



# Presentation on URBAN TRANSPORTATION PLAN FOR MEERUT CITY

Presentation by  
Meerut Development Authority

# Meerut City – An Overview

- ❖ Historical city - dating back to Ramayana and Mahabharata.
- ❖ In 1806 the cantonment was established.
- ❖ Declared as District HQ in 1818.
- ❖ The birth place of the Indian mutiny of 1857.
- ❖ It is the largest town in Western Uttar Pradesh.
- ❖ Second largest city under NCR.
- ❖ Headquarter of Meerut division comprising five districts.

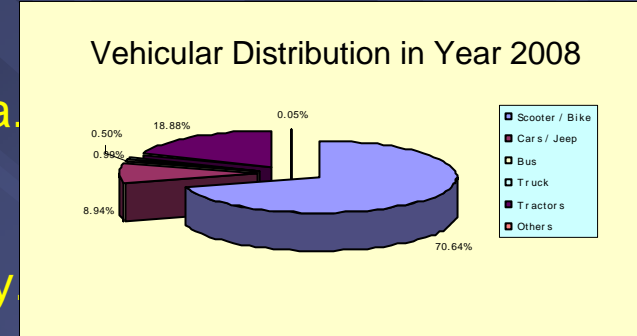


# Population Growth Trend

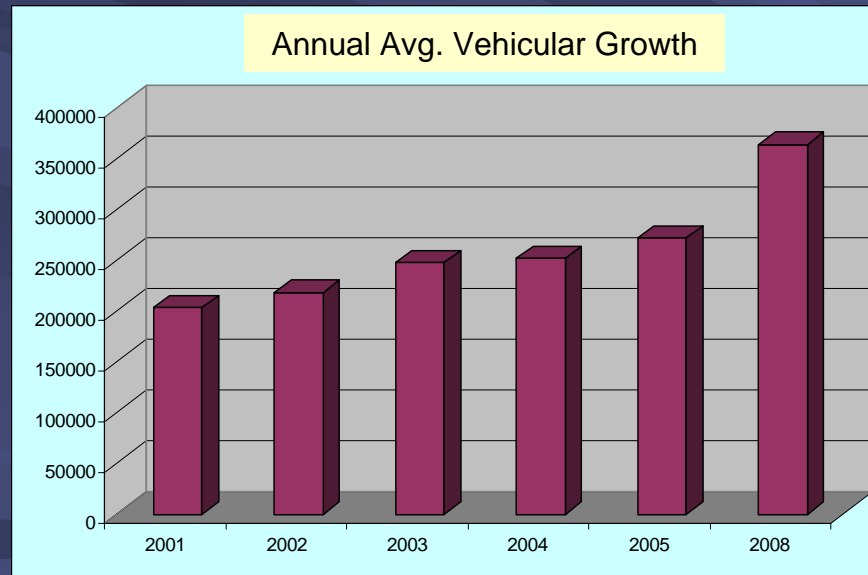
- Urban Population of approximately 12 lacs in year 2001.
- Meerut Urban Area has relatively higher growth rate (38%) than UP State (26%)
- Meerut District had negative growth rate in last decade.
- Higher load on Infrastructure Sector in Urban Area.
- Need of Modern and Efficient Road & Transportation Plan.
- Need to have smoother links with other developed NCR Urban centres.

# Roads and Vehicles Characteristics

- Road length -- Cantonment Board (65 kms.)
- Road length -- Municipal Corporation (970 kms.)
- Roads and Highways account for 7.76 % of the total city area.
- Road density is 7.01 km/sq.km.
- Two National Highways - 58 & 119 pass through Meerut city



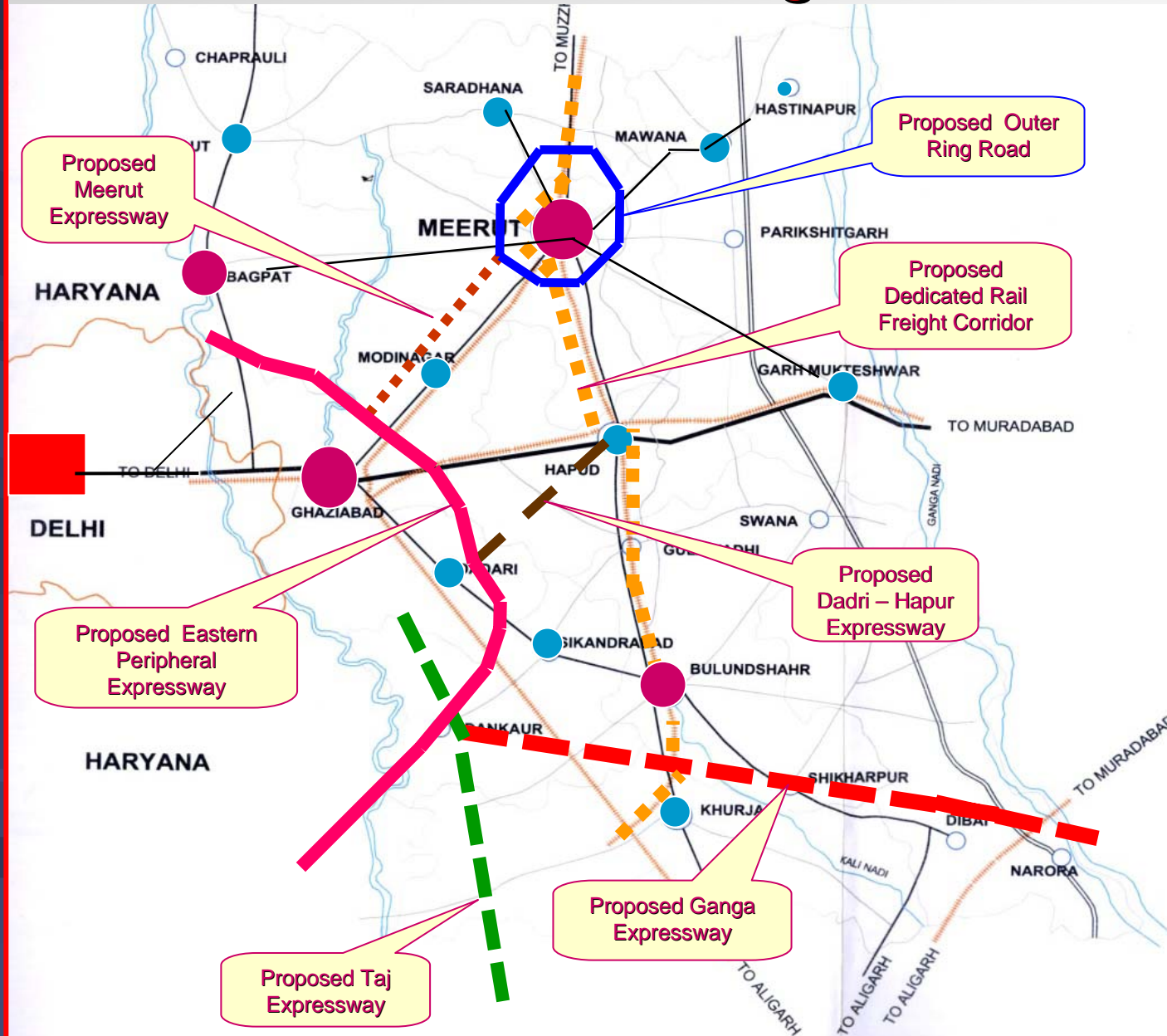
Year	No. of Vehicles
2001	202887
2002	217985
2003	246922
2004	251101
2005	271207
2008	<b>363309 (Estimated)</b>



Mode of Vehicle	No. of Vehicles
Scooter / Bike	256630
Cars / Jeep	32488
Bus	1805
Truck	3610
Tractors	68586
Others	190
Total	363309

- Annual average increase of vehicles on roads is approximately 8% (2001-2005).
- Two wheelers share on roads is more than two-third of total volume of vehicles.

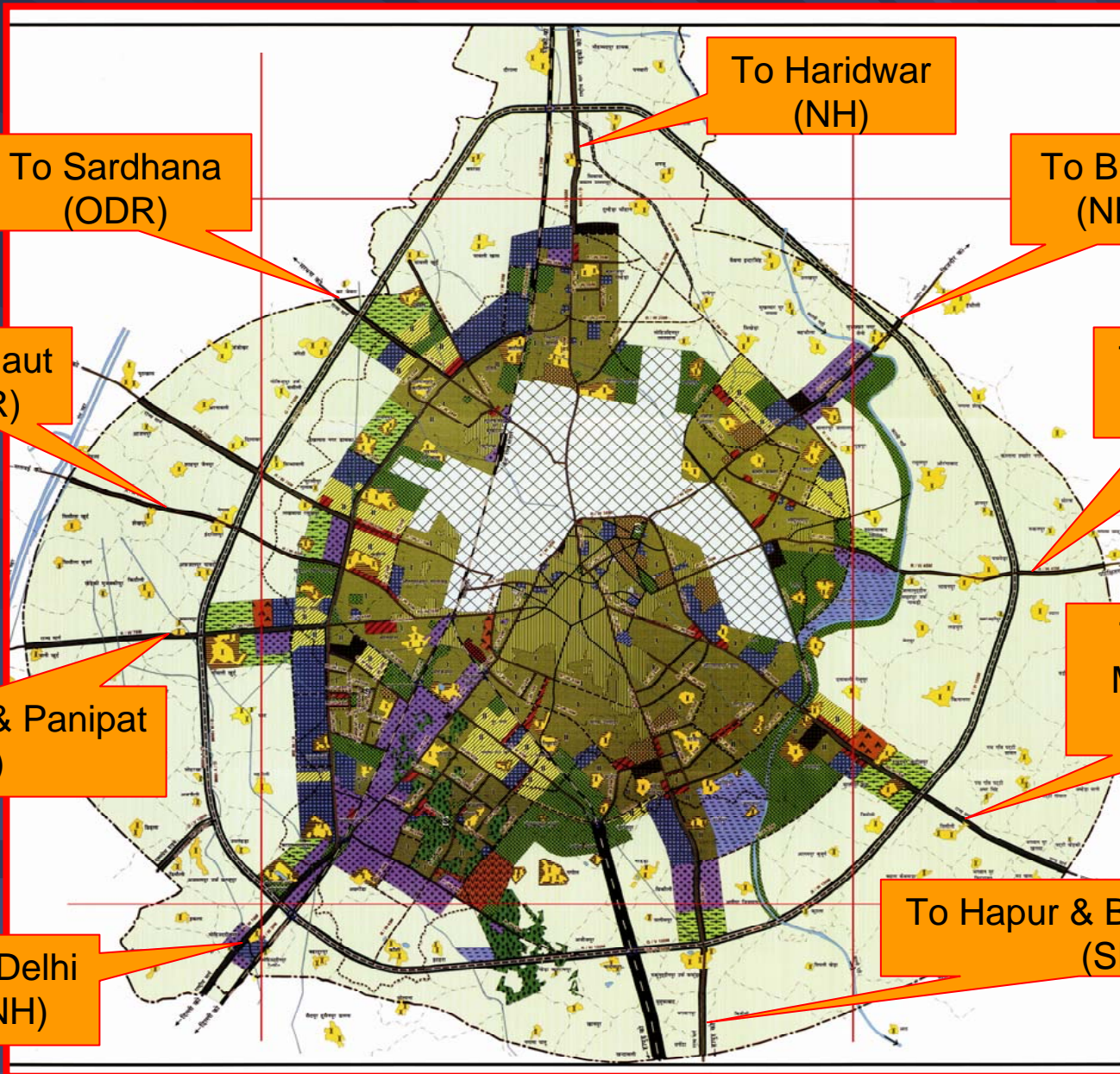
# Location & Regional Linkages



✓ The proposed Peripheral Expressway under NCR Plan connects it to the proposed Delhi-Meerut Expressway.

✓ It will have substantial impact on the infrastructure development in Meerut city.

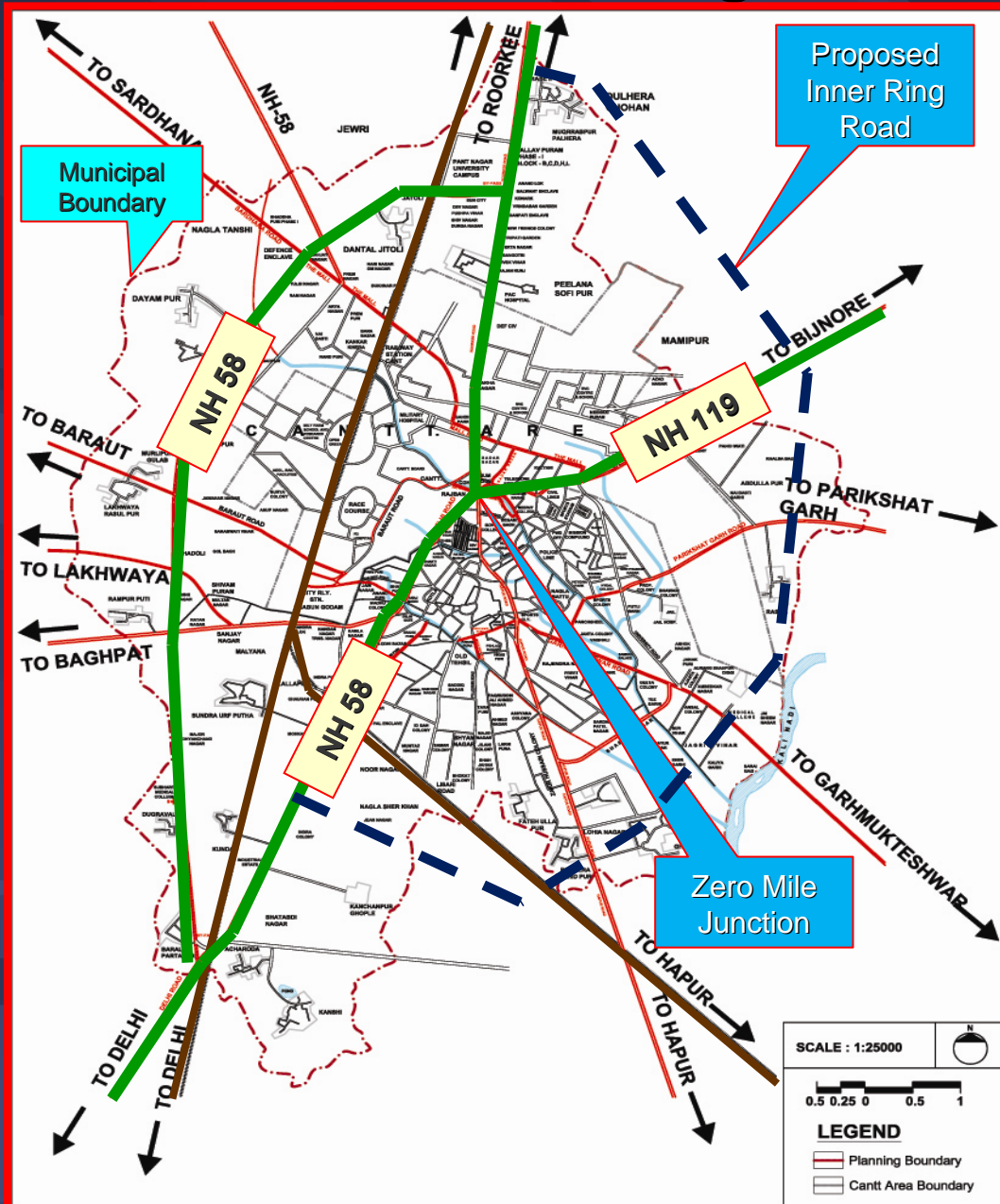
# Meerut Development Area



# Traffic Issues Need to be Addressed

- Existence of Transport Nagar and Bus Terminals in core of the city.
- Missing links on Inner Ring Road.
- Absence of R.O.B's and Flyovers.
- Inadequate road widths.
- Inadequate Public Transport System.
- Lack of parking facilities.
- Encroachments on Right of Ways.

# Existing Road Network



National Highway



State Highway and ODR

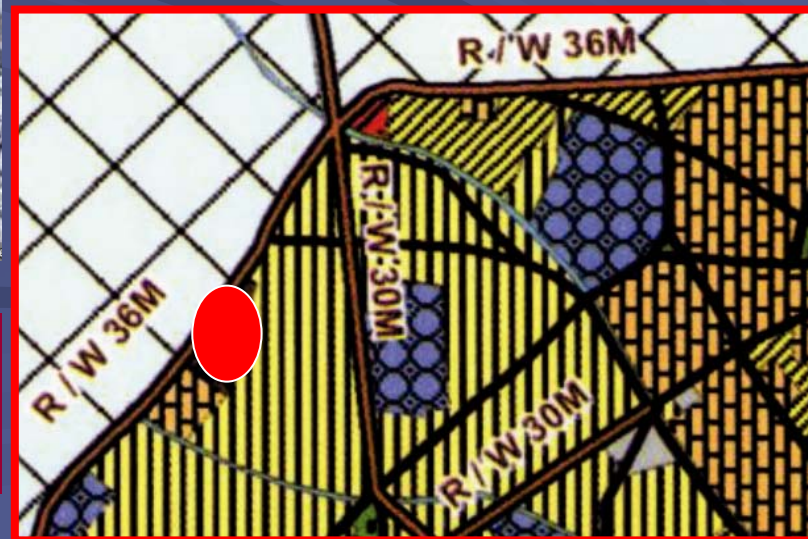


Rail Track

✓ All the National, State Highways and other District Roads carry heavy vehicular traffic inside the city area.

✓ Immediate need assessed for construction of Proposed Inner Ring Road.

# Bus Terminal 1- Delhi Adda



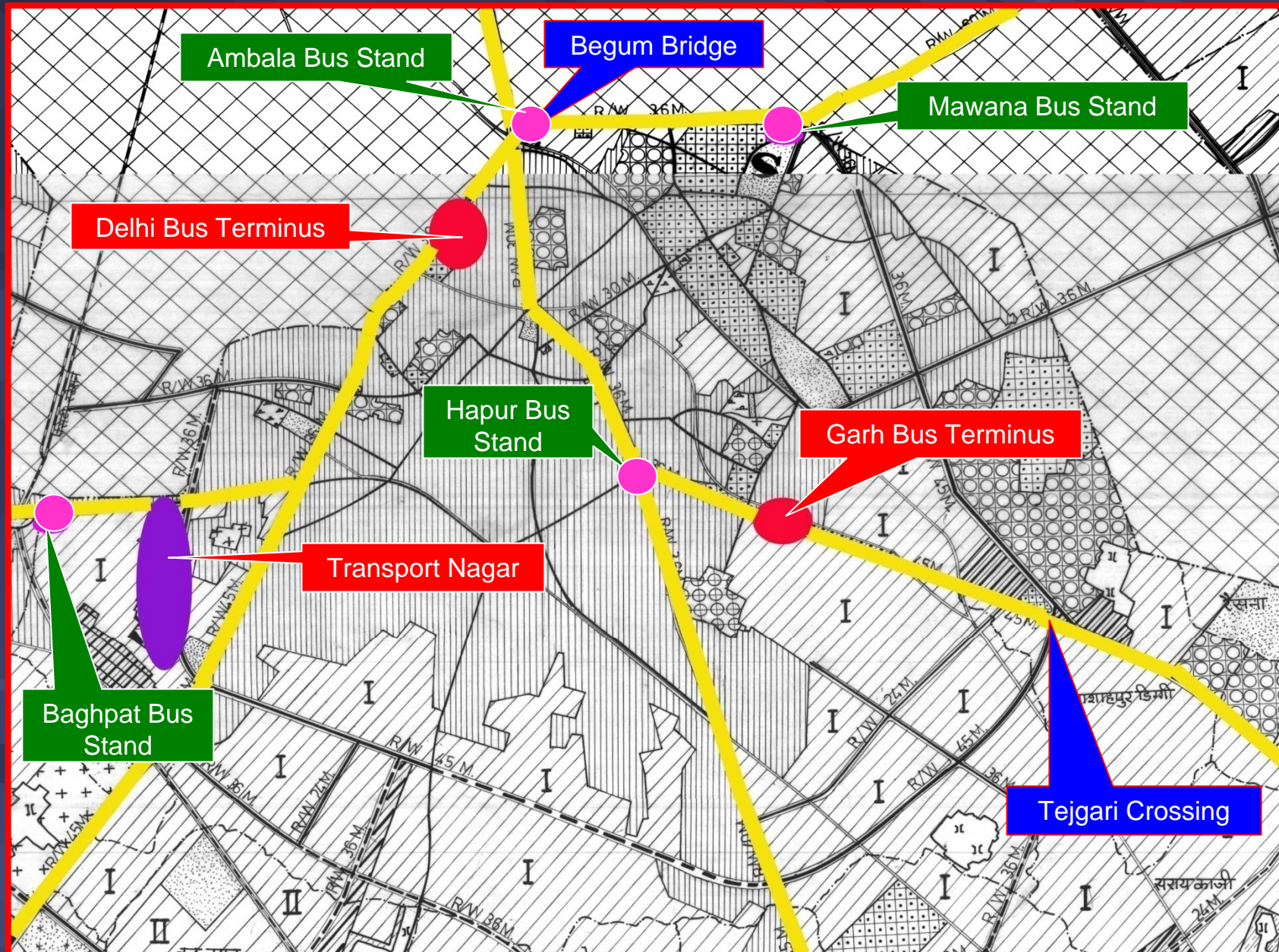
- ❑ Existence in Core of the City.
- ❑ Proposed to be shifted as per Master Plan.

# Bus Terminal 2 - Garh Adda



This existing Bus Terminus is also located in congested area of the city on Garhmukthesar road. So it is proposed to be shifted as per Master Plan proposal.

# Existing Bus Terminals and Transport Nagar

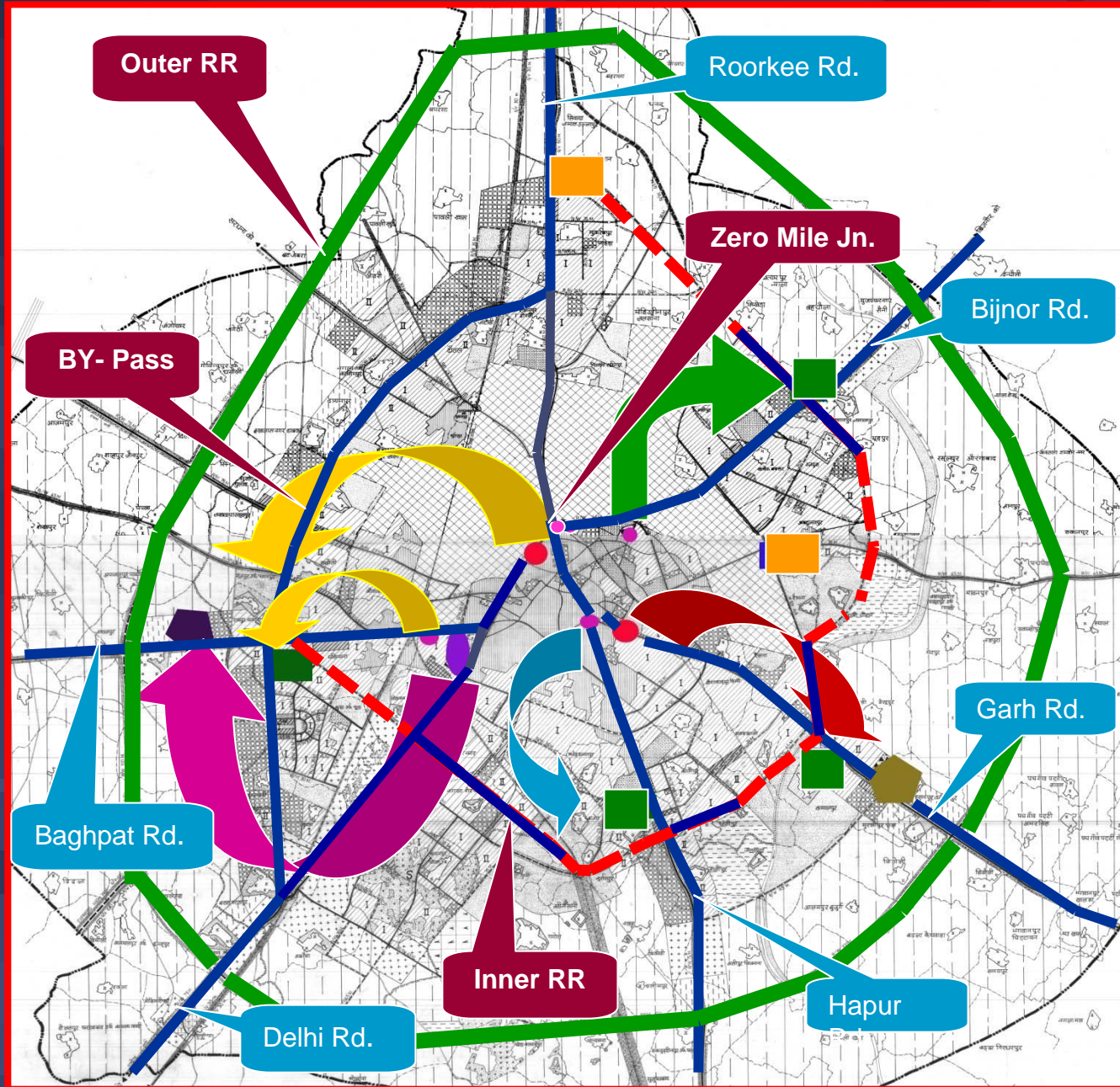


● Existing Bus Terminals (Two)

● Temporary Bus Stands (Four)

● Existing Transport Nagar (One)

# Phase wise proposals of new Terminals



■ Existing Bus Terminals (Two)

■ Temporary Bus Terminals (Four)

## Proposed Bus Terminals

■ Phase 1 (Four) (Cost – 60 Cr.)

■ Phase 2 (Two) (Cost – 40 Cr.)

■ Existing Transport Nagar (One)

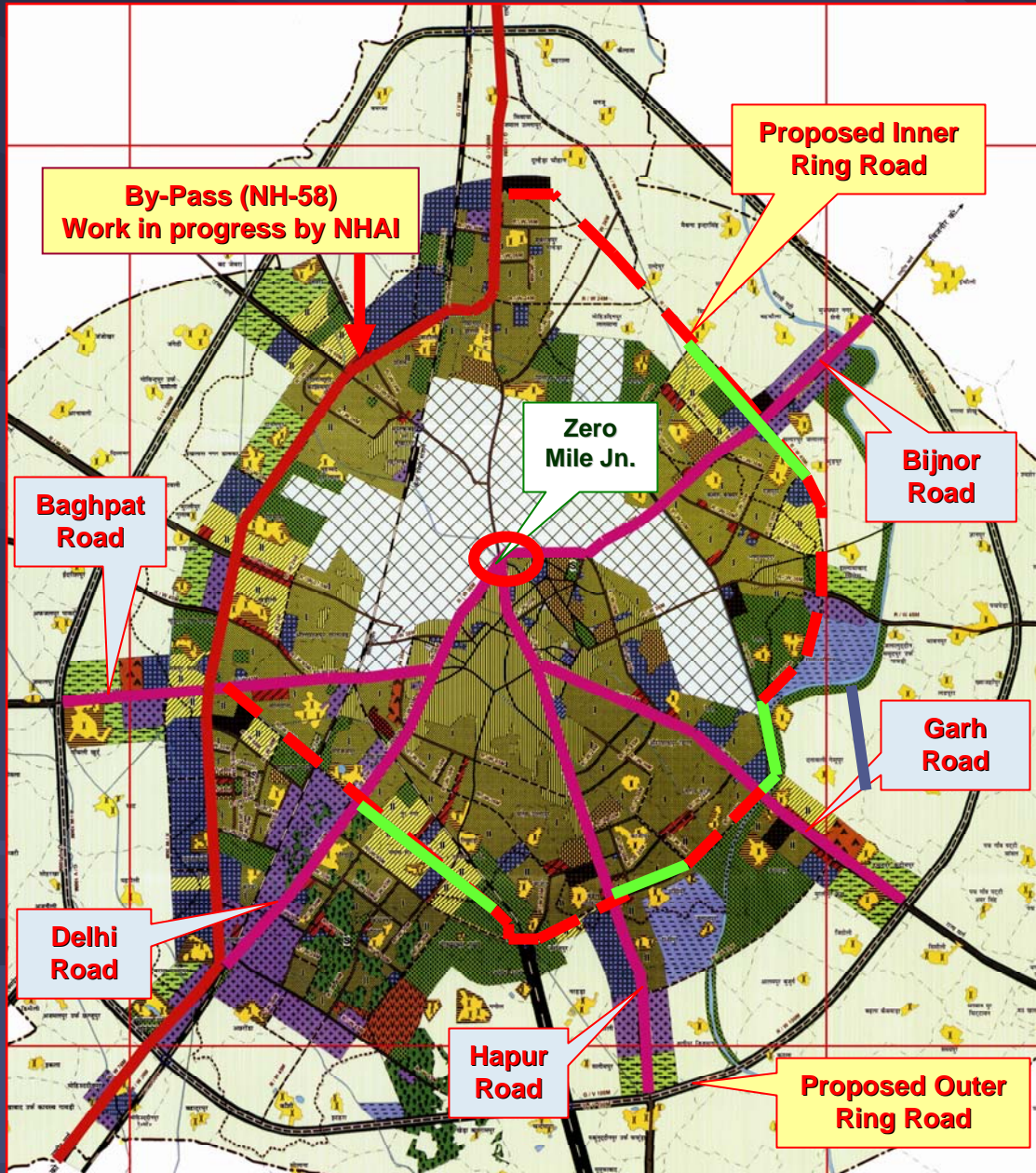
## Proposed Transport Nagar

■ Phase 1 (One) (Cost – 40 Cr.)

■ Phase 2 (One) (Cost – 40 Cr.)

**Total Estimated Cost of above works = 180 Crores**

# Widening/Strengthening of Roads





## Roads identified for improvement

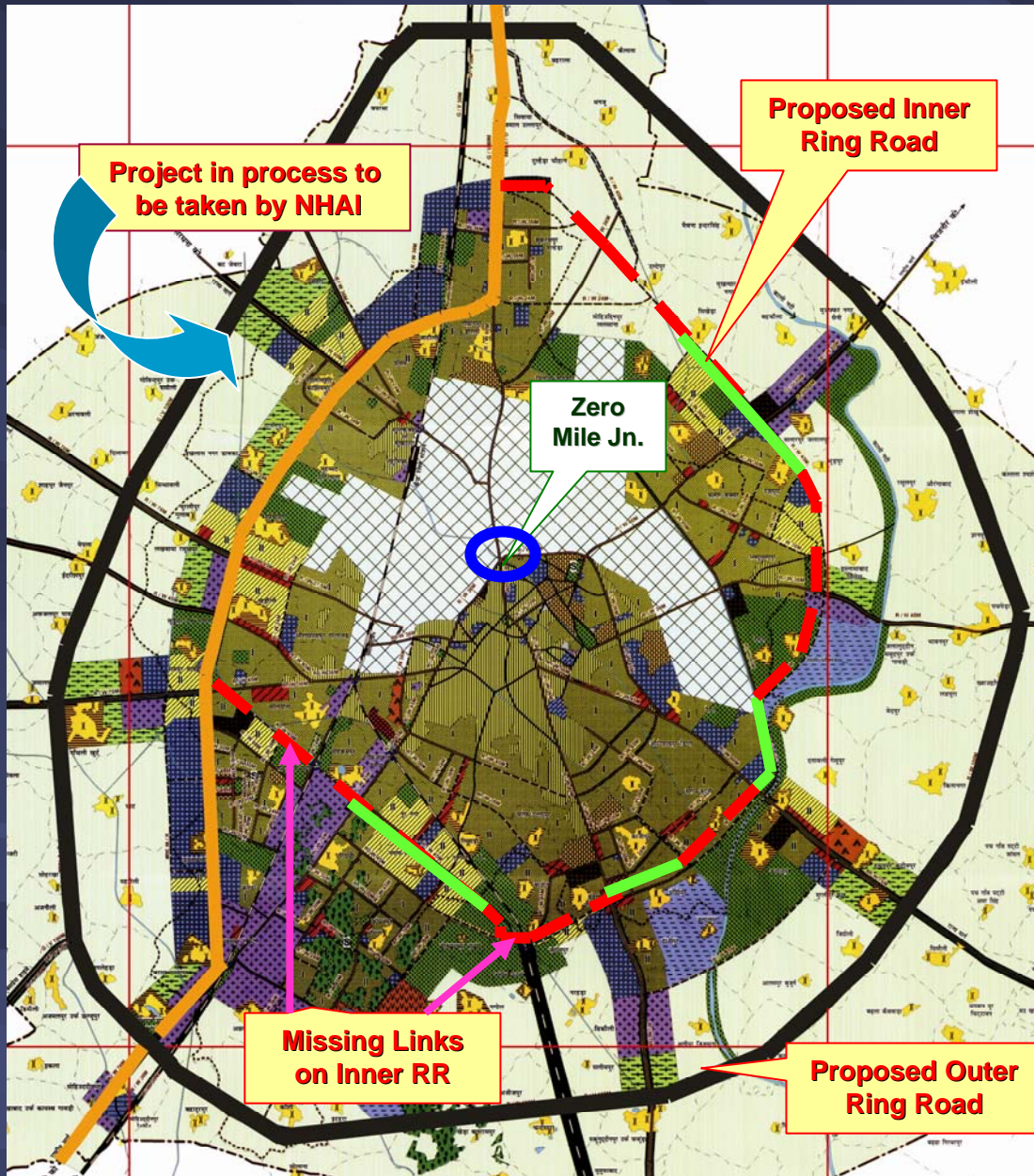
- 1- Delhi Road (10.72 km)
- 2- Hapur Road (12.16 km)
- 3- Garh Road (9.60 km)
- 4- Bijnor Road (9.84 km)
- 5- Baghpat Road (8.32 km)

Total Length = 50.64 km.

Total Estimated Cost = 125 Cr.

-  Widening & Strengthening in progress by NHA
-  Widening & Strengthening proposed by MDA.

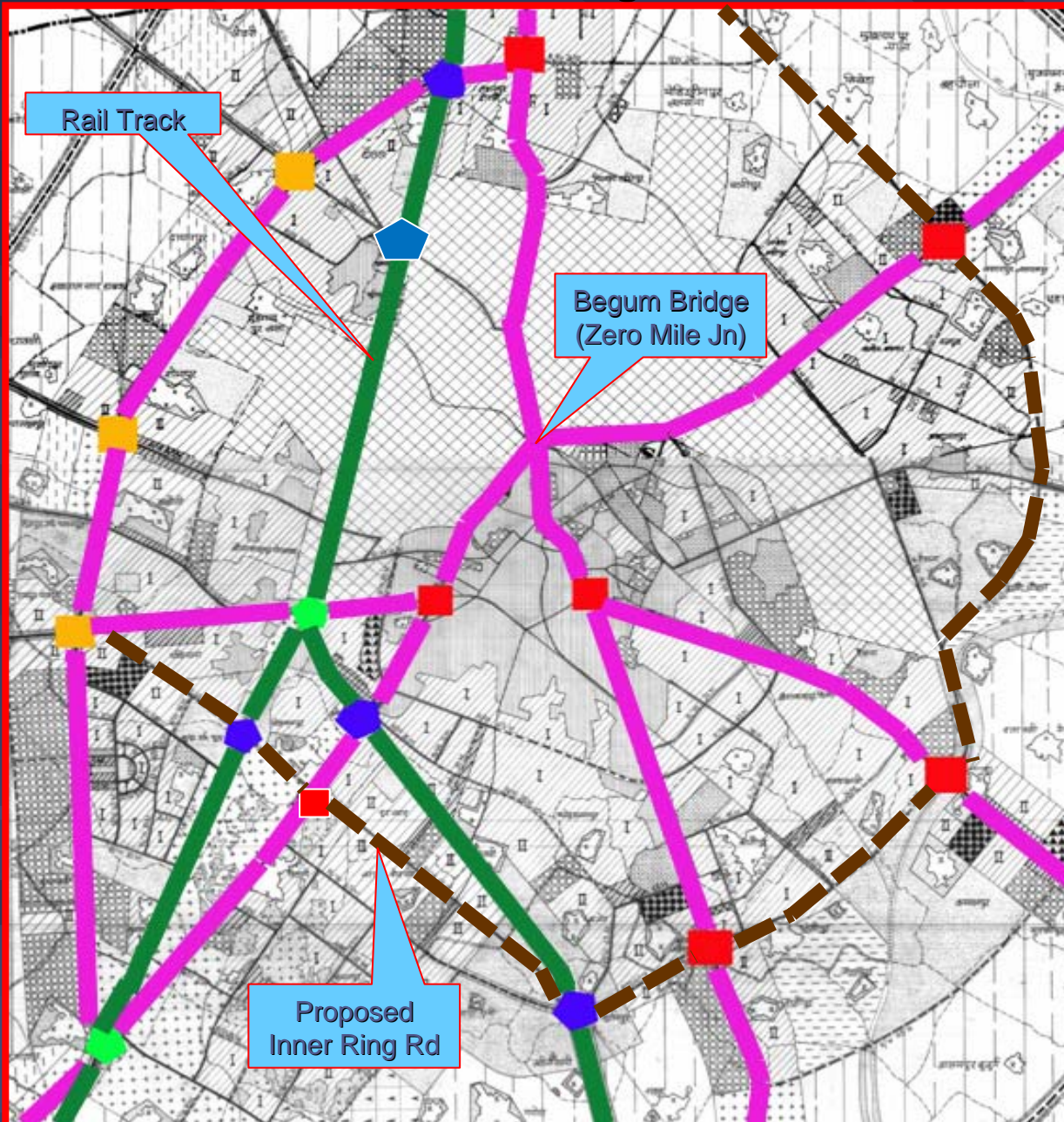
# Missing Links – Inner and Outer Ring Roads



- Proposed 100m Outer Ring Road
- Missing Links of 45m Inner Ring Rd
- Strengthening of 45m Inner Ring Rd
- 6-laning in Progress of 76m NH-58 by NHA

- ✓ The length of the outer ring road is 68 km. and will have controlled access and grade separations on all intersections.
- ✓ There is **immediate need** of construction of missing links and widening of existing segments of 37 km long inner ring road to reduce the stress on city roads.

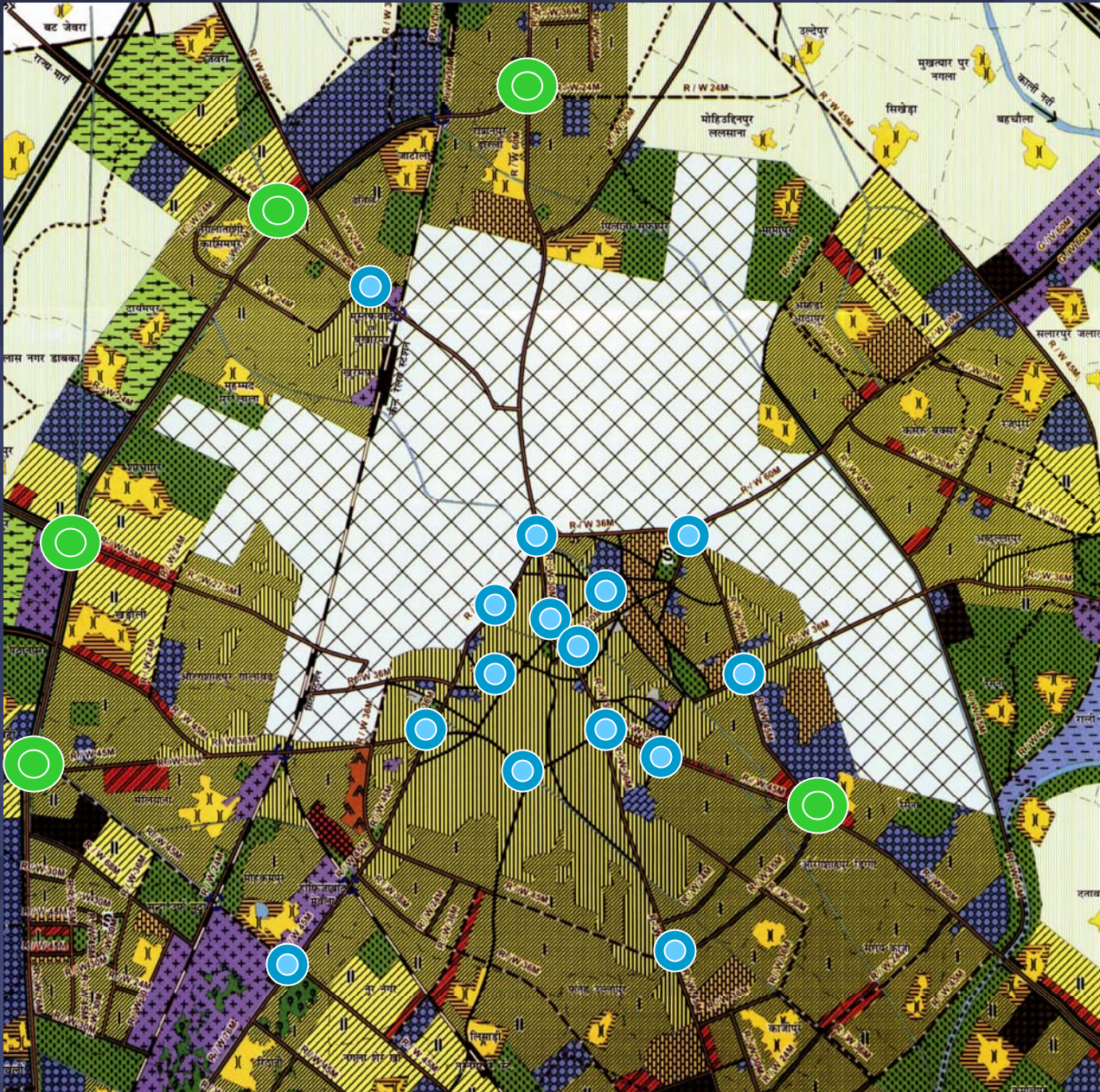
# Flyovers and ROBs



- Existing ROBs (Two)
- Proposed ROBs (Five) (90Cr.)
- Flyovers under const. by NHAI
- Proposed Flyovers (Ten) (180 Cr.)

- ❖ Existing ROBs are at Partapur on Delhi Road and near Transport Nagar on Baghpat Road.
- ❖ Three Flyovers are under construction by NHAI at three strategic intersections on Delhi-Roorkee Bypass road.
- ❖ Other than Four flyovers on Inner R.R., Two flyovers have been proposed centrally inside the city because of heavy stress and availability of ROW at those sections.

# Critical Intersections in City



1	Begumpul Chaupla
2	Baccha Park Chaupla
3	Hapur Adda Chaupla
4	Eves Chaupla
5	Kchahari Chaupla
6	Nauchandi Chaupla
7	GhantaGhar Chaupla
8	Bagpat Chaupla
9	Bhumiapul Chaupla
10	Bus Stand Chaupla
11	Thapar Nagar Chaupla
12	Jail Road Chaupla
13	Commissionary Chaupla
14	Sardhana Bus Adda Chaupla

Inadequate Carriageway (width), Poor Geometrics, Hawking and Encroachment, On Street Parking & Heavy Pedestrian Movement.

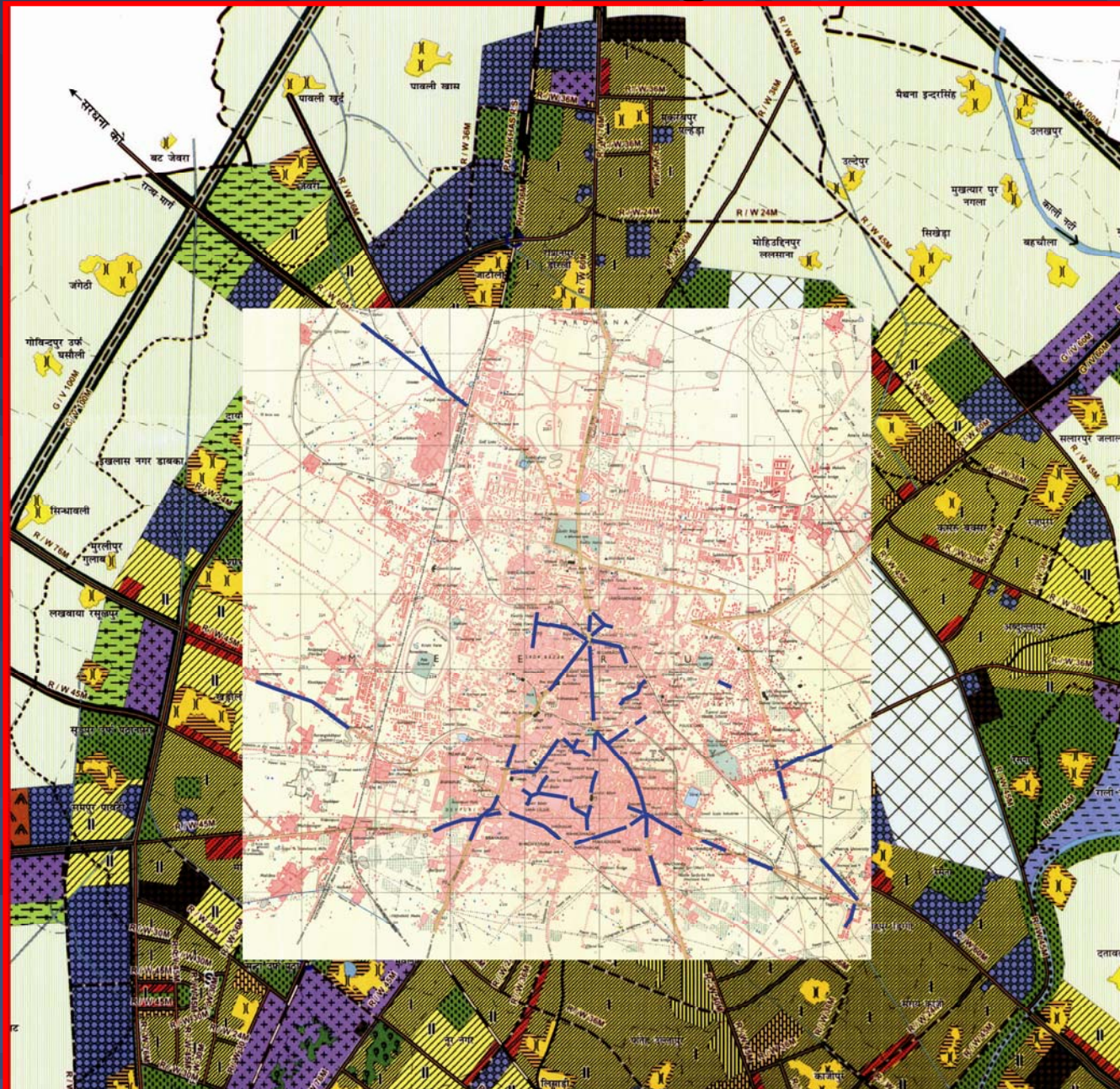
# Critical Intersection - Begum Bridge



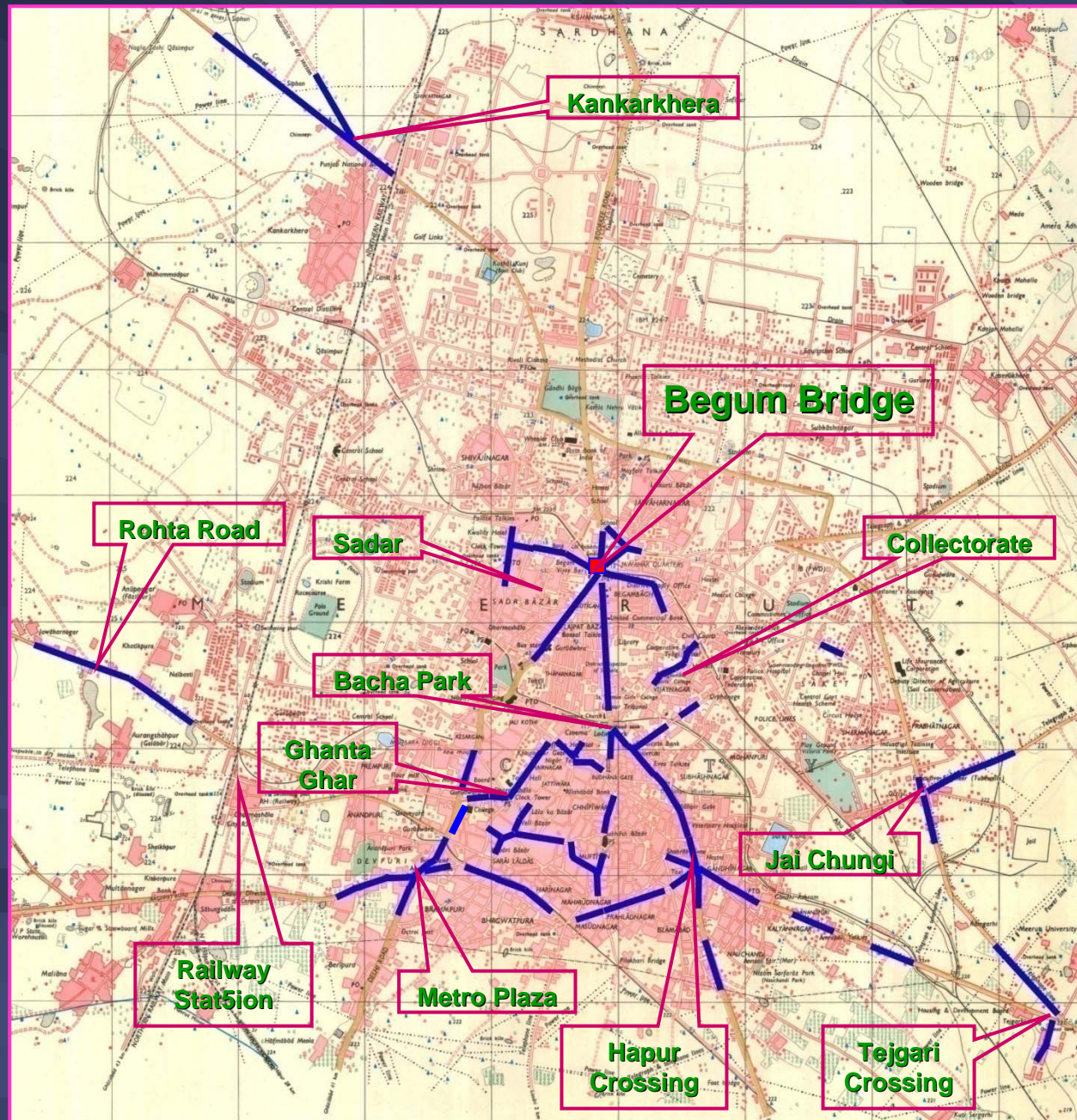
Can be improved by

- Traffic lights.
- Traffic islands
- One way traffic.
- Restricted U-Turns
- Overhead Signage
- Subways.

# Critical Parking Areas

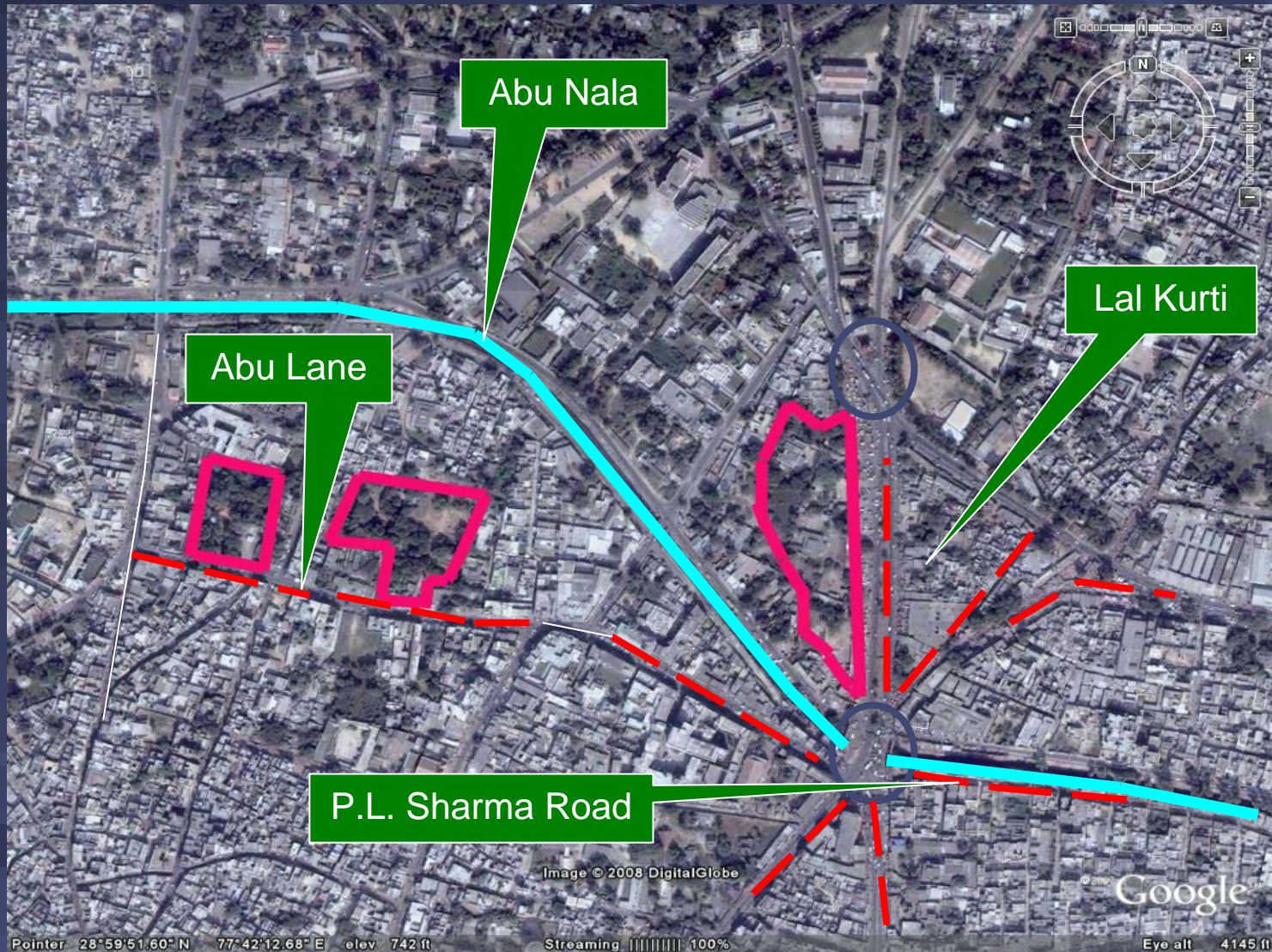


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Road Name	Constructed Carriageway (in m)	Available Carriageway (in m)
Delhi Road	14	9
Hapur Road	10	6
Abulane	9	5
P.L. Sharma Road	9	5
Roorkee Road	10	5
Baghpat Road	14	7
Budhana Gate Road	14	7
Lal Kurti Road	12	6
Shatri Marg	9	6
Gola kuan Road	9	6
Garh Road	14	9
Sharda Road	10	5
Brahampuri Road	10	5
Ghanta Ghar	14	9

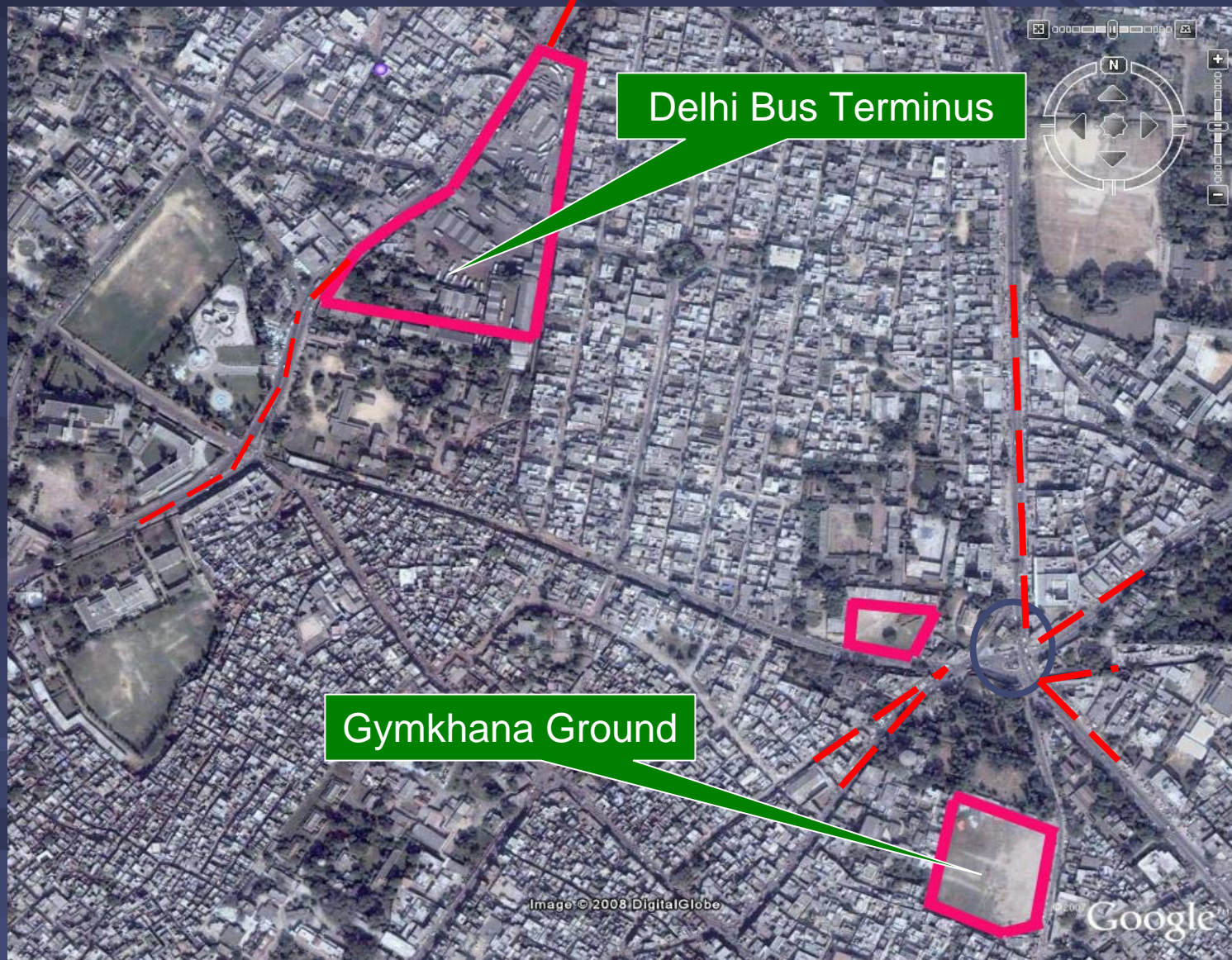
# Sites identified for Multi-level Parking



- The encroached and open spaces amidst the built mass have been identified in this area for multilevel parking.
- These areas comes under cantonment board. Permission is needed to be taken from the board.

For Lal Kurti, P.L. Sharma Road and Abu Lane Commercial Areas

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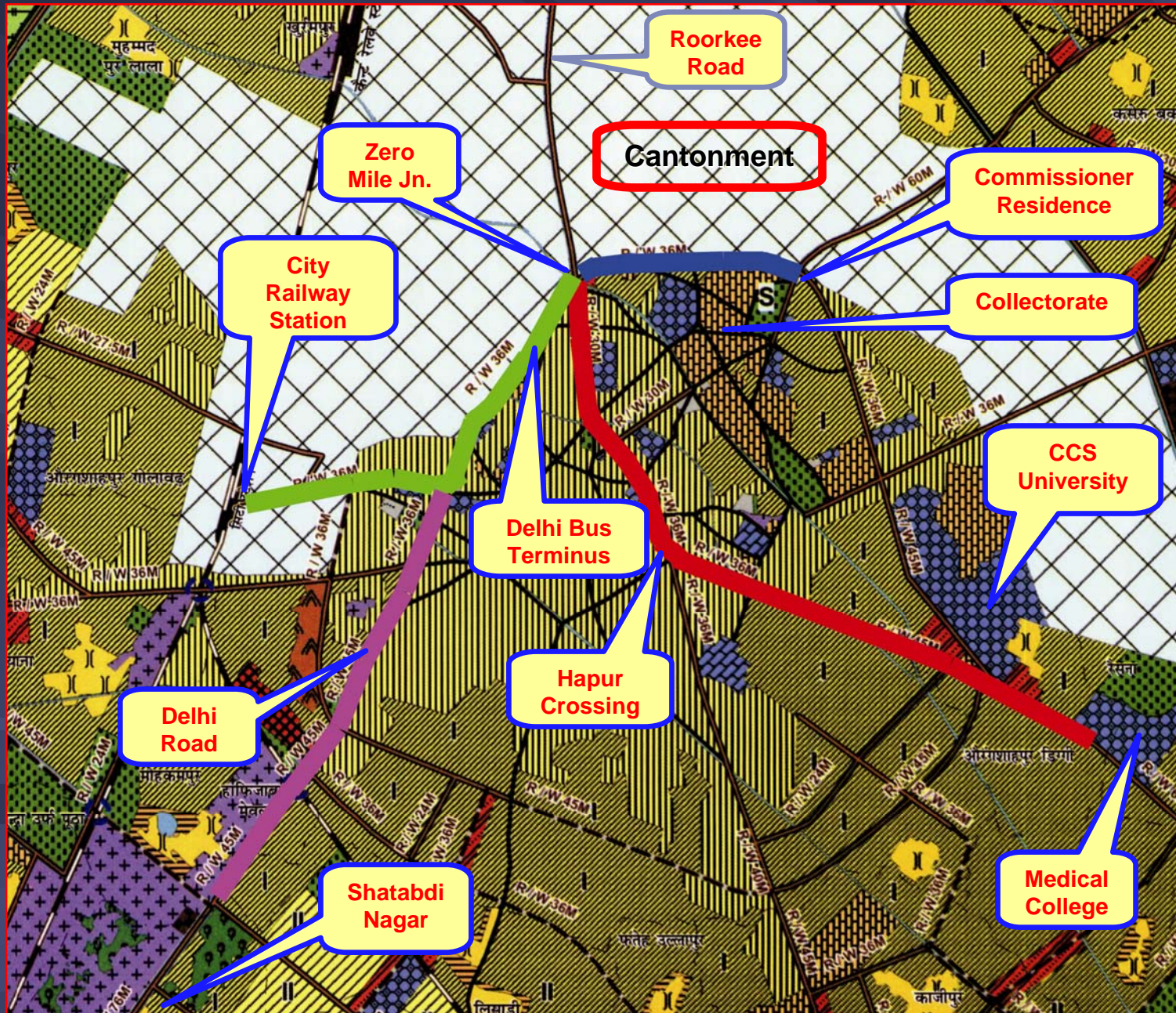


- Since Delhi Bus Terminus will be shifted so its area can also be used for centralized parking for dense Delhi Road and Sadar commercial streets.

- Gymkhana Playground may be shifted to Victoria Park and other private site can be acquired for multilevel parking on BOT system.

For Bacha Park and Delhi Road Commercial Areas

# Metro Rail – Phase 1



Corridor 1  
Length – 7 km  
Cost - 770 Cr.

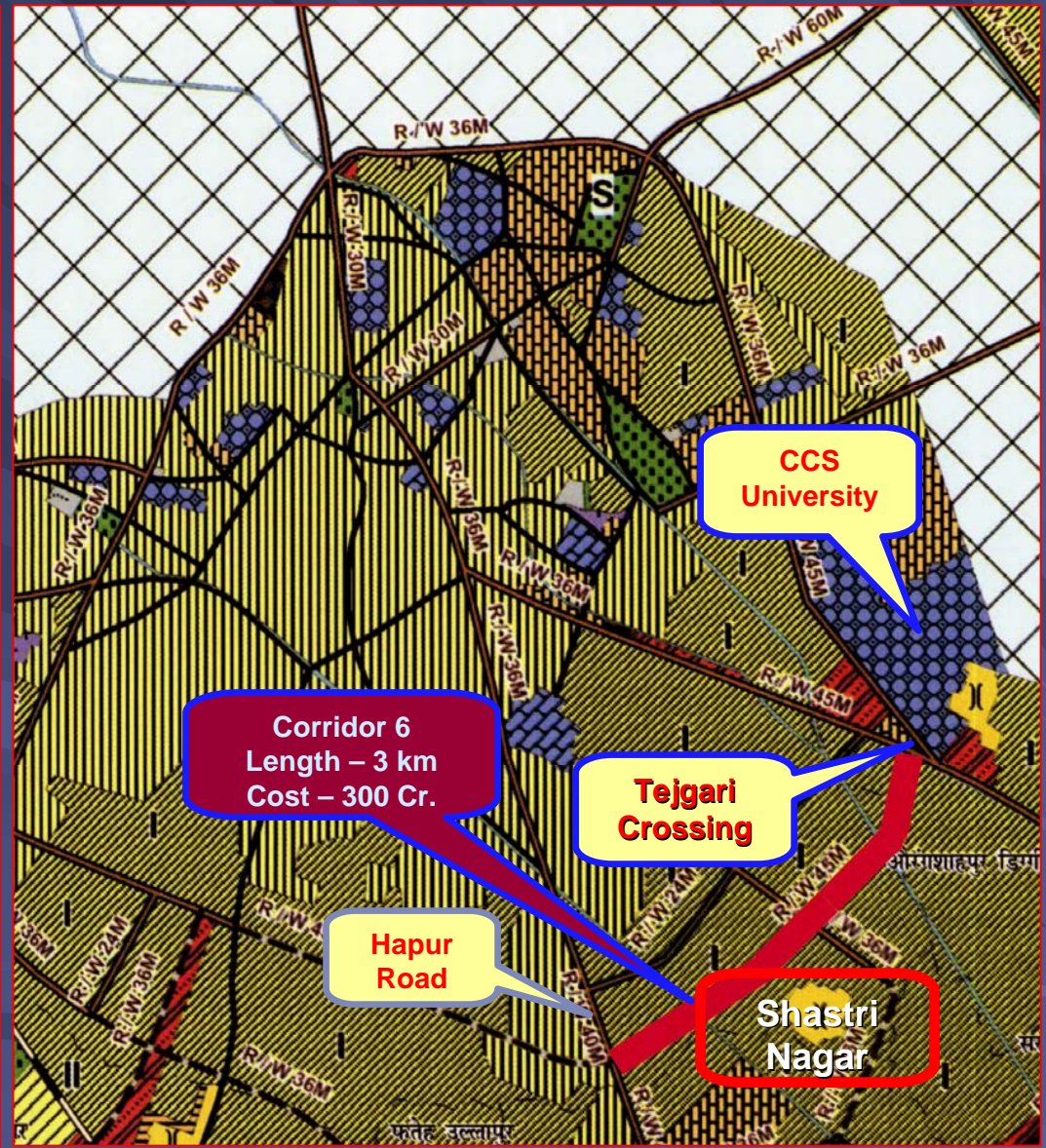
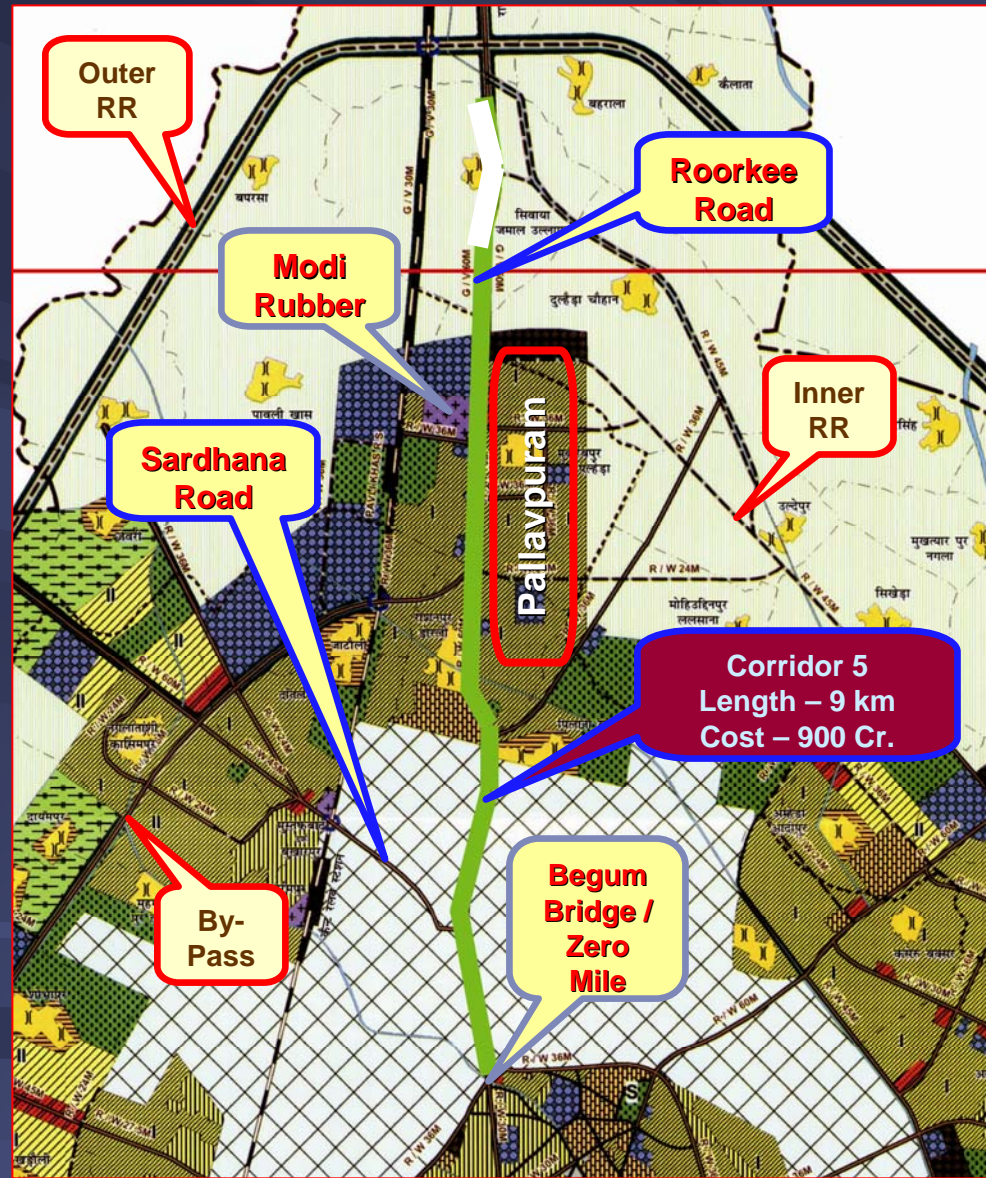
Corridor 2  
Length – 1.75 km  
Cost - 175 Cr.

Corridor 3  
Length – 3.75 km  
Cost - 375 Cr.

Corridor 4  
Length – 4 km  
Cost - 400 Cr.

Total Length – 16.5 Km  
Total Cost – 1720 Cr.

# Metro Rail – Phase 2

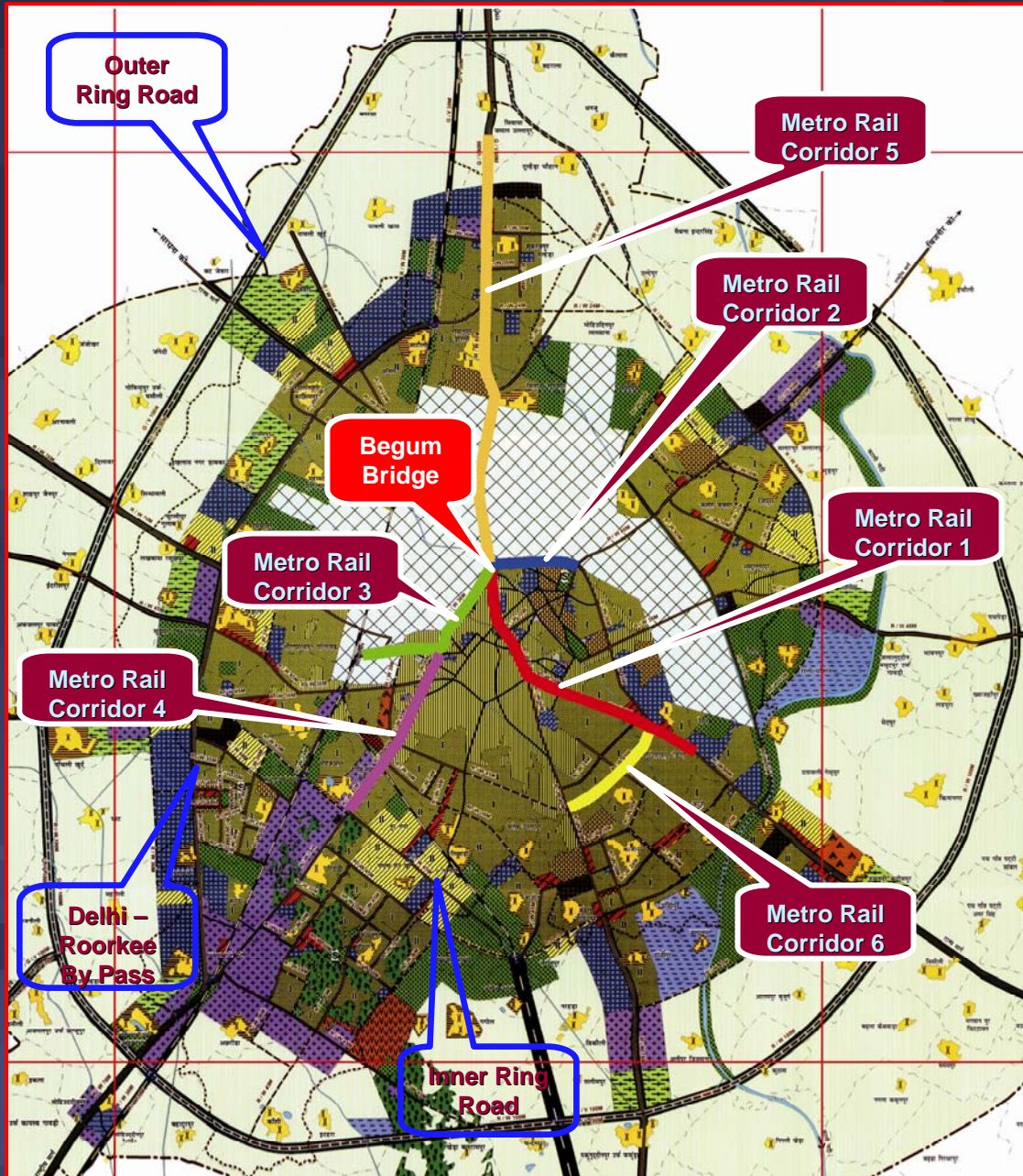


Corridor 5 Length – 9 km Cost – 900 Cr.

Total Cost – 1200 Cr.

Corridor 6 Length – 3 km Cost – 300 Cr.

# Metro Rail - All Corridors



## Metro Rail Corridors

### Phase 1

- Corridor 1 (7.00 Km)
- Corridor 2 (1.75 Km)
- Corridor 3 (3.75 Km)
- Corridor 4 (4.00 Km)

Total Length – 16.5 Km.

Total Cost – 1720 Cr.

### Phase 2

- Corridor 5 (9.00 Km)
- Corridor 6 (3.00 Km)

Total Length – 12 Km.

Total Cost – 1200 Cr.

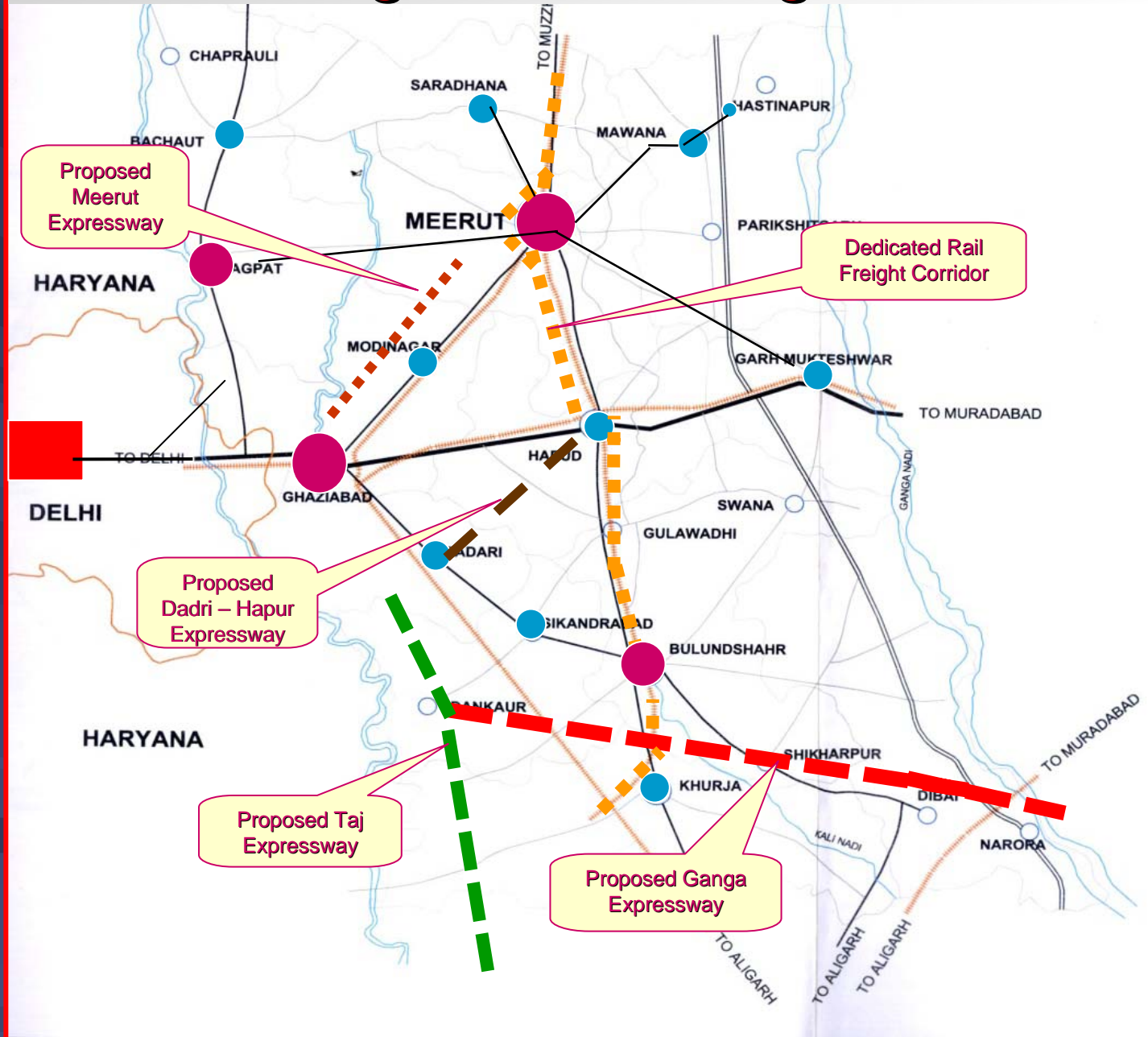
# Estimated Project Cost

S.No	Items	Quantity	Estimated Cost (in Cr.)
1	Widening/Strengthening of existing roads (Five)	50.64 km	125
2	(a) Proposed Inner Ring Road (b) Proposed Outer Ring Road	37 km/45m 68 km/100m	75 680
3	R.O.B.s	5 Num.	90
4	Flyovers	10 Num.	180
5	Bus Terminals	3 Num. (Phase 1) 2 Num. (Phase2)	60 40
6	Transport Nagar	1Num. (Phase 1) 1 Num. (Phase2)	40 40
7	Metro Rail	16.5 km (Phase 1) 12.0 km (Phase 2)	1720 1200
<b>Grand Total</b>			<b>4250</b>

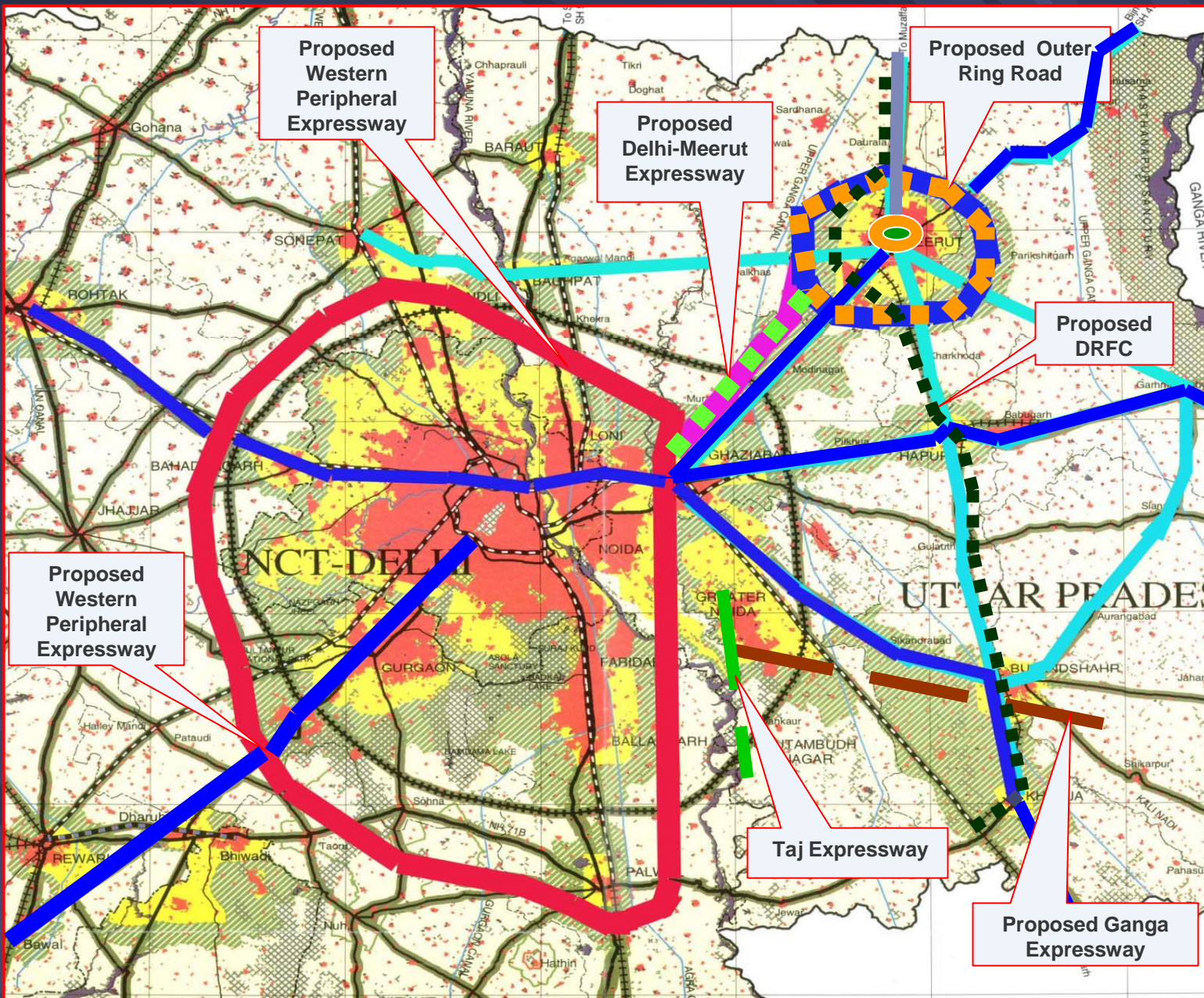
Land Acquisition Cost for Ring Roads – 325 Cr.

**THANK YOU**

# Regional Linkages



# Major Proposals of NCR Plan - 2021



✓ The proposed Peripheral Expressway under NCR Plan connects it to the proposed Delhi-Meerut Expressway.

✓ It will have substantial impact on the infrastructure development in Meerut city.