



दिल्ली विकास प्राधिकरण
DELHI DEVELOPMENT AUTHORITY

मुख्य योजना - 2021 की समीक्षा
Master Plan Review-2021

पंजीकरण फार्म
REGISTRATION FORM

"ओपन हाउस मीट्स"
"OPEN HOUSE MEETS"

फार्म प्रतिभागी द्वारा भरा जाए
Form to be filled by Participant

नाम Name	Col (vats) SC TALWAR
प्रतिनिधि : Representing : सरकारी विभाग / फेडरेशन / संघ (एसोसिएशन) / आर डब्लू ए / व्यक्तिगत Government Department/ Federation/Association/RWA/ Individual	Individual OFFICE OF THE DIR (PIO) MPR/TC, D.D.A. N. DELHI-2 Dy.No. 3198 Dated 16/5/12
वर्तमान स्थिति Present Position	AAO AADM1
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Zone A 17
(General) 8

"अपने पंजीकरण फार्म ओपन हाउस मीट्स के स्थल पर जमा कराएं"

"Submit your registration form at the venue of Open House meets."

CONCEPTUAL ROADMAP TO DELHI IN 2021

1. UNIFORM NEED: While preserving identity of Lutyen's Delhi as also its heritage, Delhi needs to leapfrog onto a matching platform on world stage. Zest of conserving heritage should not necessarily impede its makeover. Barring fewer arenas with their zonal compulsions, Delhi as such presents common denominators to get ahead.

2. CONGESTION: Quality living has been compromised through conciliation at each stage while burgeoning populace runs riot. This impedes attainment of minimal world standards for any metropolis.

A. PARKING: Any movable device when stationery needs to be parked in its pre-determined respective parking slot, over or underground. Besides revenue generation, the eye-sore of their being strewn as if in a war zone causing nuisance if not accidents when left haphazardly is abysmal. No vehicle comes without its basic liability to the society a fact that needs understanding by the State, more than its consumer. Imagine the pleasure of roads freed of any such impediments. Wherever there is a commercial hub or residential cluster, parking zone need to emerge as its shadow. They can be built on a BOT system in a phased manner.

B. SURFACE TRANSPORT: Congestion at main carriageways right through to major arteries impels for bolder decisions to land acquisition at level of

- vii) A dedicated bus lane should be placed at the outer-most stretch of any such carriageway alongwith proper covered bus-stops including over/ underground.

C.DWELLINGS:

- a) Centripetal drift of population towards so called 'rich man's land' creates basties, ghettoes and slums that accentuate squalor, illiteracy, malnutrition and disease. It needs to be countered through matching incentives to States as also place higher costs to migrant populace through minimal legislated standards of human habitation. 15 to 20 people living in a single room within basties dehumanizes our conscience that stands to institute measures nothing short of radical.
- b) Continuation of 'Laldora' inherited by a native populace from a long departed alien 'bara saabs' fails to outrage us in 21st century for want of vision. Haphazard growth and its subsequent regularisation is a price of governance through default. Relocation in proposed nearby high-rises through recompense of so called 'natives' as per their holding should be a first major step to free such areas from proximity of carriageways as also creation of slums. Far from being tightfisted, compensation should be so liberal as to cause stampede amongst the most intractable amongst villagers. Larger objectives need thus to overtake partisan politicking.

commercial zone away from the vicinity of residential areas. They should have standard international pattern including a linked multi-story parking at all levels. Due to constraint of space, they need to go skywards keeping them green with water harvesting, solar energy, piped gas and all the other necessities that come with such a set-up, each standing out as a marvel upon the other. What one has instead is commercial activity and warehouses on both sides of the road literally selling their goods to the driver on the move. Markets thus can first be built and the shopkeepers from the older sites eventually relocated. In due course, buyer shall get used to the idea of seeking out a market in a commercial zone and seller securing an even playing field. The world has come a long way freeing carriageways from any such liability of chaotic commercial activity, parked vehicles, kiosks, thelas or similar interruptions.

- b) Trades in the name of small-scale house-hold industries that cause serious health hazards including deployment of child labour need to be regulated by State Authority and relocated away from human dwellings. Products such as polythene, fabric, garments, rubber manufactured as small-scale house-hold industries are not needed by the consumer directly
- c) Vegetable/ fruit/ meat/livestock/ flower markets/ moving choti bazari/ teh bazari and many such other trades left to sprout within the nearest available encroachment need to find a permanent abode in each district/ zone through a futurist prism.

local authority who fails to cover exposed patches with grass/ plantation. Mechanical suction sweepers should be made available liberally irrespective of cost.

c) Cesspools: Local sanitation department need to work at tandem with NGO's to identify such sore areas causing mosquito-breeding and held accountable within a time bound period.

d) Greenhouse: Wherever feasible, solar lights should replace present lighting system.

5. AESTHETICS:

a) DEFACEMENT: All defacements with posters should be punished with cost of replacement and redoing with fines levied against advertiser, heavy enough to deter one from repeat performance. Hoardings by political parties similarly on every conceivable occasion that litter the town at a staggering cost out of party funds collected from the very public, should not only be banned but need to be scripted into the byelaws of Election Commission.

b) EYE-SORES:

i) OVER-GROUND DUCTS: All visible over-ground cableways/ducts need be placed underground with adequate space to inspect through its length. The best form would be to in-coopt them alongside into underground secondary/ tertiary Metro System already so planned. This would facilitate them to be inspected through Inspection Chambers opening from underground metro lines. With sewage Hume-pipe at the bottom, water pipe-line at top and all other possible lines including HT/LT electric cableways, Gas pipeline

tolerance has become fashionable as a statement but our levels of tolerance mock in our face when we are treated to sight of depilated buildings, crumbling structures, many literally bombarded at the hands of MCD, armed through court notices and left as post demolition Jurassic monuments. Surely, the main carriageways should atleast be entitled to respect in hiding our shame through stringent enforced laws. Any ugly site such as ongoing construction/ demolished buildings should be covered from outside to prevent offering themselves as an eyesore. If law possibly exists for the purpose, it remains on paper. If it does not exist, it need be enunciated.



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Macro-level traffic travails

Afflicted with a basic proclivity to vehicular accidents India takes over the world with 134000 deaths on a conservative estimate and almost five times the number of serious injuries in a year as last recorded. It suffers an economic loss of Rs. 10000 crore each year and rising without being overtly discomfited to the continued loss of lives. To make the roads seem safe, the measures thus far have been more cosmetic to inspire confidence.

This has



focussed uncomplimentary world attention and calls upon us to execute consequential measures that fortify rules of traffic and curb their violations through fastidious policing that include review of flawed road designs as also induce public awareness. What flustered Oprah Winfrey on her recent visit to India was the traffic having run amok and made her to count it as her most memorable experience in this country. What shores up Delhi is as good for the rest of the nation. In spite of measures to combat congestion and develop the city on lines of an international capital, the enormity of clutter and congestion on the road has simply outpaced even mediocre wholesome standards, and thus reduced the NCR master plan to a mere pretence. ***Lack of political resolve and active governance through regulation of police force at macro level and public interface at micro level*** have thus come to hit us in our face through point blank systemic failure. The judiciary for want of a sound traffic policy has come out with its quick fix solution, to levy additional taxes on certain routes that reflects a knee-jerk reaction and bound to just inundate peripheral roads than to bring any conspicuous change since unlike developed countries we confront overwhelming unruliness, exploding traffic and scantily maintained surface routes.

Fatality record in Delhi traffic shows 53% that of pedestrians alone, with 21% of two-wheelers riders, 10% of cyclists followed by bus, car and trucks. Delhi had the highest number of fatalities in 2007 (1,789) with a rate of 140 per million population.

Delhi can with ease be clustered into walled city with its circuitous bye-lanes and weary population, Central or Lutyen's Delhi with ever growing memorials and ghats that dampens its effervescence and the newer Delhi that has simply proliferated over the villages into colonies/ farm houses alongside Laldora land that continues to sit on their fringe with conundrum of extended slums, winding alleys and all else that a rural setting can offer. Torn thus between rural and urban setting any wonder then that it fails to come to terms while groping for its identity with its persona so split. While jostling through handcarts, thelas, tractor trolleys with

monstrous fodder loads, assorted trucks disproportionately loaded with unwieldy iron rods popping to claim newer victims and all other assortment of traffic, the humble car unlike elsewhere in the world is left to elbow its way while going lengths to prevent being defaced. Delhi throws itself open to hordes streaming from far and wide that can unhinge any orderly steps put in place. Village inmates with their safe havens for such intrusions prove to be insurmountable barricade to general flow of traffic with its unabated and unplanned commercial activity within the precincts of village impinging upon already constricted meandering lanes. Vehicles parked on the kerb if not astride the road, sprouting road side kiosks if not full-fledged bazaris and burgeoning populace have all the elements of mayhem. Refugee expanse the like of Karol Bagh with its assorted vehicles scurrying for parking space, lungs gasping for breath and unruly traffic plainly fits our milieu only to reassure that we are home. Master plan thus far fails to apply itself to appropriate fusion of all the elements and if need be, reallocation of villages. Any thought of conversion of state capital where it impinges upon rural belt into planned residential high rises while holding an equitable stake of the rural folk though incontestable, meet with unpretentious conflict in our conservative society. Can we expect our political class to confront the 'natives' surviving on Lal Dora/ gram sabha land so marked as an entity by the archetypal British Empire and not capitulate for narrow party gains, needing its nod and their mandate?

Bovine hordes continue to monopolise Delhi roads instead of fitting as a joint cooperative movement away from the precincts of township. Mosquitoes breeding through poodles of water finding into stagnant ponds, flies through its dung over a sickening stench emitting terrain, acting as reservoir of infection and open nullahs at the backside of each newer colony continue to dot our landscape. To top it up, masses remain in a state of perpetual contamination due to using up countryside into a defecate receptacle that curbs its emerging lifestyle. Governance through default is a conditional failure to intervene actively to an obligation and likened to acute ailment neglected over a period of time that matures into a festering sore failing to respond to any customary therapy. Thus small encroachments have turned into regular settlements that defile the very face of a burgeoning metropolis and become an impediment to its ultimate order.

India graduated from bullock cart age to cycle over decades, has come to face up to the automated modes of transportation that stands to occupy most of the road space with the manual mode almost edged out the world over. Unlike most of the other nations it continues therefore to run the fuel driven automated conveyance alongside with its poor cousin of yesteryears in the shape of bicycles, hand rickshaws, hand carts, rickshaws for disabled and the like. The Indian road space thus always gets jam-packed with the resultant indiscipline, anarchy and accidents that have come to deluge us as road rage. Upgrading the manual contraption shall be a monumental leap the nation cannot disregard for long by its gradual replacement with those of the eco-friendly automated modes of transportation. Invented way back in 1920, battery operated vehicles (BOV's) were sidestepped with discovery

of oil that became the stranglehold of future industry. Today they stand to be reinvented, from hydrocarbon guzzling cars and crafts esp. on US roads, air and waterways to greener fuel. Most of the nations alarmed with global warming are encouraging alternate energy resource. Electronic bikes are indeed very popular in China, Korea, Vietnam and many other SE Asian countries. In Shanghai (China) and its surroundings there are nearly 400 factories spewing out such vehicles, 25 million having been already sold. Making use of these technical developments China is producing several millions of e-scooters and e-cycles and helping their country avoid pollution caused by conventional two wheelers. This shall benefit industrial/non-industrial workers, teens, commuting adults, women and rural folks. The spotlight if at all has been on a battery operated 4-wheeler or a scooty at its worst. The quantum scope however lies in improvement of major mode of conveyance of 'aam aadmi' that constitutes the bicycle, hand rickshaw, handcart rickshaw and the vehicle for the disabled due to its existent non-polluting nature. Little progress has been made in this field inspite of the awesome scope to create a multitude of manufacturing units before India could largely discard its older manual versions of haulage. Our being a fossil deficient nation bio diesel, battery operated, hybrid and fuel cell driven vehicles are bound to match against the petroleum/ diesel based vehicles in coming years. While seven million petrol or even battery based two wheelers/ mopeds and around one million four wheelers hit the Indian roads each year, battery operated bicycle version as common mode of transport is too distant to become the mainstay. In a process of industrial revolution, the thrust needs to be towards motorised version of bicycles that dispel noise, pollution and global warming than from 2-wheelers to 4-wheelers. They further mitigate fatigue especially in a farm hand or industrial worker thereby enhancing their overall efficiency. It also earns carbon credits as the vehicle ultimately becomes a transport of masses to finally overtake the present two wheeler industry. Green movement of humble bicycle thus becomes crying need of the hour.

Even a cop cannot grudge the discontent, frustration and a sense of despair that seem to overtake the police force which appears lost on its steadfast and judicious approach towards policing. Schism between attainments and its present disposition scream for assiduous reforms. Delhi Police cannot be conceived by what constitutes its officer cadre but its image is ensconced with the anthology of people drawn from local villages as also is the case with most other supportive services. Though the capital itself has transcended into a metropolitan township and does no longer command majority through an insensate stock that otherwise can bring laurels to the nation in the field of agriculture, sports, wrestling and valour enjoining armed forces, they do pass off largely as tough, gruffy, impolite, and generally unresponsive lot while attiring itself into the grain of Delhi Police. Drawing its yield from Nagaland, Manipur, Arunachal Pradesh, Sikkim and other hilly regions in reciprocity should no more be considered far-fetched within the region of national capital if Delhi Police is to refurbish through such a makeover.

Regional Transport Organisation with its relationship it has nurtured with the tout over decades has become synonym with graft culpable to mass slaughter and maiming besides defacement of the vehicles. It is a known fact that every commercial driver gets his license while working as a cleaner and none through the prescribed method that is turned tedious enough for him to resort to any legitimate means. This has resulted into a serious cataclysm of flouting rules, indifference to road discipline and 'chalta hai' attitude with most road users due not only to aversion by traffic police who show apathy to its own contractual obligation instead of enforcing rule of law but by themselves indulge in the same. A license procured through dubious means is only subject to contempt and ridicule it naturally deserves. To provide greater accountability, RTO as an organisation need be revamped as a wing under the traffic police alone and constitute none other than the policemen. Vehicular traffic on the roads need be reduced through phasing out of older models in a time bound frame while banning use of non-motorised vehicles. Bicycles and such other allied vehicles too would need to undergo mutation into BOV's. A cess for various development works need be created out of new registrations as also heavy taxation for continuing to keep older models on the road. It would be a parody to disallow newer vehicles from entry while continuing with older models to run amok on the road. Presently one could scrounge for older components through recycled market without much effort and produce a 4-wheeled 'Jugadu' contraption oneself, with the authority not giving it a second look.

More than anything however is a long overdue obligation to put the driver through rigorous tests undertaken at a state created facility with application of global standards that would hardly license any driver in first attempt as also put those already armed with a license through a retest in a 5 year phased manner. There ofcourse would be a serious need of intense training of the trainer who would himself need to graduate from a rigorously prescribed course before being so empowered. Many recommendations behind and inspite of such schools so created at the level of state, none seem to possess a capacity to run courses for the trainers themselves, lay down appropriate qualifications towards their recruitment or enforce to improve the chaotic standards on the Indian roads.

Dr. (Col.) SC Talwar

Annexure2

Micro traffic blues

With the advent of 2/3 wheelers becoming a norm on Indian roads, it is imperative to provision dedicated lane systems that would give them a hassle free ride as also free the road space for use of the 4-wheeled vehicles without being at odds with such modes of carriage. With the present disorder in sway, a lone 2/3 wheeler can be seen to drive in the fast lane while a motorist is left to juggle his way through a maze of unruly traffic. No wonder then that assortment of vehicles, animals, men, loads choose to vie for space while moving in all directions, on all parts of the road and in all kinds of dishevel while passing through the ugly face of township, made uglier through demolitions as if ravaged through war. Humanity on feet as also gigantic quantum of 2-3 wheelers do deserve consecrated lanes respectively.

No sane person notably the agencies that perpetuate it as a ritual, continue in doubt over the fact that water is the nemesis of roads that get inundated year after year due to heavy traffic in stagnant waters and non-provisioning of appropriate storm water drains. Besides damage to vehicles, accidents, heavier consumption of fuel and prolonged agony through traffic snarls, exchequer's money is wasted in avoidable road repair. Provisioning of storm water drains where non-existent and scrupulous cleaning/removing blockages a month before monsoon where existent, should therefore have been a norm with the Most Corrupt Department that MCD has come to portray. Storm water drains could by now well have offset the staggering and continued costs of construction besides alleviating public suffering if only the contractors lobby was not tied up with MCD to repairs each year.

Though Metro and futurist fly trams are laudable, the humble bus needs to be given its exclusive side lane with liberal space to create bus-stations / parking stations instead of bus-stops even if they for want of adequate space were to be structured underground with heavy costs instead of spilling over onto the road. As a matter of fact, building such structures underground may be a lot cheaper than procuring surface land for the purpose at each stop. The bus stops if on the surface should be clear of roads which should be barricaded towards the road-end.

Where there is no scope for needed space due to overwhelming congestion and unrelenting village folk, double-decker carriage system/ underground bypass and clovers need be created. Should we aspire for international standards, the least that needs done is to launch signal free crossroads and where unrealistic, to provision an adequate dedicated space for such turning traffic instead of finding oneself suddenly perched behind vehicles waiting to turn. All such multiple crossings within atleast 500 M if not a km should be dispensed with and proper dedicated lanes provisioned for U-turns. Though Delhi police

tires no end in educating on lane driving, roads with such marked lanes remain largely conspicuous through their absence. Under-passes like the one created at AIIMS with adequate clovers should naturally become the norm for future development at all major junction atleast in the entire metropolis.

Bulk of lights can easily be turned on to blinking orange or rather red mode towards the side of tertiary roads while they join up with the main road. Right of way however belongs to the vehicle on main road and not to that entering it from inside lane. With Metro/ fly-over all over Delhi most of the crossings can bid adieu through prescribed U-turns. A driver as of now barges into a main road from an inside lane causing the traffic on the main road to literally halt for him without Delhi Police blinking an eye-lid, unsure of the ground rules themselves. No wonder then as to why many countries make such vehicles to put on a handbrake after halting, to be released only once it ensures that such an entry from the side road shall not break motion of a vehicle already plying on the main road, through such entry . Traffic lights instead of innovation and improvement, have only deteriorated through the years with fused bulbs, visual obstructions in front through tree branches, poles & posters, lights dim enough to be barely discernible, some with open lids, others with such lack of synchronization that most of the traffic fail to make it in several attempts, light poles twisted out of shape and even arrow direction pointing to nowhere, all or two of the three lights switched on at same time thus confusing the driver, some traffic lights continuing to function even with a divider closed for good and conspicuous through its absence at places they need installation. Where interspersed inconsistently due to local influence, they cause undue delay to long distance haulage. Police has done nothing to stand out any differently from the larger canvas of deprived paradigms in other spheres and derailed traffic lights cannot put it in any envious position. Even if its face gets smeared through an unsupportive media, the police don't appear to display any discomfiture.

Given the state of constant unruliness of the law-breakers, it indeed is a serious business to handle them especially with the law makers not being far behind. The instinct to rush ahead breaking the queue has come to inherit the basic psyche of a Delhite largely through unresponsive cops themselves lending a helping hand. A customary feature on the Delhi roads, to be taken in one's stride each day is the pretty aggressive attitude worn by the drivers of all kinds of commercial vehicles including taxis while driving. The world over, driving skills constitute a fraction out of overall balanced, self-restraining and accommodative state a driver is considered to be accomplished with. In our context driving skill sadly is end all, making short shrift of any other attribute however vital. Psychological tests are available which can perceive impetuosity and guide one accordingly. We can easily pass off as docile lot till it comes to awaiting our turn for the most part on road when we get overcome with rage.

Besides the normal infringements, what has become serious and most common violation is to append oneself as part of a convoy to cross over even while the amber light

has long turned red, keeping the traffic with its right of way, held up at times long enough to miss their turn altogether. What is unfortunate is the disdain of a cop long turned insensate to such violations, as a matter of routine. Shoddily parked buses awaiting passengers choke traffic that sometimes spill well beyond cross-roads, oblivious of the traffic forced to halt behind by impudence of such drivers. With commuters vying for space to be the first to get ahead of a bottleneck, none can possibly make it, causing frequent jams that police fails to pre-empt. The opportune solution to overcome a bottleneck has been to switch into the opposite lane with oncoming traffic; their headlights dazzling into one's eyes and accident merely a breath away. Eluding in such manner transcends into a fashion while the cop even if present, continues to be afflicted with apathy, sometimes himself allowing spillage on to the other side in the face of impatient motorists.

Indifferent, laid-back and shirking cops who disregard violations right under their nose has only emboldened driver at large who has come to assume such violations as an acceptable norm. Image of police has taken a serious knock with such culpability continued to being disowned. Drivers with a track record of sleeping on long haulage, consuming alcohol, giving cleaners to drive and other such indiscretions ending in tragedies, are let off in spite of being booked repeatedly, with helpful cops. Most seem to flaunt connections when caught and settle with a sum, should it fail to work. Keeping safe distance from others being a fundamental principle, sudden application of brakes by the driver in front is no excuse for the trailing vehicle to ram into it. The driver behind that rams his vehicle in such a fashion should invariably be booked for the offence irrespective of the sequence. Dismantling of speed-governors installed in buses should invite revoking of license. Punching of original license on a violation and keeping data based record of such punching besides penalising the driver would provide a wakeup call to the recalcitrant driver and improve the unyielding situation, given the factors operational in Delhi environs. Cops need be deployed on motor-bikes to bring drivers, who tail gate, fail to keep lane discipline and are generally reckless, rash and aggressive, to book. They need to thus focus on such driving than speeding on an open stretch. A requisite percentage of the challan fee should be legally appropriated to the respective cop as an incentive while discouraging any underhand transaction. Breath-analyser tests should be a matter of routine on drivers entering roads from hotels, discos and other party joints. This alone shall alert them and dissuade drunks from taking to the steering.

The Police should be empowered to levy heavy penalties on the respective department accountable to keep the foot-falls, side verges, central verges/dividers or any such public utilities in place. Mechanical suction sweepers, few already imported should be the norm right through making the entire township dust-free. Alongside, the open patches wherever, need be planted with grass/ trees as required. One doesn't suffer the dust-storms in Middle East, given the abundance of sand all over due to their having left nothing

bare within townships compared to our apathy in this regard or in regard to most of what we are afflicted with.

Trees left out astride the road, open man-holes, boulders, pot-holes and other obstructions on the road may possibly be negotiated so long they are visible to the naked eye. During inclement weather however when the visibility is considerably reduced or when the entrapment has simply submerged under water, getting past such obstructions does pose a threat to an unwary commuter. Space impinged alongside prime roads due to varied archeological/ inconsequential religious edifice or simple encroachments, contributes to perpetual clogging. Such situation even of archaic value can't be left unsettled whatever the cost since nothing can justify human lives lost and wherever carriageways constrict due to such impediments, the least that could be done is to relocate the structure if not demolished. Carriage of three or even four persons on a two wheeler, countless milk cans or commercial items for sale inspite of being a serious violation has so far been overlooked. Not wearing helmets or wearing them with a flimsy strap is yet a common violation that ends up in fatalities. Pedestrian while respected on roads the world over, being both largely illiterate and in abundance, need to be dealt in India with kid-glove and on-spot training in civic sense.

Vehicle check entails a thorough appraisal carried out on the vehicle that plies on road to assess its roadworthiness by way of condition of its tyres, wipers, lights/ dippers, brakes, horn, seat-belts, emission of pollutant smoke, red fluorescent strips on front / white on the rear bumper, presence of a pair of fluorescent triangular plates for use while getting stranded on road instead of collecting boulders/tree stems/ bricks for the purpose and etching of registration number on glass panels etc. It further needs to be specifically checked for presence of blinding coloured lights, pressure/ reverse gear horns, and assorted designs of number plates, opaque window films / dark glasses, besides the relevant vehicle documents. The very manufacture of all such banned and spurious products including flimsy seat belts need be guarded against by the respective District Police Chief in whose area such impropriety takes place let alone being allowed to enter the market. Repeated posturing by the police through newspaper ads without much groundwork regarding various infringements including assorted/ smudged number plates; make one seem so oblivious to it that it appears to lose the sting. Driver's guidebook should be mandatory to be kept in vehicle and knowledge of the driver checked against this guide. This booklet need be made pictorial on a thick glossy art paper, the cost of which recovered while registration of the vehicle, alongwith handing over two large-sized triangular fluorescent plates with stands for emergent placement atleast 30 M in front and behind a broken-down vehicle. The police elsewhere on the globe use standardised nail with a handle, which is pushed into the tyre that gets deflated if the thickness of rubber has reduced to less than so prescribed. Accidents are known to occur due to rubber reduced paper-thin with the vehicle yet rushing down the road dealing death to the

unwary. The vehicle with any defects/ shortcomings is sent to the nearest authorised garage through regular notification after meeting the basic parameters by the police for repairs/ removal of defects and direct delivery to the owner after adding heavy penalties/ lifting charges, collected through the garage which releases the vehicle after complete recovery of dues. Black listing of garage with a casual attitude and heavy penalties would hurt them no end and should be built in before such authorisation.

PARKING

Adequacy of parking forms basic obligation in the face of vehicles strewn all over as if left through a war zone and besides foregoing gigantic revenue, tantamount to a negligent act of governance. Parking on roadside should be dealt with a firm hand whereas connecting bays for the purpose should be liberal even if the land acquisition has to be done through standing court orders. Vertical multi-level/ automated car parking systems partly funded through cess on new cars and partly through the anticipated parking levy should have long become the basic norm within each locality and zone without needing additional funding. The frightening task of parking in Karol Bagh as with all other congested localities in Delhi scream for an answer from the portals of power that preside as its Chief Deity with more than half century spent. Crane Bedi too in the belief of improving lawlessness of motorists instead of first standing upto the basic obligation of providing adequate parking space, capitulated to putting law abiding motorists through untold misery while opening it as an industry for the unscrupulous crane owners making a fast buck alongside the police through methodical arm twisting. Wholesale ignorance of the police itself in method of parking too is astounding to say the least. It needs no more than pragmatism to know that the vehicle needs to be reversed into the parking slot, to enable oneself to drive off without having to reverse it on to the main road while leaving. Lack of mention on this count in the Rules of Road Regulation of 1989 is intriguing.

DEDICATED LANES

Particularly in the main carriageways, one lane need be dedicated to Police, Ambulance, Fire brigade or any other emergency including the VIPs. An additional lane need be created if there exists no scope within the carriageways themselves.

COMMERCIAL VEHICLES

Trucks with weird/jutting loads, people hanging loose and travelling on foot boards/ Qualis with open rear doors, ferrying of humanity as a commodity in load carrying vehicles, buses/ trucks with awkwardly bent chassis, rickshaws some still belching smoke, handcarts with obliquely placed load of iron/pipes, tongas, buses & tractor-trolleys moving in fast lanes holding up traffic and huge cans tied to a two-wheeler by milkmen are some of the many not infrequent sight and should invite heavy penalties/ seizure of vehicles on repetition. Majority of truck driver's give a pass to an overtaking vehicle, through their right-sided indicator as if they themselves were to turn

right. Such elementary dyslexia on Indian roads surely would have contributed to accidents and speak poorly of our road test inspectors more than such drivers themselves.

If in hurry one is said to board a DTC bus, but if in a tearing hurry one need board a private/ sponsored bus or worst, a Qualis. They have deadlines to meet which result into a literal race between drivers covering a particular route, making them not infrequently to go straddling alongside, seriously jeopardising the movement of all other vehicles, judicial diktat on the issue notwithstanding. They are also given to jumping onto the wrong side of the divider while coming back to same lane ahead of other vehicles if their tailgating attempts fail to secure them access ahead of others.

SPEED-BREAKERS Customised to order in all shapes and sizes and far from acting as sleeping cops, they denote restraint, lack of freedom, physical/mental block and palpable tension, many having contributed to serious accidents they were meant to prevent. Self-actuating electronic speed cameras, proactive cops with fast motor bikes and lane discipline can dispense with most of such unwanted axle breakers. Where they cannot be dispensed with ease, they need be notified as per judicial rulings while strictly made of specifications as per the rule book.

POLICE POSTS Police chowkis/ kiosks astride the road with improvised boulders, hoarding and other obtrusive material needs to undergo transition to proper modern electronic boom barriers and vehicle-mounted where temporary. They don't have to subject normal traffic to blockades causing jams while the cops are nowhere around and if in proximity, alluding insensitivity on their part. Duplication of chowkis between the two States can easily be merged into a single jointly operated chowki. This would save the inconvenience to the public as also men and material to both States. They also need to get interlinked through dedicated police communication/ web network

ISOLATING COMMERCIAL ZONES Commercial activity needs to take place in the privacy of a blind ending commercial zone with ample parking space. What one has instead is commercial activity and warehouses on both sides of the road literally selling their goods to the driver on the move. To maintain traffic discipline, segregation of commercial activity from main carriageways running through any state capital or their relocation is a crying need even if that means enactment through Parliament. Alternately, the entire newer markets can first be so built and the shopkeepers from the older sites eventually relocated. In due course, buyer shall get used to the idea of seeking out a market in a commercial zone and seller securing an even playing field. The world has come a long way freeing carriageways from any such liability of chaotic commercial activity, parked vehicles, kiosks, thelas or similar interruptions.

All bus-stops need be converted into underground Bus-Stations dipping down to be enjoined alongside Metro Stations as one complex which should have escalators/ de-escalators spilling onto the surface as also connecting overhead corridors for pedestrian

traffic proceeding parallel right through the Ring Road, Outer Ring Road and other long haulage roads, with fast walkalators through their length. Where overhead road corridor is unavailable, separate overhead walkalator corridors need be examined. This would also obviate the need to provide frequent bus-stops en-route. It is time for a common man too to splurge on advancements in technology. The BRT system being thrust upon the capital is perilous while crossing heavily laden road space besides restricting it for all other users, grudging where most needed and sumptuous where lying unexploited.

Causes of traffic accidents:

- 1 Drunken driving
- 2 Lack of sleep due to long driving
- 3 Tearing hurry to reach destination
- 4 Reckless/ rash driving/ showing off esp. to girl friend
- 5 Non-enforcement of lane discipline
- 6 Parked vehicles on road
- 7 Road devoid of lane marking
- 8 Sudden narrowing of road
- 9 Overtaking esp by trucks, buses and Qualis
- 10 Mechanical failure
- 11 Losing control while over-speeding
- 12 Losing gaze on road
- 13 Underage driving without license esp two-wheelers
- 14 Heavy vehicles driven in wrong lane
- 15 Saving pedestrians crossing without care / negotiating animals
- 16 Jutting out loads
- 17 Non wearing of helmets/ seat-belts
- 18 Tyre burst having been reduced paper thin due to long usage without check
- 19 Mechanical failure
- 20 Natural causes such as tree falling, fog, lightening, earthquake
- 21 Lack of road discipline including opposite traffic in wrong lane
- 22 Train crossings
- 23 Suicide/ homicide



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