CHAPTER 12
TRANSPORT

An efficient transport system for mobility is essential for maintaining and improving the quality of life and ensuring sustainable development. It is sufficient to conceive of robust economic growth capable of creating jobs and wealth without an efficient transport system that allows full advantage to be taken of the internal market and globalized trade. In order to support the required level of economic activities in urban areas, it becomes imperative to address the urban transport issues and frame an urban transport policy so that urban transport/ comprehensive mobility plans could be prepared accordingly. Consequently the National Urban Transport Policy (NUTP) was formulated in May 2005. It encourages improvement in public transport, introduction of Intelligent Transport Systems (ITS), and facilities for the use of non-motorized modes; capacity building – individual and institutional – revolving legal and administrative issues; use of cleaner technology and; major awareness campaign for citizens.

2. Delhi has significant reliance on its transport infrastructure. Delhi has developed a highly efficient transport system with the introduction of Delhi Metro, which is undergoing a rapid modernization and expansion. 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 187.41 Km length of Metro line has been completed under Phase-I & Phase-II in Delhi and will add another 117.57 KM of Metro rail in 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, 2015 was 88.27 lakh, showing an increase of 6.4 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

Sl. No	Details	Number of Vehicles		Growth Rate
		2013-14	2014-15	Per cent
1	Cars and Jeeps	2625250	2790566	6.30
2	Motor Cycles & Scooters	5296163	5681265	7.27
3	Ambulance	1519	1527	0.53
4	Auto Rickshaws	78750	81633	3.66
5	Taxies	74758	79606	6.48
6	Buses	19641	19729	0.45
7	Other Passenger Vehicles	11289	11284	-0.04
8	Tractors	1651	1637	-0.85
9	Goods Vehicles (All Type)	149147	160156	7.38
10	Others	106	28	-73.58
	Total	**8258274**	**8827431**	**6.89**

3.2 It may be observed from Statement 12.1 that the growth rate of vehicles in Delhi during 2014-2015 was recorded at 6.89 per cent. The highest growth of vehicles during the period was observed in good vehicle at 7.38%. Annual growth rate during 2014-15 in comparison to previous year was observed in Motor Cycles & Scooter at 7.27 percent. It is 6.48% in Taxis and 6.30% in case of Car & Jeeps. The negative growth of vehicles recorded in other passenger vehicles, Tractors & others vehicles during 2014-15.

3.3 The details regarding number of vehicles in Delhi and their growth rate are presented in Tables 12.1 and 12.2 respectively.

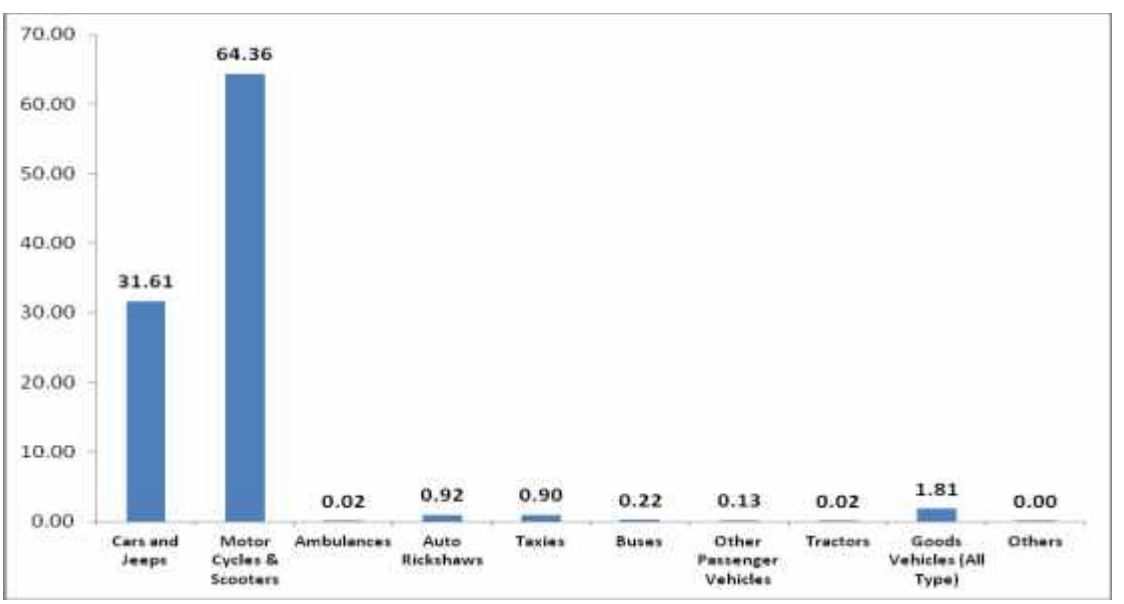
3.4 The annual growth of vehicles in Delhi increased from 4.72 per cent in 1999-2000 to 6.89 per cent in 2014-15. During the same period the number of vehicles per thousand population increased considerably; from 253 to 487.

Statement 12.2
GROWTH AND VEHICLES PER 1000 POPULATION

Sl. No	Years	Vehicles		Annual Growth (Per cent)	No. of Vehicles Per 1000 Population
		Number	Increase		
1	1999-00	3163565	142582	4.72	253
2	2000-01	3375153	211588	6.69	244
3	2001-02	3617853	242700	7.19	256
4	2002-03	3886072	268219	7.41	270
5.	2003-04	4160760	274688	7.07	284
6	2004-05	4467154	306394	7.36	299
7	2005-06	4830136	362982	8.13	317
8	2006-07	5232426	402290	8.33	337
9	2007-08	5627384	394958	7.55	356
10	2008-09	6026561	399177	7.09	374
11	2009-10	6466713	440152	7.30	393
12.	2010-11	6947536	480823	7.44	415
13.	2011-12	7452985	505449	7.27	436
14	2012-13	7785608	332783	4.46	446
15	2013-14	8258284	472676	6.07	465
16	2014-15	8827431	569147	6.89	487

3.5 Percentage of vehicles in Delhi during 2014-15 is depicted in Chart 12.1.

Chart 12.1
PER CENT OF VEHICLES POPULATION 2014-15



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

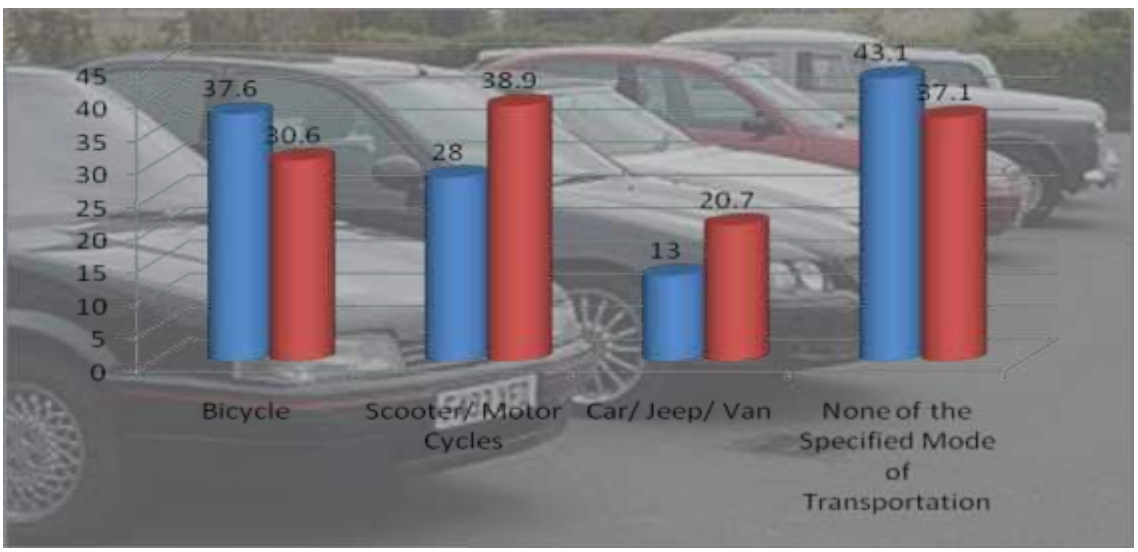
Source: - Census of India, 2011, Houses, Household Amenities and Assets.

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 2001. 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 33198 lane km and additional 62 km flyovers in 2014-15. During 2014-15, an outlay of ₹ 1700 crore was approved for Road and Bridges and an expenditure of ₹ 1698 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)

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

Source: - Delhi Statistical Handbook 2014.
** including 3208 lane Km Taken over from MCD*
 # as on 31st March 2013
*** Flyovers of length of 62 Kms are added during 2014 & 2015*

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: Total length of the road under western peripheral expressway is 135.65 Km. It is being executed as single package on BOT basis and awarded to M/s. KPM Expressway Limited on 14th November 2005 for a concession period of 23 years and 9 months (Including five years of construction). The project is being implemented with the target date as July 2009 and the option of substitution of concessionaire of project by HSIIDC was being explored.

5.3 Eastern Peripheral Expressway: Total length of the road under this project is 135 kilo meter (90 Km in Uttar Pradesh and 45 Km in Haryana). Starts at Kundli NH-1 and terminate at Palwal on NH2 via passing eastern peripheral of Delhi in Baghpat, Ghaziabad, Gautam Budh Nagar and Faridabad districts. The most of eastern peripheral expressway falls in Uttar Pradesh state and it is being implemented by the National Highway Authority of India (NHAI). The estimated cost of the project excluding the cost of land and shifting of utility services is ₹ 1885 crore. PPPAC has approved the project concession period as 20 years including the construction period of 3 years. The project is yet to start. The total amount committed is 1275.34 Cr. The A/A & E/S issued so far is for ₹ 829.25 Cr.

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 in October 2014 and design & development to be completed by 2016.

7. 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.

8. Mass Rapid Transit System (MRTS)

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. Average ridership of Delhi Metro is approximate 24 lakh per day during 2014-15 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.

8.1 MRTS PHASE -I (65.05 KM) : The first phase of the project, originally estimated to cost ₹

4,860 crore (April 1996 prices) was approved in September 1996 and was to be completed by March, 2005. Later on it was revised to be completed by March 2006 with an estimated cost of ₹10571 crore. Dwarka Sub-city corridor has been implemented with the additional funding of ₹ 320 crore by Delhi Development Authority (DDA). The plan of first phase of MRTS and its commissioning are presented in Statement 12.5 and 12.6 respectively.

Statement 12.5
PLAN OF FIRST PHASE OF MRTS

Sl. No.	Name of Section	Length (KM)
1	Delhi University - Central Secretariat (Underground Corridor)	10.84
2.	Shahdara – Rithala (Rail/surface/elevated Corridor)	22.06
3	Indraprastha – Barakhamba Road, Dwarka (Underground/ elevated Corridor)	25.65
4	Dwarka sub-city (Dwarka – Dwarka Sector VI)	6.50
	Total	**65.05**

Statement 12.6
COMMISSIONING OF FIRST PHASE OF MRTS

Sl. No	Corridor	Name of the Section	Length (Km)	Commissioned on
1	Line 1 (Red Line)	Shahdara-TisHazari	8.40	25.12.2002
		Tis Hazari-Inderlok	4.90	04.10.2003
		Inderlok-Rithala	8.70	31.03.2004
2.	Line 2 (Yellow Line)	Vishwa Vidhyalaya-Kashmere Gate	4.00	20.12.2004
		Kashmere Gate- Central Secretariat	7.00	03.07.2005
3.	Line 3 (Blue Line)	Barakhamba - Dwarka	22.90	31.12.2005
		Brakhambha-Indraprastha	2.70	11.11.2006
		Dwarka Sub - City	6.50	01.04.2006

8.2 MRTS PHASE –II: After completion of MRTS Phase-I, the work of Phase- II has also been completed. The information regarding corridors of MRTS Phase-II is presented in Statement 12.7.

Statement 12.7
CORRIDORS PROPOSED/COMMISSIONED DURING MRTS II

Sl. No	Corridor	Name of the Section	Length (Km)	Target Date	Date of Operation
1.	Line 1 Extn (Red Line)	Shahdara-Dilshad Garden	3.09	Dec. 2008	04.06.2008
2.	Line 2 Extn (Yellow Line)	Vishwa Vidhyalaya-Jahangir Puri	6.36	Oct. 2009	04.02.2009
		Central Secretariat – Qutub Minar	11.76	Aug. 2010	03.09.2010
		Qutub Minar – Huda City Center Gurgoan	15.82	June 2010	21.06.2010
3.	Line 3 Extn (Blue Line)	Indraprastha – Yamuna Bank	2.17	June 2009	10.05.2009
		Yamuna Bank – New Ashok Nagar	5.90	Nov 2009	13.11.2009
		New Ashok Nagar – Noida City Center, Noida	7.00	Nov 2009	13.11.2009
4.	Line 4	Yamuna Bank – Anand Vihar	6.17	Dec 2009	07.01.2010
5.	Line 5	Inderlok – Mundka	15.15	Mar 2010	02.04.2010
		Kirti Nagar- Ashok Park	3.31	Dec 2010	27.08.2011
6.	Line 6	Central Secretariat - Sarita Vihar	15.34	Sep 2010	03.10.2010
		Sarita Vihar – Badarpur	4.82	Nov 2010	14.01.2011
7.	PPP Line	High Speed Airport Metro Express Line – New Delhi Railway Station to Dwarka Sector - 21	22.7	Nov 2010	23.02.2011

8.3 The total length of MRTS phase II is 122.36 KM and total completion cost (for Gurgoan Extn. Cost of Delhi portion only considered) is estimated at ₹ 19,231.36 Crore including concessionaire contribution of ₹1786.40 Crore. Extension of Delhi Metro in Dwarka Sub city from Dwarka Sectors 9 to 21 for a length of 2.77 km has been completed as deposit work of DDA. The line is operational from 30.10.2010.

8.4 The details regarding year-wise Funds release is presented in Statement 12.8.

Statement 12.8
YEAR-WISE RELEASED FUND FOR MRTS –II PHASE BY GNCTD

(₹in Crore)

Sl. No	Year	Equity	Subordinate Debt	Total
1.	2005-06	346.66	58.00	404.66
2.	2006-07	307.60	58.00	365.60
3.	2007-08	456.49	225.00	681.49
4.	2008-09	731.50	156.00	887.50
5.	2009-10	825.02	15.00	840.02
6.	2010-11	1272.73	--	1272.73
7.	2011-12	238.62	--	238.62
	Total	**4178.62**	**512.00**	**4690.62**

8.5 MRTS PHASE –III : The approved corridors of MRTS Phase III of new metro lines and extensions of its corridors are presented in Statement 12.9 and year wise fund released by GNCTD in Statement 12.10.

Statement 12.9
MRTS PHASE III- PROPOSED CORRIDORS

No	Metro Corridors Approved in Phase III	Length (km)
1	Mukundpur- Shiv Vihar	58.41
2	Janakpuri West- Munirka-Kalkaji-Kalindikunj	33.49
3	Central Secretariat- Mandi House- Kashmere Gate	9.37
4	Jahangirpuri- Badli	4.49
5	Dwarka- Najafgarh	5.50
6	Delhi Portion of Mundka to Bahadurgarh	6.30
	Total	**117.57**

Statement 12.10
YEAR-WISE RELEASED FUND FOR MRTS –III PHASE BY GNCTD

(₹ in Crore)

Sl. No	Year	Equity	Subordinate Debt	Total
1	2012-13	749.70	294.00	1043.70
2.	2013-14	672.20	170.00	842.20
3.	2014-15	600.00	0.00	600.00
	Total	**2021.90**	**464.00**	**2485.9**

8.6 The estimated cost of Phase III is ₹ 37672.78 crore. GNCTD has released ₹600.00 crore (₹ 600.00 crore equity and no fund has been released as subordinate debt) during 2014-15 towards MRTS Phase III.

8.7 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. To boost the metro ridership, DMRC plans to strengthen the fleet of feeder services to convene the commuters when the network of metro line reach to 415 Km approximately by 2021 after Phase-III and Phase-IV. At present, 238 Metro Feeder Bus Services (Out of which are 121 Mini buses are added during 2014-15) are available at 41 Metro Stations with different routes to help the commuters in having smooth movement / approach to the nearest metro station.

9. Flyovers and Bridges

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

9.2 Moreover, 7 more flyovers are in progress on outer ring road and ring road which are as under: -

i. Corridor Improvement on ORR Madhuban Chowk to Mukerba Chowk.
ii. Corridor Improvement on ORR Vikas Puri to Meera Bagh
iii. Corridor Improvement on ORR Mangolpuri to Madhuban Chowk
iv. Corridor Improvement on ORR Wazirabad to Mukerba Chowk
v. Corridor Improvement on ORR Wazirabad to Mukerba Chowk / Parellel Road
vi. Corridor Improvement on ORR from IIT to NH-8, Part-A: Flyover from portal structure linking existing Munirka Flyover in the east to the point beyond Army RR Hospital in the west, Part-B: underpass at junction of BJ Marg & inner road.
vii. Corridor Improvement on Ring Road Azad Pur to Prembari

9.3 Due to Rapid increase in volume of road traffic, number of intersections having single carriage way flyover needed to be added with dual carriage way flyover as per Delhi Budget 2015-16. Some of the selected flyovers for this concept will be taken on priority.

9.4 **Signature Bridge:** This East-West corridor over River Yamuna will cater to the needs of commuters from Yamuna Vihar, Gokulpuri, Nandnagri, inter-state traffic from Ghaziabad, Sahibabad on the eastern side and Timarpur, Burari, Mukherjee Nagar, Mall Road & North-West Delhi etc on the Western side. The objective of this project was to have a signal free approach from NH-1 (Road No. 45) on western bank and Wazirabad Road (Road No. 59 Khajuri Khas intersection) on the Eastern bank for entry & exit of traffic in two directions. Planning of the project was started on 27.4.2004 which was approved by DDA's Technical Committee on 14.06.06 and by DUAC on 20.10.06. Modified estimated cost of the project, ₹1131 crore was approved by Govt. of NCT of Delhi on 26.02.2010.

9.5 Eastern Flyover at Khajuri Intersection has been opened to traffic on 1.03.2014; the work of approaches is to be completed by July 2015 the erection of pylon base on P19 (upstream) was done on 28th February, 2014. 84 no. pre-cast deck panels and 16 no. piles are balance for casting.

9.6 **Elevated Road over Barapullah Nallah:-** This project is covered under JNNURM. The project aimed to provide an efficient connectivity to the commuters passing through busy Lala Lajpat Rai Path & Mathura road and connecting ring road. It was used as an exclusive corridor for the sports personnel between the Games village and Jawahar Lal Nehru Stadium during CWG-2010. The work involves construction of an elevated road corridor of about 3.8 km starting from Sarai Kale Khan to Jawahar Lal Nehru Stadium in phase – I, which has now been completed and further Barapullah Phase-II from JLN stadium to INA market is in progress and likely to be completed up-to December 2015 within the sanctioned cost of ₹530.00 crore and upto March 2015, almost 65% of physical progress has been achieved. On the other hand, for Barapullah Phase-III which stretches from Sarai Kale Khan to Mayur Vihar,Phase-I has been awarded.

10. 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. 70nos. of subways/ FOBs have been completed at various places by March 2015. However, these measures towards construction of FOBs are not adequate to meet the actual requirement on the ground. Therefore, there is a need to provide adequate number of safe road crossings by way of traffic signals at appropriate places like T-points, Road junctions and major Bus Stands for cyclists, pedestrians and bus commuters along with construction of foot over bridges.

11. Rail Over/Under Bridge (ROB/RUB) at Railway Crossings

In view of Commonwealth Games-2010, Government of Delhi decided to finance the 50 per cent cost of construction of 17 ROB/RUB at a cost of ₹ 428 crore by MCD. Remaining 50 per cent cost is to be borne by Ministry of Railways. Out of 17 ROBs/RUBs, 2 projects Sarai Kale Khan and Kirari Railway crossing has been dropped and for remaining 15 ROBs/RUBs, the estimated cost has been revised to ₹ 625 crore, out of which 50% cost is being shared by Railways and rest 50% cost is being contributed by Govt. of NCT of Delhi in the form of Grant-in-aid.

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 4712 buses on 578 city routes and 18 NCR routes. 3781 low floor AC and non AC CNG buses and 924 standard floor buses carry about 39 lakh passengers daily by covering 7.87 average km daily. 1380 (non AC) semi low floor buses are under procurement to replace the standard floor buses which have outlives their lives. Automated fare collection system through electronic ticketing machines being procured and rolled out. The performance of DTC during 2001-02 to 2014-15 is presented in Statement 12.11 and activities of DTC is presented in Statement 12.12.

Statement 12.11
PERFORMANCE OF DELHI TRANSPORT CORPORATION

Sl No.	Years	Fleet (No)	Fleet Utilization (%)	Vehicle Utilization (Km/Bus/Day)	Load Factor (%)	Passenger Carried per bus daily
1.	2001-02	3286	71.68	211	82.66	854
2.	2002-03	3082	79.85	214	72.51	1008
3.	2003-04	3656	85.49	224	65.33	906
4.	2004-05	3470	83.98	230	67.72	962
5.	2005-06	3469	90.51	226	74.42	973
6.	2006-07	3444	81.47	199	77.18	951
7.	2007-08	3537	82.47	177	87.82	848
8.	2008-09	3804	77.03	171	68.83	772
9.	2009-10	4725	80.99	184	69.84	776
10.	2010-11	6204	75.03	185	71.43	700
11.	2011-12	5892	84.27	199	77.75	863
12.	2012-13	5445	85.77	202	92.90	973
13.	2013-14	5223	85.51	190	86.63	952
14.	2014-15	4712	83.99	188	85.02	930

Source: - Operational Statistics of DTC

Statement 12.12
ACTIVITIES OF DELHI TRANSPORT CORPORATION: 2014-15

Sl. No	Details	2013-14				2014-15			
		Non-AC	AC	Std.	Total	Non-AC	AC	Std.	Total
1.	Total Buses in the Fleet (At the end)	2506	1275	1435	**5216**	2500	1275	937	**4712**
2.	Buses on Road (Daily Average)	2270	1123	1174	**4567**	2226	1106	848	**4180**
3.	Passengers (in Lakh)	9845.33	2530.27	3492.01	**15867.61**	9539.25	2281.97	2366.10	**14187.28**
4.	Daily Average Passengers (in Lakh)	26.97	6.93	9.57	**43.47**	26.14	6.25	6.48	**38.87**
5.	K. metres operated (in lakh)	1645.68	813.56	705.97	**3165.21**	1597.06	774.05	499.87	**2870.98**
6.	K. meters operated Daily Average (in lakh)	4.51	2.23	1.93	**8.67**	4.38	2.12	1.37	**7.87**
7	Break-down per 10000 buses	62	113	33	**66**	4.89	8.13	2.50	**5.35**
8	Accidents	123	45	57	**225**	96	54	28	**178**
(i)	Major	12	-	3	**15**	8	2	3	**13**
(ii)	Minor	78	35	34	**147**	74	42	11	**127**
(iii)	Fatal	33	10	20	**63**	14	10	14	**38**
9	Inter-State Bus Route covered by D.T.C.	-	-	-	**-**	-	-	-	**-**
10	D.T.C. Workshop	**-**	-	-	2	**-**	-	-	**2**
11	D.T.C. Depots	**-**	-	-	45	**-**	-	-	**43**

13.2 DTC gives various types of concession in the bus fares to students, senior citizens (above 65 years), Disabled, freedom fighters, etc. The concession amount is reimbursed by GNCTD. The Govt. of NCT of Delhi has reimbursed an amount of ₹ 83.00 crore for concessional passes during 2014-15.

14. Private Sector Corporate Bus Operation System

The Government of NCT of Delhi initiated the scheme for corporatization of private stage carriage service to substitute the blue line private stage carriage system under Public Private Partnership (PPP) Model. Under this scheme 457 stage carriage bus routes of Delhi have been divided into 17 distinct clusters. Presently, 1406 cluster buses (294 buses added during 2014-15) are operational in 9 clusters. Construction of new Bus Depots is being expedited so as to provide parking and workshop space to private sector corporate for new clusters to be covered.

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 have been increased from 38 buses on 8 routes to 85 buses on 24 routes. 120 Home guards have been deployed on the aforementioned 85 DTC buses plying during night service @one Home guard per bus. 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.