

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

No.F.1.(2)2010/Dir./UTTIPEC/27th /D-387

Dated : 27.12.2010

MINUTES OF THE 27th UTTIPEC GOVERNING BODY MEETING, HELD ON 25.11.2010 AT 3.00 P.M. UNDER THE CHAIRMANSHIP OF THE HON'BLE LT. GOVERNOR OF DELHI.

1. The Governing Body meeting of the UTTIPEC was held on 25.11.2010 at 3.00 P.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 a brief report on Working Group meetings & Minutes of 26th Governing Body meeting dated 29.10.2010. The list of members and participants, who attended these meetings is enclosed. A.C.(TC & B), DDA, welcomed Hon'ble L.G.- Chairman, UTTIPEC, VC, DDA, Commr. (MCD) and distinguished UTTIPEC members and other participants to the 27th UTTIPEC Governing Body meeting. Hon'ble LG /Chairman informed Governing Body that the Vice Chairman, DDA will be retiring from service on 31st Dec. 10 after a successful tenure in DDA. He appreciated the support given by the Vice Chairman for smooth functioning of UTTIPEC for the last 2 years.
2. **Minutes of the 26th Governing Body Meeting** issued on 23.11.10 were **confirmed**.
3. **Brief report on projects/proposals** discussed in Working Group meetings, as recorded in the agenda note laid on table, was **noted** by the Governing Body.
4. **Presentation of Projects:**
 - A. **Public Transport Network and System Augmentation:**
 - i. **Background:**

Transport Department, GNCTD had assigned a study in 2007 to DIMTS to develop a Transport Demand Forecast Model and identification of Public Transport Network to meet the travel demand for the year 2021. DIMTS in consultation with RITES prepared a Public Transport Network plan and its phasing for implementation. UTTIPEC in its 23rd meeting held on 21-5-10 decided that "*The Transport Model already developed must now be used to explore and develop appropriate policies that the City must implement in the coming years, in order to achieve the targeted Modal Split of 80-20 in favour of Public Transportation by the year 2021*". As a follow up action, Working Group III B in its meetings held on 18-8-10, 16-11-10 and 22-11-10 has discussed the proposal further.

ii. **Proposal:**

Based on the extensive data collected from primary and secondary traffic and travel surveys, a conventional four stage Transport model was prepared in CUBE software and assigned the projected traffic on the network plan with various system characteristics. An Integrated Public Transport Network was developed in the software consisting of Metro Corridors, LRT corridors and BRT corridors.

Proposed Network consisting of :

- **Metro 330 KM** (PH-1 & 2 173.2, Ph-III 113.2 KM & Ph-IV 43.7 KM)
- **LRT 40.3 KM**
- **BRT 359.4 KM** (including Ph- 1 & 2) consisting of 17 corridors.

iii. Working Group IIIB in its meeting 22-11-10 has **recommended** for presentation in the Governing body with the following observations:

- a) Model shall be tested with the alternative scenarios, based on trip lengths and considering reserved public transport (bus) lane on all arterial roads. The provision of providing BRT system along Metro routes carrying high traffic volume shall also be explored. The data on network characteristics, trip matrices and zoning system utilized in the CUBE model shall be shared with the UTTIPEC/ IIT/ SPA for testing it in other available transport modeling softwares.
- b) All the CWG reserved lanes should be utilized for dedicated bus-lanes during the peak hours to be managed by the Traffic Police. Barapullah Nallah corridor should be opened only after provision of dedicated bus-lanes along the corridor.

iv. **Observations:**

a) As per the recommendation, augmentation of Public Transport and the bus system is essential for achieving the vision of 80-20 modal split. Currently the bus system including the supply of buses and bus-operations were highly deficient in providing an effective public transport service to the city.

b) Hurdles in the augmentation of Bus Services in Delhi:

- Less number of buses (approx. 6000, almost half of requirement) on roads than what was aimed for till 2010 (11,000 buses).
- Lack of Depot space for bus parking.
- Lack of drivers for purchased buses; drivers do not complete enough KMs as scheduled for the day, or complete their trips during off-peak hours.
- Peak hour of buses is different for DTC and rest of the city. Maximum DTC buses ply on roads during off-peak hours, but not enough buses ply during peak hours; no regular or reliable bus-service exists throughout the day.
- Only five clusters of the Bus System of Delhi have been bid-out.
- DDA should mandate more efficient use of parking space/ depots provided for parking. Multilevel parking for buses should be incentivised through urban planning policies.

c) Additional Scenarios based on improved bus supply, higher bus-speeds (through physical segregation of busways along *all* arterial roads) and transfer of shorter trip lengths to non-motorized modes – be developed to assess the impact on modal share of the city. Additional strategies required to achieve modal shares of 80-20 or above, as envisaged in the MPD-2021, should also be developed through the modeling process.

v. **Decisions:**

- a) As per the recommendation of the Working Group and observation at iv) c) above, Transport Deptt. GNCTD will immediately send all the necessary data to UTTIPEC core team which will be used for testing alternative scenario before finalizing the public transport network.
- b) For the time-being, all Arterial Roads to have dedicated bus-lanes (left-most lane) to be managed and enforced with immediate effect, by the Delhi Traffic Police.
- c) Barapullah Nallah corridor should be opened only after provision of dedicated bus-lanes along the corridor. Trial runs to be conducted by Traffic Police and DTC, before opening of the corridor. DTC is to provide finalized bus routes for this corridor.
- d) Since Barapullah corridor will provide relief to Bhairon Marg, lane reservation for buses on this road is also to be implemented along with opening of Barapulla Corridor as per drawings previously approved by UTTIPEC. Bus lanes may be replaced by physically segregated busways later, contingent on the approval of final RITES Public Transport Network for Delhi.
- e) Ring Road section which has been relieved due to opening of the Ring Road Bypass should be implemented with bus lanes, firstly through enforcement and subsequently with physically segregated busways, contingent on approval of RITES Public Transport Network.

**Action : Transport Deptt. GNCTD,
DIMTS, Delhi Traffic Police DTC**

B. **Street Design Guidelines:**

i. **Background:**

UTTIPEC Governing Body had approved Pedestrian Design Guidelines on 20-11-09 for immediate implementation, enforcement and uniform adoption by all the road owning agencies. Pedestrian Design Guidelines was put up on the UTTIPEC Website and issued to all concerned for uniform adoption. Street Design Standards Checklist was also approved by the Governing body.

After 6 months a review of the Pedestrian Design Guidelines was initiated and discussed in the Working group IA meetings held on 23-6-10, 23-7-10, 17-8-10 and 19-11-10. It was suggested that "Pedestrian Design Guidelines" to be renamed as "Street Design Guidelines" after incorporating the suggestions of the Working group.

Several other additions and modifications were suggested by Members and Experts and the same have been incorporated, circulated, discussed and updated in the final document.

ii. **Proposal :**

As per the decisions of the working group, the following modifications have been suggested in Pedestrian / Street Design Guidelines:

- a. Additional Information added to the Storm Water Management chapter as part of Appendix-I.
- b. The Slip Road chapter has been updated with a Note and additional guidelines and drawings. Issues such as provision of signalized left turn lane, radius of turning movement of left turn have been addressed.
- c. The major addition to the document is the Bus-Corridors chapter which has been prepared after 4 months of deliberations with all stakeholders. Provision of Closed and open BRT Corridors, HOV/Bus only/Carpool lanes, Guided bus way etc have been addressed.
- d. Additional details and modifications have been added to the Street Categorization chapter.
- e. Provision or prevention of medians and their height with respect to R/W and design speed of the roads.

iii. **Observations:**

- a) Minimum Lane widths have been specified for various types of roads depending on the maximum allowable speeds.
- b) Kerb heights of 4"-6" for all roads as proposed in the UTTIPEC Street Design Guidelines were questioned. "Kerb shyness" and tendencies of the motorists to illegally use the kerbs for maneuvering of vehicles were put forward.
- c) 2-wheelers use the handicapped-access ramps to get on footpaths during peak hours, but this could not be a reason to not provide universal accessibility to footpaths in Delhi.
- d) Provision of medians on small road upto 24m ROW was discussed. The possibility and pros and cons of flexible median or no median was deliberated. Instances where the local residents have requested to remove the median on 24m Residential road such as Sant Nagar were put forth.
- e) The differences between an "Open" and "Closed" BRT System as well as the necessity of having central BRT-busways to facilitate full physical segregation was discussed.
- f) In order to provide safe facilities for pedestrians and NMV at mid block crossings, signage and traffic calming measures should be adopted at least 25m-100m before the crossing.
- g) Parking on footpaths, cycle-tracks and carriageways must be enforced strictly and heavy fines must be legislated to discourage illegal parking.
- h) Soil consistency & plant selection on the proposed MUZ are very important for water re-charging & proposed MUZ are barrier between carriage way and the footpath.
- i) Design for the junction & mid section bus BRT stops to be reviewed in detail for which some Pilot project particularly at the junction BRT corridor and having flyovers on both the roads to be taken up for deciding the design/location of the bus stops.

iv. **Decisions:**

The Governing Body **Approved** the Street Design Guidelines with the following conditions:

- i) On roads below 30m, requirement of Medians is site specific and must be approved by UTTIPEC before implementation on ground. Medians may be replaced by traffic-calmed road markings (like high-quality rumbling strips etc.) on Roads below 30m Width, as median is not compulsory on such roads.
- ii) Parking licenses should be reviewed/ cancelled by road owning agencies periodically to check illegal excess parking. If not enforced, concerned officers to be held responsible.
- iii) No one time charges to be taken for parking in future and required changes in the Master Plan to be initiated.
- iv) No parking on major arterial roads to be allowed as all these corridors are primarily meant for movement of vehicles/pedestrian. However, detail planning of all these arterial roads to be taken up addressing to the issues of parking and provision of all the facilities recommended in the approved pedestrian/street design guidelines.
- v) Roads should last for at least 5 years. Carriageways and footpaths medians should be redone in conjunction so that relative heights can be as per specifications.
- vi) The issue of maximum kerb height is to be resolved within a month and brought to the next Governing Body Meeting.
- vii) Decentralized Storm Water Management techniques must be implemented with all road improvement and retrofitting projects.
- viii) The word "Cycle Track" to be replaced by the word "NMV Track" in the document.
- ix) Agencies are to report to the next Governing Body Meeting: **(A)** How much Road length in KMs (*not lane lengths*) is under their jurisdiction; **(B)** how much road length (in KMs, *not lane lengths*) has already been constructed/ retrofitted based on UTTIPEC's Street Design Guidelines and **(C)** What is the timeline for retrofitting of the remaining roads as per the UTTIPEC Guidelines.
- x) Plane clothes Police man/woman alongwith CC TV etc. to be provided at bus stops & at some strategic location by the traffic police for detecting/controlling traffic violation and also to check the menace of eve teasing to ensure safety of women on road.
- xi) A video presentation on S. P. Mukherjee road to be made by the Traffic Police in the next Governing Body meeting.

**Action :- PWD/MCD/NDMC/DDA
Traffic Police**

C. **FOB Audit Check List.**

i. **Background:**

UTTIPEC Governing Body had suggested an independent audit of all existing FOBs and Pedestrian facilities in its 23rd meeting held 21-5-10. As a follow-up to decision, FOB design guidelines prepared by the UTTIPEC core team was discussed in Working Group I- A its meetings held on 23-7-10, 17-8-10. It was observed that it is preferable to provide surface level pedestrian crossing with signals at appropriate locations as segregated traffic flow on the corridor provide safe crossing facility for pedestrian / NMT at mid sections. Traffic signals should be synchronized along with the pedestrian signals at junctions as well as mid block.

ii. **Proposal:**

A draft FOB audit checklist has been prepared by UTTIPEC core team consisting of:

- a) **Usage** of FOB in terms of Pedestrian counts to estimate the proportion of pedestrian and cyclists using the FOB or Jaywalking to cross the street.
- b) **Usability** of the FOB in terms of all year round weather protection, lighting for safety and visibility.
- c) **Universal Accessibility of FOB** in terms of conditions of access to the FOB and barrier free accessibility of the FOB (gradient, elevators, NMV provisions, etc.) and pedestrian movement adjacent to FOB access.
- d) **Amenities and facilities** like seating on the FOB, Garbage disposal and Way-finding information maps.

It is further proposed to take up Audit of some of existing FOB's with the assistance of AAUI / other organizations based on the audit checklist to assess the present usability and future retrofitting requirements.

iii. **Decisions:**

- 1) FOBs are to be the exception, not the rule. They are to be provided only under circumstances where no at-grade crossings are feasible.
- 2) Underpasses not to be provided at all, unless under extreme circumstances where no other solutions (including FOBs) are feasible.
- 3) At-grade crossings (raised table-tops or zebra crossings) with Pedestrian/Pelican Signals and adequate signage and traffic calming measures are to be used on all Urban Roads within City limits. Pedestrian Signals (approx. 20 sec.) should be synchronized along with the nearest full-traffic signals along all roads including arterials and sub arterials, for smooth movement of traffic along with safe pedestrian / NMV crossing.
- 4) List and locations of FOBs to be Audited is to be provided by PWD and other agencies to Traffic Police through UTTIPEC. Traffic Police is to Audit the usage of the FOBs at peak hours on any particular working day and submit the Report to the Governing Body.
- 5) All future proposed FOBs must be brought to UTTIPEC for approval, before implementation.

Action : Traffic Police, PWD, MCD, DMRC

5. **Other Decisions:**

- i. It was reiterated that the "UTTIPEC Format for Submission" has to be followed for presentation, discussion and submission of all Projects to UTTIPEC, by all agencies. Projects shall not be accepted at UTTIPEC for Review unless submitted in the Format for Submission.
- ii. Eco Mobility Corridor approved in principles by the Governing Body and the projects duly identified are to be taken up immediately by the concerned agencies.

Action : PWD/MCD and other agencies.

6. Any Other Items :-

a) Representation from Vasant Vihar Association dated 18.11.10:

- i) Letter from Mr. Karan Thapar, President, ITV objecting to the proposal for reduction of service lane- Palam Marg, Vasant Vihar.
- ii) Letter from Vasant Vihar Welfare Association as a community feed back on the short term proposal of Outer Ring Road.

E-in-C, PWD clarified that a meeting will be held on 30.11.2010 under Principal Secretary, PWD to discuss with the Vasant Vihar Association and Mr. Karan Thapar for resolving the issues raised by the Association.

Action :- PWD

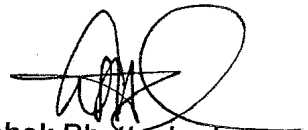
- b) Letter from High Commissioner, Australian High Commission, New Delhi, Dt. 23.11.2010 addressed to Hon'ble LG requesting him to consider a speech by Prof. Newman on the topic "Sustainable Transport for Resilient Cities" on 13th & 14th Jan. 2011 in a workshop to be arranged in collaboration with the DDA and other related agencies.

It was decided that the lecture / workshop on the above topic will be arranged by the DDA/UTTIPEC in India International Centre on 13th - 14th Jan. 2017.

Action :- UTTIPEC/DDA

7. It was decided that the next meeting of Governing Body of the UTTIPEC be held on 7th January 2011 at 10.30 A.M.

The meeting ended with thanks to the chair.



(Ashok Bhattacharjee)

Director (Plg.) /
Member Secretary, UTTIPEC

To:

All present/ members/ concerned

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

27th meeting of the **Governing Body** of Unified Traffic & Transportation Infrastructure (Plg. & Engg.)Centre, UTTIPEC, held under the Chairmanship of Hon'ble L.G., Delhi on dated.25.11.2010 (Thursday) at 3.00 P.M., at 5th Floor, Conference, Hall, Vikas

ATTENDANCE SHEET Minar, New Delhi.

Department wise members & Participants.

L. G. Office:

1. Sh. Tejender Khanna, Hon'ble L.G., Delhi – Chairman (DDA/UTTIPEC Governing Body).
2. Sh. Ranjan Mukherjee, OSD to L.G.

DELHI DEVELOPMENT AUTHORITY

- 1 Sh. Ashok Kumar, VC. - Member
- 2 Sh. A. R. Khurana, E.M. - Member
- 3 Sh. Ashok Kumar, Commr.(Plg.) - Member
- 4 Sh. B.K.Jain, Addl.Commr.(TC&B)). - Member
- 5 Sh. Ashok Bhattacharjee, Director(Plg.), - Member Secy., UTTIPEC
- 6 Sh. Sabyasachi Das, Dir.(Plg.)GIS & Website, UTTIPEC
- 7 Smt. Poonam Mathur, Director (System)
- 8 Sh. P.K.Behera, Jt.Dir.(Plg.)UTTIPEC.
- 9 Mrs .Manju Paul.Dy.Dir.(Plg.), VC Office
- 10 Sh.N.R.Aravind, D.D.(Plg.)UTTIPEC
- 11 Sh. Sudhir Kain, A.D.(UTTIPEC)
- 12 Sh. A.K.Saini, A.D.(UTTIPEC).
- 13 Ms. Paromita Roy, Sr. Consultant, UTTIPEC.
- 14 Sh. Jeevan Babu, Plg. Asstt.
- 15 Sh. Vaibhav Gupta, Plg. Consultant
- 16 Sh. Ashwini Kr., Plg. Consultant,
- 17 Ms. Neetu Randhawa, Plg. Cons.
- 18 Ms. Sunpreet Kaur, Plg, Asstt.
- 19 Sh. Charanjeet Arora, Plg. Asstt.UTTIPEC
- 20 Sh. Anand Kumar, Plg. Asstt.UTTIPEC
- 21 Sh. L.K.Jain, E.E. (Civil) UTTIPEC.
- 22 Sh. Abrar Ahmed, Computer Engineer, DDA

DELHI POLICE

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

P.W.D.,GNCTD.

1. Sh. Rakesh Misra, Engineer.-in-Chief. - Member
2. Sh. Umesh Mishra, Project Manager

MCD

1. Sh. K.S.Mehra, Commissioner - Member
2. Sh.Ravi Dass, Engineer.-in-Chief
3. Sh. B.N. Singh, OSD, R.P. Cell

N.D.M.C

1. Sh. R. Raina, Chief Engineer - Member

DIMTS

1. Sh. Sanjeev Sahai, M.D. - Member
2. Sh. Alok Bhardwaj, V.P.(TP)
3. Sh. Sameer Sharma, AVP

MOUD

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

AAUI

1. Sh.T.K. Malhotra. - Member
2. Dr.Veni Mathur,Member M.C.

ISPC

1. Sh. Pavan Gupta, Consultant

DMRC

1. Ms. Tripta Khurana, Chief Architect

IRC

1. Sh.S.B. Basu, Dir.(Tech.).