

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

No.F.1.(2)2010/Dir./UTTIPEC/22nd/

Dated : 03.05.2010

**MINUTES OF THE 22nd UTTIPEC GOVERNING BODY MEETING, HELD ON 16.04.2010
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 16.04.2010 at 11.00 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: i) Minutes of 21st Governing Body meeting dated 19.02.2010, as Annexure 'A' and Minutes of WG-I-A (30.03.2010), WG-II-B(6.04.2010) and WG-III-B(06.04.2010) meetings. The list of members and participants, who attended these meetings was enclosed . Addl.Commr.(Plg.)II welcomed Hon 'ble L.G.- Chairman, UTTIPEC; Vice Chairman, DDA; UTTIPEC members and other special invitees to the 22nd UTTIPEC Governing Body meeting.

2. Minutes of the meeting were **confirmed** with the following modifications:-

- i) Part of the sentence in the 5th and 6th lines of the para 6e) of minutes i.e. "by utilizing Railway land" be removed and the modified sentence be read as "Therefore, increasing the present Right of way from 30m to 45m will be necessary."
- ii) A new sentence be added to para 6e) i.e. "Railways to submit detail proposal within 2 (two) months."

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

Following three Working Group meetings were held after the last GB meeting:-

- i) WG-I A - 30.03.2010 – Chairman- Sh. S. N. Sahai, MD, DIMTS
- ii) WG-II B – 06.04.2010 – Chairman- Sh. A. K. Bajaj, EM, DDA
- iii) WG-III B – 06.04.2010- Chairman- Sh.R. K. Verma, Secy cum
Commr. (Transport), GNCTD

Items recommended by the WG-I A were included as item no. 3 of the agenda under presentation of projects.

4. **Presentation of projects:-**

a) MRTS Connectivity and Multimodal Integration - Checklist

A presentation was made explaining the urgent need for integration between MRTS and Para transit modes, Pedestrian and NMT Connectivity and interchange facilities at and near MRTS Stations. Connectivity standards in the form of a check-list comprising of the following components have been prepared to provide a Guideline for Road and Land Owning Agencies to take up appropriate retrofitting projects around Metro stations, Rly. Terminals and major Interchange Nodes:-

- i) Interconnected Street Grid Network

- ii) Street Design
- iii) Signalize Crossings
- iv) Modal Interchange Locations
- v) Universal Accessibility
- vi) Parking
- vii) Location and Quality of Facilities outside Station premises
- viii) Way finding, Information Maps.
- ix) Building Entry Locations
- x) Public Transport Demand-Supply Evaluation

Observations:-

- i) Commr. (MCD) explained that MCD has already taken up Streetscape Design proposals with appropriate retrofitting measures on S.P.Mukherjee Marg and around the Civic Centre, as per the approval given by the Governing Body, based on the UTTIPEC Pedestrian Design Guidelines.
- ii) Pr. Secy. (PWD) also explained that Ring Road (from Ashram to ITO) .I.P.Marg, Bhairon Marg, Mehrauli Badarpur Road, Lodhi Road, etc. have been taken up as streetscape proposals with retrofitting measures based on UTTIPEC Pedestrian Design Guidelines.
- iii) Both Comm. MCD and Pr. Secy. PWD mentioned that Traffic police officials have not been allowing construction of cycle tracks for many stretches where Streetscaping work currently undergoing in various areas of Delhi. Pr. Secy., PWD was also of the opinion that an at-grade mid-block pedestrian/NMT crossing on I.P.Marg with a synchronized signal phase should be provided due to long signal cycle time on both 'A' point and Ring road intersections which causes a long queue of waiting vehicles.
- iv) LG/Chairman appreciated both MCD and PWD for taking up projects for implementation as per the UTTIPEC GUIDELINES, which was prepared considering all the aspects/ requirements of Pedestrian, NMV/Public transport users and was finally approved after a lot of deliberations/discussions in UTTIPEC. He also appreciated the comprehensive MRTS Connectivity Standards/checklist proposal presented in the meeting which, once implemented, would make Delhi a 'public-transport friendly' city.

Decisions :-

Connectivity standards / checklist was **approved** as recommended by the WG-IA with following specific decisions:-

Traffic Police was asked to make full cooperation available for the execution of all street retrofitting and streetscaping projects currently being executed by PWD and MCD. NMT lanes on all projects are to be constructed as per UTTIPEC Guidelines.

Action:- Traffic Police

- i) Action plan for installing full signals and pelican signals at mid-block crossings, T-junctions and 4/5 arm junctions on all the connecting/peripheral roads within 1500 m. around the metro stations is to be prepared based on field visits and

Audit by Traffic police, and presented to Governing Body within a period of one month.

Action:- Traffic Police

- ii) Proposals of Pr. Secy.(PWD) concerning Traffic Police, including ITO and other issues are to be taken up in the Working Group -IIIA meeting under JCP(Traffic).

Action:- Traffic Police

- iii) A prequalified list of Consultants is to be drawn up by UTTIPEC and appropriate Consultants appointed for the preparation of detailed analysis and proposals of connectivity for an influence zone of 1500 m. around the Metro Stations, in a phased manner. Appointment of consultant and first Phase draft analysis and proposals to be completed and presented to Governing Body within 3 months.

Action:- UTTIPEC core team

- iv) Proper way finding Signages are to be provided at appropriate locations to inform and encourage general pedestrians other than metro users to use the FOBs (with lift/escalators) provided through Metro Stations at most locations; in addition to at-grade signalized crossings.

Action:- DMRC

- v) To provide direct and shortest possible entry for Pedestrians, Cyclists and differently-abled persons on wheelchairs to the Vikas Minar building complex from I.P.Marg.

Action:- DDA

- vi) A Draft Parking Policy is to be prepared for discussion at the next High Court Task Force meeting incorporating concepts like Parking Caps near Public Transport served areas, Park and Walk facilities, etc. and presented as Draft to next Governing Body meeting.

Action:- UTTIPEC Core Team

- vii) The Local Area Planning (LAP) process is being initiated by MCD. In order to make the LAP process inclusive and fair to various stakeholders from all sections of society, an Inclusive and Sustainable Design Guideline/ checklist is to be prepared by DDA and provided to MCD for incorporation during the LAP process. In addition, a checklist for Transit Oriented Development (TOD) is to be prepared and provided to MCD by UTTIPEC, core team. Ms. Romi Roy, Sr. Consultant UTTIPEC to be made part of the LAP process by MCD.

Action:- DDA/ UTTIPEC Core Team, MCD

b) Skybridge and RUB connection to ITO from Pragati Maidan Metro Station

A presentation was made as a follow up of the decision by the Governing body to take up on priority immediate implementable projects to increase the connectivity to Pragati Maidan/I.P.Metro stations from main ITO area. Related retrofitting measures and streetscape design measures were proposed by UTTIPEC in the pilot project of ITO approved in principle by the Governing Body in February 2010. As per the recommendation of the WG-IA, the presentation contained following aspects:-

- i) Construction of two specific Pedestrian Connectivity proposals requiring two bridges on Nalla, two Underpasses on Railway line/ land and two Sky Bridges on Railway Land/ Metro land connecting Pragati Maidan Metro Station and ITO Complex.
- ii) Identification of agency to prepare a detailed feasibility report of these proposals for implementation
- iii) Funding of the project
- iv) Timelines for implementation

Observations:

- i) The Proposal needs to be seen by all the stakeholders.
- ii) Co-ordination meetings with related information on land ownership, site constraints, existing developments, future development proposal and cost implications need be held to arrive at a consensus/agreement for further course of action.

Decision

- i) The Proposal is to be circulated to all members/stakeholders for their comments/observations.
- ii) Commr. (MCD) to chair coordination meetings with all stakeholders for resolving the issues of Feasibility, Cost, Funding and Timeline of projects for discussion in the next GB meeting.
- iii) Update on the matter is to be provided at the next Governing Body meeting.

Action- MCD

5. Other items/presentations:

Following items/presentations were taken up with the permission of the Chair.

a) Management, Streetscaping and Urban Placemaking Plan for Karol Bagh Zone – by MCD

A presentation was made by the consultants of MCD, which was submitted as per the UTTIPEC Format for submission and discussed in the WGIIIB meeting on 6.4.10. The proposal has incorporated all the major observations of WGIIIB after discussion with the core team of UTTIPEC.

The proposal contained following salient features:-

- i) Karol Bagh area and Ajmal Khan Road expresses the unique cultural identity of Delhi. The Proposal from MCD has incorporated the Master Plan directive for the area and has proposed how the pedestrianization of Ajmal Khan Road can be achieved – to create a signature pedestrian precinct for Delhi.
- ii) The Karol Bagh Road network is the most unique street-grid network in the city of Delhi. As directed in the MPD-2021, this street network is being used to create a one-way loop system for comfortable movement of all modes of transport, while designating Ajmal Khan Road only for pedestrians and non-motorized transport – where they already tend to exist in very high intensity.
- iii) The proposed Traffic Management Plan shows how various alternative routes can take care of the displaced one-way vehicular movement on Ajmal Khan Road. The proposed Alternative Parking Locations Plan demonstrates where displaced cars from Ajmal Khan Road can be accommodated. Optional shuttle services may also be run from these locations, if appropriate funding is available.

- iv) These alternatives have been discussed with the ACP Traffic for the area, as well as in a Community Workshop with local Stakeholders and RWAs. Traffic Police dept. have supported the Proposal and offered to conduct trial runs to implement the one-way loops and pedestrian-only systems proposed in the Plan.
- v) The Urban Design Program which is integrated with the Traffic Management Plan – proposes a *Streets & Plazas Program*, to create pedestrian friendly streets and plazas; and a *Parks & Places Program*, to enhance the quality and usability of neighborhood parks and open spaces along with the improvements in the adjoining streets.

The proposal, in summary looked at a complete revitalization and urban renewal of Karol Bagh –integrating progressive transportation proposals with urban design of the public realm.

Observations:

- i) The Karol Bagh comprehensive proposal covered all related aspects for improvement of Circulation systems, Parking, Connectivity to Metro/Public Transport System and Feeder services.
- ii) Stake holder meetings and consultations with the Traffic Police have also been held by the MCD.
- iii) Optimum capacity for parking on the proposed/designated parking areas is to be appropriately planned to cater to the requirement of all vehicles.
- iv) Priority be given to the Short Term Parking and Long Term Parking to be discouraged. High parking fees to be levied accordingly.
- v) Ajmal Khan Road to be primarily a ‘Pedestrianized street.’ However, limited movement of rickshaws during the summer and rainy seasons may be allowed.
- vi) Pusa road-Ajmal Khan Road intersection, which is under the Karol Bagh Metro station, is to be signalized with ‘a table top crossing’ for easy and safe crossing of pedestrians/cycles/rickshaws etc. It was noted that the Karol Bagh Metro Station overbridge was not available for use by un-ticketed passengers.
- vii) Engineer-in-Charge, MCD noted that a length of approx. 250 m could be implemented before the Commonwealth Games.

Decision:

The proposal was appreciated and **approved** for implementation with incorporation of the following observations/ conditions:

- i) Trial run of the proposed one-way loop circulation system is to be conducted by Traffic Police and subsequently implemented.

Action: Traffic Police

- ii) Public Art to be provided in the area must be functional as well as aesthetic and must evoke positive emotions amongst spectators.

Action: MCD

- iii) Table-top crossing and synchronized Signalization of Pusa road-Ajmal Khan Road junction is to be implemented at the earliest.

Action: MCD, Traffic Police

- iv) Traders Association to provide proposed feeder service/system with small buses/vans on the peripheral roads around inner core as well as around the pedestrianized Ajmal Khan Road connecting Parking areas and Metro stations.

Action/ Coordination: MCD, Traffic Police

- v) Parking caps with augmented public transport and feeder transport supply is to be developed for the area.

Action: MCD, UTTIPEC Core Team

b) Anand Vihar Multimodal Integration, Connectivity and Decongestion of Road No. 56 Proposal by UTTIPEC.

A comprehensive connectivity proposal for the Integrated Passenger Terminal at Anand Vihar was presented by Sr. Consultant, UTTIPEC in response to a letter forwarded to UTTIPEC from RWAs complaining about the lack of consideration for Connectivity of passengers arriving at the Station from Ghaziabad side. It was also highlighted that Traffic Police has not given an NOC to Anand Vihar Railway Terminal due to the impending congestion it would cause on Road No. 56.

The following proposals/ recommendations were made by the UTTIPEC team:

- i) Some modifications to the parking entry locations and circulation system within the ISBT complex were proposed in order to facilitate barrier free movement of people using and interchanging between various modes within and outside the complex.
- ii) Improvements for easy and safe movement of the huge volumes of pedestrians and MV traffic along and across Road no-56 were proposed.
- iii) To reduce traffic load on Road no 56 and help its decongestion, several additional approaches to this complex from north side of Railway line were proposed. These would provide multiple exit routes to passengers arriving from North-west, West and South Delhi, though Road No. 57, Vikas Marg and the Road over Nallah, without coming to Road No. 56 at all.
- iv) A connection under the ROB to new loops already proposed by PWD, would provide secondary access routes to passengers arriving from Ghaziabad as well.
- v) The apparent difficulty that would be caused to Public Transport Users as well as NMTs and pedestrians, in the currently proposed Karkari Modh Signal-free clover junction were discussed. Not only would this make safe multimodal interchange near this junction impossible, it would also create severe congestion on Vikas Marg which is a mixed-use multimodal street already and cannot be made signal free at any point.

Observations:

- i) The proposal had incorporated the approved proposal of ISBT except some modifications in the circulation system and parking locations, which will be necessary as part of the Comprehensive Circulation proposal.
- ii) PWD has yet to submit the Comprehensive proposal for Connectivity to this terminal complex which should now incorporate the suggestions made by UTTIPEC.

- iii) Railways are in the process of appointing a Consultant for dispersal plan for the Rly passengers.
- iv) There is a proposed Zonal plan road (24 m r/w) along the northern side of the railway line and the feasibility for access to this road from Road no 56 and 57 to be explored.
- v) The proposed connectivity to road no 57 (south of the railway line) is already approved as a 24 m. road, which may be suitably widened as per requirement. subject to the multimodal use of the street.
- vi) Karkari Modh presently has a flyover on Road no- 57 and there is a proposal to construct ramps/loops to convert it to a Cloverleaf junction as per the approval of the T/C. Tendering for construction of the same is under process in DDA.
- vii) Considering the overall concept of distributing traffic on the surrounding network and the need for developing all these roads with adequate facilities for Public Transport users, Pedestrians and NMT, the Cloverleaf junction will not only shift the traffic congestion to the next junctions on Road no. 57 but also create congestion on Vikas Marg ,which has huge pedestrian/NMT traffic at the surface level of Karkari Modh junction.

Decision

- i) A Comprehensive proposal for connectivity to the Anand Vihar Terminal is to be circulated to all stakeholders and implementing agencies and an update provided at the next Governing Body meeting.

Action: Northern Railways, PWD, Traffic Police, DIMTS, DMRC, DDA (Flyovers), UTTIPEC Core Team

- ii) Tendering process for DDA's Karkari Modh Proposal is to be put on hold immediately. The proposal is to be re-evaluated with all involved stakeholders through UTTIPEC.

Action: Project Manager DDA (Flyovers), UTTIPEC Core Team

- iii) Railways are to share and discuss TOR and Scope of Work for Integrated Circulation plan around Anand Vihar Terminal with UTTIPEC before finalizing and awarding the Consultancy.

Action: Northern Railways, UTTIPEC Core Team

- iv) Next phase of planning around the Integrate Anand Vihar Terminal to be taken up by UTTIPEC Core team in coordination with DDA Plg. Dept.

Action: DDA Plg. Dept., UTTIPEC Core Team

c) Underpass on NH-8 Dwarka Road intersection

A presentation was made explaining that the above proposal was .approved by the Hon'ble LG for an underpass at this junction. The approved proposal was forwarded to PWD by DDA for construction of the underpass. PWD is presently considering a proposal for constructing a new road in the form of a by pass as an alternate connection to NH-8 at this junction from Mehrauli-Mahipalpur Road.

Observation

- i) 100 m. road (Dwarka road) is part of the Urban Extension Road-II (100 m. r/w) connecting NH-I, NH-10,Najafgarh Road, NH-8 and NH-2.

- ii) Stretch of this Urban Extension Road between NH-8 and MM Road (near NH-2) is shown in the approved Zonal plan of Zone.-J. However, this road is shown to be joining NH-8 at about 500m down in the south from the approve underpass on NH -8.
- iii) UER-II should continue in the Zone –J from the proposed Dwarka road(shown as 100 m. r/w in the ZDP- G and K-I) underpass on NH-8 and ultimately connect NH-2 By pass to form a complete loop to be developed as Outer Peripheral Ring Road within Delhi.
- iv) Following three actions are to be initiated:-
 - a) Modified alignment of this 100 m road and additional connectivity to Mehrauli-Mahipalpur road based on the feasibility to be worked out .
 - b) Feasibility of extending this 100 m road up to NH-2 By pass intersection passing partly through Haryana land to be worked out
 - c) Modification in the Zone J plan to be taken up accordingly.
- v) There is a Special Group constituted in DDA under Pr. Commr.(CWG) for implementation of all Urban Extension Roads.

Decision

The above proposal to be extensively discussed in the WG-IIA and presented before the next Governing Body meeting.

Action- UTTIPEC Core team

d) Sh. V. N. S. Srivastava, Architect explained various issues related with Traffic and Transportation problems and suggested solutions for them. Two papers were presented related to the “Parking Problem in Delhi” and “Traffic Problems in Delhi and Remedial Measures”. It was decided that suggestions of Mr. Srivastava, be circulated to all members for consideration.

Action- UTTIPEC Core team

6. It was decided that the next meeting of Governing Body of the UTTIPEC be held on **Friday, 21st May 2010 at 10.30 A.M.**

7. The meeting ended with thanks to the chair.

(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**

22nd meeting of Unified Traffic & Transportation Infrastructure (Plg. & Engg.)Centre, UTTIPEC, held under the Chairmanship of Hon'ble L.G., Delhi on dated 16.04.2010 (Friday) at 11.00 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.

MOUD

1. Sh.A.K.Saroha, Director(UT)

DELHI DEVELOPMENT AUTHORITY

- 1 Sh. Ashok Kumar, V.C.
- 2 Sh. A.K.Bajaj, E. M.
3. Sh. Ashok Kumar, Commr.(Plg.)
4. Sh.A.K.Sarin, Advisor
5. Sh.B.K.Jain, Addl.Commr.(Plg.)II.
6. Sh.Ashok Bhattacharjee, Director(Plg.), Incharge, UTTIPEC
7. Sh.P.K.Behera, Jt.Dir.(Plg.), UTTIPEC.
8. Sh.Sabyasachi Das, Jt.Dir.(Plg.) UTTIPEC
9. Mrs.Poonam Mathur, Dir.(System)
10. Mrs.Manju Paul.Dy.Dir.(Plg.), VC Office
11. Sh.L.K.Jain, EE(Civil)UTTIPEC.
12. Sh.N.R.Aravind, D.D.(Plg.)UTTIPEC.
13. Sh.Sudhir Kain, Asstt.Dir.(Plg.)UTTIPEC
14. Sh.A.K.Saini, Asstt.Dir.(Plg.)UTTIPEC
15. Ms. Paromita Roy, Sr. Consultant, UTTIPEC.
16. Sh.Amit Madholia, Plg.Consultant, 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. P.S.Chauhan, Project Manager
4. Sh. MCT Pareva. PM/CWG, M-II.
5. Sh. Umesh Mishra, Project Manager

MCD

1. Sh.K.S.Mehra, Commissioner
2. Sh. Ravi Das, Eng.-in-Chief
3. Sh.Davender Kumar, CE.IV
4. Sh.K.P.Singh, CE.III
5. Sh.Naurang Singh, SE(P-IV.)
6. Sh.Maneesh Rastogi, SE(Plg.)
7. Sh. Rajesh Wadhwa, SE(Projects).

N.D.M.C

1. Sh.Parimal Rai, Chairman
2. Sh.R.Raina, CE/PL.

DMRC

1. Sh.R.N.Verma, CE
2. Sh.Kumar Keshav, Dir.(Project)
3. Mrs.Tripta Khurana, Chief Architect

TCPO

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

DIMTS

1. Sh.A.C.Srivastava, Principal(TP)
2. Sh.Sharad Mohindru, Manager(Transport Planning).
3. Sh.Ravi Kiran Rao, Asstt.Manager,

AAUI

1. Sh.T. K. Malhotra, President
2. Sh.N.K.Aggarwal, Jt. Secy.

NORTHERN RAILWAYS

1. Sh. Vijay Anand C. E. (Constn.)
2. Ms. Mona Srivastava, Dy. Chief-Engineer

ISPC

1. Sh.Pavan Gupta, Consultant

CRRI

- 1 Sh. S.Gangopadhyay, HOD- (Traffic & Tpt.)

OTHERS

1. Sh. Nishant Lall, Architect, NilaA Architect
2. Sh.V.N.S.Srivastva, Architect, CAPRG