

एम० रामाचन्द्रन  
M. RAMACHANDRAN

सचिव, भारत सरकार

Secretary to the Government of India

शहरी विकास मंत्रालय  
निर्माण भवन, नई दिल्ली-110011  
MINISTRY OF URBAN DEVELOPMENT  
NIRMAN BHAVAN, NEW DELHI-110011  
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D.O.No.K-14011/07/2007-UT  
13<sup>th</sup> December, 2007

Dear Chief Secretary,

Kindly refer to my D.O. letter of even No. dated 23rd January, 2007 (copy enclosed), wherein the need for providing Mass Rapid Transit System on pre-defined transport axes for the new townships which are coming up in the peripheries of existing cities was spelt out. At a High Level Coordination Committee Meeting under the Chairmanship of Member Secretary, Planning Commission for development of new road links between Delhi and Gurgaon, it has been decided that a dedicated lane for public transport/high capacity bus system/high occupancy vehicles should be considered on one such link, if its feasibility is established. A similar consideration and decision would be desirable for all new road links or road widening projects particularly those linking capital cities with neighboring upcoming townships, which would provide 3 or more lanes either way.

2. A case in point is widening/upgradation of NH-8 between Delhi and Gurgaon, where it is reported that even before the formal inauguration, the projected traffic of 2012 has already been surpassed. As such, whatever the extra road space created, will be filled up predominantly by private vehicles, if measures to promote efficient and comfortable public transport and high occupancy vehicles are not taken. Reserving a lane for high capacity bus system, public transport and high occupancy vehicles would facilitate increasing the road utilisation capacity and hence reduce congestion besides reducing global warming as energy consumption in motorised individual passenger traffic is up to 10 times as high as consumption in a well organised and demand-oriented public transport system.

3. The National Urban Transport Policy in para 12 also emphasises the equitable allocation of road space, with people as its focus by reserving lanes and corridors exclusively for public transport and non motorised modes of travel.

4. I would request you to issue necessary instructions to the concerned authorities for reserving lane for public transport/high capacity bus system/high occupancy vehicles on all new road links or widened roads connecting important cities and their suburbs, wherever there are 3 or more

lanes on either side. This, as you would appreciate, requires coordinated thinking and planning since various concerned entities like the Departments of Urban Development, Housing, Town Planning, PWD, Transport etc. would be involved and at the cities level, the ULB, District/City administration/Development Authority, Transport entities etc. would have to be associated

With regards,

Encl: As above.

Yours sincerely,



**(M. Ramachandran)**

एम. रामचन्द्रन  
M. RAMACHANDRAN

सचिव  
Secretary



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**D.O.No.K-14011/07/2007-UT**

January 23, 2007

**Dear Chief Secretary,**

Urbanization is growing at a rapid pace with lot of new townships coming up on the peripheries of existing cities. As brought out in the National Urban Transport Policy 2006, it would be desirable to incorporate urban transport as an important parameter at the urban planning stage itself, rather than being a consequential requirement and also encourage integration of land use and transport planning. It would, therefore, be desirable to provide for Mass Rapid Transit System now itself on pre-defined transport axes so that these new townships do not face the problem of transportation and congestion later on. Without proper Mass Transit System, which may be bus-based or rail-based, the over dependence on personal vehicles is already leading to congestion in some of the new townships like Gurgaon, NOIDA, etc. As such, the roads, which are being provided, should have provision for pedestrianisation, non-motorized traffic on all roads and provision for dedicated corridor for bus based transit system on major arterial roads.

2. It has also been noticed that most of the bypasses soon become arterial roads, necessitating creation of another bypass. Such sprawling growth of city is not conducive for planning and operation of Mass Transit System. In order that the bypasses remain bypasses, it might be desirable to ban any development on 500 meters on the sides of new bypass. Instead, the development should take place along the pre-defined major transport axes in a linear form rather than in radial form.

3. Instructions may please be issued to concerned authorities to take these factors into consideration at the planning stage and to submit proposals for Central financial assistance under JNNURM or UIDSSMT, as appropriate.

With regards,

Yours sincerely,

( M. Ramachandran )

**All Chief Secretaries**

Copy to: -

1. Secretary, Ministry of Road Transport & Highways, New Delhi.
2. Secretary, Planning Commission, Yojana Bhavan, New Delhi.