

DELHI DEVELOPMENT AUTHORITY
UNIFIED TRAFFIC & TRANSPORTATION INFRASTRUCTURE (PLG. & ENGG.)CENTRE
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No. F.1.(2)2013/UTTIPEC/41st/D-29

Dated: 25.2.13

MINUTES OF THE 41st UTTIPEC GOVERNING BODY MEETING, HELD ON 18.1.2013 at 10.30 A. M. UNDER THE CHAIRMANSHIP OF THE HON'BLE LT. GOVERNOR OF DELHI.

1. The Governing Body meeting of the UTTIPEC was held on 18.01.2013 at 10.30 A.M. at Vikas Minar, 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 report on Working Group meetings and Minutes of 40th Governing Body meeting held on 21.11.12. The list of members and participants, who attended this meeting is enclosed (Annexure 'X'). Addl. Commr. (TB&C) welcomed **Hon'ble L.G.-** Chairman, UTTIPEC, all the distinguished members and other participants to the 41st Governing Body meeting of UTTIPEC.
2. Minutes of the 40th Governing Body meeting circulated on 19.12.2012 were **confirmed** as no other observations/ comments were received.
3. **Brief report on projects/proposals** discussed in MAG(Transport)/Working Group Meetings was placed before the Governing Body.
 - a) **Management Action Group (MAG) of Transport meeting** The 8th meeting of the Management Action Group (MAG) on Delhi Unified Metropolitan Transport was held on 03.12.2012 at 4.00 PM at Vikas Minar under the Chairmanship of **Pr.Secretary-cum-Commissioner(Transport), GNCTD.** The draft TOD & Transport chapters were discussed and Core Group meetings were also held for detail deliberations. Final draft is under preparation incorporating various inputs received during these meetings and response received on the circulated document. Final draft will be discussed in the next MAG meetings next and the recommended draft by the MAG would be sent to Advisory Group in the 1st week of February, 2013.
 - b) **Working Group II-B (Retrofitting of existing Corridors)** 41st meeting was held under the Chairmanship of **Secretary, PWD,** on 10.01.2013. 8 projects/proposals were discussed/reviewed by the Working Group. Out of these, 1 project/proposal of PWD has been recommended for **approval in principle** and two projects/proposals were recommended for consideration/direction by the Governing Body. Presented and discussed in the Governing Body. Listed as Item No. 5(i), (ii) & (iii) below.
 - c) **TOD Task Force** meeting was held on 16.1.13 with the consent of the Chairman, Commr. (Plg.),DDA. 'Redevelopment Plan of Kidwai Nagar' was presented by NBCC. It was recommended that various integration and connectivity issues related with the project area and its surrounding traffic circulation system needs to be worked out in consultation with PWD.

d) **Working Group I-A** was held on 16.1.13. Working Group I-A discussed “Action Plan for Women Safety on streets and public spaces” as also recommended by the Working Group II B before discussion in the Governing Body. In the absence of Chairman & Co-Chairman, the consent of the Co-Chairman, Commr.(Plg.) was taken for holding the meeting before discussion in the Governing Body. (Listed as Item No. 5 (iii) below)

4. Status Report on all major projects approved by the Governing Body –

Separate lists of projects of PWD (**Annexure-I**) & North Delhi Municipal Corporation (**Annexure-II**) were circulated along with the Agenda to all members. E in C (PWD) and E in C(North DMC) were also intimated separately for taking necessary action for implementation of approved projects.

5. Presentation:-

i) **Feasibility Study for BRTS on the East West Corridor-PWD**
[(File No. F.10(15)2011/UTTIPEC)].

Background

Executive Engineer, F-122 PWD had submitted the proposal of Feasibility Study for BRTS on East West Corridors in Delhi. This was discussed in the Working Group - II B meeting earlier on 3.10.11 and also in the 33rd UTTIPEC Governing Body meeting held on 25.10.11. Following decisions were taken:-

- a) **Ph-I E-W BRT proposal** of UMTC/PWD to be further discussed in a Core Group meeting comprising of DIMTS, PWD, Traffic Police and UTTIPEC Core Team for finalization and further discussion in the next Working Group and Governing Body meeting.
- b) **Ph-II E-W** corridor proposal of PWD /Craft Consultant needs to be reviewed/ re-evaluated in the light of the observations made by a Core Group comprising of PWD, DIMTS, RITES, DMRC, UMTC, CRAFTS, UTTIPEC Core Team, Traffic Police and some empanelled Experts / Consultants of UTTIPEC for finalization and further discussion in the next Working Group and Governing Body meeting.

As a follow up, **Ph-I proposal** was discussed in the Sub Group/Core Group meeting of UTTIPEC and the same was presented in the Working Group-II B meeting on 10.1.13.

Observations:

- a) The present proposal from Noida Mod to Punjabi Bagh covers 3 proposed BRT Corridors approved earlier by the Governing Body.
- b) PWD explained that the Consultants for these 3 Corridors will be engaged as per the Terms of Reference (TOR) cleared by UTTIPEC. However, the feasibility part of the study already done by the present Consultant of the PWD will be utilized by the Consultants to be appointed separately for 3 parts of the BRT Corridors under consideration.
- c) Feasibility drawing and the report to be submitted to UTTIPEC duly authenticated by the Project Manager PWD for record and reference.
- d) One of the alternative proposals i.e. Surface level BRT on D.B. Gupta Road with parking locations on MCD land to be taken up with MCD by PWD.

- e) The proposed widening of the existing Railway Over-bridge on DB Gupta Road(New Delhi Railway Station) as per the feasibility plan/report are to be taken up with Railways by PWD.
- f) The detailed proposal of 3 parts of the BRT corridors under consideration are to be submitted by PWD as per the TOR/Scope of the study already given by the UTTIPEC for consideration.

Recommendation

The proposal for Feasibility Study of E.W. BRT corridor was **recommended** along with the above observations for **approval in principle** by the Governing Body before taking up further detailed planning and design of BRT Corridors by the Consultants to be engaged by PWD.

A presentation was made in the Governing Body by the PWD Consultant.

Decision

As recommended by the Working Group II-B, the proposed feasibility study was **approved in principle** with above observations and following directions:-

- a) Bus lane on the BRT Corridor should remain at grade at the intersection with the existing flyover on the corridor.
- b) The detailed feasibility regarding the bus lane whether to be on the centre of the carriage way or to the extreme left of carriage way needs to be explored as part of the DPR to be prepared by the PWD consultants
- c) Bus stop/bus lane of BRT Corridor may be preferably on the left side wherever service lane with control access are existing along the corridor.
- d) All the above observations (b to f) of the Working Group to be considered while preparing the DPR for each of the 3 BRT Corridors.

Action: PWD

- ii) **Construction of RUB at Railway Crossing connecting Rama Road and Prem Nagar in Karol Bagh Zone – MCD** [(File No. F.6(132)2010/UTTIPEC)].

Background

The proposal submitted by the MCD on 24.5.2010 was discussed in the Working Group, Sub-group and Core Group meetings several times in the past. **However, MCD did not provide the information/details required by the Working Group/Sub-group.**

A meeting was held under the Hon'ble Minister (Housing & Urban Poverty Alleviation) on 26.12.12 and it was decided that MCD will provide the following before the Working Group II-B meeting:

- a) Detailed drawings for accessibility to adjacent plots on both sides of Rama Road.
- b) Network plan and connectivity plan
- c) Cross sections and longitude sections of the proposed roads ie Rama Road and underpass showing adjacent plots on both sides of the road.

Proposal:

The proposal was presented by the Consultant of MCD in the Working Group meeting on 10.1.13 for -

- i) An **Underpass** connecting the Prem Nagar Colony to Rama Road, which will have 2 boxes of about **8.3 mtr.** wide each and about a length of **120 mtr.**
- ii) The height of the box proposed is **2.5 mtr.** for Cars/Scooters/Pedestrians and Cycle Rickshaw as approved in other RUB proposals in Delhi.
- iii) The proposal also includes a small loop connecting the underpass to the existing road on the colony side.
- iv) The proposed road to meet the existing Rama Road side with a slope of 1:25 would require **bringing down the entire existing round about area to approx. 0.5 to 1.5 mtr. from the existing level.**

Observations:

- a) **No officer from MCD had attended the Working Group meeting** in spite of the matter discussed in the meeting with the Hon'ble Minister, GOI and also to be placed before the Governing Body as desired by the **Hon'ble L.G.**
- b) The detailed drawing showing the accessibility to the adjacent industrial plots at Rama Road have not been provided by MCD.
- c) Representative from Fire Department clarified that MCD had only sent the Plan for the tunnel for which they have raised the issue of accessibility of fire tender to the tunnel in case of emergency situation. He also further clarified that the fire tender accessibility inside the industrial plots (about 1000 Sqm.) along Rama Road, is a mandatory requirement.
- d) As per the levels shown by the Consultant on the drawing, the difference of level due to lowering down of the entire round about area will vary from 0.5 m to 1.5 m.
- e) Proper integrated Network Plan and connectivity plan was not submitted / presented.
- f) Cross Sections and longitude Sections of the proposed roads i.e. underpass and Rama Road with round about etc. and adjacent plots was not provided.
- g) The natural light and ventilation aspects need to be addressed considering the length of the tunnel is 120 mtrs. Permission from the Railway Authorities for putting up natural light/ventilation on their land above the surface to be taken.
- h) Plan submitted on 8.1.2013 are not duly authenticated by MCD officials.
- i) Clearance from all agencies are required before final approval of the scheme.
- j) Copy of the proposal also need to be sent to the Railways Department, Fire Department, Delhi Police, Industrial Welfare Association, Rama Road for their comments.

Recommendation

Considering that this **connectivity** is very important to address the issue of fatal accidents on the Railway line and subsequent discussions with the Hon'ble Minister and Hon'ble L.G.'s directions, the Conceptual proposal for connectivity was **recommended** by the Working Group for consideration of the Governing Body for -

- i) Either **approval in principle** with the condition that all the detailed technical drawing requirements for this project required by UTTIPEC and all other clearances are to be submitted by MCD before execution of project or
- ii) **Direction** to the MCD for submission of all the required drawings and other clearances before the approval is given.

A brief presentation on the proposal of MCD was made by the consultant. A presentation with photo documentation based on the site visit by the UTTIPEC team was also made in the Governing Body meeting highlighting following issues:-

- a) The connectivity between the existing unauthorized regularized colonies and the Rama Road is essential particularly for pedestrians who are frequently crossing the railway lines endangering safety of the people. No. of fatal accidents have occurred involving pedestrians crossing this railway line.
- b) There is no road existing on the colony side to justify the need of vehicular connectivity to Rama Road.
- c) On Rama Road side the feasibility of connecting the proposed tunnel with the existing road with 1:25 slope has not been properly established through submission of detailed technical drawings and the same would require substantial retro-fitting of the road involving major service dislocation, lowering of road levels and accessibility to the adjacent plots apart from demolition of structure on both sides on the colony side.
- d) However, the demand of the local residents are for vehicular connectivity to the Rama Road which needs to be considered before taking any decision in this regard as explained by MCD.
- e) Clearance from PWD is also required as the RMC work by raising the road level and laying of underground services etc of Rama road are being implemented at present by PWD and the entire road under construction needs to follow Street Design Guidelines as per the earlier decision of Governing Body for all such new/retrofitting roads under construction/to be constructed by the Road Owning/Implementation agencies.

Decision

As per the recommendation of the Working Group and presentations made in the Governing Body with the factual position with respect to the connectivity, the proposal of MCD was **approved in principle** with the following specific directions:-

- a) Proper vehicular roads connecting the proposed tunnel/underpass to be constructed as per the proposal of MCD on colony side for providing the vehicular connectivity between the Colony and the Rama Road Industrial area as demanded by the residents.
- b) Natural light, ventilation and other safety issues related with the pedestrians/NMT using the tunnel/underpass to be ensured adhering to the statutory provision as per the IRC Code.
- c) The widths of footpaths/NMT tracks if any, has to be as per IRC codes or UTTIPEC Street Design Guidelines.
- d) Retrofitting of the existing road connecting Rama road roundabout with the proposed underpass to be taken up by MCD in consultation with the PWD for an integrated surface level plan with underground services/Storm Water Drainage system as per the Street Design Guidelines.
- e) MCD will submit detailed technical drawings for this project to UTTIPEC with clearances from all concerned Stake holders like Fire Department, Traffic Police, Delhi Police, Railways, PWD and other agencies for final clearances by the Working Group of UTTIPEC before execution of the project.

Action: MCD

iii) Action Plan for Women Safety on streets and public spaces – UTTIPEC

Background

With the increasing number of sexual assaults and harassment faced by citizens of Delhi in its Urban Spaces, it is time that we re-look into these spaces and make them safer for its citizens especially for women. In order to ensure the same, UTTIPEC has been constantly working with various NGOs and experts on the issue of women safety in the city. JAGORI, the Women's Awareness NGO had conducted extensive studies, data collections, analysis and audits over the past several years and put forth overarching recommendations to both GNCTD as well as UTTIPEC in 2011, on how to make Delhi safer and more inclusive for women.

UTTIPEC in-house team conducted audit of following **five areas** of Delhi which are considered as some of the most vulnerable and unsafe parts of the city :-

- i. **Outer Ring Road (Munirka - Mahipalpur),**
- ii. **Dhaura Kuan cloverleaf,**
- iii. **Dwarka Sub City,**
- iv. **Nehru Place District Centre and**
- v. **Resettlement colony at Bhalswa (Helped by JAGORI).**

On the basis of these audits, a list of Short-term, Mid-term & Long term action points for various Govt. agencies has been prepared to take up actions on priority basis to make streets and public spaces of Delhi safe for women. Based on the findings, UTTIPEC is in the process of preparing a document on '**Women Safety Guidelines**' for the city after elaborate deliberation/discussion in the Working Group.

Proposal:-

A power point presentation was made by Sr. Consultant- I, UTTIPEC regarding the '**Action Plan for Women Safety on Streets and Public Spaces**'. under the following two major categories i.e.

- i. **Sexual assault**
- ii. **Sexual harassment**

The proposed Action Points to ensure safety have been categorized under the following three (3) broad categories .

a) **Physical interventions** - e.g. Urban Planning and Design, provision of basic services and transport facilities

i. Immediate requirements/Action plan:

- **Immediate street lighting** of major vulnerable streets (which are unwatched by residential/ mixed use buildings) as per the prescribed Lux levels in the Street Design Guidelines
- **Introduce hawking/vending areas and street markets** in areas like Dhaura Kuan, Dwarka, NH-8,etc. and all major arterials, unwatched streets & bus-stops which are lonely.
- **Make bus stops & bus service safer and reliable:**

- **Introduce night shelters/ temporary housing for poor homeless people** who are suffering in cold winter– near the unwatched areas in Dwarka, Dhaula Kuan, Nehru Place, etc.
- **Slow down vehicles on Signal-free Roads at night** if street edges are active.
- **Strictly enforce BAN on Tinted glass vehicles.**
- ii. **Medium term requirements/Action plan:**
 - **Retrofit all major roads of the city for Safety:** Create active edges and slow moving Streets.
 - **Slow down vehicles on roads** (most rapes are happening in vehicles moving freely on signal free corridors):
 - **GPS on autos, taxis & all commercial vehicles**
- iii. **Long term requirements/Action Plan:**
 - **Restructuring and redesigning** of all existing and proposed roads:
 - To maintain and make **Districts Centres of city more active:**
 - **Comprehensive Women Safety Guidelines/indicators** for all plans and project proposals to be developed in partnership with UTTIPEC and made mandatory for all Planning bodies.
 - **Modification of curriculum for Urban Planning and Urban Design** programmes to ensure women’s safety issues are part of the training.
 - **Compliance and certification will be mandatory** as per the detailed checklist on women’s safety provided to all developers, public and private.
 - **Training of all DDA/Delhi Police/ Municipal staff** involved in planning, implementation and enforcement process through lectures, city walks/ safety audits and FGDs.

b) Institutional Reform and Capacity Building

- Institutional reforms by **adopting appropriate legislation, effective policing and quick justice delivery system**
- Capacity Building in legislature, police and judiciary **for prompt enforcement of law and delivery of justice**

c) Advocacy and awareness building

To **change mind sets and attitudes of men** towards women through **education and civic awareness programmes**

The above presentation was also made in the WG-IA meeting on 16.1.13. Following major **observations** were made by members and representatives of various agencies/organizations :

- Threat perception training programs should be organised in city for women and other vulnerable people
- Community ownership should be sensitized, like ‘Meri Dilli Meri Jaan’.
- Operations of ladies special buses with dedicated colour,
- Badge for drivers and conductors of public transport, which should be in full public view, within the vehicle.

- Suspension of license of driver with involvement of any women related crime,
- Panic button in buses, taxis, autos, metros and all other Public Transport Vehicles.
- Speed of vehicles to be reduced to optimum level for safety for both pedestrian and women on roads,
- Public transport supply to be increased, even if they have to run empty in some stretches for some durations during the day
- Ladies special buses, night ladies special to be introduced and more seats in all public transport modes for women to be reserved
- Quality of street lights to be improved. The norms for pedestrian lights, as per UTTIPEC Street Design Guidelines, should be strictly adhered.
- Footpaths are inaccessible by disabled/handicapped due to bad quality and inappropriate footpath height,
- Open urinals managed by MCD need to be redesigned and relocated close to areas frequented by people and police, for example, bus stop, market places, police stations, etc.
- Provision of more ladies toilets/ more lighting in public spaces/bus stops etc.,
- Wrongly installed bus stop advertisement panel should be reoriented/ removed to allow easy flow of people through the footpaths, and to allow bus stop lights to reach its rear and sides..
- Absence of proper toilet and garbage dumping facilities
- Resettlement of population away from the main city to be stopped, and they should be housed preferably close to their work place.
- Subways are unsafe for women due to poor lighting and seclusion.
- Govt. agencies have to take ownership for formulating right policies/plans and not leave everything to Court and Police,
- Walled city area with a mix of various socio- economic categories of people and mixed use development is a good example of safe locality,
- City is building dead infrastructure which is meant for dead population
- Need to sensitize various agencies responsible for this through series of workshops to activate the public spaces/infrastructure,
- Signal free corridor development policy should be dropped to ensure safety on road
- Govt. should abandon car based city development policy and adopt pedestrian friendly safe city development policy,
- Rights of poor/weaker section of the society need to be protected and equals rights for using public spaces to be provided to them also.
- Location of homeless shelters should be strategically located with various facilities and services,
- Cluster level toilet facilities need to be explored,
- Shelter for homeless could be provided as integrated design/model with various sets of services.
- Vulnerable condition of Pedestrian and Cyclist on streets due to lack of crossing facilities and missing links of foot paths and cycle tracks. Need of holistic planning for pedestrian and cyclist mobility. ,
- Budgetary provision have to be made during the tendering and contracting process.

- Maid/female workers using cycle to commute are harassed by two wheeler/ car users as in the absence of dedicated cycle tracks, they have to cycle in shared traffic conditions and proper action is not taken by the police,
- Poor lighting of streets make it very unsafe to travel after sunset,
- Increased incidents of pedestrian accidents on roads as footpaths are encroached by cars
- Urgent need of safe crossing facility near Haidarpur-Badli village.

Decision

Hon'ble L.G. appreciated the presentation with the remarks that the study/presentation of UTTIPEC and Delhi Traffic Police study of 255 stretches presented in the Raj Niwas to be mutually shared for working out long and short term Action Plans to ensure women safety in the City and directed that following specific actions need to be initiated :-

- a) Retro-fitting of roads with provision for more active street edges ensuring presence of more people on streets/ around bus stops to ensure safety
- b) Organised Street Vending/ Hawking activities around such vulnerable and secluded spots to ensure safe and secure public space for road users in general and women in particular providing livelihood for large sections of the people.
- c) Proper/adequate lights as per the standard norms and adequate provision of toilets for both men and women in all public spaces with regular up-keeping and maintenance by all road owning/land owning agencies
- d) The system of giving incentives to staff for good maintenance by all land and road owning agencies responsible for public space (roads, parks etc) management/maintenance, as per the procedure to be followed by DDA for maintenance of its parks.
- e) Operation and maintenance of all city toilets should be handed over to the local Community and women toilets to be maintained by women employees particularly in Slum re-settlement areas.
- f) Public toilet facilities in Slum resettlement colonies and JJ colonies should ideally not be charged.
- g) All the dark patches around bus stops considered to be vulnerable spots for the women safety are to be provided with proper lighting immediately within **15 days** by adopting a system of 'Rate Contract' for immediate execution and payment.
- h) Thereafter all concerned agencies responsible to construct, operate and maintain safer roads and public spaces will be made co-accused along with the concerned enforcement agency in the case of any criminal offence against women, children, disabled and senior citizens around these bus stops due to improper lighting /darkness.
- i) As a follow up of the GBM, all concerned agencies have to take up areas/ locations within their jurisdiction and work out a strategy to retrofit these areas as per the UTTIPEC Women Safety Guidelines presented, in consultation with all the other concerned agencies and make these areas safer for all gender groups, specially women.
- j) A normative layout plan for micro level project around the vulnerable spots/bus stops with facilities/activities around the area to be prepared by UTTIPEC inviting several agencies involved for implementation of the same.
- k) Director (Plg.) UTTIPEC will co-ordinate for finalising the Pilot scheme in consultation with all stakeholders which will be discussed/deliberated in Working Group II-B before it is placed before the Governing Body with the recommendation for approval.

- l) Wicked gates in all gated-RWAs of Delhi have to be opened for easy passage of pedestrians, with an immediate effect.

Action:- All Road owning Agencies, UTTIPEC

6. Any Other Item:

iv) Review of Integrated Proposal of S.P. Mukherjee Marg within Railway Station Complex – High Court Case – PWD (No. F.6(118)2009/UTTIPEC)

It was explained by the E.-in-Chief PWD that the High Court has ordered for finalisation and submission of the plan to UTTIPEC as per the earlier directions of High Court It was explained that the matter was discussed in the Working Group-II B meeting on 10.1.13 and following were recommended:-

- i) PWD will prepare a detail plan of station area complex integrating with the S.P. Mukherjee Marg Plan after incorporating all suggestions /decisions of the Governing Body within a timeline considering that the case is being heard in the High Court.
- ii) PWD with their Consultant will have a meeting with DRM Railways to sort out various issues regarding implementation of the proposal for the Railways.
- iii) Considering that no specific proposal has ever been submitted formally to UTTIPEC for approval and the matter is being deliberated in UTTIPEC to sort out various issues, PWD and Railways Authorities will inform the High Court in its next hearing date on 17th January, 2013 about the latest position of the case.
- iv) PWD will incur the expenditure for the development to be taken up within the Railway Station Complex as per the integrated approved plan. Railway Authorities will execute the Project as per the approved plan in coordination with PWD.
- v) The integrated plan to be submitted to UTTIPEC as per the format for submission of UTTIPEC for approval.

Follow up action

- a) Both Railways and PWD confirmed in the Governing Body that the meeting was held under DRM Railways which was attended by PWD, their Consultant and Railway Officers as recommended by the Working Group II-B and the draft integrated plan was also agreed with some modifications.
- b) PWD explained that the draft plan to be sent to Railways and UTTIPEC for further consideration and approval before the next date of hearing.

Decision

- As recommended by the Working Group, PWD will prepare the detailed integrated plan and submit it to UTTIPEC along with the entire plan of S.P. Mukherjee Marg incorporating the recommendations/decisions of the 34th Governing Body Meeting dt. 20.1.12 for implementation of the entire stretch of road as per the approved plan.
- PWD will incur the expenditure for the development to be taken up within the Railway

Station Complex as per the integrated approved plan. Railway Authorities will execute the Project as per the approved plan in coordination with PWD.

Action: PWD, Northern Railways

v) Corridor Improvement proposal of Outer Ring Road (IIT Gate –NH-8)
[(File No. F.6(10)2009/UTTIPEC)].

Secretary PWD explained that the Consultant RITES Ltd. has worked out various scenarios /options which will have to be tested through simulation study before finalizing the recommended proposal by the Working Group II-B for consideration by the Governing Body.

However, he requested that the decision regarding following 2 aspects may have to be taken:-

- a) Link Road connecting NH-8 (Shiv Murti to Mehrauli Mahipalpur Road)
- b) The underpass option proposed by RITES for right turning traffic from BJ Marg to Ring Road will involve some modifications in the underground Metro Station plan which are to be taken up with DMRC

Traffic Police was of the opinion that one way movement will not be feasible. The alternative proposals are to be further examined in detail.

Decision

- i) The link road connecting NH-8 and Mehrauli Mahipalpur Road has already been approved in principle by the Governing Body with the direction to finalise the alignment with least disruption of structure.
- ii) The final plan to be prepared with feasibility and to be submitted by PWD immediately.
- iii) Principal Secretary PWD will take a meeting with Traffic Police and other Stakeholders either separately or in the Working Group-II-B meeting for further deliberation on the BJ Marg proposal of the RITES Study.

Action: PWD / Traffic Police

vi) Urban Extension Road

Chief Engineer (MPR) DDA explained that a draft alignment Plan was prepared under his supervision and was discussed in UTTIPEC which contains the proposed development of road as per the approved cross section by UTTIPEC (i.e. 51 mtrs for the road section and 55 mtrs at the inter section)and flyovers with clover leaves at some major intersections for smooth movement of high speed traffic which has not been agreed by the UTTIPEC Core team.

Observations

- i) Urban Extension Roads are important linkages passing through the future sub city of Narela, Rohini Extention and Dwarka connecting the National Highways.
- ii) Governing Body had already taken a decision that these important corridors are to be developed on the principle of TOD development with multi modal corridor with the provisions for future Metro and BRT corridors to be introduced at the initial stage of development itself.

- iii) The development plan within the Influence Zone of this corridor would require a comprehensive network and connectivity plan with landuse integration all along the corridor. In this regard a consultant was to be appointed by DDA as per the decision of the Governing Body. UTTIPEC had already forwarded the Terms of Reference/Scope of the study for the consultant.
- iv) It is suggested that the Road Development plan with Road Over Bridge (ROB) proposal connecting NH-1 to NH-10 should be prepared as per the approved cross section and the intersections at present be shown as a Roundabout/Signalized Inter section as Phase-I development to provide immediate connectivity.
- v) The detailed comprehensive proposal with various alternatives/options integrating land use and the transport corridor be worked out for a long term development proposal by DDA.

Decision

Considering the above observations for the future development of UERs as integrated landuse-transport corridors, the matter be discussed further in the Core Group/Working Group for preparation of -

- I. A short term Action Plan/Programme to ensure immediate acquisition of land and development of these important corridors connecting NH-I ,NH-10 and NH-8
- II. A comprehensive long term integrated development plan with a transport network system to enhance mobility, accessibility and safety of the roadusers.

Action: CE(MPR),DDA

It was decided that the next meeting of the Governing Body of the UTTIPEC will be held on **8.3.13 (Friday) at 10.30 A.M.**

The meeting ended with vote of thanks to the Chair.

Sd/-
(Ashok Bhattacharjee)
Director (Pig.)/
Member Secretary, UTTIPEC

DELHI DEVELOPMENT AUTHORITY
UNIFIED TRAFFIC & TRANSPORTATION INFRASTRUCTURE (PLG. & ENGG.)CENTRE
 2nd Floor, Vikas Minar, New Delhi

41st Governing Body Meeting of Unified Traffic & Transportation Infrastructure (Plg. & Engg.)Centre, UTTIPEC, held under the Chairmanship of **Hon'ble L.G.**, Delhi on 18.01.2013 (Friday) at 10.30 A.M., at 5th Floor, Conference Hall, Vikas Minar, New Delhi.

ATTENDANCE SHEET
Department wise members & Participants

L. G. Office

1. Sh. Tejendra Khanna, Hon'ble L.G., Delhi
2. Sh. Ranjan Mukherjee, OSD to L.G.

DELHI DEVELOPMENT AUTHORITY

1. Sh. S.K. Srivastava, VC
2. Sh. Ashok Khurana, E.M.
3. Sh. J.B. Kshirsagar, Commr.(Plg.)
4. Sh. P.M. Parate, Addl. Commr. (Plg.) TC&B
5. Sh. Vinod Dhar, Chief Architect (HUPW)
6. Sh. Ashok Bhattacharjee, Director (Plg.) UTTIPEC
7. Sh. Sabyasachi Das, Dir. (Plg.) GIS & 'D' Zone Unit.
8. Sh. Anil Kumar, Project Manager, Flyover
9. Sh. R.K. Gupta, Project Manager, MPR
10. Sh. N. R. Aravind, D.D.(Plg.)UTTIPEC
11. Ms .Manju Paul.Dy.Dir.(Plg.), VC Office
12. Sh. L.K.Jain, E.E. (Civil) UTTIPEC.
13. Sh. S.C. Gulati, E.E.(HQ)
14. Sh. Sudhir kr. Kain, Dy. Director (Plg.) UTTIPEC
15. Sh. A.K. Saini, A.D. (Plg.) UTTIPEC
16. Sh. Ashwini Khullar, A.D. UTTIPEC
17. Ms. Mriganka Saxena, Sr. Consultant-II, UTTIPEC
18. Sh. Charanjit Arora, Plg. Asstt. UTTIPEC
19. Sh. Anand Kumar, Plg. Asstt. UTTIPEC
20. Ms. Akanksha Chopra, Consultant, UTTIPEC
21. Ms. Meenakshi Burman, Consultant, UTTIPEC
22. Sh. Adarsha Kapoor, Consultant UTTIPEC
23. Ms. Iram Aziz, Consultant, UTTIPEC

TRAFFIC POLICE

1. Sh. Sudhir Yadav, Spl. Commr.
2. Sh. Satyendra Garg, Jt.Commr.

MCD

1. Sh. Ravi Dass, Engineer- Chief (SDMC)
2. Sh. Navan Verma, C.E. (SDMC.)
3. Sh. R.K. Sharma, S.E. (Pl.g) (SDMC)
4. Sh. R.K. Taneja, S.E. (EDMC)
5. Sh. Anil Tyagi, Ex. Engineer
6. Sh. Brajesh Kumar, Ex. Engineer (Plg.)(SDMC)
7. Sh. Suraj Bhan, E.E., SDMC
8. Sh. Devender Singh, EE(P) (KBZ)
9. Sh. A.K. Gupta, Consultant

P.W.D.

1. Sh. Arun Baroka, Secretary (GNCTD)
2. Sh. V.K. Gupta Engineer-in-Chief (GNCTD)
3. Ms. Sarvagya Srivastava, C.E. F.1
4. Sh. Shishir Bansal, P.M. F.12
5. Sh. M.K. Singh, E.E.(E)

N.D.M.C

1. Sh. Anil Prakash, E.-in-C
2. Sh. H.P. Singh, S.E. (RI) Civil Engr.
3. Sh. Sanjay Kumar, C.E.
4. Sh. Sanjay Malik, Ex. E.M. (P)

Northern Railway

1. Mr. R.K. Rai, A.D.R.M.
2. Sh. Manoj Sharma, Chief Engineer (Consultant)
3. Ms. Mona Srivastava, Dy. Chief Engineer

DMRC

1. Sh. D.K. Saini, Director (Projects)
2. Sh. Ashok Kumar Sharma, Dy. Chief Architect
3. Sh. Umesh Mishra, C.E.

DIMTS

1. Sh. Samir Sharma, AVP

RITES

1. Sh. Jitender Kumar Yadav, Manager

IRC

1. Sh. Pankaj Aggarwal, Addl. Director (Tech.)

D.T.C.

1. Sh. Y.P. Khurana, Sr. Manager

NHAI

1. Sh. Brij Mohan Sharma, Manager (Tech.)

Others

1. Sh. A. Dasgupta, Secretary IUDI, SPA Deptt. Of Urban Design
2. Ms. Rakhee Mehra, Founder Micro Home Solutions
3. Ms. Anvita Arora, MD/CEO
4. Ms. Kalpana Vishwanath, Jagori
5. Sh. Rajendra Ravi, Director NAPM
6. Sh. P.K. Madan, Gen. Secretary, RWA
7. Sh. Nanhu Prasad Gupta, President, RWA Gauri Shankar Enclave
8. Sh. Arjun Singh, National Cyclist Union, NGO
9. Ms. Sunita, National Domestic Workers Union, Delhi

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L. G. Office

1. Sh. Tejendra Khanna, Hon'ble L.G., Delhi
2. Ms. N. Guha Biswas, Pr. Secretary to L.G.
3. Group Captain Ranjan Mukherjee, OSD to L.G.

DELHI DEVELOPMENT AUTHORITY

1. Sh. S.K. Srivastava, VC,DDA
2. Sh. Ashok Khurana, 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, UTTIPEC
7. Sh. Anil Kumar, Project Manager, Flyover
8. Ms. Manju Paul, Dy. Director, VC Office
9. Sh. N. R. Aravind, Dy. Director (Plg.)-IUTTIPEC
10. Sh. Sudhir Kumar Kain, Dy.Director(Plg.)-IIUTTIPEC
11. Sh. L.K.Jain, E.E. (Civil) UTTIPEC.
12. Ms. Paromita Roy, Sr. Consultant-I, UTTIPEC
13. Ms. Mriganka Saxena, Sr.Consultant-II, UTTIPEC

MOUD

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

TRAFFIC POLICE

1. Sh. Sudhir Yadav, Spl. Commr. (Traffic)
2. Sh. Satyendra Garg, Jt.Commr.(Traffic)

P.W.D. GNCTD

1. Sh. Arun Baroka, Secretary
2. Sh. V.K. Gupta, Engineer-in-Chief

TRANSPORT DEPTT./URBAN DEVELOPMENT, GNCTD

1. Sh. Rajender Kumar, Pr. Secy-cum- Commr. (Transport)

MCD

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

N.D.M.C

1. Ms. Archana Arora , Chairperson
2. Sh. Anant Kumar, Chief Engineer (R)

DIMTS

Sh. Sanjiv Sahai, MD

DMRC

1. Managing Director
2. Director (Projects)

Northern Railways

1. Sh. A.K. Sachan, DRM
2. Sh. Manoj Sharma, CE (Constr.)

IRC

Secretary General

TCPO

Sh. J. B. Kshirsagar, Chief Planner

CRRI

Ms. Nishi Mittal, HOD- (Traffic & Tpt.)

AAUI

Sh. T. K. Malhotra, President

NHAI

Sh. R.K.Singh, Member Technical

Special Invitees

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2. Sh. Rajendra Ravi, National Alliance of People's Movements
3. Ms. Kalpana Viswanath, Jagori Women in Cities International at New Delhi
4. Ms. Rakhi Mehra, Founding Partner Micro Home Solutions
5. Sh. P.K. Madan, Vasant Vihar