

CHAPTER 12

TRANSPORT

Transport infrastructure is one of the most important factor for maintaining and improving the quality of life and for ensuring sustainable growth. One cannot over emphasize the importance of Transportation than call it the life line of a nation. It has been proven by so many instances how transport infrastructure has added speed and efficiency to a country's progress. Good physical connectivity is essential for economic growth also.

Public transport has two major components viz. bus transport and metro rail. These two major transport systems are playing a vital role in facilitating public transport in Delhi. In fact, both the systems are the lifeline of the people of Delhi. At present, the average ridership of Delhi metro is reported to be 26 lakh per day. Ridership on Metro Rail is further expected to increase up to 40 lakh per day after completion of the final stage of construction of DMRC. On average, daily average passenger ridership on DTC is 35.37 lakh. Delhi loss a large number of man-hours while commuting between home and office through public transport by road due to the traffic congestion. Therefore, serious efforts, including a number of transport infrastructure projects, are underway at ring road and Outer Ring road to encourage uses of public transport in Delhi. Total 212.48 Km length of Metro line has been completed under Phase-I, Phase-II and Phase-III in Delhi and will add another 136.08 KM of Metro rail of Phase III. Promoting road based public transport in big way; dedicated corridors of bus lane are planned. Bus Rapid Transits (BRT) projects are therefore underway.

3. Motor Vehicles

- 3.1 The total number of motor vehicles on road in NCT of Delhi as on 31st March, 2016 was 97.05 lakh, showing an increase of 9.94 per cent over previous year. The category wise number of motor vehicles in Delhi is presented in Statement 12.1.

Statement 12.1
VEHICLE POPULATION

S. No	Details	Number of Vehicles		Growth Rate
		2014-15	2015-16	Per cent
1	Cars and Jeeps	2790566	2986579	7.02
2	Motor Cycles & Scooters	5681265	6104070	7.44
3	Ambulance	1527	2990	95.81
4	Auto Rickshaws	81633	198137	142.72
5	Taxies	79606	91073	14.40
6	Buses	19729	34365	74.19
7	Other Passenger Vehicles	11284	6368	-43.57
8	Tractors	1637	281159	73.75
9	Goods Vehicles (All Type)	160156		
10	Others	28		
	Total	8827431	9704741	9.94

Source: - Delhi Statistical Handbook- 2016

- 3.2 It may be observed from Statement 12.1 that the growth rate of vehicles in Delhi during 2015-16 was recorded at 9.94 per cent. The highest growth of vehicles during the period was observed in auto rickshaws at 142.72%. Annual growth rate during 2015-16 in comparison to previous year was observed in goods vehicles at 73.8 percent. It is 95.81% in ambulance and 74.19% in case of buses. The negative growth of vehicles recorded in other passenger vehicles during 2015-16.
- 3.3 The details regarding number of vehicles in Delhi and their annual growth rate are presented in statement 12.1 and 12.2 respectively.
- 3.4 The annual growth of vehicles in Delhi increased from 8.13 per cent in 2005-06 to 9.94 per cent in 2015-16. During the same period the number of vehicles per thousand population increased considerably from 317 to 530.

Statement 12.2

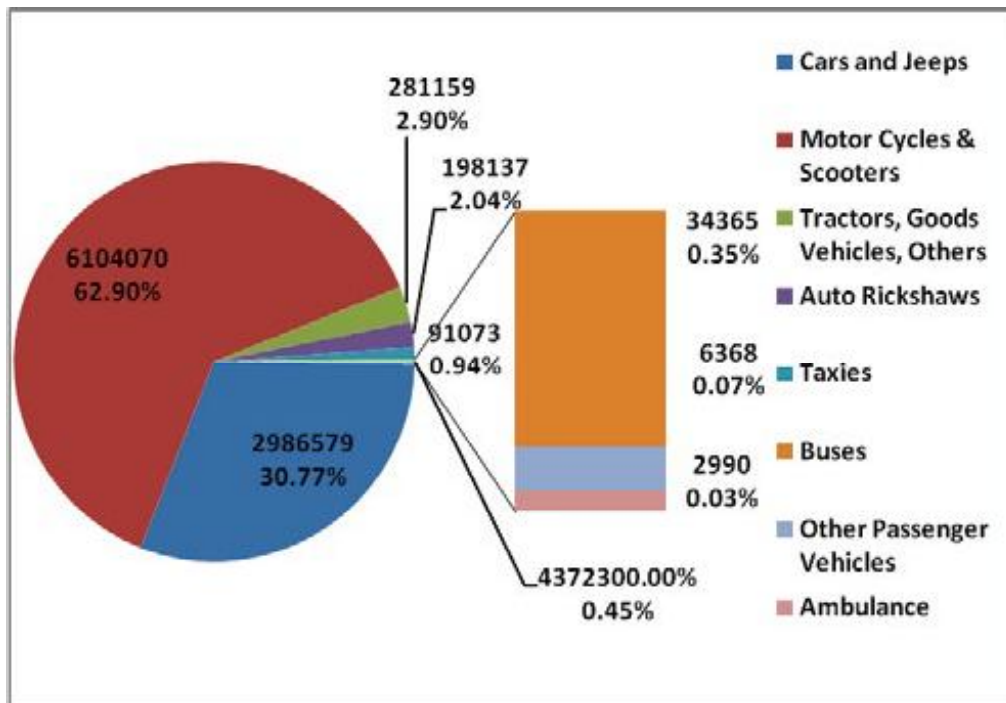
GROWTH AND VEHICLES PER 1000 POPULATION

S. No	Years	Vehicles		Annual Growth (Per cent)	No. of Vehicles Per 1000 Population
		Number	Increase		
1	2005-06	4830136	362982	8.13	317
2	2006-07	5232426	402290	8.33	337
3	2007-08	5627384	394958	7.55	356
4	2008-09	6026561	399177	7.09	374
5	2009-10	6466713	440152	7.30	393
6	2010-11	6947536	480823	7.44	415
7	2011-12	7452985	505449	7.27	436
8	2012-13	7785608	332783	4.46	446
9	2013-14	8258284	472676	6.07	465
10	2014-15	8827431	569147	6.89	491
11	2015-16	9704741	877310	9.94	530

3.5 Percentage of vehicles in Delhi during 2015-16 is depicted in Chart 12.1.

Chart 12.1

PERCENT OF VEHICLES POPULATION 2015-16



- 3.6 There is a contradiction regarding the actual number of vehicles plying on Delhi's road as the large number of vehicles registered in Delhi are plying in NCR areas and vis- a-vis the vehicles registered in NCR are plying in Delhi.
- 3.7 Transport department is making efforts to estimate the actual number of vehicles in Delhi by taking into account vehicles that have outlived their life due to any account, transferred to and from other states etc.
- 3.8 The information regarding the mode of transportation facilities in Delhi during the last two decade as per the Census of India is presented in the statement 12.3.

Statement 12.3

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

(Per cent)

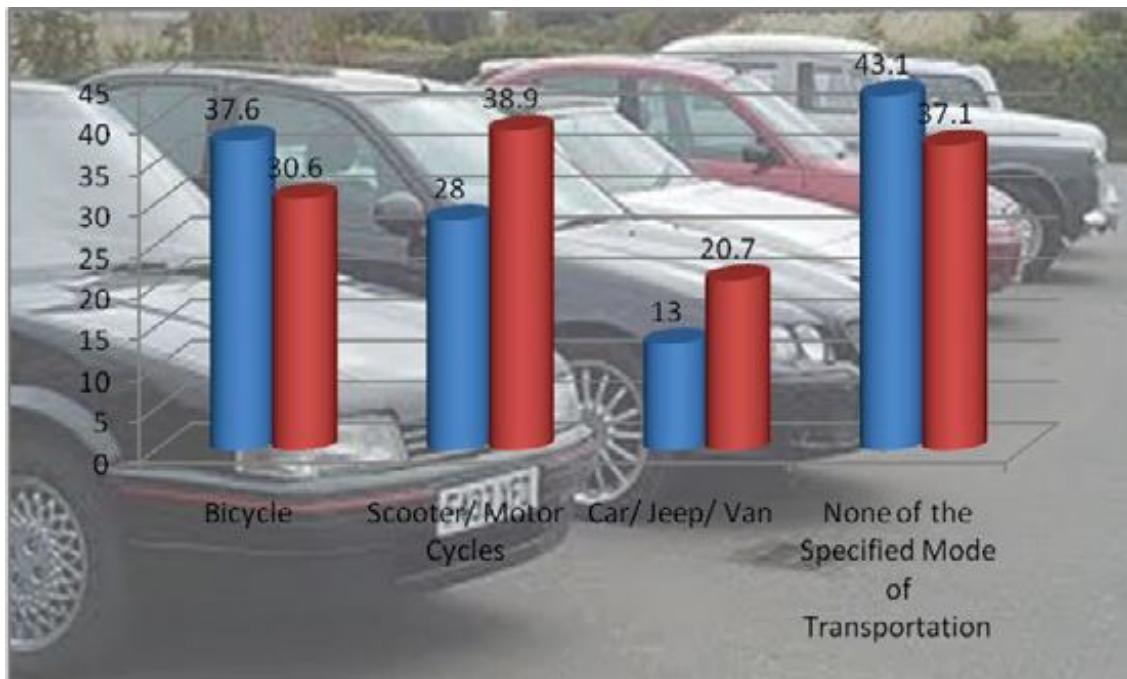
Sl. No	Mode of Transportation Facilities	2001			2011		
		Rural	Urban	Total	Rural	Urban	Total
I	No. of Households	169528	2384621	2554149	79115	3261423	3340538
1	Bicycle	48.70	36.80	37.60	44.20	30.30	30.60
2	Scooter/ Motor Cycles	20.70	28.50	28.00	38.50	38.90	38.90
3	Car/ Jeep/ Van	7.30	13.40	13.00	10.80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

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

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

Chart 12.2

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



4. Road Network

- 4.1 The road network in Delhi is being developed and maintained by National Highway Authority of India (NHAI), Public Works Department (PWD), Municipal Corporations of Delhi (MCD), New Delhi Municipal Council (NDMC), Delhi Cantonment Board (DCB) and Delhi Development Authority (DDA).
- 4.2 The road network of Delhi has increased from 32131 lane km in 2007-08 to 33868 lane km in 2015-16. During 2015-16, an outlay of ` 1525 crore was approved for Road and Bridges and an expenditure of ` 1425 crore was incurred. The road length maintained by different agencies in NCT of Delhi during the last years is presented in Statement 12.4.

Statement 12.4

GROWTH OF ROAD NETWORK IN DELHI-AGENCY-WISE

(Km)

S. No	Agency	2007-08	2008-09	2009-10	2010-11	2011-12	2012-13	2013-14	2014-15	2015-16
1.	MCD	27139	27139	27139	27139	26459	23931	23931	23931	23931
2.	NDMC	1290	1290	1290	1290	1290	1290	1290	1290	1290
3. Public Works Deptt. (Delhi Govt.)										
a.	National Highway	182	356	356	360	360	360	360	360	430
b.	Other Roads	2230	2270	2300	2400	3180	5708*	5708*	5708* +62**	6308**
4.	DSIIDC	1250	1317	1317	1434	1434	1434#	1434#	1434#	1434#
5.	I&FC	40	40	40	40	40	40#	40#	40#	40#
6.	DDA	-				435	435#	435#	435#	435#
	Total	32131	32412	32442	32663	33198	33198	33198	33198 +62**	33868**

Source: - Delhi Statistical Handbook 2016.

* including 3208 lane Km Taken over from MCD

as on 31st March 2013

** Flyovers of length of 62 Kms are added during 2014, 2015 & 2016

5. Peripheral Expressways

5.1 Delhi has emerged as a major wholesale trade center for North India. It is estimated that 78 percent of vegetables and fruits, 49 per cent of fuel, 44 per cent of iron and steel and 47 per cent of food grains traded in Delhi are destined for other states. The five national highways (NH-1, NH-2, NH-8, NH-10 and NH-24) also bring interstate goods vehicles in to the territory. This situation aggravates the traffic congestion, particularly on Ring Road, Outer Ring Road and other major roads of the city. As a solution to this problem, Western Peripheral Expressway and Eastern Peripheral Expressways are being constructed. On completion of these peripheral expressways, Delhi is expected to get relief from those inter-state vehicles which are passing through Delhi at present although not destined for Delhi.

5.2 **Western Peripheral Expressway or Kundli-Manesar-Palwal Expressway**, is an under construction 135.6 km long Expressway in the Indian state of Haryana. The 135.6 km long Expressway has been divided into three sections of 45 km each. Five Flyovers are

being constructed at places where the expressway crosses national highways, namely, NH 1 at Kundli (Sonapat) where it starts just north of Delhi, NH 10 just northwest of Bahadurgarh Jhajjar, NH 8 south of Manesar, NH 71B southwest of Sohna and NH 2 south of Palwal. In total 15 flyovers and 75 small bridges will be constructed on the Manesar-Palwal stretch and 30 flyovers and four railway over bridges will be constructed on the Kundli-Manesar stretch.

5.3 **Eastern Peripheral Expressway OR National Expressway 2** is a proposed expressway in the national capital Region which will bypass Delhi on the eastern side. The expressway will provide connectivity between Delhi and the towns of Ghaziabad, Faridabad, Greater Noida, Baghpaat and Sonipat. The expressway will be 135 Km long and will have two sections.

6. Inter State Bus Terminals (ISBTs)

Master Plan of Delhi- 2021 suggested five ISBTs for Delhi. With the setting up of two new ISBTs at Sarai Kale Khan and Anand Vihar, three ISBTs are functioning at present. Two more ISBTs are proposed to be constructed at Dwarka and Narela. ISBT, Kashmere Gate has been renovated and made operational with state of the art facilities in May'2013. Process for renovation of ISBTs at Anand Vihar and Sarai Kale Khan will be started. Regarding ISBT at Dwarka, architect has been appointed.

6.1 Development of ISBTs

- Sarai Kale Khan ISBT - The work is proposed to be undertaken in two phases. LOP and conceptual drawings based on TOD concept have been developed for Phase I and approval from local bodies is being perused with. It is likely to take another three months. Phase II shall follow after Phase I.
- Anand Vihar ISBT - Transport Department has been requested to close the existing consultancy contracts and hand over the work to PWD so that PWD can take up comprehensive planning based on TOD concept.
- Dwarka ISBT - Transport Department has been requested to close the existing consultancy contracts and hand over the work to PWD so that PWD can take up comprehensive planning based on TOD concept

7. Development of Bus Terminals and Depots

The objective of the project is to create bus transport infrastructure for the benefit of the bus commuters. The scheme envisages purchase of land for bus terminals & bus depots and construction of terminals & depots over there. With the new acquisition of bus

fleet under cluster scheme (DTC and private entities), Transport Department will require additional bus depots. Due to scarcity of land, the statutory authorities are pressing hard to have multi-level bus depots in place of the conventional bus depots at present there are 8 bus terminals/depots are under progress . Name of which are dichoun kalan, bawana sector 1, Rewla Khanpur, rani khera 1,2,3, dawrka sector 12,kharkhri nahar and 3 more projects are under consideration namely east vinod nagar, bawana sector 5 and narela.

8. Rail Network

Delhi is a major junction on the rail map of India linked with the entire major metropolitan cities directly. There are five main railway stations viz. at New Delhi, Old Delhi, Hazrat Nizamuddin, Sarai Rohila and Anand Vihar, besides Container Depots at Patparganj and Tuglakabad.

9. Mass Rapid Transit System (MRTS)

- 9.1 The Mass Rapid Transit System (MRTS) is an ambitious project that aims at providing a non-polluting and efficient rail-based transport system, properly integrated with the road transport system. The Delhi Metro is being built in phases. Phase I completed 59 stations and 65.1 km of route length of which 13.0 km is underground and 52.1 km surface or elevated. The inauguration of the Dwarka-Barakhamba Road corridor of the Blue Line marked the completion of Phase I on October 2006. Phase II of the network comprises 122.36 km of route length and 85 stations, and is fully completed, with the first section opened in June 2008 and the last line opened in August 2011. Phase III (117.57 km, 69 stations) and Phase IV (113.2 km) are planned to be completed by 2017 and 2021 respectively. Average ridership of Delhi Metro is approximate 26 lakh per day during 2015-16 which will be increased to 40 lakh with the completion of Phase – III. In Delhi, the Metro Trains run from 6.00 AM in the morning till about 11.00 PM in the night. The train frequency varies from 3 minutes in peak time upto 12 minutes in non peak hours.

Total Length of MRTS Phase-I was 65.05 KM

Total Length of MRTS Phase-II was 122.36 KM

Total Length of MRTS Phase-III is 117.57 KM which is to be completed by March 2017.

- 9.2 **MRTS PHASE –III:** The approved corridors of MRTS Phase III of new metro lines and extensions of its corridors are presented in Statement 12.5 and year wise fund released by GNCTD in Statement 12.6.

Statement 12.5

MRTS PHASE III- APPROVED PROJECT BY CABINET

S. No	Corridors	Length (KM)			No. of Stations			Expected time to be start/ complete
		Under ground	Elevated	Total	Under ground	Elevated	Total	
1	Line-7:Mukundpur-Shiv Vihar	19.117	39.479	58.596	12	26	38	To be start 2017
2	Line-8:Janakpuri West-Kalindikunj	23.807	10.466	34.273	15	8	23	Will be complete in march 2017
3	Line-6: Ext.: Central Secretariat-Kshmere Gate	9.370	-	9.370	7	-	7	Will be complete in march 2017
4	Line-2 Ext: Jahangirpuri- Badli	-	4.489	4.489	-	3	3	Completed in 2015
5	Line-6 Ext.: Badarpur-Faridabad	-	13.875	13.875	-	9	9	Completed in 2015
6	Line-5 Ext.: Mundka to Bahadurgarh	-	11.182	11.182	-	7	7	To be start 2017
7	Dwarka- Najafgarh	1.541	2.754	4.295	1	2	3	To be start 2017
Total		53.835	82.245	136.08	35	55	90	

Statement 12.6

YEAR-WISE RELEASED FUND FOR MRTS –III PHASE BY GNCTD

(` in Crore)

Sl. No	Year	Equity	Subordinate Debt	Reimbursement of sales tax on works contract Act to DMRC	Total
1	2012-13	749.70	294.00	-	1043.70
2.	2013-14	672.20	170.00	448.64	1290.84
3.	2014-15	600.00	0.00	159.25	759.25
4	2015-16	827.00	40.00	590.81	1457.81
	Total	2848.9	504.0	1198.7	4551.6

9.3 The estimated cost of Phase III is ` 37672.78 crore. GNCTD has released ` 1457.81 crore. ` 827.00 crore equity and ` 40.00 crore against subordinate debt and ` 590.81 has been released as reimbursement of sales tax on works contract Act to DMRC during 2015-16 towards MRTS Phase III.

9.4 The details regarding year-wise Average Daily Ridership is presented in Statement 12.7

Statement 12.7

AVERAGE DAILY RIDERSHIP AND ROLLING STOCKS

Year	Ridership	Operational Route (Km) Excluding Airport Express line	Rolling Stock (No. of Cars)
2007-08	625,000	65.10	280
2008-09	722,000	74.55	280
2009-10	919,000	95.79	376
2010-11	1259,000	161.45	844
2011-12	1660,000	167.33	1022
2012-13	1926,000	167.33	1094
2013-14	2190,000	167.33	1282
2014-15	2386,000	170.56	1306
2015-16	2600,000	189.747	1392

9.5 DMRC Feeder Bus Service

Feeder Bus Services is a special provision made by DMRC to facilitate the commuters to reach or depart from number of metro stations situated in Delhi. At present, 517 mini buses on 93 metro feeder routes are to be inducted out of which 291 buses are operating on 43 routes to help the commuters in having smooth movement / approach to the nearest metro station. All buses are fitted with GPS.

10. Flyovers and Bridges:

At present there are 83 numbers of flyovers and RUB/ROB has been completed at various places in Delhi. Apart from this approximately 78 number of footover Bridges have also been completed at various places in Delhi by end of 2016 and approximately 10 are in progress.

10.1 Major Projects under progress:-

1. **C/o Signature Bridge at Wazirabad, Delhi:-** Due to tremendous increase in population of Trans-Yamuna Area, there is pressing demand for additional East-West corridors over River Yamuna. Therefore, a new bridge was proposed on the down-stream of existing bridge-cum-barrage at Wazirabad. The objective of this project was to have a signal free approach from NH-1 (Road No. 45) on western bank and Wazirabad Road (Road No. 59 Khajuri Khas intersection) on the Eastern bank for entry & exit of traffic in two directions. Planning of the project was started on 27.4.2004 which was approved by DDA's Technical Committee on 14.06.06 and by DUAC on 20.10.06. Modified recast estimated cost of the project for ` 1131

crore was approved by Govt. of NCT of Delhi on 26.02.2010. Order to start the main bridge has been issued accordingly. Work on approach roads on both the eastern & western ends were taken up earlier against the previous sanction and are presently at 99% progress. The overall progress is more than 90 % and project is likely to be completed by March 2017.

2. **Elevated Road over Barapullah Nallah Phase-II:-** The project aimed to provide an efficient connectivity for general public by passing through busy Lala Lajpat Rai Path & Mathura road and connecting ring road. It was exclusive corridor for the sports personnel between the Games village and Jawahar Lal Nehru Stadium during CWG-2010. The work involves construction of an elevated road corridor of about 3.8 km starting from Sarai Kale Khan to Jawahar Lal Nehru Stadium in phase- I has been completed and further connectivity from JLN stadium to INA market in Barapullah Phase-II. Two connectivity's with this elevated road have also been provided. One descending to Lala Lajpat Rai Marg commissioned recently in March-2012 and the other ascending from Sunheri Nallah is to be completed by June-2015. Execution of work in Phase-II i.e. Jawahar Lal Nehru Stadium to Aurobindo Marg is in progress and around 92% works has been completed. The project aimed to provide an efficient connectivity for general public by passing through busy Lala Lajpat Rai Path & Mathura road and connecting ring road. It will be completed by the March 2017.
3. **Barapullah Phase-III :-** Barapullah, Phase-III stretch from Sarai Kale Khan to Mayur Vihar Phase-I has been sanctioned for Rs. 1260.63 crore and the work is in progress at about 20% work has been done in this project. The provision for Barapullah Nallah Ph-III of ₹ 300.00 crore has been kept under this project for the year 2016-17 and it is not the part of the JNNURM. Barapullah, Phase-III stretch from Sarai Kale Khan to Mayur Vihar Phase-I which will also be completed by Dec 2017.
4. **Corridor improvement of outer Ring Road from IIT to NH-8-1:-** The project of Construction of (Part-A) Flyover on portal structure linking existing Munirka Flyover in the east to the point beyond Army RR Hospital in the west on the Outer Ring Road and (Part-B) Underpass at junction of BJ Marg and Inner Ring road has been approved at the cost of ₹ 313.67 crore. The work has been started and it will be completed by the next year..The work has been started in the year 2015-16 and it will be completed by the end of the 2017.

11. Pedestrian Facilities - Foot Over Bridges (FOBs)

Traffic regulation and road construction in Delhi have to take care of cyclists and pedestrians including bus commuters. On main arterial roads, there are very few pedestrian crossing and a few over bridges or subways. Approximately 78 numbers of footover Bridges have also been completed at various places in Delhi by end of 2016 and approximately 10 are

in progress.

12. Delhi Transport Infrastructure Development Corporation

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

13. Delhi Transport Corporation (DTC)

13.1 DTC is the largest public transport entity in the NCR. DTC operates 4352 buses on 578 city routes and 18 NCR routes. Daily average passenger is about 35.37 lakh during 2015-16. Automated fare collection system through electronic ticketing machines being procured and rolled out. The performance of DTC during 2001-02 to 2015-16 is presented in Statement 12.8 and an activity of DTC is presented in Statement 12.9.

Statement 12.8

PERFORMANCE OF DELHI TRANSPORT CORPORATION

Sl No.	Years	Fleet (No)	Fleet Utilization (%)	Vehicle Utilization (Km/Bus/Day)	Load Factor (%)	Passenger Carried per bus daily	Daily Average Passengers (in Lakh)
1.	2001-02	3286	71.68	211	82.66	854	23.40
5.	2005-06	3469	90.51	226	74.42	973	30.52
6.	2006-07	3444	81.47	199	77.18	951	26.77
7.	2007-08	3537	82.47	177	87.82	848	24.04
8.	2008-09	3804	77.03	171	68.83	772	22.62
9.	2009-10	4725	80.99	184	69.84	776	24.16
10.	2010-11	6204	75.03	185	71.43	700	30.32
11.	2011-12	5892	84.27	199	77.75	863	44.2
12.	2012-13	5445	85.77	202	92.90	973	46.77
13.	2013-14	5223	85.51	190	86.63	952	43.47
14.	2014-15	4712	83.99	188	85.02	930	38.87
15.	2015-16	4352	83.63	191	82.00	927	35.37

Source: - Operational Statistics of DTC

Statement 12.9

ACTIVITIES OF DELHI TRANSPORT CORPORATION: 2015-16

Sl. No	Details	2014-15				2015-16			
		Non-AC	AC	Std.	Total	Non-AC	AC	Std.	Total
1.	Total Buses in the Fleet (At the end)	2506	1275	924	4705	2506	1276	570	4352
2.	Buses on Road (Daily Average)	2226	1106	848	4180	2206	1056	555	3817
3.	Passengers (in Crore)	95.39	22.82	23.66	141.87	89.82	24.76	14.87	129.44
4.	Daily Average Passengers (in Lakh)	26.14	6.25	6.48	38.87	24.54	6.77	4.06	35.37
5.	K. metres operated (in Crore)	15.97	7.74	4.99	28.71	16.07	7.42	3.25	26.73
6.	K. meters operated Daily Average (in lakh)	4.38	2.12	1.37	7.87	4.39	2.03	0.89	7.31
7.	Break-down per 10000 buses	62	113	33	89	73	95	44	76
8.	Accidents	96	54	28	178	89	44	20	153
(i)	Major	8	2	3	13	8	3	2	13
(ii)	Minor	74	42	11	127	68	35	7	110
9.	Inter-State Bus Route covered by D.T.C.	-	-	-	12	-	-	-	11
10.	D.T.C. Workshop	-	-	-	2	-	-	-	2
11.	D.T.C. Depots	-	-	-	43	-	-	-	43

Source: Delhi Statistical Handbook 2016

13.2 DTC gives various types of concession in the bus fares to students, senior citizens, Disabled, freedom fighters, etc. The concession amount is reimbursed by GNCTD. The Govt. of NCT of Delhi has reimbursed an amount of ₹ 84.00 crore for concessional passes during 2015-16 (provisional)

14. **Cluster Buses:** - The Government of NCT of Delhi initiated the Scheme in 2011-12 for Corporatization of Private Stage Carriage Service to substitute the Blue line private stage carriage system under Public Private Partnership (PPP) model. Under this scheme, 457 stage carriage bus routes of Delhi have been divided into 17 distinct clusters. Presently approximately, 1700 cluster buses are operating in 09 clusters NCT of Delhi. Automatic fare collection system through electronic ticketing in Cluster Buses has been introduced.

Statement 12.10

PERFORMANCE OF CLUSTER BUSES

S. No	Years	Fleet (No)	Fleet Utilization (%)	Vehicle Utilization (Km/Bus/Day)	Load Factor* (%)	Passenger Carried per bus daily	Daily Average Passengers (in Lakh)
	2013-14	1090	93.49	218.43	81	950	6.36
	2014-15	1402	97.30	217.61	78	899	9.95
	2015-16	1490	98.84	214.52	74	831	10.61

*LF is calculated using CIRT Formula

Source:-DIMTS Ltd.

15. BRT Corridor

For smooth operation of buses, road stretches, that create bottlenecks in the running of buses would be systematically improved through road engineering, route by route, for better bus turn-around time and improvement in the quality of service. Preferential traffic signaling for HCBS buses, at intersections, shall be provided to avoid delay at crossings. 1st BRT corridor from Ambedkar Nagar to Delhi Gate under operation.

16. Road Safety

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

schools and college level, educating the general public about the road safety and other measures.

- 16.2 State Road Safety Council under Commissioner (Transport) constituted vide notification dated 13th January 2005 with members from Traffic Police, local bodies, DDA, PWD, DTC etc. for formulation & implementation of road safety programs in the NCT of Delhi . District Road Safety Committees constituted under respective Deputy Commissioners in June 2014 with members from Traffic Police, local bodies, DDA, PWD, etc. for implementation of road safety programs at the district level. Functions entrusted to district committees include identification of black spots on roads & remedial measures, deployment of ambulances, trauma care and blood bank facilities, enforcement of traffic regulations, conduct of awareness campaigns etc.

17 Measures taken for Safe Public Transport

- 17.1 Augmentation of DTC's Night Bus Service (11 pm – 5 am): Number of buses has been increased from 38 buses on 8 routes to 85 buses on 24 routes. 1059 Home Guards, 1732 Civil Defence Marshal and 310 DTC Marshals are deployed in DTC buses (evening and night shift) for the safety/security of women passengers. 120 Home Guards are deployed in DTC buses for women safety and security at night and 28 Ladies Special trips are scheduled to play in Delhi. Ladies Special Buses being plied during peak hours on 26 routes. 25% seats have been reserved for women in stage carriage buses. (Low floor buses-10 seats, & standard floor buses -12 seats).
- 17.2 **Nirbhaya Fund** : Govt. of India (GOI) has kept an Outlay of ` 50.00 crore to spend by Ministry of Road Transport & Highways (MORTH) on pilot testing a scheme on "Safety for Women on Public Road Transport" as the funding to states is to be provided through Nirbahay fund. Accordingly, Transport Department has submitted the proposal to GOI for grant of funds under the Nirbhaya Fund to strengthen safety in public transport by installing GPS devices and CCTV cameras in buses, monitoring the activities of the commuters on 100 bus queue shelters located at strategic locations through CCTV cameras and strengthening its enforcement wing. Further, it is mentioned that DTC has installed CCTV cameras in its 200 buses with its own resources. Government has decided to install CCTV cameras in all DTC & Cluster buses.