

No. RT- 16025/2/2019-T
Government of India
Ministry of Road Transport & Highways
Transport Section Transport Bhawan, 1, Parliament Street, New Delhi-110001

New Delhi, 16 June, 2020

To,

The Consultant (Judicial),
Hon'ble National Green Tribunal (NGT),
Copernicus Marg, New Delhi.

Subject: Order of the Hon'ble National Green Tribunal (NGT) regarding assessment of carrying capacity for NCT Delhi and other major cities w.r.to OA No. 773/2018 - Metro Transit Private Limited vs. south Delhi Municipal Corporation & ors.

Sir,

Please refer to your email dated 11.06.2020 on the subject mentioned above.

In this regard, this Ministry is in receipt of letter dated 15.06.2020 from CSIR - Central Road Research Institute that the report with regard to revision of guidelines for Capacity of Urban Roads & Streets in Plain Terrain IRC:106 (1990).

It has been informed that the report has not yet been finalized and the next meeting in this regard is scheduled to be held on 27th June, 2020.

Yours faithfully,


(Paresh Kumar Goel)
Director (Transport)
Tel.No. 011-23351967



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(वैज्ञानिक एवं औद्योगिक अनुसंधान परिषद)

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No.CRRI/ (IRC-106) H-8/20

Date: 15th June 2020

To

Shri. Paresh Kumar Goel
Director (*Transport*),
Ministry of Road Transport & Highways
1, Parimen Steert,
Transport Bhawan, New Delhi- 110 001

Sub: Revision of Guidelines for Capacity of Urban Roads & Streets in Plain Terrain

IRC:106 (1990) - Updation of Status

Ref: Letter No: RT-16025/2/2019-T dated 12th June 2020.

Dear Sir,

This is with reference to the above subject and reference cited above. In fact, concerted efforts have been put forth by the Urban Roads & Streets Committee of IRC (H-8) since 2017 towards the revision of Indian Roads Congress (*IRC*) document titled, "Guidelines for Capacity of Urban Roads & Streets in Plain terrain" IRC:106 (1990) and the same is briefly summarized below for your kind notice:

- (i) In 2017, revision of the above document was taken up under the subgroup Chairman Dr. G.J. Joshi, Professor, SVNIT, Surat. The above sub-group included Dr. S. Velmurugan, Chief Scientist, CSIR - CRRI, Dr. Gunasekaran, Professor, Anna University, and Dr. Ch. Ravi Sekhar, Sr. Principal Scientist, CRRI. The above document was kept on the IRC website inviting feedback/suggestion from transportation fraternity. However, the document could not be finalised by the outgoing H-8 Committee in December 2017 and hence it was taken up afresh in 2018.
- (ii) In the first meeting of the newly constituted H-8 meeting held on 24.2.2018 under the Convenership of Prof. Manoranjan Parida dated 24.02.2018, the house formulated a new sub-group consisting of Dr. S. Velmurugan, (as Convener of the Sub-Group) along with Er.

Sanjeev Kumar, Chief Engineer, Ministry of Road Transport and Highways (MoRT&H), and Dr. Ch. Ravi Sekhar as Sub-group members. In the second meeting of H-8 Committee Dr. S. Velmurugan, Sub Group Chairman presented the final draft of IRC-106. He also discussed the limitations of this document as the present document does not present the roadway capacity in terms of passengers per hour. Convenor, Prof. M.Parida suggested to conduct a sub-group meeting to take the views of the entire Sub-group.

(iii) Eventually, three sub-group meetings were held in the months of July 2019, August 2019, and October 2019. The two major observations raised in the above meeting by Mr. Sanjeev Kumar are listed below:

- The median Passenger Car Units (PCU) values presented (*evolved based on dynamic PCU method*) are higher than the PCU values (*based on static method*) given in the existing version of IRC 106: (1990) and IRC:64 (1990).
- PCUs given in the revised document of IRC:106 (*primarily derived from Indo-HCM*) is not comparable with the values given in the manuals of other countries.

(iv) To this query, it is clarified by Dr. S. Velmurugan that the estimated capacity of varying road widths using the above PCU values should only be considered which are comparable with the capacity values given in the manuals of various countries. The variation in PCUs could be attributed to the fact that the traffic characteristics, speed, and driver behavior observed due to traffic heterogeneity are entirely different from country to country. It is also clarified that the values given in the revised IRC:106 document have been derived by performing field data collection in about 72 road sections of varying widths of urban roads spread over 12 cities in the country. Hence the PCU and capacity values derived in the above document can be considered to be reliable.

(v) However, since there is a strong viewpoint emerged within the Subgroup to revisit PCU values given in the above document which is possible **only if a research study is funded by either the Ministry of Road Transport and Highways or Ministry of Housing and Urban Affairs.**

Considering the above, revision of IRC:106 could not make any further headway towards its approval. The matter is going to be discussed in the next meeting of the main H-8 Committee of IRC scheduled on 27th June 2020

Yours sincerely,



Dr.Ch. Ravi Sekhar

CC for kind information to:

- 1) Prof M. Parida , Convenor, H-8 Committee
- 2) Secretary General, Indian Roads Congress
- 3) CE (S&R), MoRT&H, New Delhi