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MINUTES OF THE 48th UTTIPEC GOVERNING BODY MEETING, HELD ON 19.12.14 at 10.00 A.M. UNDER THE CHAIRMANSHIP OF THE HON'BLE LT. GOVERNOR OF DELHI.

1. The 48th Governing Body meeting of the UTTIPEC was held on 19.12.14 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 'X'.
2. Addl. Commissioner (Plg.)TC&B, DDA welcomed **Hon'ble L.G.**, Chairman, UTTIPEC and other members/ special invitees to the 48th Governing Body meeting of UTTIPEC.
3. The Minutes of the 47th Governing Body meeting circulated on 19.08.14 were **confirmed** as no comments /observations were received from members.

4. Presentations:-

a) Redevelopment of Anand Vihar Railway Station.

The proposal of redevelopment of Anand Vihar Railway Station on the Indian railway network was submitted by Indian Railway Station Development Corporation (IRSDC).IRSDC/ Consultant presented the proposal of redevelopment of Anand Vihar railway station on the Indian Railway Network which proposes the expansion of the existing Anand Vihar railway station which is identified to be developed as one of the world class railway station. As per MPD-2021, the land is earmarked for the development of IPT and at present this site becomes very critical from traffic and transportation points of view as it require integration of various existing and proposed transportation projects in this area i.e. Anand Vihar Metro Station, RRTS, ISBT, IPT at Karkari Mor etc.

The proposal was discussed in the various Core Group meetings and in joint meeting of Working-II A and TOD Task Force of UTTIPEC on 30.09.14 and 05.12.14 of UTTIPEC along with various stakeholders like PWD, Traffic Police, DTC, DIAL, DDA, DMRC etc., and the same was recommended for placing before the Governing Body.

Recommendations of the Working Group II-A:

- i. This project is to integrate with the new road proposal of PWD i.e. East-West corridor which is partly falling in this project influence area.
- ii. Various cross over/ pedestrains crossing facilities to be provided across railway line at appropriate/ suitable intervals for easy and safe crossing of passengers of surrrounding transit hubs and locals.
- iii. Providing second entry to the railway station and integrating it with proposal of IPT-cum-Depot with bus terminal facilites.

Decision of the Governing Body:

The proposal for redevelopment of Anand Vihar railway station was approved by Governing Body. Further it was suggested that the PWD, Govt. of NCT of Delhi should prioritize and take up all the transportation related proposals such as new roads, east west corridors, new railway under bridges and skywalks over the railway tracks so that the traffic and pedestrians dispersal issues are taken care by the time the station development is open to the public.

b) Redevelopment of Bijwasan Railway Station.

The proposal of Redevelopment of Bijwasan- New Delhi Station on the Indian Railway Network was submitted by Indian Railway Station Development Corporation (IRSDC). IRSDC/ Consultant presented the proposal of redevelopment of Bijwasan railway station on the Indian Railway Network which proposes the expansion of the existing Bijwasan railway station which is identified to be developed as one of the world-class railway station. The proposal of redevelopment is divided into two phases. Phase-I development is planned for development of the station building and development of mix use and commercial area. Phase- II development will require land acquisition from the existing village/ abadi area, farm houses, school etc. which will accommodate future expansion of station for yard complex and other commercial developments.

The proposal was discussed in the various core group meetings and in joint meeting of Working Group-II A and TOD Task Force of UTTIPEC on 30.09.14 and 05.12.14 along with various stakeholders like PWD, Traffic Police, DTC, DIAL, DDA, DMRC etc.

Recommendations of the Working Group II-A:

- i. It was suggested that, the consultant to incorporate/ explore all the suggestions made to them in the previous meeting held on 30.09.14.
- ii. To show the provision of second entry to this project from Airport side along with the facilities of parking of various modes, drop off/ pick up facilities etc.on their proposal along with the vehicular connection to UER-II. Various cross over/ pedestrains crossing facilities have to be provided across railway line at appropriate/ suitable intervals for easy and safe crossing of passengers/ local residents.
- iii. DTC raised the issue of requirement of bus terminal for the users of this station and it recommended that bus terminal with 16 bays and parking space for 30 buses to be accommodated in this project. The same has to be shown in the proposal.
- iv. To show the circulation movement of all pedestrians, NMT, buses and other modes of transportation coming to station complex from different directions and approach/egress/ exit/entry for the same to be shown in the plan. Apart from vehicular parking, separate parking spaces for cycle rickshaws/ cycles, TSR, two wheelers etc.is to be incorporated in the drawing with the provision of separate lanes for circulation of vehicular, cycle rickshaws/ cycles, TSR etc.
- v. Provision of Night Shelters, complex for coolies, public conveniences at strategic locations, Police Assistance, Fire Brigade, Primary Medical facilities, Short stay facilities,etc. to be incorporated in the drawing.
- vi. Land for disaster management facilities as per Disaster Mangement Act is to be shown/ earmarked in the proposal.

- vii. As this project is in the vicinity of Airport, AAI/ DIAL has raised the issue of garbage collection system to avoid chances of accidents due to birds. An effective solid waste management system is to be worked out by the railways for the whole station complex area to avoid any such accidents.

Decision of the Governing Body:

The proposal of redevelopment of Bijwasan Railway Station was approved by the Governing Body with following observations:

- DIAL, Railways and PWD will work together to evolve/finalize the 2nd entry option of Bijwasan railway station from Airport side.
- Delhi Govt. will explore the possibility of developing direct connectivity of railways station through tunnel etc. to the terminals of IGI.
- Due to the proximity and location of the station, the Governing Body suggested to rename this project as 'Bijwasan/ Dwarka railway station' which was also agreed by the Railways.
- PWD will prepare a detailed connectivity plan for the surrounding area of Bijwasan railway station considering the future traffic issues in this area after operationalization of railway station.
- Railway to take up the proposal for connecting the surrounding villages across railway lines through ROB's etc.
- It was suggested that the passenger drop-off and pick up areas with the station complex need to be developed as active public space by providing station facilities structures like small retail shops, kiosks for eateries, public conveniences, passenger waiting areas etc. considering the safety aspects.

c) Revised 'Format for Submission' of UTTIPEC.

Proposal/ Presentation:

- (i) The current format for submission (**Refer annexure-A**) approved by the Governing Body of UTTIPEC in 2010 involved the following stages:

Stage I: Project definition & documentation of existing conditions.

Stage II: Three Options; in the form of sketches (hand drawings or CAD) showing at least three possible planning/ design solutions for the project under consideration. Basic 'criteria for evaluation' were provided to assist the Working Group in decision-making and selection of preferred option. The option selected by the Working Group was to be taken up for preparation of detailed alignment plan (in stage-III) by the project applicant. **[Stage-2 did not require Governing Body approval]**

Stage III: Proposal, which included the actual submission of the proposal for the one selected option recommended by the Working Group. This proposal was meant to include various requirements for granting planning/ design approval to the project including circulation plans (vehicular, pedestrians, cycle, NMV, public transport), etc. A street section requirement was included to ensure that adequate spatial allocation (width) for all modes is provided within the ROW, **customized** to the unique ground conditions of the specific project under consideration. It may be noted that the submission requirements clearly specified that the submission is "**not a construction drawing**" and all the requirements mainly entailed evaluation of planning, circulation and urban design aspects of the project

(not engineering). The above requirements are also essential for necessary evaluation of the scheme for ensuring safe and easy movement of all modes including vehicles, pedestrians, cycles & public transport.

(ii) Issues:

- In practice, it was seen that the Working Group always recommended even the three options of Stage-II, for consideration of the Governing Body. Due to this, each proposal was sent to the Governing Body twice, i.e. at the end of both Stage-II and Stage-III, **starting a new practice which was in deviation from the procedure as per the approved format for submission.**
- In addition, the para 4, 6, 8, 9 of the Stage-III also had a requirement for (detailed) streetscape plans, service lay out plans, feasibility report and detailed project report (DPR) - the evaluation of which took up a long duration of time in UTTIPEC. Due to this, several requests have been received from road owning agencies to cut down the Stage-III approval process, as it was found to be quite cumbersome due to too much detail and lot of discussions with agencies etc. leading to inordinate delays in processing of projects.

(iii) Accordingly, taking the above into consideration, the original “Format for submission” has been revised/ simplified. The detailed design requirements as specified in para 4, 6, 8, 9 of the Stage-III of the old format have been deleted as this comprised of the most time consuming part of the Stage-3 approval process. A “self-certification” clause by concerned road owning agencies has been included, such that the concerned agencies themselves incorporate all engineering details as per prevailing standards, post approval from UTTIPEC.

The revised “Format for submission” was discussed in the Working Group-II A meeting under the chairmanship of EM, DDA on 05.12.14 and senior officers of PWD were present at the meeting. It was suggested by the Working Group that ***the proposal which is not recommended for placing before the Governing Body after discussing the same three times in Core Group/ Working Group will be rejected.*** The same clause/ suggestion was incorporated in the revised “Format for submission”(enclosed as **annexure-‘A’**) and placed before Governing Body for approval.

Decision of the Governing Body:

The Governing Body approved the proposal with the following decisions:

- i. Any proposal submitted to UTTIPEC requiring (urban planning/ geometric design) approval should be brought to the Governing Body **only once** for approval after stage II.
- ii. Detailed engineering design is not to be evaluated by UTTIPEC.
- iii. Simplified guidelines for submission requirements for stage I & II need to be finalized by the concerned Working Group in consultation with all stake holders.
- iv. The detailed design requirements as specified in para 4, 6, 8, 9 of the Stage-III as per the old format are to be done away with, by introducing the procedure of “self-certification” clause by concerned road owning agencies. The concerned agency would incorporate all engineering aspects/details as per prevailing

standards, post approval of UTTIPEC. This would save at least 6 months to one year of processing time.

- v. After the approval of Governing Body, the decision of the G.B. would be conveyed to the concerned road owning agency for taking necessary action without submission of any detailed drawings for Stage-III.

d) Standard TOR for all retrofitting/new corridor projects/Eco-Mobility Corridors.

Background

Standard Terms of Reference (TOR) for Corridor Improvement Project was finalized as per the 39th Minutes of Working Group (WG)-II-B meeting dated 13.9.12 which has to be followed by road owning agencies for all road retrofitting/corridor improvement projects. However, this office has been frequently receiving various TOR's from different project offices of PWD for approval leading to unnecessary delays. As per the decision of WG-II-B meeting dated 13.9.12, the road owning agencies are required to follow the approved standard TOR. In case it is felt that the TOR needs to be referred to UTTIPEC in specific cases, it may be sent for information only.

PWD has been requesting to incorporate the eco-mobility aspect in the approved Standard TOR, as they are taking up some road retrofitting/corridor improvement projects along the existing drains. Considering this, the eco-mobility aspects for incorporating in the standard TOR was discussed in the Working Group (WG)-II in a meeting held on 05.12.14 and the same was recommended for placing before the Governing Body (enclosed as **annexure-'B'**).

Decision of the Governing Body:

The Governing Body approved the proposal of the amended proposal of standard TOR incorporating the eco-mobility aspects.

e) Multimodal Integration of 32 Metro Stations.

Background:

As per the minutes of the meeting held under the chairmanship of Hon'ble L.G. on 11.04.14, it was decided to discuss the Multi Modal Integration of Phase-II metro station with Secretary, PWD and Traffic Police along with other stakeholders. After the discussion held in various Core Group meetings, the proposal was recommended to be presented before the **Working Group- IIB**. The following Phase-III metro stations were discussed during the meeting:

i) Moti Bagh (South Delhi) (Consultant -Kaimal Chatterjee & Associates)

Project background

Elevated Phase-III Metro Station is coming up at the junction of Rao Tula Ram Marg (RTR) and Ring Road, with metro pillars coming on southern-side of carriageway due to the existing flyover and having Metro exits on either sides of RTR Marg. For Metro exits, DMRC has acquired some parcel of land on the corners of RTR Marg junction at CPWD residential quarters.

Also, PWD has a proposal under preparation of Moti Bagh underpass for this junction connecting RTR Marg with Shanti Path.

Recommendations of the Working Group

1. It was suggested to make a diagonal pedestrian path and vendor zone in the existing available public area on the north side of the intersection to allow shorter walking distance from metro station to bus stop on Shanti Path.
2. It was suggested to shift the proposed pedestrian subway across ring road further to the west to enable access to the park.
3. PWD requested to incorporate its proposal of skywalk towards RTR Marg from metro station and the entry/exits from this skywalk is to be as per PWD's proposal.
4. The implementation of MMI for this station is to be taken up by PWD.

With above recommendations, WG-IIB dated 16.9.14 recommended the proposal to be presented before the Governing Body.

Decision of the Governing Body:

The Governing Body approved the proposal.

ii) **South Campus/ Dhaula Kuan (South Delhi) (Consultant- Kaimal Chatterjee & Associates)**

Project background:

South Campus/ DhaulaKuan Metro Station is an elevated Station at the junction of Ring Road (60m RoW) and Benito Jaurez Marg (BJ Marg, 45m RoW) with its entry/exits on either sides of ring road, one adjacent to Venkateshwara College and other towards San Martin Marg. PWD has a proposal under preparation of Moti Bagh underpass for this junction connecting RTR Marg with Shanti Path.

Recommendations of the Working Group

1. PWD's proposal of skywalk on San Martin Marg (on North side) connecting with FOB and metro concourse has to be integrated with the MMI proposal.
2. The implementation of MMI for this station is to be taken up by PWD.

With above recommendations, WG-IIB dt. 16.9.14 recommended the project to be placed before the Governing Body.

Decision of the Governing Body:

The Governing Body approved the proposal.

iii) **Vinod Nagar West (East Delhi) (Consultant - Oasis Designs Inc.)**

Project background

This elevated Phase-III metro station is sitting right in the middle of 18m wide road with its entry/exit only on southern-side of road. Due to land availability issues and narrow ROW, the metro has proposed entry/exit on one side of the road (as informed by DMRC), but there is a larger catchment on the other side of the road from Vinod Nagar West and Mandawali Village who would want to use them. Metro pillars are coming on median on footpath on either sides of road.

Recommendations of the Working Group

1. UTTIPEC suggested not to provide any **IPT** facilities on the main road for effective **working of MMI plaza at the back.**

2. The **footpath should be fenced/regulated to** minimize any kind of chaos created due to IPT stopping or pick up/drop offs.
3. The implementation of MMI for this station is to be taken up by PWD.

With above recommendations, WG-IIB dated 16.9.14 recommended this proposal to be placed before the Governing Body.

Decision of the Governing Body:

The Governing Body approved the proposal.

iv) **Vinod Nagar East (East Delhi) (Consultant - Oasis Designs Inc.)**

Project background

Phase-III metro station is coming up at the site of bus terminal. This elevated Station has residential development on its South side and a sports stadium, school on its north. There is dense development immediate next to stadium of Vinod Nagar East which is assumed to be the major users of this metro. Thus a bigger level connectivity plan (beyond 300m) is prepared for the ease of pedestrian/ NMV connectivity to upcoming metro station.

Recommendations of the Working Group

1. Working Group agreed with the proposal made for this station
2. The implementation of MMI for this station is to be taken up by DDA.

With above recommendation, WG-IIB dated 16.9.14 recommended this proposal to be placed before the Governing Body.

Decision of the Governing Body:

The Governing Body approved the proposal.

v) **Trilokpuri (East Delhi) (Consultant - Oasis Designs Inc.)**

Project background

Trilokpuri Metro Station is an elevated Station coming on Eastern side of Sanjay Lake. It is located adjacent to an open DDA land proposed to have commercial development as per Zonal Plan of Delhi for Zone-E. This Station is approachable from 20m wide road and requires more connections to able to effectively & immediately disburse Metro users entering/ exiting from/ in different directions. Thus a larger scale for effective connectivity to upcoming Metro has been planned by the Consultant.

Recommendation of the Working Groups

The implementation of MMI for this station is to be taken up by DDA.

With above recommendations, WG-IIB dated 16.9.14 recommended this proposal to be placed before the Governing Body.

Decision of the Governing Body:

The Governing Body approved the proposal.

vi) **Mayur Vihar Phase-1 (East Delhi) (Consultant - Oasis Designs Inc.)**

Project background

This Phase-III Metro Station is an interchange station with the existing Phase-II metro station of Mayur Vihar. It's an elevated Station coming on 24m wide road of Mayur Vihar with its pillars coming on median and its only entry/ exit coming on southern side of road. This 24m wide road forms T-intersection with Noida Link Road. The approaching Phase-III Metro line crosses over the flyover over this T-junction of Noida Link road & Khudi Ram Bose Marg. Also there is a PWD proposal of Barapullah Phase-III connectivity which will meet at this very junction only.

Recommendations of the Working Group

1. The idea of roundabout at the junction was collectively agreed.
2. The MMI plaza option along the nallah was not agreed upon due to NGT decision of 'No natural drains to be covered'
3. Thus the other proposal with widening of culvert on both side by 15m (approx.) is approved to accommodate all the MMI facilities.
4. The implementation of MMI for this station is to be taken up by PWD.

With above recommendations, WG-IIB dated 16.9.14 recommended this proposal to be placed before the Governing Body.

Decision of the Governing Body:

The Governing Body approved the proposal.

vii) **Rohini Sector-18 (Consultant- 4 cities collaboration)**

Project background

Phase-III Metro Station is coming up on the 24 mtr wide DDA road with Metro pillars coming on median. It is elevated Station and is located between Divya Jyoti Apartments and Paradise Apartments with its exit/entry at the T-junction on right side of Paradise Apartments. Metro has taken the space for car parking near its Metro exit/entry, opposite to Vardhman market.

Recommendations of the Working Group

1. Working Group suggested the shifting of bus-stops for about 50m away from the T-junction to avoid traffic & pedestrian concentration at the turning.
2. Bus stops on either sides of C/W were suggested to be connected for universal accessibility through zebra-crossing.
3. It was suggested by member to move the MV drop-off/ pick-up from 18m wide road as it will create traffic concentration on the main carriageway. It was then suggested to provide this MV drop on 24m wide road on either sides of carriageway after this T-junction. This will ease the turning traffic from pedestrian conflict.
4. The implementation of MMI for this station is to be taken up by DMRC.

With above recommendations, WG-IIB dated 16.9.14 recommended this proposal to be placed before the Governing Body.

Decision of the Governing Body:

The Governing Body approved the proposal.

viii) **Badli Mor (North Delhi)- (Consultant- 4cities collaboration)**

Project background

Elevated Phase-III Metro Station is coming up on ring road with metro pillars coming on southern side of carriageway due to the existing Mukarba flyover on East and PWD's upcoming elevated corridor on west. BadliMor Metro Station sits next to Kanishka Apartment. Due to the presence of railway tracks and its ROB, there is level difference between the Ring Road and the adjacent colonies. Parallel to railway track, there is a proposed ZDP road of 30 m R/W which is under preparation by PWD. Along this stretch of Ring Road, there is drain running parallel on Northern side. On southern side of Ring road, beneath Metro Station, available road width is 6m on either sides of Metro Station Building. Metro has proposed the Property Development on Ground level & G+1, and the Metro Station on G+2 & G+3 levels. DMRC has proposed one of its exit from its concourse level directly on to Ring Road and one exit towards Kanishka Apartment side. Due to the geography, there is disconnection between Badli village and Badli Mor Metro Station which is to be resolved considering MMI and PWD proposal for 30m road.

Recommendations of the Working Group

1. Delhi Traffic Police suggested an additional bus-stop be introduced west of the station at grade level on the service lane to allow motorized public transit access to the station.
2. Working Group suggested that existing encroachments further south of station site be cleared to allow for ZDP 30 mt wide road connecting to ZDP 30 mt Wide road along rail tracks be taken on-line. This would allow for vehicular access to Shalimar Place District Centre as well introduce a road access to the station from the southern developments.
3. The implementation of MMI for this station is to be taken up by DMRC.

With above recommendations, WG-IIB dated 16.9.14 recommended this proposal to be placed before the Governing Body.

Decision of the Governing Body:

The Governing Body approved the proposal.

ix) **Shakurpur (North Delhi) (Consultant- 4cities collaboration)**

Project background

Elevated Phase-III Metro Station is coming up on ring road with metro pillars coming on northern side of carriageway due to the existing flyover. Due to the already built development around the Station (Shakurpur on north and Britannia industries on south), DMRC possessed only the land beneath the Station for the TSR and car drop-off/pick-up. There is an existing FOB in front of Telephone Exchange building connecting either sides of ring road.

Recommendations of the Working Group:

1. Delhi Traffic Police suggested to provide an additional FOB connecting Maharishi Balram Marg with Britannia industries as the maximum pedestrian crossing happens at this place.

2. Working Group suggested that no at-grade crossing to be provided beneath metro station to allow un-stoppable flow of traffic on main carriageway of Ring Road.
3. Working Group suggested making one-way TSR movement loop within the Station Area.
4. The implementation of MMI for this station is to be taken up by PWD.

With above recommendations, WG-IIB dated 16.9.14 recommended this proposal to be placed before the Governing Body.

Decision of the Governing Body:

The Governing Body approved the proposal.

x) **Kalkaji Mandir (South Delhi) (Consultant - Akshay Kaul & Associates)**

Project background

The metro station has a foot over interchange (paid connection) with the existing Kalkaji Metro station. It is situated at the rear of Shiv Mandir beside the Fire Station. A new road is proposed to connect the station to Lotus Temple road. The objective is to channelize the huge amount of people coming from Nehru place and Kalkaji Mandir and dispersing it back to Outer Ring Road.

Recommendations of the Working Group

1. IPT/Auto drop-off near proposed skywalk on outer ring road.
2. Integrated Park and Parking behind Bhairava Mandir.
3. Existing foot over bridge across outer ring road (Near Bhairava Mandir, Kalkaji) to be retained and changed to elevator type.
4. It was suggested that a new FOB be given near existing Nehru Place Bus stop on outer ring road.
5. It is suggested that the Traffic Movement at Shyam Sundar Malhotra Marg to Kalkaji (west side of Bhairav temple) be converted into one way.
6. The implementation of MMI for this station has to be taken up by DMRC.

With above recommendations, WG-IIB 16.9.14 recommended this proposal to be placed before the Governing Body.

Decision of the Governing Body:

The Governing Body approved the proposal.

xi) **Okhla Phase-III (South Delhi) (Consultant- Akshay Kaul & Associates)**

Project background

The station is located on Bhakti Vedant Swami Marg, between lotus-temple road and captain Gaur Marg. It is the first elevated metro station of the stretch, DMRC has taken up corner piece of land in front of MSME Development Institute for parking and drop off for IPT/Auto.

Recommendations of the Working Group

1. Ownership of land to be checked behind metro station for the road connecting Bhakti Vedant Swami Marg and Lotus temple road with DMRC
2. To check the viability of rotary connection along Astha Kunj Road to Bhakti Vedant Swami Marg.

3. ROW of road to be relooked behind the proposed parking area of metro station.
4. To relook at grade and road widening possibility at rear Road proposed by metro with DMRC.
5. New By Pass Road from lotus-temple road to connect to Captain Gaur Marg – through Kalkaji Dist. Park was accepted and DDA(landscape) after deliberating suggestion by DDA landscape to avoid it.
6. Suggested that FOB on Bhakti Vedant Swami Marg near NSIC is on an island on the road and needs to be moved to the sidewalk and changed to elevator type.
7. The implementation of MMI for this station has to be taken up by DMRC.

With above recommendations, WG-IIB dated 16.9.14 recommended this proposal to be placed before the Governing Body.

Decision of the Governing Body:

The Governing Body approved the proposal.

xii) **ESI Hospital (Consultant - Anagram Architects)**

Project background

This Phase-III Metro Station is aligned along ring road, facing ESI Hospital (east of ring road). It is an elevated station located over DDA Park (Chhatrapati Shivaji Park). Station falls in Zone G-9 of Zonal Development Plan. Najafgarh drain is on North of proposed station and two colleges Shivaji & Rajdhani college are on either sides of ring road moving down South.

Recommendations of the Working Group

1. It was agreed to connect the iconic FOB directly to the Metro Station Concourse while maintaining the existing pedestrian underpass incorporated in new development.
2. There should be no hawking zone within ROW in front of ESI hospital. Hawking space should be provided only on the metro station side.
3. The implementation of MMI for this station should be taken up by PWD.

With above recommendations, WG-IIB dt. 31.10.14 recommended the project to be placed before the Governing Body.

Decision of the Governing Body:

The Governing Body approved the proposal.

xiii) **Janakpuri West (Consultant - Anagram Architects)**

Project background

This Phase-III underground metro station is an interchange station with the existing Phase-I elevated Station of Janakpuri West. Existing station is on Najafgarh Road, approx. 450 meters south-west of ring road & Najafgarh road junction. The interchange connects proposed Outer Ring Road line with existing Dwarka line. Station falls in Zone G-13 of Zonal Development Plan. Underground platform is to be constructed under the green area and DMRC has acquired some parcel of land from the plot marked for District Centre for entry/exit structure & services for underground station.

Janakpuri District center, Hilton Hotel and a shopping mall are existing commercial landmarks in north-east side and south-west side is marked by Govt. offices including MTNL, Janakpuri Police Station and Auto-Licensing Authority. Rest of the sides are covered by Chander Nagar residential area.

Recommendations of the Working Group

1. It was suggested to make a traffic circulation plan through Ring Road & Najafgarh junction for existing & proposed situations and to be shared with Traffic Police for trial run.
2. It was suggested not to shift the proposed DDA parking site and should incorporate food joint/ plaza on ground floor with multi-level parking above. Feasibility of entry/exit for parking lot with respect metro services to be worked out by DDA and DMRC.
3. It was suggested that DDA green area should be designed and developed by the Landscape Department, DDA and consultant should forward the landscape design concept of greens to DDA Landscape department for incorporation.
4. The implementation of MMI for this station should be taken up by DDA for the road behind Janakpuri district center & DMRC or PWD for rest of the area as feasible.

With above recommendations, WG-IIB dated 31.10.14 recommended the proposal to be presented before the Governing Body.

Decision of the Governing Body:

The Governing Body approved the proposal.

xiv) **Dabri Mor (Consultant – Anagram Architects)**

Project background

Dabri Mod Metro Station is an underground station on Outer Ring road line. Station falls in Zone K-2 of Zonal Development Plan. Underground station is located within the residential area of Janakpuri, under a DDA park. Another entry/exit structure across Pankha Road (45mt. ROW) connects with station through a pedestrian underpass. In addition to Janakpuri, this station is going to cater to neighbourhoods of Dabri & Sitapuri areas south of Pankha road.

A major round-about junction of Pankha road with New Dwarka road (45mt. ZDP road) under the Dabri Mod flyover is in close vicinity. There is another important round-about junction down south on New Dwarka Road which is outside the 300mt MMI implementation radius which is also considered in the study.

Recommendations of the Working Group

1. It was suggested to make a traffic circulation plan along the proposed round-about junction of Pankha road with New Dwarka road (45mt. ZDP road) under the Dabri Mod flyover, and to be shared with Traffic Police for trial run.
2. It was suggested the consultant should look into the MCD proposal for under construction round-about junction between New Dwarka road (45mt. ZDP road) & Palam-Dabri marg (24mt. ZDP road) before finalizing the proposal. UTTIPEC have to provide MCD approved proposal, if any for this area to the consultant.
3. The implementation of MMI for this station should be taken up by PWD & DMRC.

With above recommendations, WG-IIB dt. 31.10.14 recommended the project to be placed before the Governing Body.

Decision of the Governing Body:

The Governing Body approved the proposal.

xv) **Delhi Cant. (Consultant- Anagram Architects)**

Project background

This station was earlier discussed in the Working Group meeting held on 31.10.14 and was recommended to be present in the next WG meeting after incorporating the observation of the meeting.

Recommendations of the Working Group

1. Working group asked to obtain the feedback of railways on the feasibility of proposed FOB's across the railway line.
2. It was suggested that the existing U-turns be retained over the proposed ones.
3. It was desired by Working Group that a scheme for signages for the visibility of U-turns to be worked out. If required then Metro piers may be used to put these signages.
4. It was observed that the proposal didn't have any structural change, thus minor changes in consultation with DTP, Railways, PWD, DMRC and UTTIPEC may stand recommended for Governing Body.
5. The implementation of MMI for this station should be taken up by DMRC.

With above recommendations, WG-IIB dated 18.11.14 recommended the project to be placed before the Governing Body.

Decision of the Governing Body:

The Governing Body approved the proposal

xvi) **Naraina Vihar (Consultant- Anagram Architects)**

Project background

This underground Phase-III Metro Station is located 80 meters East of Naraina flyover on ring road with two entry/exits, one near the DDA market and second near the DDA Park.

The proposed station falls in Zone-B7 of Delhi. The footfall expected from is partly Naraina Vihar population & majority to come from Naraina Village.

Recommendations of the Working Group

1. It was observed that the clear height beneath flyover may not possible for buses to ply. Thus it suggested having bus lanes & its bays along the footpath (left aligned) and the space beneath flyover may be utilized for the movement of small vehicles. This may be done by removing unpaid existing parking and using space as MV lanes.
2. Working Group suggested conducting a joint site inspection by PWD with UTTIPEC and DTP for working out the feasibility of MV lanes beneath flyover, and a trial run for the same shall be taken up.
3. Working Group suggested considering the multi-level parking/ TOD sites to be considered in later phase, as it will take longer time to execute.

4. It was also suggested to share the proposal with DDA Planning Dept. and Landscape Department for obtaining their feedback.
5. It was observed that since there is no major structural change, design/traffic proposal for the Ring Road be taken up by the PWD, whereas the implementation of MMI for this station should be taken up by DDA.

With above recommendations, WG-IIB dt. 18.11.14 recommended the project to be placed before the Governing Body.

Decision of the Governing Body:

The Governing Body approved the proposal

xvii) **Mayapuri (Consultant- Anagram Architects)**

Project background

This elevated Phase-III Metro Station is sitting right on the junction of Ring road & Satguru Ram Singh Marg with its entry/exit only on Mayapuri side. It also works as free pedestrian crossing across Satguru Ram Singh Marg (As told by DMRC).

The proposed station falls in Zone-G9 of Delhi. A large DDA park abutting the main junction is on North-West side and there is a DTC bus depot on south-west side. South-east & north-east sides are respectively Kirti Nagar & Mayapuri industrial area. It is a major junction with heavy traffic on Satguru Ram Singh Marg (Loha Mandi to Kirti Nagar).

Recommendations of the Working Group

1. Working Group suggested adding FOBs at the foot of flyovers to facilitate people to cross the road safely. The FOB shall preferably connect to Metro Station with a skywalk also.
2. All the at-grade solutions stand approved by the stakeholders, including the signalized intersection with slight alteration of signal timings by DTP for the ease of pedestrians/ NMT crossing.
3. The implementation of MMI for this station should be taken up by PWD, whereas the area under DMRC for Metro construction be restored as per proposed MMI plan only.

With above recommendations, WG-IIB dated 18.11.14 recommended the project to be placed before the Governing Body.

Decision of the Governing Body:

The Governing Body approved the proposal

xviii) **I.P. Extension (Consultant - Oasis Design Inc.)**

Project background

I.P. Extension falls in Zone-E of Delhi. The elevated I.P. Metro Station is coming on 45m ZDP road. Immediate to the Metro Station is the existing multispecialty hospital and a DDA Park. This Metro Station will serve the neighbourhoods of I.P.Extn., Patparganj Industrial Area, Ghazipur, Hasanpur and Mandavali Village.

Recommendation

Working Group suggested for a FOB to be proposed from metro station till the Max hospital, keeping in mind the future catchment coming to MAX hospital. This FOB

proposal may be discussed with hospital owners by the implementing agency for using land for FOB entry/exit.

With above recommendation, WG-IIB dt. 24.11.14 recommended this proposal to be placed before the Governing Body.

Decision of the Governing Body:

The Governing Body approved the proposal

xix) **Mayur Vihar Pocket-1 (Consultant - Oasis Design Inc.)**

Project background

The Phase-III Metro Station is an elevated Station coming on 24m wide road of MayurVihar (Trilokpuri road) with its pillars coming on median.

Recommendations of the Working Group

1. The MMI plaza into the park to be made as compact as possible to avoid park being used for vehicle parking.
2. Bus bay to be provided with a barrier at the road side to ensure buses moving into the bus bay.
3. Landscape Department of DDA asked to keep the DDA greens as green only as it is the only open space with the residential colonies.

With above recommendations, WG-IIB dt. 24.11.14 recommended this proposal to be placed before the Governing Body.

Decision of the Governing Body:

The Governing Body approved the proposal

xx) **Ishwar Nagar (Consultant - Oasis Design Inc.)**

Project background

The elevated station is located within ROW of road connecting Modi Mill flyover with Ishwar Nagar, Sukhdev Vihar going towards Jamia Millia Islamia. It is located right in front of main gate of Fortis Escorts Hospital with four entry /exits, two on each side of the road. It falls on the edge of Zone-F. The area has a mix of LIG & MIG residential, commercial, hospitals, institutions and university area, thus will be active around the clock. This station is likely to serve majority of hospital, institutional and residential population.

Recommendations

1. It was suggested that a free left movement of traffic to be provided from University side towards Modi Mill flyover, while keeping the red light T-junction as per design.
2. No other observation was made affecting the MMI design.

With above recommendations, WG-IIB dated 24.11.14 recommended this proposal to be placed before the Governing Body.

Decision of the Governing Body:

The Governing Body approved the proposal

xxi) **Jamia Nagar (Consultant - Oasis Design Inc.)**

Project background

This elevated station is located at a Y-junction where the roads of Okhla Market, Batla House and Maulana Mohammad Ali Jauharmarg meets. This Station have four entry/exit with two exits towards Batla House side, one towards Okhla market and one towards Jamia Senior Secondary School. There is a graveyard on one side of Batla House road.

Recommendation of the Working Group

1. As the space is constrained due to narrow ROW, a suggestion was made if one entry of the metro station could open near the Jamia University main gate, but due to lack of space if the University could give us 3m of land from their campus shifting their boundary in by 3 meters, as most of the people using the station would be Jamia students and employees.

With above recommendation, WG-IIB dated 24.11.14 recommended this proposal to be placed before the Governing Body.

Decision of the Governing Body:

The Governing Body approved the proposal

xxii) **Okhla Vihar (Consultant - Oasis Design Inc.)**

Project background

This elevated metro station is on the southern side of Agra canal which has two entry/exits below it. The station building is located immediately at the back of Jamia Nagar Police Station and has planned DMRC Police Station beneath the concourse level. This complete rectangle patch of land is under the permanent ownership of DMRC.

Observation

It was suggested that DMRC will do the implementation of Station MMI proposal. No observations were made on the design of MMI Station Plan.

Recommendation

With above observations, WG-IIB dt. 24.11.14 recommended this proposal to be placed before the Governing Body.

Decision of the Governing Body:

The Governing Body approved the proposal

xxiii) **Jasola – ShaheenBagh (Consultant - Oasis Design Inc.)**

Project background

The metro station is elevated station along the Agra canal in front of Good Samaritians School and Jasola DDA flats.

Observation

It was suggested that DMRC will do the implementation of Station MMI proposal No observation was made on the design of MMI Station Plan.

Recommendation

With above observations, WG-IIB dt. 24.11.14 recommended this proposal to be placed before the Governing Body.

Decision of the Governing Body:

The Governing Body approved the proposal

xxiv) **Nehru Place (Consultant Akshay Kaul Architects)**

Project background

Underground Phase III Metro Station is coming up on the Paras Park/ Playground along the outer ring road beside the flyover. The station will serve people of Nehru Place Market, Kalkaji, Hemkunt Colony and Pamposh Enclave. There are five exits coming out, first station is on the boundary and Paras cinema, second at the Paras park, third at the corner of the traffic junction when going towards Greater Kailash-I from outer ring road, fourth and fifth are opposite each other along the Hansraj Sethi Marg. There is an existing subway along ring road ahead of bus stop.

1. Existing road lane width and island to be re-designed.

Recommendation of the Working Group

1. It was observed that at some places landuse change may have to be done to incorporate MMI as well as Metro entry/exits.
2. It was suggested by DTP to give a smooth pedestrian connection from Hotel Park Royal towards the Outer Ring Road. It will avoid the unlikely accidents occurring at this stretch.

With above recommendations, WG-IIB dated 26.11.14 recommended this proposal to be placed before the Governing Body.

Decision of the Governing Body:

The Governing Body approved the proposal

xxv) **G.K. Enclave (Consultant - (Akshay Kaul Architects)**

Project background

The underground station is located below the T-junction of Ring Road (45m ROW) and Ho Chi Minh Marg (connecting GK-II). It falls in Zone-F. It will serve the residents of Greater Kailash-II and Alaknanda. The station has three metro entry/exits, one at corner of Savitri complex when going towards Greater Kailash from Nehru Place, the other two on Ho Chi Minh Marg between TCIL and BSES Rajdhani Substation on the Outer Ring Road.

Recommendations of the Working Group

1. Working Group suggested installing grill on the boundary of forest instead of opaque boundary to visually connect pedestrians with the Delhi greens.
2. Working Group strongly observed to remove the boundary wall of Savitri Cinema complex from major roads (ORR and G.K. Enclave) to give enough space for pedestrian plaza at the Metro exit and therefore serving a safe & vibrant space for the commercial complex.
3. It was suggested to relocate/remove the gas bank from the road edge to be able to achieve proposer road geometry.

4. It was also observed to have pedestrian signals on both sides of carriageway of Outer Ring Road.

With above recommendations, WG-IIB dated 26.11.14 recommended this proposal to be placed before the Governing Body.

Decision of the Governing Body:

The Governing Body approved the proposal

xxvi) **Netaji Subhash Place (Consultant – Akshay Kaul Architects)**

Project background

This underground Phase-III Metro Station is an interchange station with the existing NS Place Metro Station. It is coming on the west side of ring road and at north side of Netaji Subhash Place District Centre. On the East side of 60m wide Ring Road is the existing bus depot and the railway line which disconnects Lawrence Road colony from District Centre. DMRC have property development (commercial) proposal to come up on the Station building. Station have its concourse level on ground right above the station platform, and have one metro exit across Lala Jagat Narain Marg into the District Centre through a subway.

Recommendations of the Working Group

1. Working Group suggested closing the slip road before junction to stop unnecessary weaving and blocking of left turns.
2. It was agreed to have multi-level parking (MLP) at the existing surface parking on Metro land. Thus the actual proposal/ layout of MLP may be taken up separately.
3. It was suggested to realign the proposed FOB to Dilli Haat to have its exit on the Haat's entrance plaza.
4. Working group asked to send the proposal of FOB to railway department for alignment & construction feasibility.
5. It was observed that the Wazirpur FOB may not be feasible for its assumed use. Thus it should be removed from the proposal.
6. It was agreed in the meeting that DMRC will implement the MMI proposal.

With above recommendations, WG-IIB dated 26.11.14 recommended this proposal to be placed before the Governing Body.

Decision of the Governing Body:

The Governing Body approved the proposal

xxvii) **Karkardooma (Consultant- Vinyas)**

Project background

This proposed elevated station is an interchange with Phase-II Metro Station and is coming up within the site of proposed Karkardooma TOD scheme which is taken up by UTTIPEC/ DDA. Its main catchments areas are - Arya Nagar on South, Jagriti Enclave on East, Karkardooma and Pushpanjali on North and Hargobind Enclave on West.

1. Dedicated NMV parking and pick up areas have been proposed to reduce congestion on road.
2. MMI extended across the proposed layout as provided by DDA / UTTIPEC.

3. 15 M setback is taken from TOD site, Station Area, incorporating bus bays and drop-off lanes for the provision of required halting mode.
4. A large landscaped plaza is proposed in the foreground of the two stations for relief/spilling of pedestrians.

Recommendations of the Working Group

1. Working Group suggested for MMI on Vikas Marg to be kept as Phase-I development whereas the MMI plan within the KKD TOD site may be kept as Phase-II development.
2. It was decided that PWD will take up the MMI implementation for Phase-I and DDA or TOD implementing agency will do the Phase-II design.

With above recommendations, WG-IIB dt. 2.12.14 recommended the project to be placed before the Governing Body.

Decision of the Governing Body:

The Governing Body approved the proposal

xxviii) **Karkardooma Court (Consultant- Vinyas)**

Project background

Elevated Phase-III Metro Station is coming up on the Maharaja Surajmal Marg, South of Karkardooma District Court. As per ZDP of Zone-E, this road is proposed as 45m wide. Trunk Drain no.1 falls on the West of Station within 300m approach distance. This road makes T-junction with Road no.57 on west of Metro Station at an approximate distance of 325m.

Recommendations of the Working Group

1. Grill is suggested by the Working Group at Court side where the Metro exit/entry is designed by DMRC. It was also suggested to open a gate to court complex from the Metro's entry/exit staircase. As per the suggestion, it was agreed by DMRC to implement the grill and gate work on the edge of Court complex.
2. IF&C requested the location of proposed bridges for detail design.
3. The implementation of MMI for this station has been agreed for PWD to take up.

With above recommendations, WG-IIB dt. 2.12.14 recommended the project to be placed before the Governing Body.

Decision of the Governing Body:

The Governing Body approved the proposal

xxix) **Krishna Nagar (Consultant- Vinyas)**

Project background

Elevated Phase-III Metro Station is coming up on Road No. 57 (45m ROW) on which BRT proposed as per ZDP of Zone-E. The station is being built along the drain and congested neighbourhoods flank either side of this road. There is a service road that runs along the Western edge of the main road having level difference of approx. 2m down.

Recommendations of the Working Group

1. It was observed that connections across Trunk Drain no.1 will serve the residents of the cooperative housing and thus may not be open for other pedestrians. Therefore, it was advised in the meeting to remove these connections which are likely to be put to private uses.
2. De-silting of Trunk Drain no.1 to be done by DMRC before handing over to I&FC.
3. The implementation of MMI for this station has been agreed for DMRC to take up.

With above recommendations, WG-IIB 2.12.14 recommended the project to be placed before the Governing Body.

Decision of the Governing Body:

The Governing Body approved the proposal

xxx) **East Azad Nagar (Consultant- Vinyas)**

Project background

Elevated Phase-III Metro Station is coming up on Road No. 57 which is proposed to be 45m ROW with BRT as per ZDP of Zone-E. The station is being built parallel to the Trunk Drain no.1, accessible to the residents of congested neighbourhoods of Shalimar Park, Sunder Park on its Eastern side, and on West side Metro are East Azad Nagar, Shankar Nagar West and Kanti Nagar South. There is a service road that runs along the Western edge of the main road having level difference of approx. 2m down.

Recommendations of the Working Group

1. I&FC requested to not to flank the Metro skywalk to the park due to the movement line of their de-silting machine which require 12m clear height for movement along drain edge. So it was suggested in the Working Group to try adjusting the Metro exit between dhalao and park.
2. De-silting of Trunk Drain no.1 to be done by DMRC before handing over to I.&F.C. Dept.
3. The implementation of MMI for this station has been agreed for DMRC to take up.

With above recommendations, WG-IIB dated 2.12.14 recommended the project to be placed before the Governing Body.

Decision of the Governing Body:

The Governing Body approved the proposal

xxxii) **Gokulpuri (Consultant- Vinyas)**

Project background

Elevated Phase-III Metro Station is coming up near the Maujpur flyover on Road no. 59, also known as Mangal Pandey Marg as well as Wazirabad Road, having 60m ROW along with BRT as per ZDP of Zone-E. The station is being built parallel to the Trunk drain no.1 and limited space is available for locating the station exits on the drain sides. Police Station is upcoming on one side of boundary wall which is in place and on South of Metro Station is Dr. Bhimrao Ambedkar College.

Recommendations of the Working Group

1. De-silting of drains has to be done by DMRC before handing over to PWD.
2. The implementation of MMI for this station has been agreed for DMRC to take up.

With above recommendations, WG-IIB dated 2.12.14 recommended the project to be placed before the Governing Body.

Decision of the Governing Body:

The Governing Body approved the proposal

xxxii) **Rajouri Garden (Consultant- Anagram)**

Project Background

This Phase-III Metro Station is an elevated station and an interchange with existing Rajouri Garden Metro station. Metro viaduct is on the Ring Road-Najafgarh Road junction and crosses below the existing viaduct, parallel to Rajouri Garden flyover. Shivaji Place District Center is on North-West of proposed station and Rajouri Garden falls on South-West. North-East & South-East areas are Raja Garden & Ramesh Nagar respectively. Very large amount of foot-fall is already there because of various malls present in Shivaji Place District Center and in future greater footfall is expected.

Observations

1. All the at-grade solutions stand approved by the stakeholders, including the signalized intersection with slight alteration to signal timings for the ease of pedestrians/ NMT crossing.
2. PWD proposed to have FOB along Ring Road to be at the level of flyover so that it may be used in future if any sort of drop-off/ pick-up to be designated on flyover itself, example having bus stops on flyover.
3. Working Group desired for modified 3D views for the Station proposal.

With above observations, Working Group II-B dt. 04.12.14 recommended this MMI project to be placed before the Governing Body.

Decision of the Governing Body:

The Governing Body approved the proposal

f) Corridor Improvement Plan from end point of Signature Bridge on Ring Road to Start point of Salimgarh Bypass near Hanuman Temple Flyover (Stage-III Drawings)

Background and proposal:

This project of PWD is to prepare Integrated Transit Corridor Development Plan and detailed design of all intersections and mid sections based on various traffic and feasibility studies from end point of Signature Bridge on Ring Road to start point of Salimgarh bypass near Hanuman Temple flyover.

Following two proposed options were discussed in WG-II-B meeting held on 21.11.2013 & in Governing Body meeting dated 22.11.2013 and suggestions with respect to provide safe movement of pedestrian, NMT & Public Transport etc were made:-

Option-I

The proposed stretch of Ring Road (8 lane divided c/w) to be developed as an **Integrated Transit Corridor** with appropriate retrofitting of corridor / intersections as per the Street Design Guidelines to accommodate equitable provision of space for all road users/modes and redesigning of signal systems, signages and markings, etc., for safe and smooth traffic flow (all modes) along the corridor/intersections.

Option- II

The proposed stretch of road to be developed as **Signal free-High Speed Corridor** as an extension to Signal free Road no-50/ Signature bridge approach road with construction of straight flyovers on two 'T' intersections between the Signature Bridge approach to ISBT, an additional ramp on ISBT loop, extension of existing underpass by about 6-8 meters towards the cremation ground, widening of road near Hanuman Mandir and surface level improvement including widening of road, provisions for safe movement of pedestrians /cycle, NMV and installation of signals.

The proposed Option-II presented by PWD was **approved in principle** by the Governing Body in its meeting dated 22.11.2013 with certain directions.

Project Manager, F-13, PWD made a presentation before Working Group and intimated that above scheme has also been approved by DUAC during its meeting on 06.08.2014.

Project Manager, F-13 intimated that all the detailed drawings have been prepared and submitted to UTTIPEC for approval after series of discussion with UTTIPEC. This issue has been brought before UTTIPEC Working Group-II-B for approval of detailed drawings. Chief Engineer F-1, PWD pointed out that as already discussed in earlier meeting of Working Group as well as Governing Body meeting, there is no need to come back to Working Group /Governing Body for approval of detailed drawings after in principle approval by Governing Body.

However, Director (Planning) UTTIPEC insisted that as per norms, approval of detailed drawings is required from Governing Body.

Observations:

Additional Commissioner (Traffic Police) suggested that existing FOB on Ring Road near ISBT needs to be integrated with ISBT Kashmiri Gate Bus Terminal. It was agreed but decided that this issue/suggestions should not be linked with above approved scheme and may be taken up separately.

Recommendation:

Secretary, PWD directed that as insisted by Director (Planning) UTTIPEC, case may be placed before Governing Body during next meeting for approval of detailed drawings.

Accordingly, the final drawing is placed for Governing Body for consideration.

Decision of the Governing Body:

Based on the above observations and recommendations of the Working Group, Governing Body approved the final Stage-III drawings for release.

g) Integrated Transit Corridor Development Plan from Ashram Flyover to DND Flyover-Provision of 'U' turn at DND Flyway (Stage-III drawings).**Background & Proposal:**

This project is to provide Integrated Transit Corridor Plan and design of provision of 'U' turn at DND flyover.

The proposal was discussed in the Core Group meeting on 20.5.14 and in WG-II-B meeting on 26.5.14 in which two proposed options were discussed. WG-II-B dated 26.5.14 recommended the option -2 i.e. "Provision of U-turn at DND intersection for traffic coming from Kilokri Village towards Lajpat Nagar side" for consideration of Governing Body.

Subsequently, the proposal was discussed in 47th Governing Body meeting held on 25.6.14 in which Governing Body approved in principle the proposed option -2 i.e. Provision of U-turn at DND intersection at Ring Road. Subsequently, the proposal was uploaded on UTTIPEC web site for community feedback on 16.9.14 to 15.10.14 and no feedback was received in this regard. PWD presented the stage-III drawings of this proposal for further consideration.

Observations of the WG-II-B meeting held on 13.11.14.

- i)** Earlier, the proposal was approved in principle in Governing Body dated 25.6.14 with three lanes (10.5 m) for straight traffic from Delhi to Noida and 2 lanes (7.5 m) for taking 'U' turn from Kilokari to Lajpat Nagar side Working Group recommended that two lanes should be widened to 5 lanes for smooth flow of traffic from Delhi to Noida.
- ii)** All the stakeholders were of the view that only Light Motor Vehicles (LMV) should be allowed and height barrier to be integrated in the design, so that Heavy Motor Vehicles can be restricted to take 'U' turn at this location.
- iii)** PWD to improve the curvature of the 'U' turn as per standards for smooth vehicular movement with all speed and safety measures.

Recommendation:

Based on the above observations PWD shall re-workout the proposal considering all speed calming/road safety measures, markings, merging & demerging provisions as per standards. With these recommendations, the proposal shall be placed before the Governing Body for information.

Accordingly, the proposal is placed for Governing body for consideration.

Decision of the Governing Body:

Based on the above observations and recommendations of the Working Group, Governing Body approved the final Stage-III drawings for release.

h) Street design of radial roads around the automated Multi Level Car Parking at Kamla Nagar.

Background:

Proposal of traffic circulation system around multi level automated car parking **and** management at Kamla Nagar Commercial Complex was approved by the Governing Body in its meeting held on 20.1.2012 with the observations that MCD to workout detailed Street Design of radial roads of the roundabout as per the Cross section which will be submitted to UTTIPEC alongwith proposed Road Markings and signages etc.

Accordingly, MCD vide letter dated 21.7.14 submitted the detail proposal of Street Design Road markings and signages around the automated multi level car parking at Kamla Nagar.

Proposal

This project of MCD is to design the five Nos. of radial roads around Kamla Nagar Multi level car parking in detail as per the Street Design Guidelines, Road markings & signages which are as follows:

Radial '1'	:	Mandelia Road (Bungalow Road Side) Length 325 Mtrs. Right of Way = 18 Mtrs.
Radial '2'	:	Jawahar Road 100 Mtrs. Right of Way = 18 Mtrs.
Radial '3'	:	Kohlapur Road Length 75 Mtrs. Right of Way =12 Mtrs.
Radial '4'	:	Mandelia Road (G.T. Road Side) Length 335 Mtrs. Right of Way = 18 Mtrs.
Radial '5'	:	Maharaja Agrasen Marg Length 410 Mtrs. Right of Way = 18 Mtrs.

North MCD vide letter no. EE (Proj)-I/RZ/2014-15/593 dated 26.08.2014 has mentioned that the ROW of roads mentioned above is as per layout plan of North Delhi Municipal Corporation approved by Town Planning Department (Drg. No. TP/M/5113, Municipal Corporation of Delhi (Formerly).

The proposal includes street scaping features and following is proposed:-

- i. On street parking of vehicles is proposed to be shifted from road side to newly constructed multi-level car parking and making the road around parking facility as '**No-Parking Zone**'.
- ii. Radial road No. '1' i.e. portion of Mandelia Road from Banglow Road to round about is proposed to be made 'One-Way' movement

whereas other radial roads viz. 2,3,4 & 5 are remain to be 'Two Way' movement.

- iii. Width of carriageway on Radial road '1' is proposed to be reduced to 9.00m from existing 14.00m and width of footpath to be increased to 4.40m from 2.00m. This is proposed because the 'On-Street' parking on this road will be restricted and road will be made 'one-Way'. The increase in width of footpath will facilitate pedestrian movement as this stretch of road is prone to attract more pedestrian being close to Delhi University. No major change is proposed in the width of carriageway and footpath on other radial roads.
- iv. Provision of **HALT AND GO** facility for the Auto and Rickshaws/IPT to control the traffic movement.
- v. Provision of Hawker Zone, cart parking, I.P.T., cycle stand & parking for physically challenged on Mandelia Road opposite M.C.D. School.
- vi. Provision of footpath, Zebra Crossing table tops, traffic signals etc. for safe pedestrian movement & ramps in the corridor and intersections for physically challenged & Senior Citizen.
- vii. Trees, Benches, Dustbins, Signages, Street Light, Planters Bed, Table Top & Tack tile path for blind persons, physically challenged & pedestrians have been planned on all above mentioned roads as per UTTIPEC guidelines:
- viii. Proper drainage will be provided around the parking area on all major roads.
- ix. Re-surfacing of carriageway will be done to maintain riding quality of roads.
- x. 'On -Street Parking' restrictions will be imposed during specified time on all major radial roads.

Observations:

It was observed that out of the five radial roads mentioned above, two are with PWD and three are with MCD for maintenance. Therefore, MCD was requested to send the proposal of these two roads to PWD for necessary feedback, if any within two weeks. If any observations raised by PWD, the same needs to be incorporated in the proposal before presenting in Governing Body.

Recommendation:

Based on the above observations, Working Group recommended the proposal for consideration of the Governing Body. Accordingly, the final drawing is placed for Governing Body for consideration.

Decision of the Governing Body:

The Governing Body approved the final proposal to be undertaken by the North MCD (NDMC).

i) Minor modifications in Cross-Section of at-grade road in ramp & merging and demerging area in the projects of elevated corridors on Outer Ring Road from Vikaspuri to Meera Bagh.

Background & Proposal:

Proposal of Signal Free Movement of Traffic on Outer Ring Road between Vikaspuri to Meera Bagh was presented in the 13th Governing Body meeting under the chairmanship of Hon'ble L.G., Delhi on 20.3.2009. Governing Body approved the broad features of the scheme with certain observations.

Project Manager, F-13, PWD, vide letter dated 27.8.14 submitted the proposal for modification of cross section of road at ramp portion of flyover between Vikaspuri to Meerabagh stretch. In this letter, PWD has mentioned that this approved cross section adjacent to the ramp is shown as 9.9 m wide carriage way, 2.5 m wide footpath and 5 m service road/ cycle track. Along the corridor, adjacent to service road, a lot of private buildings were adjoining the road and during the construction of drain/service road at these locations (in ramp area) residents have protested against the provision of service road abutting their entrance. Residents are requesting to leave some space, either green belt or footpath in between their properties & service road, so that while coming out from their houses they should not directly enter into service road traffic.

Further Project Manager, F-13, PWD, vide letter dated 12.9.14 stated that a case was filed in National Green Tribunal (NGT) by Kangra Niketan Society situated at Outer Ring Road near Vikaspuri in which one of the issue raised by them, after completion of the project the entry gate of the society will directly open in the service road, the entry gate is in front of the ramp area of elevated corridor and as per approved scheme, adjacent to the ramp, 9.9 m wide main carriage way, 2.5 m wide footpath and 5 m wide service road is there. As on date. there is around 4.5 m wide green belt along the boundary wall of this society which will be removed for construction of service road. After detailed deliberations, Hon'ble NGT vide order dated 4.9.14 directed that in this area (Ramp area), 1 m wide green belt cum footpath may be provided along the boundary wall of society (edge of ROW) after reducing main footpath width from 2.5 m to 1.5 m.

Observations:

UTTIPEC was of the view that as per Street Design Guidelines, minimum 1.8 m footpath to be maintained. However, after deliberations, it was decided that in view of order by NGT, 1.0 m wide green belt-cum-footpath would be provided and width of main footpath in this area would be reduced from 2.5m to 1.5m.

Recommendation:

Based on the above observation, Working Group recommended that NGT orders dated 4.9.14 have to be adhered / compliance and

accordingly, and the suggested cross section to be followed. The above modification shall be placed before the Governing Body for information. Accordingly, the modified drawing is placed for Governing Body for consideration and approval.

Decision of the Governing Body:

Based on the above observation and recommendation, Governing Body approved the minor modifications in Cross Section of the above mentioned corridor.

The meeting ended with vote of thanks to the Chair.

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

To:

L. G. Office

1. Sh. Najeeb Jung, Hon'ble L.G., Delhi
2. Ms. N. Guha Biswas, Pr. 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. S.P. Pathak, Addl. Commr. (Plg.) MPR, MP & DC
5. Sh. Amit Das, Addl. Commr. (Plg.) A.P.
6. Sh. P.S. Uttarwar, Addl. Commr. (TC&B)
7. Sh. Vinod Sakle, Addl. Commr. (Plg.) L.P.
8. Ms. Savita Bhandari, Addl. Commr. (L.S.)
9. Sh. Vinod Dhar, Chief Architect, DDA
10. Sh. L.K. Jain, Executive Engineer (C)
11. Sh. Sudhir Kumar Kain, Dy. Director (Plg.)-I, UTTIPEC
12. Ms. Paromita Roy, Dy. Director (Arch.)-II

MOUD

1. Sh. Mukund Sinha, OSD (UT)
2. Sh. C.K. Khaitan, Jt. Secretary (UT)

TRAFFIC POLICE

1. Sh. Muktesh Chander, Spl. Commr. (Traffic)
2. Sh. Anil Shukla, Jt. Commr. (Traffic)

P.W.D. GNCTD

1. Sh. Arun Baroka, Secretary
2. Sh. Dinesh Kumar, Engineer-in-Chief, PWD
3. Sh. Sarvagya Srivastava, Chief Engr. (F 1)
4. Sh. Jayesh Kumar, Chief Engr. (M4)
5. Sh. Manoj Kumar, Project Manager, F-13
6. Sh. Manu Amitabh, Project Manager, Flyover Project Circle, F-11
7. Sh. Diwakar Aggarwal, S.E., M-11

8. Sh. Shishir Bansal, Project Manager, F-12

TRANSPORT DEPTT./URBAN DEVELOPMENT, GNCTD

Sh. Gyanesh Bharti, Principal Secretary cum Commissioner (Transport)

MCD

1. Sh. Manish Gupta, Commissioner (South & East)
2. Sh. P.K. Gupta, Commissioner (North)
3. Sh. Ravi Dass, Engineer-in-Chief
4. Sh. Shamsheer Singh, Chief Town Planner

N.D.M.C

Sh. Anant Kumar, Chief Engineer (R)

DIMTS

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

DMRC

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

IRC

Sh. Vishnu Shanker Prasad, Secretary General

TCPO

Sh. K.K. Joadder, Chief Planner

Sports Authority of India

Sh. *Jiji Thomson*, Director General

CRRI

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

AAUI

Sh. T. K. Malhotra, President

NBCC

Sh. P.K. Seth, Executive Director

IRSDC

1. Sh. S.P. Mahi, C.E.O. along with Consultant
2. Sh. Parag Verma, C.O.O.

Firms/NGOs as per MOU with UTTIPEC

1. DIMTS (Concerned officer)
2. Center for Green Mobility(Concerned officer)