

## RAJ NIWAS, DELHI

### RESUME OF THE DISCUSSIONS IN THE MEETINGS HELD WITH THE DELEGATION OF LAND TRANSPORT AUTHORITY, SINGAPORE AT RAJ NIWAS ON 30<sup>th</sup> SEPTEMBER 2008 AT 11.00 A.M. & 1<sup>st</sup> OCTOBER,2008 AT 11.00 A.M. UNDER THE CHAIRMANSHIP OF HON'BLE LT.GOVERNOR DELHI ON TRAFFIC AND TRANSPORTATION MANAGEMENT I N DELHI.

#### 30<sup>th</sup> SEPTEMBER,2008

1. The list of participants is enclosed as Annexure 'A'.
2. At the outset L.G. welcomed all the members of the delegation of land Transport Authority, Singapore(LTA) and the representatives of their partners, Tata Consultancy Services India(TCS) and other senior officers present. L.G. recalled that during his recent visit to Singapore, he had the opportunity to have a quick over view of the traffic and transportation management set up in that city under LTA Singapore. He was quite impressed with its set up and the systems developed by it in providing holistic solutions on a day to day basis for solving various problems of traffic & transportation, L.G. mentioned that he had therefore invited LTA to depute a team of its officer to visit Delhi to comprehensively study the situation and assist the Unified Traffic & Transportation Infrastructure(Planning & Engineering)Centre (UTTIPEC) set up in the DDA on a continuing basis for tackling the complex and critical problems of traffic & transportation in Delhi. He thanked LTA for promptly acting on his request.
3. A power point presentation was next given by the officers of the UTTIPEC on the traffic and transportation scenario in Delhi for the benefit of the members of the LTA team. L.G. next invited all present in the meeting other than the members of the LTA delegation to supplement the presentation made UTTIPEC to cover additional issues/points, if any, on the Delhi traffic & transportation situation.
4. Shri Rohit Baluja-IRTE mentioned that traffic engineering practices and retrofitting should be given priority attention by the UTTIPEC. He further highlighted that 63% of vehicle in Delhi comprise of two wheelers for which proper planning is to be done and gradually they should be phased out. He mentioned that noise control measures should be integral part of T & T planning. He suggested that SPA,CRRRI and organizations like IRTE may be involved in developing T&T engineering & planning norms.
5. Commr.of Police(CP) Delhi highlighted the perennial problems of traffic management for which innovative and the out of box solutions for improving the road engineering works like stilting, tunneling etc. were necessary.

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6. Chief Secy., GNCTD stated that in spite of 20% of the city area being under roads, the capacity to add to the width of the existing roads was very limited. Therefore there is a need to adopt stringent measures to curb the growth of private vehicles and to promote public transport system so as to take private cars off the roads.
7. MD, Delhi integrated Multi-Modal Transit System(DIMMTS) mentioned that as per the recent study conducted by RITES for DIMMTS, the share of trips by public transport in Delhi has come down sharply from 59.8% in 2001 to 41.5% in 2008 and the share of cycle Rikshaws trips has doubled as they are providing feeder services between public transport & home/work place. Therefore to promote public transport mode, better feeder services and single fare collection system were essential.
8. Sh.R.Narayanaswami, Special Advisor, Common Wealth Games, GNCTD mentioned that UTTIPEC should focus upon smooth flow of traffic during CWG(Oct'2010). He emphasized need to focus upon curbing private car ownership in Delhi and development a park policy, comprising multi-level parking, underground parking, park & ride and various other measures.
9. Commissioner, Municipal Corporation of Delhi(MCD), mentioned that in Delhi 41000 km lane length is being maintained by the MCD as compared to 3000 km by the public works department(PWD), GNCTD. There is a need to think of elevated corridors, underground roads & construction of missing links. The maintenance and retrofitting of existing roads should be taken up so as to enhance their capacity.  
There is also need to give urgent attention to facilities for pedestrians and cyclists.
10. Some of the other points made by the participants were putting in place traffic & Transportation data and maps on priority by the UTTIPEC, quality control, traffic segregation, policy for street vendors, road user behaviour and introduction of congestion charges.
11. Hon'ble L.G. mentioned that there is need to "pedestrianize" selected shopping areas, particularly in old Delhi and introduce park & ride schemes. Security aspects should also be taken care of while developing parking areas. He also emphasized on internal and external quality audits for all T&T projects. Hon'ble L.G. reiterated the areas of concern and priority for the UTTIPEC were retrofitting of important existing roads, introduction of intelligent Traffic Systems(ITS), augmentation of public transport system, establishment of a unified authority for quality control of roads, real time traffic management issues and enforcement. In view of CWG 2010, the important traffic corridors connected with the conduct of the Games should be taken up on priority for improvement works. He then requested the LT A Team for their preliminary observations based on the brief round of the city roads made, in the morning prior to the meeting.
12. Mr.Ang Kim Siah of V.P.Mobility Systems and a members of LTA, Singapore Team said that they would require some time to familiarize themselves with the traffic dynamics in Delhi and the team would be going round the city in the afternoon. What was required on priority was identifying the major corridors

- and making improvements for giving the right of way on priority to the public transport system. Other aspects were Road Surface Quality constant Citizen-Media interface etc. He said that the team would like to present its views in the meeting scheduled for the next day on 1<sup>st</sup> September 2008 after assessing the situation in the afternoon.
13. Hon'ble L.G. once again thanked all the members of the LTA team for promptly responding to his invitation and hoped that the visit of the team would help in establishing a long term tie-up between UTTIPEC and LTA, Singapore for technical advice and support. He suggested that a nodal call could be created within UTTIPEC where the experts from LTA Singapore could work together with experts from UTTIPEC.
  14. The meeting ended at 1.30 p.m. followed by lunch.

### **1st OCTOBER 2008**

15. The list of participants is enclosed as Annexure'B'.
16. Hon'ble L.G. welcomed all the Members of the LTA Team and others present in the meeting. He then and invited the LTA Team to give their impressions following the reccee of the city roads on the previous afternoon.
17. Mr.Ang Kim Siah of V.P.Mobility Systems and a member of the LTA, Singapore Team stated that Singapore, although on a much smaller scale had passed through problems similar to Delhi. In 1995 LTA was constituted as a common platform for adopting holistic approach for addressing all traffic & transportation problems. The experience of Singapore indicates that the first & foremost need is to make UTTIPEC a strong and effective organization. It should have an open and flexible system for which knowledge transfer and institutional linkages should be built up. The second priority should be giving adequate attention to Traffic & Transportation Planning & Engineering. Centralized controls with CCTV, GPS and GPRS should be adopted for traffic management without any delay. He also agreed with the need to identify key corridors for taking them as initial Pilot projects, keeping in view the priority XCWG 2010. He further suggested that LTA experts could be deployed to work along with UTTIPEC, so as to develop a better understanding of the issues.
18. Representative of ST Electronics, Singapore and a member of the LTA Singapore, Team gave an audio-visual presentation on its capabilities and how it has helped in improving the transport and traffic scenario in Singapore. It was mentioned that ST Electronics is involved with transport planning & ITS of Singapore and has also undertaken consultancies abroad. Their Transport proposal comprises of a number of modules the video clips and the following were shown:
  - Junction Eyes(J-Eyes).
  - Expressway Monitoring Advisory System(EMAS)
  - Automated Taxi Management System(ATMS)

- Integrated Transport system(its).

In the second part of the presentation, the following traffic challenges for Delhi were identified:

(a) Recurrent Problems:

- Poor integration of land-use and transportation planning
- Insufficient coordination between agencies
- Uncontrolled growth in traffic demand

(b) Non-Recurrent Problems:

- Unforeseen incidents such as traffic accidents
- Adhoc events e.g. international functions & exhibitions or even road works.

© Behavioural Patterns

- Poor motoring & pedestrian habits
- Lack of safety, publicity and education

(c) Engineering

- Management of traffic data to support planning
- Best Practices/Engineering standards required
- Control of road works
- Control of road design.

The following implementation path from stand-alone to integrated system was proposed:

- I Install traffic data collection systems and surveillance cameras
- II Implement incident management systems & recovery service for expressways & arterial roads
- III Integrate traffic systems to provide green wave and minimize delays at intersection
- IV Equip Public Transport with fleet management system & automate fare collection.
- V Provide up-to-date travel information for motorists & public transport users.
- VI Provide dynamic routing services on commercial basis

19. Director(UT) MOUD, added that there was a need for developing a comprehensive mobility plan, which should be the basis for future decisions, including construction of flyovers and retrofitting.
20. Hon'ble L.G. appreciated the realistic and scientific assessment of the Delhi Traffic scenario given by the LTA Team despite the short time at their disposal on this visit and said that it reflected the expertise gained by the LTA

- over the years. He conveyed that UTTIPEC and the DDA would like to formalize the collaboration with LTA through a Memorandum of understanding. A copy of the draft MOU was handed over to the LTA Team in the meeting itself
21. The LTA team thanked the Hon'ble L.G. for his appreciation and conveyed that the team will revert back after consultations with their authorities on the proposed draft MOU after returning home
  22. Hon'ble L.G. again thanked all the members of the LTA Team and all the officers of GNCTD, Police, MOUD, MCD, NDMC and DDA and other participants for the very constructive suggestions made on both days of the meeting.
  23. The meeting concluded with a vote of thanks to the Chair at 1.30 p.m. followed for lunch.

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