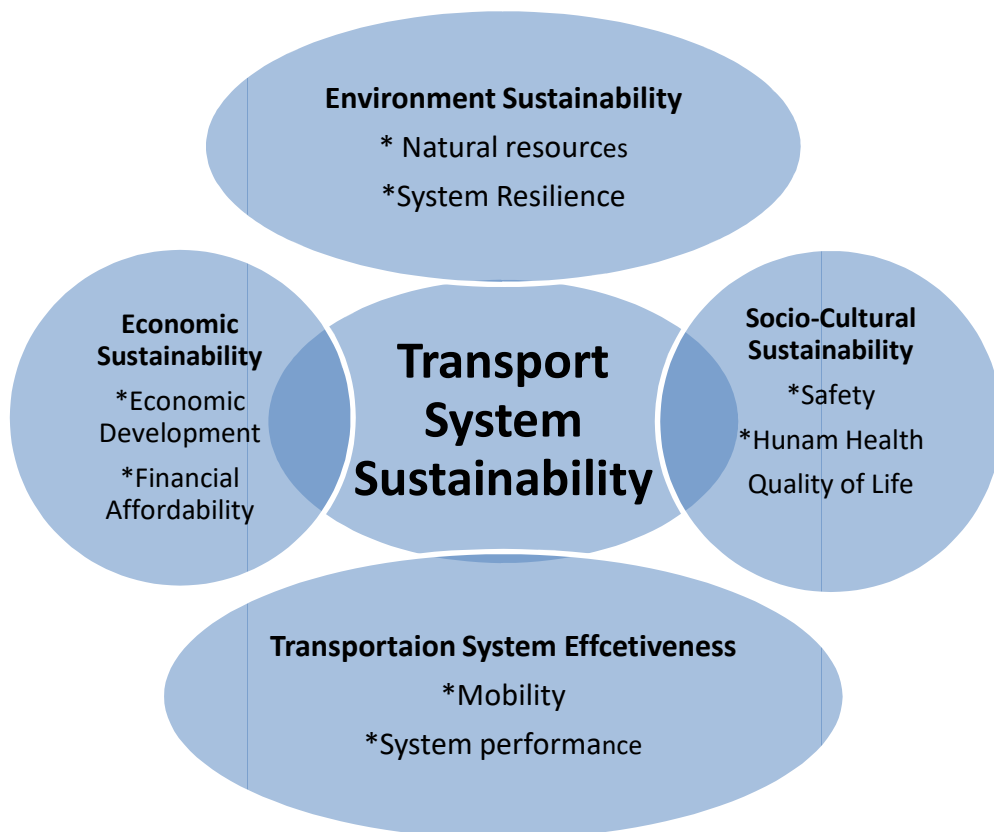


CHAPTER 12

TRANSPORT

The National Capital Territory of Delhi has a population of 16.78 million (2011 census) and also as capital of India, it is a hub of tourist, education and business activities. Buses and metro rail form the backbone of public transport in Delhi. Hence, in order to facilitate a large number of commuters, there is a need to offer good quality, safe and comfortable transport system. The Government of National Capital Territory of Delhi has been working towards a safe, sustainable, economic, people-friendly and efficient public transportation system in the city.

2. Transport demand of the city is met by public through intermediate public transport and personalised modes. These include intra-city buses, metro rail, inter-state bus services, suburban railways, auto rickshaws, cycle rickshaws, hired cars and personalised modes such as cars and two wheelers. Buses and metro rail continue to be the most popular means of transportation for intra-city travel in the city. Expansion of Delhi Metro Rail under Phase-4 and bus fleet augmentation for DTC buses and Cluster Bus scheme is currently underway. Beyond this, Rapid Regional Transit System (RRTS) corridors projects are also under way that would connect Delhi to Gurgaon-Alwar, Ghaziabad-Meerut and Panipat that would further add to the public transport capacity of Delhi.



3. A sustainable transport system attains the most possible balance between the social – environmental – economic dimensions of transport. Development of all the components together over time constitutes the ideal Urban Transport system. All components are dependent to each other, i.e. one has the impact over the other. Delhi has a sustainable transport system balancing all these components as below:-

- Regarding **Environment Sustainability**, Delhi has initiated for plying CNG Buses, implement Electric Vehicle Policy, allowed e-rickshaw facility etc.
- Regarding **Economic Sustainable** transport system there are affordable fare in Delhi for commuters. Govt. has not enhanced the bus fare since a long. Further facilities for concessional pass in Buses for students, senior citizen and free for women commuters etc. also provided.
- In terms of **social-cultural sustainability**, bus marshals have been deployed in DTC and Cluster Buses for providing safety and security to women commuters.
- For **effectiveness of Transportation system**, Delhi has robust road infrastructure. Public transport facilities in Delhi are provided by DTC buses & Cluster buses, Delhi Metro Rail Corporation (DMRC), is also offering a rapid transport system connecting various points of Delhi including NCR.

4. Available Infrastructure

The infrastructure for transport facility in Delhi is as follows:-

4.1 Road Network

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, New Delhi Municipal Council (NDMC), Delhi Cantonment Board (DCB) and Delhi Development Authority (DDA). Road network length maintained by different agencies in NCT of Delhi is presented in Statement 12.1.

Statement 12.1

STATUS OF ROAD NETWORK IN DELHI-AGENCY-WISE

(As on 31st March 2020 in Lane KM)

S.No.	Agency	Road Length
1	East DMC	532 Lane Km
2	South DMC	8572 Lane Km
3	North DMC	3272.65 Lane Km
4	New Delhi Municipal Council	1290 Lane Km
5	Public Works Deptt. (Delhi Govt.)	
a.	National Highway	616 Lane Km (68* Km)
b.	Other Roads	6308 Lane Km (1240 Km)
6	DSIIDC	1844.77 Lane Km
7	I&FC	298 Km
8	DDA	435 Lane Km

* Flyovers of length of 62 kms included

4.2 Basic Infrastructure

The road network is increasing day by day in NCT of Delhi. A revised outlay of Rs. 934 crore was approved for Road and Bridges and an expenditure of ₹ 794 crore was incurred during 2019-20. Further, an outlay of ₹ 1650 crore has been kept in BE 2020-21 for development of roads & bridges in NCT of Delhi.

4.2.1 Pedestrian Facilities- Foot Over Bridges (FOBs):

Traffic regulation and road construction in Delhi have to take care of cyclists and pedestrians including bus commuters. Approximately 90 numbers of footover Bridges have also been completed at various places in Delhi by end of 2019-20. Following 12 FOBs are completed during the year 2020-21 upto the month of Dec.:-

- 1) One FOB near Shyam Lal College, East Delhi.
- 2) Two FOBs at Mathura Road (One near Zoo and another at the junction of Purana Quila Road).
- 3) Five FOBs with Lifts have been completed from Vikaspuri to Wazirabad at (i) FOB- (Vikaspuri) (ii) FOB- (Mukarba Chowk) (iii) FOB (Babu Jagjivan Ram Hospital) (iv) FOB- (Dheerpur ITI) (v) FOB (Gopalpur).
- 4) Three FOBs at (i) Saraswati Vihar (ii) Shiva Market and (iii) Prasant Vihar.
- 5) One Footover Bridge near Kardampuri & Yamuna Vihar on Road No. 66.

Following FOBs are under construction and likely to be completed by 31.03.2021:-

1. Foot Over Bridge at Monastery Market Budh Vihar on Ring Road near ISBT Kashmere Gate.
2. FOB in between Metro Pillar No. 364-365, Near Nangloi Flyover, Rohtak Road, NH-10, is in progress.
3. FOB at Shakurpur Village (on inner RR MG Marg) connection Dada Devta Mandir, Lawrence Road, Industrial Area is in progress.
4. FOB with staircase and lift for Pedestrian at RTR Marg near Petrol Pump, New Delhi.
5. FOB with staircase and lift for pedestrian Babagang Nath Mandir on Nelson Mandela Marg.
6. FOB with staircase and lift for pedestrian Near Pehladpur Bus Stand across Dwarka Road.
7. FOB with staircase and lift for pedestrian near Smt. Indira Gandhi Senior Secondary School on Pankha road, New Delhi.
8. FOB (i) Near Krishi Vihar at JB Tito Marg (BRT Corridor), New Delhi (SPAN-38.55) (ii) Bhishma Pitamahmarg (SPAN-37.8).
9. FOB at Harkesh Nagar on Mathura Road.
10. FOB at Shiv Parvati Mandir on Mehrauli Badarpur Road.

The following FOB's are under progress:

1. Foot Over Bridge at Metcalf House Main gate of Ring Road.
2. FOB with staircase, electrical works and lift for pedestrian across press Enclave road Near Select City Mall, New Delhi.
3. FOB across (i) Sri Aurobindo Marg (ID-96) at Adhchini Village (ii) Hauz Khas Enclave (Near Padmini Enclave) with staircase and lift including Electrical Installation under Sub-Division-II of Division South Road-II, PWD.
4. FOB across Sri Aurobindo Marg (ID-96) at (i) PTS Bus Stop (ii) T.B. Hospital with staircase and Lift including Electrical installation under Sub-Division-II of Division South Road-II, PWD.

4.2.2 Flyover & Bridges / Corridors

A number of transport infrastructure projects at Ring Road and Outer Ring Road were made to encourage use of public transport in Delhi. At present there are 87 numbers of flyovers including flyover at Shastri Park in Delhi.

- **Construction of Flyover at Shastri Park and Seelampur:** - The project has been sanctioned for ₹ 303 cr. on 2019-20. The work has been completed and opened for traffic in October 2020.
- **Barapullah Phase-III:**-The stretch from Sarai Kale Khan to Mayur Vihar Phase-I was sanctioned for ₹ 1260.63 crore (Tender Cost ₹ 946 cr.). An expenditure of ₹ 725.96 cr. has been incurred till Dec. 2020. Progress of work is held up in 750 mtr length (land area 8.5 acre). The land is to be acquired under Land Acquisition Act-2013. 81.5% work has been completed till Dec. 2020. The work is likely to be completed tentatively by Sept. 2022.
- **Corridor improvement of outer Ring Road from IIT to NH-8:-** 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 ₹ 364 crore. The Flyover from Munirka to RR Hospital on ORR has been completed and opened to traffic. The work of underpass at Junction of BJ Marg and inner Ring Road is in progress and 88% work is completed till Dec. 2020. An amount of ₹ 254.68 cr. has been incurred till Dec. 2020. The work is likely to be completed by June, 2021.
- **Construction of Underpass at Ashram Chowk along Mathura Road:-** The estimated cost of this project is ₹ 77.92 crore along with shifting of services. The construction work is in progress and 40% work has been completed till Dec. 2020. An expenditure of ₹ 23.74 Cr has been incurred till Dec. 2020. The work is likely to be completed by June, 2021.

- **Widening of Bridges on (i) NH-10 at Rampura, (ii) Tri Nagar / Inderlok and (iii) Karampura, Delhi:-** Construction of bridge on Najafgrah drain at Tri-Nagar / Inderlok, Karampura and Rampura, Delhi to cover complete ROW excluding area of already constructed bridge along with road improvement on either side of bridge including making of drainage scheme, footpath etc. was approved at the estimated cost of ₹ 53.88 crore. The project is in progress and 68% work of the project is completed till Dec.2020. An expenditure of ₹ 39.04 Cr. has been incurred till Dec. 2020. The work is likely to be completed by Sept, 2021.
- **Extension of flyover from Ashram Flyover to DND Flyover:-** The estimated cost of this project is ₹ 128.79 crore. The project is in progress and likely to be completed by March, 2022.
- **Integrated corridor (i) Ring road from DND intersection to Bhairon Marg junction (ii) Outer ring road from Modi Mill flyover to IIT Gate:-** The estimated cost of this project is ₹ 777 crore. 77% works is completed till Dec 2020. The work is in progress and likely to be completed by April, 2021.
- **C/o Half Underpass on ORR at Gopalpur Red Light-Jagatput Bridge:-** The estimated cost of this project is ₹ 38.17 crore. 56 % work is completed till Dec. 2020. An expenditure of ₹ 15.87 cr. has been incurred till Dec. 2020. The project is in progress and likely to be completed by March, 2022.

4.3 Bus Terminals and Depots

The objective of the project is to create 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 by DTC and also under cluster scheme, Transport Department will require additional bus depots. There are 58 number of bus depot in operation and construction of 12 Bus depots are under progress. Further there are 16 numbers of bus terminals are in operation. Construction of New Bus Terminals at Sector 4, Dwarka, Sector 12, Dwarka, Vikashpuri and Narela are under process. Depots at Mundelakala and Ghummanhera have been completed. One of the two depots at Rohini is also nearly completion and other will be completed by March 21.

4.4 Inter State Bus Terminals (ISBTs)

Delhi has three Inter State Bus Terminals (ISBTs) functioning at present at Kashmere Gate, Sarai Kale Khan & Anand Vihar. The Kashmere Gate ISBT has been renovated and made operational with state of the art facilities in May 2013. Sarai Kale Khan & Anand Vihar ISBTs project will be redeveloped by PWD.

4.5 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.

4.6 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. The Delhi Metro is being built in phases. Phase-I completed with 59 stations (including interchange stations) and 65.1 km of route length of which 13.17 km is underground and 51.93 km surface or elevated. The inauguration of the Barakhamba Road-Indraprastha corridor of the Blue Line marked the completion of Phase-I in November, 2006. Phase-II of the network comprises 124.93 km of route length with 86 stations (including interchange stations) having 16.62 Km of route length with 13 stations in NCR and is fully completed with the first section opened in June, 2008 and the last line opened in August, 2011. Phase-III, additional corridors and NCR extensions comprises 160 km route length with 109 stations (including 42.496 km of route length with 30 stations of NCR), of which 157.94 km have already been commissioned in stages from June 2014 to September 2019. Remaining Mayur Vihar Pocket I to Trilokpuri stretch (held up on account of R&R) is now scheduled to be completed in March 2021 and Extension to Dhansa Bus Stand is scheduled in September 2021. Completion schedule of these two stretches has been modified due to the impact of nationwide lockdown to counter Covid 19 pandemic. Phase IV of Delhi MRTS project has been approved by GNCTD. 3 Priority Corridors of Phase IV have been sanctioned by GoI. Work on the elevated sections of the corridors has been started. For underground packages of the corridors, the process for obtaining JICA loan is in progress. Progress of work at site for these lines is also affected due to lockdown. As per the advice of MoHUA, revised DPR for remaining 3 corridors has been prepared and under submission for the approval.

Before Lockdown due to COVID pandemic, the average daily Passenger Journeys of Delhi Metro was about 57 lakhs (incl. Airport Line and Rapid Metro Gurugram). As per directions of Government, train services were suspended from 22nd March 2020 to 6th September 2020. From 7th September 2020, train service for passengers was started in graded manner. For safety of passengers and staff, all steps were taken e.g. social distancing, no cash transactions, no travel through tokens, running of more trains during off peak. Due to social distancing norms, presently average daily passenger journeys has decreased to about 10 lakhs (incl. Airport Line and Rapid Metro Gurugram). 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 2 minutes 44 seconds in peak time up to 10 minutes in non-peaks hours.

4.7 DMRC Feeder Bus Service

DMRC is in the process to procure 100 AC e-buses to be operated on 10 new routes under FAME-2 scheme. 50 buses are expected to be delivered in 2020-21 where as remaining 50 buses are expected by May 2021.

4.8 Regional Rapid Transit System (RRTS)

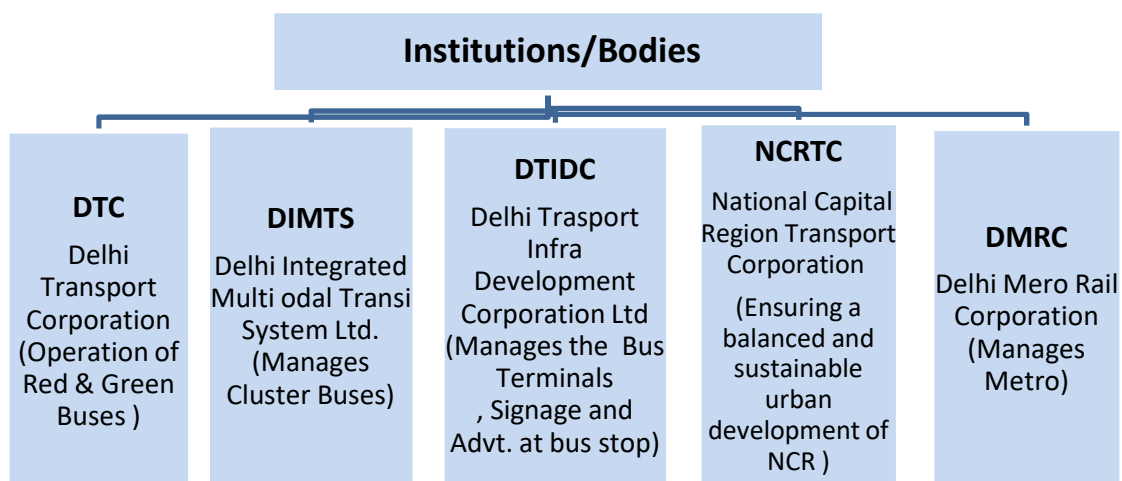
To address the issues of pollution and congestion in NCR, National Capital Region Planning Board (NCRPB) recommended eight Regional Rapid Transit System (RRTS) Corridors to connect various important towns of NCR with high speed rail based mass commuter transit system. The Task Force constituted by the Planning Commission prioritized three corridors i.e Delhi-Ghaziabad-Meerut, Delhi-Sonapat-Panipat and Delhi-Gurgaon-Rewari-Alwar for implementation in the first phase. RRTS has been identified as one of the most priority project for the NCR region for sustainable urban development, reducing congestion and pollution and improving quality of life in Delhi.

The three prioritized RRTS corridors are planned to originate from a common elevated terminus station Sarai Kale Khan in Delhi. Such a common terminus station will facilitate inter-connectivity/inter-operability among three corridors.

- Delhi-Meerut RRTS Corridor is of 82.15 km length of which 68.03 km is elevated and 14.12 km is underground. Delhi portion 13 km length comprises 03 stations at Shastri Nagar, Anand Vihar and Sarai Kale Khan. The project completion cost is estimated as ₹ 30,274 crore and contribution of GNCTD is ₹ 1,180 crore. The project was sanctioned by Government of India in March, 2019 and is under construction. Commissioning of the project is scheduled in 2025.
- Delhi-Gurgaon-Rewari-Alwar corridor Delhi-Alwar corridor is approximately 164 km long corridor. It is to be implemented in following three phases:
 - Phase-I: Delhi-Gurgaon – Rewari - SNB (Shahjahanpur - Neemrana-Behror) Urban Complex
 - Phase-II: SNB Urban Complex-Sotanala RIICO Industrial area
 - Phase-III: SNB Urban Complex-Alwar: The total length of this corridor is 107 km, of which Delhi portion is 21.67 km comprises 04 stations. The project completion cost is estimated as ₹ 37,987 cr. and contribution of GNCTD is ₹ 3,261 cr. Pre-construction activities in the project are in progress and construction will commence on sanction by Government of India.
- Regarding Delhi-Panipat RRTS Corridor as per the draft DPR, Originating Point is common terminus station at Sarai Kale Khan and the end point is Panipat depot station. The said corridor is of 103.02 km length of which 93 km is

elevated and 11 km is underground with 36.2 km in Delhi. The six stations proposed in Delhi at Sarai Kale Khan, Indraprastha, Kashmere Gate, Burari Crossing, Mukarba Chowk & Alipur.

5. Institutes and Bodies engaged in public Transport System



5.1 Delhi Transport Corporation (DTC):

Govt. of NCT of Delhi release equity capital for procurement of buses and for development of infrastructural facilities to DTC. It has existing infrastructure of 35 depots. DTC has a current fleet size of 3762 buses, comprising 1257 AC low floor buses and 2505 Non-AC low floor buses. DTC is the largest public transport entity in the NCR transporting about 33 lakh passengers and covering 6.41 lakh km per day. DTC operates 30,562 (Average) trips per day on about 448 city routes and 07 NCR routes.

5.2 Delhi Integrated Multi-modal Transit System Ltd (DIMTS):

Delhi Integrated Multi-Modal Transit System (DIMTS) Ltd. is an urban transport and infrastructure development company committed to build and deliver quality infrastructure. In July 2007 it became an equal equity joint venture company between the Government of National Capital Territory of Delhi (GNCTD) and the IDFC Foundation (a not-for-profit organization).

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. The Cluster Scheme is based on gross-cost model (OPEX MODEL) where fleet owners are remunerated on the basis of operational parameters irrespective of the fare box inflow.

Presently, 2910 cluster buses are in operation under 14 clusters in the NCT of Delhi.

5.3 Delhi Transport Infrastructure Development Corporation Limited (DTIDC):

Delhi Transport Infrastructure Development Corporation Limited (DTIDC) was incorporated on 16 August 2010 under the Companies Act 1956 as wholly-owned by Govt. of NCT of Delhi. The Company falls under the administrative control of Transport Department, Govt of NCT of Delhi. The Corporation has been created with the objectives of development, implementation, operation and maintenance of urban transport infrastructure. At present, three existing operational ISBTs situated at Kashmere Gate, Anand Vihar and Sarai Kale Khan are controlled by DTIDC.

5.4 National Capital Region Transport Corporation (NCRTC):

NCRTC, a joint venture company of Govt of India and States of Delhi, Haryana, Rajasthan and Uttar Pradesh is mandated for implementing the Regional Rapid Transit System (RRTS) project across the National Capital Region, ensuring a balanced and sustainable urban development through better connectivity and access. The three prioritized RRTS corridors are Delhi-Meerut RRTS Corridor, Delhi-Gurgaon-Rewari-Alwar corridor and Delhi-Panipat RRTS Corridor.

5.5 Delhi Metro Rail Corporation Limited (DMRC)

The Delhi Metro Rail Corporation Limited (DMRC) was registered on 3rd May 1995 under the Companies Act, 1956 with equal equity participation of the Government of the National Capital Territory of Delhi (GNCTD) and the Central Government to implement the dream of construction and operation of a world-class Mass Rapid Transport System (MRTS). DMRC has equal equity participation from GOI and GNCTD. Under this scheme, the share of GNCTD is provided to DMRC through Transport Department. The basic objective is to provide the much needed mass rapid transport infrastructure facility for entire Delhi and NCR area and also to provide the inter-change facility from peripheral routes to the radial metro routes. Presently, the Delhi Metro network consists of about 350.03 Km.

6 Major Achievement/Progress

6.1 Motor Vehicles:

The total number of motor vehicles on road in NCT of Delhi on 31st March, 2020 was 118.92 lakh, showing the growth per cent of 4.40. The category-wise growth of motor vehicles in Delhi is presented in statement 12.2

Statement 12.2

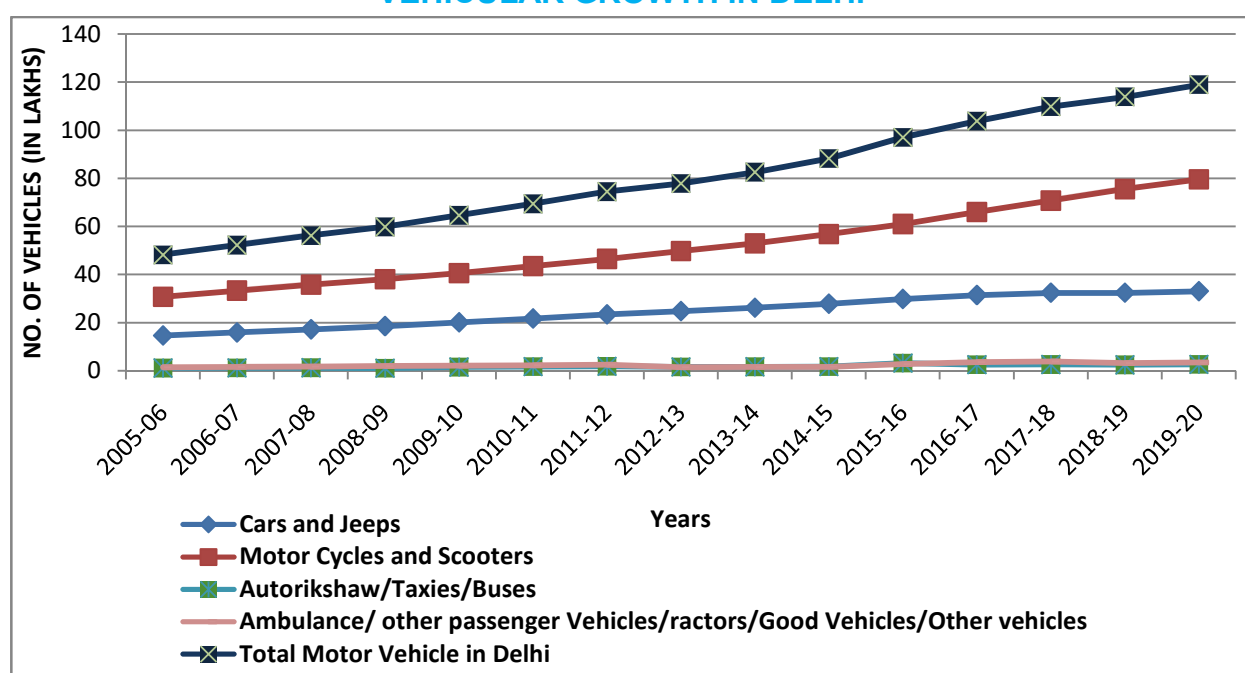
YEAR WISE GROWTH OF VEHICLE POPULATION

S.No	Details	Number of Vehicles				
		2015-16	2016-17	2017-18	2018-19	2019-20
1	Cars and Jeeps	2986579	3152710	3246637	3249670	3311579
2	Motor Cycles & Scooters/ Two wheelers	6104070	6607879	7078428	7556002	7959753
3	Ambulances	2990	3059	3220	2358	2287
4	Auto Rickshaws (Passenger)	198137	105399	113074	113240	114891
5	Taxis	91073	118308	118060	109780	122476
6	Buses	34365	35206	35285	32218	33302
7	Other Passenger Vehicles	6368	59759	76231	81422	85477
8	Tractors	281159	300437	315080	246861	263112
9	Goods Vehicles (All Type)					
10	Others					
	Total	9704741	10382757	10986015	11391551	11892877*

*Number of vehicles registered are excluding NOC, RC Cancellation, Surrendered, De-registered and Scrapped Vehicles (Record available in Vahan 4.0 database).

Chart 12.1

VEHICULAR GROWTH IN DELHI



- The annual growth of vehicles in Delhi decreased from 8.13 per cent in 2005-06 to 4.40 per cent in 2019-20. During the same period the number of vehicles per thousand population increased considerably from 317 to 643. The details regarding annual growth rate is presented in statement 12.3.

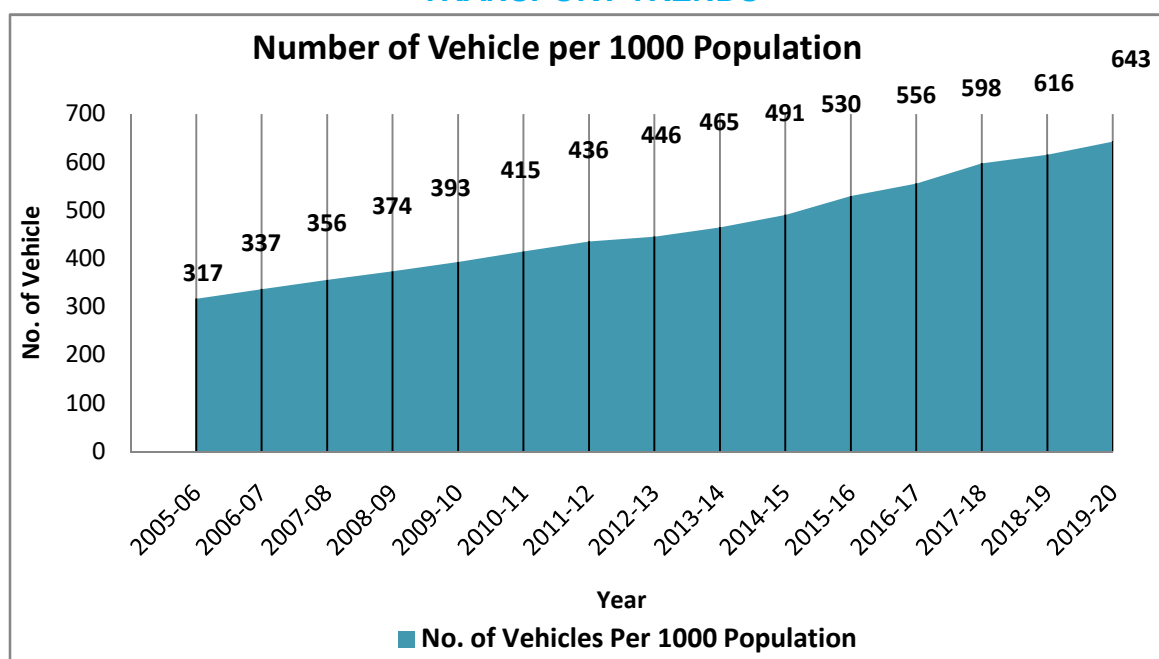
Statement 12.3

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
12	2016-17	10382757	678016	6.99	556
13	2017-18	10986015	603258	5.81	598
14	2018-19	11391551	405536	3.69	616
15	2019-20	11892877	501326	4.40	643

Chart 12.2

TRANSPORT TRENDS



- Delhi is a hub for personal motorized vehicles in India. Total motorized vehicles in Delhi are 118.92 lakh. Car and jeeps accounted for around 28% of the total registered motorized vehicles, whereas two wheelers are about 67% of total registered vehicles. Percentage of vehicles in Delhi during 2019-20 is depicted in Chart 12.3.

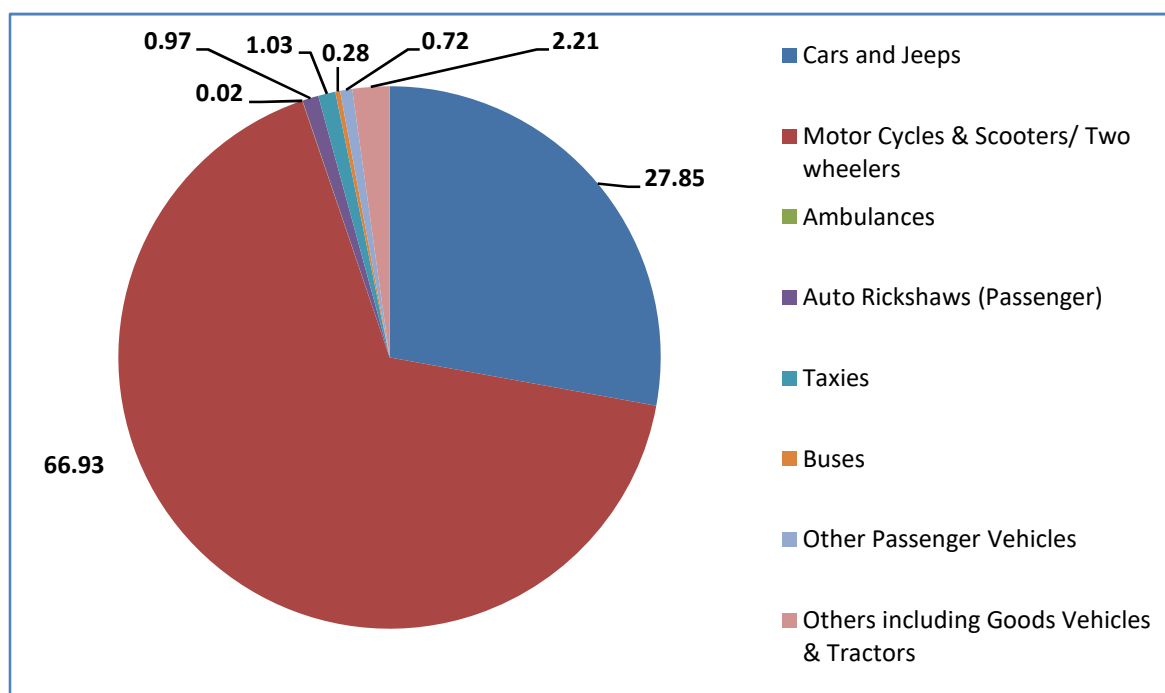
Statement 12.4

CATEGORY WISE NUMBER OF VEHICLE AND PERCENTAGE

S.No	Details	Number of Vehicles	
		2019-20	Percentage
1	Cars and Jeeps	3311579	27.85
2	Motor Cycles & Scooters (Two wheelers)	7959753	66.93
3	Ambulances	2287	0.02
4	Auto Rickshaws	114891	0.97
5	Taxies	122476	1.03
6	Buses	33302	0.28
7	Other Passenger Vehicles	85477	0.72
8	Tractors	263112	2.21
9	Goods Vehicles (All Type)		
10	Others		
	Total	11892877	100

Chart 12.3

PERCENTAGE OF VEHICLES POPULATION 2019-20



- 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.
- 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.

6.2 Delhi Metro Rail Corporation

The daily ridership of Delhi Metro was 50.65 lakhs during 2019-20. The total length of metro lines phase-I to Phase-III is 350.03 kms including 59.116 kms of length in NCR. After completion of Phase-IV, the total length of metro lines including NCR lines will be about 453.96 Kms.

- **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 CORRIDORS

S.N.	Corridors	Length(KM)			No. of stations			Expected time to be started/ completed
		Under ground	Elevated	Total	Under ground	Elevated	Total	
A	In NCT of Delhi							
1.	Line-7: Majlis Park- Shiv Vihar	19.139	39.457	58.596	12	26	38	Commissioned in stages except Mayur Vihar Pktl to Trilokpuri (about 1.0 km) which will be completed by March, 2021.
2.	Line-8: Janakpuri West-Kalindikunj	23.116	10.383	33.499	15	8	23	Commissioned in stages in May 2018
3.	Line 6 Ext: Central Sectt.-Kashmere Gate	9.370	-	9.370	7	-	7	Commissioned in stages in May 2017
4.	Line 2 Ext.: Jahangirpuri-Badli	-	4.373	4.373	-	3	3	Commissioned on 10.11.2015
5.	Line 5 Extn.:Mundka-Tikri Border	-	6.307	6.307	-	4	4	Commissioned on 25.06.2018
6.	Dwarka-Najafgarh	1.547	2.755	4.302	1	2	3	Commissioned on 4.10.2019
7.	Extension to Dhansa Bus Stand	1.180	-	1.180	1	-	1	September, 2021
	Sub-Total	54.352	63.275	117.627	36	43	79	

B	In NCR							
8.	Line 6 Extn: Badarpur-Faridabad	-	13.875	13.875	-	9	9	Commissioned on 06.09.2015
9.	Line 5 Extn.:Tikri Border- Bahadurgarh	-	4.875	4.875	-	3	3	Commissioned on 25.06.2018
10.	Escorts Mujesar - Ballabhgarh	-	3.350	3.350	-	2	2	Commissioned on 19.11.2018
11.	KalindiKunj – Botanical Garden	-	3.962	3.962	-	2	2	Commissioned on 25.12.2017
12.	Dilshad Garden to New Bus Adda Ghaziabad *	-	9.635	9.635	-	8	8	Commissioned on 08.03.2019
13	Noida City Centre to Noida Electronic City	-	6.799	6.799	-	6	6	Commissioned on 09.03.2019
	Total	54.352	105.771	160.123	36	73	109	

Statement 12.6

YEAR-WISE FUND RELEASED FOR MRTS PHASE-III (& PHASE-IV) BY GNCTD

(₹ in Crore)

S. No	Year	Equity	Subordinate Debt for Land acquisition	Subordinate debt for State Taxes	Subordinate debt for Central Taxes	Total
1	2011-12	749.70	216.00	-	294.00	1259.70
2.	2012-13	749.70	216.00	-	294.00	1259.70
3.	2013-14	672.20	200.00	-	170.00	1042.20
4	2014-15	600.00	40.51	-	-	640.51
5	2015-16	827.00	40.00	577.00	-	1444.00
6	2016-17	323.27	39.49	300.00	671.00	1333.76
7	2017-18	240.00	5.50	660.00	424.00	1329.50
8	2018-19 (Phase-III)	38.13	-	37.78	22.10	98.01
	2018-19(Phase-IV)	50.00	100.00	-	50.00	200.00
9	2019-20*(Phase-IV)	150.005	1123.595	-	50.00	1323.60
Total		4400.005	1981.095	1574.78	1975.10	9930.98

(*) For Delhi MRTS Phase-IV Project (includes ₹ 50,000/- as balance equity for DMRTS Phase-II Project).

- The estimated cost of Phase-III within Delhi is ₹ 39784.56 crore out of which GNCTD share is ₹ 8407.38 crore. GNCTD has released all its share of funds to DMRC towards DMRTS Phase III by 31.03.2019.
- **MRTS Phase- IV:** DMRC prepared and submitted the Detailed Project Report (DPR) for Phase -IV of Delhi Metro, consisting of six corridors to Govt. of Delhi and Ministry of Housing & Urban Affairs, Govt. of India for approval. Proposed six corridors for phase-IV are presented in statement 12.7.
- Government of NCT of Delhi approved all six corridors of the metro phase-IV project and 334 cars vide Cabinet decision 2666 dated 19.12.2018 at the cost of ₹ 46845 crore wherein GNCTD share would be ₹ 9707.50 crore. Government of India accorded sanction to 3 Priority corridors of the metro phase-IV project and 244 cars vide Sanction Order dated 04.07.2019 at the cost of ₹ 24948.65 crore wherein GNCTD share was ₹ 5886.95 cr.

Statement 12.7**MRTS PHASE IV***

S.No.	Corridors	Length (km)	No. of Stations#
i	Mukundpur-Burari-Maujpur	12.55	08
ii	R.K.Ashram-Janakpuri (West)	28.92	22
iii	Aerocity-Saket-Tughlakabad	23.62 #	15
iv	Inderlok-Delhi Gate- Indraprastha	12.58	10
v	Lajpat Nagar-Chirag Delhi-Saket G Block	7.96	07
vi	Rithala-Bawana-Narela	21.72	16
	Total	107.27	78

* Priority Corridors at S. No. (i), (ii) & (iii) have been sanctioned by Gol, remaining 3 corridors are under consideration of GNCTD & Gol. # Re-aligned length

The details regarding year-wise Average Daily Ridership is presented in Statement 12.8

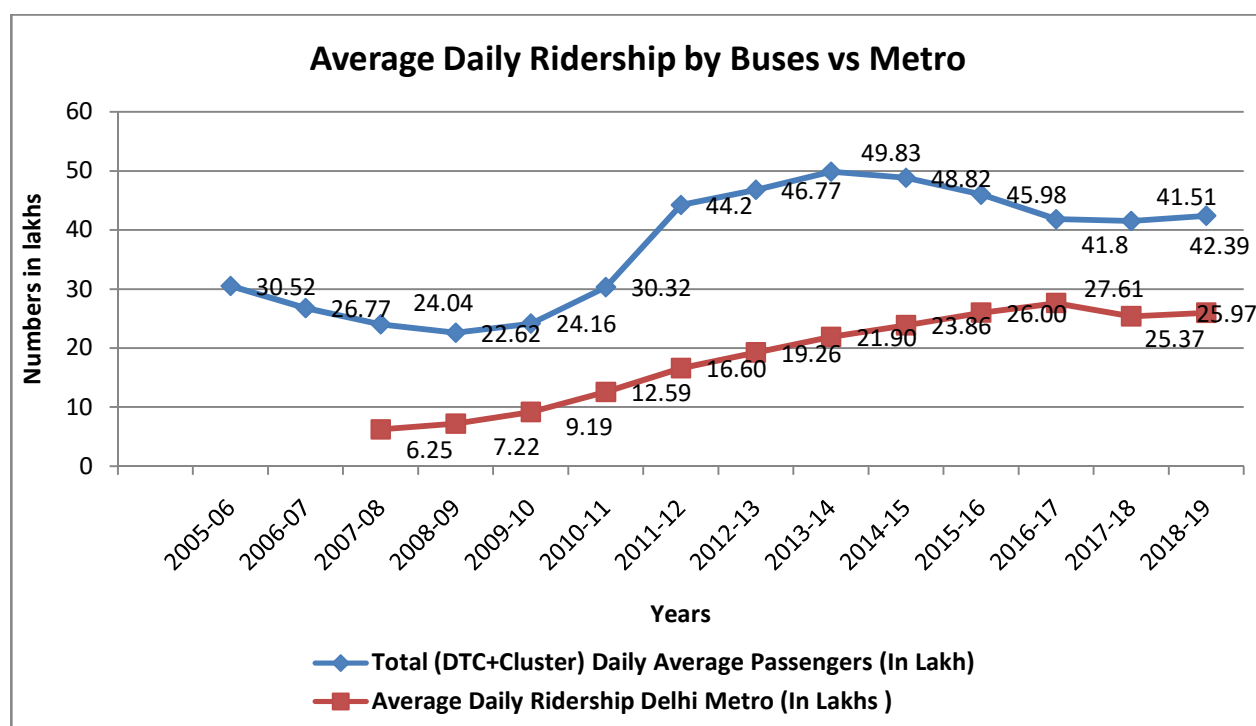
Statement 12.8**AVERAGE DAILY RIDERSHIP AND ROLLING STOCK**

Year	Ridership	Operational Route (Km)	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
2016-17	2761,342*	194.844	1426
2017-18	2537,175*	228.78	1818
2018-19	2597,000*	320.968*	2140*
2019-20	50,64,761***	325.27*	2158*

* Except Airport Line and Rapid Metro,

*** Line utilization (Line Utilization calculates a Metro journey in terms of the number of corridors used by a passenger.)

Chart 12.4
AVERAGE DAILY RIDERSHIP



6.3 Performance of Delhi Transport Corporation (DTC) Buses

DTC is the largest public transport entity in the NCR. DTC operates 3762 buses on 448 city routes and 7 NCR routes. DTC is also operating International Bus Service on Delhi–Kathmandu. Daily average passengers in DTC buses are about 33.31 lakh during 2019-20. Common Mobility Cards (One) have been implemented in all DTC Buses. Electronic Ticketing Machine (ETMs) based automatic fare collection system (AFCS) in DTC Buses has been fully implemented. The performance of DTC is presented in Statement 12.9 and activity wise status of DTC is presented in Statement 12.10.

Statement 12.9

PERFORMANCE OF DELHI TRANSPORT CORPORATION (DTC)

S. No.	Years	Fleet (In No's)	Fleet Utilization (In %)	Vehicle Utilization (Km/Bus/Day)	Load Factor (In %)	Passenger Carried per bus daily (In No's)	Daily Average Passengers (In Lakh)
1	2005-06	3469	90.51	226	74.42	973	30.52
2	2006-07	3444	81.47	199	77.18	951	26.77
3	2007-08	3537	82.47	177	87.82	848	24.04
4	2008-09	3804	77.03	171	68.83	772	22.62
5	2009-10	4725	80.99	184	69.84	776	24.16
6	2010-11	6204	75.03	185	71.43	700	30.32

7	2011-12	5892	84.27	199	77.75	863	44.20
8	2012-13	5445	85.77	202	92.90	973	46.77
9	2013-14	5223	85.51	190	86.63	952	43.47
10	2014-15	4712	83.99	188	85.02	930	38.87
11	2015-16	4352	83.63	191	82.00	927	35.37
12	2016-17	4027	85.12	199	81.36	890	31.55
13	2017-18	3951	85.69	191	83.83	878	29.86
14	2018-19	3849	84.62	195	81.34	915	30.15
15	2019-20	3762	85.04	193	86.17	1033	33.31

Source: Operational Statistics of DTC

Statement 12.10

ACTIVITIES OF DELHI TRANSPORT CORPORATION: 2016-17 to 2019-20

S. No	Details	2017-18				2018-19				2019-20			
		Non-AC	AC	Standard	Total	Non-AC	AC	Standard	Total	Non-AC	AC	Standard	Total
1.	Total Buses in the Fleet (At the end)	2506	1275	170	3951	2506	1275	68	3849	2505	1257	-	3762
2.	Buses on Road (Daily Average)	2232	1078	92	3402	2197	1071	27	3295	2149	1073	-	3222
3.	Passengers (in Crore)	84.86	21.77	2.35	108.98	84.96	24.35	0.74	110.15	85.66	36.16	-	121.82
4.	Daily Average Passengers (in Lakh)	23.25	5.97	0.64	29.86	23.28	6.67	0.20	30.15	23.40	9.88	-	33.29
5.	Kilometer operated (in Crore)	15.78	7.41	0.54	23.73	15.68	7.57	0.15	23.40	14.96	7.76	-	22.72
6.	Kilometer operated Daily Average (in lakh)	4.32	2.03	0.15	6.50	4.30	2.07	0.04	6.41	4.09	2.12	-	6.21
7.	Break-down per 10000 buses	713	923	730	780	710	898	735	781	806	1029	-	880
8.	Accidents	75	43	3	121	79	45	1	125	83	35	-	118
9.	Inter-State Bus Route Service	-	-	-	8	-	-	-	8	-	-	-	7
10.	D.T.C. Workshop	-	-	-	2	-	-	-	2	-	-	-	2
11.	D.T.C. Depots	-	-	-	39	-	-	-	39	-	-	-	35

Government is providing various concessions in the bus fares to students, senior citizens, disabled, freedom fighters etc in DTC and Cluster Buses. The concession amount is reimbursed by GNCTD. The Govt. of NCT of Delhi has reimbursed an amount of ₹ 90.68 Crore for concessional passes during 2019-20.

6.4 Performance of Cluster Buses

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, 657 stage carriage bus routes of Delhi have been divided into 17 distinct clusters. Presently, 2910 cluster buses are in operation under 14 clusters in the NCT of Delhi. Electronic Ticketing Machine (ETMs) based automatic fare collection system (AFCS) in Cluster Buses has been fully implemented. Further, Common Mobility Card has been successfully implemented in all the cluster buses to promote digital transaction inter-alia with common ticketing amongst Delhi Metro, DTC and Cluster buses in fares. The performance data of the cluster buses are given under:

Statement 12.11
PERFORMANCE OF CLUSTER BUSES

S.No	Years	Fleet (No)	Fleet Utilization (In %)	Vehicle Utilization (Km/Bus/Day)	Load Factor* (In %)	Passenger Carried per bus daily	Daily Average Passengers (In Lakh)
1.	2013-14	1090	93.49	218.43	81	950	6.36
2.	2014-15	1402	97.30	217.61	78	899	9.95
3.	2015-16	1490	98.84	214.52	74	831	10.61
4.	2016-17	1651	98.10	210.02	78	755	10.25
5.	2017-18	1744	97.16	205.15	81	753	11.65
6.	2018-19	1803	98.66	211.02	88	760	12.24
7.	2019-20	2910	96.48	202.10	89	841	17.71

* LF is calculated using Central Institute of Road Transport (CIRT) Formula,
Source: DIMTS Ltd.

7 Road Safety measures

7.1 Delhi Road Safety Policy

- Government of NCT of Delhi is taking various initiatives such as conducting road safety campaigns at schools and college level, educating the general public about the road safety and other measures.
- **The State Road Safety Council:** The Delhi State Road Safety Council was earlier constituted under the chairmanship of Commissioner (Transport) in 2005. However, on the directions of the Supreme Court Committee on Road Safety, the Government of NCT of Delhi has re-constituted the Delhi State Road Safety Council on 07.07.2017 under the Chairpersonship of Hon'ble Transport Minister for political commitment to assure co-ordination among various agencies for safety of pedestrian, non-motorized vehicles & road users, to assure safety measures for Road users and facilities for design for engineering, re-engineering, repair etc. on technical standards.
- **The District Road Safety Committees:** The District Road Safety Committees

have also been established vide notification dated 17.06.2014 in all the eleven revenue districts of NCT of Delhi headed by the Deputy Commissioner of each district and Deputy Commissioner of Police; Deputy Commissioner Police (Traffic); Superintending Engineer (PWD); Superintending Engineer (MCD/NDMC); Superintending Engineer (DDA); Additional CDMO (Health); Deputy Director (Education) and Motor Licensing Officer (Transport) of each district concerned as its Members and Additional District Magistrate Convener/Member of each district concerned. The District Road Safety Committees are performing the functions related to Road Safety measures at the district level.

- **Road Safety Policy:** Delhi Road Safety Policy has been notified on 13.07.2018. Objective of road safety policy is to ensure road safety for all road users in the NCT of Delhi, with priority to pedestrians and cyclists, to achieve zero fatalities due to road accidents in the long run it includes awareness regarding road safety, strengthening institutional arrangements, establish road safety management information system, ensure safe road infrastructure, planning & designing of roads, safer motor vehicles, safe divers, safety for vulnerable road users, road safety education and training etc.
- A Participatory Agreement was signed with vital strategies in co-ordination with World Resources Institute (WRI) to participate in the next phase of Bloomberg Initiative of Global Road Safety (BIGRS) project for 2020-2025 which will provide targeted technical assistance, training for staff from relevant agencies and periodic road users behavior observational surveys to the participant cities.

7.2 Installation of CCTV Cameras in Roads:

The work of providing CCTV Cameras at desired locations for safety and surveillance has been taken up by PWD. Vide cabinet Decision No. 2731 dated 8.8.2019 installation of CCTV cameras in each Assembly Constituency (AC) increased to 4000 from 2000 has been approved. The work of Supply, Installation, Testing and Commissioning of 2.80 lakh CCTV cameras (4000 in each Assembly Constituency) in Delhi is in progress. In the Phase-I work of installation of CCTV cameras throughout Delhi, approx.1,31,000 cameras at desired locations in Delhi have been installed till December 2020. The work regarding installation of remaining CCTV cameras is in progress.

7.3 Street Lights on Dark Spot:

To make Delhi safer for women, the Delhi government installed new LED lights across the city. The work was executed by PWD for MCDs and the LED lights has been handed over to MCDs for maintenance. Provision of ₹ 2.00 cr. has been kept in this financial year 2020-21.

7.4 Installation of CCTV Cameras in DTC and Cluster Buses:-

CCTV video surveillance system has been installed in 200 buses of DTC i.e. 100 buses of Sarojini Nagar Depot and 100 buses of Rajghat Depot-I. Government has decided to install CCTV cameras in all DTC & Cluster buses. Master Service Agreement was signed with M/s. Telecommunication Consultants India Ltd. (TCIL) on 03.01.2020 for installation of CCTV, Panic Buttons and Automatic Vehicle Tracking System. Installation of Camera in existing DTC buses have been started. Further, the new buses inducted under the Cluster scheme and DTC fleet would be equipped with CCTV, Panic Buttons and Vehicle Tracking System. Till date, 1160 new buses are added in the cluster scheme upto 31.10.2020.

Augmentation of DTC Night bus service (11 PM – 5 AM): Gender Sensitization Program for bus crew undertaken by DTC is also being conducted on a regular basis for safety of women passengers. There are 88 number of buses on 27 routes for night bus service. 30 Ladies Special Buses are also being plied during peak hours on 30 routes. 25% seats have been reserved for women in stage carriage buses (i.e. Low floor buses–10 seats, & standard floor buses–12 seats. Comparative detail for the years 2018-19 and 2019-20 is presented in Statement 12.12.

Statement 12.12

PERFORMANCE OF DTC BUSES

Details	2018-19	2019-20
No. of Buses in Night Bus Service	88	88
No. of routes of Night Bus Service	27	27
No. of Civil Defence Marshals & Home guards	3041	7835
No. of Ladies Special bus routes	30	30
Percentage of seats reserved for ladies	25	25

7.5 Deployment of Marshals in Buses:

The Govt. of NCT of Delhi has decided to depute “Marshals” in all DTC & Cluster buses in both shifts from 29.10.2019. As on 19.11.2020, 8111 marshals in DTC and 2809 marshals in Cluster buses were deployed for women safety and security.

7. Ongoing schemes and new Initiatives:

7.6 Electric Vehicle Policy:

To replacement of old vehicles and to encourage the electric Vehicles, “Delhi Electric Vehicle Policy” has been approved. The primary objective of the Delhi EV Policy 2020 is to bring about a material improvement in Delhi’s air quality by bringing down emissions from the transport sector. To do so, this policy will seek to drive rapid adoption of Battery Electric Vehicles (BEVs) such that they contribute to 25% of all new vehicle registrations by 2024. This policy will also

seek to put in place measures to support the creation of jobs in driving, selling, financing, servicing and charging of Electric Vehicles. The GNCTD will also develop an intensive communication plan focused on deriving awareness regarding the benefits of adopting electric vehicle and the key elements of this policy.

7.7 Electric Vehicle Fund:

The electric vehicles are proposed to be encouraged to fight against rising pollution level in Delhi. "Pollution Cess" on the sale of diesel is already applicable in the NCT of Delhi at 25 paise per litre being levied collection from which accrues to the Air Ambience Fund under the Environment Department. From the date of issuance of this policy, 50% of the amount collected in Air Ambience Fund shall be transferred to State EV Fund on a monthly basis. 50% amount standing in the credit of Air Ambience Fund as on the date of issuance of the policy shall also stand transferred to the state EV Fund, GNCTD shall strive to levy a Pollution Cess on all ICE Vehicle users in future." However a separate budget head is available in Govt. of NCT of Delhi for Electric Vehicle Fund and a provision of ₹ 50.00 crore has been kept in BE 2020-21 under this head.

7.8 Electric Buses:

The National Electric Mobility Mission Plan (NEMMP) 2020 is a National Mission document providing the vision and the roadmap for the faster adoption of electric vehicles and their manufacturing in the country. As part of the NEMMP 2020, Department of Heavy Industry formulated a Scheme viz. Faster Adoption and Manufacturing of (Hybrid &) Electric Vehicles in India (FAME India) Scheme in the year 2015 to promote manufacturing of electric and hybrid vehicle technology and to ensure sustainable growth of the same. GNCTD has decided to engage pure electric buses in Delhi which will go a long way to reduce overall vehicular emissions in Delhi. Ministry of Heavy Industries & Public Enterprises, Govt. conveyed the approval of the competent authority to extend financial support for deployment of 300 electric buses on operational cost Model under phase-II of FAME India scheme to DTC. A proposal of 1000 fully-electric Cluster buses for augmenting environment-friendly public transport system is under progress.

7.9 Free Travel for Women:

The free travel facility for women in DTC/ Cluster buses has been given by GNCTD from 29.10.2019. A single journey based pass of ₹ 10/- for both AC and Non-AC buses is being issued in the form a similar size of ticket currently being distributed in the colour "Pink". DTC is printing these passes and issues to DIMTS for cluster buses and proper accounting of these tickets is being maintained by both the DTC & DIMTS. During 2019-20, 10.58 crore trip were made by women passengers free in DTC and 8.74 crore in Cluster buses for which ₹ 70.17 crore and ₹ 44.53 crore given to DTC and Cluster buses respectively towards subsidy. An amount of ₹ 312.00 crore towards subsidy to DTC and ₹ 120.00 crore for cluster buses due to free travel of women has been kept in the Financial year 2020-21.

7.10 Financial Assistance to individuals holding public service badge (Driver) of Para Transit Public service Vehicle and permit holders of Para Transit Public Service Vehicles:

The Ministry of Home Affairs, Govt of India Vide order no 40-3/2020-DM-1(A) dated 24th March, 2020 has closed all the passenger transport services in India to take effective measures to prevent the spread of COVID-19 in the country. Initially, the restrictions are effective for a period of 21 days i.e. with effect from 25.3.2020 till 14th April 2020. The plying of all the public service vehicles in Delhi has been prohibited since that date. Consequently, a large number of persons including the owners of public service vehicles i.e. Auto rickshaws, Taxis, Gramin Sewa, Phatphat Sewa, Maxicab, Eco-Friendly Sewa, E-Rickshaws and school cabs etc were adversely affected as in many of the cases, the plying of their vehicles may have been their only source of livelihood. So Delhi Government decided to provide one time financial assistance of ₹ 5000/- to those individuals holding public service badge (Drivers) of Para-transit vehicles as on 23.3.2020 (i.e. Auto Rickshaws, Taxis, Gramin Sewa, Phatphat Sewa, Maxi Cabs, Eco-friendly Sewa, e-Rickshaws and school cabs etc.) and also holding valid driving licenses in Delhi as on 23.3.2020, provided that, if the validity of DL has expired on/after 1.2.2020, such DL holders were also eligible.

7.11 Procurement of 1000 AC fully built CNG propelled low floor DTC buses:

Delhi Govt. has decided for procurement of 1000 Air- Condition CNG propelled low floor buses in DTC. The new low-floor CNG buses would be equipped with state-of-the-art facilities including real-time passenger information system, CCTVs, panic buttons, GPS and other features besides being friendly to differently-abled passengers.