

**DELHI DEVELOPMENT AUTHORITY
UTTIPEC, 2nd FLOOR: VIKAS MINAR
New Delhi: Phone No. 23379042
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No.F.1.(2)2010/Dir./UTTIPEC/24th/D-229

Dated : 15.7.2010

**MINUTES OF THE 24th UTTIPEC GOVERNING BODY MEETING, HELD ON 25.06.2010 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 25.06.2010 at 10.30 A.M. at Vikas Minar, under the Chairmanship of the Hon'ble Lt. Governor of Delhi. The detailed agenda points for discussion laid on table contained brief report on Working Group meetings & Minutes of 23rd Governing Body meeting dated 21.05.2010. The list of members and participants, who attended these meetings was enclosed. Dir.(Plg.)/Member Secy., UTTIPEC welcomed Hon 'ble L.G.- Chairman, UTTIPEC; VC,DDA, Commr.(MCD) and distinguished UTTIPEC members and other participants to the 24th UTTIPEC Governing Body meeting.
2. Minutes of the 23rd Governing body meeting issued on 10.06.2010 were confirmed.
3. **Brief report on projects/proposals** discussed in Working Group meetings:

It was explained by the Member Secy, UTTIPEC that two Working Group meetings and one Task Force Group on TOD had been held after the last Governing Body meeting. He briefly explained the projects discussed/considered by following Working Groups:-

a) Road Capacity Building- Retrofitting of Existing Corridors (WG- IIB) -18.06.10.

Working Group-II B - in its meeting held under the Chairmanship of EM, DDA, discussed 6 projects submitted by various agencies. After deliberations, two projects were recommended for discussion in the Governing Body meeting for approval. These two projects are listed as Item 3 (i) & (ii). All other projects are to be re-submitted as per the observations of the Working Group for consideration in the next meeting.

b) Integrated Urban Transport & Policy Planning- Development of Planning Guidelines

(WG-IA) -23.6.10

Two proposals i.e.(i)“ECO Mobility Master Plan-Scope of work” &“Street design Guidelines- Bus corridors” initiated by UTTIPEC as a follow up of the decisions of Governing Body meeting were discussed in WG-I-A meeting held under the chairmanship of Sh.Sanjiv Sahai, MD, DIMTS. This meeting was attended by experts, concerned agencies, Transport Planners, Urban Planners and

Urban Designers of DDA. After deliberations, various suggestions were made and the WG-I-A recommended that a presentation incorporating some suggestions, be made before the Governing Body for the direction/approval required. These 2 items are included in the presentation of projects i.e. para 3(iii) & (iv).

c) Task Force Group on TOD held on 23.6.2010.

As per the decision of the Governing Body meeting dated 21.5.10, the Task Force under the Jt.Chairmanship of Commr.(Plg.) DDA & Commr.(Transport) GNCTD was formed and two meetings were held. In the last meeting held on 23.6.10, the TOD Road Map was discussed under the Commr.(Plg) DDA, which was attended by various agencies/experts. Commr.(Transport) GNCTD could not attend the meeting. After deliberations, it was decided that the proposal be presented before the Governing Body for further direction/approval, if required. This item is included in the presentation of projects (Para 3 V)

4. Presentations

i) Outer Ring Road (ORR)- RTR- PWD.

The Interim/short term proposal prepared by PWD was discussed in the WG-II-B meeting on 18.6.10 which recommended some improvement measures for smooth flow of traffic on this corridor/at the Rao Tularam – Outer Ring Road (RTR-ORR) junction. As per the recommendation, a presentation was made by Sh. Umesh Mishra, Project Manager, PWD proposing restoration of the proposals approved earlier by the Technical Committee & suggested some improvement measures as interim/ short term solutions. For long term solution, PWD has proposed to engage RITES Ltd. as a consultant for preparation of a long term proposal.

Observations:

- i) The unresolved issue regarding providing additional access into Vasant Vihar for traffic coming from RTR side & Gurgaon side, raised by the petitioner in absence of the underpass approved by the Technical Committee in 2006 needs to be addressed.
- ii) The concern regarding congestion on Outer Ring Road on the stretch between Paschimi Marg-RTR-ORR junction due to weaving of the traffic is likely to remain unresolved even after the proposed widening of carriage way from the present 11mt.to 13 mt. For such reduction in the available service

lane width along Palam road, home-owners likely to be adversely affected should also be consulted in advance.

- iii) As per traffic police, the waiting time during the peak hours at the ORR – RTR junction for the traffic moving towards airport used to be 40 to 45 minutes and the waiting time has now been reduced to 15 to 20 minutes after the reverse flow has been introduced allowing the traffic towards airport to use the existing flyover.
- iv) Although, the traffic flow has been improved for the traffic moving towards airport using the one-way flyover and reduced the load on the ORR-RTR-junction but the reverse traffic from the airport side approaching RTR-ORR junction is experiencing congestion.
- v) It is necessary to first test the proposed improvements suggested by PWD by adopting an evaluation method through simulation techniques available with DIMTS.

DECISION :-

There are limitations in the solution suggested by the PWD. However, the same is **approved in principle** as an interim solution subject to :-

- a) Petitioners and other stakeholders be also consulted on all the suggested solutions in general & change in the colony road/traffic movement in particular.
- b) All the issues raised by the petitioner need to be clearly addressed before any affidavit is submitted to the court.
- c) Cantonment Board should also be consulted on any proposal requiring land, if required. For widening of road in front of the market and mandir, approved layout plan of the Housing and the market etc. to be referred with reference to the land disposal/lease condition etc. for the land required for widening purpose.
- d) Cantonment Board as a local body is to be represented as member of the Governing Body.

- e) Long term solution addressing to all the issues related with the integration of Public Transport System, Pedestrian/NMT movement and Traffic Circulation System are to be worked out by PWD within a fixed time frame.

(Action: PWD, WG-II-B)

ii) Mehrauli Gurgaon Road - NHAI.

NHAI proposal of road improvement plan of Mehrauli Gurgaon road from Andheria Morh to the border was considered by WG-II-B meeting on 18.6.10 and the interim proposal was recommended for approval subject to certain observations, which are to be complied by NHAI within 10 days. As recommended the proposal was presented by the Consultant of NHAI.

The proposal broadly contains the following:

- a) Widening of road from existing 4 lane divided carriage way to 6 lane divided carriage way with the provisions of footpath & NMT on both sides.
- b) Proposal of a Link Road connecting Mehrauli Gurgaon road- Mehrauli Mahipal - pur road, which requires acquisition of land.

OBSERVATION :-

- i) The interim proposal should be part of the long term proposal of 90 m. R/W road as per the provision of Master Plan/Zonal plan.
- ii) Considering the constraints/limitations of available carriage way between the existing metro stations, the widening proposal is limited as proposed by NHAI which could be considered as Phase-I development.
- iii) Drains, footpaths, NMV lanes on either side of the carriage way proposed in Ph.I development may be redundant /scrapped, after the development is taken up for final Phase as per 90 m. R/W road. However, the latter will take a relatively long time considering that the acquisition of land & other aspects are involved.
- iv) There should be a proper lay-by for bus parking, etc. to be provided for entry/exit to metro parking of Chattarpur Metro Station.
- v) Integration with the Metro station plans with safe crossing facilities for pedestrians and adequate provisions for parking facilities for NMV, autos.
- vi) The link road connecting MG road & Vasant road to be properly worked out with junction design at both ends with adequate provision of facilities for safe

pedestrians, NMT movement along and across the road as per UTTIPEC guidelines.

DECISION:-

Phase-I proposal of NHAI is **approved in principle** subject to:-

- i) Ph-I plan to incorporate all the observations of the Working Group.
- ii) The process for long term proposal also to be simultaneously initiated for utilization of the right of way and integration of land uses & activities along corridor for smooth flow of inter city traffic including buses and the local traffic including Pedestrian, NMTs etc.

(Action: NHAI)

iii) ECO Mobility – Scope & Chapterisation

As per the decision of Governing Body meeting dated 21.5.2010, UTTIPEC core group has prepared the Scope & Structure for the Eco-Mobility Guidelines and the same was discussed in the WG-I-A meeting, which was attended by various experts & agencies. As per the recommendations of WG I-A meeting, a presentation was made by Ms. Mriganka Saxena, Sr.Consultant-II, UTTIPEC explaining the following Scope & Structure of the Eco-Mobility Guidelines:-

- a) Mobility and Urban Design Standards
- b) Decentralized sewage treatment methodologies
- c) Ecological Design and Storm Water Management
- d) Water and Soil quality standards.

In addition, the proposed 'Way forward' for the project was also discussed.

An upstream stretch from the Southern Ridge flowing towards Dilli Haat linking Outer Ring Road to Ring Road was proposed to be taken up as a Pilot project by UTTIPEC and MCD. A presentation was made explaining the criteria of selection of the proposed Nallah Stretch, alongwith locational and other details.

OBSERVATIONS:-

- i) EIL has already been engaged by DJB to prepare master plan for the storm water drainage, sludge for the National Territory of Delhi and also to test the water quality of ground water/drains.

- ii) UTTIPEC core team to consult DJB in this regard for preparing the water management/drainage system proposal as suggested,.
- iii) Pani Morcha has also worked on the decentralized system of treatment of water including the treatment of village ponds and to discharge treated water in the open drainage system, who should also be consulted.
- iv) Retrofitting of the concerned drains, which have already been covered for the use of parking & other purposes, is required to provide last mile connectivity along with the related issues of cleaning & re-using of drain water proposed.
- v) Parking provisions for Rickshaws & cycle along the drains are required for providing last mile connecting to the adjacent colonies/areas.
- vi) A Pilot study should be taken up for a similar stretch by MCD involving cleaning of drain, rehabilitation/ up gradation of the slum & squatter pockets & provision of NMT lanes along the drain & across the drain. This study would simultaneously provide various ground related issues as inputs for preparation of ECO mobility master plan/guidelines to be undertaken by the UTTIPEC core team.

DECISION :-

Presentation was appreciated & the proposal was **approved in principle** by the Governing Body with the following observations:

- i) The draft TOR for the 4 sub topics presented to be finalized and the process of appointing consultants to be initiated immediately.
- ii) As suggested, a Pilot project to be taken up by MCD for a stretch of drain for about 4 km stretch from the Southern Ridge flowing towards Dilli Haat linking Outer Ring Road to Ring Road on the ECO Mobility principles and the process the same within a time frame. First draft of the proposal is to be discussed in the Governing Body after 4 months i.e. November 2010.
- iii) Draft TOR for preparing a watershed map for Delhi to be prepared. TOR should consider work already undertaken by EIA/DJB.

(Action: UTTIPEC Core Team, MCD)

iv) Street Design Guidelines-

A draft of the Bus Chapter was discussed in the Working Group I-A on 23.6.10, which was attended by external experts and different agencies. The need for an operational strategy prior to execution was discussed and a draft outline and design principles for various types of bus corridors was recommended for presentation in the Governing Body. As recommended, Ms.Romi Roy, Sr.Consultant-I UTTIPEC presented the proposal explaining following:-

Street Design Guidelines update with Bus Chapter:

- Need for Bus corridors and NUTP and MPD provisions.
- Types of Bus corridors and essential features:
 - Bus Rapid Transit (BRT)
 - HOV/Carpool and Bus lanes
 - Bus only corridors
 - Guided Busways
- Essential Features for Bus corridors, i.e. Connectivity, Integrated Landuse, Accessibility & Barrier-free design, Prioritization, Multi-modal integration, Origin-destination analysis, Design of Vehicles and Stations, Safety & Security.
- Essential features of Bus Rapid Transit Corridors:
 1. Complete **Physical Segregation** of Busways
 2. **Prioritization** through Design and Management.
 3. **Integration** with several **modes of transport** including *buses, feeder vans, Auto/Taxi, bicycles, cars/two wheelers, pedestrian crossings, cycle rickshaws, and future MRTS*, to ensure quick and easy modal interchange, efficiency and integrated ticketing system.
 4. **Location of doors** on both sides of the buses to provide flexibility in design and optimize road space usage.
 5. Location of the **interchange points** in relation to the road junctions.
 6. **Unified agencies** for Construction, Operations Management and Maintenance of the BRT corridors and the junctions.
 7. Utilization of the land **resources**, advertisement rights, congestion charges etc. for **financial viability** of the road based public transport system/BRT.

8. Assurance in **removal of encroachment** on the RoW and potential **change of land-use** for the properties affected by the development.

Easy recognition and **Imageability**.

Observations:

- i) The Chairman enquired whether the Pedestrian Design Guidelines approved by the Governing Body are being followed by the concerned road implementing agencies. Commr. MCD & Pr.Secy, PWD explained that all the streetscape projects taken up as CWG projects are following the Pedestrian Design Guidelines as much as possible except for some minor changes caused due to site/time constraints. Commr. MCD explained that the streetscape project taken up by MCD for S.P.Mukherjee Marg near Luthian Bridge stretch is almost complete, which may be seen as a test case for provision of facilities for motorized traffic, buses, pedestrian & NMT as per the pedestrian design guidelines. Only the free left turn issue insisted by the traffic police needs to be sorted out and decided.
- ii) Different design of BRT for different roads may be needed. Therefore, no specific design proposals as a guideline is preferable
- iii) The provision of the Pelican signals along BRT corridor at surface level for pedestrian and NMT crossing facilities needs to be provided.
- iv) The existing BRT corridor has shown that no fatal accidents of pedestrians have occurred since its operation started. Fatal accidents were more earlier on this stretch involving pedestrian & cyclists . It was observed that the Traffic movement on the present BRT corridor has considerably improved. However, some minor improvements are required for enhancing smooth flow of traffic and pedestrian/ NMT safety on this corridor.
- v) The introduction of ITS on the BRT corridor to be taken up before CWG, will further enhance the quality of traffic movement in general and BRT service in particular. At network level, as per the RITES report, BRT has been proposed on all major corridors showing Inter Change Points with Metro, which will further help achieve multi modal transit system in the city.
- vi) Provision of High Occupancy Vehicle (HOV) lanes on the corridor, as proposed in the ITO complex proposal (approved in principle by the Governing Body), may provide

relief on roads during the peak hours. However, priority is to be given to High Occupancy Vehicles, which needs to be enforced by the Traffic Police.

- vii) As per the concept of dedicated freight corridor, the concept of dedicated bus corridor can be also introduced alongwith provisions of bus lanes on the roads with bus priority signals.

Decision

- i) The proposed 'Bus Chapter' to be further worked out based on the above observations incorporating various issues, options regarding the actual provisions in the street design , operational aspects & implementation/management issues. The same to be discussed in the WG meeting before presenting to the Governing body, The proposal be also circulated to all the members & experts for the feed back,

(Action: UTTIPEC Core Team)

- v) **Transit Oriented Development (TOD) Road Map.**

A draft TOD Road Map was discussed in the TOD Task Force meeting dated 23.6.10 attended by external experts and various agencies. As per the recommendation of the TOD Task Force, the draft methodology for TOD at both the macro and micro level strategies & the Draft Scope of Work for selecting and executing pilot project site was presented by Ms. Romi Roy, Sr.Consultant-I UTTIPEC.

Following key steps to move forward were explained:-

The Macro Approach – Road Map for developing a TOD Policy Framework and corresponding Master Plan 2021 revisions

TOD Definition

1. Benefits of TOD for Delhi
2. Current Masterplan Goals and Provisions
3. Key Components and Design Principles of TOD
 - a) Efficient Public & Para-transport System supporting MRTS
 - b) Pedestrian & Cycle/ Rickshaw Friendly Environment
 - c) Multimodal Interchange and Street Connectivity
 - d) Mixed Land use and Appropriate Use Intensities
 - e) Placemaking
 - f) Well Managed Parking

4. Definition of the “MRTS Influence Zone”
 - a) Station Site
 - b) TOD Walking Zone
 - c) TOD NMT Zone
5. TOD Typologies – by local character, needs & context.
6. Implementation Process
 - a) Integrated Landuse-Transport modeling to continually test and update policies.
 - b) Pilot Projects:
 - i) **TOD in already Developed areas** – Anand Vihar - Laxmi Nagar corridor
 - ii) **TOD Projects prioritizing government lands** - Rajinder Nagar, Lodhi Road
 - iii) **New TOD in Urban Extension**
 - c) Draft TOD Policy and Corresponding MPD Revisions
 - d) Station Area Planning Process for Local Vision Plans

Phase 2: The Micro Approach – Testing Policies through Pilot Project:
Steps, Process for Anand Vihar - Laxmi Nagar Pilot Corridor:

- Step 1: Define the “MRTS Influence Zone” for each station**
Step 2: Public Transport Accessibility Level (PTAL)
Step 3: Providing Connectivity.
Step 4: Placemaking, Mixed Landuse and Urban Design: (by Multi-disciplinary team of UTTIPEC enlisted Experts)
Step 5: Parking Caps/ provisions and Management Plan

Observations:

- i) It was observed that the provision of affordable housing as a mandatory component of commercial developments along MRTS was not present in the Master Plan 2021. The same may need to be incorporated.
- ii) Permissible and Non-permissible uses in TOD zones must be finalized and incorporated in the Master Plan.

Decision:

The proposed TOD Road Map was **approved in principle** with following observations:

- i) The Pilot study/project for Anand Vihar to be taken up immediately and the draft TOR to be finalized and processed for appointing consultants.
- ii) Master plan additions and revisions required are to be further detailed and discussed with members and experts in the TOD Task Force and recommended to the Governing Body.

(Action: UTTIPEC Core Team)

5. Reference:

- i) OSD to LG letter dated 15.6.2010 on the subject **“Parking Chaos at Metro Stations”**. No presentation was made due to paucity of time. However, it was decided that comments to be sent by Traffic Police.

(Action: Traffic Police)

- ii) OSD to LG letter dated 14.6.2010 on the subject **“16 New BRT corridors in Delhi”- DIMTS. and**

- (III) OSD to LG letter dated 21.6.2010 on the subject **“Making changes in BRT says Sheila”**.

No presentation was made due to paucity of time. However, it was decided that MD DIMTS to give comments on the above references and also to submit the BRT proposals finalized on the basis of RITES report to UTTIPEC for further discussion in the next Governing Body meeting.

(Action: DIMTS)

6. **Any other item/presentation** with the permission of the chair:-

- i) **Construction of clover leaves on existing flyover at Karkari Modh junction (Vikas Marg- Road No.57).**

It was explained that this item has been included as per the direction of Works Advisory Board (WAB) chaired by VC, DDA on 23.6.10. Governing Body in its meeting dated 16.4.10, while discussing the comprehensive proposal of Anand Vihar multi modal complex, has decided that the tendering process for DDAs Karkari modh

proposal is 'put on hold'. The proposal is to be reevaluated with all involving stakeholders through UTTIPEC.

Observation

- i) It was explained that various Road Development / Improvement proposal from PWD for road no. 57 and Road no.-56 Vikas Marg are under examination in UTTIPEC.
- ii) It is also being proposed to take the entire corridor of Vikas Marg upto the Anand Vihar passenger terminal complex having five metro stations in between as a pilot project of Transit Oriented Development (TOD) **approved in principle** by the Governing Body.
- iii) The proposed construction on Karkari Modh would involve C/o 6 loops/ramps on the east of road No.57 at Karkari modh junction. The proposal was approved by the TC in July 2006 /by UDAC in 2007.

Decision

As per the decision of the Governing Body dated 16.4.2010, the proposal is to be reevaluated by involving all stakeholders through UTTIPEC. The comprehensive connectivity and TOD proposal for the influence zone of all the Metro Stations on Vikas Marg and the Anand Vihar Integrated Passenger Terminal to be considered for reevaluation of the specific Karkari Modh project by the TOD Task Force Group and a report /recommendation is to be finalized by 7th July 2010 and sent to the L.G./Chairman UTTIPE for consideration and taking decision on approved Karkari Morh flyover project by Technical Committee.

Action:TOD Task Force, UTTIPEC Core Team)

7. It was decided that the next meeting of Governing Body of the UTTIPEC be held on **Friday,**

30th July' 2010 at 10.30 A.M.

The meeting ended with thanks to the chair.

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

To:

All present/ members/ concerned

**DELHI DEVELOPMENT AUTHORITY
UTTIPEC, 2nd FLOOR: VIKAS MINAR
New Delhi: Phone No.23379042**

24th meeting of Unified Traffic & Transportation Infrastructure (Plg. & Engg.)Centre, UTTIPEC, held under the Chairmanship of Hon'ble L.G., Delhi on dated.25.6.2010 (Friday) at 10.30 A.M., at 5th Floor, Conference, Hall, Vikas Minar, New Delhi.

**ATTENDENCE SHEET
Department wise members & Participants.**

L.G.Office:

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

TRANSPORT DEPTT:

1. Sh. R.K.Verma, Secy.cum Commr. (Transport) GNCTD.

DELHI DEVELOPMENT AUTHORITY

- 1 Sh. Ashok Kumar, VC.
- 2 Sh. A. K. Bajaj, E.M.
- 3 Sh. Ashok Kumar, Commr.(Plg.)
- 4 Sh. A.K.Sarin, Advisor,
- 5 Sh. Ashok Bhattacharjee, Director(Plg.), Incharge, UTTIPEC
- 6 Sh. Sabyasachi Das, Jt.Dir.(Plg.) UTTIPEC
- 7 Sh. P.K.Behera, Jt.Dir.(Plg.)UTTIPEC.
- 8 Mrs.Poonam Mathur, Dir.(System).
- 9 Sh. S.K.Bhatia, Project Manager(Flyover)
- 10 Mrs .Manju Paul.Dy.Dir.(Plg.), VC Office
- 11 Sh. L.K.Jain, EE (Civil) UTTIPEC.
- 12 Sh. Sudhir Kain, A.D.(UTTIPEC)
- 13 Sh. A.K.Saini, A.D.(UTTIPEC).
- 14 Ms. Paromita Roy, Sr. Consultant, UTTIPEC.
- 15 Ms. Mriganka Saxena, Sr. Consultant, UTTIPEC
- 16 Sh. Amit Madholia, Plg.Consultant, UTTIPEC.
- 17 Sh.Vaibhav Gupta, Plg.Consultant, UTTIPEC
- 18 Sh. Charanjeet Arora, Plg. Asstt.UTTIPEC
- 19 Sh. Anand Kumar, Plg. Asstt.UTTIPEC

DELHI POLICE

1. Sh. Satyendra Garg, Jt.Commr.(Traffic).

P.W.D.,GNCTD.

1. Sh. K. K. Sharma, Pr. Secy.,
2. Sh. Rakesh Misra, Eng.-in-Chief.

3. Sh. A.K.Sinha, Pr.CE
4. Sh. Umesh Mishra, Project Manager

MCD

1. Sh. K.S.Mehra, Commr
2. Sh. Feroj Ahmad, CE
3. Sh. Naurang Singh, SE(P-IV)
4. Sh. Brajesh Kumar, EE (Plg.), MCD.

N.D.M.C

1. Sh. Parimal Rai, Chairman

DIMTS

1. Sh. Sanjiv Sahai, MD, DIMTS
2. Sh. Alok Bhardwaj, V.P.(DIMTS)

AAUI

1. Sh. T. K. Malhotra, President

ISPC

1. Sh. Pavan Gupta, Consultant

DMRC

1. Sh.R.N.Verma, CE
2. Mrs.Tripta Khurana, Chief Architect

TCPO

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

NHAI

1. Sh.V.K.Rajawat, G.M
2. Sh.V.L.Patnakar, Member (Tech.)

IRF & ICT

1. Sh.K.K.Kapila, Chairman, IRF
2. Sh.P.K.Sikdar, President, ICT

IRC

1. Sh.S.Varshney, Addl.Tech.

OTHERS

1. Sh.V.Krishnamurthy, G.M, RITES
2. Sh.Manirul Islam, JGM, RITES.

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