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Dated: 17.06.15

**MINUTES OF THE 51stUTTIPEC GOVERNING BODY MEETING, HELD ON 29.05.15 at 10.00 A.M.
UNDER THE CHAIRMANSHIP OF THE HON'BLE LT. GOVERNOR OF DELHI.**

1. As per the directions received from Addl. Secretary to L.G. vide letter No.100(5)15/RN/195/A-2242 dt. 18.05.2015, the 51stGoverning Body meeting of UTTIPEC was convened which was held on 29.05.15 at 10.00 A.M. at Raj Niwas under the Chairmanship of the **Hon'ble L.G.** of Delhi. The detailed agenda items for discussion were circulated to members in advance containing brief background and proposal of each project recommended by Working Groups. The list of members and participants, who attended this meeting is enclosed as Annexure '1'.
2. Addl. Commissioner (Plg.)TC&B, DDA welcomed **Hon'ble L.G.**, Chairman, UTTIPEC and other members/ special invitees to the 51stGoverning Body meeting of UTTIPEC.
3. The Minutes of the 50th Governing Body meeting circulated on 22.04.15 were **confirmed** as no comments /observations were received from members.
4. **Highlights on major activities of UTTIPEC.**
Major Projects of UTTIPEC approved by the Governing Body from 01.04.2014 to 30.03.15 were presented.
5. **Regional Connectivity (Haryana to Delhi- Alignment of 80M R/W road from the boundary of NCT Delhi to Village Bijwasan Road extended upto UER-I-Preparation of DPR for the Link Road from Dwarka (UER-II to Delhi-Haryana Border) - Presentation by DDA.**

Background

The Agenda was placed in the 50th Governing Body meeting as per the list of Agenda Items received from L.G. Office vide letter No.100(3)15/RN/100/B-3678 dt.13.03.15 from Addl. Secretary to L.G. for placing before the Governing Body. The proposal was already approved in the 47th Governing Body meeting held on 25.6.14.

Chief Engineer(Projects) DDA made a presentation and briefed the status of the acquisition of land for implementation of the road. He informed that proposal for acquisition of 31.37 acre land has been sent to Lands Management Wing of DDA but due to amendment in Land Acquisition Bill being pending in the Parliament the land acquisition has not taken place. It was also informed that the attempt has been made for direct purchase of land from the private persons and consent is being obtained from private land owners.. Jt. Commissioner(Traffic) raised observations that Option 4 of the proposal already approved by UTTIPEC in 47th Governing Body meeting on 25.6.14 is not technically feasible as the steep curve of the proposed alignment to the NCT border would lead to accidents and is not desirable. DIMTS Consultants of DDA informed that all the 4 options

were discussed in detail in the 47th Governing Body meeting and based on various design studies and feasibility, option 4 was approved by the Governing Body.

In the 50th Governing Body meeting, it was decided that:

- i) The consultants for DDA will carry out detailed studies for justification of alignment taking into consideration the design speed and same will be presented again in the next Governing Body meeting.
- ii) A joint site visit shall be conducted by Chief Engineer (Projects), DDA, Delhi Traffic Police, PWD and consultant (DIMTS).
- iii) The simulation study is to be conducted by the Consultants.
- iv) The road which has already been built from UER-II is to be taken up for further construction upto UER-I from already build road portion.

Observations of Governing Body:

- i. As per the earlier decision of Governing Body, a joint site visit was conducted by the Traffic Police and CE(Projects) DDA and Traffic simulation study was also conducted by the consultant for various options.
- ii. As per the Joint site visit and simulation study and the design speed, Option-3 was found to be most feasible alignment as this option allows feasible turning radius and was agreed by the Traffic Police.
- iii. A meeting was held under the Chairmanship of V.C., DDA with all Stakeholders wherein a presentation was made by the Chief Engineer Projects/Consultant and the 4 options along with simulation study as directed in the 50th Governing Body meeting was presented. Based on the design speed and simulation study, option 3 was agreed by the Traffic Police/all Stakeholders. (Annexure-2).
- iv. Simultaneously, change of land use will be processed for incorporation of this alignment in MPD/ZDP under Section 11-A, DD Act, 1957

Decisions of Governing Body:

Governing Body approved Option-3 alignment with above observations

Action: CE(Projects)/Director (Plg.) Dwarka

6. (i) Cycle Sharing Policy

Background

As part of review exercise of Master Plan of Delhi 2021, "Transport Chapter" have been revised and was approved by the Authority and forwarded to Ministry of Urban Development for issue of final notification. As per Para 12.7 of "Transport Chapter", the provisions regarding Non Motorized Transport (NMT) is given in para 12.7.1, wherein the following is mentioned:

Bicycle/ cycle-rickshaw could be an important mode of travel, particularly with reference to short and medium trip lengths. The following actions have been suggested for promoting Bicycle/NMT.

- i. Prepare a cycling Master Plan for the city that creates a network of routes integrating all arterial roads, eco-mobility corridors along nallahs, heritage routes, school precincts as well as other recreational routes.
- ii. On all arterial roads fully segregated cycle/NMT tracks should be provided with

- provision for safe parking in park and ride lots. Wherever full ROW is not available, the cycles/ NMT may be allowed to flow in mixed-traffic condition.
- iii. In urban extension, cycle tracks should be provided at the sub-arterial and local level roads and streets.
 - iv. In all areas of the city, the use of cycles/rickshaw as a non-motorised mode of transport should be consciously planned along with pedestrianisation.
 - v. Plan and implement city wide, affordable and accessible cycle sharing / rental schemes to encourage public transit users in particular and public in general to use cycle as a mode to perform their first and last mile journey as well as to make regular short trips without using private vehicles.

In view of the provisions of Master Plan of Delhi -2021 & to promote cycling in Delhi a Cycle Sharing policy is required to be prepared. DDA is working out a scheme for implementation of Cycle Sharing in Dwarka. The consultation meeting under the Chairmanship of VC, DDA with various stakeholders on the Cycle Sharing Policy for city of Delhi was held on 07.05.15 to discuss the modalities of expanding/ scaling up the system to the entire city of Delhi. Meeting was attended by senior officials from DDA, GNCTD, MCD, NDMC, Traffic Police, DMRC, DIMTS, NGOs and Operators of Cycle Sharing systems in Delhi. Based on the discussion, a draft policy for cycle sharing is being worked out. The main highlights of the Cycle Sharing Policy are as under:

1.1. Overview of Cycle Sharing Systems:

- a. **Public Cycle Sharing system is a form of a public transport system**, that enables a large number of short trips to the mass transit or other place in the city, on bicycles through closely spaced stations, for a short duration such that each bicycle can be shared by more number of people on a daily basis, with the advantage of returning the bicycle to any station in the city.
- b. Just like any other public transport system, the key aspect is **Service Delivery**.
- c. An introduction to the existing cycle rental systems in Delhi was presented, explaining the various reasons of their success and failure. It was seen that the shift from rickshaw to cycle sharing was nearly 52% and people from all age groups, particularly till 50 years, showed a substantial preference for cycling. The operators present at the meeting informed that the previous attempts at running cycle sharing/ rental systems in Delhi have failed mainly due to two reasons (1) lack of a comprehensive policy on cycle sharing and (2) the non-viability of sufficient funds for meeting the operational expenses due to the high licensee fee charged by govt. bodies.
- d. The key difference between Cycle Renting and Cycle sharing was explained . In **“Cycle Rental”**, the person renting a cycle from one point e.g. a metro station, needs to return it to the same station only, which defeats the purpose of making multiple short trips on cycle. However, in **“Cycle Sharing”** there is a network of cycle renting stations (generally every 3- min walk). Therefore, a person renting a cycle at a metro station could return it near his destination e.g. school/ college/ market/ home, etc. This majorly increases the usability and efficiency of

the cycle sharing system. However, the key component of this system is the “**redistribution vehicle**” moves around within the scheme area to ensure that optimum number of cycles are available at most stations at all times of the day. In the absence of this, all cycles would be collected at (e.g.) a metro station in the morning and no cycles would be available near residential areas during peak office hours.

- e. Therefore the redistribution function is necessary for making cycles available at the cycle stations at all times. The distance between two stations should be approx. 300m, which is a 3-5min walking distance. A dense network of stations ensure that cycles are easily accessible to people for making short trips.

1.2. Based on MOUD Cycle Sharing Toolkit 2012, the institutional structures were explained with their key roles. These include:

- **Municipal corporation, state Local Body/ DDA/ DMRC and/or central Local Body/ DDA/ DMRC** – Technical guidance; Space for stations and revenue rights; Political and policy support; Viability gap funding, if required.
- **Implementing agency (e.g. public transport SPV)** – System planning, Contracting for operations; Monitoring of operator and system performance; Recipient of all revenue, Pays the operator for services provided, with incentives and penalties, as outlined in the service level agreement
- **Private operator for cycle sharing** – Day-to-day operations, including redistribution, maintenance, and customer service activities.

1.3. As discussed in previous consultation and in the 30th Working Group Meeting, the provision of **NMT Cell in UTTIPEC** was explained which will act as the Management/ monitoring Cell for all NMT and CSS projects. The composition of the cell shall be put up to Authority for consideration.

1.4. Operations Control Centre (OCC):

- a. The Operations Control Centre clubbed with a Call Centre forms the back-bone of a cycle sharing system and is critical for the operation and management of any cycle sharing system. A space measuring at least 300sq.m. is required for an OCC to run a system of minimum size of 1000-3000 cycles.
- b. The OCC created for the first cycle sharing system should preferably be expandable to approx. 700sq.m. to cover the entire Delhi, and be located within any Local Body/ DDA/ DMRC building with matching investments to setup the hardware and software.

1.5. Smart Card Integration – Common Mobility Card (CMC)

- a. **Delhi should aim to have a single common mobility card/ smart card which should (at minimum) be usable in all public transport systems including (but not limited to) metro, all types of buses, auto-rickshaws, taxis, feeder vans and cycle sharing systems. Having seamless integration between**

modes is the most important factor in encouraging use of public transportation systems.

- b. Therefore the Smart Card for any Cycle Sharing system may be integrated with the smart cards being created by DMTC (metro) and DIMTS (cluster buses) for the Transport Dept, GNCTD. In particular, it is preferable that all future smart cards integrate with the DMRC software codes, as DMRC already has the largest number of cards in the market, which only need to be user-identity enabled. Metro has existing user base of nearly 1crore cards. Cycle sharing services when integrated with Metro card will automatically incentivize users to avail the cycle services.
- c. It is also possible that a third party (e.g. bank, etc.) could be roped in to provide transaction services integrated with 'Know Your Customer' (KYC) services for user identification on smart cards (that can be used as bank's debit card as well) and which could also pass on a part of the profit on transactions to the Local Body/ DDA/ DMRC. The Local Body/ DDA/ DMRC may decide to use the revenue from transactions as Viability Gap Funding for Cycle Sharing operations. This card could be used at shops for purchases also, widening its reach.

1.6. Revenue Sharing:

Three models for revenue sharing between a private operator and public agency were explained/ proposed.

- a. In the **first** model, the private operator should be required to pay a nominal license fee based on the area required for setting up the station along with electricity charges. The right to advertisement and collecting user charges should lie with the operator. **The capital expenditure and entire operating expenditure is met with by the private operator by their own-self, without any Local Body/ DDA/ DMRC subsidy.**
- b. In the **second** model, the private operator and public agency should share the revenue from the advertisement, in addition to the nominal license fee on the station area and electricity charges that is levied on the operator. In this model, **the Local Body/ DDA/ DMRC may decide to pay a limited subsidy to the private operator to help sustain operations.**
- c. In the **third** model, the cycle sharing is owned by a public agency which provides the capital and operational expenditure to the private operator against fixed monthly charges for services provided by the operator. **The revenue from user charges, sponsorships, advertisement or any other source is retained by the Local Body/ DDA/ DMRC.**

1.7. Space for Stations & Depot:

- a. A depot space should be required for cycle sharing operations, consisting of indoor office space of approximately 40sqm, indoor meeting space of 20sqm, enclosed space for storing of bicycles of area 500sqm, covered cycle repair space

of 300sqm and space for parking of 3-5 redistribution vehicles. Depot to have all cycle repair facilities that are required.

- b. Cycle stations to be provided on-street and/or off-street , either on private or Local Body/ DDA/ DMRC land:
 - i. In a privately owned system, it was proposed that for on-street stations or stations on private/public land, a minimal license fee maybe charged to private operator.
 - ii. For public owned system, on-street space and space on Local Body/ DDA/ DMRC land should preferably be provided **free of charge**. For space on private land, the Local Body/ DDA/ DMRC may provide a tax rebate to the owner, for a public owned system.
- c. Metrics for space required per cycle for different typologies of stations was presented. This metric may be used for computation of space required at each station.

S. No.	Docking Style	Space Req./ Bicycle (sq.m)	Circulation Space (m)	Total Area Required for 20 cycles (sq.m) Approx.
1.	Typical Cycle Stand	1.0	1.5	35
2.	Bollard Style	1.4	1.5	42
3.	Dutch Two Tier Racks	1.2	2	22
4.	Vertical Style Parking	0.4	1.5	20

- d. It was proposed that parking of redistribution vehicles should be provided, but the charges for parking will have to be borne by the private operator, as per the prevailing rates.
- e. In addition, for the upkeep and maintenance of the system to high levels it was proposed to have Performance Measurement Standards. These standards should be adhered to by the Operator at the time of signing of contract and should have the following aspects, (these are not exhaustive):
 - iii. Maintenance Aspects: to have a few docks always empty for users, to have a minimum percentage of fleet always available for use, to have low wait time (2mins) at the stations for cycles and empty docks, to have high maintenance of cycles and related infrastructure.
 - iv. IT Aspects: to have less period of downtime of mobile and web application, to have quick access from smart card without having any downtime,

- v. Customer Service Aspects: to have quick registration of users on the system, to have the Call Centre available for users at most times, to have quick turnaround times for complaints and to have low queuing of calls.
- f. Performance Standards should be built into the contract of the Operator and incentives and penalties should be tied to it. In addition, the Operator should have to produce required bank guarantees at the time of selection.
- g. The Local Body/ DDA/ DMRC may earn Carbon Credits on the project once it is rolled out.

The deliberations commenced on each aspect of the presentation and each stakeholder provided their view on the above aspects. The stakeholders views were recorded and the following decisions were taken:

Decisions taken during VC. DDA meeting:

The following decisions were taken at the meeting on the four main agenda items:

1.8. Regarding Operations Control Centre (OCC):

- (i) Existing OCC of Transport Dept. functioning at Kashmiri Gate ISBT office shall facilitate the implementation of CSS at first instance for which space will be provided by Transport Dept. GNCTD. For expansion in future, it is preferable that the OCC is set up in close proximity to the existing one by the Transport Dept. so that city level integration in future may take place more easily.
- (ii) The OCC created for the first cycle sharing system should preferably be expandable to approx. 700sq.m. to cover the entire Delhi system in future.
- (iii) DIMTS may assist in functioning/ operating of OCC for which terms and conditions may be worked out separately.

1.9. Regarding Smart Card/ Common Mobility Card:

- (i) Common Mobility Card/ Smart card is to be provided for Cycle sharing with the provision to integrate the other modes like Bus and Metro etc.
- (ii) The Smart Card developed for CSS by DDA/ any other agency may be compatible with all public transport modes including Metro, DTC and Cluster Buses of Delhi. It was decided that DIMTS may be asked to provide the same.
- (iii) The Smart Card may be linked to any Local Body/ DDA/ DMRC issued identification.

1.10. Regarding revenue sharing model between Local Body/ DDA/ DMRC / Operators:

- (i) It was felt that if we want to promote cycle sharing in the whole of Delhi, then it will not be possible without extending some form of financial help or subsidy to operators. A conscious decision has to be taken by all concerned stakeholders to extend help by way of giving space for cycle stations or providing advertisement revenue rights or space for operations control centre, depots, workshops, etc. Unanimous view was expressed in the meeting that all necessary help should be extended to operators for

making their project financially viable and that all local bodies should create their own cycle sharing policy to enable the support. License fee for space for cycle stations, if charged, may be nominal and on the basis of area requirement as per table in 4.7.

- (ii) Keeping this in view, it was decided that all three municipalities or the head of municipalities may prepare a policy, considering cycle sharing as a public transport project for social welfare and is not to be treated as a revenue generation project. This is the only way that operators may be able to run the system efficiently, in a viable manner.
- (iii) However, it may be noted that all the spaces and other facilities provided to operators should be based on a comprehensive cycle sharing plan approved by UTTIPEC. The subsidy support to operators will be linked to performance measurement standards which is part of the policy prepared by UTTIPEC.

1.11. Regarding Provision of space on lease/rental basis to the operators by road/land owning agencies:

- (i) NOC for use of land for cycle sharing stations should preferably be provided free of cost to operators by the land/ road owning agencies.
- (ii) Space for cycle stations would only be provided as per UTTIPEC approved cycle sharing system plan.
- (iii) Similarly DTC may consider providing space for cycle sharing depots within their premises.
- (iv) PWD may consider providing space for cycle sharing workshops, depots, etc. Space may be provided for nominal fee.
- (v) The norms for provision of cycle parking within both public and private lands was also approved/ recommended as proposed in **para 4.7**.
- (vi) Apart from spaces at metro station for cycle stands, spaces have to be explored from the govt. owned land like parks, commercial centres, LSC, CSC, hospitals, schools, etc. and also approach private societies and RWAs for space.

1.12. Regarding NMT Infrastructure:

- (i) All road owning agencies like DDA, PWD and MCD, shall provide the NMT infrastructure, e.g. cycle lanes, dedicated cycle tracks, retrofitting of junctions, and provide or enable related cycling infrastructure such as dedicated cycle signals, cycle parking, drinking water stations, cycle repair shops, etc.
- (ii) UTTIPEC street design guidelines to be followed for details on providing NMT infrastructure for all roads – arterial, sub-arterial, collector and local.
- (iii) Cycle tracks should be planned in such a way that it connects to all the major locations, stations and public places.

1.13. NMT Cell in UTTIPEC needs to be formed which will act as the Management/ monitoring Cell for all NMT and CSS projects in the city.

- 1.14. It was decided that the updated version of the policy should be circulated to all members/stakeholders before finalization and to be placed before the next **Governing Body** for consideration.

Observations of Governing Body:

- i. MCD has explained that as per the recommendation of Cycle Sharing Policy including Revenue sharing etc., Local Bodies have to take up the implementation of Cycle Sharing projects in the various part of city. In view of this it was informed that the policy may have to be put up to the Standing Committee of MCD for consideration / operationalization.

Decision:

Governing Body agreed in principle for proposal of Cycle Sharing Policy with above observations and to be placed before the Authority for consideration.

Action: All MCD's, UTTIPEC/ DDA

**6.(ii) Cycle Sharing Plan/NMT Plan for Dwarka
Background**

In the 45th Governing Body meeting held on 22.11.2013, it was decided that DDA will take up the project of cycle sharing for the sub-city of Dwarka. Thereafter, DDA with the assistance of Centre for Green Mobility (CGM) conducted detailed surveys in Dwarka and consultations with operators (from all over the country) for this project. Based on the feedback received at various meetings/ consultations/ media reports, it was felt that the provision of NMV lanes is essential to provide safe cycling scheme facility to Dwarka residents especially children. Thereafter, DDA signed another MoU with CGM to get technical assistance for making NMV lanes in Dwarka. CGM conducted detailed surveys of existing infrastructure of Dwarka and presented Analysis and Proposal. Accordingly, a detailed study for cycle sharing and creation of NMV lanes in Dwarka was prepared and presented before this Working Group meeting of UTTIPEC held on 29.04.2015.

Proposal

- i. Dy. Dir. UTTIPEC introduced the overall cycle sharing system proposed for Dwarka comprising of various components including Cycle Sharing Network Plan, NMV Network Master Plan, phasing of the project, formation of the nodal NMT Cell and setting up of the Operations Control Centre.
- ii. Dy. Dir.(Arch.) UTTIPEC also highlighted decisions taken at the first consultation meeting on Cycle Sharing Scheme (CSS) held under VC, DDA on 10.4.2015.
 - a) MoUD Cycle Sharing Toolkit to form the basis of Policy for CSS for Delhi
 - b) Nodal body to be formed to monitor Operations of CSS (suggestion to form UTTIPEC as the nodal body) – matter to be taken to GB.
 - c) Capital funding to be de-linked from Operations. DDA to provide Capital funding for CSS in Dwarka and viability gap funding for Operations. Budget is to be allocated for this purpose.
 - d) Advertising contract to be separate from Operations Contract
 - e) Design of bicycles to be unisex and high-quality with electronic locking mechanism.

- f) Parking for other bicycles and vending kiosks to be integrated with bicycle sharing stations.
- iii. Subsequently, Sh. Anuj Malhotra, from Centre for Green Mobility (CGM), the technical advisor on the project, presented the various components of the **cycle sharing system and NMV lanes project for Dwarka** in detail. This included the following:
 - a) Findings reveal that Modal share of Dwarka consists of 47% people walking, 4% Cycle, 2% Pedal Rickshaw, 3% Auto Rickshaw, 15% 2-Wheeler, 7% 4-Wheeler, 19% Bus, 2% Metro. Approximately 53% trips are non-motorized trips. Approximately 57% of motorized trips in Dwarka are less than 6km (18 minute cycling distance). The highest nos. of short motorized trips were found to be for education and work.
 - b) Demand for number of bicycles was calculated considering “main” trips (from household survey) and “access & egress” trips (from user perception survey) of public transport. Excel based modelling was used on the following parameters: “willingness to shift”, “age”, “gender”, “trip purpose”, “trip distance”, and “trip mode”, to arrive at potential trips on cycle sharing system on a daily basis. The number of bicycles was deduced assuming a conservative 3 trips per cycle per day.
 - c) The proposal includes a coverage area of 30 sq. km. with 180 CSS stations with total number of 2500 bicycles and 3300 docks. The conceptual location plan for the CSS Stations was also proposed based on the criteria of having one station for every 300-400m (5 minutes walking distance). Various typologies of cycle stations – open type and enclosed, were discussed and presented.
 - d) The design of bicycle for CSS shall be light-weight and friendly for use by women (unisex) having step-through frame and non-standard parts to prevent theft. The bicycle to have GPS tracking device and RFID tags for identification and an electronic locking mechanism and with front basket to carry bags/ small loads.
 - e) Various components of CSS includes redistribution vans, smart cards for access, operations control centre, depots and terminals for user interface at stations.
 - f) Fare structure was discussed such that it incentivizes short trips having first 29 minutes of free time of cycle usage and thereafter having telescopic charges that gradually increase every 30 minutes. One time registration fee of Rs.300 to be charged against validation of identity and a smart card linked to user’s identity.
 - g) Pre-launch and post-launch activities were discussed including procurement, installation, setting up of Operations Control Central and Testing to be pre-launch activity. Post launch to focus on registering users and managing interface with customers, redistribution of bicycles, and fare collection; building public engagement through effective outreach programs.
 - h) It was proposed that the Operator shall sign up on Service Level Agreements (SLAs) set in the contract and shall provide for high level of services with short complaint turnaround time. Incentives and Penalties shall be based on the Evaluation of performance based on SLAs.

- i) The Business Model was proposed where the Operator will get a fixed monthly cost against the delivery of services by DDA. DDA shall invest in the system by providing capital funds and provide Viability Gap Funding (VGF) for Operations. The revenue from advertising, sponsorships and user charges are transferred to DDA, which may help in cross-subsidizing Operations.
- iv. NMV Master Plan - The findings of the survey conducted for CSS has revealed that safety is the biggest concern for cyclists. Therefore, NMV Lanes are must for safety and to encourage people to use NMT and CSS System.
 - a) The conceptual sections of 60m, 45m & 30 m roads in Dwarka to be taken up for retrofitting for including NMV lanes was also presented. In Phase I, approximately 17 km. of roads are to be taken up, which included the metro corridor and the roads leading up to /connecting the 2 MLU pockets in Sector 10/12.
 - b) The details of the street sections were presented showing how NMV lanes could be included on both sides of the streets along with the location of cycle sharing stations within multi utility zone. The existing carriageway shall be optimized for having a wider mouth at the intersection for clearing of vehicles at green time and following the UTTIPEC Guidelines for the width of lanes. It was proposed to have a consistent arterial section of Road, on the arterial roads of 60m and 45m roads in Dwarka. The extra space on the sides of 60m Roads will have the Service Lanes. Service Lanes on the 45m road may be provided only where absolutely necessary, otherwise may be replaced with activity zones that are well-lit in the evenings and night. The carriageway on 60m and 45m shall be 9.5m wide – two lanes of 3m and a bus lane of 3.5m. At the intersection, the number of lanes on going side shall be 4 or 5 depending on the volume of traffic; and number of lanes on the coming side will be 3 lanes with a wide 2m median to ease pedestrian crossing.
 - c) The scope of work for the NMV Master Plan for which detailed feasibility study needs to be conducted includes road retrofitting, junction retrofitting (in consultation with Traffic Police), Parking Management Plan (both on-street & off-street parking facilities), place-making features, as well as traffic management plan (in consultation with Traffic Police).
 - d) It was also proposed to have a nodal NMT Cell within UTTIPEC with dedicated staff and space for setting up of Operations Control Centre (OCC). A feedback of the OCC may be provided to assist in traffic management.

Observations:

- i. NMT cell to be formed in UTTIPEC/DDA with dedicated staff and space for setting up of Operations Control Centre (OCC).A feedback from the OCC to be provided to Traffic Police to assist in traffic management.
- ii. It was decided that a Steering Committee under VC, DDA shall be formed to take the project of Bicycle sharing and NMV lanes forward. The Committee shall consist of

senior officials of DDA, senior officials of UTTIPEC and Centre for Green Mobility, the technical advisors of the project and other stakeholders, as invited by the Chair.

- iii. To maintain high quality street lighting in Dwarka to increase safety, service provider may be involved.
- iv. A parking management plan to be prepared by DDA in conjunction with the NMT Master Plan including a pricing policy for Dwarka so as to enable better traffic management and functioning of the proposed NMV lanes.
- v. Approx. 100 Kms of roads to be retrofitted for provision of NMV lanes/ tracks out of which Phase-I to consist of approximately 17 km. of roads are to be taken up, which included the metro corridor and the roads leading up to /connecting the 2 MLU pockets in Sector 10/12.
- vi. It was decided that the feasibility study and detailed design of the first phase of NMV Lanes project to be taken up immediately and a consultant may be appointed for the same.
- vii. It was decided that identification process for cycle sharing equipment may be initiated for specifications and availability.
- viii. It was decided that a consultant may be appointed for the design of cycle stations, based on CGM's proposal of station sizes and typologies.
- ix. To make Cycle Sharing project successful, it was suggested that road owning agency should prepare a Cycle/ NMV Master Plan for the whole city which will propose implementation of cycle tracks/ NMV lanes in the city and also suggest retrofitting of various road junctions of Delhi to integrate the cycle sharing network plan.
- x. Various agencies need to evolve a revenue model for this project, keeping in view that this project is a Public Transport system for social welfare and not to be treated as a revenue generation project.
- xi. It was decided that an open design competition will be organized by DDA and CGM to invite station design ideas on the "name" of the system along with its logo. The winner shall be selected through a jury which will be constituted with members of DDA, CGM and important design faculties and personalities of the city.
- xii. It was decided that DDA shall provide space for setting up the Depot to the Operator for bicycle repair shop, storage, parking of redistribution vehicles and small office and the feed from the OCC.
- xiii. The Operational Plan along with Business plan was approved. DDA shall provide the capital funds and operational funds to the service provider. It was decided that DDA shall form an Escrow account which will receive the User charges, Subscription Fee, Advertisement, Parking Charges, revenue from TOD (in future), Sponsorship and the Viability Gap Funding (VGF which is provided by DDA). The DDA shall provide a fixed monthly remuneration to the Operator as the Service Charges from the Escrow account.
- xiv. The Financial Plan for Dwarka bicycle share system was discussed with the project having a payback period of up to 10 years from the charges collected majorly from Parking, Sponsorship and Advertisement. Contribution from users is less than 5% of the overall operational revenues. It was decided that DDA shall collect Parking

charges from the streets of Dwarka and shall invite Corporate Sponsorship as the main sources of funding the Bicycle sharing operations.

Recommendation of Working Group:

The proposal was approved with the above observations and recommended to be placed before the Governing Body for consideration.

Observations of Governing Body:

- i. As recommended by the Working Group above, it was decided that NMT Cell would be set up in UTTIPEC for which Project Management Consultant (PMC) or a team of experts/ consultants to be engaged by UTTIPEC for day today working of NMT Cell.
- ii. The Technical support of staff shall be provided by the DDA/ Authority. Structure of the NMT cell to be put up for approval to Authority.

Decision:

Governing Body approved the proposal of Cycle Sharing System- NMV Lanes for Dwarka Sub-City with above observations and to be placed before Authority.

Action: CE(Dwarka), UTTIPEC/DDA

7. Review of Multi Modal Integration Stations.

Background

UTTIPEC Governing Body in its 48th meeting held on 19.12.14 approved 32 metro stations for multi modal integration. Subsequently, 7 Metro Stations were also approved in 49th Governing Body meeting held on 20.02.15. The minutes of the 48th Governing Body meeting were issued on 10.02.15 and minutes of 49th Governing Body meeting were issued on 9.3.15 to the implementing agencies for taking necessary action. Further the drawings were released as per details given below:

- UTTIPEC has released/sent drawings in soft copies of 32(nos.) to DMRC/PWD/DDA vide letter no. F1(2)2014/UTTIPEC/48th/D-50 dated 12.02.2015 for information.
- Approved conceptual MMI plans of 24 (nos.) metro stations in soft/hard copies were released/sent to DMRC on 24.03.2015 & 16.04.2015 for implementation in consultation with PWD/DDA.
- Approved conceptual MMI plans of 22 (nos.) metro stations in soft/hard copies were released/sent to PWD on 10.04.2015 for implementation in consultation with DMRC/DDA.
- Approved conceptual MMI plans of 8 (nos.) metro stations in soft/hard copies were released/sent to DDA on 16.04.2015 for implementation in consultation with DMRC/PWD.

Details of MMI Stations

Approved MMI Metro Stations	Implementing Agency	GBM approval date
1. Rohini Sector-18	DMRC	19.12.2014
2. BadliMor	DMRC	19.12.2014

3. KalkajiMandir	DMRC	19.12.2014
4. Okhla Phase-III	DMRC	19.12.2014
5. Janakpuri West	DMRC, DDA, PWD	19.12.2014
6. DabriMor	PWD, DMRC	19.12.2014
7. Mayapuri	PWD, DMRC	19.12.2014
8. Ishwar Nagar	DMRC	19.12.2014
9. Jamia Nagar	DMRC, PWD	19.12.2014
10. JasolaVihar	DMRC	19.12.2014
11. Nehru Place	DMRC, DDA, PWD	19.12.2014
12. G. K. Enclave	DMRC, PWD	19.12.2014
13. Netaji Subhash Place	DMRC	19.12.2014
14. Krishna Nagar	DMRC	19.12.2014
15. East Azad Nagar	DMRC	19.12.2014
16. Gokulpuri	DMRC	19.12.2014
17. Rajouri Garden	PWD, DMRC	19.12.2014
18. Karkardooma Court	PWD	19.12.2014
19. Karkardooma	PWD, DDA	19.12.2014
20. I.P. Extension	DMRC, PWD	19.12.2014
21. Vinod Nagar West	PWD	19.12.2014
22. Vinod Nagar East	DDA	19.12.2014
23. Trilokpuri	DDA	19.12.2014
24. MayurVihar Phase -I	PWD	19.12.2014
25. MayurViharPkt-I	DMRC, PWD	19.12.2014
26. OkhlaVihar	DMRC	19.12.2014
27. Sarojini Nagar	DMRC	20.02.2015
28. BhikajiCama Place	DMRC,PWD,DDA, CPWD	20.02.2015
29. MotiBagh	PWD	19.12.2014
30. DhaulaKuan	PWD	19.12.2014
31. Delhi Cantt.	DMRC	19.12.2014
32. NarainaVihar	DDA	19.12.2014
33. ESI Hospital	PWD	19.12.2014
34. Palam	PWD, DMRC	20.02.2015
35. Shakurpur	PWD	19.12.2014
36. Munirka	PWD, DDA	19.12.2014
37. R. K. Puram	PWD	20.02.2015
38. IIT	PWD	20.02.2015
39. Panchsheel Park	DMRC	20.02.2015

Further a meeting was held under the Chairmanship of VC, DDA on 22.04.2015 to discuss the various issues regarding Implementation of Multi-modal Integration (MMI) plans of Phase-III Delhi Metro Stations as per approved drawings of the Governing Body of UTTIPEC. During the meeting followings were decided:

- i. VC, DDA agreed to constitute a Empowered Committee under his chairmanship in which PWD, Delhi Traffic Police and DMRC will be members.

- ii. The decisions of Governing Body of UTTIPEC should be treated as “Deemed NOC” in itself as the member agencies are already members of Governing Body (GB) and they have granted their consent in GB meeting itself. However, implementing agency would need to take NOC’s from those agencies/ stakeholders who are not members of GB and in case of the private land. This needs to be placed in the next GB meeting for approval.
- iii. Decision is required from competent authority/ Hon’ble LG in this regard.
- iv. DMRC has agreed to take up these 8 MMI stations, if funding is given by DDA. EM, DDA will move a proposal to seek approval of the competent authority.
- v. DMRC/ PWD will write to Delhi Traffic Police for trial run at the concerned station area and report the outcome of the same to Governing Body.
- vi. DMRC suggested totake up implementation work in phase wise manner to avoid unwanted delays. It was decided that construction along metro station area will be completed in Phase-I, and development related to multi-level parking, underpass etc. shall be taken up in Phase-II.
- vii. DMRC will develop the landscape area as per the MMI approval and if any modification is required, the same may be brought before the Empowered Committee for approval.
- viii. The same may be place before the Governing Body for incorporating in the minutes.
- ix. DMRC has suggested some modifications which will not require additional land from the university. The modified proposal will be worked out by DMRC and same will be placed before the Governing Body/ Hon’ble LG.

Observations of Governing Body:

- i. It was suggested that the preparation of construction drawings for the GBM approved concepts drawings of MMI proposals has to be awarded to the same MMI consultants of UTTIPEC to avoid the delay in implementation of MMI proposals.

Decisions of Governing Body:

Governing Body agreed with the above observations.

- i). It was agreed to constitute Empowered Committee under the Chairmanship of V.C., DDA in which PWD, Delhi Traffic Police and DMRC will the members in the Empowered Committee. Committee may co-opt any other member. The issue regarding implementation of the Multi Modal Integration Stations are to be discussed and as per the decision of the Empowered Committee, the implementation of the project will take place.
- ii). The approval of the Multi Modal Integration Stations by Governing Body of UTTIPEC should be treated as ‘deemed NOC’ as the various agencies are already Members of Governing Body. However, implementing agency would require to take NOC from those agencies/stakeholders who are not members of Governing Body.
- iii). The Multi Modal Integration Stations approved by the Governing Body wherein DDA implementing agency, the funds would be provided by DDA and implementation would be taken up by DMRC.
- iv). DMRC/ PWD will write to Delhi Traffic Police for trial run at the concerned station area and report the outcome of the same to Governing Body.
- v). DMRC suggested to take up implementation work in phase wise manner to avoid unwanted delays. It was decided that construction along metro station area will be completed in Phase-I, and development related to multi-level parking, underpass etc. shall be taken up in Phase-II.

- vi). DMRC will develop the landscape area as per the MMI approval and if any modification is required, the same may be brought before the Empowered Committee for approval.
- vii). DMRC has suggested some modifications which will not require additional land from the Jamia University in the MMI Stations at OkhlaVihar. The modified proposal will be worked out by DMRC and same will be placed before the Governing Body/ Hon'ble LG.
- viii). DMRC will approach Ministry of Urban Development for funds requirement for the implementation of the MMI Stations through DDA.

8. Multi Modal Integration at Phase-III Metro Stations as approved by Working Group II- B

In the Working Group – II B (MMI) meeting held on 26.05.2015, the MMI proposals of 5 metro stations were agreed and recommended for consideration of Governing Body. The details of the stations are as follows:

i) Vasant Vihar

Background

This proposal was earlier discussed in Governing Body meeting held on 20.05.2015 in which DMRC informed that the Vasant Vihar RWA has suggested some modifications for MMI which require further examination by MMI Consultant. It was also observed that due to huge volume of on-street parking in front of Community Centre, it was suggested to examine the proposal in detail by Traffic Police. It was decided that the proposal to be further discussed in Working Group considering all the above observations.

Observations/ Recommendations of Working Group:

- i. U-Turn to be added on the central verge approx. 100-120 from the junction.
- ii. Proper table top crossing to be provided for getting people cross from metro exit to bus stops.
- iii. Channelizes at Priya Cinema crossing to be removed and replaced by a proper signalized junction/ rotary.
- iv. New Slip road on the green area to be provided for providing IPT drop off and other vehicular movement. Slip road to end at the T-Junction as to only allow channelized one way exit movement.
- v. Vehicular and pedestrian access to CPWD site to be provided from the station exit side. CPWD site may be developed as per TOD norms and redevelopment of District Centre may be taken up by Chief Architect, DDA.
- vi. Working Group recommended DMRC as the implementing agency

Decision:

With above observations/ recommendations of Working Group, Governing Body approved the MMI proposal for this station.

ii) Chirag Delhi

The proposal was discussed in Working Group- II B (MMI) meeting on 26.05.2015 with following observations:

Observations/ Recommendations of Working Group:

- i. New Press Enclave bypass road already approved by GBM on 21.11.2008 to be integrated with the MMI proposal during implantation. NOC for the construction of the bypass road has already been granted by DDA to Transport Deptt. GNCTD.
- ii. Bus stop has to be introduced/ located on Outer Ring Road as per the MMI guidelines i.e. within 100 m of station exit.
- iii. Auto drop off to be provided under the existing flyover at Outer Ring Road.
- iv. New FOB from Chirag Delhi village to be introduced through DDA nursery to connect to the metro station exit.
- v. Slip road to be provided from Outer Ring Road towards BRT corridor from behind the station exit, subject to location of trees. DMRC to provide tree survey from Outer Ring Road towards BRT road.
- vi. Free left turn to be opened from Mool Chand to Savitri Cinema side to release traffic quickly.
- vii. Junctions to be worked out with left turning provisions & proper crossings.
- viii. Working Group recommended PWD as the implementing agency.

Decision:

With above observations/ recommendations of Working Group, Governing Body approved the MMI proposal for this station.

iii) Vinobapuri

Background

The MMI proposal for this station was earlier discussed in the WG-II B (MMI) meeting held on 19.01.2015 and it was desired for the integration of Lajpat Nagar T-junction as part of design to ease the traffic movement at this junction as well as the surrounding networks. This proposal was again discussed in Working Group-II B (MMI) on 26.05.2015.

Observations/ Recommendations of WG:

- i. Pedestrian plaza to be provided near metro station.
- ii. The existing U-turn under the flyover needs to be shifted towards the Lajpat Nagar and the junctions have to be worked out with respect to the junction of Lajpat Nagar.
- iii. Gramin Sewa currently standing/ waiting on the main roads need to be shifted.
- iv. Extra lanes under the flyover as currently operational to be retained as an extra 5th Lane.
- v. Working Group recommended DMRC as the implementing agency.

Decision:

With above observations/ recommendations of Working Group, Governing Body approved the MMI proposal for this station.

iv) South Extension

Background:

The MMI proposal for this station was earlier discussed in the WG-II B (MMI) meeting held on 26.05.2014 with following observations/ recommendations.

Observations/ Recommendations of WG:-

- i. Chief Town Planner, MCD stated that it is desirable to have underground parking sites under the proposed sites for both South Extension-I & South Extension- II markets.
- ii. DMRC suggested that the consultant may explore the feasibility of underground parking sites in respect of ramp radius, gradient etc. in coordination with DMRC regarding their stations area plan.
- iii. DIMTS suggested that underground connection should be linked together with restricted entry/ exit gates to efficiently use the limited space available under the green/ park area.
- iv. Double height basement stack parking may also be considered due to space constraints.
- v. It was decided that the consultant will prepare a conceptual feasibility plan for the underground parking sites which need to be integrated with the metro construction and the same may be discussed in Governing Body of UTTIPEC.
- vi. Working Group recommended DMRC as the implementing agency.

Proposal:

- i. After studying the station box plans provided by DMRC as well as other feedback provided by the MCD to the MMI consultant, the following was proposed by UTTIPEC:
- ii. Parking under the larger plaza (South Ext. II) was found to be more feasible.
- iii. Approx. 240 car parking spaces and 40 2 Wheeler parking spaces per level may be accommodated in the proposed underground parking under larger plaza.
- iv. Pedestrian connection may be provided under the station box to go to other side of market.

Observations:

- i. Chief Town Planner, MCD agreed to the proposal for underground parking subject to permissibility and other statutory clearances.

Decisions:

With above observations/ recommendations of Working Group, Governing Body approved the MMI proposal for this station.

v) INA

Background:

The MMI proposal for this station was earlier discussed in the WG-II B (MMI) meeting held on 19.01.2015 & 26.05.2015 and it was recommended to be placed before Governing Body with following proposals:

- i. Pedestrian pathway along with pedestrian plaza has been proposed in front of DilliHaat and I.N.A. market with a shaded pathway connecting the Metro Exits to the Bus Stops, Auto Stand and Taxi Stand. Hawkers, public convenience and cycle rental stands has been proposed on the plazas.
- ii. The proposal recommends using the erstwhile park (current Metro Project Office) in the Public Plaza as a continuous universally designed landscaped inclusive public space.
- iii. NMV lanes and crossings have been provided along the pedestrian pathway and plaza connecting to AIIMS crossing and the Safdarjung crossing.
- iv. Bus stops have been provided within 100m of the metro station.
- v. A taxi and auto stand has been provided in the place of the existing petrol pump next to DilliHaat.
- vi. At-grade crossing with synchronized traffic signal has been provided to connecting I.N.A. market and Laxmi Bai Nagar. The other at-grade crossing in front of DilliHaat is upgraded.
- vii. An area for garbage disposal has been proposed behind I.N.A. market.
- viii. The MCD parking in front of I.N.A. market has been relocated behind I.N.A. market in the disused Super Bazaar property with pedestrian connectivity through market.
- ix. Existing Petrol Pump has removed and is to be relocated according to a different appropriate position in order to not hamper circulation.

Observations/ Recommendations of WG

- i. The proposal of MMI for station was approved and recommended to Governing Body subject to future plan of redevelopment of INA market need to be incorporated with MMI proposal.
- ii. Working Group recommended PWD as the implementing agency.

Decisions:

- i. With above observations/ recommendations of Working Group, Governing Body approved the MMI proposal for this station.

9. East West Corridor – Starting from ISBT Anand Vihar (Road No.56) connecting East Delhi areas along the Railway line to the intersection of Outer Ring Road and Rohtak Road (Peeragarhi Chowk) via New Delhi Railway Station:- PWD/DDA.

Background:

The project was initiated by PWD in 2011. However, the scope of the project was subsequently changed by PWD and a revised TOR was issued by UTTIPEC on dt 29.9.2014.

Meanwhile, Delhi Development Authority in its meeting dt.19.12.2014 approved “East Delhi Hub: Integrated development of 30 Ha Land at Karkardooma based on TOD development norms-first TOD project. It was decided that “The new 24m zonal plan road along the railway line shall be extended from road no. 56 to 57 and beyond, upto Marginal Bund Road, by utilizing the land falling within the Railway corridor which is under “Transportation” use as per Table 8(2) Notes of MPD-2021: Park, Open Parking, Circulation and Public Utilities are permitted in all Use Zones”.

The matter was discussed at the senior officers meeting of DDA on 13.4.15 and it was decided to further resolve the issue of execution of this project in consultation with all concerned stakeholders. Accordingly, the agenda for the same was placed in the Working Group. [File No. F10(15)2011/UTTIPEC].

Observations of Working Group:

Official from PWD explained that this project was commenced 4 years back by PWD considering this as one of the essential connectivity between East and West Delhi. Concerned officers has explained that due to large cost involved in this project, PWD was not able to implement this project and requested DDA to bear the project cost for the benefit of the city in larger public interest.

Recommendations of the Working Group II-B:

- i. It was decided that since the project involves large stretch/ corridor from Anand Vihar to New Delhi Railway Station and it is already under previous consideration of UTTIPEC, it was decided that the project is to be implemented by PWD after all clearances obtained by PWD including NOC from Railways, Forest Deptt. Etc.PWD may approach DDA for funding of this project.
- ii. The estimated budget for the project is to be provided by PWD to DDA for funding of the project after approval of the estimate.

Observations of Governing Body:

- i. All stakeholders including DDA, PWD, Traffic Police, Transport Deptt. & EDMC etc. agreed that this corridor project is extremely important for decongestion of Vikas Marg, ITO as well as provide connectivity between New Delhi Rly. Station and Anand Vihar Railway Station, ISBT etc.
- ii. DDA agreed to fund the part of the EW corridor project i.e. stretch from Anand Vihar Railway station/ ISBT/ IPT till New Delhi Rly Station as the same is crucial for the

success of several upcoming development projects of DDA in East Delhi area including the first TOD project at Karkardooma.

- iii. DDA and PWD agreed to mutually discuss further funding possibilities for the rest of the corridor based on the various possible PPP models etc. The same may be further discussed in UTTIPEC.

Decisions of Governing Body:

The Governing agreed in principle the proposal with above observations.

Action: PWD, UTTIPEC/ DDA

10. Construction of back to back U-Turn on Road No.13-A, G.D. Birla Marg, SaritaVihar, New Delhi.

Background& Proposal:

Federation of SaritaVihar, RWAs &Pkt -H Market SaritaVihar Welfare Association vide several letters dated 10.12.2014, 26.12.2014, 22.1.2015 & 21.3.2015 requested for provision of U-Turn facility on road No.13 A, SaritaVihar, New Delhi. The same were forward to PWD vide letter dt: 5.1.2015, 7.1.2015, 24.3.2015 & 9.4.2015 respectively. Accordingly, PWD vide letter dated 2.5.2015 submitted the above mentioned proposal to UTTIPEC which was discussed in the Core group meeting on 26.5.2015 under the chairmanship of Addl. Commissioner (Plg.) TB & C and Working Group-II-B meeting under the Chairmanship of Secretary, PWD on 28.05.2015 in which officers of PWD, Planning Zone 'F', DDA, Delhi Traffic Police, Representative of SaritaVihar RWAs and UTTIPEC were present. PWD and their consultant presented three options which are as follows:

Option 1. (Proposed U -Turn)

Proposed U -Turn both ways, at PWD Office. U-Turn caters to both traffic one moving from Jasola commercial centre towards SaritaVihar as well traffic moving from SaritaVihar towards Noida.

Traffic moving from Living style Mall towards SaritaVihar or Mathura road is not catered in this option.

Option 2. (Proposed U -Turn)

Proposed U-Turn both ways at Asia Pacific Institute of Management. U-Turn caters to both traffic one moving from Jasola commercial centre towards SaritaVihar as well traffic moving from SaritaVihar towards Noida.

Traffic moving from SaritaVihar on MadanpurKhadar Village has to travel more to take U-Turn.

Option 3. (Proposed U -Turn)

Proposed U-Turn for only one side traffic i.e. traffic moving towards Jasola Commercial centre towards SaritaVihar. Other U-Turn at RUB for Traffic moving from SaritaVihar towards Noida already exists.

All the representatives presented in the meeting unanimously agreed that all the above options may be taken up to the WG-II-B meeting by PWD under the chairmanship of Secretary PWD.

Observations of Working Group-II-B dated 28.05.2015:

- i. PWD mentioned that service lanes (for a particular stretch) on both sides of U-turn on road No.13-A will be removed and used as a carriage way / motor vehicle lane alongwith footpath.
- ii. This U turn is not meant for heavy vehicles, therefore, it was suggested that height barriers, speed calming & other safety measures are to be installed by PWD.

Recommendation of Working Group:

Based on the above observations, Option-1 was recommended for consideration of Governing Body.

Observations of Governing Body dated 29.05.2015:

With the above observations and recommendations, PWD presented three options in the Governing Body. Governing Body laid emphasis on option-I in which service lane (for a particular stretch) adjacent to U-turn on both sides of road no. 13A, to be made available for carriageway along with the footpath.

Decision of the Governing Body:

Based on the above observations, Governing Body approved option-I of the proposal.

The meeting ended with vote of thanks to the Chair.

Sd/-
(H.K. Bharti)
**Director (Plg.) UTTIPEC/
Member Secretary, UTTIPEC**

L. G. Office

1. Sh. Najeeb Jung, Hon'ble L.G., Delhi
2. Sh. S.C.L. Das, Secretary to L.G.
3. Ms. Swati Sharma, Addl. Secretary to L.G.

DELHI DEVELOPMENT AUTHORITY

1. Sh. Balvinder Kumar, V.C.,DDA
2. Sh. Abhai Sinha, E.M.

3. Sh. R.K. Jain, Commr.(Plg.)
4. Sh. Brijesh Kumar Mishra, Commr. (LM)
5. Sh. P.S. Uttarwar, Addl. Commr. (TC&B)
6. Sh. A.K. Garg, Chief Engineer (Projects), DDA
7. Sh. A.K. Manna, Director (Dwarka), DDA
8. Sh. Sudhir Kumar Kain, Dy.Director (Plg.)-I, UTTIPEC
9. Ms. Paromita Roy, Dy. Director (Arch.)-II

MOUD

1. Sh. R.K. Singh, Director (UT)

TRAFFIC POLICE

1. Sh. MukteshChander, Spl. Commr. (Traffic)
2. Sh. Sandeep Goel, Jt. Commr. (Traffic)

P.W.D. GNCTD

1. Sh. ArunBaroka, Secretary
2. Engineer-in-Chief, PWD

TRANSPORT DEPTT., GNCTD

Ms. Geetanjali Gupta, Secretary cum Commissioner (Transport)

MCD

1. Dr. Puneet Kumar Goel, Commissioner (South)
2. Sh. P.K. Gupta, Commissioner (North)
3. Sh. Amit Yadav, Commissioner (East)

N.D.M.C

Sh. Dharam Pal, Chairperson

DIMTS

Sh. M. Ramsekhar, Jt. C.E.O.

DMRC

Sh. D.K. Saini, Director (Projects)

IRC

Sh. S.S. Nahar, SecretaryGeneral

TCPO

Sh. K.K. Joadder, Chief Planner

CRRI

Dr. Velmurugan, HOD- (Traffic &Tpt.)

AAUI

Sh. T. K. Malhotra, President