

VIII-TRANSPORT

Schemes under the sector envisage construction widening and improvement of various roads improvements of intersection, providing street lighting, cycle tracks, grade separators at intersections and construction/ widening of bridges on various roads, over rive Yamuna and other drains in Delhi and constructions of subways etc. to facilitate free flow of traffic in Delhi.

Under road Transport Programs of Transport Department major schemes are Motor Driving training Schools. Inspection Pit. Construction of ISBTs, Mass Rapid Transit System, Regional Rail Network Rationalisation and Revival of DTC, computerisation of Records of Transport Department and High capacity Bus System / Electric Trolley Buses.

The agency wise approved outlay for the 9th Five Year Plan 1997-02 and expenditure, approved outlay for the 10th Five Year Plan 2002-07. Annual Plan 2002-03 approved outlay and likely expenditure, proposed outlay for the Annual Plan 2003-04 are given in the following table:-

(Rs. in Lakh)

S.N	Agency	9 th Five Year Plan 1997-2002 approved outlay	Expenditure (Tentative)	10 th five Year Plan 2002-07 Approved Outlay	Annual Plan 2002-03 Approved Outlay	Likely Expend.	Annual Plan 2003-04 proposed outlay
1	2	3	4	5	6	7	8
1.	PWD (Road & Bridge)	116005.00	62849.97	187280.00	22500.00	19000.00	22500.00
2.	TYADB (PWD)	2200.00	2384.19	1500.00	400.00	255.00	235.00
3.	MCD	50135.00	39350.00	6000.00	9000.00	8550.00	9500.00
4.	NDMC	2500.00	1270.00	2000.00	350.00	350.00	400.00
5.	Transport Dept.,	145000.00	120215.06	293891.00	57669.00	46133.00	63788.00
	Total	315840.00	226069.22	544671.00	89919.00	74288.00	96423.00

Physical achievements during 9th Five Year Plan

The following projects were completed during the 9th five Year Plan

(a) Flyover

Agency	No. of flyovers completed	Name / location
PWD	4	Moti Bagh, Africa Avenue, Savitri Cinema and Nehru Place.
DDA	4	Sarita Vihar, Nelsan Mandela Marg, Jail Road and Wazirpur Depot.
MCD	2	Pul methai and Grade separator on Najafgarh- Jail road intersection of Tilak Nagar
DTTDC	2	Raja Garden and Peera Gorhi

(b) Subways

Agency	No. of Subways	Name / location
PWD	3	Munirka, GTB Nagar, Swami Nagar
MCD	4	Rampura Crossing, Kirti Nagar, Tilak Nagar (Najafgarh Road) & Netaji subhash Marg.
NDMC	6	

Achievement during 2002-03 (Provisional)

(a). Flyovers

Agency	Nos	Name / Plans
PWD	Completed – 1 Nearing completion -4	Punjabi Bagh Flyover. Andrew Ganj Flyover, Safdarjung Flyover, Dhaula Kuan Flyover & Mayapuri Flyover.
DDA	Completed – 1 Nearing completion -2	Vikas Marg-Road No-57 Wazirabad Road-Road No-66 and NH -24 NOIDA Mor.

MRTS

Phase-I

(a) **Financial:-** I) Revised project cost (at August, 1998 prices)-Rs 6251 crore.

- ii) Estimated cost of completion--Rs. 10571 crore
- iii) Expenditure up to March 2002-1916.81 crore
- iv) Expenditure (Tentative) during 2002-03 –Rs. 205.13 crore.

(b) **Physical:-** Tis Hazari corridor of MRTS has been opened for traffic from 24th December, 2002. Target date for commissioning of other corridors/section are as under:-

Name of Section	Target Date of commissioning
Tis Hazari -Tri Nagar	30 th September, 2003
Tri Nagar-Rithala	31 st March, 2004
Rithala-Barwala	March, 2005.
Barakhamba Road-Kirti Nagar	June , 2005.
Vishwavidhyalaya -ISBT	31 st December, 2004
ISBT- Central Sectetariat	30 th September, 2005
Kirti Nagar-Dwaraka	September, 2005.

Phase-II

The following corridors have been identified for the MRTS phase-II

S.No.	Name of corridor	Distance
1.	Delhi University-Sanjay Gandhi Transprt Nagar	7 Km.
2.	Central Secretariat - Vasant Kunj	18 Km.
3.	Barakamba Road- Indraprastha - NOIDA	12 Km.

Besides the above, the following major projects are proposed to be taken up during 10th Five Year Plan including Annual Plan 2003-04

1. Regional Rail Network.

2. Construction of new ISBT at Dwarka and Narela; Development work of ISBT Sarai Kale Khan and Anand Vihar.
3. Restructuring of DTC.
4. High capacity Bus system / Electric Trolley Buses.
5. Setting up of Delhi unified Metropolitan Transport Authority (DUMTA) / UMTA.
6. Development of parking lots.

I. PWD

(A) ROAD SCHEMES

1. Ring Road

It is proposed to take up the work of Ring Road from 6 lanes to 8 lanes as recommended in the corridor improvement study of Ring Road by M/s Craphts Consultant. The total lane length of 22.4km shall also include the added construction of footpath, storm water drain and repairing/replacement of damaged portion and shifting of underground surface services coming in the widening

i) Ring Road from Raj Ghat to Punjabi Bagh flyover.

Total length of this portion of Ring Road is 20.38Km with 118.50Km lane length & 45.9 Km lane length service road. The major portion of this stretch was strengthened during last 2 years. Two portions from Metcalf House to Old Secretariat & Wazirpur Depot to Punjabi Bagh Crossing are to be taken up dg. Annual plan 2003-04. Provision has also been made for other works such as construction of footpath drainage, microsurfacing, etc.

ii) Ring Road from Rajghat to Safdarjung :-

This part of Ring Road is 13.60 km and extends from Rajghat to Safdarjung . It has got 6 lanes divided carriage way and footpath and service road in parts.

It is proposed to take up the following works during 2003-2004 :-

- (i) Resurfacing / strengthening from Bhairon Road to Ashram Chowk .
- (ii) Split Rotary at Ring Road near I G. Stadium
- (iii) Mastic work on intersections at Maharani Bagh and DESU Colony.
- (iv) S. W. Drain from Rajghat to drain No. 12-A
- (v) Resurfacing / strengthening from Ashram to Safdarjung .
- (vi) Widening from 6 lanes to 8 lanes as per corridor improvement plan from Rajghat to Safdarjung
- (vii) Providing barbed wire fencing & C/o dwarf wall in front of Kalindi Colony.
- (viii) Beautification of area around Delhi Sachivalaya & I. P. Flyover.
- (ix) Development of park & C/o RCC Stair case adjacent to ROB at Ashram .

An outlay of Rs. 1822.00 lac is provided in the Annual Plan 2003-04 for the schemes of Ring Road.

2. Outer Ring Road

Total length of this portion of Ring Road is 14.70 Km with six lane divided carriageway with 88.20Km lane length. Two lane service road on each side is also existing except on bridge & ROB. Portion from Madhuban Chowk to Peeragarhi was strengthened during year 2001-02 and portion from Peeragarhi to Najafgarh Road is proposed to be strengthened during this annual plan. Provision has also been made for other works such as construction of footpath drainage, microsurfacing, etc.

i) Road No. 3

This Road is 1.2 Km long having 6 Lane divided carriage way with foot path and Drain from ROB-22 to Maa Anandmoyee Marg Junction and 4 Lane divided carriage way from Maa Anandmoyee Marg to Bharion Temple. It is proposed to take up the work of strengthening / Resurfacing , Drain and footpath and Road safety furniture / signages. Work of Widening and Shifting of Central verge etc. has been proposed for execution along with the construction of flyover on Maa Anandmayee Marg Intersection.

ii) Road No. 6 (Ho-chi-minh Marg)

This Road is 2.5 Km long having 6 Lane divided carriage way and service road on both side. It is proposed to take up the work of strengthening /Resurfacing, improvement of foot path, Central verge , Drainage system and road furniture / signages.

(iii) Road No.7

This road is 3.8 Km. long having 6 Lane divided carriage way and service lane on both side. It is proposed to take up the work of strengthening /resurfacing, Planter wall and I.R.C. fabric protection wall under I.I.T. flyover, improvement of road Geometry near Savitri flyover and Chirag Delhi Flyover, Drain and footpath and Road safety furniture / signages.

For the schemes of outer ring road, a provision of Rs. 1205.00 lac has been made in the Annual Plan -2003-04.

3. Rohini Road

Total length of this portion of Road is 24.05Km with 149.75 Km lane length. Rohini Roads are being maintained by PWD for last few years after the same were handed over by DDA, lot of improvement has since been done. But there is still scope of improvement which is proposed during this annual plan. The Rohini roads are still lacking service roads. Provision has also been made for strengthening, widening improvement of drainage system footpath central Verge etc.

An outlay of Rs. 580.00 lac is provided in the Annual Plan 2003-04 for the Rohini Roads.

4. Other Roads

(i) Link Road

It is proposed to take up the work of widening of link road having length 1.77 km from 2 to 6 lanes. This also includes the construction of footpath along the road .

(ii) **Road no.16**

Widening of Aruna Asaf Ali Road from 2 to 6 lanes and Nelson Mandela Road from 4 lanes to 8 lanes has been taken up during 2002-03 and is in progress. These roads are 3.8 km and 4.04 km long respectively.

These are important roads connecting Mehrauli and Mahipalpur to Outer Ring Road.

(iii) **Road No.9**

It is proposed to take up the work of microsurfacing work of service road during this year which will spill over to next year.

(iv) **Road No.36**

This road connect jail road to Ring Road having a length of 5.50km. At present this road is having 4 lanes but due to heavy traffic on this road it is proposed to widen this road to 6 lanes. The widening of road is possible only when the drains running on both sides of road are converted into RCC covered drain. Thus it is proposed to take up this work during Annual Plan 2003-04 .

(v) **Road No.89**

Widening and strengthening of road no.89 from T -point to Jankidass Kapoor hospital is required from 4 lanes to 6 lanes keeping in view the heavy traffic on this road. An estimate is being submitted and the work is likely to be taken up during 2003-04. The road is 3.05 km long.

(vi) Old D.G. Road

This road is 2.5km long and presently having 2 lane width. An estimate for the widening of this road 6 lanes is under process. It is proposed to take up this work during 2003-04.

There is a heavy demand for making parking lots along B.J. Marg due to various colleges and schools on this road. It is proposed to take up the work of providing parking in a length of 1.2km.

(vii) North/North West and West Delhi Roads

The main roads of this area proposed to be covered in Annual Plan 2003-2004 are Road No. 28,29,37,43, 44, 235, 236, 237,316, 317,318,319 and Mall Road Extn. from Azadpur to Mukerba Chowk. It is proposed to strengthen 15km lane length, widening of 10 km lane length, 2000 Sqm mastic work, 6 km footpath, 3.5 km drainage and other related works during the Annual Plan.

(viii) Road no. 4 (Captain Gaur Marg)

This Road is 2.15 km. long and connects Ring Road at Lajpat Nagar to Outer Ring Road at Modi flour Mill. It has got 4 lanes divided carriageway with footpath at some locations. The work of widening of this road is in progress and the same will spill over to the Annual Plan 2003-2004.

It is proposed to take up the following works during 2003-2004:-

- (i) Widening from 4 lanes to 6 lanes including footpath on both sides in the entire length i/c shifting of central verge due to unsymmetrical widening and S. W. Drain on both sides of the road.
- (ii) Relocation charges of Jhuggies
- (iii) Resurfacing of entire Road and strengthening wherever required based on the Bankleman beam test.
- (iv) Mastic work on intersections.

(ix) Road no. 5 (Joseph Broz Tito Marg)

This road is 2.96 km long and connects Ring Road at Moolchand flyover to Outer Ring Road at Chirag Delhi flyover. It has got 6 lane divided carriageway with footpath on both sides and service road in part stretches. It is proposed to take up the following works.

It is proposed to take up the following works during 2003-2004 :-

- (i) Improvement of footpath and central verge from 'T' In. to Moolchand flyover.
- (ii) Imp. of S.W. Drain at Link Road of Road No.5.

(x) Road No.5-C (August Kranti Marg)

This road is 3.2 km. long and connects Ring Road at Andrews Ganj crossing to Outer Ring Road at Malviya Nagar crossing. It has got 6 lane divided carriageway with footpath on both sides.

It is proposed to take up the work of improvement of footpath and central verge wherever required.

(xi) Road no. 5-D (Balbir Saxena Marg)

This road is 0.80 km. long and connects Road no. 5-C (August Kranti Marg) at Sirifort Auditorium to Aurobindo Marg. It has got 4 lane divided carriageway with footpath on both sides.

It is proposed to take up the following works during 2003-2004:-

- (i) Improvement of footpath and central verge.
- (ii) S. W. Drain near Gulmohar Park/DDA Flat side.

(xii) Link Road to Road No.5

This road 0.50 km. long and connects road No.5 (Joseph Broz Tito Marg) to LSR College intersection. It has got 6 lane divided carriageway with footpath on both sides.

No work is required to be taken up during 2003-2004 .

(xiii) Road No. 13

This road is 3.00 Km. long and connects Road No. 14 near Tuglakabad Extension with NH-2 near Sarita Vihar. It has got footpath on both side of carriageway in part.

It is proposed to take up the following works during 2003-2004 :-

- (i) C/o service road from R/A to 'T' Jn.
- (ii) P/F M. S. Railing in C/V and changing of kerb stone.
- (iii) Relocation charges of Jhuggy clusters.

(xiv) Road no. 14 (Guru Ravi Dass Marg)

This road is 3.84 km. long and connects Maa Ananda Mayee Marg to Mahrauli Badarpur Road. It has got 4 lane divided carriageway with footpath in part stretches. The work of widening from 4 lanes to 6 lanes in the stretches from RD 0 to 600 m and RD 1700 m to 3840 m is in progress and balance widening will be taken up when the ROW of road is demarcated by the revenue authority / DDA.

It is proposed to take up the following works during 2003-2004 :-

- (i) Widening of Road from 4 lanes to 6 lanes in the stretch from RD 600 m to RD 1700 m.
- (ii) Improvement/construction of footpath from RD 600 m to 1700 m.
- (iii) M. S. Railing in parts.
- (iv) Development of road side parks from RD 620 to 1280 m on M. B. Road Bound carriage way.
- (v) Covering of side trunk drain from RD 70 to 230 m on M. B. Road Bound carriageway.
- (v) Resurfacing/Strengthening.

(xv) Road no. 15 (Press Enclave Marg)

This road is 3.80 km long and connects Lal Bahadur Shastri Marg at Chirag Delhi to Aurobindo Marg at PTS, Malviya Nagar. It has got 6 lane divided carriageway with footpath on both sides and service road in part stretches.

It is proposed to take up the following works during 2003-2004 :-

- (i) Improvement / Construction of footpath and central verge from Modi Hospital to Aurbindo Marg.
- (ii) Improvement/remodelling of S. W. Drain from Modi Hospital to Saket.
- (iii) M. S. Railing in parts
- (iv) Resurfacing / strengthening.

(xvi) Sirifort Road

This road is 1.25 km long and connects Road no.5 (Joseph Broz Tito Marg) to Road .no. 5-C (August Kranti Marg). It has got 4 lane partly divided carriageway with footpath on both sides.

It is proposed to take up the following works during 2003-2004:-

Widening of entire road from 4 lanes to 5 lanes.

- (i) Improvement of footpath towards Sadiq Nagar / Anand Lok and construction of central verge in balance portion and S. W. Drain in missing portion towards Sadiq Nagar side. (43.35)
- (ii) M. S. Railing in central verge in the entire length as demanded by the Traffic Police.

(xvii) Maa Anand Mayee Marg (S.A. Road)

This road is 5.46 km. long and connects Outer Ring Road (No.3) at Kalkaji Temple to M. B. Road. From Outer Ring Road (No.3) to round about (RD 2500 m) It has

got 6 lane divided carriageway with footpath and service road on both sides. From round about (RD -2500 m) to M. B. Road Jn. it has got 4 lane divided carriageway.

It is proposed to take up the following works during 2003-2004 :-

- (i) Mastic work at intersections.
- (ii) Improvement of drainage system near Masjid .
- (iii) M. S. Railing from RD 0 m to RD 2500 m .
- (iv) Missing service road & W/o existing carriage way from RD 1200 m to RD 1750m.

(xviii) Bhairon Road

This road is 0.9 km. long & connects Mathura road to Ring Road. It has got 6 lane divided carriageway having footpath on both sides.

It is proposed to take up the following works during 2003-2004.

- (i) Improvement of carriageway by providing and laying paver blocks under RUB
- (ii) Lane marking with thermoplastic paint.
- (iii) Resurfacing / Strengthening.

(xix) Approach Road from ISBT Sarai Kale Khan to Nizamuddin Railway Station (2nd Entry)

This road connects Ring Road to Nizamuddin Railway Station, and has got 6 lanes divided carriage way with footpath on one side.

No work is proposed to be take up during 2003-2004 .

(xx) . Link Road between Nizamuddin Bridge and Lodhi Road (Tunnel Bypass)

This road is to be constructed during Annual Plan 2003-04.

(xxi) Road passing South of Ishwar Nagar to link ROB-22 with NH-2 bypass

This road is 1.35 Km (including approach as ROB -22) and connects ROB - 22 to Mohd Ali Marg. It has got 6 lanes divided carriage way having footpath on both sides.

No work is proposed to be taken up during 2003-2004 .

(xxii) Kishan Ghat Road in front of Delhi Sachivalya

This road is 1.13 Km. long and connects Vikas Marg and Ring Road to Kishan Ghat and passes in front of Delhi Secretariat. It has got 6 lane divided carriage way having, footpath on both sides.

It is proposed to take up the following works during 2003-2004 :-

- (i) Mastic work at loop road and intersection near Rose Garden SPS duct.
- (ii) Dev. of Parking in front of Delhi Sachivalaya.

(xxiii) Road No. 13- A

This road is 3.12 Km. long which connects NH-2 near Sarita Vihar to Okhla Barrage. It has got 4 lane divided carriageway and footpath near Kalindi Kunj.

It is proposed to take up the following works during 2003-2004:-

- (i) Resurfacing, footpath, S. W. Drain, Anti encroachment measures, Mastic Asphalt treatment and Road Marking.
- (ii) Widening from 4 lanes to 6 lanes from NH-2 to Kalindi Kunj i/c service road from NH-2 to Agra Canal towards Sarita Vihar side.
- (iii) P/F M. S. Railing in Central Verge and changing of kerb stone.

5. NH-2 Bypass from Kalindi Colony Ring Road to Haryana Border

It is proposed to construct 1.4 km long bypass connecting Kalindi Colony to Badarpur Border. The construction will be taken up in two parts. The 1st part to be known

as " Kalindi Bypass" will be *from* Kalindi Colony Ring Road to Kalindi Kunj Road No. 13-A and the 2nd part to be known as "NH-2 Bypass" will be from Kalindi Kunj Road No.13-A to Haryana Border. The Bypass will have 6 lanes divided carriage way with footpath on both sides. Mastic work on crossing and S. W. Drain on both sides and Anti Crash Railings on footpath as well as central verge. The Bypass will also have clover leaf interchange near Kalindi Colony, Flyovers at Sailors Club, Road No. 13-A at Kalindi Kunj and Bridges on Agra & Gurgaon Canal near DC Botteling Plant near Madanpur. Khader and at Haryana Border near Sector 37 respectively. It is proposed to provide Mastic work on crossing and S. W. Drain on both sides of the Bypass.

It is proposed to take up the following works during 2003-2004:-

- (i) C/o Kalindi Bypass from Kalindi Colony Ring Road to Kalindi Kunj Road No. 13-A.
- (iii) C/o Kalindi Bypass from Kalindi Colony Ring Road to Kalindi Kunj Road No. 13-A.
SH:- Acquisition of land.
- (iv) Providing fencing and security arrangements to protect Govt. land.
- (v) Alignment option study using satellite imagery.

An outlay of Rs. 1524.00 lac is provided for the various works under the scheme during Annual Plan 2003-04.

6. OTHER WORKS

The following works are also proposed to be taken up during 2003-2004:-

- (i) Pdg. & fixing barricading on road sides and other places during the visits of VVIP's in Parliament session.
- (ii) Improvement of Velodrome Road.

7. Master plan road Narela Sub city

The industrial area in Narela Bawana is fast nearing completion and two main roads for connection NH-1 and NH-10 are proposed to be constructed by PWD. A provision of Rs.26.00 lac is provided during Annual Plan 2003-04. These proposed road in Ist phase are to be constructed with six lane divided carriageway having 3m wide berm on each side. The central verge is proposed to be sufficiently widened so that in future the widening of roads will be done towards central verge.

8. TRANS YAMUNA ROADS

The Trans Yamuna area which lies to the East of river Yamuna is a heavily populated area compared to the remaining part of Delhi lying to the west of river Yamuna.

(i) Road No. 59:-

On going works

In the Annual Plan 2003-04 provision is kept for providing & fixing and drawn wire fencing along railing of Wazirabad bridge, construction of missing service road, providing MS railing on road No 59 connecting Wazirabad barrage to Loni flyover. Provision has also been made for strengthening work, embankment protection of south side of road No. 59 from Khajuri to Wazirabad.

New works

Provision has also been kept for taking up the work of beautification (by construction planters etc.) providing & fixing metal beam crash barrier, strengthening and drainage work, thermoplastic painting, construction of missing link of storm water drain and wrapping of main RFC girder of Wazirabad bridge under new schemes.

(ii) Road No. 62

Ongoing works

Widening of road No. 62 near Seemapuri terminal under ongoing scheme during Annual Plan 2003-04 has been proposed.

New works

Works of railing kerb stone, fact plan & horticultural work etc during Annual Plan 2003-04, are also proposed.

(iii) Road No. 63

Works of beautification (Bhopura border), strengthening and shifting of drain etc are proposed during Annual Plan 2003-04.

(iv) Eastern Approach road

Ongoing works

Provision has been made for removal, shifting of jhuggies and construction of subway at Shastri Park under on going scheme during Annual Plan 2003-04.

New works

Under new works a provision has been made for strengthening of road & replacement of kerb stone for improvement of central verge, footpath and construction of toe wall during Annual Plan 2003-04.

(vi) Road No. 64

Ongoing Scheme:-

The work of footpath connecting road No. 69 to GT Ghaziabad road shall be executed during Annual Plan 2003-04 . Provision has also been made for micro surfacing work during Annual Plan 2003-04.

(vi) Road No. 68

Provision has been kept for construction of SW drain shifting of 33 KV UG Feeder and strengthening work during Annual Plan 2003-04.

(vii) Road No. 69

Provision has been kept for this road for strengthening work . Providing & fixing railing, kerb stone and footpath etc during 2003-04.

(ix) Road No 70

Ongoing Scheme:

Provision has been made for construction of footpath, drainage, construction of missing links, & widening work during 2003-04.

(x) . a) Marginal Bund Road (GT road to Sabhapur):-

Provision and has been made for various works raising level of service road, providing MS railing strengthening work.

b) G Lane Marginal Bund Road

Provision has been kept for the construction work of MB road from ITO Chungi to NH-24 bye pass during 2003-04. Provision has also been made for improvement of service road, mastic works, widening work and improvement of Khajuri Chowk during 2003-04

c) Marginal Bund Road (ITO Chungi to Kailash Nagar)

Provision has been made for the work of improvement of MB road between Shamshan Ghat & Kailash Nagar, providing and laying dry stone pitching from ITO Chowk to Yamuna bridge and for strengthening work during annual Plan 2003-04.

Besides, provision for works like widening, construction of slip road, road marking paint, improvement of crossing between Taj cut & Pontoon bridge has also been made during Annual Plan 2003-04.

(xi) Up Link Road from HN-24 to Chilla Regulator

Provision has been kept for strengthening work & misc work such as providing footpath railing during Annual Plan 2003-04 . In addition to this, provision has also been made for widening of road from 4 lane to 6 lane, improvement of NOIDA T jn & thermoplastic paint etc during Annual Plan 2003-04.

(xii) Road along Gazipur drain from NH-24 to up Link Road

Provision has been kept for construction of compound wall, horticulture work fencing towards Nallaha and footpath during Annual Plan 2003-04.

(xiii) Other Roads

Provision has been made for shifting & construction of Busbay at ITO and improvement of “T” jn at Ring Road with NH-24 and construction of slip road during Annual Plan 2003-04.

(xiv) Guide Bund of River Yamuna near ISBT

Provision has been kept for improvement of side Slopes at Udhister Setu and right Bank of river Yamuna side during Annual Plan 2003-04.

(xv) **Vikas Marg:-**

Provision has been made for the work of strengthening of road No. 75-A & 75-B and improvement of their drainage system, improvement of footpath of Road No. 75-B

Providing railing in Vikas Marg area, road making and improvement work during Annual Plan 2003-04

(xvi) **Road No. 56 & 56-A:-**

The work of improvement of slope of ROB-15 & ROB-17 strengthening of existing carriage way, work of micro surfacing, road marking & painting, providing and laying mastic asphalt, improvement of central verge are proposed during Annual Plan 2003-04.

(xvii) **Road No. 57 & 57-A:-**

Provision has been made for taking up the work of widening of road No. 57-A, construction of SW drain, protection of high embankment & resurfacing, DAC, microsurfacing, construction of service road, pitching of slope of road No. 57, providing MS railing during Annual Plan 2003-04 on this road.

(xviii) **Road No.58 & 58-A**

Ongoing Scheme

Provision has been kept for improvement of road from Jagatpuri chowk to Road No. 72 & 72-B Ext. Further, provision has also been made for widening, strengthening & providing railing and development of Park on Road No. 58 & 58A.

(xix) **Road No. 65**

Provision has been kept for removal and shifting of Mazdoor Janta Colony, construction of Cycle Track, missing link, acquisition / widening & strengthening during Annual Plan 2003-04.

(xx) **Road No. 66**

Provision has been made for construction of footpath, shifting of drain and poles during Annual Plan 2003-04

(xxi) **Road No. 71 & 71-**

Provision has been made for the construction of footpath and drainage of Road No. 71. Additionally, provision has also been made for strengthening of Road No. 71 & 71-A during Annual Plan 2003-04.

(xxii) **ROB-36**

Provision has been kept for the work of strengthening, microsurfacing, and improvement of service road during Annual Plan 2003-04 .

(xxiii) **Road No. 72 & 72 Extn.**

Provision has been made for construction of footpath, strengthening road No. 72 Extn, and providing railing on central verge on road No. 72 during Annual Plan 2003-04.

(xxiv) **Other roads in Patpar ganj area (Mother dairy road, Madhu Vihar road)**

Provision for strengthening of Madhu Vihar road, for improvement of central verge of Madhu vihar road, work of microsurfacing , improvement of SW drain, footpath, road surface marking, signages & development area near Retreat apartment has been provided in the Annual Plan 2003-04.

9. Trans Yamuna Area Development Board (TYADB) Works

The following works are proposed to be executed by TYADB fund. A provision of Rs. 235.00 lac has been made for these works during Annual Plan 2003-04

1. Road along Ghazipur Drain Extn.
2. C/o road to connect 3rd Pusta Jagit nagar on MB Road to Pontoon Bridge Wazirabad .
3. Providing BM & DAC & light arrangement on Service road left on Hondon cut canal from Kondli to Chilla
4. Subway at shastri Park crossing Eastern Approaches Road of ISBT flyover.
5. C/o subway agross NH-24 Noida More.
6. Unidentified subways.

(B) FLY OVER & BRIDGES

Flyover at Savitri Cinema, Nehru Place, Africa Avenue, Moti Bagh have already been completed and Flyovers at Andrews Ganj (Khel Gaon Marg) Safdarjung, Dhaulakuan, Mayapuri and Punjabi Bagh are likely to be completed by the end March, 2003.

1. Naraina Flyover

There is a proposal of 4 lanes flyover starting from T -point Naraina to Kendriya Vidhyala on Ring Road in the narrow stretch of Naraina Village. However the final decision in this regard shall only be taken after the removal of encroachment and getting the ROW of road minimum to 110 feet whereas at present it is 60-70 feet. A sum of Rs. 100.00 lac has been provided for this project during 2003-04.

2. Flyover at B-Avenue

This flyover is on the intersection of Ring Road and Jhandu Singh Marg. This flyover will be having precast construction on the via duct and RE wall in the approaches.. The work of ground improvement have already been awarded. However, the work of main flyover is likely to be awarded soon. A sum of Rs. 510.00 lac has been kept for the year 2003-04 for this flyover.

3. Britania Chowk Flyover

Tenders for main work of flyover at Britania Chowk is under process and allied works such as construction of lower level roads and construction of drain are in progress. A provision of Rs 800.00 lac is approved during Annual Plan 2003-04 for this project.

4. Construction of bridge across NG Drain at Road No. 38

The work is recently awarded and is likely to be started. An amount of Rs. 100.00 lac is provided for the Annual Plan 2003-04.

5. Construction of bridge across Road No. B-3 in Rohini

A provision of Rs 220.00 lac is provided for the Annual Plan 2003-04. This scheme has already been sanctioned & the work is to be started during financial year 2003-04.

6. Pantoon Bridge on Yamuna River at Shanti Van

A Pantoon Bridge is provided every year at this spot for easing the load on main bridges of Yamuna. A provision of Rs 30.00 lac is provided during Annual Plan 2003-04 for this year.

7. ROB and approaches on Road No. 13 across Delhi -Mathura Railway line

This ROB is proposed to be constructed to connect Sarita Vihar and Okhla Phase - II. Construction of this ROB will provide a direct access to Okhla Industrial Area and Delhi Mathura Road, Outer Ring Road No.3 and S. A. Road presently being used by the traffic from Noida side to reach Okhla Industrial Area will be avoided, thereby reducing congestion on these roads. This ROB is at planning stage.

8. Flyover at Ring Road & NH-24 crossing

This flyover is a three lane flyover being constructed by DDA on Eastern carriageway of Ring Road.

9. Flyover at Ashram Chowk

This flyover is a six lane flyover being constructed by NTBCL as a part of there traffic dispersal scheme of Noida Toll Bridge as per the agreement between *M/s* NTBCL and Govt. of Delhi. As per agreement a cost of shifting of services is to be born by Govt. of Delhi a demand of Rs.240 lakhs has been received from *M/s* Noida Toll Bridge towards cost of shifting of services by the utility department. A sum of Rs. 85.00 lakhs is provided in the Annual Plan 2003-2004 .

10. Under pass at the Jn. of Link Road from NH-24 and Ring Road going to Lodhi Road crossing Railway Track.

This work is at planning stage.

11. Rehabilitation of the Asiad 82 Flyovers at Moolchand, Lodhi , Oberoi , I. P. Estate & ROB at Ashram.

These flyovers were constructed during Asiad 82 and ROB at Ashram was also widened during that period and each has got 6 lanes divided carriageway. It is proposed to take up the work of detailed inspection of these structures followed by there rehabilitation.

It is proposed to take up the following works during 2003-2004:-

- (i) Rehabilitation of under side of deck slab of Moolchand flyover.
- (ii) Rehabilitation of expansion joints of I. P. Flyovers .
- (iii) Replacement of existing RCC Railing with crash barrier on I. P. flyover .
- (iv) Providing Crash barrier at Lodhi & Oberoi Flyovers .
- (v) Resurfacing & Road Marking with thermoplastic paint on Lodhi & Oberoi Flyovers.

A sum of Rs. 65.00 lakh is proposed in Annual Plan 2003-2004.

12. Elevated Road on NH-2 at M.B. Road Jn.

This elevated road will be 1689 meter long and starts from NTPC Gate on North side to and ends 581m before the Haryana Border. It is a six lane flyover with anticrash railing and has got 9m wide slip road on either side with 1.5 m wide footpath and a pedestrian subway near Badarpur Market. Construction of this flyover will eliminate queuing of traffic on Mathura Road, M. B. Road and Jaitpur Road.

As NH-2 has been taken over by NHAI so no provision for this work has been made in the Annual Plan 2003-2004.

13. Flyover on Ring Road at Sarai Kale Khan

This flyover is a three lanes flyover being constructed by DDA on the Western carriageway of Ring road.

14. C/o Flyover at J. B. Tito Marg at the Jn. Lala Lajpat Rai Marg

This flyover will be constructed by DDA along with the subway near Central School at Andrews Ganj.

15. Flyover at J. B. Tito Marg at Sirifort Road crossing

This flyover will be constructed by DDA.

16. ROB-22 at Okhla

This flyover is 6 years old and the main flyover has got 6/8 lanes divided carriageway. It has got two clover leafs of three lane each and two nos. elevated slip roads.

17. Flyover on Outer Ring Road No.7 & Khel Gaon Marg Jn.

A full six Lane flyover is being taken up on Outer Ring Road No.7 and Khel Gaon Marg Junction during the financial year 2003-04 for which a sum of Rs. 800.00 Lakh is provided.

18. Flyover on Outer Ring Road No.7 at Malviya Nagar "T" Junction.

It is proposed to construct a low height half flyover at this location for which a sum of Rs.90 Lakhs is provided during the financial year 2003-04.

19. Flyover at the junction of S.A road (Maa Anandmayee Marg at O.R.R. No.3)

Being a "T" junction half flyover near Kalkaji Temple on Southern Carriage way of Outer Ring Road No.3 is being constructed along with the subway near Kalkaji temple and Modi Flour Mill and a Rotary for the Traffic coming from ROB -22 to Capt. Gaur Marg which is the part of the flyover for which a sum of Rs.500.00 Lakh is provided during the financial year 2003-04.

20. Flyover on Outer Ring Road near Nehru Place

A half flyover is proposed for the traffic coming from Maa Anandmoyee Marg to take right turn towards Nehru Place for which a sum of Rs. 5.00 Lakh is provided during the financial year 2003-04.

21. Underpass at Moolchand

It is proposed to construct an Underpass below the Moolchand flyover on Ring Road for which a sum of Rs. 300.00 Lakh is provided during the financial year 2003-04.

22. Flyover at Nehru Place (Bhairon Temple)

It is proposed to construct a clover leaf flyover near Bhairon Temple for the traffic coming from Nehru Place side and taking U turn for going Chirag Delhi IIT side for which a sum of Rs. 10.00 Lakh is provided during the financial year 2003-04.

23 Trumpet interchange on Ring road at Bhairon Road "'T" Jn.

It is proposed to construct a trumpet interchange on Ring road at Bhairon road 'T' Jn. Near IP Thermal Power station for which a sum of Rs. 100.00 Lakh is provided during the Financial year 2003-04.

24. ROB 21 AT PUNJABI BAGH CROSSING

It is a three level grade separator at Ring Road -Rohtak Road intersection at Punjabi Bagh and consists of a flyover along Ring Road, vehicular underpass along Rohtak Road, Rotary at ground level for turning traffic and pedestrian plaza. The flyover along Ring Road has already been completed and opened to the traffic. The Vehicular underpass along Rohtak Road has recently been completed and opened to traffic on 30.10.2002. The project is likely to be completed by March 2003.

25. DHAULA KUAN FLYOVER PROJECT

This Grade Separator scheme costing Rs.87.53 started crore towards the close of year 2000 after modifying it suitably. The scheme in its modified configuration consists of a main flyover of low rise along NH -8 - S.P. Marg axis with Ring -Road depressed as Underpass, 2 curved flyovers on either side of the main flyover i.e. on Naraina Side and Moti Bagh Side, one Rail Over Bridge along Ridge Road and loop roads of turning traffic.

Main Flyover has been opened to traffic in February , 2003. Balance work of this project is likely to be completed by September, 2003.

26. GEETA COLONY BRIDGE

Provision of this bridge was made in the 9th Five -Year Plan 1997 -2002. The hydraulic study has already been done by CWPRS, Pune. The Preliminary Scheme has been finalized and submitted to Technical Committee, DDA after conducting traffic study and topographic survey.

An outlay of Rs. 130.00 lac is provided in the Annual Plan 2003-04 for this project.

27. ROAD OVER DISUSED CANAL FROM GEETA COLONY BRIDGE TO KARKARI MOR.

A road is proposed to be constructed over the disused canal from Geeta Colony bridge to Karkari Mor with an estimated cost of Rs. 87.44 crore. A provision of Rs.. 100.00 lac has been made in the Annual Plan 2003-04 for this project.

28. FLYOVER ON RING ROAD AT MOTI NAGAR

The Scheme amounting to Rs.3348 Lakh has been sanctioned by Govt. of Delhi. However, the scheme has now been modified to half flyover at this intersection. The Modified Scheme has been submitted to Technical Committee DDA for its approval.

28. C/o Bridge on Old Agra Canal at Okhla

This bridge has been constructed by U.P. Irrigation Department as deposite work of PWD. A small work of approaches is yet to be completed as PWD has made full amount of deposit, so no outlay is proposed for this work during 2003-2004

29. W/o bridge on Drain 12-A on Ring Road near I. P. Depot.

There is proposal to widen the Ring Road from 6 lane to 8 lane from Rajghat to Barapullah Nallah so this bridge on Drain No. 12-A near I. P. Depot is proposed to be widened. The work is in planning stage & no outlay is proposed during 2003-2004 .

30. W/o bridge on Nallah on Ring Road near Bhairon Road crossing

There is a proposal to widen the Ring Road from 6 lanes to 8 lanes so this bridge is proposed to be widened. The work is in planning stage & no outlay is proposed during 2003-2004 .

31. W/o bridge across Barapullah Nallah along Ring Road

As there is a proposal to widened the ring road from 6 lanes to 8 lanes so this bridge is proposed to be widened. A sum of Rs. 150.00 lakh is provided in the Annual Plan 2003-2004 for the proposed work.

32. W/o bridge of Old Agra Canal on Road No. 13-A

As there is a proposal to widen road no. 13-A from 4 lanes to 6 lanes to take the vehicular traffic from Kalindi Bypass so this bridge on Old Agra Canal is proposed to be widened. This work is at planning stage.

33. W/o bridge at Jaitpur Nallah on D. M. Road

The D. M. Road from 16.50 km. to 18.80 km. has already been widened but bridge on Jaitpur Nallah is only 4 lane bridge. The widening of this bridge has already been completed and the bridges has been handed over to NHAI.

34. W/o existing bridge on Road No.4 near MCD office

Due to widening of Road No.4 from 4 lanes to 6 lanes, which is in progress, this bridge which is 4 lanes at present, is to be widened to 6 lanes.

A sum of Rs. 5.00 lakh is provided in Annual Plan 2003-2004 for this work.

35. C/o bridge on Service Road of Road No.4

A sum of Rs. 5.00 lakh is provided in the Annual Plan 2003-2004 for this work.

36. Widening of Existing bridge at Chirag Delhi on Road No.7.

Widening of Chirag Delhi bridge existing on road No.7 is proposed on both side of the main carriage ways to connect existing service roads along Soami Nagar and Panchsheel enclave for which a sum of Rs. 175 Lakh is provided during financial year 2003-04.

New Schemes

37. **C/o Bridge on W. Y Canal on Road No. B-3 in Rohini by I & I Deptt. Haryana.**
38. **Widening of ROB- 37.**
39. **C/o F. O. at Mukerba Chowk.**
40. **C/o F.O. at Azadpur.**
41. **ridge on W.Y. Canal on 100m ROW in Narela.**
42. **ROB on W.Y. canal on 80 m ROW in Narela.**
43. **ROB on W.Y. Canal on 100m on Railway line.**
44. **ROB on W.Y. Canal 80m on Railway line.**

C. Sub Ways

1. Subway at Naraina

This subway is being constructed across the Ring Road opposite DGBR building. This subway shall cater the needs of the scooterist also. The work is in progress and is likely to be completed during next financial year. A sum of Rs. 100.00 lac has been kept for the Annual Plan 2003-04 for this work

2. Subway at Rajputana Rifles Regimental Centre

There is a demand from the Armed Forces for the construction of a subway across Ring Road opposite Rajputana Rifles for to and fro movement of their jawans. The feasibility was got checked up by M/s Craphts Consultants and the case is being sent to the committee on road safety, traffic and transport engineering.

3. Subway at Basai Darapur

There is .proposal to construct a subway across Ring Road opposite ESI Hospital to facilitate the patients. This subway has already been approved by committee on Road Safety Traffic and Transport Engineering. A sum of Rs. 150.00 lac has been kept for the Annual Plan 2003-04 for the proposed work.

4. Construction of two numbers pedestrian subways at subzi Mandi Azad Pur Mall Road Extn.

The work is under progress and likely to be completed during this annual plan. A provision of Rs 100.00 lac is proposed during the Annual Plan 2003-04.

5. Construction of pedestrian subways at Nangloi

A provision of Rs 30 lacs is proposed for this subway during this Annual Plan 2003-2004.

6. Subways at Guru Ravi Dass Marg at Govind puri

It is proposed to take up the work of construction of Subways at Guru Ravi Dass Marg at Govind Puri. A sum of Rs. 5.00 lakh is provided in the Annual Plan 2003-2004 for the proposed work.

7. Subway across J. B. Tito Marg near Andrews Ganj Central School

This subway will be got executed through DDA along with the flyover at this location.

8. Subways across Ring Road at Srinivas puri, Lal Sai Mandir, Lajpat Nagar Market & Moolchand Crossing

These subways are to be constructed along with the flyovers through DTTDC.

9. Subway across Road No. 13-A at Jasola

The work is in planning stage and a sum of Rs.5 lakh is provided during 2003-2004 for this work.

10. Subway across Ring Road at Maharani Bagh

The work is at planning stage and a sum of Rs. 5 lakh is provided during 2003-2004 for this work.

11. Subway at Panchsheel Park (Outer Ring road)

A subway at Panchsheel park on Outer Ring Road is being constructed.

12. Subway at S.A. Marg intersection

Y-shaped subway for pedestrian is being constructed at Maa Anandmayee intersection on Outer ring Road near Kalkaji Temple.

13. Subway at Modi Flour Mill

Y -shaped subway for pedestrian near Modi Flour Mill at Capt. Gaur Marg Junction on Outer Ring road is being constructed.

14. Subway at Greater Kailash Enclave I

It is proposed to construct a pedestrian subway near Chitranjan Park and G. K. Enclave-I on Outer ring Road no. 6.

15. Subway at Sarvpriya Vihar.

A pedestrian subway is being constructed on Outer Ring road no.7 near Sarvpriya Vihar

16. Subway at Bharion Temple ;

It is proposed to construct a pedestrian subway near Bharion Temple on Outer Ring , road no.3 at Lotus Temple Road junction.

D. STUDIES AND SURVEYS :

Corridor Improvement Studies / Plan of Ring Road from ITO to Moolchand flyover and Outer Ring road from ROB -22 to NH 8 is proposed for planning of flyover and subways and improvement of geometry of these roads.

II MCD (Roads & Bridges)

Under the sector the outlay for the year 2002-03 was Rs. 90 crore which was revised to Rs. 85.50 Crore in the R.E 2002-03.. The physical target set for the year 2002-03 and achievements are as under:

<u>S.No.</u>	<u>ITEM</u>	<u>TARGET</u>	<u>ACHIEVEMENT (upto Feb, 03</u>
1.	WBM	40 KM	51.26 km (in term of 12' width)
2.	BM/AC	105 KM	292.16 km (in term of 12' width)
3.	Footpath	30 KM	56.35 km (in term of 12' width)
4.	Mastic	25 KM	5.58 km (in term of 12' width)
5.	Drain	75	93.51 km

Under this sector proposed outlay for the year 2003-04 has been fixed to the tune of Rs. 95 Crore. During this year the target set are as under :

<u>S.No.</u>	<u>ITEM</u>	<u>TARGET 2003-04</u>
1.	WBM	50.00 km (in term of 12'width)
2.	BM/AC	320.00 km (in term of 12 width)
3.	Footpath	20.00 km (in term of 12'width)
4.	Mastic	60.00 km (in term of 12'width)
5.	Drain	175.00 km

MAJOR PROJECTS (BRIEF DETAIL)

1. C/o two additional opening on either side of existing RUB near Zakhira.

Project cost	Rs. 13.45 crore
Year of commencement	1987
Likely date of completion	September 2003
Upto date Exp.	Rs. 14.69 crore
Present status	1.Openings have been provided 2. The sump well work is in progress 25%

2. C/o flyover at two level xing on New Rohtak Road Zakhira.

Project cost	Rs. 18.45 crore
Year of commencement	1983
Likely date of completion	March 2004
Upto date Exp.	Rs. 19.93 crore
Present status	The main carriage way has been completed . One clover leaf from Rama Road round about completed. The work is held up due to non shifting of shops for which the mater is being pursumed with the L&E Department

3. C/o flyover cum Grade separator near Shyam Lal Collage, Shahdara

Project cost	Rs. 47.62 Crore (Revised)
Year of commencement	1989
Likely date of completion	March, 2004
Upto date Exp.	Rs. 5.72 crore
Present status	94% work completed and further work is held up for want of property acquisition for which Rs. 537.48 lac have been paid to Secretary (L&B)

4. Wid./Reconst. Of Calcutta Bridge.

Project cost	Rs. 9.46 Crore
Year of commencement	2001
Likely date of completion	March, 2004
Upto date Exp.	Rs. 8.79 crore
Present status	The work of Box pushing is being executed by Northern Rly for which Rs. 7.82 Crore have been paid to Rly. The work of box no 1 is likely to be completed by April, 03 and the work on Box No. 4 taken up by Rly is held up due to non shifting of 11 Kv feeder line belonging to BSES. The MCD would under take the work of widening of approaches of the bridge after the completion of work by Rly.

5. Road under bridge at Level Xing on Patpar Ganj Road near Madhuban.

Project cost	Rs. 14.05 Crore
Year of commencement	1994. Work taken up by Rlys & completed in August, 2000. MCD started work in March 2001.
Likely date of completion	September, 2003.

Upto date Exp.	Rs. 12.75 crore
Present status	The Rly work completed and the work for providing approaches has been completed about 85% in over all. The work is in full swing at present. Considerable progress could not be achieved in past due to non shifting of services by DVB (Now BSES) and DJB. The work of construction of sump Well/Approaches are in Progress is likely to be completed by Sept. 2003.

6. C/o RUB at Lawrence road on Rohtak Rly Line near Keshavpuram Indl. Area.

Project cost	Rs. 20.53 Crore
Year of commencement	2000.
Likely date of completion	March, 2004.
Upto date Exp.	Rs. 7.00 crore
Present status	The estimate for approaches and retaining walls is under preparation and would be taken up with Rly. Work simultaneously as it requires the closure of roads.

7. Wid of existing bridge on West Yamuna Canal connecting road on 37 and Ashok Vihar.

Project cost	Rs. 1.78 Crore
Year of commencement	2000.
Likely date of completion	September, 2003.
Upto date Exp.	Rs. 1.04 crore
Present status	The bridge work has been completed after shifteing of 33 Kv over head line by NDPL (Former DVB) in January, 2003. The carriage way has been opened to traffic in Feb., 2003. The shifting of central verge is in progress. The improvement of intersection is require to be done and shifting of street lights on central verge is yet to be

taken up by NDPL for which 3.32 lac has been paid to NDPL in Jan., 2002.

8. Development of parking lots :

In order to ease parking problems, work of development of parking lots on public private partnership basis at various locations particularly at Shastri Park, Greater Kailash and Vasant Lok Areas is proposed to be taken up during Annual Plan 2003-04.

III. NDMC

ROADS & BRIDGES

NDMC area is very important and enjoys special status. The floating population is much more as compared to the permanent inhabitants in its area. The floating populations include domestic, national and international. Being capital area, the road infrastructure and allied facilities need to be upgraded to the international level. In view of this, it is imperative that adequate funds are made available to NDMC by plan allocation.

**1. STRENGTHENING & RESURFACING OF ROADS IN NDMC AREA
(Rs. 325.00 lac)**

As per recommendations of Sub-Committee which gave its report on 1993, the resurfacing of roads in NDMC area is normally done after every five years by 40 mm thick hot bituminous carpet as per conventional method. The technology is being upgraded by laying macro-seal or by laying hot bituminous carpet with the use of polymer (CRMB). This will ensure better riding quality, avoidance of humps and more life i.e. minimum 6 years. With the use of this technology, the resurfacing will be done after 6 years instead of 5 years. The annual cost of periodic resurfacing of roads is about Rs.800.00 Lac. A provision of Rs. 325.00 Lacs is approved in the Annual Plan 2003-04.

2. CONSTRUCTION OF PARKING LOTS IN METROPOLITAN CITY IN NDMC AREA (Rs. 10.00 lac)

The parking facilities are being augmented at following places: -

- i) By providing 2 multi-storied car parking, one at Kasturba Gandhi Marg and second at Baba Kharag Singh Marg to augment parking for Connaught Place.
- ii) Underground parking at Sarojini Nagar.
- iii) Underground parking at Indian Oil Bhawan, Janpath.

An outlay of Rs. 10.00 lacs is approved in the Annual Plan 2003-04.

3. CONSTRUCTION OF SUBWAYS. (Rs. 30.00 lac)

A survey has been conducted and construction of subways has been identified. It is proposed to construct 15 subways in 10th Five year Plan at a total cost of Rs.15 crore. At present subways are to be constructed at Peshwa Road, Mandir Marg and Talkatora Road near Pant Circus. Provision of Rs.30.00 Lacs is approved for the Annual Plan 2003-04.

4. WIDENING OF OTHER ROADS & BUS-Q-SHELTERS AND BUS-BAYS (Rs.5.00 lac)

Delhi Traffic Authorities keep on sending the demand for development of bus-bays, which include inter-alia improvement of geometrics as well as Construction of new bus-Q-shelters.

A Provision of Rs. 5.00 Lac is approved for the Annual Plan 2003-04.

5. TRAFFIC TRANSPORTATION STUDY (Rs. 1.00 lac)

Traffic authorities have been suggesting improvement and geometrics, signages etc. for which traffic studies are required to be conducted. A token provision of Rs.1.00 Lacs is approved for the Annual Plan 2003-04.

6. SETTING UP OF NEW CASTING YARD (Rs. 5.00 lac)

NDMC has set up a new casting yard at Sarai Kale Khan which would partially cater to the need of manufacturing C.C.Units such as slabs, manhole covers, kerb stones etc. A token provision of Rs.5.00 Lacs is approved for the Annual Plan 2003-04.

7. ROAD IMPROVEMENT AT TOLSTOY MARG (Rs. 1.00 lac)

There has been demand from LAC, GNCT of Delhi for payment towards land acquisition cost. Rs. 1.00 Lac is approved for the Annual Plan 2003-04.

8. PROCUREMENT OF SPECIAL T&P (Rs. 3.00 lac)

The new technology for resurfacing is being slowly introduced, however, for maintenance of roads technology need to be strengthened. It is proposed to purchase special T&P to mechanize road repairs by way of purchase of pneumatic cutters, patch making machines or mobile mixing plants for hot mix as well as for cold mix. There is also a need for augmenting/replacement of trippers/trucks/tempo etc.

An amount of Rs. 3.00 Lac is approved for the Annual Plan 2003-04.

9. CONSTRUCTION OF DUCTS (Rs. 10.00)

The frequent cutting of roads by various agencies has been a serious concern. The matter has been under active consideration to provide a common duct for laying of services. To take up the work lot of coordination is required. A provision of Rs. 10.00 Lac for is approved for the Annual Plan 2003-04.

10. CONSTRUCTION OF GRADE SEPARATORS.

In NDMC area, there are only two flyovers, one on Aurobindo Marg and the other at School Lane which are more than 20 years old. The traffic in NDMC area has increased manifolds and it has become imperative to provide grade separators within the municipal limits on major roads at north-south axis and east-west axis. It is proposed to

take up at least one grade separator each year and each grade separator would cost around Rs.2000.00 Lacs. No outlay is provided for this work during Annual Plan 2003-04.

11. IMPROVEMENT TO ROADS/STRENGTHENING OF FOOTPATHS

With the implementation of Delhi Metro, the vehicular linkage as well as pedestrian linkage needs to be strengthened. In view of this, roads, footpaths and cycle tracks around Metro Stations need to be improved/strengthened. There are 3 metro stations in NDMC area and it is envisaged that for strengthening of vehicular and pedestrian/cycle track linkage the cost would be around Rs.20.00 Lac. No outlay is provided in the Annual Alan 2003-04 for this work.

12. WIDENING OF MINTO BRIDGE (Rs. 10.00 lac)

Northern Railway has contemplated providing two additional tracks on the Minto Bridge. Since the road width below this bridge is narrow as compared to road width on either side, Northern Railway has proposed to widen the bridge also so as to have uniform road width. As per normal procedure, the proportionate cost of widening of bridge is required to be shared by MCD and NDMC as one side of the area falls with MCD and the other in NDMC jurisdiction. A provision of Rs.10.00 Lac is made for this work in the Annual Plan 2003-04.

13. PEDESTRIANISATION- IMPROVEMENT TO MARKETS

NDMC area is having special status in respect of floating population, sight seeing, marketing and carnivals. Thus it is felt/ observed that certain amenities to pedestrians in near future to encourage shoppers as well as petty traders in almost all the markets in NDMC area is necessary. It is proposed for Pedestrianisation improve ment in following markets.

- i) Pedestrianisation improvement/Pedestrianisation of Connaught Place.
- ii) Improvement and Pedestrianisation of Khan market and Prithviraj Market.
- iii) Improvement and Pedestrianisation of Shankar Market.
- iv) Improvement and Pedestrianisation of Malcha Marg Market.
- v) Improvement and Pedestrianisation of Emporia Complex, BKS Marg.

No outlay is provided in the Annual Plan 2003-04 for this work.

IV. TRANSPORT DEPARTMENT

1. As per the Delhi Urban Environment and Infrastructure Improvement Project - Status report for Delhi-21, prepared jointly by the government of India and the government of Delhi. Delhi would be a mega Metropolis by 2021 having a population of 22 million of its own and more than 7 million that of Delhi Metropolitan area (DMA) towns. It would be the biggest conglomeration in India for management of the civic services like water supply, drainage, electric supply, transport etc. since this report has been accepted by the Government. Of Delhi, therefore, 10th five Year Plan and annual Plans in respect of the "Motorised Transport" has been/ is being formulated by keeping in view the recommendations made in this report.
2. The growth in population in Delhi, has been accompanied by the phenomenal growth in motorised vehicles also. As at the end of the Annual Plan 2001-02, their number was more than 35.50 lakhs of which personalised vehicles accounted for more than 90%.
3. The present Urban Transport system in Delhi has led to traffic congestion with declining ambient air quality and also increase in road accidents. The basic cause for all these factors is the imbalance in the modal mix passenger traffic carried by various modes of transport. There is a per-ponderance of less capacity vehicles such as two- wheelers and cars etc. Which is attributable to inadequacy of mass transit both in quantity and quality. In the long term, therefore, it is necessary to correct the imbalance in the modal mix
4. The basic object of Urban Transport system for 2021 will be to provide safe, efficient, eco-friendly and cost effective modes of transportation through a well integrated multi-modal transport system. Besides strengthening of the ring railway system and the National capital region (Satelite) towns, reduced usage of personalised vehicles through improvements in the public transport system, parking policy, control of pollution through technological interventions and enforcement of regulations.
5. To formulate the policy in respect of the motorised transport sector, the Transport department organised three workshop of all the Stake Holders to elicit their

experiences and views. On the basis of views expressed in these workshops, a detailed paper titled "Tackling Urban Transport Operating plan for Delhi-21" was released by Hon'ble C.M. of Delhi and Minister of Transport on 22.10.2002 where in calendar of specific tasks to be completed in 0 to 5 years has been laid down. Based on these tasks, some changes for providing improved transport services have been ;made in the programmes incorporated in different schemes of this department, in the 10th five Year Plan & annual Plan 2002-03.

6. In Delhi, there is a multiplicity of authorities, who are handling different aspects of Urban Transport but are suffering due to lack of co-ordination. To obviate such a position, the Government of Delhi has set up Delhi Transport Planning Group under the chairmanship of Hon'ble Chief Minister, Delhi.
7. For the Tenth Five Year Plan of Transport Department, an outlay of Rs. 293891 lakhs has been approved. The approved outlay of Rs. 57669 lakhs for the Annual Plan 2002-03 was reduced to Rs. 461.33 lakhs in the R.E.

For the annual Plan 2003-04, an outlay of Rs. 63788.00 lakhs has been approved with the following break up.

(Rs.in lakhs)

1.	Revenue	1200.00
2.	Capital	48600.00
3.	Loan	10000.00
Total		59800.00

8. The details of the schemes included in the Annual Plan 2003-04 are given in the ensuing pages.

1. PLANNING AND MONITORING CELL-ESTABLISHMENT OF CENTRALISED UNIT FOR COLLECTION AND UPDATATION OF DATA.(RS. 5.00 Las)

On the recommendation of Delhi Environment and Infrastructure improvement project Delhi-21, it is proposed to establish a centralised unit for collection and updating of data in various aspects of traffic & transportation.

As for a scientific approach in planning for long run and short term measures, it is necessary to have a database which will have to be continuously updated.

This unit will provide/maintain data such as vehicle registration, traffic volume, trip information, parking, truck movement public transport, pollution level norms and action etc. The work will be assigned to reputed organisations who will collect the data as well as conduct surveys as per requirement of this department.

For better coordination and to undertake the field studies effectively, Availability of a field vehicle is essential and therefore it is proposed to purchase one Maruti Van for survey work. Beside provision for purchase of office furniture, equipment, and one Photostat machine has also been made under this scheme.

An outlay of Rs.40.00 lakh has been approved for the Tenth Five Year Plan (2002-07) and Rs.8.00 lakh for Annual Plan 2002-03. In the Annual Plan 2003-04, an outlay of Rs. 5.00 lakhs is approved.

(2). MOTOR DRIVING TRAINING SCHOOLS (Rs. 200.00 Las).

Initially there were only two Govt. Motor Driving Training Schools, one at Burari and the other at Loni road for imparting training in motor driving. The motor driving training school at Loni road has been made a state of the art institution and is being run by a registered society called FAITH. The matter of partnership with private institution or an NGO, for running MDTs, Burari is under consideration and a decision to this effect will be taken soon.

The department's responsibility is to test drivers skills as per Motor Vehicles Act. At present, motor driving licenses are being issued after testing the skill of the applicants. Keeping in view the number of licenses to be issued and the quality which is required from the driving license holders, it is proposed to open one motor driving training school, of international standard, in each zone of Transport Department to be run in partnership with NGOs and the private sector. A scheme is being formulated for the same. Some of the zonal offices have space constraints as the same are being run in rented accommodation. It is, therefore, proposed to construct zonal offices along with motor

driving training schools. Following is the position of zonal offices and motor driving training schools proposed to be opened in the Tenth Five Year Plan (2002-07) :

Sl. No	Zonal Office	Status of MDTS
1.	2.	3.
1.	MLO Office, Loni Road	IDTR being run by Maruti Udyog Limited serving North East Distt.
2.	MLO Office, Ashok Vihar	MDTS to be operated from MLO Office at Burari And to be run by M/s Ashok Leyland to serve North West Distt.
3.	MLO Office, Sarai Kale Khan	It is proposed to extend center of IDTR, Loni Road to serve Central Distt.
4.	MLO Office, to be constructed at Dwarka	12 acres of land has been purchased wherein MDTS will be constructed to serve South West Distt.
5.	MLO Office to be constructed at Najafgarh	9 acres of land has been purchased at Zhulzhulli village (Najafgarh) wherein MDTS will be constructed to serve West Distt.
6.	MLO Office, Sheikh Sarai	Land is proposed to be purchased and MDTS will be constructed to serve South Distt.
7.	MLO Office, Narela	Land will be purchased for MLO Office at Narela wherein MDTS will also be set up to serve North Distt.
8.	MLO Office, Anand Vihar	Land will be purchased somewhere near Ghazipur/ Mayur Vihar and a MDTS will be started to Serve East Distt.
9.	MLO Office, New Delhi	An extension center at IDTR Sarai Kale Khan will Cater to the needs of new Delhi Distt.

During 9th Five Year Plan, only Rs.192.44 lakh was spent against the approved outlay of Rs.1150.00 lacs. At least 10 acres of land is required for opening a motor driving training school. Accordingly, for South Distt. (Okhla side), North Distt., (Narela) and East Distt.(Ghazipur / Mayur Vihar), department propose to purchase 10 acres of

land for each of the motor driving training schools @ Rs50.00 lakh per acre. The total land cost for the MDTC will be Rs.15.00 crores.

For the remaining six places, an amount of Rs. 12.00 crores will be required for land and creation of infrastructure @ Rs.2.00 crore per MDTS. A provision of Rs.2914.00 lakhs has been made in the 10th Five Year Plan (2002-2007). Approved outlay of Rs. 400.00 lacs has been reduced to Rs. 60.00 lacs in R.E. 2002-03.

An outlay of Rs. 200.00 lakhs is approved in the Annual Plan 2003-04, under capital head.

**[3]. COMPUTERISATION OF RECORDS OF TRANSPORT DEPARTMENT
(Rs. 255.00 Las)**

Computerization of records is one of the continuing plan scheme of the Department. Since more than thirty five lakh vehicles stand registered under different categories in Delhi, lot of record is generated, which has to be retained on a permanent basis. Beside to deal with such a large number of vehicles efficiently and effectively, to maintain their registration/tax record properly, this plan scheme was approved. To meet these requirements, It has been decided to computerise the record in respect of the following activities :-

- (i) Registration of Vehicles.
- (ii) Road Tax collection.
- (iii) All operations relating to Permits.
- (iv) Driving Licences.
- (v) Computerisation of Pollution Control data.
- (vi) Research and Development in respect of data pertaining to transport.
- (vii) On line updation of transport data
- (viii) Public Relation Operations.
- (ix) M A C Ts.
- (x) Certification of fitness.

The Transport Department, Govt. of Delhi, has entered into an MOU with the National Informatics Center (NIC); to computerize all its major activities at Headquarters, Zonal and sub-offices on an On-Line Transaction Processing (OLTP)

based computer system, on a turn-key-basis. The responsibility of NIC involves system analysis & design, software development & implementation, procurement and installation of hardware and other equipments.

During the Tenth plan period, following activities are proposed to be undertaken with a view to improve public orientation i.e. eliminating inconvenience, harassment and discrimination substantially reducing delays and to create database for search and development activities.

- 1) Completion of the online computerisation for registration of vehicles and associated activities.
- 2) Driving Licenses with Image Processing at Headquarters and Zonal offices and networking through ISDN/RFLink.
- 3) All the Zonal computer systems are proposed to be networked through ISDN lines for the creation of Central Database.
- 4) To stabilize day-to-day computer operations to handle public dealing in a transparent manner.

The Computerization program of the Department envisages creation of a Wide Area Network (WAN) connecting all Zonal authorities, two sub-offices and National Crime Record Bureau (NCRB) with host computer installed at the Headquarter.

For computerization of Driving License activity in each zonal office an agreement was signed between M/S. HCL Infosystems Limited and Transport Department for five years on BOOT basis in 1998 and front-end activity of driving license is valid up to December 2003. The department is in the process of finalization of computerization of backend activity and integration of front-end with back-end activity. The department had requested Ministry of I.T., Govt. of India, to suggest the agency, which can help the department to implement a comprehensive solution for issue of Driving Licenses after December 2003. As suggested by Ministry of I.T.,GOI, NISG(National Institute for Smart Governance) will provide comprehensive hand holding for implementing the Driving License Management Project. NISG's advice will cover technical, financial, managerial and organizational issues involved in managing this fairly complex issue. After getting approval from competent authority/ finance Department, NISG will provide their consultancy for floating the tender and their after to select the agency for driving license management project.

All the zonal offices having on-line computer facilities for Registration and allied activities are needed to be provided with adequate technical staff for feeding information to the computer. The sensitive and sophisticated equipment installed at each zonal office needs to be handled by technical staff, who is to be well conversant with the operations and proper upkeep of hardware, system application software. The following additional staff is, therefore, essentially required for successful implementation of the project: -

S.No.	Post	No. of person Required	Scale of Pay (Rs.)
i)	EDP Manager	01	12000-16500
ii)	Programmer	03	8000-13500
iii)	Data Entry Operator Gr- 'C'	07	5000-8000
iv)	Steno	01	4000-7000

During Tenth five year plan, it is proposed to have our own website after purchasing & installing it with web server, which is likely to involve an expenditure of Rs. 50.00 lakhs.

Department has decided to introduce SMART OPTICAL CARD in the Transport Department for Registration of Vehicles and its associated activities, like Registration, Permit issuance, Road Tax Collection, Fitness of vehicles, Challaning and Pollution Control activities etc. on BOO (Built Own Operate) basis. Chief Minister (Delhi) and Ministry of surface Transport have already approved this proposal. This card has been recommended for use as it has latest technology.

All the zonal computer systems are in the process of being networked through ISDN lines. Department had purchased one central RISC based (Sun System Entreprises3500) for storing registration data for all zones and retrieving/Assessing vehicular information from any zonal office through net working. Four zonal offices have already been connected with HQ through ISDN lines and the remaining zonal offices would be connected with HQ very soon. As soon as networking is established, registration related information will be put on Internet for query purpose of the public.

We have already installed Proxy Server with 19 nos. of Intelligent Work station for senior officers/branches of the Deptt. for E-Governance and office Automation. One ISDN connection has been installed for Internet and E-mail purpose. It is hoped that it will create an environment of E-Governance and Office Automation.

The site preparation including purchase of air-conditioners for the remaining zonal computer cells and the front-end terminals will be undertaken.

Following expenditures are estimated during 2003-04.

Rs. In Lakhs

S.No		Revenue	Capital
1	For Driving licence project	70.00	
2.	Balance payment to HCL towards Driving licence Software	17.00	
3.	Training	02.00	
4.	Consumables & Pre-printed Computer Stationery	08.00	
5	Printers and Printer Heads	06.00	
6	Salary for RCC Programmers	08.00	
7	AMC of Servers, Printers , Desktops and UPS etc	20.00	
8	Smart Optical Card project / New AC's and others		5.00
9	Replacement of servers of 6 remaining zonal offices	20.00	
10	Payment to HCL towards Finger print software	50.00	
11	Networking EQUIPMENT /ISDN lines recurring Expnditure.	05.00	
12	Purchase of Computers for zonal offices and for E-Gov.	10.00	
13	Salary Token Provision	18.00	
14	Purchase of Vehicles for Computer Brach	04.00	
13	Electrical and Civil Work and purchase of Air Con.		10.00
Total	253.00 Lakhs	238.00	15.00

An outlay of Rs. 827.00 lacs is approved in the 10th five Year Plan (2002-07). Rs 193.00 lacs are anticipated to be utilised in the Annual Plan 2002-03 against approved outlay of Rs. 240.00 lacs. An outlay of Rs. 255 lakh out of which Rs. 240.00 lakhs under revenue head & 15.00 lakhs under capital head has been approved in the Annual Plan 2003-04.

[4]. ROAD SAFETY AND GRANT IN AID TO NGO's (Rs. 100.00)

Due to tremendous increase in vehicular population in Delhi, over the last few decades the number of accidents including fatal has been increasing, which is primarily attributed to the over speeding and lack of driving rules/signage etc. Road Safety Programmes have become very important. To address this requirement, it is proposed to further intensify the road safety programmes in 2002-03 by setting up Road Safety Clubs in 100 Schools and associating NGOs. It will be released on the basis of proposals received from the registered NGOs and have three years experience in the field.

This year the scheme has been revised for associating the NGOs also who have a good track record of working in the field of promotion of Road Safety. These NGOs will be provided Grant-in-Aid to further activate their activities in this field. Beside, it is proposed to set up 500 Road Safety Clubs in schools so as to educate the school children about Road Safety. These Road Safety Clubs will be provided grant-in-aid @ 4000 per school. Items of expenditure will be decided with the approval of finance Department.

Beside, the programmes/activities such as Nukkad Nataks, Films, Audio-Video Publicity, camps, competitions will also be organised during the Road Safety week, which is observed in the first week of January every year. 100 street shows are proposed to be conducted this year to create awareness among public and school children.

To meet the expenditure on all these heads, an outlay of Rs. 450.00 lakhs has been approved in the Tenth Five Year Plan. The approved outlay of Rs.90.00 lakh in Annual Plan 2002-03 is likely to be utilised in full. An amount of Rs. 100.00 lakh has been approved during 2003-04.

(5). STRENGTHENING OF TRANSPORT DEPARTMENT (Rs. 175.00)

The work relating to registration of vehicles, issue of driving licences and other related activities has been increasing over the years and to cope up with the increased work load and also to enforce Motor Vehicle Rules effectively, the department needs to be suitably strengthened. The AR study has recommended to have a better and effective control over the zonal offices.

1. DEVELOPMENT OF ZONAL OFFICES

The Transport Department is having 9 Zonal Offices for various activities like issuance of driving licence, registration of vehicles and related activities. On any working day around 250-500 persons attend each of the MLO office for various works. Thus, the requirement of adequate space, modernization of various activities of the Zonal office is very important.

Presently, MLO offices of New Delhi (Tilak Marg), North-West (Ashok Vihar) and Central Zone (Sarai Kale Khan) are functioning from rented/leased buildings where public money cannot be spent for capital/renovation works because of the relevant Financial Rules except minor/essential maintenance works. Apart from these, three offices of West Zone (Janakpuri) and South-West (Palam) are working from District centre at Janakpuri which is basically a commercial centre having private shops. This place is quite congested and there is no scope of expansion. This requires increase in physical capacity of the offices. Further, the MLO (Mall Road) has been shifted to a temporary structure due to MRTS activities and therefore a new building is required for this Zonal office also.

In view of the above situation, it is proposed to have new office buildings for the above mentioned 5 zones in their respective areas. For this purpose, land is proposed to be acquired from DDA etc. and there after suitable buildings will be got constructed. Alternatively Built-up property can be purchased by the Transport Department from DDA etc. As per the prevailing prices of DDA, Rs. 2 Crore are required for each Zonal office.

II. STRENGTHENING OF ENFORCEMENT WING

1. Objective

Delhi is a major centre of consumption and production of goods and services. Five national highways pass through the city resulting in heavy movements of goods and vehicles. The ever increasing number of vehicles and its heterogeneity a large number of violations of MV Act & Rules takes place every day which needs to be minimised through enforcement measures.

It is, therefore, proposed to continue the strengthening of enforcement arm of the department during the 10th Five Year Plan period with a view to have a dedicated, effective, modernized and computerised enforcement infrastructure to:-

- check and regulate both transport and private vehicles.
- have a dedicated system of enforcement.
- have a quicker disposal of challan cases.

Development of above enforcement system would ensure effective enforcement provisions of M.V. Act.

Proposed Activities

During the 9th five-year plan period, the department had taken measures to modernize enforcement wing by computerising the challans issued by it under the plan scheme "computerisation of record of Transport Delhi" and hiring wireless network for communication with the teams deployed in field. It is envisaged to continue the modernization of enforcement infrastructure during the 10th five-year plan period. The department would procure equipment / instruments for proper enforcement of Motor Vehicles Act and rules framed thereunder and also Supreme Court directions. The major activities proposed in this regard are as under: -

- A. Integrated facilities at borders for impounded vehicles.
- B. Vehicles equipped with speed radar gun, video cameras and other modern gadgets to detect violation of provisions of M.V. Act.
- C. Comprehensive training of all enforcement staff in various aspects.

The justification and estimated expenditure of these activities is briefly indicated below:

A. Integrated Facilities at Borders

One of the statutory responsibilities of enforcement wing is impounding of vehicles challaned under Section 207 of the M.V. Act and their safe keeping till they are released. Of the two impounding pits at Burari and Mall Road, one has already been acquired by DMRC for MRTS. On the other hand, the number of vehicles being impounded by the department is increasing consequent to enforcement and Supreme Court directions requiring seizure of vehicles. As a result, the existing impounding pit at Burari in the north-west part of Delhi comprising 3 areas woefully inadequate.

There are 18 entry points in Delhi of which 8 have very heavy goods and passengers movement. The department is of the view that enforcement facilities need to be developed at 5 main entry points of Delhi. It is, therefore, proposed to set up five integrated enforcement facilities (IEF) of about 10 acres each.

These facilities would perform a variety of functions given below: -

- Deployment of staff in the border area from these locations.
- Impounding pit for vehicles seized in nearby areas.
- Pollution checking of vehicles entering into city with a view to allow entry of only non-polluting vehicles and preventing entry of non Delhi bound goods vehicles from entering into Delhi as in pursuance of Supreme Court directions.
- Weighing bridge to check overloaded vehicles.
- Courts for disposal of challans.

Funds to the tune of Rs.3250 Lakhs would be required during the 10th Plan period for development of these facilities @ 650 Lakhs per annum per site as given below:

	Head	Estimated Outlay
(i)	Cost of land	- Rs.500 Lakhs
(ii)	Construction cost/ Development of facility	- Rs.100 Lakhs

(iii) Equipments viz. weighing - Rs. 50 Lakhs
bridges etc.

Total Rs.650 Lakhs

B. Modernization of Infrastructure

The existing communication system through wireless radio sets is proposed to be improved upon with regard to quality and quantity of the equipment.

The operational aspect is proposed to be modernized through procurement of 20 vehicles equipped with speed detector, video cameras/tachograph system, pollution gas analyzer and other modern gadgets to detect violation of provisions of law. This would improve mobility of enforcement teams, increased transparency besides reducing the element of discretion in challan process. Funds to the tune of Rs.300 Lakhs would be required to develop above infrastructure as given below:

Item	Outlay
(i) Wireless network	Rs.100 Lakhs
(ii) Vehicles with equipments	Rs.200 Lakhs

C. Training - Refreshers and In-service

The department is of the view that skills of the enforcement staff need to be enhanced by suitably training them. The proposed training programmes would cover a wide array of aspects related to computerization, police training (being uniformed staff), development of sensitivity in staff in public dealing aspects and change in their behavioural attitudes etc. Funds to the tune of Rs.50 Lakhs would be required for this purpose. It is also proposed to provide uniform to the staff as mandated under Delhi Motor Vehicles Rules.

III. Capacity Building

In order to ensure systematic and scientific development management and operation of an integrated multi-modal transport system in Delhi, an institutional framework is a basic requisite. The focus will be on institutional strengthening and capacity building from within the available mechanism.

III. Creation of R & I Branch

With the expansion of the transport activities in Delhi, coupled with the strengthening of the Transport Department, it is essential to set up a R & I Branch in the department at Headquarters to cope up with the large number of incoming and outgoing correspondence. To ensure prompt, efficient and smooth functioning, it is essential to have an efficient R & I Branch at Headquarter. For that purpose, it is proposed to create a model office where all services related to R&I including post office, courier services, fax services and e-mail will be available. For this purpose, the advice of Admn. Reform Deptt, GNCTD and DOP & Transport Department, GOI will be obtained.

IV. SETTING UP OF LEGAL CELL IN TRANSPORT DEPARTMENT

Transport Department has been implementing number of schemes including Delhi Mass Rapid Transit Project and Urban Commuter Rail-cum-Bus Projects with a view to improve the Public Transport System and to make it speedier, comfortable, affordable and pollution free. Besides, the Department also implements the Motor Vehicles Act, 1988 and the Rules framed there under, viz. Central Motor Vehicles Rules, 1989 and Delhi Motor Vehicles Rules, 1993. The nature and functioning of the department is both i.e. a service provider as well as regulator under the law. During the course of implementation of the projects aimed at providing better public transport services and enforcement laws, a number of court cases are instituted and will continue to be instituted against the department.

The nature of cases, so instituted, pertains to acquisition of land for the Delhi MRTS project, grant of permit to the transport vehicles, grant of permit and fitness to the transport vehicles, interpretation of laws, vehicular pollution, registration of vehicles, levy and collection of taxes on motor vehicles etc. Besides, the regular cases filed against the department in different judicial fora, a number of public interest litigations are also filed in which Transport Department is impleaded as one of the main respondent in the Supreme Court of India, Delhi High Court. Other State High Courts, District Courts, Consumers grievances and redressal forums, Central Administrative Tribunal (by the present and ex-employees) etc. At present, around 300 cases are pending against the department in different judicial fora and Courts.

Transport Department also faces difficulty, many a times, in interpreting the orders of the Court and seeks clarification and opinion on different matters.

There is no legal cell in the department inspite of the fact that it is one of the biggest litigant in the High Court of Delhi. Considering the nature and quantum of litigation work in the Transport Department, it is imperative that a legal cell should be set up with sufficient manpower.

The an outlay of Rs.2000.00 lakhs is approved in the Tenth Five Year Plan (2002-07) of which Rs.1500.00 lakhs is under capital head. The approved outlay of Rs.250.00 lakhs in the Annual Plan 2002-03 including Rs.175.00 lakhs under capital head is anticipated to be utilised.

An outlay of Rs 175.00 lakhs including Rs. 150.00 lakhs under capital head has been approved for the annual Plan 2003-04.

(6). MASS RAPID TRANSIT SYSTEM (Rs. 35035.00) lacs

A Multi Modal Public Transport System has been visualised to cope up with the Public Transport requirements for the National Capital Territory of Delhi, which, at present, exclusively depends upon buses as its sole mode of mass transport, which are inadequate, inefficient and heavily overcrowded. This multi modal transport system includes Delhi Mass Rapid Transit System, which is a non- polluting, efficient, speedy, easily accessible and affordable.

Phase-I

- 1) Network :- Delhi MRTS Phase –I will have the length of 62 Kms comprising of a fully underground Metro Corridor from Vishwa Vidyalaya to Central Secretariat (11Km) and two surfaced /elevated rail corridors viz. -Shahdara to Barwala (28 Km) and Bara Khamba Road to Dwarka (23 Km) .
- 2) Project Cost :- Rs. 4,860/- crores at April, 1996 price. The cost of completion of the modified project has been estimated at **Rs. 10571 crore**. The project is targeted to be completed by March 2005.

Expected Ridership:- The expected ridership in the year 2005 is 19.5 lakh passengers per day.

Shahdara-Tis Hazari section, has been Construction work in respect of Tis Hazari to Tri Nagar Section is in full swing and 80% work has been completed. The work in respect of Delhi University to Central Sectt. Corridor is progressing satisfactorily and is likely to be completed as per schedule.

MRTS Phase –II

The Govt. of Delhi has approved in Principle, the Phase –II of MRTS which will include the following corridors:-

1. Vishwa Vidyalaya-New Azad Pur-Sanjay Gandhi Transport Nagar (8.6 Km.)
2. Central Sectt. –Vasant Kunj (18.2 Km.)
3. BaraKhamba Road-Indraprastha-Noida (15.3Km)

42.1Km.

M/S RITES Ltd. have been assigned the work of conducting the study for MRTS phase-II corridors. The total cost of phase II is estimated at 8900 crores (approx) at current prices.

An outlay of Rs.144141.00 lakhs is approved in Tenth Five Year Plan (2002-07).

Keeping in view possible tax liability on the project, an outlay of Rs. 33750.00 lac has been approved in the Annual Plan 2002-03. However now taxes have been exempted. Therefore approved outlay may not be utilised.

For the Annual Plan 2003-04, an outlay of Rs. 35035.00 lakhs is proposed with the following break up:-

(Rs. in lakhs)

MRTS	Tenth Five Year P (2002-07)	R.E. 2002-03	Annual Plan (2003-04)
Studies	Rs.700.00	400.00	Rs.300.00
MRTS Cell	Rs.50.00	5.00	Rs.5.00
Land Acquisition	Rs.20000.00	50.00	Rs.6000.00

Equity Shares	Rs.123391.00	25300.00	Rs.28730.00
Total:	Rs 144141.00	25755.00	Rs.35035.00

(7). **MODERNISATION OF INFRASTRUCTURE FOR CERTIFICATION OF ROAD WORTHINESS OF VEHICLES (Rs. 250.00 Las).**

Inspection, fitness and certification of commercial/transport vehicles is mandatory under section 56 of the Motor Vehicles Act read with rule 62 of the Central Motor Vehicles Rules,1983. Before registration every new, commercial/transport vehicle requires fitness from Inspection Board, Burari as defined under Rule 2(b) of the Delhi Motor Vehicles Rules, 1993, which is valid for two years. The fitness is required to be renewed there-after every year and commercial/transport vehicles plying without valid fitness are deemed to be de-registered under the law.

1. At present there are more than 2.00 lakhs commercial/transport vehicles registered in NCT, Delhi. There is only one Inspection and Maintenance facility set up at Burari, which has been found to be inadequate to meet the heavy requirement. This scheme has two components, viz, (i) Modernization of the Inspection Pit at Burari and (ii) setting up of Additional Inspection Pits.

2. Vehicles Inspection Unit, Burari works under the overall administrative control and supervision of Deputy Director who is assisted by Chief Motor Vehicles Inspector. There are 10 Inspectors posted in the Vehicles Inspection Unit. An Inspection Board comprises of two Inspectors, who are jointly responsible under the law to inspect, certify and grant/renew fitness. The Certificate of Fitness and renewal thereof is issued jointly and severally by both the Inspectors, constituting Board of Inspectors. The inspection and certification fees have been prescribed by the Central Govt. in rule 31 and 81 of the Central Motor Vehicles Rules,1989 for different types of vehicles, as indicated below:

Aauto-rickshaws/three wheelers	Rs.100/-
Taxis	Rs. 200/-
Medium Transport Vehicles	Rs. 300/-
Heavy Transport Vehicles	Rs. 400/-

3. In addition to the aforementioned inspection fees, the certification fee Rs.100/- is charged for each transport vehicle.

4. During the Tenth Five Year Plan (2002-07), it has been proposed to decentralize the registration and fitness of commercial/transport vehicles, step by step, so that the transporters and owners of these vehicle do not face any difficulty by setting up the I & M facilities in different area, wherever land is available. This will require land and infrastructure, with technically qualified staff and periodical maintenance of the units and machinery. It is proposed to involve private sector in this work. Requirements of the technical staff will be restricted to the barest minimum.

5. The inspection and certification of commercial/transport vehicles plays a pivotal role in ensuring road worthiness of the vehicles and controlling vehicular pollution. Supreme Court of India in Public Interest Litigation – Writ Petition (civil) No. 13029 of 1985 in the matter of M.C. Mehta Vs. Union of India and Others on vehicular pollution in NCT of Delhi has issued the following directions to Department of Transport, Govt. of NCT, Delhi vide their order dated 28.7.1998.

- a). To set up Automated Inspection and Maintenance facility for commercial vehicles in the first phase with immediate effect.
- b). Comprehensive inspection and maintenance programmes to be started by Transport Department and private sector by 31.3.2000.

The automated inspection and maintenance facility at Burari has been operationalised by undertaking repairs of the Vehicles Testing System (VTS) at a cost of more than Rs.2.00 lakhs. Annual Maintenance Agreement with the representative of the concerned firm (Rotax Marine Pvt. Ltd.), whose VTS has been installed, Besides the Brake Test Analyzer System (three for heavy transport vehicles and five for light transport vehicles) had been installed at Burari and their overhauling and extensive repairs are likely to be operationalised on priority. The action in this regard has been already initiated.

6. Vehicles Inspection Unit Burari generated revenue too by performing the statutory responsibility of inspection and certification of commercial/transport vehicle. Year wise review is indicated in the following table:

Financial Year	No. of transport vehicles granted fitness	Estimated Revenue/fees <u>Collection (excluding late fee)</u>
1997-98	19404	Rs.20.00 lacs
1998-99	46,163	Rs.50.00 lacs
1999-00	55,219	Rs.60 .00 lacs
2000-01	95,786	Rs.1.00 crore
2001-02		

7. In order to expand the existing inspection and maintenance facility in respect of commercial/transport vehicles at vehicles inspection unit.Burari, payment of Rs.55.00 lakhs has been made to Delhi Jal Board for a plot of land of 2.5 acres and its possession has also been taken. An IOM unit on this plot of land will be set up which is opposite to existing I & M unit at Burari across the road. The impounding pit may be shifted there and construction already available at the existing impounding pit may be utilised for A/R, Taxi etc.

8. Three more Inspection and Maintenance Units for light, passenger, commercial/transport vehicles at three Zonal Offices viz. Sarai Kale Khan, Anand Vihar and Loni will be set up during 10th plan. In all five new Inspection and Maintenance Units are planned to be set up during 10th Five Year Plan involving Private Sector by calling “expression of interest”.

9. There is a proposal to set up a new inspection and maintenance unit in South West adjoining Inter-state Bus Terminal at Dwarka. The Department has already got possession of land for ISBT in Dwarka from Delhi Development Authority at a cost of Rs.8.16 crores. A plot of land for Inspection and Maintenance Unit at Dwarka would be earmarked for the Inspection and Maintenance Unit for commercial/transport vehicles.

10. With the setting up of five new Inspection & Maintenance Units in different Zones, the private non-commercial vehicles (cars and scooters) of 15 year old and above, which require re-registration after 15 years from the date of first registration, will also be

subjected to inspection and certification before allowing their re-registration for five years in accordance with Law. At present these private non-commercial vehicles of 15 year old are not subject to any inspection and certification because facilities for the same do not exist. It is an axiomatic fact that by and large the old vehicles manufactured in the country when we did not have any Emission Standards/Norms. Further, with the setting up of new I/M Units, considering the higher level of vehicular population in NCT , Delhi vis-à-vis the rest of the country, private non-commercial vehicles of five year and above could also be subjected to inspection and certification by bringing in an amendment in Rule 5 of the Central Motor Vehicles Rules, 1989 and urging Central Govt. in this regard.

11. An outlay of Rs.2594.00 lakhs has been approved for Tenth Five Year Plan (2002-07). Rs.764.00 lakh approved in the Annual Plan 2002-03, may not be utilised . Therefore only Rs. 160.00 lacs are provided in RE 2002-03. An outlay of Rs. 250.00 lakhs is approved in the annual Plan 2003-04 including Rs.150.00 lakhs under capital head.

(8). DECONGESTION AND RATIONALISATION OF INTERSTATE BUS TERMINALS Rs. 675.00 lacs.

Inter State Bus Terminals play a very important role in tackling inter state bus traffic. Keeping that in view and ever increasing interstate passenger/ commercial traffic movement, Master Plan Delhi-2001 recommended for having five ISBTs in Delhi. Accordingly, Govt. of Delhi has prepared the Tenth Plan proposals. The ISBT/Kashmere Gate was constructed by DDA and on 5.5.93, it was transferred to Transport Department. Subsequently to minimise the pressure from ISBT/Kashmere Gate, two more ISBTs Viz, Anand Vihar and Sarai Kale Khan were made functional. The trips transferred to Anand Vihar were mainly of destinations in U.P. and the trips transferred to Sarai Kale Khan some were of the destinations in U.P., beside Rajasthan and Haryana. Though many trips were transferred from ISBT Kashmer Gate to ISBT Anand Vihar & ISBT Sarai Kale Khan long back but over the years ISBT-Kashmere Gate has again become congested and to reduce this congestion it is proposed to transfer some more trips to ISBT-Anand Vihar and Sarai Kale Khan.

For the Tenth Five Year Plan following objectives have been fixed under this scheme :

- i) To reduce the pollution level of the city.
- ii) To reduce the traffic circulation from Delhi's roads.
- iii) To ensure that the citizens residing in the outskirts of Delhi have not to do much travelling for getting the buses of required destinations.
- iv) To reduce the extra load from the ISBT- Kashmere Gate.
- v) To arrange the trips of various ISBTs in the most suitable way for the commuters.
- vi) To provide satisfactory services to commuters at all the ISBTs without any compromise on any account.
- vii) To outsource the construction of new ISBTs.

For the betterment of passengers, commuters and citizens of Delhi and keeping in mind the various pronouncements of the Hon'ble judiciary, two more modern ISBTs are proposed to be constructed in South West and North Delhi.

(a). **ISBT in South West:-**

In South West to ISBT will be constructed at Dwarka for which possession of the land has already been taken. The ISBT is to be constructed on BOT basis.

(b). **ISBT in North:-**

In North, the ISBT is to be constructed at Narela. The land for this ISBT has been identified by DDA near village Holambi Kalan and its possession may be taken in 2003-04.

(c) The work for construction of model ISBT Sarai Kale Khan has also started and the selection of the consultant has already been finalized. The architect, selected by the Board of Assessors of PWD and approved by Govt. of Delhi. The construction work is expected to commence as soon as the drawings are approved by the local bodies and Delhi Urban Arts Commission.

(1) **ISBT-KASHMERE GATE**

In 1993 approx. 3700 trips were operating from ISBT, Kashmre Gate. This figure of trips reached at approx. 5007 trips per day in 1998. In 1998, from here, approx. 758 trips were transferred to Anand Vihar and approx. 397 trips were transferred to Sarai Kale Khan, leaving approx. 3852 trips per day for this ISBT. Above figures clearly show that despite transferring the trips to Anand Vihar-ISBT and Sarai Kale Khan-ISBT, the number of trips left at ISBT- Kashmere Gate were almost the same as were in the year 1993. It will not be out of place to mention here that planned capacity of this ISBT was 600 trips per day. Over the years trips from all the three ISBTs have increased/decreased because of the public requirements and because of transfers from one ISBT to another. As on 31-3-2001, approx. 2961, 2219 and 928 trips per day were operating from ISBTs at Kashmere Gate, Anand Vihar and Sara Kale Khan respectively. It is proposed to take up the following works during the 10th five year plan with the approval of Finance Department as revenue collection from ISBT is not going to consolidated fund of Government of Delhi.

Electrical works (Kashmere Gate)

- i) The working of ISBT, Kashmere Gate is also proposed to be computerized to keep pace with modern development and better public facilities and quick handling of passenger/traffic and for making their working transparent. The computerization process shall take care of inquiry , revenue collection, gate passes etc. which is likely to involve an amount of Rs. 25.00 lakhs.

- ii) Security system
ISBT is a public place which is heavily visited by the public and therefore, security considerations are of vital importance and consequently it is necessary to modernize and upgrade the existing security by providing close circuit TV and security cameras etc. to help monitor the entire ISBT and shall involve an amount of Rs. 20.00 lakhs.

iii) Fire fighting arrangements

For such a heavily visited public place, fire fighting arrangements are essential for the safety of public. As such a provision of Rs. 60.00 lakh has been proposed for providing fire detection system, fire alarm system and sprinkle system etc. as per fire safety norms.

2. ISBT- ANAND VIHAR

Because of the increase in trips at ISBT Anand Vihar, further expected transfers from Kashmere Gate as mentioned at para-1 and keeping in mind the expected increase in the trips from this ISBT in the 10th five year plan, following works are proposed to be taken up with the approval of Finance Department as revenue collected by the ISBT is not going to consolidated fund of Govt of Delhi.

A. CIVIL WORKS

i) Infrastructural improvement

Following infrastructural improvement over the period of five years (2002-2007) shall be necessitated on account of increase in traffic passenger load. In all, a provision of Rs. 140 lakhs will be spent in improving the infrastructure at this ISBT. The works proposed to be taken up shall cope up with the facilities required for additional buses and public entering ISBT :

	(Rs. in lakhs)
a) Construction of Idle Parking Ph. II	Rs. 10.00
b) Construction of RCC Box S.W. Drain & Nallah	Rs. 10.00
c) Raising of Boundary wall for safety purpose Ph.II	Rs. 15.00
d) P/L Water Supply Lines Ph.II	Rs. 10.00
e) Improvement of Roads & Paths with dense carpeting bitumen mastic Ph.II	Rs. 20.00
	<hr/>
	<u>Rs. 65.00</u>

(ii). Horticultural improvement

It shall be taken up to improve the greening of the ISBT so that the atmosphere becomes environment friendly. An estimated expenditure of approx. Rs. 10.00 lakhs shall be required to be incurred for making the area green.

B. ELECTRICAL WORKS

(i)Infstructural improvement

The additional traffic and passenger load at ISBT Anand Vihar shall require provision of additional electrical requirement and upgradation of existing electrical system such as 11 KVA Electric Slub-Station, additional boosting arrangements for water supply, providing additional coolers, providing high mast lighting, Neon/glow sign boards, additional illumination, providing additional D.G. set for alternate source of electricity etc. for a total cost of Rs.76.00 lakhs.

(ii). Computerisation of ISBT/Anand Vihar

The working of ISBT Anand Vihar shall be computerized to keep pace with the modern development for better public facility and quick handling of passengers and traffic and for making the ISBTs working transparent. The computerization process shall take care of inquiry, revenue collection, gate passes etc. which is likely to involve an amount of Rs. 15.00 lakh.

(iii). Security system

ISBT is a public place which is heavily visited by a large number of people and therefore, security considerations are of vital importance and consequently it is necessary to modernize and upgrade the existing security system by providing close circuit TV (CCTV)and security cameras etc. to monitor the entire ISBT.

(iv). Fire fighting arrangement

For such a heavily visited public place, fire fighting arrangements are essential for the safety of public. As such a provision of Rs. 5.00 lakh has been proposed for providing fire detection system, fire alarm system and sprinkle system etc. as per fire safety norms.

(v). Environmental improvement

A provision of Rs.4.00 lakh has been made to take care of environmental improvements including providing of adequate lighting for parks, water falls and fountains etc.

3. ISBT / SARAI KALE KHAN

A new model ISBT is to be constructed at Sara Kale Khan, replacing the present ISBT. This ISBT will be a modern one and will be having all modern facilities. The construction work is likely to commence in 2003-04 as its drawing are to be approved by local bodies/DUAC.

1. Reorganising the management system for ISBTs

The ISBT at Kashmere Gate was transferred from DDA along with relevant staff with relevant clarifications and no further staff has been provided despite the fact that two more ISBTs at Anand Vihar and Sarai Kale Khan have started functioning. The functioning of these two ISBTs is being done by the staff, who has been transferred from DDA to the Transport Department as per MOU. With the passage of time, two more ISBTs namely ISBT/Anand Vihar and Sarai Kale Khan have also started functioning for which additional staff is required. The matter is still under consideration and a proposal for creation of posts, if required, will be moved separately.

Beside, the expenditure involved in providing security, sanitation and scavenging operations, running and operation of D.G. sets has to be met through outsourcing.

1. For the 10th five year plan an outlay of Rs. 6000.00 lakhs has been approved. The approved outlay of Rs. 800 lacs in the Annual Plan 2002-03 is anticipated to be utilised.

2. In the annual plan, 2003-2004 an outlay of Rs. 675.00 lakhs has been proposed for works in four ISBTs which are as follows :

ISBT at Anand Vihar	Rs. 140.00 lakhs
ISBT at Sarai kale Khan	Rs. 125.00 lakhs
Other ISBTs at North and South West Delhi	Rs. 410.00 lakhs

Rs. 675.00 lakhs

(9). CONTROL OF VEHICULAR POLLUTION FROM THE EXHAUST OF MOTOR VEHICLES (Rs. 250.00 Las).

Objectives

- The Scheme is being implemented to achieve the following objectives: -
- (i) To control pollution caused by motorised vehicles plying in Delhi.
 - (ii) To create awareness amongst the motoring public in particular and public at large about the effects of various vehicular pollutants.
 - (iii) To provide adequate pollution checking and certification facilities in Petrol Pumps and Workshops.
 - (iv) To enforce standards of various pollutants emitted by the vehicles prescribed in the Central Motor Vehicles Rules, 1989.
 - (v) To enforce pollution control related orders of Supreme Court and Environment Pollution (Prevention & Control) Authority for the NCR Region.

The scheme was introduced in the latter part of Sixth Five-Year Plan and thereafter continued as a plan scheme during 7th, 8th, 9th and 10th plan period.

Magnitude of the Problem

1. The vehicular population in Delhi has been growing at a much faster rate than that in other parts of the country. From 2 lakh vehicles registered in 1970, the vehicular population in Delhi has gone beyond 35 lakhs by march 2002.
2. Vehicular pollution in Delhi has also increased rapidly as a result of rapid growth in vehicular population. It is estimated that about 3000 M.T. of air pollutants are emitted every day in Delhi of which 67% is due to vehicular emissions making Delhi one of the highest polluted cities of World. Vehicular emissions, inter-alia, include Carbon monoxide, Hydrocarbons, Oxides of Nitrogen, Particulate matter and Lead. Petrol driven vehicles are mainly responsible for the high levels of particulate matter of Oxides of Nitrogen.

3. Vehicular emissions constitute a very important component of any strategy to control air pollution in Delhi not only because it is the largest source of air pollution, its share is likely to increase in the near future because of projected increase in vehicular population.

Legal Provisions

4. Govt. of India have laid down specific standards under Rule 115(2) of CMV Rules, 1989 in respect of Carbon monoxide levels for petrol / CNG driven vehicles and smoke emission levels in respect of diesel driven vehicles. As per these standards, idling CO (Carbon monoxide) emission limits for all four-wheeled petrol / CNG driven vehicles should not exceed 3%. Similarly, idling CO emission levels of all 2 and 3 wheeled petrol / CNG driven vehicles should not exceed 4.5%. Smoke density limits of 65 HSU by Free Acceleration method of Test has been prescribed in respect of diesel vehicles.

5. 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 which 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. The certificate shall always be carried in the vehicle and produced on demand by the officers authorised in this regard. In Delhi, validity of PUC Certificate has been fixed as 3 months.

6. Section 190(2) of Motor Vehicles Act, 1988 lays down the penalty for violation of prescribed emission standards. The amount of fine has been kept as Rs.1000/- for the first offence and Rs.2000/- for every subsequent offence.

Directions of the Supreme Court

7. Hon'ble Supreme Court has been seized of a Public Interest Litigation regarding vehicular pollution in Delhi. (CWP No.13029 of 1985 in the matter of M.C. Mehta Vs. Union of India and Others). The Hon'ble Court has issued number of directions from time to time for the control of vehicular pollution, which are produced below:

- Phasing out/ban on plying of old commercial / transport vehicles more than 15 year old by 31.12.1998.
- Establishment of two Independent Fuel Testing Labs by 01.06.1999.
- Only non-commercial vehicles complying with EURO-I norms to be registered in NCR by 01.06.1999.
- Only non-commercial vehicles complying with EURO-II norms to be registered in NCR by 01.04.2000.
- Comprehensive Inspection & Maintenance facilities to be started by Transport Department and Private Sector.
- Replacement of all pre-1990 autos and taxis with new vehicles using clean fuel by 31.03.2000.
- Replacement, with financial incentives, of post-1990 autos and taxis with new vehicles on clean fuel by 31.03.2001.
- Expansion of Compressed Natural Gas (CNG) supply outlets from 9 to 80 by 31.03.2000.
- Ban on plying of buses more than 8 years old except on clean fuels 01.04.2000.
- Entire city bus fleet to be converted on single fuel mode on CNG by 31.03.2001.
- Augmentation of public transport to 10,000 buses (from existing 6,600 buses) by 01.04.2001.
- Automated inspection and maintenance facilities to be set-up for commercial vehicles.
- Permission to ply less than 8 years old autos & taxis and buses on conventional fuels till 30.9.2001 on special permits provided they have placed firm orders for new CNG vehicles or conversion of existing vehicle to CNG mode by 31.3.2001 (*Order dated 26.3.2001*).
- Further extension granted to diesel buses to ply till 31.1.2002.
- Diesel buses to ply only after payment of fine. 800 Diesel buses to be phased out per month starting from 1st May, 2002 (*Order dated 05.4.2002*).

Directions of the Environment Pollution (Prevention & Control) Authority

9. Ministry of Environment & Forests, Govt. of India had constituted an Environment Pollution (Prevention & Control) Authority (EPCA) under the directions of the Supreme Court. The authority is empowered under the Environment (Protection) Act of 1986 to take all necessary measures for protecting and improving quality of environment and preventing, controlling and abating environment pollution in the NCR Region.

10. EPCA has directed Transport Department, Govt. of Delhi to chalk out a time bound plan for completely eliminating the plying of overloaded vehicles within the NCT of Delhi since it has been felt that overloading of vehicles is one of the major cause of pollution. It has further directed that special check posts at all points of access in Delhi should be established to stop the entry of overloaded vehicles. The department had been asked to implement the action plan and start intensive drive for complete ban on entry/plying of over loaded vehicles in Delhi w.e.f. 15.10.1998.

Stage of Implementation of scheme up to end of Financial Year 2001-02

11. To control the vehicular pollution, the following infrastructure has already been created in the Transport Department during the period 1987-2002 under this scheme:

Sl. No.	Name of Post	No. of Posts	Revised Pay Scale (Rs.)
1.	Pollution Control Officer	10	6500 - 10500
2.	Pollution Level Test Inspector	56	5500 - 9000
3.	Instrument Mechanic	02	4500 - 7000
1.	Statistical Assistant	01	4500 - 7000
2.	Driver	02	3050 - 4590
3.	Constable*	18	2550 - 3200

* There is functional integration of the pollution control and enforcement branches in the department. Therefore, these 18 nos. of Constables recruited under the Pollution Control

Division were subsequently promoted as Head Constables, against the posts available in the Enforcement Branch. Since then, 18 Constables of the Enforcement Branch are being given salaries on the strength of posts of Constables created under this scheme.

Work Done

12. The following work is being done under the Scheme: -
- (i) There is statutory requirement of carrying roadworthiness inspection of Transport vehicles numbering approx. 3 lakhs. These vehicles are checked for pollution levels at the time of such inspection.
 - (ii) It has been made mandatory for every motor vehicle registered in Delhi to obtain Pollution Under Control Certificate after every 3 months.
 - (iii) Petrol pumps and Workshops numbering 415 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.
 - (iv) Through mobile enforcement teams, regular checking against polluting vehicles is being carried out and punitive action under provisions of M.V. Act is taken.
 - (v) Pollution Control related directions of the Supreme Court including the phasing out of old commercial vehicles and ban on plying of commercial passenger vehicles, which are not on CNG mode are being enforced through mobile enforcement teams.
 - (vi) The directions of the Environment Pollution (Prevention & Control) Authority for curbing the incidence of overloading in goods vehicles are being enforced through Mobile Enforcement Teams.
 - (vii) Provisions of the Motor Vehicles Act relating to “Construction and Maintenance” of Transport vehicles are being enforced through mobile enforcement teams.
 - (viii) Public awareness campaigns are carried out to educate the people, especially motorists about hazards and need for vehicular pollution control.

The nature of work profile under the plan scheme has undergone significant changes during the last 6 years. Earlier, the emphasis was to provide adequate pollution checking facilities to the vehicle owners through departmental pollution checking centres and also challan the vehicles after carrying the pollution level measurements. However,

with the massive expansion of pollution checking facilities through authorised centres and amendment of Rule 116 of CMV Rules and its interpretation by High Court of Delhi (providing that a vehicle not carrying a 'PUC' Certificate shall be deemed to be polluting) has resulted in removal of emphasis from providing pollution-checking facilities. Instead, emphasis has shifted on the enforcement of the pollution control related orders of the Supreme Court, Environment Pollution (Prevention & Control) Authority and possession of valid PUC Certificate.

13. Details of Vehicles Checked (April 1990 and August, 2002): -

About 198 lakh vehicles (both petrol & diesel driven vehicles) have been checked for pollution levels including 167 lakh vehicles checked by Authorised Pollution Checking Centres. Of these 32 lakh polluting vehicles have been tuned / repaired by these Centres to bring them within the prescribed pollution levels.

Regular checking against the polluting vehicles is being carried out through mobile enforcement squads. 2,15,624 vehicles have been challaned and Certificates of Fitness/PUC Certificates of 1.76 lakh vehicles have been cancelled till August, 2002 for not meeting the prescribed pollution standards. Further 11,440 no. of vehicles have been prosecuted for the offence of Overloading (contributing to vehicular pollution) during the year 2001-02.

Proposed Activities During the year 2003-2004

14. Creation of public awareness: - Creation of public awareness for control of vehicular pollution is to be continued during the year 2003-2004. It is proposed to emphasize public awareness on matters such as emission standards laid down for different vehicles; the locations of centres authorised for pollution checks in the city; the ill effects of vehicular exhaust etc., benefits of clean fuels/alternate source of energy i.e. CNG, Propane, Electricity, LPG, Solar Power. Following mass awareness activities are proposed: -

- (i) Advertisement in newspapers.

- (ii) Distribution of handbills and other educational materials.
- (iii) Deployment of volunteers and Home Guards.
- (iv) Any other activity connected with creation of mass awareness.

15. **Strengthening of Enforcement Infrastructure:** - Regular enforcement drive against polluting vehicles and also technical provisions of the Motor Vehicles Act is proposed to be strengthened further. It is also proposed to carry a pilot study for assessing the usefulness of 'Remote Sensing Equipment' in Indian conditions. The equipment is, reportedly, being used in Western and American cities and is capable of measuring emissions of several thousand of vehicles per day and can be effectively used to catch the polluting vehicles. It is felt that the equipment can help in development of vehicular emission inventories, identification of most significant vehicle types in relation to high emissions and also of individual high emitting vehicles. It is proposed to assess the effectiveness of this equipment.

The enforcement activity would be strengthened with continued deployment of about 90 Home Guards. It is estimated that 20 teams would be required for intensive enforcement of provisions of Motor Vehicle Act and rules framed there under pertaining to vehicular pollution control and also directions of Supreme Court and Environment Protection Authority. These teams would enforce the provisions of Motor Vehicles Act with special emphasis on following violations by vehicles: -

- Which are polluting beyond prescribed standards and which are not carrying PUC Certificate.
- Which are overloaded.
- Which are of age beyond the limitations imposed in the orders of the Supreme Court and Delhi Govt.
- Which do not comply with other directions of the Supreme Court in CWP No. 13029/1985 viz. plying of auto rickshaws, taxis and buses on CNG and other clean fuels.

16. **Curbing of Fuel Adulteration:** - An independent Fuel Testing Laboratory has been established at Noida by Petroleum Industry for curbing fuel adulteration in the NCT of

Delhi and surrounding areas in pursuance of the directions of the Hon'ble Supreme Court. Fuel adulteration has been cited as one of major causes of vehicular pollution. Regular checking of fuel samples from petrol pumps in NCT of Delhi through the Food and Civil Supplies Department and their free testing at this laboratory will be a strong deterrent and will help in reducing fuel adulteration and consequently, vehicular pollution. Keeping the above in view, Govt. of Delhi has agreed to provide Rs.50 Lakhs per annum as part of the annual running cost of this laboratory.

17. Training: - It is envisaged to conduct training / refresher courses for the officials of the Pollution Control Division on the matters viz. latest developments and strategies being adopted elsewhere in the world for integrated approaches / programmes for vehicular pollution control including aspects relating to traffic management, fuel and engine technologies, measurement techniques including remote sensing, inspection of CNG / LPG vehicles and retrofitment kits, regulation aspects, transportation systems etc. The proposed training programmes are likely to cost Rs.10 Lakhs.

18. Vans equipped with computerized pollution checking equipments: - It is envisaged to procure 5 vans which would be equipped with the computers and pollution checking equipments i.e. four – gas analyzers and smoke meters. Such vans are being used in other metros viz. Bangalore also. The proposal involves an expenditure of Rs.45 Lakhs in procurement of 5 such vans.

Additional Infrastructure Required for above mentioned Activities

19. As the department is enforcing the standards prescribed in the Central Motor Vehicles Rules, 1989 and various directions of the Hon'ble Supreme Court and Environment Pollution (Control and Prevention) Authority, it would be necessary to have following additional infrastructure so as to effectively implement the scheme. The activity being a continuous one, the infrastructure proposed is fully justified.

Additional Staff

S.No.	Name of Post	No. of Posts	Revised Pay Scale
	<i>Technical Staff</i>		
1.	Dy. Director (Anti-Pollution)	01	10,000 - 15,200
2.	Pollution Control Officer	10	6,500 - 10,500
3.	Pollution Level Test Inspector	15	5,500 - 9,000
	<i>Enforcement Staff</i>		
4.	Head Constable	15	3,050 - 4,500
5.	Constable	30	2,550 - 3,200
	<i>Establishment Staff</i>		
6.	Instrument Mechanic	01	4,500 - 7,000
7.	Driver (for buses/Jeeps)	08	4,000 - 6,000
8.	Store Keeper	01	4,500 - 7,000
9.	U.D.C.	01	4,000 - 6,000
10.	L.D.C.	01	3,050 - 4,590

Provision has also been kept for office equipments – Furniture, Wireless/Mobile Phone Network, Telephones, Stationery Items, Fitment/alternation in the mobile squad vehicles, hazardous duty allowances to field staff, uniforms to staff. An outlay of Rs. 1700.00 lacs is approved in the 10th five Year Plan. Approved outlay of Rs. 240.00 lacs in the Annual Plan 2002-03 has been reduced to Rs. 200 lacs in the R.E. An outlay of Rs. 250.00 lac is approved in the Annual Plan 2003-04 including Rs. 230 lac under revenue.

10. PROVIDING OF PARKING FACILITIES (RS. 10.00 LACS)

Increasing parking demand together with limited parking supply and absence of a parking policy is an impediment to the smooth flow of traffic, especially in and around major commercial areas/activity centres. With the basic objectives of reducing the parking demand (especially for personalised vehicles), parking pricing is a major tool for environmental improvement. Moreover, provision of ‘Park and Ride’ facilities, additional parking supply in critical areas with optimal private sector participation, employers participation in transport demand management and stringent controls in zoned areas are key policy issues.

There is a need to have a parking policy. Efforts are afoot to prepare "Parking Policy" and the same will be submitted to Chief Secretary/MOT/CM for approval very soon. Formulation of policy may need studies also.

A token provision of Rs. 100.00 lakhs has been made in Tenth Five Year Plan (2002-07) and Rs. 10.00 lakhs in the Annual Plan 2002-03 which may not be utilised. It is hoped that the "Parking" policy may be ready by the beginning of next financial year. A token provision of Rs. 10.00 lakh is approved in the Annual Plan 2003-04.

(11). RE-STRUCTURING AND REVIVAL OF DELHI TRANSPORT CORPORATION (Rs. 10,000 lacs.)

As a state transport undertaking of Govt. of Delhi, Delhi Transport Corporation (DTC) has the major responsibility of providing an effective and rapid public transport system in the city at a reasonable price. In the 9th Five-Year Plan, it was envisaged that out of a total requirement of 10000 state carriage buses in Delhi by 2001, DTC will have to provide a fleet of 50 % ie., 5000 buses for city operation. Despite that, DTC has reduced its net loss to Rs. 174.87 crores during the year 2000-01 which is less than the targeted loss of Rs. 187.43 crores.

During the 10th Five-Year Plan, a number of prestigious projects are in hand with the DTC like Global Positioning System, ergonomic norms for body building designs, automatic ticketing machines, installation of Electronic Speed Governors, introduction of smart cards, bus Q Shelters, commercial use of its assets, computerization of its records and inventories etc. These projects may be taken after finalisation of restructuring plan and approval of Govt. of Delhi.

An outlay of Rs. 61800.00 lakhs has been approved for Tenth Five Year Plan (2002-07).

An outlay of Rs. 61800.00 lacs is approved in the 10th Five Year Plan (2002-07). An amount of Rs. 17462.00 lac is anticipated to be utilised during 2002-03. An outlay of Rs. 10,000.00 lakhs is approved in the Annual Plan 2003-04 for procurement of new

buses and activities approved by Govt. of Delhi after finalization of restructuring plan.

Break-up of approved outlay is given below.

S. No.	Particulars	Amount (in Crores)
A.	Buses	
a)	The proposal for purchase of 100 Urban Buses is under consideration. The Corporation has constituted an Expert Committee on Urban buses. During the meeting convened by the CMD, DTC with the Chairman of the Committee Prof. Dinesh Mohan of IIT, Delhi recently, it was decided that the Member Secretary of the Committee Shri Ram Mohan may be requested to submit a copy of the draft report to the CMD& to the Chairman of the Committee so that the report of the Committee can be finalized for favour of further necessary of the Corporation.	57.50
b)	Other activity will be approved after finalization of restructuring plan of DTC.	42.50
	Total	100.00

(12). MODERNISATION OF STATE TRANSPORT AUTHORITY (Rs. 5.00 lacs)

RENOVATION AND REFURBISHING THE STA BRANCH

It is proposed to give a complete facelift to the existing STA Branch at the Headquarter of the Transport Department and to make it a public dealing branch on the lines of Corporate Sector/Banks. For this purpose, funds will be spent on the engagement of a designer/interior, decorator, air-conditioning, furnitures and fixtures, other office equipments.

An outlay of Rs.25.00 lakhs has been approved for 10th Five Year Plan. The approved outlay of Rs. 5.00 lakhs for annual plan 2002-2003 is anticipated to be utilised. An outlay of Rs.5.00 lakhs is Approved in the Annual Plan 2003-04.

13. DEVELOPMENT OF ALTERNATIVE MODES OF TRANSPORT
(Rs.5000.00 lac)

On 22-10-2002 Hon'ble Chief Minister has released a report of the Committee on Sustainable Transport for Public 'Transport Policy of Govt. of NCT of Delhi'. Thereafter Transport Department has come out with an operating plan for Delhi on tackling Urban Transport. Following two schemes have been given top priority.

(i) **BUS PRIORITY LANES (HIGH CAPACITY BUS SYSTEM (HCBS)**

Delhi needs to augment mass transport in the least time and at minimum cost. Therefore, the first step should be to improve the performance of the existing bus service. Road stretches that are presently bottlenecks to the running of buses should be systematically improved, route by route, for better bus turn-around time and hence improvement in the quality of service. Such road stretches should be reorganized to carve out bus priority lanes. At the same time separate cycle lanes should be set up wherever feasible, for segregation of slow moving vehicles. This will provide quick and immediate relief at least cost. Preferential signaling for buses at intersections is an essential requirement because maximum delay occurs at crossings.

Following bus lanes needs to be implemented on the identified corridors :-

High Priority Corridors for Bus Priority Schemes

<u>S.No.</u>	<u>Corridor</u>	<u>Length</u> <u>(Kms.)</u>
1.	Nangloi – Peeragarhi - Punjabi Bagh - Anand Parbhat - Rani Jhansi Road - Link Road - Gole Market - Shivaji Terminal	20
2.	Azadpur - Wazirpur Industrial Area - Punjabi Bagh - Raja Garden - Naraina Vihar - Dhoola Kuan - Moti Bagh - South Extn. - Mool Chand – LSR - Nehru Place	32
3.	Jahangirpuri – Azadpur - Rana Pratap Bagh - Malka Ganj - St.Stephen's Hospital - Mori Gate - Old Delhi Rly. Stn.	12
4.	Dr. Ambedkar Nagar - Masjid Moth - Mool Chand - Sunder Nagar - Appu Ghar - Delhi Gate - Lal Qilla - ISBT	19

5.	Anand Vihar - Karkarduma Chowk - Swasthya Vihar - Lakshmi Nagar – ITO - Bara Khamba Road - Shivaji Terminal.	15
		98=100 km.

These five priority corridors have been selected out of fourteen identified corridors where such schemes could be introduced in a phased manner :

- Financial implications : Rs.250 Crores
- Planning period : 6 to 9 months
- Final Implementation period : Within One year

Simultaneously, the corridors, that need capacity of about 20000 phpd, should be identified and High Capacity Bus System (HCBS) planned initially dedicated bus-ways should be implemented. The provision of cycle tracks for segregation of slow moving vehicles along-with the bus-way is essential. This would require a Right of Way (ROW) of 45 m (preferably). To begin with, bus-ways should be planned in the high traffic density areas in the city using existing buses that may operate a part of the way on the bus-way and a part of the way mixed with other traffic such as at the outskirts of the city.

The buses can be gradually upgraded to Urban Buses and in due course electronic traffic controls, vehicle tracking systems, advanced passenger information system and the bus stops/shelters with paid/unpaid areas introduced so as to set up an HCBS with a view to improving efficiency, throughout and quality of service.

As per International experience implementation of bus-ways will require about one year for implementation after preparatory works have been completed. Bus-ways are a least initial cost mass transport option. The capital cost of providing bus-ways with separate signal phase at Intersections works out to approximately Rs.2.5 crores per route km FOR FIVE ROUTES (Rs.250 Crores).

(2) ELECTRIC TROLLEY BUS (ETB) should be implemented on following corridors:

S.No.	Corridor	Length (Km.)
1.	Hari Nagar Clock Tower, Lajwanti Garden - Kirby Place, Dhaula Kuan - SP Marg - Wilingdon Crescent - Talkatora Stadium - Central Sectt.	16
2.	Badarpur - Sarita Vihar - Ashram Chowk - Humayun's Tomb - Sunder Nagar – Pragati Maidan	16

- Financial Implications : Rs.160 Crores
- Planning Period : 1 year
- Final Implementation period : Within 2 years

* An ETB has a carrying capacity of about hundred passengers and an average load factor of about 55%.

** The total cost of the project will include electrical power supply, a collection system and maintenance depot, modification to road surface, existing electricity poles and other utility services and signals at intersections. The Trolley Bus itself costs approximately Rs.60-70 lakhs at April 2002 prices.

*** The total capital cost of a modern ETB including modifications to fixed infrastructure for dedicated bus ways, has been tentatively estimated at Rs. 5 Crores per route/km. O&M cost per passenger, however, is much lower than metro (and even a regular bus) and works out to 69 paise per passenger/km.

An outlay of Rs. 28200.00 lacs is approved in the 10th five Year Plan (2002-07). An approved outlay of Rs. 1100.00 lacs for in the annual Plan 2002-03 has been reduced to Rs. 130.00 lacs in RE. An outlay of Rs. 5000.00 lacs in approved in the annual Plan 2003-04

14. METROPOLITAN TRANSPORT AUTHORITY (Rs. 5.00 Lakhs)

In Delhi, many authorities are providing/helping in providing transport facilities to the people, like Transport Department , PWD, MCD, NDMC, DDA, DTC Traffic Police etc. who are engaged in construction and maintenance of roads, subways, over bridges, enforcement of central and DMV Act and Rules framed there under etc. At times it has been noticed that there is lack of coordination amongst them and overlapping in their functions.

The Delhi Urban Environment & Infrastructure Improvement Project - Delhi 2021 report, has recommended for an early setting up of a Unified Metropolitan Transport Authority (UMTA) to remedy the situation. It has, therefore, been felt that Delhi should have such an authority, who will act as a link between the public, transporters and the Govt. The proposed authority was expected to perform several functions and some of them are enumerated hereunder:-

- i) To prepare long term and short term transport system plan of NCT of Delhi.
- ii) To mobilise resources for development of transport facilities.
- iii) To ensure integrated planning, development and operations of transport system, facilities and services.
- iv) To decide the need for and bring new transport facilities.
- v) To prescribe terms and conditions of a license to a transport facility.
- vi) To provide finance, land and other resources as loan or grant or equity on prescribed terms and conditions etc.
- vii) To facilitate preparation of private enterprise and private resources for transport services.
- viii) To formulate/integrate fare policy for transport sector.
- ix) To advise GNCT of Delhi in the matters relating to the development of urban transport technology and other related matters.
- x) Design and maintain Delhi Transport Information System and to publish its salient features on a regular basis.
- xi) Prescribe safety standards.

In Sept-Oct. 2002, the Transport Department organised three one day workshops of all the stake holders of transport sector and on the basis of discussions and recommendations made therein, it has been decided to set up “Integrated Metropolitan Transport Authority (IMTA), who will function directly under the Chief Minister, Delhi, instead of going for DUMTA as it was felt that DUMTA may not work in Delhi.

For the Tenth Five Year Plan (2002-07), an outlay of Rs. 250.00 lakh has been approved. The approved outlay of Rs. 50.00 lakhs for the Annual Plan 2002-03 may not be utilised. Therefore a token provision of Rs. 5.00 lakhs approved in the Annual Plan 2003-04.

[15.] INCENTIVE FOR LIGHT PUBLIC TRANSPORT PASSENGER VEHICLES (Rs. 160.00 Las)

This is an ongoing scheme wherein subsidy is being given to those autorickshaw owners, who have replaced their 15 years old vehicles with a new CNG operated auto rickshaw @ 6% per annum and 4% in other cases. As per direction of Hon'ble Supreme Court all the autorickshaws plying on petrol, were banned and owners of these autorickshaw were provided financial assistance through D.F.C. for purchase of new CNG operated vehicle. As an incentive to them, interest subsidy is being provided by Transport Department. At present new CNG operated vehicles are being registered and DFC is not providing financial assistance for purchase of new three wheelers. However, only interest subsidy on annual basis is being released to DFC for crediting the accounts of individual beneficiaries.

During the financial year 2000-2001, an amount of Rs. 98,39,000/- was released to DFC against total claim of Rs. 1,28,31,438/- Similarly, during 2001-2002, an amount of Rs. 25.00 lakh only was released to DFC due to non availability of funds. During the financial year 2002-03, a provision of Rs. 243.00 lakhs has been kept to meet out outstanding claim of DFC for 2000-01,2001-02, and the C.F.Y. This amount is likely to be utilised in full.

An outlay of Rs. 800.00 lacs is approved in the 10th Five Year Plan. An amount of Rs. 243.00 lacs anticipated to be utilised during 2002-03. An outlay of Rs. 160.00 lakh is approved in the Annual Plan 2003-04.

(16). STUDIES AND CONSULTANCY SERVICES (Rs. 75.00 Las)

Following studies are proposed to be undertaken on priority during Tenth Five Year Plan (2002-07) :-

- i) Policy advisory for transport planning estimation of travellers, modal split, supply of services through multiple modes, fares and tariffs.
- ii) Route planning
- iii) Feeder route
- iv) Electronic Trolley Bus
- v) Sky train
- vi) Evaluation of IDTR
- vii) Study of Zonal Office- Janak Puri
- viii) LRT Study.
- ix) Technical Evaluation of RTV.

An outlay of Rs. 2000.00 lakh approved for Tenth Five Year Plan (2002-07). The approved outlay of Rs. 75.00 lakhs for the Annual Plan 2002-03 is likely to be utilised in full. An outlay of Rs. 75.00 local proposed for the Annual Plan 2003-2004.

17. DEVELOPMENT OF BUS TERMINALS AND DEPOTS (Rs. 200.00 Las)

For efficient bus transport, availability of bus terminal and bus depots in adequate quantity is absolutely essential as it is a necessary infrastructural requirement. Keeping in view the importance of bus terminal and depots, provision for the same has been made in the Master Plan of Delhi. At an appropriate stage, a scheme for setting up of a Corporation, on the lines of IAAI to manage ISBTs, terminals and depot may be taken up.

DDA has allotted land for the construction of following bus terminals and depots:-

Sl. No.	Location	Area in Hectare	Purpose	Land cost (in Rs.)
1	2	3	4.	5.
1.	Rohini	0.2	Bus Terminal	13,17,025.00
2.	Narela	0.48	-do-	31,60,860.00
3.	Mangol Puri Phase-II	0.398	-do-	34,07,144.00
4.	Shalimar Bagh (Pitampura)	4000 Sq.m	-do-	26,36,045.00
5.	Bindapur	0.357	-do-	18,08,377.00
6.	Mangol Puri Phase-I	0.7	-do-	Pending 59,92,464.00
7.	Najafgarh	7851 Sq.m	-do-	67,21,464.00

Work regarding construction of bus terminals at Najafgarh and Mangolpuri is in progress and is likely to be completed soon. Transport Department has already paid an amount of Rs.67.00 lakhs to DDA as cost of land and subsequently an expenditure of Rs.89.00 lakhs was incurred on account of construction of bus terminal at Najafgarh and it is expected that minimum facility for passenger interchange will be made available .

Similarly, an amount of Rs.1.05 crore has also been paid to DDA for acquiring land at Rohini, Narela, Mangol Puri, Shalimar Bagh, Binda Pur etc. Proposal for allotment of land for proposed bus terminal at Mangol Puri Phase-I is under progress.

All the sites earmarked for bus depots/terminals have been taken over by Transport Department and it is expected that most of the terminals/depots will be made operational in Tenth Five Year Plan.

The sites earmarked for bus terminals are under the control of PWD and proposed bus terminals will be constructed preferably on BOT basis.

It is also proposed to purchase land from concerned authority of Ghaziabad, Haryana, Greater Noida for construction of bus terminals to serve NCR region. These authorities have been requested to provide suitable land for construction of bus terminals and provision for staff quarters vide DTC's letter dt.18-05-99. Response from Greater Noida Authority has been received and they are ready to allot 4 acres of land for this purpose. The said land has been inspected by the team of officers from Transport Department and was found suitable. It is proposed to buy this land at the cost of Rs.48.00 lakhs. DTC has submitted a proposal for construction of bus depot at Ghumenhera and has requested for release of Rs. 3.00 crores in the C.F.Y. This proposal is under active consideration of the department. Response from other land owing authorities, is however, awaited.

An amount of Rs.356.61 lakhs has been spent under this scheme during 1998-99 to 2001-2002.

An outlay of Rs.2500.00 lakhs is approved, under capital head, for Tenth Five Year Plan . Approved outlay of Rs. 400.00 lacs in the Annual Plan 2002-03 has been increased to Rs. 500 lacs in the R.E.. An outlay of Rs. 200.00 lakhs is approved in the Annual Plan 2003-04..

(18). Regional Rail Network (Rs 11388.00 Lacs)

The scheme, "Development of Ring Railway in integration with MRTS" was included in the Ninth Five Year Plan (1997-2002) with an approved outlay of Rs. 200 crores. There is no scope for expansion of service on Northern side of the ring and the only scope to augment the ringrail service for intra city commuters is on the southern side of the ring. Ministry of Railway, Govt. of India commissioned M/s Rail India Economic and Technical Services(RITES) for identification of Rail projects for commuter Travel in NCR and Delhi. The RITES, in their draft report recommended 23 Urban Commuter Rail Projects. Govt. of Delhi examined this report thoroughly and out of the 23 recommended Urban Commuter Rail Projects, only 11 Rail Projects were approved for NCT Delhi and the remaining 12, in NCR.

After detailed deliberations and dispassionate consideration by the Ministry of Railways, Ministry of Urban Development and Poverty Alleviation, NCRPB, Other concerned agencies and the stake holders, the following five projects have been prioritised which would be taken up for implementation in the Tenth Five Year Plan are delineated below:-

1. Shahdara-Shahibabad
2. Shahibabad-Ghaziabad
3. Shahibabad- Shivaji Bridge
4. Trinagar-Bijwasan
5. Bijwasan-Gurgaon

Initially, it is proposed to take up the above five corridors in following three regrouped corridors involving a total length of 61.66 Km for development of commuter rail project :-

1. Shahdara-Sahibabad-Ghaziabad Rail link--14.9 Km.
2. Sahibabad –Tilak bridge-Minto Bridge rail link—17.36 Km.
3. Trinagar-Bijwasan-Gurgaon rail link—29.4 Km.

The work of DPR of above corridors has been assigned to M/s RITES. The study was to be completed by July 2002.

This Project will provide interchanges for Metro and Serve to Decongest Delhi. A memorandum of understanding has been approved by the Govt. of Delhi and dialogue with the stake holders is continuing for fabrication of an special passenger vehicle (SPV). A mechanism is to be devised so that an effective say proportionate to the financial stake of Delhi Govt. in proposed SPVs would be ensured.

It will be ensured that two ways electrified dedicated tracks created for integrated development of Rail and Bus Transport System for decongesting Delhi, shall be exclusively used for running of modernised trains for commuters of NCT and NCR. This shall not be used by the railways either for goods or passenger trains. Two SPVs will be constituted for implementation of the above projects by the stake holders. Debt

Equity ratio for implementation of project may be 1:1. The contribution will be made in the form of equity. The final Draft Project Report is likely to be received from RITES in the month of Jan 2003.

The feasibility report of taking up another project from Noida Terminal, the implementation of New Delhi-Tilak Bridge-Mayur Vihar, Mayur Vihar(Noida Terminal) and Noida Terminal - Greater Noida integrated rail-cum-bus project will also be examined and decision taken thereon.

The total cost of the implementation of the above prioritised projects has been estimated at Rs. 2352.00 crores (at April 2001 price level). These projects are likely to be completed during the Tenth Five Year Plan (2002-07). Out of total project cost of Rs. 2352.00 crores, Rs. 1176.00 crores will be contributed by raising loan for Special Purpose Vehicles and Rs. 1176.00 crores will be the contribution of equity by the stake holders as under :-

(Rs. in crores)

S.NO.	Stake Holders	Share
1.	Min. of Urban Development	392.00
2.	Min. of Railways	392.00
3.	GNCT of Delhi	293.00
4.	Govt. of Haryana	38.00
5.	Govt. of U.P.	61.00
	Total	1176.00

The share of GNCTD will be Rs. 293.00 crore as it has the highest proportion of the length of the corridor passing through Delhi which will be paid in 4 equal instalments of Rs. 75.00 crore.

An outlay of Rs. 37550.00 lac is approved for the 10th Five Year Plan. The approved outlay of Rs. 5319 lakh in the annual Plan 2002-03 has been reduced to Rs. 237.00 lakhs in RE . A provision of Rs. 11388.00 lakhs has been approved. For the Annual Plan 2003-04.