nandnagri, interstate traffic from Ghaziabad, Sahibabad on the eastern side and Timarpur, Burari, Mukherjee Nagar, Mall Road & North-West Delhi etc on the Western side. The objective of this project was to have a signal free approach from NH-1 (Road No. 45) on western bank and Wazirabad Road (Road No. 59 Khajuri Khas intersection) on the Eastern bank for entry & exit of traffic in two directions. Planning of the project was started on 27.4.2004 which was approved by DDA's Technical Committee on 14.06.06 and by DUAC on 20.10.06. Modified estimated cost of the project, ₹ 1131 crore was approved by Govt. of NCT of Delhi on 26.02.2010.

Eastern Flyover at Khajuri Intersection has been opened to traffic on 1.03.2014; the erection of pylon base on P19 (upstream) was done on 28<sup>th</sup> Feb.2014. 224 no. pre-cast deck panels have been cast so far. Progress of the work is around 61%. Entire project is likely to be completed by December 2014. A provision of ₹ 47.00 crore has been made for this scheme under Annual Plan 2014-15.

## **2.2 Alignment over Barapulla Nallah Project**

The project aimed to provide an efficient connectivity to the commuters passing through busy Lala Lajpat Rai Path & Mathura road and connecting ring road. It was used as an exclusive corridor for the sports personnel between the Games village and Jawahar Lal Nehru Stadium during CWG-2010. The work involves construction of an elevated road corridor of about 3.8 km starting from Sarai Kale Khan to Jawahar Lal Nehru Stadium in phase - I and further connectivity from JLN stadium to INA market in Phase - II. The construction cost of Phase-II is estimated as ₹ 533.00 crore and at present almost 22% of physical progress has been achieved. A provision of ₹ 200.00 crore has been kept for this scheme for Phase-II under Annual Plan 2014-15. On the other hand, for Phase-III which stretches from Sarai Kale Khan to Mayur Vihar Phase-I, a feasibility study is in progress and is likely to be completed shortly.

## **3. Road Works**

### **3.1 Road Widening & Strengthening**

Works relating to road widening and strengthening on various roads have been completed.

### **3.2 Road Maintenance**

#### **(i) Resurfacing by Hot-in-Situ Recycling Technology**

Many important PWD Roads including Ring Road have been resurfaced by Recycling Technology, which is a New Technology. The existing milled material is recycled and laid by adding about 25% to 30% new material. The depth of the road surface does not increase to that extent and therefore avoids disturbing the footpaths & Kerb stones. A provision of ₹ 1500.00 Lakh has been kept under R/o hot-in-situ recycling service road between Madhuban Chowk & Mangolpuri to Kanjhawala.

#### **(ii) Street-Scaping**

Roads around Commonwealth Games venues needed improvements as per Host City agreement and of world class in their look and were to be made user friendly by providing street furniture and other amenities side by side creating good landscaping & horticulture works. The stretches of roads were identified in consultation with various road owning departments. Consultants were appointed for street-scaping of such stretches of roads around all the games venues. The works were completed before the Commonwealth Games 2010. Now these stretches are proposed for comprehensive maintenance. A provision of ₹ 115.00 Lakh has been kept under beautification & street scaping around R Khanna lawn tennis stadium./Africa Avenue Marg, August Karnti Marg, Sirifort, Balbir Saxena Marg. A provision of ₹ 500.00 Lakh has been kept under Beautification-street scaping of road 58, 58-A, 71,71A, 56,75B Ext. In the vicinity of Yamuna sports complex.

#### **(iii) Micro Surfacing**

Certain roads which had been resurfaced about 2 to 3 years back have developed fine cracks due to constant wear & tear. Micro surfacing technology is a thin layer of asphalt mix with very small size aggregate which virtually fills the cracks and seals the entire surface at top to make it more resistant to withstand future load. Usually, Micro surfacing is done after three years from the completion of the road. Many important roads which are due for such treatment have been proposed to be micro-surfaced.

#### **(iv) MCD Road taken over by PWD**

780 MCD roads of 60 feet and above width having length of 778 Kilometer have been taken over by P.W.D. PWD has taken up maintenance and improvement of the condition of all such roads for which Estimates amounting more than ₹1500 crore have already been sanctioned. There is a provision of ₹450.00 crore in A.P. 2014-15.

### **4. Street Lighting**

For improving the street lighting of the national capital of Delhi to the international standards for the Commonwealth Games 2010, it was decided to upgrade and modernize street lighting of Delhi including of PWD Roads. The total work was divided into three packages, one each under three PWD maintenance zones. All the street lighting work has since been completed. Side by side, the SCADDA system has been installed for effecting automatic ON/OFF facility and locating the faults also. The work of street lightening is in progress on numbers of MCD roads taken over by PWD.

## 5. Signage

The signages (Retro-reflective sheets of international standards) have been provided for entire city on PWD roads in run up to CWG-2010. The same has been completed. It has been proposed for the maintenance /repairs/retrofitting of these signage damaged due to vandalism, accidents etc. Under this scheme, three projects are in progress. (i) Signage-P/F Retro reflective signage on Road No. 59 and 66 at North - East side./VARIOUS ROADS UNDER M-2. (ii) Signage and road furniture on Ring Road under PWD Circle-II (M11). (iii) Signage on Road No.40

## 6. Foot Over Bridges

Under this scheme, Foot Over Bridges are being constructed on important roads like Ring Road and Outer Ring Road as per the requirement of pedestrians at particular locations. Subway Committee of Govt. of Delhi examines the requests for construction of FoBs depending upon the actual requirement and feasibility. 67 Nos. FOBs have been completed up-to 2013. Around 17 FOBs are in progress during the year 2014-15 at various locations of Delhi.

## 7. Drainage

**Improvement & remodeling of storm water drains:-** Remodelling /Providing drainage system on most of the roads have been completed. The same is presently nearing to completion at Road Nos. 43 (Sakurpur), 66 (Maujpur to Naharkothi). Few drains on road nos. 59(Bhajanpura Chowk to Loni Flyover), Road No. 72 would be taken up this year. Work on Road No. 63 (Loni flyover to Bhopura), Road No. 68 (Maujpur chowk to Road No. 69) and Road No. 69 is in progress.

- i. **Storm Water Drain from Mahipal Pur to Nazafgarh CWG related:-** It is the peripheral Drain along the Airport to collect discharge of the storm water of IGI Airport. The work comprises of C/o Storm Water Drain from Mahipalpur Chowk to Najafgarh Drain and was taken up in two phases. The work has been completed.

## 8. Projects at different stages

### 8.1 East-West Corridor:

Proposal for East-West Corridor connecting M.B. Road near Akshardham temple to Punjabi Bagh via New Delhi Railway Station is being re-studied by UMTTC (Urban Mass Transit Company Ltd.) to explore the possibility of having a BRT Corridor. As per PWD, works of East-West Corridor are held up as metro work is in progress and after completion, the integrated plan for this project will be prepared. However, approval for some section of it has been received from UTTIPEC.

## 8.2 Signal free movement on outer Ring Road from Vikas Puri to Wazirabad (20 km) and on Ring Road from Azadpur to Prembaripul (2.10 km.)

As per Delhi MPD 2021 goals, for signal free movement on Outer Ring Road (ORR) and Ring Road (RR), which are the main arterial roads of Delhi, feasibility studies were carried out by PWD from Viaspuri to Wazirabad (approx. 20km) on ORR in four different stretches, and from Prembari Pul to Azadpur (approx. 2.10 km) on RR taking into account the existing flyovers / underpasses already constructed. These stretches of road have got number of intersections which remain always choked due to very heavy traffic on ORR and RR. These were approved by Governing Body of UTTIPEC.

Based on above, Preliminary Estimates (6 nos.) for different stretches of above schemes, total amounting to around ₹ 2486.59 crore have been framed. This is one of the major road Project of PWD under implementation during 12th Five Year Plan.

The major components of Project are as under: -

S. No.	Name of Stretch with length	Length of Elevated Corridor / Details of flyovers	Cost (in crore)	Progress 28.02.2014
(i)	Vikas Puri to Meera Bagh (4.30 km) on ORR	Elevated road : 3.30km	559.60	24%
(ii)	Mangolpuri to Madhuban Chowk (3.90 km) on ORR	Elevated road : 2.60km	426.22	16%
(iii)	Madhuban Chowk to Mukarba Chowk (3.80 km) on ORR	Elevated road : 2.61km	421.79	16%
(iv)	Mukarba Chowk to Wazirabad (8.00 km) on ORR	4 Flyovers & 2 loops Total length: 4.09km.	633.17	10%
(v)	Mukarba Chowk to Wazirabad (parallel road from SGT Nagar to Wazirabad chowk)	Parallel road along NH-1.	200.27	21%
(vi)	Prembari Pul to Azadpur (2.10 km) on RR	Elevated road : 1.60 km	245.54	22%
<b>Total Cost</b>			<b>2486.59</b>	

## 8.3 Kalindi Bypass:

Kalindi Kunj –Palla By-pass project is an important road project of Govt. of Delhi conceived in 1990's to reduce traffic load on NH-2. The DDA Technical Committee approved the scheme in June, 1993. Studies were carried out by CWPRS, Pune, and based on its study; Yamuna Standing Committee constituted by Central Water Commission accorded its approval to the alignment on 13.11.2003.

The total length of the road is 42.5 Km, out of which 27 Km has already been constructed by HUDA and 1.8 km from Badarpur to inside of Haryana is to be constructed by Haryana Govt. Balance 13.7 Km was required to be constructed by PWD in two phases.

Work was taken up in Phase I, construction of 6.5 Km of Express way connecting NTBCL Interchange and Road No. 13-A (Kalindi Kunj Road) in 2002 at a cost of 100.14 crores (including cost of land amounting to ₹ 33.45 Cr). However, the work could not proceed due to following exceptional and unusual problems faced after the start of work:

- i) Objections of Noida Toll Bridge Company to the clover leaves of Kalindi Bypass.
- ii) Objection of U.P. Irrigation Department due to the alignment passing through Yamunotri Parisar and land ownership.
- iii) Objection of U.P. Forest Department- Bird Sanctuary.
- iv) Order of Hon'ble High Court of Delhi that no road be constructed within 300m from edge of River Yamuna, which was later reduced to 120 m by the Hon'ble Court.

In the meeting held on 13.4.2010 at Raj Niwas, it was decided by Hon'ble LG that Kalindi By-pass project should be reviewed. Hon'ble Lt. Governor also gave his approval for going ahead with the appointment of consultant for construction of entire 13.7 km long Kalindi Bypass from DND flyover near Maharani Bagh, Delhi to Badarpur border under PPP model. Details are as below:

- i) DND flyover to Kalindi Kunj : 6.30 km
  - ii) Kalindi Kunj to Badarpur border : 7.40 km
- Total : 13.70 km**

The project is being reviewed afresh by the Govt. because of the land issues involved and a consultant is being appointed to conduct feasibility studies.

#### **8.4 Service Duct**

The envisaged project will accommodate utility services such as power & communication cables in ducts known as duct bank. It will have another soft corridor running parallel on both sides; to accommodate water supply & gas pipe lines on one side and sewage on other side. The concept of service duct is initiated at Connaught Place. However, preparation of service duct on full swing in city would definitely required huge amount of investment.

## **II. DELHI MUNICIPAL CORPORATIONS-**

### **1. ROADS & BRIDGES**

**Annual Plan Outlay 2014-15 : ₹ 9000 Lakh**

**[₹ in Lakh]**

<b>S. No.</b>	<b>Agency</b>	<b>Plan Outlay 2014-15</b>
1.	North Delhi Municipal Corporation	5000
2.	South Delhi Municipal Corporation	3000
3.	East Delhi Municipal Corporation	1000
	<b>Total</b>	<b>9000</b>

To overcome the frequent traffic congestions and chaos, it is proposed to construct over bridges, grade separator, subways, widening of roads, improvement in riding quality, construction of central verge, footpath, improvement of geometric of intersections, signalization of intersections etc.

#### Physical Targets and Achievements: -

Item	Unit	Anticipated Achievement 2013-14			Annual Plan 2014-15 Targets		
		North DMC	South DMC	East DMC	North DMC	South DMC	East DMC
Road/Path	KM	60		22	60		50
Drain	KM	12		12	12		35

East DMC has proposed to take up a new Scheme for “Strengthening. of roads in Nandnagri” during 2014-15 costing to ₹ 654.72 Lakh under Urban Road.

## 2. CRF : ROAD PROJECTS

Annual Plan Outlay 2014-15 : ₹ 4000 Lakh

[₹ in Lakh]

S. No.	Agency	Plan Outlay 2014-15
1.	North Delhi Municipal Corporation	1500
2.	South Delhi Municipal Corporation	2000
3.	East Delhi Municipal Corporation	500
	<b>Total</b>	<b>4000</b>

Under CRF, works approved by MORT&H, Government of India are being implemented.

#### Physical Targets and Achievements

Item	Unit	Anticipated Achievement 2013-14			Annual Plan 2014-15 Targets		
		North DMC	South DMC	East DMC	North DMC	South DMC	East DMC
Road/Path	KM	100		3	100		5
Drain	KM	10		1	10		5



Following two new schemes are proposed under Central Road Fund costing ₹820.80 Lakh to be taken up by East DMC during 2014-15.

- i) Imp. & Stg. of Internal Roads by providing dense carpeting and mastic asphalt on the crossing of main roads of Pkt I & II in Mayur Vihar Ph-I AC-55 amounting to ₹ 297.05 Lakh.
- ii) Construction of Road and Drain from SM Band Sabhapur Village and adjoining roads Shah. (N) Zone amounting to ₹ 523.75 Lakh.

### 3. C/o ROB/RUB

**Annual Plan Outlay 2014-15 : ₹ 8500 Lakh**

#### **Physical Targets and Achievements**

[₹ in Lakh]

<b>S. No.</b>	<b>Agency</b>	<b>Plan Outlay 2014-15</b>
1.	North Delhi Municipal Corporation	6000
2.	South Delhi Municipal Corporation	2500
3.	East Delhi Municipal Corporation	NIL
	<b>Total</b>	<b>8500</b>

The main objective is to improve Traffic Movement. A Scheme for Construction of 17 ROB/RUBs amounting to ₹ 42800 lakh was included in year 2008 by MCD. Following 17 Railway level crossings to be converted into ROB/RUBs.

(i) Vivek Vihar (ii) Sarai Kale Khan (iii) Sewa Nagar (iv) Bijwasan (v) Nihori Road, Narela (vi) Shakur Basti (vii) Kirti Nagar – Prem Nagar (viii) Samaypur Badali (ix) Swarn Park (x) Rampura (xi) Zakhira (Daya Basti (xii) Mundka (xiii) Sanjay Gandhi Transport Nagar (xiv) Mangolpuri (xv) Sultanpuri (xvi) Roshanara garden and (xvii) Kirari Narela.

Out of 17 ROB/RUBs, 2 projects have been dropped and for remaining 12 ROB/RUBs, the estimated cost of works is ₹ 430 crore, which has been revised to ₹ 625 crore, out of which 50% cost is being shared by Railways and rest 50% money is being contributed by Govt. of NCT of Delhi in the form of Grant-in-aid.

#### **Physical Target to complete ROB/RUB - Annual Plan 2014-15**

- (i) Wid. of Kishan Ganj RUB
- (ii) Const. Rani Jhansi Road Foot over bridge (2 nos.)
- (iv) Grade Separator at Rani Jhansi Road
- (v) Rehabilitation of Zakhira Flyover in KBZ

**4. JNNURM – ROAD PROJECTS****Plan Outlay****Annual Plan 2014-15 : ₹ 8500 Lakh****[₹ in Lakh]**

<b>S. No.</b>	<b>Agency</b>	<b>Plan Outlay 2014-15</b>
1.	North Delhi Municipal Corporation	2000
2.	South Delhi Municipal Corporation	2500
3.	East Delhi Municipal Corporation	4000
	<b>Total</b>	<b>8500</b>

- i. 11 MCD Roads projects have been approved by GOI under JNNURM. Four projects have been dropped. Work on some of the projects have already been taken up, remaining projects are being taken up.
- ii. The project “development of multi-level underground unconventional parking” at various locations under jurisdiction MCD (₹ 469.80 crore) is group of several parkings, some of them are not being executed.
- iii. North Delhi Municipal Corporation is planning to revise Traffic Management Plan for area around civic centre near Minto Road Project.

**III. TRANSPORT DEPARTMENT****1. PLANNING AND MONITORING CELL****Annual Plan Outlay 2014-15 : ₹ 1 Lakh**

It is proposed to strengthen this cell in the areas of Transport Planning and Research. The main activities proposed are collection, compilation and publication of transport related statistics and their analysis for policy changes and new policy initiatives, appraisal of schemes/projects. In this regard a detailed review of all the studies commissioned by the Transport Department will be carried out for formulating the plan of action.

As far as scientific approach in planning for long term and short term measures, it is necessary to have a validated data base which is regularly updated. The Planning and Monitoring Cell will maintain data such as vehicle registration, traffic volume, trip information, parking, movement of public transport, pollution level norms, fuel supply accidents, enforcement and all other aspects of transport.

**2. MOTOR DRIVING TRAINING SCHOOLS:-****Annual Plan Outlay 2014-15 : ₹ 15 Lakh**

The objective of this scheme is to impart training in driving skills to potential drivers and also upgrade the skills of existing drivers on scientific lines by employing modern equipments and highly trained instructors. Annually the licensing authorities in Delhi issue about 3 lakh driving licenses. In view of this, during the 10th Plan a new initiative was taken by the Transport Department for establishing premier motor training schools in the Delhi in the PPP mode. So far 2 schools have been established under this scheme:-

1. IDTR (Institute of Driving Training and Research), Loni Road, jointly with Maruti Udyog Ltd.
2. MDTs (Sarai Kale Khan) as an extension of IDTR Maruti Udyog Ltd. Loni.
3. MDTs (Burari) as an extension of Ashok Leyland Ltd.

In the 12th Plan the above initiative will be continued to open more Premier MDTs in PPP mode. During 2014-15 it is proposed to initiate action to set up a world class MDTs with state of the art facility. Already DDA has allotted land at Dwarka and Zhulzhuli Najafgarh). In addition to the above, it is also proposed to assist DTC for upgrading its Drivers Training School at Nand Nagri.

All Heavy Vehicle Driving License holders have to compulsorily undergo a refresher course at MDTs before getting the licenses renewed after 3 years. MDTs will be conducting suitable training programmes for which assistance will be provided under this scheme.

**3. COMPUTERISATION OF RECORDS****Annual Plan Outlay 2014-15 : ₹ 300 Lakh**

The prime objective of this scheme is to implement the e-governance plan for delivery of citizen services of department efficiently using Information Technology. Following activity charted out under the e-governance plan:

- Registration of private & commercial vehicle on smart card.
- Driving license for private & commercial vehicle on smart card.
- Issuance of PSV badges on smart card.
- Online services for tax payment and various fees.
- WAN and LAN connectivity of all zonal offices.
- GPS System.
- Purchase of computer hardware and its peripherals.
- Maintenance of installed computer hardware and peripherals.
- Up-gradation of existing services.

For Registration of vehicle NIC designed and developed software called 'VAHAN' is being implemented in all zonal offices for issuance of smart card based registration certificate.

For issuance of Driving License, PSV badges and permits on smart card, transport department outsource the project to 'DIMTS' for delivery of license, badges, permit on smart card. Driving license is being issued on centralized system. Applicant can apply for Driving License from any of the zonal offices of Transport Department.

#### **4. ROAD SAFETY & GIA to NGOS:**

**Annual Plan Outlay 2014-15 : ₹ 200 Lakh**

Awareness building on the importance of Road safety through all available medium for communication is the objective of this scheme. But the focus is more on civil society participation and in particular school children. Observance of the National Road Safety Week, participation in Perfect Health Mela, Meri Delhi Utsav, India International Trade Fair (IITF), Bhagidari Mela will be important events. Road safety material /Road sign charts/ hoardings/sign boards will be prepared and distributed in above-said events and other agencies for publicity. The Road Safety advertisements will be released through Newspaper & Print Media, TV channels, etc. A new area of work will be the follow up on the road re-engineering works recommended by UTTIPEC for Pedestrian Safety and Non Motorised Vehicle movement with the Road Owning agencies.

#### **5 STRENGTHENING OF TRANSPORT DEPARTMENT**

##### **Plan Outlay**

**Annual Plan 2014-15 : ₹ 2050 Lakh**

Revenue : ₹ 550 Lakh

Capital : ₹ 1500 Lakh

##### **A. Direction and administration:**

**Annual Plan Outlay 2014-15 : ₹ 550 Lakh**

Each Zonal office is headed by a Motor Licensing Officer, who is in-charge of all the registration/licensing work related to area jurisdiction of the zonal office. Apart from specified duties related to Licensing/Registration, the M.L.O has to inspect premises of Motor Driving Training Schools, self-registration dealers, workshops etc. Beside they are also deputed for various drives conducted by the Department.

It is also proposed to procure 13 vehicle for each zonal office i.e. 14 Nos. of vehicles including HQ are required for the purpose.

## STRENGTHENING OF ENFORCEMENT BRANCH

Enforcement Branch of this Department is required to enforce the provisions of Motor Vehicle Act and Rules. Mobility is a major constraint in the absence of vehicles for the movement of the teams. But in order to optimise on both staff as well as vehicles it is proposed to introduce Radio Frequency Identification Device for strengthening the enforcement work with better coordination with other branches like STA, Operation Branch, PCD and Computer Branch etc.

Follow up of challenged cases with technology reforms: Presently 31 vehicles assigned with enforcement teams are fitted with GPS, Wireless, Lights and the monitoring of teams is done (24x7) from the control room of transport department. Transport department have purchased 40 devices (Touch-book) from Panasonic Company last year for E-CHALLANING.

## SETTING UP OF A LEGAL CELL IN TRANSPORT DEPARTMENT

The Department files a large number of challans in the competent courts. Due to lack of staff the pendency in these cases is grossly inadequate. There is a need for a dedicated team for this purpose for effectively protecting the interests of the Department. This will also reduce litigation with effective and timely follow up. The Plan Outlay is ₹ 550.00 lakhs including salaries of PCOs under the scheme strengthening of Transport Department.

### B. Construction / Renovation of Zonal Office:

**Annual Plan Outlay 2014-15 : ₹ 1500 Lakh**

At present, work related to issue of driving licenses and registration of vehicles is being done through all Zonal Offices. The Zonal Offices will be requiring additional staff for managing. The construction work of new zonal offices is proposed at Dwarka, and Sarai Kale Khan while renovation work is to be carried at existing locations.

### 6. MASS RAPID TRANSIT SYSTEM (MRTS):

**Annual Plan 2014-15 : ₹ 130151 Lakh**

Revenue : ₹10000 Lakh

Capital : ₹ 82700 Lakh

Loan : ₹ 37451 Lakh

The Plan Outlay for 2014-15 is as under:

(₹ in lakhs)

Details	Plan Outlay 2014-15
<b>MRTS</b>	
Equity	82700.00
<b>Subordinate Debt:</b>	<b>47451.00</b>
i) Reimbursement of VAT	10000.00
ii) Land Acquisition	2651.00
iii) Reimbursement of Central Taxes	34800.00
<b>TOTAL</b>	<b>130151.00</b>

The basic objective is to provide the much needed mass rapid transport infrastructure facility for entire Delhi areas and also to provide the interchange facility from peripheral routes to the radial metro routes.

The third phase of Delhi Metro would be completed and made functional in the Twelfth Plan. On its completion 103 Km of Phase III of new metro line and extensions of 14.524 km would be added to make the total metro network of 307.574 kilometres.

**The proposed lines of Phase-III & Extensions are: -**

S. No.	Corridor	Length Kms.	Cost (₹ in crore) with taxes	Target date for completion
1.	Mukundpur-Shiv Vihar	58.41	35523.78	March, 2016
2	Janakpuri west Munirka-Kalka Ji-Kalindikunj	33.49		February, 2016
3.	Central Sectt.-Mandi House-Kashmiri Gate	9.37		December, 2015
4.	Jhangirpuri-Badli	4.49		By March, 2015 Phase wise
5.	Dwarka - Najafgarh	5.50	1070.00	December, 2015
6.	Delhi Portion of Bahadurgarh (Mundka to Bahadurgarh)	6.307	1079.00	March, 2016
	<b>Total</b>	<b>117.57</b>	<b>37672.78</b>	

Out of the 103.05 km of phase III, 41.04 Km is underground and 62.01 km is elevated/at grade. The capital cost of these corridors including taxes will be ₹ 35242.00/- crore for 103.05 Km stretch while the overall cost of 117.567 stretch will be around ₹ 37672.78/-. For improving the metro rider-ship feeder services are also being introduced by DMRC. Phase III and Phase IV plans to increase the metro line to 245 km approximately by 2021. As per the physical progress of Phase-III project is concerned about 34.46% of the work has been completed by the end of June 2014 and the whole Phase-III project is expected to be completed by March 2016.

For improving the metro ridership feeder services are also being strengthened by DMRC. Phase III and Phase IV plans to increase the metro line to 245 Km approximately by 2021.

## **7. MODERNISATION OF INFRASTRUCTURE FOR CERTIFICATION OF ROAD WORTHINESS OF VEHICLES:**

**Annual Plan 2014-15 : ₹ 200 Lakh**

Under the provisions of Motor Vehicle Act, 1988 all Commercial Transport Vehicles are required to carry a valid "Certificate of Fitness" for road worthiness of vehicles without which the registration of the vehicle is treated as invalid. This Certificate is required to be obtained annually from the Competent Authority. Currently there are about 1,80,000 transport vehicles which require the Certificate of fitness annually. This number will increase to about 3, 50,000 vehicles by 2017. This intent to introduce more automated testing lanes so that every transport vehicle is annually inspected on these automated lanes. The test data generated is automatically stored in computer without revealing test results to the operator to avoid subjective bias. All test equipments are networked.

## **8. Control of Vehicular Pollution :**

**Annual Plan Outlay 201-14 : ₹ 400 Lakh**

This scheme is being implemented with the following objectives:

- To control pollution caused by motorized vehicles plying in Delhi.
- To create awareness amongst the motoring public in particular and public in large about the effects of various vehicular pollutants.
- To enforce the statutory provision (prescribed in the Central Motor Vehicles Rules, 1989) for periodical pollution control certification on the motor vehicles plying in Delhi.
- To provide adequate pollution checking and certification facilities in Petrol Pumps and Workshops.
- To promote Environment friendly fuels viz CNG, LPG, etc.
- To facilitate enforcement of pollution control related orders of Supreme Court and environment pollution (prevention & control) Authority for the NCR region.

### **8.1 Creation of public awareness:**

Following mass awareness activities are proposed for complying with the aims and objectives mentioned above:

- Advertisement in newspapers
- Installation of boards/ panels/kiosks on buses, bus shelters, etc.
- Printing of hand bills and other educational materials
- Holding of educational talks, seminars, workshops, street plays, exhibitions etc.
- Any other activity connected with creation of mass awareness.

## **8.2 Authorization of PUC Centres and regulation thereof:**

Rule 115(1) of CMV Rules, 1989 requires that every vehicle shall be maintained and driven as to comply with the standards prescribed in Rule 115(2) of CMV Rules, 1989. Rule 115(7) of CMV Rules, 1989 makes it compulsory for every motor vehicle more than one year old to carry a valid PUC Certificate by an agency authorised for this purpose by the State Govt. Petrol pumps and Workshops numbering approx. 580 have been authorised to check the exhaust emission tuning of pollution vehicles and issue of Pollution Under Control Certificate for both petrol and diesel driven vehicles.

## **8.3 Procurement of Remote Sensing Devices:**

Department is in the process of procuring 19 nos. of RSD set ups. RSD is a device which can check the pollution levels of moving vehicles without stopping them. Notices under rule 116 of the CMVR, 1989, shall be issued to the owners of polluting vehicles. The operation, maintenance of RSDs and the work relating to the issue of notices shall be outsourced to the firm supplying the RSDs. The firm would be required to issue a minimum of 2500 notices per month per unit. This unit will hugely enhance the capability of the department to detect polluting vehicles, without the need for stopping them. The technical and financial bids have been opened by the department and the financial bid is being evaluated.

## **9. RE-STRUCTURING/ REVIVAL OF DTC:**

**Annual Plan Outlay 2014-15 : ₹ 6982 Lakh**

DTC is the largest public transport entity in the NCR transporting about 45 lakh passengers and covering 10 lakh km per day. DTC operates 40,000 trips per day on about 541 routes including 220 routes in the rural areas. DTC has world largest eco-friendly CNG based fleet.

In Delhi, DTC will continue to play pivotal role in the multi-modal transit system of public transport apart from metro-rail. It has existing infrastructure of 46 depots and a total land bank of about 500 acres. DTC has a current fleet size of 4992 buses out of which 1211 are Standard buses. For the comfort and convenience of the public, DTC has introduced Low Floor 1275 AC Low Floor buses and 2506 Non-AC Low Floor buses.

### **Modernizing of the Fleet**

- In the fleet of 4992 buses, 1211 are Standard buses which have almost completed their economic life cycle and are required to be scrapped in order to reduce the running expenditure. DTC is required to maintain a fleet size of 5500 buses in the scheme of total 11000 buses in the ratio of 50:50 between DTC and Cluster buses.
- In order to maintain a healthy transport fleet, DTC has initiated the proposal for the procurement of the 1380 Standard Low Floor Buses.
- The new buses that DTC will induct will comprise of Semi Low Floor buses with comprehensive AMC during the life cycle of the buses i.e. for 12 years extendable to another three years.



## 10. Development of Alternative Mode of Transport

### Annual Plan Outlay 2014-15 : ₹ 1300 Lakh

The only solution to tackle the present urban transport problems in Delhi, is by creating sustainable multi-modal transport such as HCBS, Monorail and LRT to supplement the Metro Rail and the present DTC and other bus services. Accordingly a plan known as the Integrated Multi-Modal Transit Systems has been approved by the Delhi Govt. for implementation by 2021. Alternative transport modes including Metro for improving the public transport system have been planned as detailed below: -

Modes	Corridors	Length
Metro	4	103.05 Km
BRT PWD	7	105.00 Km
DIMTS	7	124.4 km
Elevated Monorail (Shashtri Park to Trilokpuri)	1	11 Km
IRBT	2	44 Km

The respective position of the proposed alternative modes of transport is given in the ensuing paragraphs.

#### a) Bus Rapid Transit (BRT)

##### Annual Plan Outlay 2014-15 : ₹ 300 Lakh

For this programme, seven corridors have been identified. For smooth operation of such buses, road stretches, that create bottlenecks in the running of buses, would be systematically improved through road re-engineering, route by route, for better bus turn-around time and improvement in the quality of service. Preferential traffic signalling for HCBS buses, at intersections, shall be provided to avoid delay at crossings.

First BRT corridor from Ambedkar Nagar to Delhi Gate 14.5 Km. is completed. However, a stretch from Ambedkar Nagar to Moolchand 5.8 Km is operational as BRT Corridor.

#### b) MONO RAIL:

##### Annual Plan Outlay 2014-15 : ₹ 1000 Lakh

It has been decided by GNCT Delhi that DMRC will execute the first monorail project in Delhi.

DMRC has prepared DPR of the mono rail project for the proposed corridor from Shastri park metro station to Trilokpuri. DMRC has reviewed both the options i.e. (i) Shastri Park to Trilokpuri with Dept at Sanjay lake (11 km) (ii) Shastri Park – Trilokpuri to Mayur Vihar with Dept at Mayur Vihar (15.18 km). The completion cost of option (i) and option (ii) respectively comes to ₹2222/- crore and ₹2850/-crore. Both the options of funding of this project i.e. DMRC's pattern of funding as well as PPP/BOT mode of execution of this project have been mentioned in DPR.

**11. Delhi Unified Metropolitan Transport Authority (DUMTA)****Annual Plan Outlay 2014-15 : ₹ 1 Lakh**

In Delhi, there is a multiplicity of authorities dealing with transport like PWD, MCD, NDMC, DDA, Traffic Police, Railways, Delhi Metro Rail Corporation, NHAI, Transport Department and DTC etc. They are engaged in different activities like construction and maintenance of roads, subways, over bridges, providing of traffic signals, road furniture, enforcement of the Motor Vehicles Act, 1988 and the Rules framed there under etc. In order to bring forth effective coordination amongst various agencies the Central Government in the Ministry of Urban Development has proposed the setting up of an Unified Metropolitan Transport Authority to be called the Delhi Metropolitan Transport Authority through a legislation. A draft bill has been approved by the Council of Ministers Delhi and sent to Ministry of Home Affairs for approval.

**12. Studies and Consultancy Services:****Annual Plan Outlay 2014-15 : ₹ 500 Lakh**

For the implementation of MPD 2021, Restructuring of DTC and planning for integration of roads and study of transport demand forecast and development of an integrated multi modal public transport network for NCT of Delhi, number of studies and consultancies will have to be awarded during the 12 Five year plan. These studies will be funded under this scheme.

**13. Development of Bus Terminals and Depots:****Annual Plan Outlay 2014-15 : ₹ 5000 Lakh****Capital : ₹ 5000 Lakh**

The object of the scheme is to assist DTC for constructing new bus terminals and depots at suitable sites in Delhi to improve its services. Improvement of existing Depots and Terminals are also supported under this scheme. With the new acquisition of fleet proposed during the year DTC will require additional Depots.

Work on new Bus Depots will be taken up during the year at different locations. New Terminals will be constructed at Sunhari Nala, Paschim Vihar, Ghuman Hera etc.

**14. Rail Rapid Transport System (RRTS)****Annual Plan Outlay 2014-15 : ₹ 500 Lakh****Capital : ₹ 500 Lakh**

The project of RRTS for de-congestion of Delhi by connecting satellite towns was conceived by NCRPB.

The Regional Plan 2021 and Functional Plan of Transport 2021 highlighted the need for connectivity in the region for effective and fast movement of commuters for boosting the development of economic activities in the urban nodes of the region and, therefore, the committee agreed to take 3 RRTS corridors on priority basis as under: -

S. No.	Corridor	Length (Km)	Estimated Cost (₹ in crore)
1.	Delhi-Ghaziabad-Meerut	67	1040
2.	Delhi-Gurgaon-Alwar	158	2660
3.	Delhi-Sonipat-Panipat	89	1260

A Special Purpose Vehicle (SPV) – An organization i.e. National Capital Region Transport Corporation (NCRTC) has been set-up for implementation of comprehensive integrated multi-modal suburban commuter transportation system for NCR under an umbrella wherein, Indian Railways, Ministry of Urban Development, NCR Planning Board, Govt. of NCT Delhi, Uttar Pradesh, Haryana & Rajasthan are the stakeholders. To initiate this project an amount of ₹ 100 crore will be corpus money. The Central Govt. and the State Govt's will have the equity in the ratio of 50:50, which are as under:-

S. No.	Stake Holder	% of Share
1.	Central Govt.	50%
a)	MoUD	22.5%
b)	Indian Railways	22.5%
c)	NCR PB	5.0%
2.	State Govt.	50%
a)	GNCT Delhi	12.5%
b)	Haryana	12.5%
c)	U.P.	12.5%
d)	Rajasthan	12.5%
	<b>Total</b>	<b>100%</b>

The project cost and funding pattern for the project will be decided at the detailed project report stage. The Project cost would be met by equity: debt pattern like DMRC.

#### 15. DMRC Feeder Buses

**Annual Plan Outlay 2014-15 : ₹ 1000 Lakh**

Feeder Bus Services is a special provision made by DMRC to facilitate the commuters to reach or depart from number of metro stations situated in Delhi. At present, 117 Metro Feeder Bus Services are available at 17 Metro Stations with different routes to help the commuters in having smooth movement/ approach to the nearest metro station.

**16. Loan to DTIDC****Annual Plan Outlay 2014-15 : ₹ 3000 Lakh**

At present, three ISBTs Kashmere Gate, Anand Vihar and Sarai Kale Khan are controlled by DTIDC.

The Anand Vihar ISBT will be rebuilt as per new norms integrating the Bus Stand with Rail and Metro. The old ISBT at Sarai Kale Khan is being rebuilt as a modern ISBT with the change in the development control norms in MPD 2021, the lay out transport integration plan is under consideration of UTTIPEC. Two more new ISBTs, on modern lines, are proposed to be constructed (i) in South-West at Dwarka and (ii) in North Delhi at Narela on PPP basis. Land for both the new ISBT's has been allotted by the DDA. The balance payment of ISBT Kashmere Gate and for up-gradation of ISBT Anand Vihar and Sarai Kale Khan, as 25% of total expenditure on up-gradation of ISBT Anand Vihar and Sarai Kale Khan has to be met by the Company and 75% loan is promised by NCRPB.

**17. Operation and Control Centre – Private Bus Clusters & PIS:****Annual Plan Outlay 2014-15 : ₹ 1000 Lakh**

Delhi Integrated Multi-modal Transit System Ltd (DIMTS) has been appointed by Government of Delhi to work as Integrated Mechanism under the overall supervision of Department of Transport, Govt. of NCT of Delhi to monitor and manage the restructured private stage carriage bus operations. Operational & control centre is established at ISBT Kashmere Gate to receive real DATA feed from automatic vehicle location system on real time basis. The buses are equipped with GPS device having GPRS connectivity to send real time data to the OCC. From this, location of the bus at any time can be ascertained and this information will be used to give the commuters expected time of arrival of the bus and also used for prosecution purpose whenever any violation is noticed. GPS/GPRS System are being implemented in taxis and TSR in Delhi. The system will help for security of the passenger and location of the vehicle will be traced immediately.

**18. Viability Gap Funding towards Cluster Buses:****Annual Plan Outlay 2014-15 : ₹ 17500 Lakh (Revenue)**

The Government of NCT of Delhi initiated the Scheme for Corporatization of Private Stage Carriage Service to substitute the Blue line private stage carriage system under Public Private Partnership (PPP) model. Under this scheme, 657 stage carriage bus routes of Delhi have been divided into 17 distinct clusters. Presently 1168 cluster buses are operational in 9 clusters and also by the end of this Financial Year, another 400 buses will be added in the cluster scheme.

The cluster system is based on a gross-cost model where fleet owners are remunerated on the basis of operational parameters irrespective of the fare box inflow. At the same time, the contract has in-built mechanisms to apply performance deductions in case of non-adherence to clearly enunciated performance benchmarks and also to reward efficiencies above clearly defined levels of performance. The average higher earning of cluster buses (by 10-15%) compared to DTC buses on the same routes is chiefly attributable to state-of-the-art IT enabled monitoring.

Operational efficiencies and observance of performance benchmarks are monitored by DIMTS as the state government's IM (Integrated Mechanism) at the depots, on the street and at the Operations Control Centre with real-time data from the GPS/GPRS enabled AVLS (Automatic Vehicle Location System) on the location, speed, bus-stop dwell-time etc. of the buses. GPS data and real-time data from individual ETMs (Electronic Ticketing Machines).

### **New Scheme**

#### **19. Encouragement of pedestrian & Non Motorised Vehicles:**

##### **Annual Plan Outlay 2014-15 : ₹ 100 Lakh (Capital)**

A sustainable transport system must provide mobility and accessibility to all urban residents in a safe and environment-friendly mode of transport. This is a complex and difficult task as the needs and demands of people belonging to various income groups are not only different but also often conflicting the pedestrians, bicyclists and non-motorized rickshaws are the most critical elements in mixed traffic. If the infrastructure design does not meet the requirements of these elements all modes of transport operate in sub-optimal conditions, it is possible to redesign the existing roads to provide a safe and convenient environment to non-motorized modes. This also results in improved efficiency of public transport vehicles and enhanced capacity of the corridor when measured in number of passengers per hour per lane.