

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 river Yamuna and other drains in Delhi and constructions of subways etc. to facilitate free flow of traffic in Delhi.

Under Transport Department major schemes are Construction of ISBTs, Mass Rapid Transit System, Regional Rail Network (IRBT), 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 10th Five Year Plan; Expenditure 2002-03 to 2005-06 and Approved Outlay 2006-07 are given in the following table: -

(Rs. in Lakh)

I. PWD (Roads & Bridges)

SN	Agency	10 th FYP Approved outlay	Expenditure		Annual Plan 2004-05		Approved Outlay 2006-07
			2002-03	2003-04	2004-05	2005-06	
1	2	3	4	5	7	8	9
1.	PWD (Road & Bridge) (i) Normal Schemes (ii) CRF	187280.00	17886.31	18273.40 455.00	46874.93 1447.04	52333.47 654.06	49700.00 3500.00
2.	TYADB (PWD)	1500.00	258.22	155.84	311.60	339.36	300.00
3.	MCD (i) Normal Schemes (ii) CRF	60000.00	8240.18	8946.14	9422.10 1116.57	8571.49 635.46	12178.00 1322.00
4.	NDMC	2000.00	140.17	648.26	469.26	400.00	400.00
5.	Transport Dept.,	293891.00	39641.35	36258.23	48373.21	42519.29	72948.00
	Total	544671.00	66166.23	64736.87	108014.71	105453.13	140348.00

I. PWD (Road & Bridges)

A. ROADS

The transportation system in the national capital territory of Delhi is basically road based. The area of roads in Delhi is about 21% of the total land whereas the area of roads in Kolkatta is 6.5% and in Mumbai is 8%. Even though road area in Delhi is almost 2.5 times compared to Mumbai but the number of vehicles using the road system in Delhi is almost 48 lakhs which is more than the total number of vehicles in Kolkata, Mumbai and Chennai put together.

Of late efforts have been made by Delhi Government to provide alternate mode of transport. With this objective in view, construction of Delhi Metro has been taken up. Even with the construction of metro, the pressure on road system is not likely to decrease since the growth of vehicles is about 8.13% per year. New sub-cities i.e. Narela, Dwarka and Rohini in Delhi and satellite town of Delhi e.g. Noida, Gaziabad, Gurgaon and Faridabad are going to generate substantial vehicular traffic.

In order to improve the level of service, it is necessary that existing road system in Delhi is continuously upgraded and new roads in the sub-city like Narela, Dwarka and Rohini are constructed. Construction of expressway linking five national highways, need to be expedited so as to divert the interstate traffic from Delhi. The master plan 2001 prepared by DDA also envisages construction of freight complexes at the outskirts of Delhi. This will help in trapping the movement of heavy goods vehicles at the outskirts of Delhi.

Delhi PWD is responsible for construction and maintenance of district roads in Delhi. In order to develop roads under PWD in a systematic way keeping in view their importance and necessity, the roads have been divided under various heads.

I. Ring Road (Rs.4735.00 lakh)

This is about 44.85km long with six lane divided carriageway having 268.50 km-lane length. In addition, 45km long service road also exists along Ring Road with equivalent of 90km lane length. Thus total lane length of Ring Road inclusive of service road is 358 lane km. All the five National Highways passing through Delhi namely, NH-1, NH-2, NH-8, NH-10 & NH-24 start from this road. Works under Annual Plan 2006-07 are mainly proposed on following stretches -

Ring Road from Ashram to Andrews Ganj intersection:-

This part of Ring Road is 4.49 km. It has got 6 lanes divided carriageway, footpath and service road in parts. Provision has been made for some miscellaneous works.

Corridor Improvement of Ring Road from Safdarjung to Raja Garden :

It is proposed to take up the work of widening of Ring Road from 6 lanes to 8 lanes. The work for the stretch from Dhaula Kuan to Raja Garden has already been in progress and likely to be completed in January 2006. The work from Safdarjung to Dhaula Kuan & Raja Garden to Punjabi Bagh has also been awarded and both works are in progress and likely to be completed by Sept. 2006. The lane length 16.20 km to be widened during the financial year 2006-07.

Scheme wise details are given in statement of scheme wise approved .

Except above following main provisions has also been made for the Annual Plan 2006-07.

- i. Widening of Ring Road from Rajghat to Safdarjung.
- ii. Development of Ring Road from Rajghat to Metcalf House.
- iii. Improvement and widening of Ring Road, Ph-V from Azadpur Jn. to Britannia Chowk Flyover.
- iv. Micro surfacing from Rajghat to Metcalf House.
- v. Widening of Ring Road from Rajghat to Metcalf House.

II. Outer Ring Road (Rs.1085.00 lakh)

It takes off from NH-2 near Okhla flyover and passes through Nehru Place, Panchsheel, Park, IIT, Munirka and Vasant Vihar and ends at NH-8. From NH-8 there is missing link upto Najafgarh Road and thereafter it again takes off from Najafgarh road as Road No.26 passing through Peeragarhi, Mangolpuri, Madhuban Chowk and Prashant Vihar and thereafter ends at Mukerba Chowk (NH-I). At present the length of outer Ring Road is 27.30 Km [163.80 lane Kms main road and 63.6 lane Km service road]. The missing link between NH-8 to Najafgarh is due to non-acquisition of land which belongs to Delhi Cantonment Board. Keeping -in view of improvement of road it is necessary to complete the missing link between NH-8 to Najafgarh road. Provision for various works of varying nature eg. Improvement of intersections, footpath, railings etc. on Road No. 3,6, 7, 8, 10, & 26 have been taken.

III. Trans Yamuna Roads

1. Ring road for Trans Yamuna: -

It is envisaged that just like Ring Road in west part of Delhi there must be Ring/Peripheral Road system for Trans-Yamuna area also. This can be created by

integrating NH-24, Marginal Bund Road, Road No 59&63, Road No 70&56 road along Gazipur drain, UP Link road, which join back at NH-24 making ring complete. The roads forming part of this Tyans-Yumuna peripheral road network must be developed with adequate, Flyovers, subways. The intersections must be kept to minimum numbers to make higher speed possible on this Ring Road. The Subways proposed are given under **“Subways”**.

2. Fast and easy passage through East Delhi to the users coming from U.P.:-

There are 5 major entry Roads to Delhi from U.P. in Trans-Yamuna area. They are.

- a) Road No. 63 (with traffic using road no 59 to go to Delhi across Yamuna) (Bhopura Border).
- b) G.T. road (with traffic using G.T. road / Vikas Marg to reach center of Delhi) with MCD.
- c) Road No 56 (Maharajpur with traffic using NH-24/ Vikas Marg to reach Delhi across Yamuna)
- d) NH-24 (Using Nizamuddin Bridge).
- e) UP–Noida Link Road.(using Nizamuddin Bridge).

These 5 roads must be converted into express ways with minimum intersections. Sufficient Flyovers, sub-ways, have to be provided on these roads. Full right of way has to be cleared and developed after clearing the encroachments as soon as possible. The proposals for these Major road are incorporated in **“Trans Yamuna Roads”**,

3. **Road No. 56 & 56 A :** a. Strengthening b. Bus bays and providing and fixing crush barriers.
4. **Road No. 57 & 57-A**
 - (a) Strengthening and beautification of high embankment
 - (b) C/o S.W. Drain
5. **Road No. 58 & 58-A.**
 - (a) Strengthening
 - (b) Providing signages
6. **Madhu Vihar Road/Mother Dairy Road**
 - (a) Strengthening of Mother Dairy Road in Patparganj Area.
 - (b) Remodeling and construction of drain along links of Mother Dairy.
7. **Road No. 59:-**
 - (a) Post Strengthening at Road No.59
 - (b) Providing mastic asphalt on crossings.
 - (c) C/o bus bays.

8. **Road No. 62:-**
Work of P/F kerb stone/footpath and Hort. Work will be executed.
9. **Road No.63:-**
Beautification etc of this road.
10. **Road No.65:-**
 - (a) C/o missing links, acquisition, widening etc
 - (b) Removal and shifting of majdoor janta colony.
11. **Road No.66:-**
Strengthening works.
12. **Road No.68:-**
S.W. Drain works.
13. **Road No.69:-**
Improvement of central verge and footpath work during annual plan 2006-07.
14. **Marginal Bund Road.**
 - (a) W/o M.B. Road from Khajuri Chowk to Sabhapur Village.
 - (b) W/o M.B. Road from Khajuri Chowk to Sabhapur Village river side (RD 4120m to 7900m)
 - (c) C/o 6 lane M.B. Road from ITO Chungi to Bypass.
15. **M.P. Road No. 111, 112 & 113.**
Mastic & MS railing, widening and construction of road.

IV. Rohini Road

Originally all master plan roads of this area were constructed by DDA and some of these roads were handed over to PWD during 1993. The total length of Master Plan Roads handed over to PWD is 24.989 km (143.96 lane-km). Policy decision on development of master Plan Roads is yet to be taken by the GNCTD.

- (i) **Road No. A-4 (Sir Chhotu Ram Marg)**
Provision has been made for providing mastic asphalt at intersections.
- (ii) **Road No. 41-A (Bhagwan Mahavir Marg)**
Strengthening works.
- (iii) **Road No. 42-A (Maharaja Agrasain Marg)**
Some misc work.
- (iv) **45-m wide Road (Dr. K.N. Katju Marg)**
The work strengthening, remodeling of drain and M.S. Railing.
- (v) **Road No. B-3**
Improvement of footpath, strengthening and mastic work.

V. OTHER PWD ROADS (EXCLUDING TRANS YAMUNA & ROHINI ROADS)

New Scheme

Some minor improvement of works costing less than 50 lakh are also to be taken up for which provision under “schemes to be identified” has been taken for 494 lakh.

- 1 Road No.36**
This road is 5.05 km long, having a ROW of 30m and 4 & 6 lane divided carriageway.
The work of widening/construction of box culvert drain etc. has already been awarded and is in progress.
- 2 Road No. 16 (Aruna Asaf Ali Road)**
This road is 4.46 km long having ROW of 45m and 2 & 6 lane carriageway. It connects road No.11 and Mehrauli, Mahipalpur road.
The proposal was road widening from 4 lanes to 6 lanes from RD 0 to RD 1248m and from 2 lanes to 6 lanes in RD 1248 to RD 4640m. Out of which 3.10 km has already been completed on the available site, and about 500m length is a water body and for 900 m length the land width 15m is yet to be handed over by DDA. The work is still in progress.
- 3. Road No. 89 (Girdhari Lal Goswami Marg)**
This roads is 3.05 km long having ROW of 30.48m and 4 lane divided carriageway. It connects Ring Road and Patel Road.
There are proposal for widening and strengthening of road from T-point Naraina to Janki Dass Kapoor Hospital, improvement of central verge, footpath and drain and resurfacing from T-point Ring to J.D.Kapoor Hospital.
- 4. Mahipalpur- Mehrauli Road**
This road recently transferred from MCD to PWD. This road is 7.0 km long and is having 6 lane divided carriageway. It connects Andheria Mor and NH-8 at Mahipalpur. The proposal for strengthening of road as well as improvement of drainage system from Andheria Mode to NH-8.
- 5. Aurbindo Marg including Anuvart Marg**
Anuvart Marg is a part of Aurobindo Marg and recently transferred from MCD to PWD, which needs improvement in the riding quality. So, the proposal has been made for strengthening of road from Lado Sarai Turning to Andheria Mode. Improvement of road from T-Junction to Chattarpur Mandir and mastic work near Qutub Minar and Intersection of Aurobindo Marg.
This road is 8.2 km long and has got 4 lane divided carriageway. It connects Andheria Mor to Ring Road at Safdarjung.
- 6. Road No. 17 (Nelson Mandela Marg)s**
This road is 4.04 km long having a ROW of 30.48m and 45m and connects Outer Ring Road to Mehrauli Mahipalpur Road.
There was a proposal for widening of this road from 4 lanes to 6/8 lanes. The entire road has been widened on this available land except the important junction with Baba Gang Nath Marg due to existence of Jhuggies.
- 7. Road No. 25 (Dev Prakash Shastri Nagar)**
This road is 4.44 km long having a ROW of 30.48m and 6 lane divided carriageway. It connects New Rajendra Nagar and Road No.89 at Naraina.

There is a proposal for resurfacing of Road from T-Junction of Road No. 89 to R-Block Rajender Nagar to improve the riding quality as per CRRRI recommendation. The provision has been kept for the work of overhead signages.

- 8 Road No.9 (Africa Avenue Marg)**
This road is 2.20 km long having ROW of 45m and 6 lane divided carriageway. It connects Ring Road (Bhikaji Cama Palace) to Outer Ring Road. Some misc. provision has been kept in Annual Plan 05-06
- 9 Road NO.11 (Saheed Jeet Singh Marg)**
This road is 2.10 km long having ROW of 30m and 4 lane undivided carriageway. It connects Aurbindo Marg and Aruna Asaf Ali Marg. Work C/o footpath, drain and resurfacing will be taken up during 2006-07.
- 10 Road No.12**
This road is 1.46 km long having ROW of 30m and 4 lane undivided carriageway. It connects Vedant Desai Marg to Nelson Mandela Marg. Some misc. provision has been made for Annual Plan 2006-07.
- 11 Old D.G. Road**
This road is 2.50 km long having ROW of 30m and 2 lane carriageway. It connects Samalkha Chowk to Kapashera Border. A provision has been kept for the work widening and construction of drain, footpath, drain etc.
- 12 Link Road**
This road is 1.77 km long having ROW of 60m and 6 lane divided carriageway. It connects NH-8 and Old D.G. Road. Provision has been made in Annual Plan 2006-07 for different works.
- 13 Road No. 4 (Captain Gaur Marg)**
 - (i) 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.
Some misc. provision has been kept in Annual Plan 2006-07.
- 14 Road No. 5 & 5-C**
 - (a) **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.
Different type of works under Annual Plan 2006-07 will be taken up.

(b) 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.

Provision has been made for different work.

15 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.

Some misc. provision has been made for this road.

16 Road No. 14 (Guru Ravi Dass Marg)

This road is 3.84 km long and connects Maa Anand Mayee Marg to Mehrauli Badarpur Road. It has got 4 lane divided carriageway with footpath in part stretches. Provision has been made for different works.

17 Maa Anand Mayee Marg

This road is 5.46 km long and connects Outer Ring Road No. 3 at Kalkaji Temple to M.B. Road. It has got 6 lane divided carriageway with footpath and service road on both sides.

Provision has been made for different works.

18 Lala Lajpat Rai Marg

This Road is 3.20 km long and connects Ring Road at Moolchand to Lodhi Road at Lodhi Hotel. It has got 6 lane divided carriageway with footpath on both sides.

Provision has been made for different works.

19 Mathura Road from Ashram Chowk to Tilak Bridge

This road is 6.50 km long and connects Ring Road at Ashram Chowk to Tilak Marg near ITO. It has got 6 lanes and 4 lanes divided carriageway at different locations with footpath on both the sides.

Provision has been made for different works.

20 Mehrauli Badarpur Road.

This road is 11.80km long having a ROW of 45m and 6 lane divided carriageway. This road has been transferred from MCD to PWD in 4/2004. It connects NH-2 at Badarpur to Aurbindo Marg at Qutubminar.

Provision has been for different works.

21 Dr. B.R. Ambedkar Marg

This road is 3.00 km long having a ROW of 45m and 6 lane divided carriageway. This road has been transferred from MCD to PWD in 4/2004. It connects Outer Ring Road (Chirag Delhi Flyover) to M.B. Road at Khanpur.

Provision has been made for different works

- 22 Road No.13 (Okhla Estate Marg)**
This road is 2.75 km long having a ROW of 45m and 6 lane divided carriageway. It connects Road No.14 to Railway line.
Provision has been made for different works.
- 23 Road No.13-A (G.D. Birla Marg)**
This road is 3.20 km long having a ROW of 45m and 6 lane divided carriageway. It connects NH-2 at Sarita Vihar and Kalindi Kunj Barrage.
Provision has been made for different works.
- 24 Bhairon Marg**
This road is 0.98 km long having a ROW of 45m and 6 lane divided carriageway. It connects Ring Road and Mathura Road.
Provision has been made for different works.
- 25 M.P. Road passing South of Ishwar Nagar**
This road is 1.35 km long having a ROW of 45m and 6 lane divided carriageway. It connects Okhla Flyover (ROB-22) and Mohd. Ali Marg.
Provision has been made for the work of strengthening and resurfacing.
- 26 Delhi Sachivalaya Marg**
This road is 1.60 km long having a ROW of 27.5m and 6 lane divided carriageway. It connects Ring Road and Kisan Ghat.
Provision has been made for the work of strengthening by vacuumed cement.
- 27 Road No.5-D (Balbir Saxena Marg)**
This road is 0.80 km long having a ROW of 24.38m and 4 lane divided carriageway. It connects August Kranti Marg (Road No.5-C) and Aurbindo Marg.
Provision has been made for the work strengthening/resurfacing.
- 28 Sirifort Road**
This road is 1.25 km long having a ROW of 30m and 4 lane divided carriageway. It connects J.B. Tito Marg (Road No.5) and August Kranti Marg (Road No.5-C).
Provision has been made for the works strengthening and resurfacing.
- 29 Road No.15 (Press Enclave Marg)**
This road is 3.80 km long having a ROW of 45m and 6 lane divided carriageway. It connects Ambedkar Marg and Aurbindo Marg.
Provision has been made for the work Resurfacing / strengthening
- 30 Road No.37 (Saheed Nahar Singh Marg)**
This road is 3.11 km long having a ROW of 45m and 6 lane divided carriageway. It connects Ring Road (M.G. Road) to Inderlok (Road NO.40 Jn.). Proposal for widening of ROB approaches and replacement of M.S. Railing has been made.

31 Road No. 43 (Guru Hari Krishan Marg)

This road is 5.29 km long having a ROW of 45m in 1.5km length and 6 lane divided carriageway. It connects Ring Road (Britannia Chowk) to Outer Ring Road. Following work have been proposed.

- (i) C/o missing link from RD 0 to 5290m
- (ii) Improvement of Road NO.43. SH:- P/F M.S. Railing

32 Road No.30

This road is 1.95 km long having a ROW of 30.48m and 6 lane divided carriageway. It connects Road NO.29 to Road NO.26. Provision for improvement of intersections have been proposed.

33 Road No. 38

This road is 1.45 km long having a ROW of 30m and 2 lane carriageway. It connects Road No.37 to Bharat Nagar. Provision has been made for the work of Resurfacing of road.

34 Road No.40 (Veer Banda Bairagi Marg)

This road is 3.45 km long having a ROW of 45m and 6 lane divided carriageway. It connects Inderlok to Pratap Nagar (Subzi Mandi Rly. Station). I/o road by strengthening, mastic asphalt at crossing have been made.

35 Road No.41 (Lala Jagat Narain Marg)

This road is 2.50 km long having a ROW of 45m and 6 lane divided carriageway. It connects Wazirpur Depot to Madhuban Chowk. Provision has been made for improvement of road in A.P. 2006-07.

36 Road No.42 (Chandra Shekhar Azad Marg)

This road is 1.22km long having a ROW of 30m and 6 lane divided carriageway. It connects Deepali Chowk ORR-26 to Road No. 43. Improvement of central verge and microsurfacing of the road is proposed.

37 Road No. 44 (S.K.V. Marg)

This road is 2.05km long having ROW of 30m and 6 lane divided carriageway. It connects Road No.41 to Road No.43. Some misc. provision has been made in Annual Plan 2006-07.

38 Road No. 48

This road is 2km long having varying ROW from 0 to 30m and 2 to 4 lanes. It connects Mall Road to Old GTK Road.

Provision has been made for the works strengthening/Resurfacing.

39 (a) Road No. 316:- This road is 1.40km long having a ROW of 45m and 6 lane divided carriageway. It connects M.P. Chowk to Sultan Puri turning. Provision has been made for the work construction of service road.

(b) Road No.317, 318 & 319 :- These roads are 1.6km long having ROW of 30m and 5 lane divided carriageway. These road connects DSIDC intersection to Rohtak Railway Line. Improvement of drain at Road No. 317 and Resurfacing and repair to footpath for Road No.317, 318 & 319.

Provision have been made for misc. works.

40 Road No.236

This road is 1.80 km long having a ROW of 30.48m and 4 lane divided carriageway. It connects Antriksh Society to Pankha Road Drain. Provision has been made for the works widening, improvement and strengthening.

41 Road No.237

This road is 0.45 km long having a ROW of 30.48m and 4 lane divided carriageway. It connects DDA Flats Hastal to N.G. Drain. A provision of Rs.5 lakh has been made for improvement works.

42 Modern Road Signage

It is proposed to take up the work of providing modern signage on various roads such as providing information/direction boards, delineators, cats- eye, kerb reflectors etc.

B. Flyover & Bridges

I. The following flyovers have been completed in past & recent past years and are functional.

1. Moolchand intersection
2. Oberoi Hotel intersection
3. Inderprastha Estate
4. Lodhi Hotel intersection
5. Hanuman Setu
6. Okhla Flyover (ROB-22)
7. ISBT bridge with flyover on Western side
8. Motibagh
9. Africa Avenue
10. Nehru Place
11. Savitri Cinema
12. Andrews Ganj
13. Maya Puri
14. Safdarjung
15. Punjabi Bagh
16. Dhaula Kuan
17. Britannia Chowk
18. Maa Anand Mai Marg near Kalka Temple
19. Bridge on Road No.38
20. Panchsheel Club (Khelgaon Marg)

- 21 B-Avenue
- 22 ROB –Marginal Bund Road (between ITO Noida Mor)
- 23 J.B.Tito Marg (DDA)
- 24 Noida More (NH-24) (DDA)
- 25 Seelampur (DDA)
- 26 Ghazipur (DDA)

II. The following flyovers are in progress and are likely to be completed in 2005-06

1. Motinagar Flyover
2. Punjabi Bagh Club Flyover
3. Bridge on Road No.B-3
4. FOB, Majnu-Ka-Tilla

III. The following flyovers/bridges are also in progress.

- 1 Barapullah Nallah Bridge
- 2 ROB in Road No.63
- 3 Geeta Colony bridge

IV. Other proposed flyovers / bridges likely to be started / or under planning stage are as under:-

- 1 Flyover at Mukundpur
- 2 Grade Separator at ITO Chungi Jn.
- 3 Construction of RUB on Road No.58/64.
- 4 Grade Separator at Apsara Border Crossing
- 5 C/o Naraina Flyover
- 6 W/o Chirag Delhi Nallah Birdge on Outer Ring Road No. 7
- 7 C/o flyover at Mukerba Chowk.
- 8 C/o under pass on Road No. 37- Ring Road Crossing.
- 9 Widening of ROB No. 37.
- 10 C/o Wazirabad Bridge- To be constructed by DTTDC
- 11 C/o Azadpur Flyover
- 12 Flyover at Nangloi
- 13 Flyover at Mangolpuri
- 14 Flyover at Behra Enclave
- 15 Flyover at Malviya Nagar at Road No.7
- 16 Flyover at Aurbindo Marg
- 17 Flyover at Outer Ring Road at Jn. of Road No.30
- 18 Flyover on Outer Ring Road between IIT & NH-8 – 3 Nos.
- 19 Flyover at Neela Hauz
- 20 ROB at Nanakpura, Moti Bagh

C. Subways / Foot Over Bridge

I. In the past the following subways have been completed and put to use-

- 1 Near Hotel Agency
- 2 Africa Avenue near Bhikaji Cama Place
- 3 Nauroji Nagar
- 4 Keshav Puram near Wazirpur
- 5 GTB Nagar Mall Road
- 6 IP Estate
- 7 Swami Nagar
- 8 Munirka
- 9 Dr. Hedgewar Marg at Saraswati Vihar (Mangolpuri)
- 10 Near Chirag Delhi
- 11 Paras Cinema flyover Nehru Place
- 12 Vikas Marg Laxmi Nagar
- 13 Road No.57 Jagat Puri
- 14 Vikas Marg at Preet Vihar
- 15 Road NO.59 near Gokul Puri (Bhajan Pura)
- 16 NH-24 Mayur Vihar Ph-II
- 17 Road NO.40 Inderlok
- 18 Bhairon Marg Pragati Maidan
- 19 2 nos. at Azadpur Subzi Mandi on Mall Road Extn.
- 20 Subway at Naraina

II. In Progress

- 1 Subway at Basai Darapur
- 2 Construction of pedestrian subways at Nangloi.
- 3 Construction of pedestrian subways at Nigambodh Ghat

III. To start

- 1 Subway at Subhdra colony across Road NO.40
- 2 Across Road No. 40 near Shastri Nagar
- 3 Azadpur Bus Terminal

IV. New Scheme

- 1 Subway at Krishi Vihar Road NO.5 (J.B. Tito Marg)
- 2 Subway at S.A. Marg intersection
- 3 Subway at Greater Kailash-I
- 4 Subway at Sarvapriya Vihar
- 5 Subway at Bhairon Mandir
- 6 Subway at Panchsheel park (ORR)
- 7 Subway at Guru Ravi Dass Marg at Govind Puri.
- 8 Provision for handicapped persons in subway at Basaidara Pur.

- 9 FOB on BOT basis on RR near Nanak Pura / Moti Bagh.
- 10 Subway at S.A. Marg intersection.
- 11 Subway at Greater Kailash Enclave-I
- 12 Subway at Sarvpriya Vihar.
- 13 Subway of Panchsheel Park (Outer Ring Road)
- 14 Subway at Azadpur Bus Terminal
- 15 Subway at Shakur Basti on Road No.43
- 16 Subway at Road No.41 near JD Block Crossing near Pitampura
- 17 Subway at Badli Village Chowk
- 18 Subway at Nehru Place Flyover
- 19 Subway at August Kranti Marg
- 20 Subway at Saidualzab Village
- 21 FOB/Subway at Road No.13
- 22 Subway at Peeragarhi

D. CRF works [Rs.3500.00 lakh]

**E. TRANS-YAMUNA DEVELOPMENT BOARD
WORKS (Rs.300.00 lakh)**

- 1 C/o S.W. Drain at Village Kondli, Ghroli on left side of Hindon cut canal.
- 2 Schemes to be identified.

II. MCD

The tremendous increase & growth of population together with elevated standard of living has resulted in an alarming race in the growth of vehicular traffic. The number of motor vehicles has increased in the last one decade from 5.7 lakh in 1981 to more than 48 lakh in 2006. In the absence of efficient mass rapid transportation system through railways, the entire burden has fallen on the existing road transport system. Thus transportation in Delhi is very predominantly road oriented for meeting the intra city and inter city demand. However, the role of the local railways in neutralizing intricacy demand is practically insignificant.

On account of tremendous increase in the population there has been an unplanned growth of the city resulting in certain degree of income portability between physical form and functional character of the various areas. Apart from this, road user in Delhi are using the road in an undisciplined manner and there is inadequacy in physical adoption of traffic engineering techniques. Unplanned city growth increased the average trip length. Heterogeneous nature of traffic has further added fuel to the fire. These factors had lead to frequent traffic congestion's and chaos, Delhi has, to be honest, become a victim of its own giantism.

In spite of the fact that MCD and other road agencies in Delhi had starved hard to over come these problems of high magnitude by carrying out construction of

over bridges, grade separators, subways, widening of roads, improvement in the riding quality, disciplining pedestrian traffic by providing MS grill on central verge, providing footpath, improving geometric of intersection, signalisation of intersection etc. through massive plan Grants, but there is no denying the cardinal fact that much still remains to be accomplished. The issue had also been engaging the attention of the Planning Commission well as other Planners. For immediate action in the behalf thrust is being given on the following aspects while formulating Xth Five Year Plan so as to put to optimum use the existing infrastructural facilities.

On Going Schemes:-

BRIDGES IN PROGRESS

- Widening of Calcutta Bridge-1st and 4th box opened to traffic
- Grade Separator/Flyover at Najafgarh Road and Patel Road intersection near Moti Nagar (Upto date Achievement 45%)
- Approaches of Shahdara Flyover (18% Achievement)
- RUB Lawrance road (Rly work started) drainage work in progress (1.6 km completed out of 2.3 km)

PROPOSALS FOR 2006-07

- To completed all on going projects
- ROB/RUB on Narela Lampur Road level crossing
- ROB/RUB on Samay Pur Badli Rly. Crossing on Auchandi Road
- Wid. of Kishan Ganj under Bridge, Consultancy work to be float shortly, payment to Rly. has been made, estimate for shifting of services from NDPL/DJB yet to come. Survey of land acquisition is in progress.
- Grade separator at Dabri xing on Pankha Road. Proposal has been approved from Tech. Committee DDA.
- Elevated corridor on Rani Jhansi Road, SP Zone, Line alignment plan from Technical Committee DDA has been approved minutes yet to confirm

SUBWAYS

IN PROGRESS

- Subway on Najafgarh Road in front of Ganesh Nagar (the work has been awarded after re-tendering and likely to be started shortly.)

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 population include domestic, national and international. Being capital area,

the road infrastructure and allied facilities need to be upgraded to the international standards. Following plan schemes are included in the Annual Plan 2006-07.

1. Procurement of Special T&P (Rs. 50.00 lakh)

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.

2. Construction of Subways (Rs. 5.00 lakh)

A survey has been conducted and construction of subways has been identified. Subway is to be constructed at C- Hexagon, India Gate. It is proposed to construct 15 subways in 10th Five year Plan at a total cost of Rs.15 Crores. An outlay of Rs. 5.00 Lakh has been provided in the Annual Plan 2005-06 towards construction of subway at C- Hexagon, India Gate.

3. Strengthening & Resurfacing of roads in NDMC area (Rs. 288.00 lakh)

As per recommendations of Sub-Committee constituted for this purpose in 1993, resurfacing of roads in NDMC area is normally to be done after every five years by laying 40 mm thick hot bituminous carpet as per conventional method. The technology is being upgraded by using macro-seal technology or by laying hot bituminous carpet with the use of modified bitumen (CRMB). This will ensure better riding quality, avoidance of humps and more life i.e. minimum 6 years without increasing level of road surface and there will not be any increase in level of road surface and thereby saving of expenditure in re-alignment of gully chambers provided for surface water drainage. With the use of this technology, the resurfacing will be done after 6 years instead of 5 years. There are thirty roads to be resurfaced during 2006-07. Out of thirty roads profile correction of 20 roads will be done by laying 50 mm bituminous macadam. Fifteen roads will be resurfaced by macro seal method and 15 roads will be resurfaced by correctional method.

4. Construction of Parking lots in Metropolitan City in NDMC area (Rs. 30.00 lakh)

It is proposed to: -

- i) Provide multi-storeyed car parking and office complex cum coffee home in collaboration with DTTDC at Emporia Plaza, Baba Kharag Singh Marg to decongest the area.

ii) Underground parking at Indian Oil Bhawan, Janpath.

5. Traffic Transportation Study (Rs. 5.00 lakh)

Traffic authorities have been suggesting improvement and geometrics, signages etc. for which traffic studies are required to be conducted

6. Widening of other Roads & Bus-Q-Shelters and Bus-Bays (Rs. 5.00 lakh)

Delhi Police Authorities keep on sending the demand for development of new bus-bays, which include inter-alia improvement of geometric as well as Construction of new bus-Q-shelters in NDMC area.

7. Construction of Grade Separators (Rs. 5.00 lakh)

Delhi Govt. has provided large number of grade separators, flyovers on express roads. 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 two flyovers requires intensive repairs and rehabilitation through specialized agency. 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.

8. Widening of Minto Bridge (Rs1.00 lakh).

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, Railways and NDMC, as one side of the area falls under MCD and the other in NDMC jurisdiction. Chief Secretary, NCT Delhi has indicated that the work is proposed to be taken up by the Northern Railway estimated share of each agency i.e railways, MCD and NDMC would be around Rs.4.50 crore. Chief Secretary has agreed in principle to provide grant to local bodies towards the cost of its share for widening of the bridge to be paid to Railway. Rs. 400 lakh have already been released during 2003-04 on the basic demand of Railway authorities.

9. PEDESTRIANISATION – IMPROVEMENT TO MARKETS (Rs. 10.00 lakh)

The scheme for redevelopment of Connaught Place has been proposed.

IV. TRANSPORT DEPARTMENT

During the last two decades, there was exponential growth in the vehicular population in the metropolis of Delhi, so much so that the total number of registered motor vehicles has crossed the 4 million mark, which is more than the combined number of vehicles in the other three metros of India viz. Mumbai, Chennai and Kolkata. Of these more than 90% vehicles are personalized. This huge growth is partly due to increase in buying capacity of the people and primarily due to continuation of inefficient, uncomfortable, unreliable and undignified public transport system for quite a long period.

The transport system of Delhi has to meet not only the requirements of Delhi's 1.50 crore population but of floating population from adjoining States also. Obviously this has given rise to several problems like heavy congestion on roads and market places, traffic snarls and jams, parking and environmental pollution to say the least. To resolve these problems, Transport Department has taken several initiatives to check the number of private vehicles not only by strengthening the public transport system but by upgrading its quality of service, reliability and dignity beside adopting a "Citizen Centric" approach rather than "Motor Vehicle Centric" approach.

The major initiatives, taken to improve the functioning of Transport Sector, are given hereunder:-

- (i) The entire Public Transport Fleet comprising buses, autos and taxis has been put on the CNG mode.
- (ii) It is proposed to diversify the modes of transport by introducing some other modes of transport like HCBS, ETB and Monorail etc.
- (iii) Three corridors of Metro Rail from Shahdara to Rithala and from Delhi University to Central Secretariat and Barakhamba Road- Dwarka have already been made operational.
- (iv) Work for up-gradation and modernization of the ISBT at Sarai Kale Khan and Dwarka is going to start.
- (v) Almost all the activities have been computerized and all works are being carried out in one room. Smart Optical Card has been introduced for registration of vehicles.
- (vi) New imported computerised machines have been installed for checking the fitness of the Commercial Vehicles.

1. ESTABLISHMENT OF A CENTRALISED UNIT FOR COLLECTION AND UPDATE OF DATA UNDER PLANNING AND MONITORING CELL SCHEME (Rs. 5.00 Lakh)

Objective:

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 accidents 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 which will be used for survey work.

The Planning and Monitoring Cell will be responsible to make inspection, field work, collection and dissemination of motor transport statistics. Moreover, this branch will also be responsible to publish the 'Motor Transport Statistics', an annual journal on different activities of Transport Department.

At present the Planning Branch has to implement following plan schemes :-

1. Setting up of IMTA
2. Mass Rapid Transport System
3. Strengthening of Transport Department
4. Development of Bus Terminals and Depots
5. Decongestion and Rationalisation of ISBTs
6. Study and Consultancy Services
7. Incentive for LPT passenger vehicles
8. Road Safety and GIA to NGOs
9. Establishment of Centralised unit for collection and update of data under planning and monitoring cell
10. Providing of parking facilities

All the above mentioned schemes involves more than 70% of total approved total outlay allocated to the Transport Department.

For smooth functioning of above mentioned plan schemes and proper monitoring and to keep liaison amongst different branches/zonal offices of as well as to represent the Transport Department in different seminars, a post of Joint Director (Plg.) is proposed.

2. MOTOR DRIVING TRAINING SCHOOLS (Rs. 50.00 Lakhs)

Objective:

To provide infrastructure and better training in motor driving.

The quality and quantity of the training being imparted by private motor driving training schools, has been found to be sub standard and there is a need to carry out improvement in their curriculum as well as vehicles, being used for training. The present status of various driving training school is as under:

1. IDTR (Institute of Driving Training and Research), Loni Road, being run by Maruti Udyog Ltd. caters to requirement of the entire Delhi particularly at district East and North East.
2. MDTS, Burari, has started functioning. It has been established in collaboration with M/S Ashoka Leyland and will cater to requirements of North Delhi district.
3. Sarai Kale Khan MDTS, is under construction. This would be an extension of IDTR Maruti Udyog Ltd. Loni and this MDTS will start functioning by the end of 2006 and will cater to Central Zone requirements.
4. MDTS at Nand Nagri, run by DTC is serving East Zone.
5. Location of MDTS in South-West is likely to be village Jhuljhuli for which land has been procured.
6. Efforts are being made to procure land for opening MDTS in other districts of Delhi including Distt. West.

3. COMPUTERISATION OF RECORDS OF TRANSPORT DEPARTMENT (Rs.120.00 Lakh)

To deal with such a large number of vehicles efficiently and effectively. 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 up-gradation 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 Centre (NIC) to computerize all its major activities, 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 (2002-07), following activities are proposed to be undertaken.

- 1) Completion of online computerization for registration of vehicles and associated activities.
- 2) Introduction of Smart Card & Back End (for driving license) activities & its integration with Front end activities.
- 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 with M/S. HCL Info systems Limited for five years on BOOT basis in 1998 and front-end activity of driving license which was valid up to December 2003. However the department has extended it for a period of six months further and it is still continue. Ministry of I.T., GOI, appointed a consultant to provide comprehensive hand holding for implementing the Driving License Management Project (DLMP).

The project of computerization of Transport Department Govt. of NCT Delhi would comprise of the Implementation of application of software “**SARATHI**” and “**VAHAN**” provided by National Informatics Centre and issuance of smart cards for vehicle registration and driving licenses using them. The project envisages complete integrated solution for all activities being performed by the Department at all of its offices on Build, Own, Operate and Transfer (BOOT) basis.

The sensitive and sophisticated equipments installed at each zonal office needs to be handled by technical staff. The 12 additional staff is, therefore, essentially required for successful implementation of the project: -

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 introduced 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.

All the zonal computer systems are in the process of being networked through ISDN lines. Department had purchased one central RISC based (Sun System Enterprise 3500) 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 for the public.

We have already installed Proxy Server with 19 nos. of intelligent workstations for senior officers/branches of the Deptt. . For office automation through LAN, one ISDN connection has been installed for Internet and E-mail purpose.

INTRODUCTION OF RADIO FREQUENCY IDENTIFICATION DEVICE

Beside it is proposed to introduce Radio Frequency Identification Device for improving the enforcement and improving the functioning of Enforcement and other branches like STA, Operation Branch, PCD and Computer Branch etc. For this purpose, a token provision of Rs.10.00 lakhs only is proposed for Annual Plan 2006-07.

Expenditure is proposed on the following heads.

(Rs. in Lakhs)

SN	Name of the scheme	Revenue	Capital
1	For Driving licence project	2.00	
2.	Training	4.00	
3.	Consumables & Pre-printed Computer Stationery	8.50	
4	Printers and Printer Heads	6.00	
5	Salary for RCC Programmers	10.00	
6	AMC of Servers, Printers, Desktops and UPS etc	12.00	
7	Replacement of servers of 6 remaining zonal offices	12.00	
8	Payment to HCL towards Finger print software	30.00	
9	Networking EQUIPMENT /ISDN lines recurring Expenditure.	8.50	
10	Purchase of Computers for zonal offices and for E-Gov.	06.00	
11	Salary Token Provision	01.00	
12	Electrical and Civil Work and purchase of Air Con.		20.00
Total		100.00	20.00
Grand Total		120.00	

4. ROAD SAFETY AND GRANT IN AID TO NGO's (Rs. 125.00 Lakh)

Objective: - To spread awareness amongst the public and school children.

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 several reasons and particularly due to lack of knowledge about road driving rules, signages etc. and thus, Road Safety Programmes have become very important and relevant. To meet this requirement, 100 road safety clubs were proposed to be set up in various public/Govt. schools of Delhi in 2002-03. More than 100 NGOs were also associated to taking up road safety activities to create road safety awareness among schools children/general public. Such NGOs were provided GIA on the basis of a track record of their working in the field of promotion of Road Safety. It is proposed to set up 100 new Road Safety Clubs in schools every year to further spread awareness amongst the school children about Road Safety. Such Road Safety Clubs in schools are provided grant-in-aid Rs. @ 4000 per school per annum.

Beside awareness programmes/activities such as Nukkad Nataks, Films, Audio-Video Publicity, camps, competitions etc. will also be organised during the Road Safety week, which is observed in the first week of January every year. At least 250 street shows are proposed to be conducted throughout the year.

In addition to this the printed materials like booklets, folders, pamphlets containing various codes of road safety practice amongst school going children and parents, banners and caps will also be published and distributed through NGOs and Road Safety Clubs in schools.

5. STRENGTHENING OF TRANSPORT DEPARTMENT (Rs.820.00 Lakh)

To cope up with the increased work load and also to enforce Motor Vehicles Act and Rules effectively, the Department needs to be suitably strengthened.

DEVELOPMENT OF ZONAL OFFICES

The Transport Department was functioning through nine Zonal offices established on the basis of revenue Districts notified by the Delhi Government. In 2004-2005, 3 big Zonal Offices i.e. 1) West Zone, 2) South West Zone 3) North-West Zone were further bifurcated into two zones. At present, work related to issue of driving licenses and registration of vehicles is being done through 12 Zonal Offices. The status of all the zonal offices is given hereunder:-

1)	South (Sheikh Sarai)	Commercial Complex (Building purchased from DDA)
2)	South West - I (Palam)	Commercial Complex, Distt. Centre, Janak Puri (likely to be shifted at Vasant Vihar Depot)
3)	South West - II (Dwarka)	Dwarka (Land owned by Transport Department)
4)	West - I (Janak Puri)	Commercial Complex, Distt. Centre
5)	West - II (Raja Garden)	Raja Garden DTC Depot
6)	Sarai Kale Khan	Rented building of Slum & JJ Deptt.
7)	North West - I	(Ashok Vihar) Rented building, Ashok Vihar
8)	North West - II (Rohini)	Rohini Depot, Sector 16
9)	North (Mall Road)	Mall Road, Delhi near Timarpur Chowk.
10)	New Delhi	I.P. Depot.
11)	Anand Vihar	Land owned by the Tpt. Deptt. – likely to be shifted to Suraj Mal Vihar & Mayur Vihar Phase - I
12)	Loni	Land owned by the Tpt. Deptt.

The location of some of the zonal office buildings is not very suitable for public dealing. The zonal office at I.P. depot has been developed by the Department as modern Zonal office and this office has also been awarded ISO 9001. On the pattern of zonal office I.P. Depot, zonal office at Raja Garden, Mall Road, Loni, and Rohini have already been developed as modern zonal offices. The zonal office at Hauz khas, Vasant vihar, CBD shahclora and Mayur vihar will be renovated/made functional during 2006-07.

The zonal office for Central District is presently functioning from Sarai, Kale Khan bldg. on rental basis. This building belongs to Slum & JJ Department, who are pressing hard to vacate it. The Sarai Kale Khan area falls in South District area and it was therefore decided to shift it to a site in Central District. Its new site will be ISBT complex at Kashmere Gate, where adequate space has been taken on rent.

For construction of zonal office Seikh Sarai, Gram Sabha land was identified near Chhatarpur Village. Now it has been decided to shift this office to Hauz Khas. The land purchased at Chhatar pur will be utilized for some other purpose.

The North West Zonal office is presently functioning in a rented building at Ashok Vihar. It is proposed to shift this office to Wazirpur Depot. of DTC, which is situated in the North West District.

The total amount required for renovation of these three modern zonal offices will be approx. 100.00 lakhs. Besides, expenditure on repairs/renovation of existing Zonal Offices, their watch and ward requirements, wherever needed, and Headquarter building is also to be met out of this scheme and for this purpose an amount of 200.00 lakhs is proposed.

REQUIREMENT OF INSPECTION VEHICLE

At present, no vehicle has been provided to any MLO. Therefore, all MLOs are facing lot of problems in undertaking field visits. Moreover, it has also been observed that some applicants, wish to obtain Driving License for LMV/Two wheeler in one go but it is not feasible to conduct driving test of both the categories due to non-availability of a two wheeler and also the four wheeler vehicle. Thus it is proposed to procure one inspection vehicle for each zonal office i.e. 14 Nos. of vehicles are required.

II. STRENGTHENING OF ENFORCEMENT OF M.V. ACT AND RULES

Enforcement Branch of this Department is required to enforce the provisions of Motor Vehicle Act and Rules.

The branch is having 290 officials of different ranks from Constable to Enforcement Officer and is headed by an Additional Commissioner (Transport) who is assisted by Dy. Commissioner (Enf.). 20 teams headed by SI / Inspectors have been constituted for field work.. A Special Task Force (Complaint Cell) headed by EO (STF) has been set up to attend the complaints received in the office as well as through the Help Line Call Centre.

This to be strengthened through following measures:-

- i. Vehicles for the staff
- ii. Uniforms for the staff
- iii. Vehicles & other infrastructure for STF
- iv. Training for enforcement staff
- v. Land for impounded vehicles

For all theses activities, following amounts are proposed for Annual Plan 2006-07.

(Rs. in lakhs)		
<u>Sl.No.</u>	<u>NAME OF THE HEAD</u>	<u>AMOUNT</u>
1.	Vehicle for staff	100.00
2.	Uniform for staff	20.00
3.	Training	10.00
4.	Land for impounded vehicles	95.00
	TOTAL	225.00

III. SETTING UP OF A LEGAL CELL IN TRANSPORT DEPARTMENT

Objective:-

Efficient handling of court case.

Transport Department has been implementing a number of schemes including Delhi Mass Rapid Transit Project and Urban Commuter Rail-cum-Bus Projects. 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, and enforcement laws, a number of court cases are instituted and the same will continue to be instituted against the Department.

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 Courts and has to seek clarification and opinion on different matters.

There is no legal cell in the department in spite 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 for which a token provision of Rs. 5.00 lakhs is proposed for Annual Plan 2006-07.

IV. IMPLEMENTATION OF AR DEPTTS. RECOMMENDATIONS:

The AR Deptt. vide their letter dated 22.7.2005 and 2.8.2005 has recommended creation of one post of Data Entry Operator Grade ‘D’ in the pay scale of Rs. 5500-9000 . The expr. on pay and allowances etc. of this post shall be met out of this scheme.

6. MASS RAPID TRANSIT SYSTEM (Rs. 42855.00 Lakhs)

Objective:-

To provide a non-polluting, efficient, easily accessible, affordable, comfortable and dignified mode of transport.

MRTS Phase-I

Project Cost:-

The expected completion cost of phase -I is Rs. 10571 crore.

Delhi MRTS Phase -I covers a length of 65.05 Km. comprising of the following three corridors

- | | | |
|----|---|-----------|
| 1. | Shahdara to Rithala | 22.06 Km. |
| 2. | Indraprastha Barakhamba Road – Dwarka | 25.65 Km. |
| 3. | Vishwa Vidyalaya to Central Secretariat | 10.84 Km. |
| 4. | Dwarka Sab city (Dwarka – Dwarka Sector VI) | 6.50 Km. |

Line-I

	<u>Stretch</u>	<u>Date of Commissioning</u>
1.	Shahdara – Tis Hazari	24-12-2002
2.	Tri Hajor – Tri Nagar	03-10-2003
3.	Tri Nagar Rithala	31-03-2004

Line-II.

The work in respect of Vishwaya Vidhyalaya – Central Secretariat (10.84 Km) has been completed and it is in operation since June, 2005.

Line-III

- | | | |
|----|----------------------------------|-----------------------------|
| 1. | Barakhamba Road – Dwarka | 31-12-2005 |
| 2. | Dwarka Sub city | 31-03-2006 |
| 3. | Barakhamba – Indra prastha swing | (target 31-03-2006) in full |

MRTS Phase-II

Project Cost:-

Rs. 8118 crore exuding Taxes and duties (Rs.119 crore) and interest during const. (Rs.70 crore)

On the basis of ‘ In principle’ approval of Cabinet, GNCT of Delhi, following corridors have been approved for inclusion in the MRTS Phase-II.

<u>Corridor</u>	<u>Length Kms.</u>	<u>No. of stations</u>
Vishwa Vidhyalaya – Jahangir Puri	6.36	07
Central Secretariat – Qutab Minar	10.87	09
Indraprastha – Yamuna Depot-New Ashok Nagar	8.07	05
Shahdara – Dilshad Garden	3.09	03
Inderlok – Mundka (with operational link to Line-1)	14.80	16
Yamuna Depot – Anand Vihar ISBT	6.16	05
Total	49.35	45

1. Of the 49.35 Kms of phase II, 8.93 Kms. would be underground and 40.42 Kms would be elevated. Phase-II extensions would need a new Car Depot on Yamuna Bank and augmenting facilities at the existing 3 depots built under Phase-I. The total requirement of Rolling Stock would be 312 coaches.
2. It is proposed to start work on Phase-II simultaneously with Phase-I to ensure that the project is completed in time for the Commonwealth Games to be held in 2010.

Comparative Cost of Phase I and II are given below:-

Description	Phase –I On completion cost basis 2005-06 (Rs. in Crores)	Phase-II On completion cost basis 2009-10 (Rs. in Crores)
Per Km. Cost (under ground)	320	272
Per Km. Cost (elevated)	132	129

5. The incremental traffic likely to be generated by 2011 on account of addition of Phase-II, is expected to be 11.07 lakh per day and 188.02 lakh passenger kilometers per day. In the year 2021 the total trips carried by both the phases put together are estimated at 41.47 lakh per day and 601.99 lakh passenger kilometers per day.
4. It is proposed that funding of Phase-II should comprise Equity and Loan together with a part of the project cost being mobilized through internal resources and development of commercial property by DMRC. In essence the idea is to replicate the Phase-I funding pattern with a variation of an added source of funds by way of internal resources by DMRC from generation of cash surplus by Phase-I operations.

REIMBURSEMENT OF SALES TAX ON WORKS CONTRACT TO DMRC

As per the Cabinet Decision of GNCT of Delhi, payment of Works Contract Tax made by DMRC to its contractors is to be reimbursed to DMRC by the Delhi Government. Rs.6139.11 lakhs and Rs.2536.96 lakh has been reimbursed during 2003-04 and 2004-05 respectively. Pending payment of about Rs.26 crore will be realised on submission of reconciled figure of Tax.

7. MODERNISATION OF INFRASTRUCTURE FOR CERTIFICATION OF ROAD WORTHINESS OF VEHICLES (Rs. 410.00 Lakhs)

Objective:-

To provide modern infrastructure for certification of road worthiness of vehicles.

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

1. There is only one inspection and maintenance pit at Burari, which has been found to be inadequate to meet the heavy requirement and therefore, another Inspection Pit has been started at Anand Vihar ISBT. This scheme has two component, 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 a Deputy Commissioner, who is assisted by Chief Motor Vehicles Inspector. A Board of Inspection, comprising of two Inspectors, who are jointly and severally responsible under the law to inspect, certify and grant/renew fitness issues the Certificate of Fitness and renewal thereof is issues jointly and severally by both the Inspectors. The inspection and certification fees have been prescribed by the Central Govt. in rule 31 and 81 of the Central Motor Vehicles Rule, 1989 for different types of vehicles, as indicated below:-

Auto rickshaws/three wheeler	Rs.100/-
Taxis	Rs.200/-
Medium Transport Vehicles	Rs.300/-
Heavy Transport Vehicles	Rs.400/-

3. Besides a fee, of Rs.100/- is also charged from each transport vehicle in addition to the above mentioned inspection fees.
4. It is proposed to decentralize the registration and fitness of commercial/transport vehicles, step by step, by setting up the I & M facilities in different areas, where are LAN is available. It is proposed to involve private sector in this work. Requirements of the technical staff will be restricted to the barest minimum.

5. 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 Ors. on vehicular pollution in NCT of Delhi has issued the following directions to Department of Transport, Govt. of NCT, Delhi vide their order dated 28.07.1989:-
 - (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 31.03.2000.
6. Vehicles Inspection Unit Burari by performing the statutory responsibility of inspection and certification of commercial/transport vehicles, generate revenue also for the Govt.
7. In order to expand the existing inspection and maintenance facility in respect of commercial/transport vehicles at vehicles inspection unit, Burari, possession of a plot measuring 2.5 acres has been taken. On this plot of land, I & M unit for inspection of about one lakh vehicles will be set up.
8. A new inspection unit for Auto-Rickshaw has started functioning from Anand Vihar, ISBT Complex also. Work of procurement of plant and machinery for setting up of mechanised inspection lanes at Inspection Unit, Burari has been completed and it has started functioning. A proposal to set up another V.I. Unit at Jhuljhuli Bus Terminal, is under consideration.
Salary for the 8 posts is being drawn from plan funds under this plan scheme. Salary of these posts will continue to be drawn in future also.

8. DECONGESTION AND RATIONALISATION OF ISBTs (Rs. 2715.00 Lakh)

Objective:-

To reduce the traffic circulation from Delhi's roads. To reduce the pollution level in the city.

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 prepared the Tenth Plan proposals. The ISBT / Kashmere Gate was constructed and seen by DDA and on 5.5.93 it was transferred to Transport Department. Subsequently, to reduce 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 out of the trips transferred to Sarai Kale Khan some were destined to Rajasthan and Haryana and some to UP also. It has been observed that despite transfer of many trips from ISBT Kashmere Gate to other ISBTs, with passing of time,

ISBT-Kashmere Gate has again become congested and to reduce it, some more trips are proposed to be transferred to ISBT-Anand Vihar and Sarai Kale Khan.

For the Tenth Five Year Plan, following targets 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 at the outskirts of Delhi are not made to do much travelling for getting the buses of desired destinations.
- iv) To reduce the extra load from the ISBT- Kashmere Gate.
- v) To arrange the trips from various ISBTs in the most suitable way for the commuters.
- vi) To provide efficient services to commuters at all the ISBTs.
- vii) To out source construction of new ISBTs

It is proposed to construct two more ISBTs at Dwarka and Narela. The position of the two ISBTs is as under:-

- a) **The ISBT Dwarka:-** Possession of the land has already been taken and this ISBT is to be constructed on BOT basis. M/s RITES has been appointed as consultant to explore the feasibility for construction of ISBT. The builders of this ISBT has already been identified. The work will be awarded as soon as the "Concession Agreement" is finalised/signed between Govt. of Delhi and the builder.
- b) **North District- Narela:-** land has been identified by DDA near village Holambi Kalan but it has not been found to be suitable. Efforts are being made to get a suitable land from DDA. This ISBT too is proposed to be constructed on BOT basis.
- c) The construction work of modern ISBT Sarai Kale Khan has been assigned to PWD at the estimated cost of Rs. 81.30 Crores. Drawings of the building of this ISBT have been sent to MCD for approval. The construction work is likely to start soon.

ISBT- ANAND VIHAR

The Inter state as well as local bus services from ISBT, Anand Vihar are steadily increasing and at present 800 interstate and 1200 local bus trips are operating daily. The ISBT Anand Vihar has been connected with all parts of Delhi by local bus services. Since this ISBT is located near to UP border it has helped in taking off considerable traffic load from Delhi roads. There is also a proposal to transfer some more routes for U.P. from ISBT Kashmere Gate to ISBT Anand Vihar as majority of U.P. routes are operating from there resulting in additional load of 450 Interstate and 400 Local bus trips.

Though specially during the last three years efforts have been made to upgrade the services at ISBT Anand Vihar but still much needs to be done

Accordingly, it is proposed to upgrade the infrastructure and environmental facilities at Anand Vihar to meet the requirements of projected rise in passenger trips in the years to come. A proposal to construct a modern ISBT in place of the existing buildings etc. is also under consideration.

A. CIVIL WORKS

Infrastructure Improvement

The infrastructure improvement during next year shall be necessitated on account of increase in traffic as well as passengers. The following work shall be undertaken to cope up with additional buses entering ISBT to provide additional public facilities.

B. CONTINUATION OF TEMPORARY POST OF DRIVERS

Apart from it, nine temporary posts of drivers (Rs. 3050-4590) are continuing since the last few years in the plan scheme “Decongestion and Rationalisation of ISBTs”. Salary of these posts is drawn from the plan funds of this scheme and will continue to be drawn under this scheme till these are converted into non-plan.

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

Objectives

1. This scheme has the following objectives: -
 - (i) To control pollution caused by motorized vehicles plying in Delhi.
 - (ii) To create awareness amongst the motoring public in particular and public at large about the ill 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 the provisions of the Motor Vehicles Act, 1988 and Rules framed there-under to contain effects of overloading in Goods Vehicles.
 - (vi) 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. Since then it has continued as a plan scheme.

Stage of Implementation of scheme up to end of Financial Year 2003-04

To control the vehicular pollution, 87 posts of different category have already been created in the Transport Department under this scheme:

There is functional integration of the Pollution Control and Enforcement Branches in the department. Therefore, the 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

The following work is being done under the Scheme: -

- (i) There is statutory requirement of carrying road worthiness inspection of Transport vehicles. 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) More than 400 Petrol pumps and Workshops have been authorised to check the exhaust emission tuning of pollution vehicles and issue of Computerised Pollution Under Control Certificate for both petrol and diesel driven vehicles.
- (iv) Through mobile enforcement teams, regular checking against polluting and overloaded 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. Public awareness campaigns are carried out to educate the people, especially motorists about hazards and need for vehicular pollution control.

With the massive expansion of pollution checking facilities through authorize Centers 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.

Proposed Activities during the year 2006-2007

Creation of public awareness: - Creation of public awareness for control of vehicular pollution is to be continued during the year 2006-2007. It is proposed to emphasize public awareness on matters such as emission standards laid down for different vehicles; the locations of Centers Authorized 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 hand bills and other educational materials
- iii. Deployment of volunteers and Home Guards
- iv. Any other activity connected with creation of mass awareness.

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. If the results of the Pilot Project are found encouraging, the equipment might be procured.

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 Computerized PUC Certificate.
- Which are overloaded and carrying excess goods than prescribed.
- Which are of age beyond the limit 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.

Licensing of the Goods Agents: - With a view to contain the menace of overloading, it is proposed to regulate the business of collecting, forwarding and distribution of goods carried by the goods vehicles by way of licensing of their agents. The scheme would be implemented as per provisions of the Section 93 of the Motor Vehicles Act, 1988 and Rule 82 of Delhi Motor Vehicles Rules, 1993. With the implementation of these provisions, the Department would be able to take action against the Goods Booking Agencies indulging in booking of the goods in goods carriages in excess of their load capacity. Implementation of the proposal would help in controlling the vehicular pollution caused by the goods carriages as overloading of goods vehicles is considered to be a major cause of the vehicular pollution. It is proposed to create a cell comprising of two Pollution Control Officers and six Inspectors for implementation of the above scheme.

Curbing 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. 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 had entered into an agreement with this laboratory and agreed to provide Rs.50 Lakhs per annum as part of its annual running cost. From 2005-06, payment of this amount has been dispensed with.

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 retro fitment kits, regulation aspects, transportation systems etc. The proposed training programmes are likely to cost Rs.10 Lakhs.

Additional Infrastructure Required for above mentioned Activities

Since the department is duty bound to enforce 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 is necessary to have following additional infrastructure so as to effectively implement the scheme.

Additional Staff:- It is proposed to get 84 posts of different category created and to provide additional infrastructure available so as to further improve functioning of this scheme:-

Additional Equipments

S.No	Equipment / Parts	Approx. Cost
1.	Spare parts / Consumables / accessories and maintenance / servicing of existing equipment	Rs. 05 Lakhs
2.	Server and Five Computers (Networking of Pollution Checking Centres and compilation of reports)	Rs. 20 Lakhs

10. PROVIDING OF PARKING FACILITIES (Rs. 5.00 Lakhs)

The work is being handled by the Urban Development Department. Therefore no work has to be done by transport department, it may be deleted in the next Annual Plan.

11. RE-STRUCTURING AND REVIVAL OF DELHI TRANSPORT CORPORATION (Rs. 8000.00 lakhs)

To provide an effective and reliable, comfortable, cheap and dignified public transport.

It is proposed to strengthen the fleet of DTC suitably keeping in view the recommendations of the committee of officers, appointed to study of the report of TCS which were appointed to study the functioning of DTC and has made some suggestions for its restructuring .

Provision has been made for purchase of new buses and any other item approved by government of Delhi.

12. MODERNIZATION OF STATE TRANSPORT AUTHORITY (Rs. 5.00 lakh)

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

13. DEVELOPMENT OF ALTERNATIVE MODES OF TRANSPORT (Rs14800.00 Lakhs)

Objective:- To provide easy, comfortable and affordable public transport in Delhi.

A Committee on sustainable Transport was constituted to consider various available alternatives in mass transport systems that have been successful in several cities in the world. This committee has recommended a range of options for Delhi. It was of the view that the transport system, in the future should not only be environmentally sustainable but also cost effective and flexible to meet the travel requirements of the city. The transport system should also be socially sustainable in as much as it should provide better physical access to places of employment and schools and hospitals and should cater to certain specific segments of the society. The Committee, after having considered all these aspects, recommended following alternative modes of transport for Delhi.

BUS PRIORITY LANES HIGH CAPACITY BUS SYSTEM (HCBS)

For this programme, five corridors have been identified. For smooth operation of such buses, road stretches, that create bottlenecks in the running of buses, should be systematically improved, route by route, for better bus turn-around time and improvement in the quality of service.

Out of the 14 corridors identified for operation of HCBS following five corridors are to be followed up on priority.

High Priority Corridors for Bus Priority Schemes

S.No.	Corridor	Length (Kms.)
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 - Dhaura 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 Kashmere Gate	19
5.	Anand Vihar - Karkarduma Chowk - Swasthya Vihar -Lakshmi Nagar – ITO - Bara Khamba Road - Shivaji Terminal.	15
		98-100 km.

It was decided to take up the Dr. Ambedkar Nagar – Delhi Gate stretch of the “Dr. Ambedkar Nagar – ISBT, Kashmere Gate Corridor” in the first instance.

As per International experience, implementation of bus-ways will require about one year for implementation after preparatory works have been completed Bus-ways are the least initial cost mass transport option.

ELECTRIC TROLLEY BUS (ETB)

This is another mode of transport which is non-polluting and is not dependent on oil.

Initially Electric Trolley Bus system is proposed to 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 Tomb - Sunder Nagar – Pragati Maidan	16

- i) An ETB has a carrying capacity of about hundred passengers and an average load factor of about 55%.
- ii) 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.70.80 lakhs at April 2004 prices.
- iii) The total capital cost of a modern ETB including modifications to fixed infrastructure for dedicated bus ways, has been tentatively estimated at Rs. 10.12 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.

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

M/s RITES have done the study of ETB in r/o of civil works only and study for "Electrical Works" is yet to be done. This aspect will be taken up next year.

- 3) **Mono Rail** : The proposal of mono rail in the city of Delhi is also under consideration of the government. It is proposed to get a detailed study conducted to ascertain its feasibility and viability. Process to appoint a Consultant has been initiated. These corridors for mono rail have been identified. Expression of interest has been received from 15 Consultants to undertake pre-feasibility study of all the these corridors and feasibility study

of first corridor i.e. from Delhi University to Pul Bungash. EOIs are being evaluated to be followed by inviting of bids for project preparation.

14. SETTING UP OF INTEGRATED METROPOLITAN TRANSPORT AUTHORITY (Rs. 5.00 Lakhs)

Objective:-

Better coordination amongst the authorities engaged in providing transport facilities.

In Delhi, many authorities are engaged in providing transport facilities to the people, like Transport Department, PWD, MCD, NDMC, DDA, DTC, Traffic Police, Railways, Delhi Metro Rail Corporation, NHAI etc.. They are engaged in construction and maintenance of roads, subways, over bridges, light signals, road furniture, enforcement of the Motor Vehicles Act, 1988 and the Rules framed thereunder etc. Several times it has been noticed that there is lack of coordination amongst them and overlapping in their functions.

It has, therefore, been felt that Delhi should have such an authority, which will act as a link between the public, transporters and the Govt. The proposed authority is expected to perform several functions and some of them are enumerated hereunder:-

- i. To prepare long term and short term transport 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/integrated fare policy for transport sector.
- ix. To advise the govt. of Delhi in the matters relating to 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 organized three day workshop 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 an "Integrated Metropolitan Transport Authority (IMTA).

In Feb., 2005, a meeting was held under the chairmanship of Secretary, Minister of Home Affairs, Govt. of India wherein it was decided that keeping in view the fact that many agencies like railways, NHAH, Delhi Traffic Police etc, who function directly under the Govt. of India, over which Govt. of Delhi has no control. Ministry of Urban Development, Govt. of India should prepare the draft Bill for IMTA.

For the functioning of the secretariat of the IMTA, a provision of Rs. 250.00 lakh was approved for the Tenth Plan. No expenditure was incurred by the end of 2006-07.

It is felt that IMTA or some authority with different name may come in to position by 2006 and to meet its day-to-day expenses, a token provision Rs. 5.00 lakhs has been approved for the Annual Plan 2006-07.

15. INCENTIVE FOR LIGHT PUBLIC TRANSPORT PASSENGER VEHICLES (Rs. 5.00 lakh)

Objective:-

To provide subsidy to poor transporter to replace their light public transport passenger vehicle with a CNG operated.

This is an ongoing scheme wherein subsidy @ 6% is being given to the owners of those auto rickshaws, who have replaced their 15 years old vehicles with a new CNG operated auto rickshaw and @ 4% per annum in other cases i.e. Taxies and Phatphat Sewa. As per directions of the Hon'ble Supreme court, all the auto rickshaws plying on petrol, were banned and owners of these auto rickshaw were provided financial assistance through D.F.C. for purchase of new CNG operated vehicles. As an incentive to them, interest subsidy is being provided by Transport Department. At present, new CNG operated vehicles are now 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 same in the accounts of individual beneficiaries.

16. STUDIES AND CONSULTANCY SERVICES (Rs. 200.00 Lakhs)

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 Buses
- v. LRT Study.
- vi. Parking Policy
- vii. Any other study related to transport planning particularly to meet the requirements of Commonwealth Games.

Studies related to MRT's project will be taken up under study head of MRT's scheme.

17. DEVELOPMENT OF BUS TERMINALS AND DEPOTS (Rs. 600.00 lakh)

Objective:-

Availability of bus terminals and bus depots in adequate quantity is absolutely essential for efficient functioning of buses.

Provision for the bus terminals Depot has been made in the master Plan for Delhi wherein it is also mentioned that the range of activity is such that private sector participation is desirable. At an appropriate stage, a proposal for setting up of a Corporation, on the lines of IAAI to manage ISBTs, terminals and depot is under consideration.

All the sites so far earmarked for bus depots/terminals except at Narela have been taken over and most of the terminals/depots will be developed in 10th Five Year Plan either by PWD or by some other govt. agencies.

It is also proposed to purchase land from concerned authority of Ghaziabad, Greater Noida and Govt. of Haryana for construction of bus terminals to serve NCR region. Proposal for construction of a Bus Depot. by the PWD at Gummanhera at the cost of Rs. 4.73 Crore has been cleared by the EFC and sanction of Finance Deptt. has also been issued. Besides this, the Bus Terminal at Madanpur Khadar, Hastal, Bhalswa (Ibrahim Pur) Wazirpur J.J. Colony and Dhaula Kuan are also proposed to be developed and DDA is being requested to allot suitable land for these terminals at proposed sites.

18. Regional Rail Network (IRBT) [Rs.1778.00]

Objective:-

To provide an effective and reliable, comfortable, cheap and dignified Public Transport in NCR.

Ministry of Railways, Government of India commissioned Rail India Technical and Economic Services (RITES) in 1998-99 to conduct a study to identify rail projects for commuter travel in National Capital Region (NCR) and Delhi and to submit its report. The RITES in its draft report recommended 28 urban rail commuter projects out of which 11 projects have been approved for NCT of Delhi and the remaining for NCR.

A Technical Committee comprising of representatives from MORTH, MOUD, NCRPB, Transport Department (GNCTD) was formed to recommend projects for implementation on priority basis. The technical committee recommended the following priority projects for implementation in first phase.

1. Ghaziabad- Sahibabad-Shahdara Rail Link (14.9 Kms) Corridor I
2. Sahibabad- Tilak Bridge- Shivaji Bridge Rail Link (17.36 Kms.) Corridor II
3. Tri Nagar- Bijwasan-Gurgaon Rail Link (29.4 Kms.) Corridor III

The RITES has submitted its Detailed Project Report to the Government of Delhi in respect of all the three corridors.

Since the project involves two other states viz, UP and Haryana, and Ministry of Railways and Ministry of Urban Development. An MOU has been signed by all the stake holders and is awaiting approval of Planning Commission.

Provision has been made for contribution of Government of Delhi during 2006-07.

19. DELHI INTEGRATED MULTI-MODEL TRASIT SIT SYSTEM (SPECIAL PURPOSE VEHICLE) (Rs.10100.00 lakh)

To bring about co-ordination amongst all the proposed new alternative modes of transport and also to put all these modes in to operation, a company “Delhi Integrated multimodal Transit Systme”. (Special purpose vehicle) has been set up during 2005-06.

- i) Equity capital contribution of GNCTD (Rs.100 crore)
- ii) Other expenses (Rs.1 crore)

20. TECHNICAL CELL (Rs.100.00 lakh)

1. It is proposed to set up a “Technical Cell” in the Tpt. Deptt. in 2006-07 to advise the deptt. in formulation and implementation of the schemes relating to new modes of transport as at present requisite “technical know-how” is not available in the deptt. It is proposed to engage / hire services of people having expertise / experience in these fields and to create a small Cell with essential staff for secretarial work also.
2. Provision has been made for payment of salary of the members and sectt. staff of the Technical Cell and purchase of office equipment / machines and stationery, electricity etc.