

DELHI DEVELOPMENT AUTHORITY
UNIFIED TRAFFIC & TRANSPORTATION INFRASTRUCTURE (PLG.& ENGG.)CENTRE

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No. F.1.(2)2013/UTTIPEC/45th/D-16

Dated:09.01.2014

MINUTES OF THE 45th UTTIPEC GOVERNING BODY MEETING, HELD ON 22.11.13 at 10.30 A.M. UNDER THE CHAIRMANSHIP OF THE HON'BLE LT. GOVERNOR OF DELHI.

1. The 45th Governing Body meeting of the UTTIPEC was held on 22.11.13at 10.30 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 and Minutes of 44th Governing Body meeting held on 22.8.13. The list of members and participants, who attended this meeting is enclosed (Annexure 'X'). Addl. Commr. (Plg.), DDA welcomed **Hon'ble L.G.-** Chairman, UTTIPEC and other members/invitees to the 45th Governing Body meeting of UTTIPEC.
2. The Minutes of the 44th Governing Body meeting circulated on 11.9.13were **confirmed** as no comments /observations were received from members.
3. **Presentations:-**
 - i) **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- DDA**

Background

As a follow up action to the meeting between Hon'ble Chief Ministers of Govt. of NCT of Delhi and Govt. of Haryana on various inter-state issues, meetings on improvement in road connectivity between Delhi and Haryana were held in GNCTD which were attended by Senior Officers from Govt. of Haryana, Govt. of Delhi, NCRPB, Delhi Development Authority and Municipal Corporation of Delhi etc.

Proposal

In an attempt to de-congest arterial roads of Delhi, Master Plan for Delhi 2021 has proposed construction of link road connecting UER-I & UER-II and meeting Northern Peripheral Road (NPR) at Delhi/Haryana border. The Project road falls in Dwarka Zone (K-II Zone) of Delhi Master Plan. This will connect the city with Gurgaon and provide connectivity to National Highway No. 8. Nearly 3.3 km long and 80m wide link road connecting UER I & UER II and NPR will facilitate seamless travel between Dwarka and Gurgaon. The proposed road will provide connectivity from Dwarka via Bijwasan to NH-8 near Manesar Toll Plaza and road will pass through the low density residential area, proposed IFC, ISBT and commercial centres. It is proposed that the project road

will cater for the facilities of Bus Rapid Transit (BRT) and Metro. The road will also provide alternative connectivity to Airport from Gurgaon.

Dwarka Zone (K-II Zone) of Delhi master Plan proposed 80 mtr. ROW road to connect boundary of GNCTD of Haryana (at Gurgaon).Fromd

From Haryana side, 150 mtr. ROW road is proposed to connect this road. At present, the link coming from Gurgaon is almost under completion and there is a deviation of about 250 mtr from the alignment of proposed Zonal Plan road. Consultant of DDA presented **three alternative options** for this alignment.

Recommendation of the Working Group II- A

- i. Working Group recommended 'Option- III' in which minimum disruption to built structures and road geometrics are considered to meet the already constructed road on Haryana side for consideration in Governing Body meeting.
- ii. DDA shall appoint a consultant for detailed design of the recommended alignment and it was also recommended that at the time of detailed design of this alignment, the option for elevated corridor should be explored by the consultants.
- iii. The above proposal is **recommended** for approval by the Governing Body before initiating the process for modification in the Zonal Development Plan & acquisition of land.

A presentation was made in the Governing Body meeting. Various issues related with the feasibility aspects of the project related with acquisition and construction cost were considered. It was observed that further details on feasible option of the project needs to be worked out before selecting the best option for implementation.

Decision

After detailed deliberation, the Governing Body decided that Cost- Benefit Analysis for all 3 alignment options based on land acquisition cost and elevated road construction cost be worked out and placed before the next Governing Body meeting with photo documentation of the present situation of the area.

Action-WGIIA,DDA

- ii) **Project of Kalindi Bypass from Noida Toll Bridge near Maharani Bagh, Delhi to Badarpur Border – PWD**

Background:

Kalindi (NH-2) bypass has been proposed in the MPD-2021/ZDP of Zone 'F' starts from Ring road near DND flyway and terminate at Border near Faridabad via KalindiKunj (Road no.- 13A). The conceptual proposal worked out by PWD with various alternatives were discussed in the Working Group-II-B meeting on 21.11.2013.

Proposal:

This bypass proposed in the MPD-2021 /ZDP of Zone 'F' is to be developed by PWD to decongest National Highway-2(NH-2)/Mathura Road. Project involves realignment of existing

Kalindi road and extending it up to Badarpur border. Based on preliminary alignment plans, the length of project road is 14 km.

Three alternative alignment proposals were presented in the Working Group considering the need of bypassing traffic movement requirement from Ring Road/DND (North) towards Badarpur/Mathura (South) & also NOIDA (East) relieving the traffic load on Mathura road .

Working Group **recommended** the conceptual alignment proposed along the Agra Canal with following observations for in principle approval of the Governing Body :-

- i) The selected option may not require any modification in the ZDP as the same is also proposed in the Zonal Development Plan.
- ii) The proposed corridor may have to be elevated subject to detailed feasibility survey/study of available land all along the eastern side of old Agra Canal.
- iii) The portion between DND flyover and Agra Canal -river joining point is proposed to be built on the embankment/stilt subject to clarification regarding clear distance requirement from river/riverbed as per the Court order.
- iv) The proposed links / Loops etc at the Ring Road- DND flyover /junction points in the north to be detailed out with an integrated design incorporating Barapullah Ph-III loops and ramps with dedicated provision of Cycle/Pedestrian tracks all along Ring Road with safe crossing facilities.
- v) The detailed design to incorporate the road geometrics norms of IRC and all city street components of UTTIPEC Guidelines
- vi) The cross connectivity(East-West) all along the proposed corridor (7 km) between settlements on both sides of the Agra Canal may not be part of this project but the comprehensive network development plan to provide better mobility/accessibility for the residents of the area needs to be also prepared separately as this corridor may only provide for through /bypassing motorized traffic movement facilities and not serve the intra zonal mobility requirement of the entire local population/settlements on both sides.
- vii) Specific clearances from Yamuna Standing Committee, Central Water Commission, Concerned Land Owning Agencies alongwith other statutory clearances from concerned agencies to be obtained by PWD before detailed design proposal is prepared and submitted for final approval of the Governing Body for execution of the project.

A presentation was made by the PWD in the Governing Body to explain the proposal in detail.

Decision

Governing Body **approved in principle** the recommended proposal alongwith above observations of the Working Group with following directions:-

- i) Since there is already a Court case, the Court may be intimated about the proposal.
- ii) Simultaneously, approval of Yamuna Standing Committee of Central Water Commission of Govt. of India may be sought to decide about the portion of the road alongside river Yamuna to be on embankment or stilt.
- iii) Environment Impact study of the project may be carried out.

Action- PWD

iii) Integrated Transit Corridor Development proposal of Ring Road between Salim Garh to Signature Bridge. – PWD

Background:

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.

Proposal:

The proposal includes the upgradation and retrofitting of the entire corridor in four parts i.e. from foot of Signature bridge to Majnu ka Tila intersection, Majnu ka Tila intersection to Metcalfe House intersection, Metcalfe House intersection to ISBT intersection & ISBT intersection to Hanuman Mandir intersection. The proposed alignment Plan for 60 mtr.R/W road (90mt. R/W as per MPD-2021) and the conceptual designs of intersection at Majnu ka Tila. Metcalfe House, ISBT Kashmiri Gate & Hanuman Mandir are also included in the proposal.

Following two proposed options were discussed in Core Group meetings 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 roadusers/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 number of flyovers on 2 ‘T’ intersections between the Signature Bridge approach to ISBT.

The above two proposals were presented by the Consultant of PWD in the Working Group II-B meeting on 21.11.2013 and preference of Core Group for Option-I, based on the traffic survey and analysis data, was expressed. This option would either provide signal free solution on all ‘T’ intersections with minor retrofitting interventions with two ‘U’ surface loops on both sides of intersections and/or alternatively provide synchronized signals on these intersections for right turning traffic requiring stopping of only northbound straight traffic for a while, to allow pedestrian/NMV to cross at the intersections.

However, PWD’s preference for Option II as a long term traffic decongestion solution with a signal free corridor was clearly expressed and the Working Group recommended to place option II for approval by the Governing Body for long-term solution and also to avoid merging and weaving of traffic on the main carriageway of the Ring Road.

A presentation of both options was made by PWD in the Governing Body meeting with preference for the option II i.e. Signal free corridor with following specific proposals:-

- i) 2 flyovers on 'T' intersections at Majnu Ka Tilla, Metcalfe House.
- ii) An additional ramp on ISBT loop for reducing traffic congestion on Ring Road by buses as buses take 'U' turn at surface level loop and weave through the straight traffic to enter ISBT.
- iii) Widening of the road and also extending the existing underpass for about 6-8 mt towards the cremation ground near Hanuman Mandir to remove bottleneck at this point
- iv) Widening of road at Salimgarh fort intersection to facilitate signal free smooth movement of Southbound traffic to the bypass road.
- v) Surface level improvement at all intersections with signals and other provisions for safe pedestrian/cycle/NMV movement.

Observation

- i) This infrastructure development costing approximately about Rs 250 crores for Signal free corridor would provide relief from traffic congestion at these points and commuters would get signal free corridor for travel all along from Vikas Puri in West Delhi to Noida in East.
- ii) Priority should also be given for better Public Transport system/facilities for the city with more investment on Public Transport infrastructure.
- iii) Services of International consultants who have experience of Transport planning of mega cities like London, New York, etc. may be requisitioned. It was intimated that Commr.(Plg.) and Commr.(Transport), New York city had made a presentation in the Raj Niwas two years back. Further action needs to be taken by the Commissioner(Transport) in this regard.
- iv) Lack of Bus parking sites /Depots/Terminals due to non availability of land is the major problem for the Transport Department for introducing an efficient bus service in the city
- v) Careful detailed planning / design for development of this signal free high speed corridor is required to address the need for the pedestrian, cyclists and public transport users all along the corridor and at all intersections.
- vi) Option to be given to the land/building owner to accept full/part acquisition of existing building/structure required for widening at Salimgarh Fort intersection.

Decision

The proposed Option-II presented by PWD was **approved in principle** by the Governing Body with above observations and direction that:

- i) Transport Department, GNCTD to engage an international Consultancy firm for a comprehensive and integrated landuse -Transit System with Action Plan and Strategies for development of an integrated transport system and infrastructure of the city
- ii) Presentation on New York city made in 2012 in the Raj Niwas to be sent to LG office for reference.

Action- PWD, Transport Deptt, UTTIPEC

iv) **Road Development Plan of Road No. 30 – PWD**

Background:

Corridor Development Plan and conceptual design of all intersections and mid-sections based on detailed traffic and feasibility studies for Road No.30 (including JwalaHeri Mkt.), PaschimVihar was discussed in Core Group meeting held on 07.10.2013 & WG-II-B meeting on 21.11.13

Proposal

Entire length of the Corridor is about 3.28Km and the objective is to provide a comprehensive solution addressing the need of Vehicular and Pedestrian/NMT Traffic. A comprehensive traffic circulation plan with parking proposal and conceptual design proposal had been prepared by the Consultants based on the suggestions of the Core Group for discussion in the Working Group.

Option – 1

i) **Outer Ring Road – JwalaHeri Road Intersection :-**

Retrofitting proposal by converting the Elliptical Shape of existing Roundabout to Round shape has been proposed to provide smooth flow of traffic along Jwala Heri Road.

ii) **Outer Ring Road to Ring Road Stretch of Road :-**

A conceptual design of street as per the UTTIPEC guidelines has been prepared allocating space for NMV and pedestrians all along the corridor.

iii) **Parking:-**

Haphazard On-Street parking which disrupts the smooth flow of traffic at present to be removed from the road and Parking locations in nearby DDA market and other areas which have been identified primarily for Long Term Parking to be developed. Provision for Short Term On Street Parking has also been provided as part of the Street Design. Apart from this, a proposal for a bypass route connecting Ring Road to Outer Ring Road has also been proposed which will require retrofitting development as per detailed design to allow smooth flow of traffic avoiding the Jwala Heri Road.

Option – 2

To construct a tunnel under Jwala Heri Road for allowing smooth movement of through traffic which will involve disruption of traffic on this 30 m. R/W road having residential/commercial structures on both sides and the access to residences will also be affected.

Recommendation:-

Working Group recommended the **Option-1** proposal for consideration of the Governing Body with the following observations:-

- i) Detailed design of the roads to be prepared as per the Street Guidelines and submitted as stage-II submission for approval.
- ii) Long Term Parking proposals to be taken up with DDA in the Commercial Centre.
- iii) Short term on Street Parking to be implemented as per the plan with the assistance of the Traffic Police for imposing penalty on vehicles on no parking area.

A presentation was made to the Governing Body.

Decision

As recommended by the Working Group, the Option -I was **approved in principle** by the Governing Body with the above observations.

Action:-PWD, DDA

v) Bicycle Sharing Services- Pilot Project, Dwarka- UTTIPEC/DDA

Background

As per the decision of 25th Governing Body Meeting dated 30.7.10 and subsequent recommendation of 22nd Working Group- IIA meeting, Pilot Bicycle Sharing project for Dwarka Sub city has been taken up in UTTIPEC, DDA. As a follow up of these meetings, a presentation was made by “Centre for Green Mobility” on ‘Preliminary Study on Cycle Share System’ for Dwarka Sub city and a workable business model for the same was presented to WG- IIA. The need for cycle sharing in present scenario as last mile connectivity to the public transport systems, various components of Cycle Sharing, its benefits, operational and financial structure, best practices etc. of selected countries were presented. It further explained the role of implementation & monitoring authority, the technical & strategic advisor, operation and maintenance agency. Operating model in terms of finance i.e. cost and revenue generation over a period of time was also presented. It was proposed to implement the system as Pilot Project in a demarcated area within Dwarka Sub city.

Observation

- i. The prime objective is to ensure continuity of the operation of the system to provide sustainable transport facility for the people of Dwarka as last mile connectivity.
- ii. DMRC and DDA have earlier agreed for providing land/ space for Bicycle sharing stations/ stands at metro stations and near commercial/ group housing society areas respectively.
- iii. The alternative models for finance and operation to be further explored in consultation with operators, advertisement agencies, cycle management association etc.

Working Group II-A in its meeting dt. 7.11.13 recommended the proposal along with above observations for consideration of the Governing Body.

A presentation was made in the Governing Body by the Consultant “ Centre for Green Mobility.”

Decision

As recommended by the Working Group II-A the proposed bicycle sharing system as a Pilot Project was **approved in principle**. DDA, to take up this project further for implementation **on priority** for successful operation which could be introduced in other parts of the City by other agencies.

Action:- UTTIPEC/DDA

vi) New Link Road from Jangpura (Mathura Road) to Siddharth Extn. passing under the Railway lines-MCD (File No.F.6(202)2013/UTTIPEC)

Proposal

The proposal of New Link Road from Jangpura (Mathura Road) to Siddharth Extn. passing under the Railway lines is proposed by MCD. Railways /MCD has already constructed additional box parallel/ adjacent to existing RUB connecting Jangpura 'B' & Siddharth Basti for light vehicles under the railway tracks of Hazrat Nizammuddin-Tughlakabad Section and Hazrat Nizammuddin – Lajpat Nagar section. Northern Railway have already taken up the work under both the Railway tracks, which is in progress.

The proposal finalized by the Core Group includes retrofitting of the approach roads with proper pedestrian safety measures, road markings etc. for the entire approach road from Mathura Road which was discussed in the Working Group-II-B on 21.11.2013. Working Group recommended the proposal for approval by the Governing Body.

Decision

As per the recommendation of the Working Group, the proposal was **approved in principle** by the Governing Body.

Action- SDMC

4. UTTIPEC approved /initiated projects /policies /Guidelines.

a) Principal Secy. (PWD) raised following issues:-

- i) The process of approval in UTTIPEC is very time consuming as the scrutiny /examination/deliberation is done at Core Group level and further discussed in the Working Group before recommending to the Governing Body.
- ii) The Terms of Reference (TOR) prepared by PWD is further modified by UTTIPEC which also takes time, further delaying the engagement of the Consultants.

b) Director, UTTIPEC briefly presented the details of submitted projects (21 Nos), TOR (4 Nos) and UTTIPEC initiated projects (7 Nos) and Polices/Guidelines (9 Nos).

He explained that:

- i) 5 projects out of 21 projects have been recommended & discussed in the Governing Body. Rest of the projects will be placed before the Working Group /Governing Body in Dec.'13
- ii) The process of scrutiny/examination in Core Group was introduced only after realizing that frequent meetings and detailed deliberation on each project in the Working Group were not feasible.
- iii) The scrutiny /examination process is taking more time due to substantial reduction of technical manpower/staff strength in UTTIPEC unit. This issue was discussed in detail under a "Comprehensive Capacity Building proposal of UTTIPEC." in the Executive

Committee meeting of UTTIPEC under VC, DDA on 21.11.13. VC, DDA has agreed on the proposal of UTTIPEC to strengthen its manpower, infrastructure with enhanced budgetary provisions/support.

- iv) The Terms of Reference (TOR) for Consultants of project needed to be modified by UTTIPEC to incorporate various aspects / issues coming out of the major Govt. Policies /Guidelines related with the Corridor Development /Street Design aspects.

Decision:-

- i) The Review of scrutiny/ approval process and working condition/work load etc. raised by the Principal Secy. (PWD) and Director (UTTIPEC) respectively need to be resolved **on priority** to expedite the approval process of pending projects/policies /guidelines.
- ii) Working Group meetings to be held frequently and the same to be attended by all member agencies/stakeholders for proper deliberations on projects before recommending to the Governing Body.
- iii) Governing Body meetings should be held frequently (monthly/bi-monthly) with few projects /issues for deliberations and approval.
- iv) The status of earlier approved UTTIPEC initiated projects/submitted projects to be sent for periodic review/ monitoring either in separate meeting with stakeholders under Hon'ble L.G. or in the Governing Body as decided in the last meeting.
- v) VC and EM, DDA may take regular meetings on UTTIPEC's works/requirements for prioritization and resolving of related issues /speedy delivery.

Action: UTTIPEC/DDA

The meeting ended with vote of thanks to the Chair.

Sd/-

(Ashok Bhattacharjee)
**Director (Plg.)/
Member Secretary, UTTIPEC**

**DELHI DEVELOPMENT AUTHORITY
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2nd Floor, VikasMinar, New Delhi**

45thGoverning Body Meeting of Unified Traffic & Transportation Infrastructure (Plg. & Engg.)Centre, UTTIPEC, held under the Chairmanship of **Hon'ble L.G.**, Delhi on 22.11.13 (Friday) at 10.30 A.M. at Raj Niwas, New Delhi.

**ATTENDANCE SHEET
Department wise Members & Participants**

L. G. Office

1. Hon'ble L.G., Delhi.....in Chair
2. Ms. N. GuhaBiswas, Pr. Secretary to L.G.
3. Ms. Swati Sharma, Addl. Secretary to L.G.
4. Sh. R.N. Sharma, Addl. Secretary to L.G.
5. Sh. Vishvendra, P. S. to L.G.

DELHI DEVELOPMENT AUTHORITY

1. Sh. D.Diptivilasa, V.C.,DDA
2. Sh. Abhai Sinha, E.M.
3. Sh. J.B. Kshirsagar, Commr.(Plg.)
4. Sh. P.M.Parate, Addl. Commr. (TC&B)
5. Sh. Vinod Dhar, Chief Architect, DDA
6. Sh. Sudhir Kumar Kain, Dy. Director(Plg.)-II, UTTIPEC
7. Sh. AshwiniKhullar, Dy. Director (Plg.)-IV, UTTIPEC

TRAFFIC POLICE

1. Sh. Taj Hassan, Spl. Commr. (Traffic)
2. Sh. PremNath, DCP (South)

P.W.D. GNCTD

1. Sh. Arun Baroka, Secretary
2. Sh. Dinesh Kumar, Engineer-in-Chief, PWD
3. Sh. Sarvagya Srivastava, C.E., F-1

TRANSPORT DEPTT./URBAN DEVELOPMENT, GNCTD

1. Sh. Puneet Kumar Goel, Secy-cum- Commr. (Transport)

MCD

1. Sh. Manish Gupta, Commissioner (South)
2. Sh. P.K. Gupta, Commissioner (North)
3. Sh. S. Kumaraswamy, Commissioner (East)
4. Mohd. Feroz Ahmed , C.E. (SDMC)
5. Sh. Sanjay Kumar Jain, C.E., (North DMC)

N.D.M.C

1. Sh. Anant Kumar, Chief Engineer (R)

DIMTS

1. Sh. S.K. Jain, E-in-C
2. Dr. Amit Misra, , AGM (Projects)

DMRC

1. Sh. Ashok Kumar Gupta, Chief Engineer(Plg.)

SRRI

Sh. K. M. Chacko, Director

CRRI

Dr. J. Nataraju, Sr. Scientist

Special Invitees

1. Sh. Puneet Kumar Vats, Chief Engr. (Projects), DDA along with Consultants- for item no. 1
2. Sh. H.S. Dharamsattu, Chief Engr. (Dwarka), DDA- for item no. 5
3. Sh. S.K. Garg, Consultant , MCD
4. Sh. Manoj Kumar, Project Manager, PWD along with Consultants - for item no. 3& 4
5. Ms. Sarika, Consultant , PWD
6. Sh. AnujMalhotra, Centre for Green Mobility- for item no. 5
7. Ms. Ruchita Shah, Transport Planner, CGM
8. Ms. M.S. Zoha, Director (Tech.), Consultant

Copy to:

L. G. Office

1. P.S. to Hon'ble L.G., Delhi
2. Ms. N. GuhaBiswas, Pr. Secretary to L.G.
3. Ms. Swati Sharma, Addl. Secretary to L.G.

DELHI DEVELOPMENT AUTHORITY

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2. Sh. Abhai Sinha, E.M.
3. Sh. J.B. Kshirsagar, Commr.(Plg.)
4. Sh. P.M. Parate, Addl. Commr. (TC&B)
5. Sh. Vinod Dhar, Chief Architect, DDA
6. Sh. Sabyasachi Das, Dir.(Plg.)GIS & Website
7. Ms. Manju Paul, Director, VC Office
8. Project Manager, Flyover
9. Sh. P.C. Soni Dy. Director (Plg.)-I,UTTIPEC
10. Sh. Sudhir Kumar Kain, Dy.Director(Plg.)-II, UTTIPEC
11. Sh. L.K. Jain, E.E. (Civil) UTTIPEC.
12. Ms. Paromita Roy, Dy. Director (Arch.)/Dy. Dir. (UTTIPEC)
13. Sh. Ashwini Khullar, Dy. Director (Plg.)-IV, UTTIPEC

MOUD

1. Sh. S.K. Lohia, OSD (MRTS)

TRAFFIC POLICE

1. Sh. Taj Hassan, Spl. Commr. (Traffic)
2. Sh. Anil Shukla, Addl. Commr. (Traffic)

P.W.D. GNCTD

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

TRANSPORT DEPTT./URBAN DEVELOPMENT, GNCTD

2. Sh. Puneet Kumar Goel, Secy-cum- Commr. (Transport)

MCD

1. Sh. Manish Gupta, Commissioner (South)
2. Sh. P.K. Gupta, Commissioner (North)
3. Sh. S. Kumara Swamy (East)
4. Sh. Ravi Dass, Engineer-in-Chief

N.D.M.C

1. Sh. Jalaj Srivastava,, Chairperson
2. Sh. Anant Kumar, Chief Engineer (R)

DIMTS

Sh. SanjivSahai, MD

DMRC

1. Managing Director
2. D.K. Saini, Director (Projects)

IRC

Secretary General

TCPO

Sh. J. B. Kshirsagar, Chief Planner

SRI

Sh. K. M. Chacko, Director

CRRI

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

AAUI

Sh. T. K. Malhotra, President

Special Invitees

1. Sh. Puneet Kumar Vats, Chief Engr. (Projects), DDA along with Consultants- **for item no. 1**
2. Sh. H.S. Dharamsattu, Chief Engr. (Dwarka), DDA- **for item no. 5**
3. Chief Engineer (CZ) SDMC -**for item no. 6**
4. Sh. P.S. Uttarwar, Director (Plg) Dwarka- **for item no. 1 & 5**
5. Sh. Shishir Bansal, Suptdg. Engr. PWD along with Consultants - **for item no. 2**
6. Sh. Manoj Kumar, Project Manager, PWD along with Consultants - **for item no. 3& 4**
7. Sh. Anuj Malhotra, Centre for Green Mobility- **for item no. 5**