

**GOVERNMENT OF INDIA
URBAN DEVELOPMENT
LOK SABHA**

UNSTARRED QUESTION NO:2800
ANSWERED ON:10.12.2014
METRO PROJECTS
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Will the Minister of URBAN DEVELOPMENT be pleased to state:

- (a) whether the metro rail projects have been effective in managing the traffic load in cities where metro rail is available;
- (b) if so, the details thereof and if not, the reasons therefor;
- (c) whether the Ahmedabad model is being considered as an effective alternative strategy to improve traffic management; and
- (d) if so, the details thereof and the action taken/ being taken by the Government in this regard?

Answer

THE MINISTER OF STATE IN THE MINISTRY OF URBAN DEVELOPMENT (SHRI BABUL SUPRIYO)

(a) & (b): At present, Delhi Metro Rail Phase-1 & Phase-2 and Mumbai Metro Rail Line-1 are fully in operation. Delhi Metro Rail Corporation Ltd. (DMRC) has informed that at present Delhi Metro has a network length of 193 km and on an average, Delhi Metro serves 23.85 lakh passengers per day (average from April, 2014 to November, 2014). Central Road Research Institute, New Delhi in its study has captured the following environmental, economic and social benefits of Delhi Metro Phase-I and II by 2014:

- (i) There has been a reduction of 390971 vehicles from the road on daily basis.
- (ii) The journey time has been reduced by an average 32 minutes.
- (iii) There has been an annual reduction of 276,000 tonne of fuel consumption.
- (iv) There has been an annual reduction of 577,148 tonne of pollutants.
- (v) There has been a reduction of 125 fatal accidents annually.
- (vi) There has been a reduction of 937 total accidents annually.

Mumbai Metropolitan Region Development Authority (MMRDA) has informed that Metro Line-1– Versova-Andheri-Ghatkopar corridor has been successfully implemented and commercial operations have started from 8th June, 2014. The following benefits have been achieved due to implementation of this corridor:

- (i) It has reduced journey time from 71 minutes to 21 minutes.
- (ii) Reduction in vehicular traffic on roads (20 to 25%).
- (iii) Average travel time improved to 16 kmph from 10 kmph during peak hours.
- (iv) Considerable reduction of noise and air pollution.
- (v) Accident on the roads reduced considerably.
- (vi) Reduced the load on overcrowded suburban rail systems.

(c) & (d): Metro Link Express for Gandhinagar and Ahmedabad (MEGA) Company Limited has informed that Ahmedabad Janmarg Ltd wholly owned Company of Ahmedabad Municipal Corporation is operating Bus Rapid Transport System (BRTS) of 82 km successfully since the last five years since 2009. Ahmedabad Metro Rail Project Phase-1 of 36 km is being implemented by a Government Special Purpose Vehicle (MEGA Co.Ltd.) and its alignment route has been chosen in such a way that the Metro Rail can be approachable from all four farthest sides of city. All these systems along with Para transport, Regional Transport system is planned or made operational as a total solution of urban transport as per Urban Mobility Plan in Ahmedabad and is one of the good models. However, urban public transport solution is city specific and depends upon the architecture, road alignment, population, etc of the city.

Further, Urban transport is intertwined with urban development which is a State subject and hence as per policy, the proposals of

different public transport modes best suited to ease the traffic movement in the specific city are initiated / proposed by the concerned State Government. Accordingly, such proposals received from the concerned State Government are considered for sanction or otherwise by the Central Government.