

DELHI DEVELOPMENT AUTHORITY
UNIFIED TRAFFIC & TRANSPORTATION INFRASTRUCTURE (PLG. & ENGG.)CENTRE
2nd Floor, Vikas Minar, New Delhi
Phone No. 23379042, Telefax : 23379931
E-mail:diruttipec@gmail.com

No. F.1.(2)2012/UTTIPEC/38th/D- 245

Dated: 27.8.12

MINUTES OF THE 38th UTTIPEC GOVERNING BODY MEETING, HELD ON 26.7.2012 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 26.7.2012 at 10.30 A.M. at Vikas Minar, under the Chairmanship of the **Hon'ble Lt. Governor** of Delhi. The detailed agenda items for discussion was laid on table containing brief report on Working Group meetings and Minutes of 37th Governing Body meeting held on 25.5.12. 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 38th Governing Body meeting of UTTIPEC.
2. Minutes of the 37th Governing Body meeting circulated on 19.6.2012 were **confirmed** as no observation/comments were received.
3. **Brief report on proposals/projects** discussed in various Working Group meetings:-
 - a) **Working Group (WG) IIIA and IIB**
 - Director(UTTIPEC) explained that the **Trial run for Bus entry/parking within the station complex** was discussed in WGIIIA to finalize the modalities with Railways and other Agencies. 'Trial Run' was conducted w.e.f. 30.6.12 for 15 days allowing buses to use the existing taxi/auto parking lane for bus parking/drop off facilities within Station Complex.. Further, the matter was reviewed in the WGIIIB meeting. The recommendation of the WGIIIB is given in item no 4(iv) of the agenda. Other 3 items recommended by the WGIIIB will be presented as item no 3(i), 3(ii) &3(iii).
 - E-in-C(PWD) explained that the Trial run is still continuing successfully as reported in WGIIIB meeting. However, WGIIIB recommended that the PWD consultant will prepare an integrated circulation and parking plan (including bus parking/drop off area) of station complex in consultation with the Railways, Traffic Police, DTC etc and the same to be finalized by the Core group before the same is considered by the WGIIIB and Governing Body.
 - DRM(RIys) explained that the tourist booths, and other structures need to be removed for efficient circulation system within and outside Rly. station complex.
 - JCP(Traffic) pointed out that the stoppage time for buses are too long causing hindrances to other traffic due to queuing of buses entering the complex.

- **Hon'ble LG** directed that Com(Transport) will chair a meeting in UTTIPEC to be attended by all stakeholders ie PWD, Traffic Police, Railways, DTC for resolving all the issues including finalization of an integrated plan as recommended by WGIIIB within a time frame for approval by the Governing Body. He also directed that the Trial run to continue.

Action:- Transport Deptt, DRM-Delhi, Northern Railways, PWD, Traffic Police, DTC

b) TOD Task Force

- Director(UTTIPEC) explained that TOD Task Force meeting was held on 23.7.2012 under the Chairmanship of Commissioner (Plg.), DDA in which layout Plan of TOD Pilot Project, Karkardooma Metro Station & Development Control Norms/Conditions for handing over land to metro station, school, college were discussed as a follow up of Governing Body decision on 25.5.12 and it recommended that:
 - i The school and college site to be allotted land i.e. School 0.2 hac. and College 0.2 hac. (already approved by the Governing Body) with norms/conditions as per MPD -2021 provision to facilitate their sanction as per building by-laws.
 - ii The Proposed set back (i.e. 1 mtr.) is recommended, which can be relaxed by the Competent Authority/ Technical Committee as per the provision of the Master Plan.
 - iii The parking provision as per Master Plan would be made within the land allotted to them.
 - iv The Metro land proposed for Metro Station would be handed over as per the approval of the Governing Body.
 - v Integration Plan for the additional land to be considered for allotting Metro Station land to be finalized in consultation with UTTIPEC.
- Commr. (Plg.) explained that the present development control norms will be applicable for sanctioning of building as per present bylaws as TOD norms will be applicable only after the incorporation in the Master Plan.
- **Hon'ble L.G.** directed that
 - i) The TOD norms should be applicable for all buildings as TOD projects of Karkardooma and MG road have been taken up as pilot projects to develop applicable norms for the TOD influence Zone which are also being considered to be part of TOD chapter in the revised Master Plan under review.
 - ii) The recommendation of the TOD Task Force above (i to v) was **approved** with the direction that the TOD norms will be mentioned as conditions of allotment in the plan with specific mention about the future FAR benefits as and when approved and notified for TOD influence Zone for keeping future expansion possibilities in the building plan by the college and school authorities.
 - iii) If required, the concerned files could be forwarded to LG for his approval.

Action- TOD Task Force Group

4. Presentation:

- i) **Corridor Improvement plan of Outer Ring Road from IIT Gate to NH-8** (L. G. reference vide UO No.47(10)/RN/2012/RM/XI/8087 dated 4.6.2012 [(File No.F.6(10)09/UTTIPEC) / Vol. II].

(a) **Background:**

As per the direction of the 25th G.B. meeting held on 30.7.2010, PWD to prepare and submit a Comprehensive Plan for long term solution of the problem in a time bound manner, PWD had engaged RITES for medium and long term solutions with following Scope of work:

- Preparation of detailed network plan.
 - Collection of primary and secondary data
 - Analysis of the data and Development of transport demand model in Cube Software
 - Assessment of travel demand for base and horizon years
 - Development of alternative concept plans for mobility in the Study Area
 - Development of simulation models in VISSIM software for alternative plans
 - Selection of Final Plan based on predetermined criteria
- The Horizon year for the Study is 2031.

(b) **Proposal:**

Consultant of PWD M/s RITES made a presentation in the Working Group on 5.7.12 highlighting progress of work, major problems & strategies for working out long & medium term solutions.

(c) **Problems observed / identified:**

- Large volume of traffic on roads leading to NH8 as NH8 provides high speed connectivity with Airport and Gurgaon
- Large volume of private vehicles due to limited number of public transport options available with the commuters
- Heavy encroachment and on street parking affecting the traffic movement
- Major link roads connecting ORR & RR underutilized due to poor network connectivity

(d) **Possible Solutions:**

- Network Connectivity
- Demand Management
- Public Transport Promotion
- Capacity Augmentation
- Traffic Management
- Planned Mass transport proposals in the Study Area

(e) Proposed package for RTR Marg:

P1: Proposed Circulation Plan, One way movement on RTR Marg and BJ Marg

- a) **Clockwise Movement** –One way movement on BJ Marg for ORR to RR & one way movement on RTR from RR to ORR.
- b) **Anticlockwise Movement**- : One way movement on RTR from ORR to RR and one way movement on BJ marg from RR to ORR.

P2: Capacity Augmentation for straight movement of traffic from NH-8 to IIT & vice versa

a) **At Grade Improvements:**

- i) 3 Lanes from IIT to Airport for straight traffic on ORR & 2 lane for right turning traffic by taking any existing service lane of Vasant Vihar.
- ii) Present 3 lane flyover for straight traffic Airport to IIT Gate.

b) **6 laning of RTR flyover:**

- i) Additional elevated & underpass / Tunnel road portal frame with 3 lanes for straight traffic for IIT to Airport.
- ii) Utilization of present 3 lanes flyover for straight traffic for Airport to IIT Gate.

P3: Better utilization of underutilized roads – Nelson Mandela Marg

- a) Removal of Bottleneck at NMR and ORR Junction
- b) Intersection improvements of Baba Ganganath Marg and Munirka Marg Junction
- c) Developing a proper signalized intersection of NMR- Priya Munirka road.

P4: Construction of bypass from Mehrauli Mahipalpur Road to NH-8

Merits & Demerits of the above proposals were discussed in the Working Group meeting.

(f) Observations:

- i) It was observed that the RTR is the shortest distance between the Ring Road and ORR. Hence the traffic moving from central & southern side move from Ring Road to ORR through Rao Tula Ram Marg. **The congestion at the junction of RTR marg and ORR is due to the funneling effect caused due to no other cross connections available on parallel roads** like BJ Marg /Sangam Marg as medians are closed on ORR intersections.
- ii) To minimize the funnel effect the **anti-clockwise movement** between the Ring Road / Benito Juarez marg / ORR proposed as by RITES is a better option as it has the minimum infrastructure requirement.
- iii) **At grade improvements** of the ORR-RTR and ORR-B.J. marg along with feasibility of widening option of ORR from Paschim Marg to B.J.Marg also to be explored by lowering of service road / footpath height as proposed.

- iv) **Additional flyover on portal structure or Tunnel / underpass** along the ORR from IIT to NH-8 on landing/ taking off, will have to be properly designed. Implementation of this proposal will have impact on the existing traffic movement during the construction. Construction technology adopted should minimize the impact. Careful traffic impact analysis to be done by the consultant.
- v) The proposal of **widening of existing 3 lane to 4 lane** grade separated additional carriage way may not solve the problem on long term basis as per the simple projections.
- vi) The proposal of **better utilization of Nelson Mandela Marg and Mehrauli Mahipalpur road** is only possible when the bottleneck at Baba Ganganath Marg and Nelson Mandela Road junction and removal of encroachment on Mehrauli Mahipalpur road at Mahipalpur village. Then only this underutilized road can be used for augmentation of traffic on underutilized roads.
- vii) **Construction of bypass road** connecting Mehrauli Mahipal pur road to NH-8 (at Dwarka Road junction) under consideration of PWD will provide an alternate route for Gurgaon traffic destined to South Delhi /NOIDA and reduce traffic congestion or RTR /ORR.

(g) Working Group further discussed the proposal of the PWD/RITES on 13.7.12 with the RWAs of Vasant Vihar, Vasant Enclave and West End. Consultants were requested to examine /consider the suggestions of all RWAs for incorporating in the proposal.

(h) Recommendation:

Working Group **recommended** that following proposals be presented in the next Governing Body meeting incorporating the above observations and suggestion of the RWAs.

- i) **Short term/Interim proposal** without major construction of flyover / underpass is a preferred option which should be explored and detail proposal to be submitted for implementation / Trial run.
- ii) **Long term proposal** with additional connectivity, network improvements and Public Transport capacity augmentation proposals based on Travel Demand Management Strategies to be explored.

A presentation was made by M/S RITES, Consultant of PWD in the Governing Body meeting explaining in detail specific proposal for RTR Marg-ORR junction as well as long term proposal.

(i) Decision

After detail deliberation in the meeting, the Governing Body **approved in principle** the recommendation of the Working Group with following directions based on various observations of members:-

- a) **For Short Term/ Interim solution** (RTR –ORR- BJ Marg intersection) - the consultant's proposal for one way circulation system and other improvements to be further discussed with the Traffic Police and other stakeholder agencies and finalized before introducing a '**trial run**' for real time assessment of the

revised circulation system with traffic count which was also agreed by the West End RWA representatives attended the meeting.

- b) **For Long Term Comprehensive solution** (study area and entire corridor from IIT Gate to NH-8) –
- Additional link road proposal connecting NH-8 –Dwarka road junction(near Shiv Murti),already approved in principle by the Governing Body and also proposed by the RITES,as an important link to divert Gurgaon traffic,to be taken up by PWD as part of their Ph-II MM Road proposal. However, the alignment of the road to be least disruptive,
 - Proposed Loop road all along the southern periphery of Vasant Vihar connecting NH-8 to be explored further and finalized in consultation with all concerned stakeholder agencies
 - A specific proposal for removal / resettlement/ in situ development (in nearby/adjacent area) of squatters/ jhuggies from Baba Ganganath Marg intersection along with development of intersection to be worked out as per policy by PWD /consultant.
 - Elevated Grade separator proposal presented in the meeting to be further evaluated in terms of its functional, aesthetical and environmental impact. The possibility of an underground tunnel may be also explored and evaluated in terms of safety, emergency, geo-technical feasibility and functional impact.
- c) Joint meetings with the chairpersons of WG IIIB, IIA, IIB to be organized to guide, review and finalise the short and long term proposals of consultant before the final proposals are recommended to the Governing Body for approval.
- d) Finalized proposals/plans are to be uploaded on the UTTIPEC Web Site as community feedback so that all concerned RWAs can provide valuable comments and suggestions to UTTIPEC for consideration before approval of the project.

Action- Transport Deptt,PWD, Traffic Police

ii) Improving connectivity with Multimodal Integration in and around the influence zone of Metro Stations (Ph. III)- Projects & Programmes.
[(File No.F.10(11)10/UTTIPEC)].

(a) Background:

Following 6 mandates have been approved by the Governing Body in its 31st , 33rd , 34th & 35th meetings.

- a) Multi-modal integration plan for Metro Stations
- b) Pedestrian Crossing facilities at Vulnerable /accident spots
- c) Standard Typical Crossing Design
- d) Synchronization Of Signals, Signage & Road Markings etc.
- e) Street Design Guidelines
- f) Cycle sharing & other IPT

In addition to these mandates, Ministry of Urban Development has directed DMRC-

- i) To ensure development of facilities for pedestrian & cyclists in the catchment area of all the metro stations in Delhi.
- ii) A modern ITS enabled cycle sharing facility is to be set and maintained by DMRC in the catchment area of all the metro stations to promote green and clean transport.

Based on the above mandates & decision, UTTIPEC has proposed to Plan, Design & retrofit 2km influence zone of all Ph-III Metro stations.

(b) Objectives of this study :

- i) *Improved access and last mile connectivity (Para Transit feeder modes)*
- ii) *Improved walkability (Barrier free, safe pedestrian crossing and NMT facilities)*
- iii) *Safety (general safety '0' fatality) and women safety on road*
- iv) *Improved Parking (Well managed and designed short/long term and on street/off street parking provisions and removal of parking from roads/footpath.)*

(c) Envisaged outputs of the project

- i) Station Area Plans for 300M Zone
- ii) *Corridor Development Plan for Road Linking Stations.*
- iii) *Integrated Mobility Proposals for 2Km zone*
- iv) *A comprehensive Parking Strategy & Public Realm Improvement for 800M zone*
- v) *Storm Water Management Strategy for 800M zone*
- vi) *Retrofitting proposals for streets \geq 18M on priority basis within 2Km zone*

(d) Proposed Methodology

1. *Identification of projects across the city in discussion with road owning agency + UTTIPEC.*
2. *A consistent TOR prepared by UTTIPEC to be followed by all agencies.*
3. *Appointment of Consultant Team by road owning agency. To include transport planner, civil engineer, an architect with experience in public space design & landscape architect. (UTTIPEC list of empanelled consultants could be used). Consultant team must be engaged to prepare Construction Drawings for approved Alignment Plan as well as supervision on site with concerned Engineer of Road Owning Agency.*
4. *Capacity Building within Road Owning Agencies through Workshops conducted by UTTIPEC*

(e) Methodology in 4 phase programme:

Phase:1

- Internal audit of all streets \geq 18M within 2Km zone as per UTTIPEC Audit Checklist
- Conceptual Station Area Plans (300M) for all Ph III Stations as per UTTIPEC Checklist
- Conceptual Corridor Development Plan as per UTTIPEC Guidelines inc. Parking Strategy

Phase:2

- Draft Mobility Plan for 2km influence zone
- Identification of Quick Win and Long term projects within 2km influence zone
- Final Station Area Plans for all Ph III Stations
- Final Corridor Development Plan for ORR inc. Parking Strategy

Phase:3

- Stakeholder consultation
- Parking Strategy for 800 M influence zone
- Storm Water Management Strategy for influence 800 M Zone
- Design Development of Quick Win Projects
- GFC Drawings

Phase:4

- Design Development of Quick win & Long term Projects as per identified Priority
- Capacity building workshops
- Implementation of Station Area Plans & Corridor Improvement Scheme
- Phased Implementation of Quick win & Long term Projects as per identified Priority

Post construction:

- Completion Certificate & As-built Drawings to be submitted to UTTIPEC by the Road Owning Agency.
- 3rd party Audit by UTTIPEC Audit Team.

Based on the above project methodology, following projects were identified / suggested by each zone of the city.

EAST ZONE	WEST ZONE	NORTH ZONE	SOUTH ZONE	CENTRAL ZONE
<p><u>Line-7</u></p> <p>Project-1</p> <ul style="list-style-type: none"> i. Yamuna Vihar ii. Maujpur iii. Jaffrabad iv. Welcome <p>Project-2</p> <ul style="list-style-type: none"> i. Bholanath ii. Krishna Nagar iii. Jagatpuri iv. Anand Vihar <p>Project-3</p> <ul style="list-style-type: none"> i. I.P.Extension ii. Vinod Nagar iii. Vinod Nagar East iv. Trilokpuri 	<p><u>Line 7</u></p> <p>Project-6</p> <ul style="list-style-type: none"> i. Delhi Cantt. ii. Naraina-1 iii. Naraina-2 iv. Mayapuri v. Rajouri Garden <p>Project-7</p> <ul style="list-style-type: none"> i. ESI Hospital ii. Punjabi Bagh West iii. Shakoorpur iv. Netaji Subhash Place <p><u>Line 8</u></p> <p>Project-1</p> <ul style="list-style-type: none"> i. Janakpuri West ii. Janakpuri West C-28 iii. Dabri Mor iv. Dhasrath Puri v. Palam 	<p><u>Line 7</u></p> <p>Project-8</p> <ul style="list-style-type: none"> i. Shalimar Bagh ii. Azadpur iii. Mukund Pur <p>Project-9</p> <ul style="list-style-type: none"> i. Shalimar Place ii. Rohini Sec.-18 iii. Badli 	<p><u>Line 7</u></p> <p>Project-4</p> <ul style="list-style-type: none"> i.Hazrat Nizamuddin ii.Ashram iii.Srinivasapuram iv.Lajpat Nagar v.South Extension <p>Project-5</p> <ul style="list-style-type: none"> i. INA ii. Sarojini Nagar iii.Bhikaji Cama Place iv.Moti Bagh v.Dhaura Kuan <p><u>Line 8</u></p> <p>Project-2</p> <ul style="list-style-type: none"> i. IGI Airport ii. Vasant Vihar iii. Munirka iv. R.K.Puram v. IIT vi. Hauz Khas 	<p><u>Line 7</u></p> <p>Project-10</p> <ul style="list-style-type: none"> i. Kashmiri Gate ii.Lal Qila iii.Jama Masjid iv.Delhi Gate <p>Project-11</p> <ul style="list-style-type: none"> i. ITO ii.Mandi House iii. Janpath

<p>Line 8</p> <p>Project-4</p> <ul style="list-style-type: none"> i. Okhla Vihar ii. Jasola Vihar iii. Kalindi Kunj iv. Amity Noida v. Botanical Garden 			<p>Project-3</p> <ul style="list-style-type: none"> i. Panchsheel Park ii Chirag Dilli iii. G.K.Enclave iv. Nehru Place <p>Project-4</p> <ul style="list-style-type: none"> i. Kalkaji ii. Okhla Phase-III iii.Ishwar Nagar iv. Jamia Nagar 	
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(f) Proposal:

1. Develop a time bound action plan and programme for 2Km zone around all Phase III Metro Station Areas to be undertaken in a Phased manner by PWD in consultation with all stakeholders
2. Undertake Nehru Place Influence Area as a Pilot Project for MM Integration & Last mile connectivity .
3. Appointment of consultants by PWD for all projects based on a consistent TOR prepared by UTTIPEC
4. Capacity building with the road owning agencies through UTTIPEC workshops
5. Work in sync with DMRC to meet Phase III timelines.

(g) Recommendation:

Working Group recommended that the comprehensive proposal with implementable programmes for various options to be presented in the next Governing Body for approval in principle so that the multi modal integration / connectivity projects finalized, approved and implemented within a time line by all concerned agency.

h) Decision

The Governing Body **approved in principle** the proposal as per the recommendation of the Working Group with the following direction:-

- i) DMRC to take up detail designing/planning and retrofitting work of 'Intense metro station influence zone' of all Ph-III metro stations of Delhi from their own fund as per the programme and project details given by UTTIPEC.
- ii) Planning/Designing and implementation work of 'Intense Zone' of all existing metro stations (Ph-I& II) are also to be taken up by DMRC / concerned Road owning agency. Budget provision in this regard to be approved by the Empowered Group of ministers on Transportation- in which Hon'ble LG is a member.
- iii) DMRC to provide UTTIPEC with contractual details of all consultants involved in planning and design of metro stations of Phase 3 & 4. DMRC to ensure incorporation of all points of MRTS Integration and Connectivity Checklist of UTTIPEC. A draft letter from Hon'ble LG addressed to Secretary,MOUD to be sent TO LG office.
- iv) Multi Modal Integration and Connectivity Project for entire Nehru Place area Metro stations influence zone(as identified)project work to be implemented by PWD as per the UTTIPEC programme with immediate effect apart from the identified projects for the Influence Zone of all Ph-III Metro Stations as per the programme & phasing suggested above at para (e) of item no. 4(ii)

- v) Press Enclave road proposal approved two years back has been implemented by PWD immediately.
- vi) Multi-modal Integration Plan of Chhatarpur Metro Station already approved by the Governing Body requires to be immediately implemented as a first pilot project of the city. DDA will fund the project for preparation of detail design/plan and execution of the project for the entire Metro station complex as Chief Architect/CE(PInG)DMRC informed that the project is very good but DMRC will not be able to provide fund for the same. All concerned agencies are to be involved for expeditious implementation of the project. The project to be coordinated and monitored by UTTIPEC and implemented on priority by DDA.

Action:- DDA,DMRC,PWD and other concerned agencies

iii) Comprehensive Proposal on Vikas Marg Metro connectivity & Parking Strategies
 [(File No.F.6(133)10/UTIPEC)].

(a) Background:

The proposal of Corridor Improvement Plan of ITO Chungi to Karkari Mor was approved in-principle by the Governing Body in its meeting held on 29.10.10 with the direction that PWD to take up the project and prepare the DPR based on the above proposal. However, PWD is yet to engage a consultant for the BRT corridor.

Meanwhile, Special Task Force under the CS, Delhi on dated 25.6.2012 had desired that UTTIPEC will finalize the earlier plan with the proposal of long term / short term parking on Vikas Marg. Accordingly, UTTIPEC has prepared a proposal in consultation with all the Stakeholders and presented in the Working Group II-B on 5.7.12.

(b) Strategy for Planning of Vikas Marg Area:

- **Development of Multi level Off-Street parking** for providing space for existing vehicles parked on road /footpath rather than adding more parking space.
- **Limited Short term parking** for vehicles on Roads.
- **Re-design and planning of Vikas Marg** and other major roads within influence area of Metro Stations.
- **Development of amenities** for pedestrians, NMT and public transport users.

(c) Proposal:

1. Off Street Parking at DDA Seed Bed Park with creation of Long Term parking complex bundled with proposed mixed used development based on the TOD norms.
2. Proposed multi-level parking at Lalita Park.
3. Re-organization of parking plots in the layout plan of Laxmi Nagar Distt.Centre with a provision of multi-level stack parking and provision for IPT, NMT parking within the District Centre
4. Multi level stack parking in the Preet Vihar Community Centre.
5. Proposed Improvement of road /street network and multi modal integration on entire corridor.

(d) Observations:

1. Detailed blue print is to be worked out and provided to PWD.
2. Step by step things to be taken up for implementation like parking plan, Vehicular circulation, NMT circulation, IPT movement & parking etc.

(e) Recommendation:

Working Group recommended that the proposal to be presented in the next Governing Body for consideration.

(f) Decision

The Governing Body **approved in principle** the above proposal as per the recommendation of the Working Group with the following direction:-

- i) All identified Stack Parking lots (9 nos) as part of this Vikas Marg Corridor Development proposal ie both sides of Vikas Marg (Shakarpur and Laxmi Nagar sides), Laxmi Nagar District Centre and Preet Vihar Community Centre to be taken up on priority by the concerned agencies.(PWD/MCD) as an integrated development project of Vikas Marg proposal to be implemented by PWD within a scheduled time frame.
- ii) The progress of work to be monitored by the Core Group/Working Group for reporting the status of the project to the Governing Body meeting.
- iii) TOD Redevelopment Project on DDA land (Seed bed park), Laxmi Nagar Crossing to be taken up on priority by DDA by appointing consultant from the empanelled list of UTTIPEC for working out detail plan based on the conceptual proposal of UTTIPEC .

Action:- PWD, DDA, East MCD

5. Issues for discussion: - (L.G. References)

i) Press Clipping on “Get Parking Space before registration.”)

Rajasthan High Court ordered that the Government should:

- Register only to those owners of cars and scooters who have parking facilities.
- Carry out survey in the state to assess how many vehicles are parked on the road and not in their premises.
- To give registration of new vehicles only to those who give undertaking that they have parking space within their premises.
- The traffic Police survey shows that 45% of vehicles are parked on road side and not in the residential premises.
- Increase of the vehicles in Jaipur @ of 25% every year.

Observation

- i) Commr.(Transport) was of the opinion that any restriction on registration and parking in Delhi would encourage people to register in adjacent towns of UP and

- Haryana depriving Delhi of earning revenue. He suggested that the similar restriction to be imposed for the entire NCR area and major towns in particular.
- ii) MCD has reservation about the removal of parking from streets without provision of parking due to public opposition.
 - iii) Parking Pricing policy is being discussed in EPCA and Special Task Force under Chief Secy. Delhi
 - iv) This is a standard practice in Japan and Singapore considered as one of the important strategies to control car ownership in the city and to reduce congestion on road.

Hon'ble LG desired that Transport Deptt, GNCTD to take up the matter in the NCR Planning Board (NCRPB) meeting as a policy initiative from Delhi Govtt.for uniform adoption in all NCR towns to restrict car ownership, reduce congestion and improve Public Transport system and connectivity at overall NCR level.

Action: Transport Deptt.,GNCTD

- ii) Press clipping titled “**Why more Flyover can't unclog Delhi**” published in Hindustan Times dated 25.6.2012.

(a) Highlights

- Delhi has 25% of land under road. Still it is not enough for the traffic.
- 10 Flyovers between Ashram & Dhaula Kuan could not ease traffic grid lock.
- Daily travel trips has increased from 15 million in 2001 projected to be 25 million in 2020.
- Government increases road space to decongest traffic but new roads end up encouraging more 'induced traffic'.
- Many cities are presently dismantling flyovers.
- Delhi commuters are shifting to Metro.
- Congestion tax /charge and road space rationing reduce congestion on road.
- Investment on transport system of Delhi needs paradigm shift from the policy of building flyovers.

This issue was deliberated in the Working Group meeting dt. 5.7.12 which was attended by all Road Owning Agencies and Transport Department.

(b) Observations:

- i) All the issues published in the Newspaper were earlier discussed in various Core Group, Working Group and the Governing Body of UTTIPEC. Working Group appreciated that such issue concerning the city traffic & infrastructure provisions have been highlighted by the Press.
- ii) Policies, Projects & Guidelines are being initiated by UTTIPEC in consultation with all stake holders related with Public Transport System Integration and infrastructure provisions. Street Design Guidelines and Multi-Modal Integration and connectivity Guidelines are the important documents for provision of necessary infrastructure and last mile connectivity for enhancing the Public Transport System of the city.
- iii) The present focus is to promote Public Transport and pedestrians with a paradigm shift of concern for movement of people (mobility) than movement of

vehicle (traffic) on road. All other policy issues related with reduction of private vehicles and congestion on road through parking & travel demand management strategies are under active consideration of UTTIPEC for incorporation in the Master Plan as part of its review process.

- iv) Signal free high speed corridors earlier considered for major arterials and subsequent priorities set for building of flyovers being reviewed as more congestion during peak hours and more fatal accidents on off peak hours has been reported by the Traffic Police on all such corridors.
- v) Entire road network system developed for the city as part of Master Plan development has created a major Radial-Ring – Arterial network system having very few cross road connectivity which are a major cause of congestion due to concentrated load of traffic on this major arterial network.

(c) Recommendations:

- i. A city level comprehensive Transport network /connectivity plan should be immediately worked out/finalized based on the RITES /DIMTS comprehensive Travel Demand Forecast and Public Transport Network study to determine the future mobility plan / transport network system and connectivity based on Transit Oriented Development principles.
- ii. The implementation of Street Design Guidelines of UTTIPEC to be taken up by Road Owning Agencies as per the programme set by UTTIPEC in consultation with all Stake holders.
- iii. A training workshop for the PWD for apprising them about various components of Street Design Guidelines may be organized by UTTIPEC Team in PWD /UTTIPEC Office on the similar line adopted for East Delhi Municipal Corporation (EDMC) Engineers.

d) Decision

The Governing Body approved above recommendations of the WGIIB with the following directions:-

- i) E-in-C and Chief Engineers of all road implementation agencies to arrange workshop regularly and personally brief all level of Engineers in the workshop regarding various aspects of Street Design Guidelines required to be incorporated in the planning and implementation of any new street or retrofitting of existing streets.
- ii) All the junior and Asstt Engineers being recruited by all road owning/implementation Agencies for execution of road projects to be trained to understand and adopt UTTIPEC guidelines at planning and execution stages which should be assessed during their probation period before certifying their regular appointment.
- iii) Above actions are required to ensure quality implementation of road infrastructure of the city as per the best practices of the world.

iii) 'Walking and Cycling' – Ms. Anumita Roy Chaudhary, Exec. Director , CSE.

a) Highlights:-

- By 2030 an average Indian will travel thrice as many kms. as they travel today.
- Any slide in walk and cycle sharing will increase pollution and fuel guzzling phenomenally
- Scaling up of public transport will also require significant expansion of walking and cycling infrastructure.
- The strong policy to ensure that those on buses, on pedal and on foot are not marginalized.
- Delhi needs to be prepared for massive increase in travel demand to meet the travel needs of 23 million people in 2021.
- Delhi Master Plan targets 80% public transport ridership by 2020 requiring expansion of pedestrian and cycle facilities as feeders.
- People carrying capacity of roads is declining due to growing number of cars on road.
- Delhi records highest pedestrian fatalities on road accidents.
- High speed signal free traffic designed to give advantage to cars and lack of safe spaces for pedestrians forcing them to walk on roads or jay walk as their routes are being cut off by one way as signal free roads.
- People and public transport must always remain at grade and subways and FOBs are not be answered.
- European cities, Japan and New York planning the turn around and actively permitting non motorized transport (walking and cycling). Reducing motorized lanes from 4 to 2 and banning 6-lanes road inside the city.

b) Way Forward-

- Reallocate and increase road space for pedestrians and dedicated & safe cycle network
- Implementation of bi-cycle Master Plan.
- Minimize signal free corridors/FOB and sub-ways to provide safe at grade crossing facilities.
- Policy for '0' tolerance for accident.
- Laws and penalty to protect walk ways and cycle tracks.
- Measures to reduce traffic volume and traffic calming measures.

iv) Other Items - Presentation on various issues highlighted in the press

- Increasing congestion in Delhi (Misc Articles)
- Delhi Flyovers have failed in reducing congestion
- Impact of Car Oriented Infrastructure
- Increasing pollution due to increasing vehicles
- BRT- Society equitable & sustainable approach (Misc. Articles)

A presentation was made by the Sr. Consultant showing above Press Clippings/reference highlighting some of the major issues like congestion, pollution and safety in the city mainly caused by the evergrowing volume of private cars/ vehicles on road due to absence of an efficient, reliable Public Transport System in city. UTTIPEC's priority concern is 'movement of people and not car' as per the National Urban Transport Policy (NUTP) of Govt. of India. UTTIPEC is presently pursuing for an efficient Public Transport System with last mile

connectivity options with energy efficient, non polluting ParaTransit /NMT modes to achieve 80:20 modal split in favour of Public Transport as per the MPD-2021 recommendation.

It is apprehended that the recent controversy on BRT might affect the future bus based public Transport System in general and 14 BRT/ITC corridors already approved by the Governing Body in particular.

Hon'ble L.G. clarified the position with the remark that UTTIPEC stands for introducing an efficient, reliable Public Transport System in the city and will continue to encourage dedicated Bus lanes on all major Transport Corridors for increased efficiency of Bus transit system with higher Public Transport capacity provision to reduce congestion on roads.

ii) It was explained by the Sr. Consultants that **Building approval software** already adopted in some cities could be introduced in Delhi also to expeditiously process approval of building permits. Unified Building approvals software can provide an e-governance solution for automation of building plan scrutiny and approval. The software reads CAD drawings and maps them to the development control regulations for approval by municipal corporations and approving authorities within 3 – 10 days.

AutoDCR, one of the most widely used software in India, can seamlessly integrate to an online approval workflow to monitor the approval process with associated document scrutiny and site visits (where applicable). It integrates SMS and Personal Digital Assistants for creating alerts and notifications to concerned authorities.

It acts as a unified platform for the citizens, urban local bodies and authorities. It helps improve compliance, efficiency and effectiveness through collaboration between urban local bodies, government, citizens and other stakeholders. Several municipal corporations have been able to transform their building plan scrutiny and approval process by implementing AutoDCR®.

Hon'ble L.G. desired that a Committee under Commr. (Transport) with Engineer Member, Commissioner of EDMC, SDMC & NDMC, Dir. (Bldg.) & Sr. Consultant as members to study/review the proposed system before finalising a proposal for adoption in the city.

iii) **Hon'ble L.G.** finally desired that the quality Coffee/tea should be served in UTTIPEC Governing Body meetings. He directed that the quality coffee/tea machine as installed in the L.G. office to be also installed in Dir.(Plg.) UTTIPEC's office/ Vikas Minar for serving Governing Body and the Working Group/Core Group Meetings frequently held in UTTIPEC.

Action – Director(Plg.) UTTIPEC

It was decided that the next meeting of the Governing Body of the UTTIPEC will be held on **7.9.2012 (Friday) at 10.30 A.M.**

The meeting ended with vote of thanks to the Chair.

Sd/-

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

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

38th Governing Body Meeting of Unified Traffic & Transportation Infrastructure (Plg. & Engg.)Centre, UTTIPEC, held under the Chairmanship of **Hon'ble L.G.**, Delhi on 26.7.2012 (Thursday) 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. G.S. Patnaik, V.C.
2. Sh. Ashok Khurana, E.M.
3. Sh. Ashok Kumar, Commr.(Plg.)
4. Sh. P.M. Parate, Addl. Commr. (Plg.) TC&B
5. Sh. Ashok Bhattacharjee, Director (Plg.) UTTIPEC
6. Sh. Sabyasachi Das, Dir. (Plg.) GIS & 'D' Zone Unit.
7. Sh. Anil Kumar, Project Manager, Flyover
8. Sh. N. R. Aravind, D.D.(Plg.)UTTIPEC
9. Ms .Manju Paul.Dy.Dir.(Plg.), VC Office
10. Sh. L.K.Jain, E.E. (Civil) UTTIPEC.
11. Sh. Sudhir Kain, Dy. Director
12. Sh. A.K. Saini, A.D. (Plg.) UTTIPEC
13. Sh. Ashwini Khullar, A.D. UTTIPEC
14. Ms. Paromita Roy, Sr. Consultant-I, UTTIPEC
15. Ms. Mriganka Saxena, Sr. Consultant-II, UTTIPEC
16. Sh. Charanjit Arora, Plg. Asstt. UTTIPEC
17. Sh. Adarsha Kapoor, Consultant UTTIPEC
18. Ms. Iram Aziz, Consultant, UTTIPEC

TRAFFIC POLICE

1. Sh. Sudhir Yadav, Spl. Commr.
2. Sh. Satyendra Garg, Jt.Commr.
3. Sh. Azad Singh, A.C.P.
4. Sh. Satyavir Singh, A.C.P.

TRANSPORT DEPTT

1. Sh. R. Chandra Mohan, Secy.-Cum- Commr. (Transport)

MCD

1. Sh. Ravi Das, Engr-in-Chief
2. Sh. V.R. Bansal, S.E.(pr.)

NORTH DMC

1. Sh. K.P. Singh, C.E.
2. Sh. Sanjay Kumar Jain C.E. (North)
3. Sh. Sunil Tyagi, S.E. (P)
4. Sh. Rajesh Wadhwa,S.E. (North)
5. Sh. Sandeep Sharma, A.E.(Proj.) North

EAST DMC

1. Sh. D.P. Ture Addl. Commr.-II

SOUTH DMC

1. Sh. Sushil Singh, Dy. Commr.
2. Sh. Brajesh Kumar, E.E.(P)

P.W.D.

1. Sh. V.K. Gupta, Engr-in-Chief
2. Sh. M.C.T. Pareva C.E.
3. Sh. Shishir Bansal, P.M.
4. Sh. A.K. Asthana, EE M-413
5. Sh. Ravindra Yadav, E.E.
6. Sh. A. Bhowal, A.E.

N.D.M.C

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

UTES

1. Sh. Piyush Kansal, General Manager
2. Ms. Sujata Savant, AGM, UTES
3. Ms. Priyanka Kataria AM/UT

Northern Railway

1. Sh. A.K. Sachan, DRM
2. Sh. Rajiv Dhankher

DMRC

1. Sh. Ashish Bansal, C.E. (Plg.)
2. Ms. Papiya Sarkar, Chief Architect
3. Sh. Ashok Kumar Sharma, Dy. Chief Architect.-I

4. Sh. Rajpal Singh, Dy. C.E. PD
5. Sh. Kaushal Kumar Sahu, Asstt. Manager (Plg.)

SRIIR

1. Dr. P.K. Kaicker, Jt. Dir.

TCPO

1. Sh. R. Srinivas, Town & Country Planner

Others

1. Sh. Alok Jain, Director MVA Asia Ltd.
2. Ms. Anjen Chopra, Member Westend RWA
3. Sh. Aftab Seth, RWA Westend Enclave

Copy to:

L. G. Office

1. Sh. Tejendra Khanna, Hon'ble L.G., Delhi
2. Sh. Rakesh Behari, Pr. Secy., to L.G.
3. Sh. Ranjan Mukherjee, OSD to L.G.

DELHI DEVELOPMENT AUTHORITY

1. Sh. S.K. Srivastava, VC,DDA
2. Sh. Ashok Khurana, E.M.
3. Sh. Ashok Kumar, Commr.(Plg.)
4. Sh. P.M.Parate, Addl. Commr. (TC&B)
5. Sh. Sabyasachi Das, Dir.(Plg.)GIS & Website, UTTIPEC
6. Sh. Anil Kumar, Project Manager, Flyover
7. Sh. N. R. Aravind, Dy.Directo.(Plg.)-IUTTIPEC
8. Sh. Sudhir Kumar Kain, Dy.Director(Plg.)-IIUTTIPEC
9. Sh. L.K.Jain, E.E. (Civil) UTTIPEC.
10. Ms. Paromita Roy, Sr. Consultant-I, UTTIPEC
11. 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. Ms. N. Guha Biswas, Pr. Secretary
2. Sh. V.K. Gupta, Engineer-in-Chief

TRANSPORT DEPTT./URBAN DEVELOPMENT, GNCTD

1. Sh. R. Chandra Mohan, 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

Director (Projects)

Northern Railways

1. Sh. A.K. Sachan, DRM
2. Sh. R. N. Singh, CE (Constn.)

IRC

Sh. R. P. Indoria, Secretary General

TCPO

Sh. J. B. Kshirsagar, Chief Planner

CRRI

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

SRIIR

Dr. R. K. Khandal, Director

AAUI

Sh. T. K. Malhotra, President

NHAI

Sh. R.K.Singh, Member Technical

SPECIAL INVITEES

1. Sh. Shishir Bansal, SE, PWD
2. Sh. Aftab Seth, RWA Westend Enclave
3. Sh. Kailash Vasdev, RWA, Vasant Vihar
4. Ms. Sujata Savant, AGM, RITES