

## **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 and expenditure for the 10th Five Year Plan ; Approved Outlay and expenditure for the Annual Plan 2006-07, proposed outlay for the 11th F.Y.P.and the approved outlay 2007-08 are given in the following table.

SN	Agency	10 <sup>th</sup> FYP Approved outlay	10th FYP Expr.	Annual Plan 2006-07		Proposed 11th FYP 2007-12	Approved Outlay 2007-08
				Approved Outlay	Expr.		
1	2	3	4	5	6	7	8
	PWD (Road & Bridge)						
	(i) Normal Schemes	187280.00	192535.26	62897.00	57166.76	75000.00	20000.00
	(ii) CRF		2583.89	75.00	28.18	10000.00	1000.00
	(iii) TYADB (PWD)	1500.00	154.52	150.00	89.50	1500.00	300.00
	(iv) CWG					16500.00	8000.00
	(v) JNNURM		20065.00	15000.00	20065.00	600000.00	50000.00
	(vi) Roads & Bridges (DTTDC)		1589.00	1600.00	1589.00	25000.00	5000.00
<b>2.</b>	<b>MCD</b>						
	(i) Normal Schemes	60000.00	45470.80	10950.00	8356.92	30000.00	7500.00
	(ii) CRF		2139.74	500.00	387.71	15000.00	3000.00
	(iii) CWG		205.52	2050.00	205.52	7500.00	3000.00
	(iv) JNNURM					100000.00	16500.00
<b>3.</b>	<b>NDMC</b>						
	(i) Roads & Bridges	2000.00	2016.93	400.00	311.84	2000.00	400.00
	(ii) CWG					3200.00	700.00
<b>4.</b>	<b>Transport Deptt.</b>	293891.00	214214.53	47780.02	47422.45	639470.00	111578.00
	<b>Total</b>	<b>544671.00</b>	<b>481975.79</b>	<b>141402.02</b>	<b>135622.88</b>	<b>1525170.00</b>	<b>226978.00</b>

## **1. P.W.D.(Roads and Bridges)**

### **I. Normal Schemes**

#### **A. Roads**

The transportation system in the national capital territory of Delhi is basically road based. The road pattern is generally conforming to ring and radial system. 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 and in 1st phase Metro covering a length of 65.05 Km has been commissioned. Even with the construction of metro, the pressure on road system is not likely to decrease since the annual growth rate of vehicles is about 5.84% per year besides 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. 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.

In Delhi, the road infrastructure is maintained by PWD, NDMC, MCD & Delhi Contentment board.

Delhi PWD is responsible for construction and maintenance of district roads. The total length of master plan roads under the control of PWD is 371 km which is equivalent to 2001 km lane length. In addition, service road measuring 153 km which are mostly along Ring Road, Outer Ring Road and Other Roads under the control of PWD. Provision under various sub heads are as under for 11<sup>th</sup> five year plan 2007-2012.

- 1 Widening including service road.
- 2 Resurfacing/strengthening
- 3 Footpath/Central Verge/Railings.
- 4 Signages.
- 5 Beautification.
- 6 Drainage.
- 7 Street Light.
- 8 Service Duct.
- 9 Misc.

#### **a. Ring Road**

Ring Road is life line of Delhi Transport system . This is about 44.85km long with six lane divided carriageway having 268.50km-lane length and it runs through the heart of the city. 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. It is the busiest road and carries the maximum volume of traffic. 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 11<sup>th</sup> Five Year Plan are mainly proposed on following stretches -

- 1 Strengthening, asphalt treatment against stress and strain at various intersections, signages and road furniture, street scaping, plantation, development of lawns, micro-surfacing and street light works has been proposed on Ring Road under PWD Circle-II.
- 2 Provision for strengthening of Mall from 9.5km to 11km including service road has also been proposed.
- 3 Proposal for construction of RCC box drain near Mayapuri crossing to Raja Garden and construction of planters from Dhaula Kuan to Raja Garden has been made in 11<sup>th</sup> Five Year Plan 2007-12.
- 4 Rajghat to Ashram Chowk :- In this part of Ring Road provision for all above heads has been made in 11<sup>th</sup> five year plan as per time-to-time requirement.

Except above provision for resurfacing, micro-surfacing, signage and beautification of Ring Road has also been proposed for the 11<sup>th</sup> five year plan

#### **b Outer Ring Road**

This is the second important road of Delhi carrying heavy to very heavy traffic in most of its length. At present the length of Outer Ring Road is 27.30 km (lane km length of main road 163.80 & service road 63.6 km) Outer Ring Road comprises of Road No.3, 6, 7, 8, 10 and 26. 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-1).

During the 11<sup>th</sup> five year plan following provisions has been proposed.

- 1 Strengthening of Road No.26 from Jn. of Road No.41 to GTK Road and raising of footpath.
- 2 Widening, signage, beautification, micro-surfacing, railing, street light and drainage work has also been proposed for Outer Ring Road where ever required.
- 3 Improvement of footpath, central verge and railing on Outer Ring Road No.26 has also been proposed on stretch from Nazafgarh road to Nazafgarh Drain, strengthening asphalt has been proposed on Outer Ring Road No.26 from Madhuban Chowk to Mangolpuri for 11<sup>th</sup> five year plan 2007-2012.

**c Rohini Road**

Rohini area has been developed by DDA as Urban Extension Area in North-West of Delhi. This is one of the biggest residential colony catering for above 1:5 million population. 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).

- 1 Remodeling of drainage system on Road No.A-1, A-5, B-2, B-5, and B-8 will be taken up after due approvals/NOCs.
- 2 Strengthening of road No.A-1, A-3, B-2, B-5, B-6 and resurfacing of Road No.A-4, B-1, B-3, B-4, B-7, B-8 and 41-A has been proposed in the 11<sup>th</sup> five year plan.
- 3 Improvement of footpath, central verge and railing for Rohini Roads including Road No.B-1, B-2, B-3, B-4, B-5, B-6, B-7, B-8 and Dr. K.N. Katju Marg has also been proposed.

Besides above, rain water harvesting on Dr. K.N. Katju Marg and micro-surfacing, street light arrangement for Rohini Roads has been proposed for 11<sup>th</sup> five year plan 2007-12.

**d TRANS YAMUNA ROADS**

The Trans-Yamuna area transport system requires attention in respect of following aspects.

**i Efficient, fast transport within Trans Yamuna Area:-**

The Trans-Yamuna area has grown tremendously in the last few decades necessitating additional roads, providing and fixing railings, strengthening asphalt at crossing, widening of roads to the maximum possible extent, providing all necessary road furniture, greening, etc.

**ii 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-Yammna 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.

**iii 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 important roads have to cater the traffic coming from U.P. as well as the internal traffic coming from Trans-Yamuna area itself. These 5 roads must be converted into express ways. Full right of way must be cleared and developed after clearing the encroachments as soon as possible.

Provision for strengthening/resurfacing, widening, signage, footpath, central verge, railing, beautification, drainage and street light arrangement where ever required has been proposed for following roads for 11<sup>th</sup> five year plan.

**e. Other PWD Roads (excluding Trans Yamuna & Rohini Roads)**

All other roads excluding Ring Road, Outer Ring Road, Rohini Roads & Trans Yamuna Roads have been clubbed under Other PWD Roads. The major roads under this heading are Road No.4, 5, 5-C, 5-D, 12, 13, 13-A, 14, 25, 28, 29, 30, 36, 37, 37-A, 40, 41, 42, 43, 44, 46, 89, 316, 317, 318, 319 etc. some of the roads carry heavy too very heavy traffic like road No.43 , 37 and 40. All these roads needs strengthening, resurfacing and other improvements whenever required in 11<sup>th</sup> five year plan.

**IV COMMON WEALTH GAMES PROJECT**

Delhi is going to welcome the commonwealth games in 2010. To accommodate additional load of traffic and to maintain free flow of traffic for players/spectators from hotel to stadium some additional corridors are proposed to be constructed during 11<sup>th</sup> five year plan 2007-12. These corridors will reduce the distance and will be beneficial to the traffic after commonwealth games.

An outlay of Rs.16,500.00 crore is proposed for the 11th FYP 2007-12 and Rs.8000.00 lakh approved in the A.P.2007-08. Projects are to be finalized.

**B. FLYOVERS/BRIDGES**

On most of the main roads of Delhi like Ring Road, Outer Ring Road Vikas Marg, Link roads etc. the total traffic per day is exceeding 2 Lakh P.C.U. (Passenger Car Unit) equivalent vehicles. On most of the intersections of these important roads with PWD, the traffic per hour is exceeding 25000 PCU equivalent vehicles. The threshold values for a four armed intersection with 6 lane approaches (signalized) is only 6000 PCU/hour and traffic rotaries with a proper island can cater for 5500 PCU/hour only. Beyond these values two level grade separator (13000 PCU/hour) & three level grade separator (18000 PCU/hour) etc. are desirable. Thus to provide an uninterrupted vehicular movement along these roads construction of flyovers with allied structures in an organised & planned way is of paramount importance in the development of transport infrastructure in Delhi. Planning and construction of flyovers at these busy road intersections has therefore been accorded a high priority by the State Govt. PWD, Govt. of Delhi, on its part, has embarked upon an ambitious programme for construction of flyovers all over Delhi.

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

- 1 Mool Chand Intersection
- 2 Oberoi Hotel Intersection
- 3 Inder Prashtha Estate
- 4 Lodhi Hotel Intersection
- 5 Hanuman Setu
- 6 Okhla Flyover (ROB-22)
- 7 ISBT Bridge with flyover on Western Side
- 8 Moti Bagh
- 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 Mayee Marg near Kalka Temple
- 19 Panchsheel Club (Khelgaon Marg)
- 20 B-Avenue
- 21 ROB-Marginal Bund Road between ITO Noida More
- 22 Moti Nagar Flyover
- 23 Punjabi Bagh Club Flyover
- 24 J.B. Tito Marg (DDA)
- 25 Noida More NH-24 (DDA)
- 26 Seelampur (DDA)
- 27 Ghazipur (DDA)
- 28 Bridge on Road No.38
- 29 Bridge on Road No.B-3

**The following flyovers/bridges are in progress:-**

- 1 ROB in Road No.63
- 2 Mukerba Chowk
- 3 Mangolpuri on ORR 26
- 4 Barapullah Bridge
- 5 Geeta Colony Bridge

**Other proposed flyover/bridges likely to be started or under planning stage**

- 1 Flyover at Mukund Pur
- 2 Grade Separator at ITO Chungi
- 3 Construction of RUB on Road No.58/64
- 4 Grade Separator at Aapsara Border Crossing
- 5 Naraina Flyover
- 6 Underpass on Road No.37
- 7 Widening of ROB-37
- 8 Azadpur Flyover
- 9 Flyover at Nangloi
- 10 Flyover at Behra Enclave
- 11 Flyover at Malviya Nagar on Road No.7
- 12 Flyover at Aurbindo Marg
- 13 Flyover at Outer Ring Road
  - (i) RTR Marg
  - (ii) Nelson Mandela Marg
  - (iii) Aruna Asaf Ali
- 14 ROB at Nanak Pura, Moti Bagh
- 15 Underpass at Shastri Park
- 16 Flyover at T-Jn. of Mayur Vihar, Ph-II
- 17 Flyover at T-Jn. for entrance to Commonwealth Games Village
- 18 Construction of Grade Separator at Bahadur Shah Zafar Marg
- 19 Widening of Chirag Delhi Nallah Bridge on ORR No.7
- 20 Wazirabad Bridge
- 21 Bridge at Neela Hauz
- 22 Bridge on Pankha Drain to connect the M.P. Road No.236 & 237
- 23 Bridge on Road No.56 near ISBT, Anand Vihar
- 24 Bridge on NH-24 bypass near Ghazipur Drain.

An outlay of Rs.1,60,000.00 lakh is proposed for 11th FYP and an outlay of Rs.53000.00 lakh is approved in the Annual Plan 2007-08.

### **C Subways/Foot Over Bridge**

In order to segregate pedestrians and traffic, and also to improve the movement of traffic specially along major arterial corridors, it is essential that pedestrian subways and FOBs are constructed at important locations. PWD has taken up construction of subways and FOBs at a number of important locations since 1993. Even though utilisation of subway is still inadequate.

#### **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
- 21 Construction of pedestrian subways at Nigambodh Ghat
22. ESI hospital, Ring Road.

#### **In Progress**

##### **Subways**

1. subways at Nangloi.
- 2 Across Road No. 40 near Shastri Nagar/Subhadra Colony

##### **FOB**

1. With escalator across Ring Road near ISBT, Kashmiri Gate
- 2 Rajouri Garden
- 3 Moti Bagh and Venkateshwar College

## **To Start**

### **Subway**

- 1 Azadpur Bus Terminal

### **Continuing Schemes**

- 1 Subway at Modi Flour Mill.
- 2 Subway at Jwala Heri Road No.30
- 3 Subway at Meerabagh (ORR)
- 4 Subway at NH-10 Jwala puri

### **D New Scheme**

- 1 FOB at Road No.43 near Ram Mandir, Shakurpur
- 2 FOB at Inderlok
- 3 FOB at Ring Road at Sec-12 & 13, R.K. Puram
- 4 FOB at Dhaula Kuan
- 5 FOB at Maharani Bagh and I.P. Marg
- 6 FOB at M.B. Road at Mangal Bazar
- 7 FOB at M.B. Road at Said-UI-Jab
- 8 FOB at Road No.13 at Shahin Bagh
- 9 FOB at Jungpura Lala Lajpat Rai Marg
- 10 FOB at Ashram on Mathura Road
- 11 Subway near Sachdeva Public School at Dr. K.N. Katju Marg
- 12 Subway/FOB opposite Shakurpur, School Block
- 13 Subway/FOB opposite Akshar Dham
- 14 Samaspur Village at NH-24 Bypass
- 15 Vikas Marg near Sachivalaya
- 16 Subway/FOB at Patparganj Indl. Area on Road No.57
- 17 Subway/FOB at Vishwas Marg
- 18 Subway/FOB near Gazipur Village on Road No.56
- 19 On Road No.59
  - (i) At Brijpuri
  - (ii) At Ambedkar Nagar
- 20 Subway on Ring Road at Sarai Kale Khan

### **II CRF works**

A separate provision of Rs.10000.00 lakh has been proposed for various works under CRF scheme for 11<sup>th</sup> Five Year Plan 2007-12 and an outlay of Rs.1000.00 lakh is approved in the Annual Plan 2007-08.

### **III Trans-Yamuna Development Board Works:-**

A sum of Rs.1500 lacs has been proposed in 11<sup>th</sup> Five Year Plan 2007-12 and approved outlay in the Annual Plan 2007-08 under Trans Yamuna Development Board. Trans Yamuna Area Development Board works is Rs.300.00 lakh.

#### **IV Common-Wealth Games**

An amount of Rs.165.00 crore is proposed in the 11th F.Y.P. 2007-2012 and Rs.80.00 crore are approved in the Annual Plan 2007-08. Project under CWG are yet to be finalized.

#### **V JNNURM**

An amount of Rs.6000.00 crore is proposed in the 11th F.Y.P. 2007-2012 and Rs.500.00 crore are approved in the Annual Plan 2007-08. Project under JNNURM are yet to be finalized.

#### **V DTTDC**

An amount of Rs.250.00 crore is proposed in the 11th FYP and Rs.50.00 crore approved in the Annual Plan 2007-08 for roads and bridges works to be taken up by DTTDC. However, projects are yet to be finalized.

### **2. MCD**

Under this head all roads of bridge activities are concerned excluding activities concerned under CRF, CWG and WG of JNNURM.

#### **1. Completion of on-going works**

There are number of schemes which were taken up for execution during 10th plan and have to be continued during 11th Five Year Plan period as spill over schemes. Completion of same will need an amount of Rs. 150 crores.

#### **2. Construction of RUBs/ROBs at Railway Level Crossings**

There are 31 existing level crossings on Delhi roads, which remain closed for various durations during the day and night also causing hindrance to smooth flow of traffic. Some of these fall on very important main roads. A meeting was held in DDA to fix priority for taking up of construction on RUBs/ROBs on these level crossings depending on importance and locations of these level crossings. 8 locations have been identified, where work is required to be taken up in Phase-I and accordingly, it is proposed to improve these level crossings in 11th Five Year Plan.

1. Narela-Lampur
2. Khera Khurd
3. Delhi Bhatinda Railway Line on road leading to Sakur Basti
4. Kirti Nagar-Prem Nagar
5. Auchandi Road connecting G.T. Road to Badli Industrial Area
6. Delhi-Ghaziabad Railway Line along road connecting National Highway Vivek Vihar
7. Delhi-Mathura Railway Line between Sarai Kale Khan and Nizamuddin
8. Delhi-Bhatinda Railway Line at Mangolpuri connecting to Rohtak Road

Out of these 8 locations, work has started at 4 as detail given below and at remaining 4 work is to be initiated.

1. Narela-Lampur
2. Delhi Bhatinda Railway Line on road leading to Shakur Basti
3. Kirti Nagar-Prem Nagar

**4 No. @ Rs. 25 Crores each = Rs. 100 Crores**

### **3. Construction & Rehabilitation of Flyovers**

- (a) Some new flyovers are required to be constructed on Delhi roads for smooth movement of traffic. Location of same is at:-
- i. RUB on Railway Line near Vivek Vihar
  - ii. Grade Separator at Delhi Gate Crossing
  - iii. Construction of flyover at Palam Dabri Road in entry of Dawarka
  - iv. Construction of RUB/ROB at Badli Railway Station on Auchandi Road
  - v. RUB/ROB at Sultanpuri Railway Crossing
  - vi. RUB at Lajpat Nagar-Bhogal level crossing
  - vii. RUB at Lodhi Road
  - viii. RUB at Nizammuddin level crossings

**Cost @ Rs. 25 Crores each = Rs. 200 crores**

In addition to above flyovers at following locations are under construction and the work of the same has been taken up by MCD & Railways and shall be completed during 11th Five Year Plan. Some expenditure has already been incurred on these flyovers/under passes by MCD and an advance has already been paid to Railways for 2 to 5 for execution of these works.

1. Moti Nagar on the junction of Patel Road and Najafgarh Road.
2. RUB at Lawrence Road
3. W/I of Calcutta Bridge
4. W/I of Kishan Ganj under pass
5. W/I of Minto Road under pass

**Remaining cost to be charges under 11th Five Year plan @ Rs. 15 Crores each = Rs. 75 Crores**

### **(b) Rehabilitation of existing flyovers**

Some of the flyovers were constructed by MCD about more than 10 years back and these now require rehabilitation and retrofitting for strengthening of the same. Besides others following flyovers shall be taken up for rehabilitation during 11th Five Year Plan period.

- (i) Shahdara
- (ii) Sewa Nagar
- (iii) Sarai Rohilla
- (iv) Ashok Vihar

- (v) Patel Nagar/Shadipur Depot
- (vi) Zakhira
- (vii) RUB Shakti Nagar
- (viii) RUB Wazirpur Industrial Area
- (ix) RUB Lothian Bridge

Mainly following works required to be done on these bridges/under passes

- a. Replacement of existing railing by provision of crash barriers
- b. Replace of road Markings and proper signages
- c. Replacement of expansion joints
- d. Improvement of riding quality
- e. Inspection and Rehabilitation of bearing and under carriage etc.
- f. Imp. of sum-cum-pump house

**9 Nos. @ Rs. 2.00 Crores each = Rs. 18.00 Crores**

**(c) Provision of pedestrian over bridges with escalators**

A lot of pedestrian movement is expected near Railway Stations and places of historic importance, as such it is proposed to provide over-bridges with escalators for easy movement of pedestrians at following locations:-

- (A) Old Delhi Railway Station towards Fatehpuri side;
- (B) Old Delhi Railway Station Koriapul side
- (C) New Delhi Railway Station on Chemsford Road
- (D) On main Subash Marg opposite Jama Masjod
- (E) Near Chhatarshal Stadium in Civil Lines Zonae

**5 aNos. @ Rs. 2 Crores each = 10.00 Crores**

**4. Car Parking**

With increase in number of vehicles on Delhi roads, it is necessary to provide sufficient space for parking of vehicles as there is shortage of sufficient space for surface parking. It is proposed to provide some multi-level parking spaces at certain strategic locations. Some of these parking shall be constructed on BOT basis. However, surroundings of these parkings shall be constructed on BOT basis. However, surroundings of these parkings shall have to be improved by MCD and further at certain locations car parking shall have to be provided by MCD out of its funding and resources as the locations may not be viable for taking up of construction on BOT basis.

Multi-level Car parkings on BOT basis

- 1. Parade Ground
- 2. Ramlila Ground
- 3. Kamla Nagar

Car parking out of its own funding

1. Geeta Colony
2. Yusuf Sarai
3. Mehrauli
4. Idgah
5. Malviya Nagar
6. GK-I
7. Shastri Park Karol Bagh
8. NDSE I & II

#### **5. Road Improvement**

As there will be lot of movement of pedestrians and traffic during Common Wealth Games in the areas falling in Central, South, Shahdara (South), City and part of Karol Bagh. S.P. Zone, etc. It will be necessary to strength the roads of these areas. A tentative list of roads of Right of way of 60' and above, which will be improved by providing coat of dense carpet.

**1000 Km. Length @ Rs. 10 lacs/per lane/per Km. = Rs. 100 Crores**

#### **6. Improvement to Corridors for smooth movement of traffic**

27 corridors have been identified, which require improvement by way of widening wherever possible, provision of road furniture, road signages, road markings, improved type of street lighting etc. for giving better look besides having smooth movement of traffic in these corridors.

**Total length of these corridors is about 250 Km and approximate cost shall be @ Rs. 50 lacs per km. = Rs. 125 crores**

Besides above, provisions are also required to be made for following works related to improvement to infrastructure on Delhi roads such as;

1	Construction of cycle tract	Rs. 10.00 Crores
2	Purchase of plant, machinery & vehicles	Rs. 10.00 Crores
3	Survey/Constultancy services of projects	Rs. 10.00 Crores
4	Traffic design & road survey cell	Rs. 10.00 Crores
5	Computerization of deptt.	Rs. 10.00 Crores
6	Strengthening of tech. Lab	Rs. 10.00 Crores
7	Imp. of Street Light	Rs. 20.00 Crores
8	Construction of bus bays	Rs. 15.00Crores
9	Imp. of existing drainage system	Rs. 50.00Crores
10	Imp./Beautification of entry points	Rs. 15.0 Crores
	<b>Total</b>	<b>Rs. 160.00 Crores</b>

## **7. Construction of missing links of Master Plan Roads in Delhi**

DDA has identified certain locations where improvement works are required to be done on identified Master Plan roads. These works have been sub-divided into two sub-groups.

### **(a) Missing links of Master Plan Roads in Delhi urban areas**

The identified Master Plan roads in respect of (a) are as per Annexure 'D' & 'E' for development of these missing links and partially available road widths, meetings have been held in the chamber of Minister of Finance, Planning, UD & PWD with the representatives of DDA, PWD, MCD & Delhi Traffic Police and during discussions, it was observed that though it was possible to develop some missing links out of 20 identified roads and there was a possibility of widening at some places in 12 identified narrow stretches, but in most of these cases the identified right of way on these Master Plan Roads was either partially or fully encroached by permanent structures or was not acquired by DA at appropriate time due to which it was not possible to develop these links as planned & were main hindrance to smooth flow of traffic on Delhi roads.

**20 Nos. Cost of missing links coming in MCD areas is Rs. 5 crores/each = 100.00 Crores.**

An amount of Rs. 300.00 crore is proposed in the 11th Five Year Plan and Rs. 75 crore are approved in the Annual Plan 2007-08 for all normal roads bridges schemes i.e. excluding CRF CWG & JNNURM.

### **B. CRF (Rs. 30 Crore)**

An amount of Rs. 150 crore is proposed in the 11th FYP 2007-12 for schemes to be approved under CRF. An outlay of Rs. 30 crore is approved in the AP 2007-08. Schemes are yet to be finalised by MCD.

### **C. Common Wealth Games [Rs. 30 crore]**

An amount of Rs. 75 crore is proposed for 11th FYP and Rs. 30 crore in the AP 2007-08. It includes following three schemes.

- (i) RVB of Railway Crossing Vivek Vihar
- (ii) Improvement of surrounding of New Delhi & Old Delhi Railway Station
- (iii) Improvement of major roads
  - (a) JLM Marg
  - (b) MG Road
- (iv) Purchased 50 mechanical/fancy dustbin, etc.
- (v) Face lifting of beautician.

### **3. 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 2007-08.

#### **Normal Schemes(Rs.400 lakh)**

An outlay of Rs.20.00 crore is proposed in the 11th FYP 2007-12 and Rs.4.00 crore in the A.P. 2007-08 for the following schemes.

##### **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 10<sup>th</sup> 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. 319.00 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 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.

**5. 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.

**6. Improvement of walkways/stg. of footpaths (Rs.10.00 lakh)**

An outlay of Rs.10.00 lakh is approved for improvement of footpaths/walkways in the NDMC area during 2007-08.

**7. Construction of ducts for various services in NDMC area**

An outlay of Rs.10.00 lakh is approved for C/o ducts for various services in NDMC area during 2007-08.

**B. Commonwealth Games Schemes**

An outlay of Rs.32.00 crore is proposed in the 11th FYP 2007-12 and Rs.7.00 crore in the Annual Plan 2007-08 for the following schemes.

**1 Upgradation of Connaught Place, Improvement of major roads around stadium (Shivaji Stadium) (Rs.500.00 lakh)**

An outlay of Rs.2580.00 lakh has been proposed for the 11th FYP 2007-12, out of which Rs.500.00 lakh are approved in the A.P. 2007-08.

## **2 Street scaping and beautification of roads in NDMC area (Rs.100 lakh)**

An outlay of Rs.365.00 lakh is proposed in the 11th FYP 2007-12. Out of which Rs. 100.00 lakh are approved in the Annual Plan 2007-08.

## **3. Installation of roads signages (Rs.50.00 lakh)**

An outlay of Rs.80.00 lakh is proposed for the 11th FYP 2007-12. Out of which Rs.50.00 lakh are approved in the Annual Plan 2007-08.

## **4. Construction of foot over bridge with escalator(Rs.50.00 lakh)**

An outlay of Rs.175.00 lakh is proposed for the 11th FYP 2007-12, out of which Rs.50.00 lakh are approved in the Annual Plan 2007-08.

## **4. TRANSPORT DEPARTMENT**

During the last two decades the total number of registered motor vehicles in Delhi has crossed the 5 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. The concomitant problems are traffic congestion on roads with traffic snarls and jams, inadequacy of parking space, high accident rate, environmental pollution, inadequacy of road space for public transportation etc. The transport system of Delhi has to meet not only the requirements of Delhi's nearly 1.50 crore-population but also of the floating and transiting population from adjoining States .

The main objective of the 11<sup>th</sup> Five Year Plan will be to augment and improve the quality of the "Public Transport system" so as to make it commuter friendly by providing an efficient, reliable, safe, comfortable and affordable services through a multi - modal public transport system, so as to discourage the use of personal vehicles. The implementation of the Integrated Multi –Modal Transit Systems for Delhi will be on full gear. Substantial new infrastructure of world class for this is planned to be created before the Commonwealth Games 2010. This objective will also be complemented by the promotion of non-motorised transport through appropriate transport and traffic engineering and with the effective enforcement of the traffic regulations.

All the schemes of the 10<sup>th</sup> plan will be continued but some of the schemes have been merged to form an umbrella scheme for easy implementation. There will be considerable emphasis on strengthening E-governance in accordance with the overall plan and the vision document of the IT Department. One new schemes have been proposed during 2007-08 namely utilisation of Ring Railways scope of some ongoing schemes has been increased.

For the 10<sup>th</sup> Five year Plan, an outlay of Rs.293891.00 lakhs was approved. But the allocation was increased to Rs.361932 due to the construction of metro lines . But still the pace of expenditure was not proportionate to the allocation received . Only an amount of Rs.214214.53 could be spent during 10th Five Year Plan 2002-07.

The proposed outlay for the 11<sup>th</sup> Five Year Plan is Rs.639470.00 lakhs. For the Annual Plan 2007-08, an outlay of Rs.111578.00 lakhs has been approved. Details of the approved schemes, included in the 11<sup>th</sup> Five Year Plan and Annual Plan 2007-08, are given below.

**1. PLANNING AND MONITORING CELL (Rs.5 lakh)**

**OBJECTIVES**

It is proposed to strengthen this cell to provide added support to the Department. The main activities proposed are collection and compilation of transport and transport related statistics and their analysis for policy changes and new policy initiatives. In this regard a detailed review of all the studies commissioned by the Transport Department will be carried out for formulating the plan of action. As there was a shortfall in the financial and physical performance during the 10<sup>th</sup> plan, evaluation of the continuing ongoing schemes will be taken up during the year for effective implementation. Another thrust area will be publication of reports generated from the transport statistics.

**Outlay & Expenditure (Rs. in lakhs)**

a.	Approved Outlay 10th Plan (2002-07)	40.00
b.	Expenditure during 10th FYP	5.18
c.	Approved Annual Plan Outlay 2006-07	5.00
d.	Expenditure during 2006-07	0.48
e.	Proposed outlay of 11th Plan(2007-12)	50.00
f.	Approved Outlay of Annual Plan 2007-08	5.00

**2. MOTOR DRIVING TRAINING SCHOOLS (Rs. 25 lakhs)**

**OBJECTIVES**

The objective of this scheme is to impart training in driving skills to potential drivers and also upgrade the skills of existing drivers on scientific lines by employing modern equipments and highly trained instructors. Annually the licensing authorities in Delhi issue about 3 lac driving licences. Although under the Motor Vehicles Act a number of private Motor Driving schools have come up in the city, due to lack infrastructure, particularly land; the quality of training provided by these private Driving School is deficient. Similarly the facilities for skill testing with the licensing authorities are also not adequate for ensuring stringent standards. In view of this, during the 10<sup>th</sup> Plan a new initiative was taken by the transport for establishing premier motor training schools in the Delhi in the PPP mode. So far 3 schools have been established under this scheme:-

1. IDTR (Institute of Driving Training and Research), Loni Road, jointly with Maruti Udyog Ltd.
2. MDTS (Burari), has been established in collaboration with M/S Ashoka Leyland
3. MDTS (Sarai Kale Khan) as an extension of IDTR Maruti Udyog Ltd. Loni.

In the 11<sup>th</sup> Plan the above initiative will be continued to open more premier MDTS's in PPP mode. During 2007-08 it is proposed to initiate action to set up a world class MDTS with state of the art facility. Already DDA has allotted land at Dwarka. There is also a proposal to construct another MDTS at Zulzuli in the 11<sup>th</sup> Five Year Plan. In addition to the above it is also proposed to assist DTC for upgrading its Drivers Training School at Nand Nagri.

All Heavy Vehicle Driving Licence holders have to compulsorily undergo a refresher course at MDTS before getting the licences renewed after 3 years.

A need for upgrading the curriculum for these courses on a continuing basis has become mandated through judicial directions. Similarly there is a need to train all the public transport vehicle drivers preparatory to the Commonwealth Games 2010. MDTS will be conducting suitable programmes for which assistance will be provided under this scheme.

As there is an obligation to earmark 17% of the outlay for Special Component Plan for Scheduled Castes and tribal Sub Plan (SCSP), it is proposed to give financial assistance to SC/ST candidates for undergoing drivers training in the MDTS particularly in Heavy Vehicle driving. The department shall bear 75% of training costs in the 3 MDTS. Similar assistance up to 50% of the training costs is proposed for women candidates for commercial driver's training.

#### **Outlay & Expenditure (Rs. in lakhs)**

a.	Approved Outlay 10th Plan(2002-07)	2914
b.	Expenditure during 10th FYP	44.74
c.	Approved Annual Plan Outlay 2006-07	50.00
d.	Expenditure during 2006-07	NIL
e.	Proposed outlay of 11th Plan(2007-12)	NIL
f.	Approved Outlay of Annual Plan 2007-08	25

### **3. COMPUTERISATION OF RECORDS OF TRANSPORT DEPARTMENT(Rs.150 lakh)**

#### **OBJECTIVES**

The prime objective of this scheme will be the implementation of the E-Governance plan of the Department of IT for the State for providing a citizen friendly and efficient delivery of services. The strategy planned is networking of existing service centres, online delivery of services and up gradation of existing services including capacity building. The specific activities charted out for the plan period are: -

- a) Networking of Zonal offices, Pollution Checking Centres and at Directorate level through LAN
- b) Issue of smart card based Driving Licences, registration of commercial vehicles
- c) On line services for the payment of Road Tax, various fees, fines, issue of permits, learners licences, renewals, information and data access and retrieval and linking with Delhi on-line portal

The Transport Department has entered into an MOU with the National Informatics Centre (NIC) to computerize all its major activities at headquarters, zonal and sub-offices for setting up an On-Line Transaction Processing (OLTP) based computer system, on a turnkey basis. The responsibility of NIC involves system analysis, design, software development & implementation, procurement and installation of hardware and other equipments.

The dedicated technical support available in the Department is grossly inadequate for implementing the above plan. Therefore the creation of 61 new posts of different categories with the abolition of some posts, are functionally required.

**Outlay & Expenditure (Rs. in lakhs)**

a.	Approved Outlay 10th Plan(2002-07)	827
b.	Expenditure 10th FYP	520.70
c.	Approved Annual Plan Outlay 2006-07	120
d.	Expenditure during 2006-07	80.10
e.	Proposed outlay of 11th Plan(2007-12)	1500
f.	Approved Outlay of Annual Plan 2007-08	150

**4. ROAD SAFETY AND GRANT IN AID TO NGOs (Rs.125 lakh)**

**OBJECTIVES**

Awareness building on the importance of Road safety through all available medium for communication is the objective of this scheme. But the focus is more on civil society participation and in particular school children. Observance of the National Road Safety Week will be as usual an important event. During 2007-08 the First UN Global Road Safety Week will also be observed. It is proposed to prepare an annual action plan with a calendar of activities in the first quarter of the plan year. An evaluation of the activities taken up during the 10<sup>th</sup> Plan from the point of view of generating awareness in the public will be taken up for improving the scheme content and its implementation. At present the Planning and Monitoring Cell are implementing the scheme. Therefore the professional and technical inputs available in house are very limited. It is therefore proposed to create a separate Directorate of Road Safety in the Transport Department .

The outlay approved are:

**Outlay & Expenditure (Rs. in lakhs)**

a.	Approved Outlay 10th Plan(2002-07)	450
b.	Expenditure during 10th FYP	434.63
c.	Approved Annual Plan Outlay 2006-07	125
d.	Expenditure during 2006-07	122.01
e.	Proposed outlay of 11th Plan(2007-12)	1000.00
f.	Approved Outlay of Annual Plan 2007-08	125.00

**5. A. Direction of Administration(Rs.85.00 lac)**

**I.a. Strengthening of Zonal Offices**

At present, work related to issue of driving licenses and registration of vehicles is being done through 12 Zonal Offices. Three new Zonal Offices at Hauz Khaz, Vasant Vihar, and Wazirpur are ready for opening. The new Zonal Offices will be requiring additional staff for manning it. Therefore 57 posts of different categories are proposed to be created. A proposal for creation of post has already been submitted during 2006-07.

**b. REQUIREMENT OF INSPECTION VEHICLES**

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

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 four wheeler vehicle. Thus, it is proposed to procure one inspection vehicle for each zonal office i.e. 14 Nos. of vehicles are required. An amount of 70.00 lakhs is proposed for 11<sup>th</sup> Five Year Plan and Rs.35.00 lakhs for Annual Plan 2007-08.

**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 currently having a sanctioned strength of 254 officials of different ranks from Constable to Enforcement Officer under the Dy. Commissioner (Enf.). 30 teams headed by a SI / ASI / Inspectors have been constituted for surveillance and checking. But with the latest stringent directions given by the High Court of Delhi this strength is found to be grossly insufficient for ensuring effective compliance of even just the Court's orders. Mobility is a major constraint in the absence of vehicles for the movement of the teams. But in order to optimise on both staff as well as vehicles it is proposed to introduce Radio Frequency Identification Device for strengthening the enforcement work with better coordination with other branches like STA, Operation Branch, PCD and Computer Branch etc. This will generate added revenue through fines.

**a. Creation of posts**

The additional 661 posts of different categories are proposed for the strengthening of the enforcement wing.

**b. Vehicles for staff :**

There are 30 teams each headed by one ASI / SI / Inspector (Enf.) and they perform their duties round the clock . The defaulter vehicles generally try to escape and do not stop for checking. In such circumstances it is not possible to chase and intercept these vehicles. In all 30 Maruti Gypsies and 100 Motorcycles vehicles costing approx. Rs. 90.00 lakhs are essentially required. Necessary provision for this has been made in the annual plan

**c. Uniform for staff:**

The Enforcement staff is required to wear uniform while on duty. Therefore, two pairs of uniform, including an over coat & shoes, for summer & winter seasons are required to be provided. An outlay of Rs. 25.00 lacs.has been provided in the plan for this.

**d. Training of Enforcement Staff:**

This is a continuing process. Physical fitness and keeping abreast with law are essential for good enforcement work. The provision made for this Rs 15.00 lacs.

**e. Staff required for impounded vehicles**

Additional staff of 81 posts of different categories will e required for Burari and Rewla Khanpur.

**III. SETTING UP OF A LEGAL CELL IN TRANSPORT DEPARTMENT**

At present, more than 300 cases are pending in different Courts in which the Department is a Respondent. In addition to this the Department files a large number of challans in the competent courts. Due to lack of staff the *pairavi* in these cases is grossly inadequate . There is a need for a dedicated team for this purpose for effectively protecting the interests of the Department. This will also reduce litigation with effective and timely follow up . Therefore, it is proposed to establish a Legal Cell in the Department under a Legal Advisor (Rs.8000-13500), supported by one Legal Assistant (Rs.5000-8000), one LDC (Rs.3050-4500) and one Class-IV official (Rs.2550-3200).

**IV. PUBLICATIONSS AND REPORTS**

The large amount data collected annually by the Transport Department is not available in the public domain. It is proposed to make them available through reports and publications.

**5. B Capital Works (Rs. 800.00 lakhs)**

**(i) Construction and renovation of zonal offices/HQ Building**

Two more new zonal offices at Sukhdev Vihar and Dwarka will be taken up for construction during 2007-08

(ii) **Land for securing impounded vehicles**

At present the Department has only a single impounding pit at Burari in North District which is inadequate with the increasing number of seizure required to be made for violations. Land for a second pit has been allotted by the Panchayat Department in Southwest District at Rewla Khanpur. This will be made functional during 2007-08. Some improvement works are also required at Burari.

**Outlay & Expenditure (Rs. in lakhs)**

a.	Approved Outlay 10th Plan(2002-07)	2000
b.	Expenditure during 2002-03 to 2005-06	1697.90
c.	Approved Annual Plan Outlay 2006-07	820.00
d.	Expenditure during 2006-07	388.83
e.	Proposed outlay of 11th Plan(2007-12)	1300.00
f.	Approved Outlay of Annual Plan 2007-08	885

**6. MASS RAPID TRANSIT SYSTEM (Rs.43585 lakhs)**

**OBJECTIVES**

The basic objective will to increase metro connectivity in Delhi.

Phase-I of the Metro Rail (165.05 Km) has made operational in Nov. 2006. With the additional small work on Phase II of MRTS for Delhi has already commenced and this will be in full gear during the 11<sup>th</sup> Plan . The target is to operationalize all the lines before the Commonwealth Games 2010 .The approved lines are: -

<b><u>Corridor</u></b>	<b>Length Kms.</b>	<b>No. of stations</b>
Vishwa Vidhyalaya – Jahangir Puri	6.36	07
Central Secretariat – IIT-Ambedkar Colony	12.99	12
Indraprastha – Yamuna Depot-New Ashok Nagar	8.07	05
Shahdara – Dilshad Garden	3.09	03
Kirti Nagar – Mundka (with operational link to Line-1)	18.47	16
Yamuna Depot – Anand Vihar ISBT	6.16	05
Additional Corridor	55.4	48
Central Secretariat -Badarpur	19.55	14
<b>Total</b>	<b>74.69</b>	<b>62</b>

Of the 74.69 kms of phase II, 13.48 Kms. would be underground and 61.21 kms would be elevated. The capital cost of these corridors comes to Rs. 10795 crores .In addition to the above a High Speed Express Metro Link between New Delhi Railway Station and IG International Airport Delhi has been sanctioned in the PPP mode. This stretch will be 19.2 kms with 2 intermittent stations. The underground stretch will be about 4

km. The equity contribution of Government of Delhi will be Rs 182 crores and the line will be ready by June 2010 hat is before CWG 2010.

The incremental traffic likely to be generated by 2011 on account of addition of Phase-II is expected to be about 15 lakh per day.

**Outlay & Expenditure (Rs. in lakhs)**

a.	Approved Outlay 10th Plan(2002-07)	144141
b.	Expenditure during 10th FYP	173302.45
c.	Approved Annual Plan Outlay 2006-07	32855.00
d.	Expenditure during 2006-07	41569.20
e.	Proposed outlay of 11th Plan(2007-12)	131570.00
f.	Approved Outlay of Annual Plan 2007-08	43585.00

**7. MODERNISATION OF INFRASTRUCTURE FOR CERTIFICATION OF ROAD WORTHINESS OF TRANSPORT VEHICLES (Rs. 800 lakh)**

**OBJECTIVE**

Under the provisions of Motor Vehicle Act, 1988 all Transport Vehicles are required to carry a valid “Certificate of Fitness” without which the registration of the vehicle is treated as invalid . This Certificate is required to be obtained annually from the competent authority. Currently there are about 1,80,000 transport vehicles which require the COF annually .This number will increase to about 2, 50,000 vehicles by 2012. This intends to introduce more automated testing lanes so that every transport vehicle is annually inspected on these automated lanes.

Transport Department has set up two automated vehicle inspection and certification lanes at present in Burari and these are made functional. The test data generated is automatically stored in computer without revealing test results to the operator to avoid subjective bias. All test equipments are networked. The test system hardware and software architecture is flexible and expandable to enable easy future field addition of new tests. Another automated test lane will become operational by the end of June 2007. But these three lanes will not be sufficient for the annual inspection of all the transport vehicles. Therefore it is proposed to install 7 more automated testing lanes with computerized testing facilities at the existing Inspection and Certification unit at Burari. The cost of seven more testing lanes will be around 800.00 lakhs. During 2007-2008 the target is to set up two new automated Heavy Vehicle testing lanes and two Auto rickshaw testing lanes. The option of setting up the new unit in the BOT model will also be examined. In case DTC is able to provide required land in one of its Depots, then one of the new lanes will be installed within a DTC Depot for the inspection of the DTC buses exclusively.

For the integrated development of the Anand Vihar ISBT the existing Auto Rickshaw unit is being shifted to Burari. The Auto inspection unit will also be shifted to Burari during 2007-2008. Therefore a new two lane inspection unit for Auto-Rickshaws along with a modern auto meter testing laboratory jointly with the Weights and Measures Department is proposed to be set up at Burari. Land for this new unit is available. In addition one

automated testing lane for DTC buses in one of Bus Depots is also proposed. With the setting up of these new Inspection & Maintenance Units, 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 registration, will also be subjected to inspection and certification before allowing their re-registration for five years in accordance with Law.

For running all these departmentally lanes additional 51 posts of different categories are essentially required:-

**Outlay & Expenditure (Rs. in lakhs)**

a.	Approved Outlay 10th Plan(2002-07)	2594.00
b.	Expenditure during for 10th FYP	556.13
c.	Approved Annual Plan Outlay 2006-07	410.00
d.	Expenditure during 2006-07	124.64
e.	Proposed outlay of 11th Plan(2007-12)	2000.00
f.	Approved Outlay of Annual Plan 2007-08	800.00

**8. DECONGESTION AND RATIONALISATION OF ISBTs (Rs. 10100 lakh)**

**OBJECTIVES**

At present, three ISBTs are functioning from Kashmere Gate, Anand Vihar and Sarai Kale Khan. The old ISBT at Sarai Kale Khan is being rebuilt as a modern ISBT. With the change in the development control norms in MPD 2021, the lay out plan require drastic revision for availing the maximum permissible FAR and therefore the original cost estimates for the project will require substantial upward revision. PWD is the executing agency for the project .For the 11th Five Year Plan, two more new ISBTs, on modern lines, are proposed to be constructed on BOT basis (i) in South-West at Dwarka and (ii) in North Delhi at Narela. Land for both the new ISBT's have been allotted by the DDA . The Anand Vihar ISBT will also be rebuilt as per new norms integrating the Bus Stand with Rail and Metro before the CWG 2010 .

The ISBT Kashmere Gate requires massive repairs structural as well as otherwise. Therefore it has been decide to remodel it with the up gradation of passenger services during 2007-08.

**Outlay & Expenditure (Rs. in lakhs)**

a.	Approved Outlay 10th Plan(2002-07)	6000.00
b.	Expenditure during 10th FYP	2173.87
c.	Approved Annual Plan Outlay 2006-07	2715.00
d.	Expenditure during 2006-07	154.18
e.	Proposed outlay of 11th Plan(2007-12)	20000.00
f.	Approved Outlay of Annual Plan 2007-08	10100.00

## **9. CONTROL OF VEHICULAR POLLUTION FROM THE EXHAUST OF MOTOR VEHICLES (Rs. 260 lakh)**

### **a. Control of air pollution)**

#### **OBJECTIVES**

This scheme has the following objectives: -

- i. To control air 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 thereunder 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.

During the 11<sup>th</sup> Plan various activities will be taken up to pursue the above objectives. The important activities slated for 2007-08 are :-

- i. Electronically inter link/network all the PCCs. Funds are available in the plan scheme computer section of record of Transport Deptt.
- ii. Deployment of a team of two Pollution Control Officers in each of the 9 Revenue Districts for conducting regular inspections of the PCCs for effective monitoring and also for giving intensive training to staff of these Centers
- iii. Commission 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.
- iv. Deployment of 20 mobile inspection teams
- v. Training of officials of the Pollution Control Division
- vi. Mobile testing of CNG Leak in Buses

For the above activities additional staff and infrastructure will be required .It is proposed to get the 84 posts of different categories created and to provide additional infrastructure.

**The Additional Equipments required are :-**

<b>SN</b>	<b>Equipment / Parts</b>	<b>Approx. Cost</b>
1.	Spare parts / Consumables / accessories and maintenance / servicing of existing equipment	<b>Rs. 5.00 Lakhs</b>

**b. Control of Noise Pollution**

The vehicular Noise Pollution is increasing with the increasing number of vehicles on the roads At present the enforcement of relevant regulations is very weak. Necessary equipments for easy detection are not in use. Under this scheme it is proposed to provide the required technical support to the enforcement wing for effectively controlling the noise pollution due to vehicles.

**Outlay & Expenditure (Rs. in lakhs)**

a.	Approved Outlay 10th Plan(2002-07)	1700.00
b.	Expenditure during 2002-03 to 2005-06	750.81
c.	Approved Annual Plan Outlay 2006-07	250.00
d.	Expenditure during 2006-07	229.36
e.	Proposed outlay of 11th Plan(2007-12)	1600.00
f.	Approved Outlay of Annual Plan 2007-08	260.00

**10. PROVIDING OF PARKING FACILITIES – STUDIES (Rs. 10 lakh)**

Proposed to be dropped. However, a provision of Rs.10.00 lakhs has been proposed for the year 2007-08.

**Outlay & Expenditure (Rs. in lakhs)**

a.	Approved Outlay 10th Plan(2002-07)	100
b.	Expenditure during 2002-03 to 2005-06	Nil
c.	Approved Annual Plan Outlay 2006-07	5.00
d.	Expenditure during 2006-07	Nil
e.	Proposed outlay of 11th Plan(2007-12)	Nil
f.	Approved Outlay of Annual Plan 2007-08	10

## **11. RE-STRUCTURING AND REVIVAL OF DELHI TRANSPORT CORPN. (Rs. 20000 lakh)**

### **OBJECTIVES**

The prime object of this scheme is to implement the recommendations made in the Report Reform Plan for Restructuring of the Delhi Transport Corporation submitted by the Tata Consultancy Services (TCS) in 2003.

During 2007-08 a major will be on the augmentation of DTC fleet with modern low floor buses to provide an improved, reliable, comfortable, cheap and dignified public transport service to the commuters. 500 CNG buses for improving the city bus services will be procured. The new buses will be provided with Global Positioning System, ergonomic norms for body building designs, automatic ticketing machines, installation of electronic speed governors, introduction of smart cards etc. The replacement of the buses plying on the Inter –State Routes is also planned. Action will also be taken for the augmentation of the fleet for the transportation of Games family and Spectators.

### **Outlay & Expenditure (Rs. in lakhs)**

a.	Approved Outlay 10th Plan(2002-07)	61800
b.	Expenditure during 10th FYP	23405.25
c.	Approved Annual Plan Outlay 2006-07	8000.00
d.	Expenditure during 2006-07	114.00
e.	Proposed outlay of 11th Plan(2007-12)	120000
f.	Approved Outlay of Annual Plan 2007-08	20000.00

## **12. INTEGRATED MULTI-MODAL TRANSIT SYSTEM – JNNURM FUNDS(Rs.25360lakh)**

### **1. DEVELOPMENT OF ALTERNATIVE MODES OF TRANSPORT**

The Committee on Sustainable Transport, after having considered all aspects, recommended that in addition to augmenting mass transport options, the way forward is to evolve policies and instruments to discourage the use of personalized vehicles in Delhi. The only solution to tackle the present urban transport problems in Delhi, is by creating sustainable multi-modal transport such as HCBS, Monorail and LRT to supplement the Metro Rail and the present DTC and other bus services. Accordingly a plan known as the Integrated Multi-Modal Transit Systems has been approved by the Delhi Govt. for implementation by 2021. The first phase of this plan, consisting of 12 corridors, including seven corridors of HCBS, two corridors of Monorail and three corridors of LRT, is planned for completion by 2010. For implementing this plan, a Special Purpose Vehicle known as Delhi Integrated Multi Modal Transit Systems Company Ltd. has been incorporated. The mode of their implementation, i.e. either on BOT or PPP or departmentally, however, shall depend on the financial profiles of the projects which will ready during 2007-08.

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

a. **BUS PRIORITY LANES (HIGH CAPACITY BUS SYSTEM (HCBS)(Rs. 13360 lakh)**

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

Out of the 26 corridors identified for operation of HCBS, following are the seven corridors proposed for completion and operation during the 11<sup>th</sup> Plan

<b>SN</b>	<b><u>Corridor</u></b>	<b><u>Length (Kms.)</u></b>
1.	<u>Dr.Ambedkar Nagar to Delhi Gate</u>	16
2.	Jamia to Tilak Nagar	20
3.	Mool Chand Hospital to Jahangir Puri	20
4.	Ashram to Nand Nagri	18
5.	Kondli to Gokulpuri	14
6.	Rajinder Nagar – Pragati Maidan	8
7.	Shastri Park to Karawal Nagar via Bandh Road	7
	<b>Total</b>	<b>103 kms.</b>

The work on the first corridor Ambedkar Nagar to Delhi Gate has already started. This corridor is targetted for completion during 2007-08. The techno- feasibility studies in respect of the remaining 6 corridors will also be completed and the investment decisions in the feasible cases taken during the current plan year.

ii. **OPERATIONAL PLAN FOR HSC BUS AND RESTRUCTURING OF NON DTC BUSES (INTRODUCTION OF PREMIUM BUS SERVICES)**

DIMTS Ltd. has identified 11 corridors for operation of premium air conditioned bus services in Delhi. These are identified to serve middle class residential area and to connect them to activity centers. It is proposed to invite bids for operating premium air conditioned bus services both from existing bus operators and entrepreneurs, who may or may not have prior experience of operating buses on the 11 identified routes.

b) **MONO RAIL (Rs. 6000 lakh)**

The Monorail proposed to be run on two corridors viz. (i) Delhi University to Pulbangash ( 17kms.) and (ii) Kondli to Daryaganj ( 13 kms.). A detailed study to ascertain its feasibility and viability will be completed during the current plan year based on which an investment decision will be taken.

c) **LIGHT RAIL TRANSIT SYSTEM(Rs. 6000 lakh)**

For this system, three corridors viz. (i) from Pul Bangash to Dhaula Kuan (13 kms), (ii) Badarpur to Mehrauli ( 11 kms.) and (iii) Malviya Nagar to India Gate ( 11 kms.) have been identified. A Techno-Feasibility study which is underway will be got completed during 2007-08 based on which the investment decision will be taken.

**Outlay & Expenditure (Rs. in lakhs)**

a.	Approved Outlay 10th Plan(2002-07)	28200.00
b.	Expenditure during in 10th FYP	7914.29
c.	Approved Annual Plan Outlay 2006-07	14800.00
d.	Expenditure during 2006-07	3286.26
e.	Proposed outlay of 11th Plan(2007-12)	308075.00
f.	Approved Outlay of Annual Plan 2007-08	25360.00

13. **SETTING UP OF DELHI UNIFIED METROPOLITAN TRANSPORT AUTHORITY (Rs. 30 LAKH)**

**OBJECTIVES**

In Delhi, there is a multiplicity of authorities dealing with transport planning and regulation like PWD, MCD, NDMC, DDA, Traffic Police, Railways, Delhi Metro Rail Corporation, NHAI, Transport Department and DTC etc. They are engaged in different activities like construction and maintenance of roads, subways, over bridges, providing of traffic signals, road furniture, enforcement of the Motor Vehicles Act, 1988 and the Rules framed there under etc. In order to bring forth effective coordination amongst various agencies the Central Government in the Ministry of Urban Development has proposed the setting up of an Unified Metropolitan Transport Authority to be called the Delhi Metropolitan Transport Authority through a legislation. This matter is under examination in the Government of Delhi. However a provision for meeting the the Secretariat expenses of the proposed Authority has been made in the 11<sup>th</sup> Plan and the current annual plan .

The outlay proposed is :-

**Outlay & Expenditure (Rs. in lakhs)**

a.	Approved Outlay 10th Plan(2002-07)	250.00
b.	Expenditure during 2002-03 to 2005-06	Nil
c.	Approved Annual Plan Outlay 2006-07	5.00
d.	Expenditure during 2006-07	Nil
e.	Proposed outlay of 11th Plan(2007-12)	275
f.	Approved Outlay of Annual Plan 2007-08	30

#### **14. INCENTIVE FOR LIGHT PUBLIC TRANSPORT PASSENGER VEHICLES (Rs.35 LAKH)**

##### **OBJECTIVES**

The Govt. of Delhi has been assisting the conversion of vehicles to clean fuel under this scheme. In the 11<sup>th</sup> plan it is proposed to assist vehicles for adopting fuel efficient technologies with reduced emission levels. The Government of Delhi has already approved the switchover of retrofitted two-stroke TSRs to those with four-stroke engine technology. A subsidy @ 6% of the cost of new vehicle will be provided under this scheme for the switch over .

##### **Outlay & Expenditure (Rs. in lakhs)**

a.	Approved Outlay 10th Plan(2002-07)	800.00
b.	Expenditure during 10th FYP	227.77
c.	Approved Annual Plan Outlay 2006-07	5.00
d.	Expenditure during 2006-07	Nil
e.	Proposed outlay of 11th Plan(2007-12)	400.00
f.	Approved Outlay of Annual Plan 2007-08	35.00

#### **15. STUDIES AND CONSULSTANCY SERVICES**

##### **OBJECTIVE (Rs.560lakh)**

(i) For the implementation of MPD 2021, DTC's Revival and Restructuring Plan and for planning transport arrangements for CWG 2010 a number of studies and consultancies will have to be awarded during 2007-08. These will be funded under this scheme.

##### **(ii) PROVIDING INTER CHANGE FACILITIES**

The proposed Delhi Integrated Multi Modal Transit System uses modes such as BRT, LRT and Monorail to supplement the Metro Rail DTC and non DTC buses . One of the most important element of transport integration is the provision of interchange facilities which shall be provided between Metro, IRBT, LRT, Monorail and HCBS Stations etc. The integration would depend upon expected station load to ensure proper system utilisation including approach roads to stations, circulation facilities, pedestrian ways and adequate parking etc. The provision will have to be made for peak demand at each station. A study for 36 interchange points,has already been awarded.

##### **(iii) RESEACH TO IMPROVE THE QUALITY OF VEHICLES AND ALTERNATIVE FUELS**

It is proposed to support research initiatives for making transport vehicles more passenger friendly particularly for the disabled and pollution free and also for the analysis of transport and pollution data and statistics for suggesting appropriate policies for transport management. It is proposed to conduct some studies in this regard.

**Outlay & Expenditure (Rs. in lakhs)**

a.	Approved Outlay 10th Plan(2002-07)	2000.00
b.	Expenditure during 10th FYP	534.47
c.	Approved Annual Plan Outlay 2006-07	200.00
d.	Expenditure during 2006-07	278.23
e.	Proposed outlay of 11th Plan(2007-12)	1500.00
f.	Approved Outlay of Annual Plan 2007-08	560.00

**16. DEVELOPMENT OF BUS TERMINALS AND DEPOTS (Rs. 3500 lakhs)****OBJECTIVES**

The object of the scheme is to for construct new bus terminals and depots at suitable sites in Delhi to improve the transport services.

Work on 8 new Bus Depots will be taken up during the year at different locations in Dwaraka , Kanjhawala , Narela , Okhla etc .New Terminals will be constructed at Rohini , Suraj Mal Vihar , Narela .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. Bus Terminal at Madanpur Khadar, Hastal, Bhalaswa (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.

**Outlay & Expenditure (Rs. in lakhs)**

a.	Approved Outlay 10th Plan(2002-07)	2500
b.	Expenditure during 10th FYP	1551.36
c.	Approved Annual Plan Outlay 2006-07	600
d.	Expenditure during 2006-07	570.26
e.	Proposed outlay of 11th Plan(2007-12)	9000.00
f.	Approved Outlay of Annual Plan 2007-08	3500.00

**17. INTEGRATED DEVELOPMENT OF RAIL & BUS TRANSPORT SYSTEM IN NCT & NCR FOR DECONGESTION OF DELHI (Rs. 5928lakh)****OBJECTIVE**

Due to the lack of feeder bus services from the end points, commuters are not able to make the optimum use of rail services. Keeping this in view, development of Ring Railway in Integration with MRTS scheme, was included in Ninth Five Year Plan (1997-2002). M/s RITES who conducted a study to identify rail projects for commuter travel in National Capital Region (NCR) and Delhi, in its report recommended 28 urban rail commuter projects out of which 11 projects have been approved for NCT of Delhi and the

remaining for NCR. This scheme will be implemented as a Joint Venture between Govt. of Delhi and NCR Planning Board.

The Technical Committee comprising of representatives from MORTH, MOUD, NCRPB and Transport Department, Delhi has 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 proposals are awaiting the clearance from the Planning Commission.**

The outlay proposed in anticipation of the above is: -

**Outlay & Expenditure (Rs. in lakhs)**

a.	Approved Outlay 10th Plan(2002-07)	37550.00
b.	Expenditure during 2002-03 to 2005-06	217.75
c.	Approved Annual Plan Outlay 2006-07	1778.00
d.	Expenditure during 2006-07	Nil
e.	Proposed outlay of 11th Plan(2007-12)	21000.00
f.	Approved Outlay of Annual Plan 2007-08	5928.00

**18. SPECIAL PURPOSE VEHICLE - DIMTS (Rs. 100 lakh)**

DIMTS (Delhi Integrated Multi Modal Transit System) has been set up as a “Special Purpose Vehicle” for implementing the Integrated Multi –Modal Transit Systems for Delhi . DIMTS was incorporated as a Company in 2006 as a State Undertaking with an authorised share capital of Rs 100000 lacs. The paid up share capital is Rs 500 lacs . A proposal to alter its corporate structure in to a Joint Venture Company is under consideration. A token provision for enlarging the equity base of the company has been proposed during 2007-08.

The outlay proposed is: -

**Outlay & Expenditure (Rs. in lakhs)**

a.	Approved Outlay 10th Plan(2002-07)	Nil
b.	Expenditure during 10th FYP	729.94
c.	Approved Annual Plan Outlay 2006-07	10100.00
d.	Expenditure during 2006-07	504.90
e.	Proposed outlay of 11th Plan(2007-12)	20000.00
f.	Approved Outlay of Annual Plan 2007-08	100.00

## **NEW SCHEMES**

### **19. TRAINING OF SCHOOL BUS DRIVERS AND NON DTC BUS DRIVERS(Rs. 20 lakh)**

It is proposed to organize special training programmes for school bus drivers and non DTC bus drivers through 3 Motor Driving Training Schools being run at Burari, Loni Road and Sarai Kale Khan and at DTC Drivers Training School at Nand Nagri . The cost on this training will be met from this scheme.

1. Proposed outlay for XIth FYP 2007-2012	100.00 lakh
2. Approved Outlay for Annual Plan 2007-08	20.00 lakh

Though the outlay has been approved for the A.P.2007-08 . But activity has already been included under plan scheme"Motor Driving Training School." Therefore it may be dropped in RE 2007-08.

### **20. RESEARCH TO IMPROVE THE QUALITY OF VEHICLES AND ALTERNATIVE FUELS (Rs. 100 lakh)**

The scheme has been proposed to support research initiatives for making transport vehicles more passenger friendly particularly for the disabled and pollution free and also for the analysis of transport and pollution data and statistics for suggesting appropriate policies for transport management .It is proposed to give financial assistance to research institutions / individuals / universities etc. in Delhi either engaged or taking up such work. In this regard, a token provision of Rs.500 lakhs for the 11<sup>th</sup> Five Year Plan and of Rs.20.00 lakhs has been made for the Annual Plan 2007-08.

### **25. UTILISATION OF RING RAILWAY (Rs. 100 lakh)**

At present, the services being provided by Ring Railway are not being utilized optimally due to excessive use of the lines for goods traffic and also due to the lack of proper connectivity wit road transport. It is, therefore, proposed to construct a parallel line for goods movement and use the ring rail for passenger movement alone with proper integration with other modes of transport. The initiaive for this has come from the Ministry of Urban Development and it is proposed to set up a SPV consisting Ministries of Railway, Urban Development, Government of Delhi and Private Partners. The token outlay proposed is: -

1. Proposed outlay for XIth FYP 2007-2012	100.00 lakh
2. Approved Outlay for Annual Plan 2007-08	100.00 lakh