

DELHI DEVELOPMENT AUTHORITY
UNIFIED TRAFFIC & TRANSPORTATION INFRASTRUCTURE (PLG. & ENGG.)CENTRE
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MINUTES OF THE 34th UTTIPEC GOVERNING BODY MEETING, HELD ON 20.01.2012 at 11.00 A. M. UNDER THE CHAIRMANSHIP OF THE HON'BLE LT. GOVERNOR OF DELHI.

1. The Governing Body meeting of the UTTIPEC was held on **20.01.2012** at 11.00 A.M. at Vikas Minar, under the Chairmanship of the **Hon'ble Lt. Governor** of Delhi. The detailed agenda items for discussion laid on table contained brief report on Working Group meetings and Minutes of 33rd Governing Body meeting held on 25.10.2011. The list of members and participants, who attended this meeting is enclosed (Annexure 'X'). Director(Plg.) /Member Secretary, UTTIPEC, DDA welcomed **Hon'ble L.G.-** Chairman, UTTIPEC, all the distinguished members and other participants to the 34th Governing Body meeting of UTTIPEC.
2. Minutes of the 33rd Governing Body meeting circulated on 29.11.2011 were **confirmed** with the following **minor modification** in the decision on Item No. 4(i) ie "Standard Road Cross Section of Urban Extension Roads" as suggested considering that the Standard Road Cross Section along with services for all roads were presented in the 33rd Governing Body :-

"The Governing Body approved the Standard Road Cross Section for all Urban roads including Urban Extension Roads as recommended by the Working Group which will be implemented as per the site situation by DDA/Road Owning Agencies."

3. Brief report on proposals/projects discussed in the Working Group meetings

Director/Member Secretary UTTIPEC presented the brief on various Working Group Meetings held in UTTIPEC since the last Governing Body meeting.

- a) **Working Group II-B** meetings were held on 2.12.11 & 2.1.12. Nine (9) major items were discussed in these meetings. Out of which, two (2) items have been recommended for approval (Agenda item No 3 A (ii) to 3 A (iii)). Rest of the proposals will be further considered after observations/comments of the Working Group are incorporated.
- b) **Working Group III-A** meetings were held on 12.1.12. & 18.1.12. Five (5) major items were discussed in these two meetings. Out of which, one(1) item has been recommended for discussion in the Governing Body (Item No 3-A (iv)). Rest of the proposals will be further considered after observations/comments of the Working Group are incorporated.
- c) **Working Group III-B** meeting was held on 13.1.12. Nine(9) major items were presented/discussed in the Working Group. Out of which, seven(7) items were taken up as a follow up of earlier decision of the Governing Body/Working Group and other two (2) as new items. No specific recommendations were made by the Working Group. However, all these items will be further discussed/ considered in the next Working Group meeting with the necessary inputs suggested/observed by the Working Group.

3. Presentation:-

A) Projects for consideration/approval.

i) TOD Pilot Project near Karkardooma (File No.11(1)2010/UTTIPEC)- UTTIPEC / DDA

Background:-

- i. Three types of TOD Pilot projects are being taken up by UTTIPEC - Infill/ Redevelopment TOD, Retrofit TOD & Urban Extension TOD. Kadkaduma TOD site was taken up for the first project as an Infill type TOD. Since it was on DDA owned land, it was the ideal location to test new development policies that are conducive to Transit Oriented Development.
- ii. Governing Body on 29-10-2010 approved in principle TOD Concept / Principles and directed that this project should be taken up by DDA as a first project of mixed use development around metro station influence zone.
- iii. After the project was taken up, Metro proposed one more Station at the Kadkaduma site for Phase 3 Metro line connecting Gokulpuri (North-East) to South Delhi. Existing Karkaduma Metro Station is on the Yellow line connecting Vaishali (UP) to Dwarka (West Delhi). UTTIPEC has coordinated with DMRC on the location and design of the new Station so that it integrates better with the upcoming DDA project.
- iv. The conceptual proposal was earlier discussed in the Task Force Group Meeting under Commr. (Plg.) and the modified broad proposal incorporating the suggestion has been discussed with Commr. (Plg.), Chairman, TOD Task Force Group and it was decided that the proposal to be discussed in the Governing Body.

Proposal

A detailed presentation was made by the Sr. Consultant, UTTIPEC explaining the Process, Analysis of alternate options, Selection of the option and Future steps to be adopted for finalization of design and development parameters. It was also explained that the broad Transportation and Infrastructure Impact Assessments as part of the study were done with informal assistance received from Sh. Samir Saxena, Transportation Planner, DIMTS and Dr. Rakesh Kumar, Director(NEERI) on **pro-bono** basis for evaluating the alternative options.

Brief of the presentation is given below :-

i) Process

a. Influence Zone Analysis of 1500m (10min NMV) catchment of Stations:

- i. **Need & Deficiency Identification** for community facilities was done based on planned and unplanned area analysis of 1500m influence zone.
- ii. **Pedshed Analysis** was done to identify locations where Network improvement & New connections were required.

b. Two Options were developed for Program:

- i. Option 1: following Master Plan norm of FAR enhancement with notified landuse.
- ii. Option 2: following TOD principle of Mixed Use where no use is less than 25% ($\pm 5\%$) of the overall program composition. (Commercial-Civic-Residential). Since site was zoned as Residential, it was given maximum component of 50% of threshold FAR (4).

c. Open Space Norms:

- i. Being a mixed use high density development, it was taken as mandatory assumption that all Public Open Space would be multi-use and multi-functional, including sports fields, grounds that are conventionally placed behind gate compounds within school, community buildings etc. Based on this principle and calculated assumptions, the open space requirement for TOD residential population was reduced from 4.5 sq.m. per person to 2.5 sq.m. per person, with the condition that No Open Space/ Park/ Play/ Green facility within the TOD would be gated or belonging to a single entity.

d. Comparison of Options was done based on criteria for mixed use, internal trip capture, round the clock active streets and optimal utilization of valuable land.

e. Scenario 2 was selected for Detailed Design and the following details were worked out:

- i. Network and Street Grid (for Pedestrians, NMV and MV)
- ii. Mixed Use Development Zones.
- iii. Floor-wise vertical distribution of uses.
- iv. Parking Districts.
- v. Design of Pedestrian Streets with only fire access provided.

f. Parking Strategy: Private vehicle, being the most convenient mode on all circumstances, needs to be made inconvenient and discouraged through design & planning norms:

- i. ECS reduced to one third, based on planned modal share of Delhi with integrated Public Transport Network.
- ii. District wise Shared Parking facilities to be provided based on combined ECS.
- iii. Limited On-street parking to be provided with high pricing.
- iv. Parking above one-third of current ECS may be provided by developer, but as part of consumed FAR.
- v. On-street access to car parking for pedestrian thoroughfare streets to be restricted by Design.

g. Transportation Impact Assessment:

- i. Total Generation of Trips – Internal & External
- ii. Trip distribution by Mode and how capacity requirements are addressed.
- iii. Requirement of New 4-lane link road.
- iv. Parking requirement and restriction.
- v. Other connectivity implications.

- vi. New Pedestrian Connection.
- vii. Bus and para-transit plan.
- viii. Parking plan.

h. Infrastructure Assessment:

- i. Net additional water demand from DJB, if any (in addition to what is provided/ planned for)
- ii. Net additional Sewage discharge.
- iii. Net additional Solid Waste discharge, if any.
- iv. Net additional Power requirements, if any.
- v. Any additional costs for installation and O&M costs.
- vi. Summary of Cost Benefit by Strategy.
- vii. Spatial requirements for Decentralized Infrastructure.

Statement:

Site Area (sq.m.)	260,000
Total FAR (Gross)	200
Total Permissible Built Up Area (sq.m.)	520,000
Total Plot Coverage (approx. ~50%)	139,225
Total Residential Population	22,050
Gross Population Density (du/ha)	850
Total Employment Population	19,671

Program Distribution:

RESIDENTIAL:

% of total FAR

	Built Up Area	% of total FAR
Total Residential Built Up Area (sq.m.)	2,60,000	50%
Total Number of Units	4900	
	Built Up Area	% of total FAR
TOTAL	2,60,000	50%
Category 1 (40 sq.m. Units)	46,800	9%
Category 2 (80 sq.m. Units)	78,000	15%
Category (100 sq.m. Units)	57,200	12%
Slum/ EWS (30 sq.m. Units)	78,000	15%

COMMERCIAL

Built Up Area

% of total FAR

	Built Up Area	% of total FAR
TOTAL	1,30,000	25%
Convenient Shopping (for 20,000 population)	5,200	1%
Convenient Shopping (1500 catchment Need)	46,800	9%
Department Store/ Anchor Retail	26,000	5%

Office	26,000	5%
Hotels/ Serviced Apartments	26,000	5%

SOCIAL/ INSTITUTIONAL	Built Up Area	% of total FAR
TOTAL	1,30,000	25%
Internal Requirement (for 20,000 Population)	15,600	3%
Hospitals/ Health	36,400	7%
Educational (Colleges + Schools)	46,800	9%
Cultural/ Club/ Community	31,200	6%
	5,20,000	100%

Following Steps are proposed to be followed for finalization of the project.

- a. Detailed Architectural Design
- b. Detailed Traffic Impact Assessment and provision of Mitigation Strategies.
- c. Detailed Infrastructure Design with Spatial allocation.
- d. Implementation Strategy
- e. Plan for DMRC Lands.
- f. Mapping of TOD corridors in Delhi (using GIS)

Observations:-

- i) The land use of the pocket as per the Zonal Development Plan 'E' is 'Residential'. However, as per the MPD-2021, the Influence Zone area falling within 500 mt on both sides of Metro corridor to be developed /redeveloped with the high density/high FAR and mixed uses to intensify the development within the walking accessibility area and the proposal has been conceived on the TOD principle.
- ii) Considering that the new development would also generate high volume of motor vehicular traffic, careful assessment of Traffic impact on the surrounding road network needs to be done.
- iii) The area will have a very high MRTS connectivity from/to all parts of Delhi due to addition of one more Metro station of Ph-III. Apart from this, extension of KKM-CP BRT will further enhance Public Transport accessibility to this area. Broad Traffic Impact Assessment of this area has considered the above aspects and based on which Parking requirement & additional linkage with a 4 lane road (Zonal Plan road) have been proposed.
- iv) Detailed Implementation Strategy for the project including architectural design of buildings, open spaces and decentralized infrastructure of the entire project, based on the assessment of Traffic Impact, decentralized utility & services and financial viability to be taken up as the next step urgently for implementation of this as the first TOD project of DDA which will provide housing, employment and recreation opportunity to a large section of people and set an example of mixed use TODs in inner city areas.

- v) Development Control Norms/Codes and regulation for TOD area to be finalized simultaneously for incorporation in the Master Plan which will have a separate chapter on 'Transit Oriented Development.'
- vi) Parking provision needs to be restricted within the proposed limit by a judicious implementation and enforcement of proposed incentives/disincentives for parking through various pricing and design strategies.

Decision :- The conceptual proposal is **approved** with the above observations and following directions:-

- i) Immediate steps to be taken for engaging a reputed / experienced Consultant for working out in detail the project as per para iv) and para v) of Observations above.
- ii) TOD Task Force Group may involve various departments of DDA ,other member organizations and Experts to positively contribute for finalization and early implementation of this important project
- iii) Feasibility of the proposed new linkage(30 m Zonal plan road) to be immediately explored by the Engineering Deptt.,DDA. as most of the land is with DDA and necessary coordination with Rlys, PWD and other agencies to be taken up for early implementation.
- iv) Status Report/Action Taken Report be placed before the Governing Body in its next meeting.

Action :- Task Force Group, UTTIPEC Core Team, Engineering Deptt,DDA

- ii) **Traffic Circulation System around multi-level automated car parking and management at Kamla Nagar Commercial Complex. (MCD)**
(File No.F.6(156)2011/UTTIPEC).

Background:

The proposed circulation system and retrofitting of access roads around the multi level Automated Car Parking-cum Commercial Complex at Kamla Nagar(already under construction by MCD) was submitted by MCD on 13.6.2011 This proposal was discussed in WG-II-B meeting dated 29.7.2011 and Governing Body meeting on 12.8.2011. The salient features of the proposals are as follows:-

- i) One way circulation system on the Round about with 7 m C/W for main circulation and 3 m for Multi level car parking lane with 2.5m footpath towards inner side & 4.8m covered footpath on outer side of the Round about has been proposed.
- ii) Two entries and two exits have been proposed from the round about to the multi level car parking
- iii) Seven levels (underground) for parking & ground + 2 for commercial activity has been proposed for the complex.
- iv) All radial roads are to be retrofitted / developed as per the Cross Section developed on the basis of Street Design Guidelines.

As per the decision of the Governing Body & subsequent observation of the Core Group, MCD presented the modified proposal in the Working Group meeting held on 2.12.11 with the following clarifications:

- i) All the pedestrian crossing facilities have been provided at surface level as decided by the Governing Body.
- ii) To have a smooth pedestrian movement 5 signals have been provided to regulate the movement of vehicular traffic & pedestrians. The average speed of the vehicle on this corridor will be 15 to 20km. However, Table Top crossings are being proposed for pedestrian crossing.
- iii) Attempt has been made to ensure conflict free movement on the round about by providing suitable channelizer on Mandelia Road between exit 2 & entry-1 points.
- iv) MCD had presented the proposal to the representatives of Residents Welfare Association on 12.11.2011. The following were agreed as intimated vide EE Project Rohini Zone letter No. EE(Project-111)RZ/2011-12/39 dated 21.11.2011:
 - a) Restriction on-street parking during 10.00 AM -8.00 PM on all major radial roads from Mondelia round about.
 - b) Specific tariff package shall be designed for residents.

Observations

- i) Police & MCD to take care of the encroachment near parking & nearby roads.
- ii) Consultant to be appointed by MCD to work out detail Street Design as per the cross section which will be submitted to UTTIPEC alongwith proposed Road Markings & Signages etc. within 2 months
- iii) Since the location of the Traffic signal point were not properly shown on the plan, MCD to show the detail of traffic signals on the plan clearly.

Working Group **recommended** the proposal with above observations for consideration of the Governing Body.

Decision

As recommended by the Working Group, the Governing Body **approved** the proposal with the above observations and Commr. (MCD) informed that the project will be completed by March'12.

iii) Intersection design & widening proposal for Poorvi Marg - Outer Ring Road intersection. (PWD) File no. F 6(10)09/UTTIPEC

Background:

The proposal of widening the Poorvi Marg by partly covering the drain was agreed in principle by the Governing Body meeting held on 10.6.2011. The detailed proposal worked out by PWD with 2 alternatives i.e. 7 m wide C/W and 9m C/W on both sides of the central verges were discussed in the Core Group meeting on 9.11.2011 and subsequently in the WG II B on 2.12.11.

Proposal

The Consultant explained that all required provisions are being proposed for safe pedestrian, NMT and vehicular movement at this intersection and the widening of the carriage way on Poorvi Marg will enhance the smooth entry to Vasant Vihar Complex.

Following two alternative proposals were presented:-

- i) **First alternative** i.e. improvement with **7m C/W** will partially affect the temple structure presently encroaching the footpath.
- ii) **Second alternative** i.e. development of **9 m C/W** on either side of the central verge, will affect the existing temple within the premises of MCD office, if the R/W of 24 m Zonal Plan proposal is maintained. Apart from this, **DDA land of 135 sqm. will be required** for widening on the opposite side of existing MCD office.

Observation:

- i) Chairman WG-II-B suggested PWD to obtain the NOC in writing from MCD.
- ii) The officers of PWD submitted that MCD has agreed to shift the temple for widening of the road.
- iii) The representative of Vasant Vihar Residents Welfare Association present in the meeting agreed with the provision of 9m C/W.
- iv) It was agreed to maintain the 24m R/W. For a better circulation system at the intersection, 9m carriage way on either side of the central verge shall be provided with signalized slip roads for better clearance of the left turning traffic and safe pedestrian crossing

Working Group-IIB **recommended** the Intersection Design proposal of PWD with 9m and carriage way (24m R/W) for consideration of the Governing Body with the condition that PWD will obtain NOC from MCD for shifting of temple within its premise.

Decision

As recommended by the Working Group, Governing Body **approved** the proposal with above observations and following directions:-

- i) DDA land of about 135 sq mt of land under 'Park' falling within the 24 mt r/w to be handed over to PWD immediately.
- ii) PWD to implement the proposal by July,'12 or before the onset of monsoon, whichever is earlier as agreed by the Pr. Secy. (PWD).

Action:- PWD,DDA

iv) Improvement of 'T' Junction at Samalkha Chowk. (PWD)
(File No.F.6 (157)2011/UTTIPEC).

Background:

In pursuance of the decision taken in the 28th meeting of Working Group II-B held on 7.4.2011, PWD had submitted the modified proposal to UTTIPEC vide email on 14.11.11 which was discussed in the WG II B on 2.12.11

Proposal

- i) 11 m carriage way has been retained on either side of the central verge on this road taking into account the large volume of traffic on this corridor.
- ii) Signalized slip roads with pedestrian crossings has been provided for left turning traffic & safe pedestrian crossing.
- iii) For the straight moving traffic from Dwarka underpass towards NH-8, a 2 lane bypass road has been proposed segregating it from the main carriage way so that the straight traffic flow unhindered from Dwarka toward NH-8.
- iv) The RW as per the Zonal plan/Master plan is 100 m, This first phase proposal is only for the existing available width at site for the purpose of improving the 'T' intersection
- v) Existing slip road from NH-8 towards Samalkha serving the properties along Samalkha Road has been retained in the proposal.
- vi) Provision for NMT in the form of shared lanes has been proposed alongwith bus bays in the proposal.
- vii) No properties are affected in the improvement proposal..
- viii) The Traffic Police has agreed to the junction improvement proposal and requested for early implementation

Working Group II-B **recommended** the proposal for consideration of the Governing Body subject to following observations:

- i) The proposal submitted is for Ph-I only which is within the existing available width of the road to ease out the traffic at the T-junction.
- ii) The proposed verge segregating the through traffic to flow uninterruptedly shall be provided with flaring of the verge at entry & exit points for safe vehicular movement through the by-pass lane.

- iii) PWD to submit the details of affected properties/ trees, services, if any, in the improvement proposal and show it on the plan and the issues needs to be handled by PWD.
- iv) Necessary Road markings & signages shall be provided in the improvement scheme.

Decision

As recommended by the Working Group, Governing Body **approved** the proposal with above observations.

v) Standard Typical Crossing Design. (UTTIPEC) (F.7(10)11/UTTIPEC)

Background:

Governing Body in its meeting dt 10.6.11 had decided that Traffic Police will implement fully signalized crossings and mid-block pedestrian-NMT crossings with its own Engineering Wing and the crossing design with locations of various street design components are to be provided by UTTIPEC. Accordingly, a detail crossing design for mid-block and intersection prepared by the UTTIPEC was first discussed earlier in the Working Group–III-A meeting on 20.7.2011. This proposal was discussed in the 33rd Governing Body and it was decided that Crossing Design for more than 30 m ROW roads with service lanes and Median refuse Island to be also worked out.

Accordingly, the proposal was presented in the Working Group III A meeting held on 18-1-2012 and following were the observations:

- i) This design must be implemented for new roads and detailed proposal for retrofitment of road should be discussed in the Working Group II B before implementation.
- ii) The Crossing Design has already been forwarded to all Stake-holders for their observation and also uploaded on UTTIPEC web site for community feedback etc. Since no feedback has been received from the agencies, the same should be presented in Governing body for approval. Traffic Police shall provide their observations before the Governing body.

With the above observations, Working Group recommended the proposal for consideration of the Governing Body.

Decision

As recommended by Working Group III-A, the Governing Body **approved** the proposal with the condition that any retrofitting proposal of the existing road should be discussed in Working Group II-B meeting for considering views of Traffic Police.

Action:- All Road Owning Agencies

vi) Pedestrian Crossing facilities at 5 Vulnerable /accident spots on NH-I. (NHAI/Traffic Police) File no. F 6(83)09/UTTIPEC/Pt-I

Background

In pursuance of the decision of the Governing Body on 25.10.11, a Meeting was held under the Chairmanship of Hon'ble L.G., Delhi on 13.1.12 to address and solve the accidents issues on NH-1, (from Mukarba Chowk to Singhu Border). A Power Point presentation on fatal accidents in 2011 on the stretch of G.T.Karnal Road from Mukarba Chowk to Singhu Border was presented by Jt. CP (Traffic) with following details:-

- 95 Fatal accidents were reported on this stretch during 2011 in which 44 pedestrians were the victim of the accidents followed by 20 two wheelers and 7 cyclists.
- Highest number of accidents have been reported between 4.00 P.M. to 12.00 mid night(39) and midnight to 8.00 A.M.(29)
- Based on the total fatalities, five vulnerable spots on the NH-1 has been identified.

Sl. No.	Spot	Total Fatalities	Pedestrians.
1.	Sanjay Gandhi Transport Nagar	09	02
2.	Swaroop Nagar	16	10
3.	Budhpur	09	03
4.	Bakoli	04	03
5.	Narela Road-GTK T-Point	12	05

The following reasons for the accidents were explained:

1. Lack of pedestrian crossing facilities
2. No speed breakers or speed calming measures
3. Heavy volume of traffic.
4. Absence of streetlight, signals, signs & markings

Hon'ble L.G. had directed that a joint site visit shall be conducted on the critical/vulnerable points identified by Traffic Police to suggest measures to be taken and facilities to be provided for a safe pedestrian crossing at these five identified / vulnerable locations.

Follow up actions:

- a) A joint team of UTTIPEC, Traffic Police, NHAI officers visited these spots on 18.1.12.
- b) Director(Plg.)UTTIPEC made a brief presentation with the following observations and suggestions:-

- i) Provisions for pedestrian crossing facilities and street lighting facilities were not part of the DPR for this High speed corridor constructed within the city by the NHAI. Therefore, no such facilities were provided by them resulting in 44 pedestrian deaths out of 95 fatal accidents on this corridor as reported by the police.
 - ii) After the intervention of Traffic Police, NHAI has provided Rumble strips on some accident spots just before the Pedestrian crossing points and no accidents have reported thereafter. However, Rumble strips are very crude and potential accident hazard points during the night for high speed vehicles due to poor visibility/lighting.
 - iii) It was explained by the TI of Traffic Police during the site visit that speed of vehicles are very high- more than 100 km. per hour -on this corridor and out of 44 pedestrian fatal accidents, 23 are on the 5 identified major accident spots and rest of the accidents are at several crossing points all along the corridor .This reveals that the solution for the safe crossing facilities to be worked out for all potential/natural crossing points all along the corridor.
 - iv) It was observed that there is a need to comprehensively work out a detailed proposal with best practices for lighting, signaling (including Synchronization), Traffic Calming measures for providing safe crossing facilities for pedestrians all along the corridor. Existing signalized intersections are also to be properly retrofitted with all Traffic Engineering and Management measures.
 - v) UTTIPEC has requested Sh. Rishi Ahuja to informally assist on **Pro-bono** basis for carrying out a Traffic Survey all along the corridor and test the alternate proposed measures with Micro Simulation Technique adopted all over the world for finalizing comprehensive improvement proposal /measures. Proposal will be presented in the next GB meeting within a month.
- c) Jt. CP(Traffic) presented the overall scenario of accidents in general and fatal accidents of pedestrian and cyclists over the last two years. He particularly highlighted the following 5 major Arterial roads i.e. i) **G.T. Karnal Road** (NH-1), ii) **Rohtak Road** (NH-10), iii) **G.T. Road**, iv) **Gurgaon Road** (NH-8) & v) **Road No. 56**. He reported that accidents on the city roads have reduced due to harsh measures taken by the Traffic Police but the alarming proportion of pedestrian /cyclist fatalities are a major concern for the city, which are mainly due to high speed of traffic and inadequate provision of pedestrian crossing facilities on major arterials/corridors, requiring immediate attention and action by all concerned agencies.
- d) DRM (NR) explained that there are almost 3-4 pedestrian deaths per day on Delhi-Rohtak Rly Line. Road Owning Agencies should construct these facilities and Northern Railways will give necessary permission immediately. He agreed to provide details regarding locations etc to the concerned agencies.
- e) NHAI did not attend the meeting earlier held in Raj Niwas and also not attended this Governing Body Meeting in spite of the invitation sent to GM,NHAI and Member(Technical) respectively for attending these meetings.

Decision

- i) **Hon'ble LG** desired that a meeting on the subject to be organized in Raj Niwas in which Secretary (MOST) may be specially invited as the matter is of utmost public interest. NHAI to be made a regular member of the Governing Body as a Road Owning/Implementing Agency like PWD/MCD etc so that all their projects within the city limit is well integrated and approved by the UTTIPEC. Specific improvement proposal for NHAI to be worked out within a month and finalized by the Working Group IIB.

Action- WGIIB, UTTIPEC Core Team, PWD , Northern Railways NHAI, Traffic Police

- ii) Pedestrian crossing facilities on all potential crossing points along the road (Roads of 24 mt r/w and above or 4 lane and above)to be provided by Road Owning Agencies and Traffic Police with standard/best practiced Traffic Calming Measures alongwith Signages, Markings and Signals as decided earlier by the Governing Body to make all roads safe for pedestrian. Standard Crossing Design and Street Design Guidelines approved by UTTIPEC to be referred, wherever required. WGIIB to coordinate and monitor the progress and report to the Governing Body.

Action – PWD, MCD, NDMC, Traffic Police.

- iii) A detailed programme for the 5 major roads initially to be worked out by each agency in coordination with the Traffic police and finalized by the Working Group IIB for completion of the work within the next 3 months.

Action – WG IIB, PWD, MCD, NDMC, Traffic Police.

- iv) DRM(NR) to provide details of vulnerable locations to Pr. Secy.(PWD) who in turn will coordinate with all agencies for providing for providing pedestrian crossing facilities.

Action –Northern Railways, PWD, MCD

B) Status Report of approved projects:-

- i) **Traffic Circulation and Management Plan for S.P. Mukherjee Marg. (MCD/Traffic Police)** (File No. F.6(118)2009/UTTIPEC).

The detailed plan of S.P.Mukherjee Marg from NSC Bose Marg intersection to Church Mission Road was presented in the UTTIPEC Core Group on 5.1.2012 and in the Working Group meeting on 12.1.12 as a follow up of the Task Force meeting under the Chief Secretary for sending Status Report to High Court, which was attended by Delhi Traffic Police, MCD , ASI consultant of MCD and officers of UTTIPEC.

It was explained to the Governing Body that all the major issues related with the smooth and

segregated movement of NMVs and Pedestrians as per the plan have been addressed by the Working Group IIB and recommended following actions which have been agreed by the Traffic Police and MCD. Only one issue (SI no 10 above) could not be sorted out as MCD proposal of Bus parking within the Rly Station complex is not acceptable to Rlys.

Recommendations of the Working Group on each of the identified issues:-

Sl. No.	Issue	Recommendations
1	Obstructions on NMV lane causing NMVs are plying on the carriage-way causing congestion(raised by Traffic Police)	Existing temple and the toilet on NMV lane/footpath will be relocated by MCD on the space adjacent to H.C.Sen Junction and outside the Parcel Office respectively. Existing two trees are to be removed/cut. Permission has already been obtained by MCD. Action: MCD
2	Stopping/Resting areas for rickshaws (raised by Traffic Police)	Provisions for NMV parking has already been made in the Plan by MCD. The same will be available after implementation of the complete proposal. Action: MCD
3	Steep slope of the NMV lane at Lothian Bridge Junction(Traffic Police)	Existing gradient of the slope for NMV to be rectified to allow smooth movement of NMV. Corrective measures to be taken by MCD. Action: MCD
4	Restrictions of construction within 300 meters radius from heritage/monument site (raised by A.S.I.)	It was clarified by MCD that the existing road is being modified/redesigned without any super structure proposal. Construction/relocation of temple and toilet as proposed above will be beyond 300 meters radius as confirmed by MCD in the meeting. Action: MCD
5	Wrong side lane being used by rickshaws at Lothian Bridge Junction (raised by Traffic Police)	As per the plan, provision has been made for two-way movement of NMV. However, the Signal phasing, Zebra crossing, NMV markings at the Junction should take care of the requirement of pedestrian/NMVs crossing the road. Action: Traffic Police/MCD
6.	Signalization/Synchronization and signage/markings	It was recommended by UTTIPEC Core team that all the Junctions on S.P. Mukherjee Marg are to be signalized & synchronized with complete signage and markings to allow smooth and regulated movement of motor vehicles, pedestrians & NMVs along the road & crossing at intersection. Traffic Police will work out and implement complete signalization in consultation with MCD. Action: Traffic Police/MCD
7.	Free left turn (raised by Delhi Traffic Police)	MCD clarified that the decision by the Governing Body has already been taken for full implementation of the proposal in all respects and then study this requirement by Traffic Police. MCD will implement the proposal as per the plan.

		Action: MCD
8.	Traffic Calming/Zebra Crossing (MCD)	As per the proposal, main entry to the Railway Station has been proposed for pedestrian movement with the provision of wide Zebra Crossing & Traffic Calming measures. Adequate signal timing to be provided by the Traffic Police for pedestrian/NMV crossing. Action: Traffic Police
9.	Proper bus turning radius for the proposed loops on S.P. Mukherjee Marg in front of Railway Station (Traffic Police)	MCD confirmed that 12 meter radius (as per standard) has been proposed in the plan which will be implemented by MCD at site. Therefore, adequate space for U-turning of buses will be available after implementation of the proposal. Action: MCD
10.	Bus parking within the Railway Station Complex (proposed by MCD).	It was explained by MCD that Railway Authorities had earlier suggested that the existing constructed night shelter of Slum Board should be removed/relocated and the Bus bays are to be re-planned on this area/land. It was recommended that there is a need of integration of Railway's and MCD's proposal for parking within the Railway Station Complex. Traffic Circulation on S.P. Mukherjee Marg and parking within the Railway Station Complex are to be in sync with each other. Therefore, UTTIPEC Core Group may co-ordinate with Railways and MCD for resolving this important issue which will have impact on Traffic movement on S.P. Mukherjee Marg & H.C. Sen Marg. Action: MCD, Railways, UTTIPEC
11	Dungle Maidan (MCD)	Bus parking Site proposed by MCD for the buses presently parked on H.C.Sen Marg, will also be used for long distance buses to discontinue bus parking on S.P. Mukherjee & H.C. Sen Marg. Action: MCD

.Observations:-

- i) DRM(Rlys) explained that the Parking Plan of Rlys does not provide Bus Parking inside the complex due to lack of space for parking. Moreover, occupation of land for Bus Parking would affect the general movement and parking of other vehicles. Provision could be made in the 2nd entry side recently opened by the Northern Rlys.
- ii) MCD explained that their plan provides adequate parking space for Buses, Two wheelers, Three wheelers, Cycles, Cycle rickshaws and Cars based on the Activity Study carried out before framing the detail proposal.
- iii) Almost all major Rly, Air and Interstate Bus Terminals in Metro cities around the world provides access to city bus service for long distance travellers. As per the study, large section of commuters use buses to reach the station before performing their long distance trips.
- iv) For larger interest of Rly commuters and also to decongest the SPM Marg by relocating the existing On -Street bus parking, Rlys should provide the short duration halting space within the station complex for buses destined to the Rly station for boarding/alighting of passengers.

- v) Integration of MCD and Rlys plans is necessary for which Rlys ,MCD ,DTC and Traffic Police should coordinate with each other for finding a lasting solution for the overall public interest.

Decision

Governing Body **approved** the recommendations of the Working Group with the following directions:-

- i) MCD and Traffic Police to take all corrective measures for implementation and necessary modifications in the plan as per recommendations immediately and report it to the Working Group IIB.
- ii) In view of the above observations of the concerned agencies regarding Bus parking, a joint inspection with Rlys, MCD,,DTC and Traffic Police to be held immediately and integrated proposal to be worked out by MCD in consultation with all Stakeholders before discussion in the Working Group
- iii) Integrated proposal to be finalized by the WGIIIB and placed before the next Governing Body meeting.

**Action – WGIIIB, N. Rlys, MCD,Traffic Police
,DTC**

ii) Traffic Circulation and Management Plan for Savitri Cinema Complex.

Governing Body in its meeting 25.10.11 had agreed in principle with the recommendations of the Working Group III-A and directed that a conditional clearance be given for opening of Savitri Cinema subject to the implementation of all the conditions. However, RWAs and other Stake-holders of the Savitri Complex represented the UTTIPEC for hearing their case before implementation of the decision of the Governing Body.

Accordingly, all the Stake holders were called in the Working Group III-A meetings on 1.12.11 & 18.1.12 and each of them were heard. All the issues related with entry/exit, show timings etc. have been sorted out except the issue regarding parking and circulation system management within the Complex.

Spl.Commr. (Traffic) explained that the Working Group has decided that mutually accepted proposal for parking and circulation be submitted to UTTIPEC within 15 days for finalizing the action as per the decision of the Governing Body and subsequent discussion held with the Stakeholders.

Action:- Working Group III-A

iii)BRT East West Corridor with respect to Public Transport Network System(File no F 10(10)2010 / UTTIPEC)

29th Governing Body has approved the Public Transport Network consisting of 38 BRT / ITC Corridors with a decision that **no light metro as part of proposed Public Transport Network to be proposed**. 30th Governing Body has taken a decision that 14 BRT / ITC corridors shall be taken up in the first phase for immediate implementation by PWD and DIMTS. Accordingly, PWD and DIMTS were entrusted for preparation of DPRs of 7 corridors each.

Recently, PWD has submitted DPR for phase - I East - West BRT Corridor from Akshardham to Punjabi Bagh and same was presented in the WG II B meeting held on 12-1-2012. This East- West BRT Corridor is coinciding with 3 BRT Corridors of phase –I.i.e

- National Stadium to Gazipur via NH-24;
- Anand Vihar ISBT to Connaught Place
- ISBT Kashmere Gate to Tikri Border and
- Proposed Light Metro System from Kondli to Rohini Sector 22 as a part of the overall public transport network.

As per the proposal, a part of E-W BRT corridor for about 4.5 Km length of DB Gupta road (New Delhi Railway Station to old Rohtak road) is coinciding with proposed Light Metro. Transport Dept./DIMTS has defended the Light Metro proposal stating that the stretch under consideration (DB Gupta road) will not be able to cope up with the demand, if BRT is proposed on this Stretch.

WG II-B **recommended** that a clear decision is required from the Governing body on whether BRT system (PWD) or Light Rail system (Transport Deptt) to be taken up for D.B. Gupta Road.

Decision

Governing Body **decided** that:–

- i) The Stretch of D. B. Gupta Road should be considered for BRT only.
- ii) Any proposal of Mono Rail/ Light Rail initiated by GNCTD needs to be submitted to UTTIPEC for consideration.

Action:- WGIIB,PWD, Transport Deptt,

iv)I.T.O. Complex-Plan integration & implementation. (File No.2 (2) 09/Dir (UTTIPEC).

The Concept Proposal of Pilot Project for Indra Prastha Complex (ITO) prepared by the Core team of UTTIPEC was **approved in principle** by the Governing Body on 19.2.2010. with the direction for proceeding with the preparation of detailed Plans as per Short and Long Term targets. All the concerned agencies were to participate in the process to work out the detailed feasibility for each component of the proposal.

However, implementation of the Plan was unable to take off due to multiplicity of authorities and inability to find a common implementing agency that could implement various critical pieces of the Plan in an integrated manner.

Proposal

A brief presentation on the overall Urban Design proposal earlier approved in principle was made by Sh. Nishant Lal, Architect explaining that DSIIDC has taken up four projects in the UTTIPEC Study Area on behalf of GNTCD, namely redevelopment of Vikas Bhawan, I P & Rajghat Power Plants, and Indraprastha Bus Depot. They had approached UTTIPEC team for help in integrating their projects into the overall approved scheme of I.T.O. Complex which had already identified following major Urban Design and Connectivity issues:-

- Creation of Pedestrian Connection from Pragati Maidan Station towards Vikas Bhawan.
- Extension of ITO flyover to accommodate right turn from East Delhi towards Vikas Bhawan.
- Improvement of public realm and safety of woman on major streets by activating the area after 6 pm
- Improvement of decommissioned I P Power plant to provide unticketed public uses and connect ITO to Yamuna front.
- Provide continuous NMT Network Connectivity and services in ITO.
- Improve major pedestrian/ NMT thoroughfares as per plan.
- Add cultural, residential, convenience retail and other uses as specified in the Masterplan.
- Redevelopment of prime land along Metro/Railway corridor and under-utilized bus depots.
- Cleaning and activation of Nallah front.
- TOD based development in relevant Influence Zones.

It was explained that there is a need for an integrated connectivity and Urban Design proposal for the entire I.T.O. Complex study area based on the TOD concept/ principles as the area is falling within the influence Zone of 3 Metro Stations.

Observation

- i. There is a proposal of Bio-Diversity Park along the West Yamuna Bank which has already identified the Core Zone, Construction Zone etc. and proposed to be developed as City Forest for the River Bed falling in zone 'O'.
- ii. Proposed use of I.P. Power Station Building should be limited within the existing building without any further construction of structure on the River Bed including hard surface parking area , or any additional impervious cover.
- iii. The open area around the building to be integrated with the overall proposal of Bio-Diversity Park
- iv. Existing building should have façades conducive to Energy Conservation and reduction of Carbon Footprint for earning Carbon Credits.
- v. A detailed Urban Design/Circulation Network Plan for the entire Study Area, addressing all the above issues needs to be prepared and all the projects along with the supportive infrastructure improvements in the area, should be integrated into the overall Urban Design Plan.
- vi. It was suggested that a comprehensive proposal of the entire ITO complex integrating all discussed issues, be prepared by DSIISC in consultation with the UTTIPEC Core Team which should be discussed in UTTIPEC for better coordination, monitoring & approval. The plan when prepared may be discussed with stakeholders at UTTIPEC and brought to Governing Body for approval.

Decision

Governing Body **approved in principle** the above proposal and observations with the following directions:-

- i. The comprehensive Urban Design and Circulation Network Plan for the entire Study Area is to be prepared by DSIIDC in consultation with UTTIPEC for approval of the final proposals as agreed by the DSIIDC.
- ii. All four DSIIDC projects along with supportive infrastructure improvements are to be integrated and made responsive to the parameters of the overall Plan, with suitable modifications to incorporate multi-modal integration, new TOD principles as well as bio-diversity (Zone-O) constraints.
- iii. The proposed development of project of I.P. Power Station to be incorporated with the bio-diversity park proposal of DDA in consultation with concerned Dept. of DDA. Coordination and integration of Zone O constraints to be done in consultations with stakeholders, within the UTTIPEC forum.

Action: DSIIDC, UTTIPEC Core Team (with Concerned Deptts. of DDA).

v) Multi-modal integration plan for Metro Station Complex – Conceptual proposal for Chhattarpur Metro Station.

This item could not be discussed due to paucity of time.

vi) Improvement of the Circulation System, entry / exit to the malls and pedestrian crossing facilities at Saket District Centre.(File no. F6(67)09/UTTIPEC)

This item could not be discussed due to paucity of time.

vii) Traffic Circulation/Management & Pedestrianisation Plan for Ajmal Khan Road, Karol Bagh.(File No. F6(119)09/UTTIPEC)

This item could not be discussed due to paucity of time.

It was decided that the next meeting of the Governing Body of the UTTIPEC will be held on **28.2.2012(Tuesday) at 11.00 A.M..**

The meeting ended with vote of thanks to the chair.

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

DELHI DEVELOPMENT AUTHORITY
UTTIPEC
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NEW DELHI
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34th Governing Body Meeting of Unified Traffic & Transportation Infrastructure Plg. & Engg.)Centre, UTTIPEC, held under the Chairmanship of Hon'ble L.G., Delhi on 20.01.2012 (Friday) at 11.00 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, VC, DDA
2. Sh. Ashok Khurana, E.M.
3. Sh. Ashok Kumar, Commr.(Plg.)
4. Sh. Sabyasachi Das, Dir. (Plg.) GIS & 'D' Zone Unit.
5. Sh. Anil Kumar, Project Manager, Flyover
6. Sh. P.K.Behera, Jt.Dir.(Plg.)UTTIPEC
7. Ms .Manju Paul.Dy.Dir.(Plg.), VC Office
8. Sh. N. R. Aravind, D.D.(Plg.)UTTIPEC
9. Ms. Manju Paul, D.D.VC office, DDA
10. Sh. L.K.Jain, E.E. (Civil) UTTIPEC.
11. Ms. Paromita Roy, Sr. Consultant-I, UTTIPEC
12. Sh. Ashok Ku. Saini, A.D., GIS.
13. Mr. Sudhir Kain, A.D., UTTIPEC
14. Mr. Charanjeet, Arora, Plg. Asstt., UTTIPEC
15. Mr. Anand, Plg, Asstt., UTTIPEC
16. Ms. Iram Aziz, Consultant
17. Ms. Akanksha Chopra, Consultant
18. Ms. Meenkshi Burman, Consultant

TRAFFIC POLICE

1. Sh. B.S. Bassi, Spl. C.P. (Traffic)
2. Sh. Satyendra Garg, Jt.Commr.(Traffic)
3. Sh. Vivek Kishore, DCP(Traffic)

P.W.D. GNCTD

1. Ms. N. Guha Biswas, Pr. Secretary
2. Sh. V.K. Gupta, Engineer-in-Chief
3. Sh. Jatan Sharma, SE
4. Sh. S.K. Rastogi, Director (M)
5. Sh. Manoj Kumar, Project Manager
6. Sh. Shishir Bansal, Project Manager
7. Sh. Deepak Panwar, Project Manager

TRANSPORT DEPTT.

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

MCD

1. Sh. K. S. Mehra, Commissioner
2. Sh. Sanjay Kumar Jain, C.E.
3. Sh. K.P. Singh, C.E.
4. Sh. V.R. Bansal, SE(Pr.)
5. Sh. Rajesh Wadhwa, SE(Pr.)
6. Sh. Sudhir Mehta, Ex. Engr.
7. Sh. Brajesh Kumar, Ex. Engr.
8. Sh. Devender Singh, Ex. Engr.
9. Sh. Anil Tyagi, Ex. Engr.
10. Sh. Sandeep Sharma, AE (Pr.)

N.D.M.C

1. Sh. Anant Kumar, Chief Engineer(R)
2. Sh. Santosh Vaidya, Secretary

Northern Railways

1. Sh. Sh. Sudhir Garg, Addl. DRM
2. Sh. Karan Kapoor, Addl, DRM

DIMTS

1. Sh. Sharad Mohindru , Sr. Manager
2. Sh. Samir Sharma, AVP

DMRC

1. Sh. S.K. Gupta, CE (Plg.)
2. Sh. N.P. Shrivastav , Chief Project Manager

TCPO

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

SRIIR

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

AAUI

1. Dr. Veni Mathur
2. Sh. M.K. Aggarwal

DSIIDC

1. Sh. Chetan Bhushan Sanghi, CMD
2. Sh. Sanjiv Ahuja, Ex. Director

Others

1. Sh. Shirish Mahendru, Transport Planner
2. Dr. Rakesh Kumar, Director , NEERI
3. Sh. Nishant Lal, Architect , Nila Associates
4. Ms. Ruchita Rana, Oasis Design
5. Sh. Akash Hingorani, Oasis Design
6. Sh. Pranav Kumar, AGM, SMS Infra.Ltd.
7. Ms. Mriganka Saxena

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.

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10. Ms. Paromita Roy, Sr. Consultant-I, UTTIPEC

MOUD

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

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MCD

1. Sh. K. S. Mehra, Commissioner
3. Sh. Ravi Dass, Engineer.-in-Chief

N.D.M.C

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

Northern Railways

3. Sh. Ashwani Lohani, DRM
4. Sh. R. N. Singh, CE (Constn.)

DIMTS

3. Sh. Sanjiv Sahai, MD

Cantonment Board

1. Colonel H.S. Grewal, Cantonment Board , HQ, Delhi Area

DMRC

3. Sh. Kumar Keshav, Director (Projects)

IRC

1. Sh. R. P. Indoria, Secretary General

TCPO

2. Sh. J. B. Kshirsagar, Chief Planner

CRR

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

SRIIR

2. Dr. R. K. Khandal, Director

AAUI

1. Sh. T. K. Malhotra, President

DSIIDC

3. Sh. Chetan Bhushan Sanghi, CMD

NHAI

1. Sh. B.S. Singla, Member Technical

Others

1. Sh. Shirish Mahendru, Transport Planner
2. Dr. Rakesh Kumar, Director , NEERI
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