

OFFICE OF MINISTER (TRANSPORT, FOOD & SUPPLIES)
GOVERNMENT OF NATIONAL CAPITAL TERRITORY OF DELHI
DELHI SECRETARIAT, IP ESTATE, NEW DELHI-110113

No.PA/MOTF&S/ 6635-44

Date 07/12/07

Summary of Record of Meeting Chaired by Shri Haroon Yusuf, Minister (Transport, Food & Supplies) on Institutional Arrangements for Operationalisation of the First Bus Rapid Transit/High Capacity Bus System Corridor (Dr Ambedkar Nagar – Delhi Gate) on 06.12.2007 (Thursday)

1. Before discussing the items listed in the notice for the meeting No.PA/MOTF&S/6515-20 dated 03.12.2007 issued by the office of Minister (Transport, Food & Supplies), Principal Secretary-cum-Commissioner (Transport) mentioned that, at a meeting chaired by Chief Secretary on 03.12.2007, Chief Secretary had directed that the section from Dr Ambedkar Nagar to Moolchand be operationalised by April 2008. With the permission of the chair, Principal Secretary-cum-Commissioner (Transport) flagged certain issues as part of the operational plan which were discussed as summarized below.
2. (i) Ownership & Maintenance of the Corridor

On being queried about the identity of the agency owning the road/roads spanning the entire length of the corridor, the meeting was informed that PWD (GNCTD) was the road-owning agency concerned. Further, on being asked as to whether the corridor (including all carriage ways, bicycle lanes, footpaths, slip roads etc) would revert to the road-owning agency concerned, the consensus was in favour of the corridor being maintained by DIMTS. Managing Director (DIMTS) conveyed that the company would be willing to maintain the corridor if authorized and asked to do so by GNCTD on payment basis.

Head (Engineering), DIMTS informed that landscaped areas too could be maintained by DIMTS.

With regard to maintenance of street lights, the view that emerged was that the present arrangement of their maintenance be continued. At the same time, it was emphasized by Minister (Transport, Food & Supplies) that street-light maintenance would need to adhere to the best standards and proper co-ordination would need to be ensured in this regard.

(ii) Traffic Signals & Road Signs

Shri DP Verma, Deputy Commissioner of Police (Traffic), Southern Range informed that work order for installation of the signal system had

been issued. With regard to objections raised by Traffic Police to the proposal of not keeping left turns free at earlier meetings, it was agreed that, at crossings with left turns, pelican signals accessible for activation by pedestrians, be installed. DCP (Traffic) requested that the span of any red/stop cycle should not exceed 180 seconds.

In this connection, with regard to item number 9 (viz. management in the event of signal failure etc) on the agenda listed in the meeting notice referred to in paragraph 1 above, it was informed by DCP (Traffic) that the signaling system would be backed up with UPS/battery to ensure proper management in the event of disruption of power supply.

With regard to road signs it was informed that TRIPP (IIT, Delhi) had sent a proposal in accordance with accepted Indian standards and where signs/information or direction boards deemed necessary were not available nationally, US/British standards had been recommended.

Principal Secretary-cum-Commissioner (Transport) stated that the government be informed of the plan with regard to signs/direction boards/information boards as well as the traffic signaling system. Minister (Transport, Food & Supplies) asked that complete information with regard to these be provided to Transport Department.

In this connection, Minister (Transport, Food & Supplies) emphasized that safety and security of all road users should be a prime concern and these be ensured without fail. He further observed that the verges separating lanes must be painted in luminous colour to ensure good visibility even in the event of power failure or street light malfunctioning in order to provide sufficient warning to road users.

CMD (DTC) asked whether the reserved lane for buses would be open to use by goods trucks, water tankers and oil tankers. He was informed the lanes reserved for buses would not be available for use by goods carriages, water tankers, oil tankers etc. DCP (Traffic) stated that Traffic Police would assist in preventing unauthorised use of bus lanes and vice versa.

(iii) Ambulance/Emergency Service for the Corridor

With regard to the query as to whether there was any proposal to put in place an ambulance service for the corridor, DIMTS informed that there was no plan for a special ambulance service for the corridor.

(iv) Off-board Sale of Tickets/Passes at Bus Stops

On being asked by Principal Secretary-cum-Commissioner (Transport) as to whether the operational plan proposed arrangements for this at the bus queue shelters, MD (DIMTS) informed that this was not planned for the initial stage and this arrangement could be phased in as an upgrade with retrofitment of turnstiles at the BQSS at a later stage.

(v) Passenger Information System (PIS) at BQSS

CMD (DTC) stated that this facility could be extended by DTC in exchange of the advertising revenue from the BQS. He further stated that alternatively, DIMTS could implement its own electronic vehicle tracking system which could incorporate PIS. MD (DTC) stated that it would not be economically viable to source a stand-alone system. He further stated that DTC could take the advertising revenue as available from the use of the PIS display and not the advertising revenue from the rest of the BQS complex as this would also be contrary to DTC's own model where BQSS were being erected and run on BOT basis.

3. Existing Private Stage Carriages & DTC Buses in the Corridor (Item No. 2 of Agenda in Meeting Notice dated 03.12.2007)

MD (DIMTS) informed that there were two stage carriage routes, viz. route number 419 (Dr Ambedkar Nagar – Old Delhi Railway Station) and route number 423 (Devli Village – Mori Gate), which covered the entire length of the corridor. He proposed that these two routes could be operated by DTC only to begin with and the other routes, covering parts of the corridor in different stretches could continue to be shared among the existing operators. CMD (DTC) agreed to the proposal that DTC could run the two routes mentioned above.

The number of buses scheduled for the two routes (419 & 423) and two other routes covering part of the corridor and the share between DTC and Blueline operators was informed as follows by Shri CK Goyal, Dy CGM (Traffic), DTC:

Route No.	From - To	Remarks	No. of DTC Buses	Bluelines
419	Dr Ambedkar Nagar – Old Delhi Rly Station	Covers entire corridor	04	34
423	Devli Village – Mori Gate Terminus	Same as above	07	23
521	Dr Ambedkar	Traverses the	03	03

	Nagar Sector 5 – Rajender Nagar Mkt	corridor from Madangir to Moolchand		
522	Dr Ambedkar Nagar – Arya samaj Road	Traverses the corridor from Dr Ambedkar Nagar to Moolchand	13	26

On being asked by Principal Secretary-cum-Commissioner (Transport) as to whether DIMTS proposed to charge existing private buses using the corridor any user fee, MD (DIMTS) responded in the negative.

4. Public Awareness & Information Dissemination (Item No. 1 in Meeting Notice dated 03.12.2007)

Minister (Transport, Food & Supplies) observed that this be done in a systematic and scientific manner with proper visibility. He further observed that the campaign should start well ahead of the operationalisation of any part of the corridor so that users were acquainted with the system and its characteristics and were prepared to utilize it optimally.

5. Mechanism & Measures to Ensure Orderly & Co-ordinated Operation of Buses with the Operationalisation of Reserved Lanes (Item No. 3 in Meeting Notice dated 03.12.2007), Arrangement for Guidance of Pedestrians/Bus Commuters Item No. 5 in Meeting Notice dated 03.12.2007) & Arrangements for Weaving in & Weaving Out of Buses to/from Reserved Lanes [Item No. 4 (ii) in Meeting Notice dated 03.12.2007], Arrangements for Disciplining/Calming Vehicles at Traffic Signals (Item No. 6 in Meeting Notice dated 03.12.2007) & Arrangement to Prevent (a) Vehicles from Unauthorisedly Using Bus Lanes, Cycle Lanes and Pedestrian Areas and (b) Buses from Using lanes/areas not meant for them (Item No. 8 in Meeting Notice dated 03.12.2007)

MD (DIMTS) stated that marshals would be positioned at crossings to guide buses. He requested that Delhi Traffic Police provide training to the marshals. DCP (Traffic), Southern Range agreed to this. He further agreed that the Traffic Police would extend assistance for maintenance of traffic discipline.

As regards the issue of weaving in/weaving out of buses, MD (DIMTS) pointed out that for the first stretch to be operationalised (Dr Ambedkar Nagar – Moolchand), this would not be a problematic issue as the buses would not use the flyover and weave out of the median lane to the left of

Moolchand flyover while traveling due north and weave in gradually to the reserved lane below said flyover while traveling due south.

6. Arrangements for Management of Incidents Such as Stalled Buses in Reserved Lanes as well as Broken Down Vehicles on Other Lanes & Arrangements for Dealing with Vehicles Parked on Carriageways Pedestrian Areas or Bicycle Lanes (Item No. 7 in Meeting Notice dated 03.12.2007)

Principal Secretary-cum-Commissioner (Transport) endorsed the idea that DIMTS would need to source regular towing services to deal with these situations. Traffic Police agreed to make the services of prosecuting officers available on board the tow-trucks.

7. Principal Secretary-cum-Commissioner (Transport) urged that the issues discussed should be part of the operational plan to be given by DIMTS well in advance of actual commencement of operations so that it could be finalized as a blueprint for the guidance of all concerned.

Encl: (i) Copy of Meeting Notice dated 03.12.2007
(ii) List of participants

Abhijit Sarkar 07/12/07
(Abhijit Sarkar)

Secretary to Minister (Transport, Food & Supplies)

To:

1. Principal Secretary-cum-Commissioner (Transport), GNCTD
2. CMD (DTC)
3. MD (DIMTS)
4. Deputy Commissioner of Police (Traffic), Delhi Police
5. Head (Engineering), DIMTS
6. Deputy Chief General Manager (Traffic), DTC
7. Shri RS Manager, DIMTS

Copy for information to:

1. Chief Secretary, GNCTD
2. Chairman, DIMTS
3. Joint Commissioner (Traffic Police), Delhi Police



LIST OF PARTICIPANTS AT MEETING CHAIRED BY SHRI HAROON YUSUF, MINISTER (TRANSPORT, FOOD & SUPPLIES) ON INSTITUTIONAL ARRANGEMENTS FOR OPERATIONALISATION OF THE FIRST BUS RAPID TRANSIT/HIGH CAPACITY BUS SYSTEM CORRIDOR (DR AMBEDKAR NAGAR – DELHI GATE) ON 06.12.2007 (THURSDAY)

1. SHRI DM SPOLIA, PRINCIPAL SECRETARY-CUM COMMISSIONER (TRANSPORT)
2. SHRI ANSHU PRAKASH, CMD (DTC)
3. SHRI SN SAHAL, MD (DIMTS)
4. SHRI DP VERMA, DCP (TRAFFIC), SOUTHERN RANGE
5. SHRI SK JAIN, HEAD (ENGINEERING), DIMTS
6. SHRI AK GOYAL, DEPUTY CGM (TRAFFIC), DTC
7. SHRI RS MANAGER, DIMTS

**OFFICE OF MINISTER (TRANSPORT, FOOD & SUPPLIES)
GOVERNMENT OF NATIONAL CAPITAL TERRITORY OF DELHI
DELHI SECRETARIAT, IP ESTATE, NEW DELHI-110113**

No.PA/MOTF&S/16515-20

Date: 3/12/07

MEETING NOTICE

**Subject: Institutional Arrangements for Operationalisation of the first BRT/HCBS
Corridor (Dr Ambedkar Nagar – Delhi Gate)**

The undersigned is directed to convey that Minister (Transport, Food & Supplies), Government of National Capital Territory of Delhi will chair a meeting on the subject captioned above as per schedule given below.

Date: 06.12.2007 (Thursday)

Time: 04.00 pm

Venue: Conference Room of Office of Minister (Transport, Food & Supplies), 8th Level, Delhi Secretariat

AGENDA

1. Public Awareness & Information Campaign regarding BRT/HCBS
2. Presentation of information regarding:
 - (i) Number of stage carriage routes covering the entire length of the corridor and the number of routes and buses in operation with data showing share between private stage carriages and DTC in terms of the number of buses in operation.
 - (ii) Number of stage carriage routes covering parts of the corridor with specifics of kilometres covered by them and the number of routes and buses in operation with data showing share between private stage carriages and DTC in terms of the number of buses in operation.
3. Mechanism and/or measures to ensure orderly and coordinated operation from the day buses start plying in reserved lanes.
4. (i) Given that even after construction of the entire stretch from Dr Ambedkar Nagar to Delhi Gate, many stage carriages, whose routes terminate beyond Delhi Gate, will perforce ply in mixed traffic where there is no reserved lane for them, the question as to whether buses should start plying in their designated, reserved lanes once all constructions, including bus queue shelters etc, and traffic signals and road signs are successfully commissioned in a continuous stretch of the corridor.

- (ii) If they do, arrangements for weaving in to/weaving out of reserved lanes till the re-engineering of the entire corridor.
5. Arrangements for guidance of pedestrians/bus commuters.
 6. Arrangements for disciplining/calming vehicular traffic at traffic signals.
 7. Arrangements for management of incidents such as stalled buses in reserved lanes as well as broken down vehicles in other lanes and arrangements for dealing with vehicles parked on carriage ways, pedestrian areas or bicycle lanes.
 8. Arrangements to prevent (a) vehicles from unauthorisedly using bus lanes, cycle lanes and pedestrian areas and (b) buses from unauthorisedly using lanes/areas not meant for their use.
 9. Management in the event of signal failure, including prevention of unauthorized use of non-designated areas by any category of vehicle.

The undersigned is directed to request you to kindly make it convenient to attend the meeting.


(Abhijit Sarkar)

Secretary to Minister (Transport, Food & Supplies)

To:

1. Principal Secretary-cum-Commissioner (Transport), GNCTD.
2. CMD (DTC)
3. MD (DIMTS)
4. Joint Commissioner (Traffic), Delhi Police

Copy to:

1. PA to Minister (Transport, Food & Supplies), Govt of NCTD
2. Camp Office of Minister (Transport, Food & Supplies), Govt of NCTD