

**DELHI DEVELOPMENT AUTHORITY**  
**UNIFIED TRAFFIC & TRANSPORTATION INFRASTRUCTURE (PLG. & ENGG.)CENTRE**  
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No. F.1.(2)2012/UTTIPEC/40<sup>th</sup>/D-346

Dated: 19.12.12

**MINUTES OF THE 40<sup>th</sup> UTTIPEC GOVERNING BODY MEETING, HELD ON 21.11.2012 at 10.30 A. M. UNDER THE CHAIRMANSHIP OF THE HON'BLE LT. GOVERNOR OF DELHI.**

1. The Governing Body meeting of the UTTIPEC was held on 21.11.2012 at 10.30 A.M. at Vikas Minar, under the Chairmanship of the **Hon'ble L.G.** of Delhi. The detailed agenda items for discussion were circulated to members in advance containing brief report on Working Group meetings and Minutes of 39<sup>th</sup> Governing Body meeting held on 21.9.12. The list of members and participants, who attended this meeting is enclosed (Annexure 'X'). Addl. Commr. (TB&C) welcomed **Hon'ble L.G.-** Chairman, UTTIPEC, all the distinguished members and other participants to the 40<sup>th</sup> Governing Body meeting of UTTIPEC.
2. Minutes of the 39th Governing Body meeting circulated on 5.11.2012 were **confirmed** as no other observations/ comments were received.
3. **Brief report on projects/proposals** discussed in Working Group/ MAG(Transport) Meetings was placed before the Governing Body.

**a) Management Action Group (MAG) of Transport meeting**

It was explained that 4 MAG meetings were held on 17.10.12, 25.10.12, 5.11.12 and 7.11.12 under the Chairmanship of **Pr.Secretary-cum-Commissioner(Transport), GNCTD** to hear **584** issues & suggestions related with roads & transport received from individuals and RWAs as a follow up of Open House meetings conducted by DDA as part of Master Plan Review Process .Observations/recommendations were circulated in the form of minutes of the meeting.

Following aspects were broadly discussed:-

- a) Proposed alignment of UER-I, II & III
- b) Parking policy and pricing
- c) General traffic & transportation related issues.
- d) Implementation of zonal plan on priority basis.

It was explained that all these issues are being addressed for further discussions in the MAG meeting to appropriately incorporate in the revised chapter of the Master Plan before discussion in the next Advisory Group meeting.

**Hon'ble L.G.** desired that members may express their views on the suggestion that existing parking on the pavements in residential areas, particularly for the colonies where small plots do not have parking provisions within the plots, may be considered for regularization with monthly charges/fees under an overall pricing policy. Accordingly, following views were expressed:-

- Sh. Satyendra Garg, Jt. Commr., Traffic Police suggested that parking charges for parking on footpaths should not be considered as it will legalise parking. . Footpath should be kept clear for movement of pedestrians. Traffic Police is presently imposing

fine of Rs 600/- for improper parking under section 177 and 178 particularly in Connaught Place, South Extension and Bhairon Marg, which is showing good results.

- This was also supported and appreciated by all with the hope that similar actions in other areas will also have an effect on reduction of unauthorized parking on footpaths.
- However, NDMC suggested that long term off-street parking facilities such as Multi level parking provision is required to be made before penalizing people for parking on roads.
- In response to the suggestion of providing Multi Level public parking solutions, EM, DDA explained that a lot of sites within Delhi for public parking had already been auctioned and also constructed. But lower parking charges at designated surface level parking areas and no parking charges on most of the roads are discouraging people to use Multi level parking areas.
- It was, therefore, suggested that Short term and long term parking should be segregated and provisions be made accordingly in and around shopping areas with variable parking fees.
- Long Term parking areas (Multi level parking) to be used by shopkeepers to park their cars for long period of time allowing designated and demarcated on-street parking areas for short term parking by shoppers.
- All these organized parking spaces, in general, and multi level parking spaces, in particular, could be designed as unbundled shared parking facilities used for safe parking by residents during off peak and night hours and by owners / users of commercial establishments during the day.

**Hon'ble LG directed that:-**

- Enforcement initiatives recently taken by the Traffic Police are proving effective and the same should be continued for other places/streets as well to reclaim footpaths for pedestrians.
- However, supply of parking needs to be addressed by providing designated, organized and well managed long and short term parking sites with adequate parking charges.'
- Concerned land owning and road owning agencies are required to implement parking provisions as per approved policy and should be responsible for the management of parking space. Traffic police to take action against unauthorized parking on public space/roads through enforcement measures.

**Action: All road /Land Owning Agencies and Traffic police**

**b) Working Group II-B (Retrofitting of existing Corridors)**

It was explained that a meeting was held under the Chairmanship of **Principal Secretary, PWD**, on 8.11.2012 and seven items were discussed in this meeting. One item (Audit of 4 roads as a Pilot Project by UTTIPEC Core Team) is being presented in the Governing Body meeting vide **item No.4(i)a**. The other item regarding selection of location of FOB was discussed & Working Group recommended that the selection and location of FOB sites are to be finalized based on the FOB Design Guidelines/Checklist approved by the Governing Body. Remaining five Items require further deliberations in the Working Group.

**c) Working Group II -A (Processing & Evaluation of New Projects)**

It was explained that a meeting was held under the Chairmanship of **Engineer Member, DDA** on 16.11.2012. Following two items were discussed in the meeting:-

**i) Extension of Road Under Bridge(RUB) on Link Road connecting NH 8-Dwarka(UER-II) –**

The proposal of Northern Railways was of 50 m extension/widening of Railway Bridge towards Dwarka sub-city over the road connecting NH-8 to Dwarka. Working Group recommended approval with the condition that Railways will prepare the Traffic Management Plan in consultation with Traffic Police and same shall be executed during

the construction period with least hindrance for the movement of vehicles, pedestrians and NMT Traffic etc.

As recommended by the Working Group, the Governing Body. approved the proposal.

**Action:- Northern Railways**

- ii) **Shifting of location of metro station at South Extension of Ph-III corridor-** (L.G. Ref.- Representation from South Extn. Part II RWA)- South Extension RWA represented that the proposed Metro station site at South Extension market I and II would create more congestion on the colony as induced traffic will pass through colony roads. They requested for shifting of proposed underground station from its current proposed location to the Andrews Ganj intersection area under/adjacent to the flyover.

DMRC explained that shifting of the proposed station to the suggested location is not feasible on technical grounds due to the curvature required to align with the existing Lajpat Nagar Metro station, which will become a major North-South & East – West interchange node.

Working Group recommended that DMRC to prepare a Multi-Modal Integration Plan of South Extension station and also to provide feeder services for commuters from the surrounding areas to address the apprehension of RWAs regarding further congestion of the area.

As recommended by the Working Group, **Governing Body decided that:-**

- The request for shifting /relocation of Metro Station by the South Extension Part-II RWA may not be considered on technical grounds as explained by DMRC.
- However, DMRC to prepare multi modal integration plan/connectivity of the Influence Zone around metro station so that additional motor vehicular traffic from the adjoining areas does not pass through the colonies as apprehended by the residents.

**Action:-DMRC**

**4. Presentation:-**

**i) Implementation of Street Design Guidelines**

A presentation was made by UTTIPEC Team covering following four aspects to the Governing Body about various actions initiated and the status on each of these aspects for getting advice/direction for future actions to be taken by concerned agencies.

**a) Monitoring infrastructure - Street Audits**

As per the decisions taken by the Governing Body in its 29th and 39th meetings , UTTIPEC was to set up an Audit Cell comprising of two Audit Teams: **Planning/ Safety Audit (Part-I)** and for **Quality/Site Audit (Part-II)**. Part-I Audit Team has been set up comprising of UTTIPEC Core Team members and experts from Jagori (for Women Safety Audit) and Samarthyam (for Universal Accessibility Audit). Part-II Audit Team has also been finalized. Details of remuneration of external consultants for each audit as well as the appointment process will be deliberated in the next Working Group-V meeting.

However, a **Planning Audit** (Part-I) of the following three streets was undertaken jointly by UTTIPEC team and Samarthyam as per the earlier decision of the Governing Body in its 29<sup>th</sup> meeting dt. 4.3.11 & 39<sup>th</sup> meeting dt. 21.9.12.

- **Ganesh Nagar, East Delhi** (under construction)
- **Connaught Place, Central Delhi** (partly completed)

- **Sarai Kale Khan, South Delhi (completed)**

In addition, an informal audit of **Darshan Munjal Marg, C.R. Park** was also undertaken by the UTTIPEC Core Team based on a complaint filed by a resident of the area. About 8" thick concrete (about one Lane width) was being constructed on top of the existing carriage way for almost 100m length by SDMC. Considering this as a major retrofitting work, clarification was sought in writing from SDMC whether the work was being undertaken as per the Street Design Guidelines or any approved plan of the road. No specific reply was received by UTTIPEC. It was explained that such rise of the level of road and subsequent footpath level would have impact on the adjacent plots & water logging problems apart from undertaking such work on a road where basic signages / markings & signal systems are not in place.

The above 4 audit reports with photographs were presented in the Governing Body meeting.

The **findings** of the Audit revealed the following:

- I. Major construction of roads is happening in Delhi either without approval from UTTIPEC or not based on the Street Design Guidelines.
- II. Most construction on the site is not as per UTTIPEC Street Design Guidelines, both in part and as a whole
- III. Most contractors and engineers on site lack awareness of UTTIPEC Street Design Guidelines.

#### **Observations**

- Chief Engineer, PWD and Chief Engineer, New Delhi MC confirmed that Street Design Guidelines will be adopted for all the new roads being /to be constructed by the agency.
- Commr. ,SDMC confirmed that the Street Design Guidelines are being / will be followed for all new roads except some old roads.
- However, it was observed that many fatal accidents have taken place on major arterials/National Highways due to non provision of proper Signages, Markings and Street lighting apart from bad road conditions with potholes, uneven surfaces and bad geometries etc.
- Implementing agencies should be responsible for provision of all the features on roads as per standards/guidelines and regular maintenance aspects related with safe movements of MV,NMV and pedestrian movement on roads as many fatal accidents have been witnessed due to lack of these on major roads of Delhi.
- At present, the budget for the maintenance is very low as explained by engineers of all the agencies which needs to be enhanced.

**Governing Body/ Hon'ble L.G. decided that** all roads of the capital city of Delhi are to be developed as per the highest 21<sup>st</sup> Century global standards for safety, amenities and quality of roads and directed that following actions are to be taken by all concerned agencies immediately :-

**a. Retrofitting of existing roads :-**

- To take up retrofitting works immediately as per the Street Design Guidelines of UTTIPEC. A work programme for 10 fully funded projects is to be identified with adequate budget provisions by the agencies for time bound implementation.

- MCD,PWD,NDMC and DDA will include the cost element in the budget provision for complete implementation of the roads as per Street Design Guidelines
- The contractors for the awarded work to be briefed by UTTIPEC before taking up implementation work.

**Action:- All Road Owning Agencies**

**b. Maintenance of road**

- The Road Owning Agencies constructing roads within the National Capital Territory of Delhi(NCTD) will be **responsible for regular maintenance of roads under strict supervision** of Senior officers entrusted with adequate powers and responsibilities.
- Criminal cases against road owning agencies/concerned responsible officers will be initiated for negligence causing fatal accidents due to bad conditions of roads.
- During the construction, regular inspection by the Sr. officers of the concerned agencies to be done to ensure the quality and adherence to the Street Design Guidelines.

**Action:- All Road Owning Agencies**

**c. Preliminary road audit**

All the deviations highlighted in the road audit report for the Ganesh Nagar road( EDMC), Connaught place (New Delhi M.C.) and Sarai Kale Khan (PWD) are **to be immediately rectified** and to be placed in order as per the Street Design Guidelines.

**Action:- EDMC,NDMC,PWD**

- **Hon'ble L.G.** directed to **immediately stop** the works wrongly taken up by SDMC for Darshan Munjal Marg, C.R. Park and constructed portion of the road to be immediately pulled down and road to be retrofitted by SDMC/PWD as per the Street Design Guidelines.

**Action:- EDMC**

- Audit bills are to be submitted by the experts involved in Street Audit in terms of L/C Man hours spent on site and off site.

**d. Street Design Guidelines**

- As proposed by E.M., DDA, it was decided that DDA will publish about 5000 copies of Street Design Guidelines documents prepared by UTTIPEC for wider circulation to all concerned agencies responsible for construction, maintenance and management of the roads /services etc.
- Underground service conduits are to be provided on all retrofitted road works and new road works to avoid raising of footpath height.
- Some roads may be taken up as Pilot Projects in which removal of boundary wall and use of the set back space for safe pedestrian and NMT movement could be taken up as per the Guidelines to ensure women safety as earlier raised by Jagori.

**Action:-UTTIPEC, All Road Owning Agencies**

**b) Capacity building and understanding roadblocks - Ongoing workshops with Road Owning Agencies**

The UTTIPEC Core Team also conducted Workshops on the UTTIPEC Street Design Guidelines with Road Owning Agencies to build capacity and to seek feedback on the issues faced by the agencies for implementation of the Guidelines. These are closely linked to the findings of the Street Audits and help to draw critical conclusions and arrive at a possible way forward.

Three workshops have been conducted so far. These include workshops with Engineers from:

- EDMC
- PWD Zone M1
- PWD Zone M21

The main issues raised by the Engineers across the three zones with regard to the roadblocks for the implementation of the Street Design Guidelines are outlined below:

- **Administrative**
  - Street Design Guidelines and now the IRC 103 code are not reflected in the CPWD Delhi Schedule of Rates (DSR) which is the basis on which projects and budgets are approved
  - There is a lack of accountability due to a number of reasons:
    - No in-house mechanism in place to monitor the project while implementation or for approvals of modifications made to UTTIPEC approved plans due to site constraints.
    - **Construction & Maintenance of streets are under separate departments**
    - **Absence of completion certificates that could be used for monitoring streets post-construction**
  - Coordination between various Road Owning Agencies and Delhi Police is needed to execute road related works and for enforcement post-construction
- **Budgetary**
  - Urgent need to ensure that budget approvals for projects are based on adherence to Street Design Guidelines; amending budgets to incorporate design changes is avoided.
  - **Need to ensure current budget approvals for transferred 107 roads are based on Street Design Guidelines**
  - In addition, low budget for road projects is a constraint in implementation of desired/mandatory works.
  - Also, part item-based budget approvals hamper comprehensive retrofitting schemes.
  - As per **31st / 33rd GBM**, rate based contract for each of the listed items for repairing, fixing of various types and sizes of signage and road markings to be got approved for the financial year by all agencies. This must be initiated promptly so that individual repair / maintenance works may be carried out on a regular basis and not as part of a large multi-project tender
- **Design**
  - Capacity building is urgently required among all road owning agencies to **understand and interpret the principles of and technical solutions** provided in the Street Design Guidelines and Storm Water Management Guidelines which are not easily replicable in all areas of **Delhi**. **There is a need to customise the Street Design Guidelines**. Each zone of PWD could prepare their set of individual Street Sections for all the ROWs based on the UTTIPEC Guidelines. Once approved by UTTIPEC, these would streamline the design process prior to submission to UTTIPEC for project approval.

- **Strengthening in-house team** of road owning agencies to include Architects, Town Planners and Urban Designers to build in-house design capacity.
- **Implementation**
  - Service lines with higher levels or improper locations are a road block for implementation of Street Design Guidelines. This is primarily due to the process involved in increasing capacity of existing systems, wherein existing services are not replaced but added on to, thereby reducing space for utilities laterally. The use of combined utility trenches as also prescribed in the IRC 103: 2012 is essential to remedy this.
  - Lack of public awareness acts as hindrance in execution. There is a need for launching a campaign for better designed, better managed, more equitable streets

#### **Observations**

- i) E-in Chief, PWD and other engineers confirmed that UTTIPEC Street Design Guidelines and IRC 103 code can be followed for detailed planning/design and implementation of roads even if these are not incorporated in the DSR of CPWD.
- ii) However, UTTIPEC to study DSR schedule 2012 and all missing items as per the Street Design Guidelines may be compiled and sent to EM, DDA for incorporation in the DSR.
- iii) In-house capability of all the Road Owning/implementing agencies are to be enhanced for quality implementation of the approved projects and the proposals to be brought before the UTTIPEC before implementation.

**Action:- All road owning agencies, UTTIPEC,CPWD**

#### **ii) TOD Policy**

##### **a) Notification of the Draft Policy**

#### **Background**

- a) The Draft Policy on Transit Oriented Development (TOD) was presented in the 7<sup>th</sup> meeting of the Advisory Group of MPD-2021 held on 30.08.2012 under the chairmanship of Hon'ble Lt. Governor, Delhi.
- b) The Draft TOD Policy was also presented in a meeting chaired by Hon'ble Minister of Urban Development, GOI, attended by Hon'ble Lt. Governor, Secy (MoUD), GOI, VC, DDA, Addl. Secy (MoUD), GOI, MD (DMRC), Commr. Plg. DDA, and Director UTTIPEC, where it was decided to take up pilot projects for few corridors and notify the Influence Zone corridors with the draft policy for public information.

#### **Status:**

- a) The notification of 5 pilot projects to be taken up by UTTIPEC will be published soon as per the decision of Governing Body and Authority meeting of DDA.
- b) Agenda for Authority with draft TOD policy and notification for modification in the Master Plan and Zonal Plan was sent for Authority meeting on 01.10.2012.
- c) A detailed list of comments/observations on the proposed policy has been received on 22.10.2012, from MPPR section, DDA, which are being reviewed by UTTIPEC team. The same will be discussed with the expert panel in MAG, before the same is placed before the Advisory Group/ Authority for approval in Dec'2012.

## Decisions

- The draft policy on TOD to be uploaded on the Website immediately for 30 days with the details of Workshop programmes to be organized by UTTIPEC for public awareness about the TOD policy.
- Proper newspaper advertisement to be published informing about the availability of the Draft Policy and the Workshop programmes for public information and suggestions
- The draft policy with the public feedback, which will also include the feedback from professionals, Planners, Architects and Engineers etc. will be placed before the next Governing Body meeting for deliberations before it is taken up in the Authority meeting for approval.
- UTTIPEC/DDA should invite design proposals for other Influence zone areas/corridors from professionals based on the TOD Policy framed by UTTIPEC for subsequent discussions in UTTIPEC meetings.

**Action:- UTTIPEC/DDA**

### **b) TOD Workshops – Policy testing and capacity building**

As per the decision of the 39th UTTIPEC Governing Body Meeting dt. 21.9.12, UTTIPEC is organizing a series of Workshops to introduce the concept of Transit Oriented Development (TOD) and the Draft TOD Policy being prepared by UTTIPEC for inclusion as a new Chapter in MPD 2021 as part of the Master Plan Review Process 2012.

The proposed Workshop Programme includes 22 workshops clubbed under seven theme based series as outlined below:

- Series 1: Strategy for Provision of Sustainable Infrastructure
- Series 2: Economic Feasibility and Market Testing
- Series 3: Strategy for making Redevelopment Possible
- Series 4: Policy & Design Codes busting exercise
- Series 5: Strategy for Effective Parking within a TOD
- Series 6: Strategy for Sustainable Transport & Infrastructure
- Series 7: Strategy for rolling out the TOD policy

The **aim** of the Workshops is to:

- Spread awareness about the TOD policy
- Understand and make aware the on-ground implications of the policy for various agencies and stakeholders
- Identify possible hurdles in implementing the Policy
- Incorporate issues and concerns that departments, agencies and stakeholders may have with the policy and, finally
- To arrive at Policy recommendations

To elicit positive participation and robust policy recommendations, UTTIPEC also wishes to seek the consent of Senior Officers of the Administration to Chair the various sessions. The Workshop Details, Need for a Kickoff Meeting / Event as well as a strategy for involving the media was presented at the Governing Body Meeting. It was also explained that Shakti Sustainable Energy Foundation has committed fund to the UTTIPEC TOD Workshop Series. The Shakti Foundation is the Regional Climate Foundation for Climate Works whose mandate is to work in relevant areas of the world to support policies that prevent climate change and bring about prosperity. Climate Works operates through a network of regional foundations in areas with the potential for reducing greenhouse gas emissions. Shakti's mission is to catalyse



innovative policy solutions that encourage energy efficiency and the development of newer energy sources.

### **Decisions**

The proposed **kick off meeting** may be organized in the L.G. Sectt. inviting all concerned officers who will be chairing these workshops.

**Action: UTTIPEC/DDA**

### **c) Need for a Media Campaign - Ensuring accurate and timely dissemination of information**

Over the last few months Transit Oriented Development is gaining popularity with the media. A number of press reports have discussed the principles as well as pros/cons of TOD for the city of Delhi. However, the lack of complete information and a discussion regarding the same has resulted in a myopic view being projected in the media.

Also, in a recent meeting held under the Chairmanship of Additional Secretary MOUD, it was discussed that to avoid dispersal of information regarding the TOD Policy and projects in an ad-hoc manner, a planned Media Campaign should be initiated.

To take this further, a number of administrative issues regarding the following require deliberation through the UTTIPEC Core and Working Groups if the GBM agrees in principle to carry out a Campaign:

- Who will 'own' the campaign - UTTIPEC/DDA or MOUD etc – and who will roll it out?
- Process for Appointment of a Consultant to prepare a Media Strategy including the preparation of the TOR
- Funding sources
- Timelines for the campaign

### **Observations**

- The possibility of engaging the College of Art Faculty/Students for designing campaign material for print and electronic media campaign to be explored.
- The concerned media/T.V. Channel like NDTV, Zee TV etc. may be persuaded as part of their CSR programme.
- Institute of Mass Communication may also be included as suggested by Special Commissioner (Traffic).
- Key contents and the Budget provisions are to be decided by the UTTIPEC Governing Body before taking up the campaign programme.

### **Decisions**

- Idea for a Media campaign for TOD to be developed further. For any budgetary approvals for Media Campaign, the detailed proposal with cost implications for media campaigns should be brought back to the GBM for final approval.
- This campaign should be linked/based upon the developed in-house TOD design of stations from each corridor.
- Involvement of students and faculty from graphic design and mass communication education institutes (like College of Arts (DU), MCRC (JMI), Mass Communication College (near JNU), etc.) for the campaign and strategies may be initiated.

**Action: UTTIPEC/DDA**

### iii) TOD Projects

#### i) Karkardooma - Submission to Technical Committee

##### **Background:**

The Proposed TOD Pilot Project at Karkardooma Metro Station was placed before the Technical Committee on 11.10.2012 with an Agenda containing Background, Examination, Proposal & Submission. The proposal was also presented in the Technical Committee.

The Technical Committee appreciated the TOD concept and the presentation made by Sr. Consultant UTTIPEC. The Layout was approved in principle and it was decided that the project should be taken up as a TOD Pilot Project.

##### **Observations**

- For economic modeling, decentralized service provision and traffic impact assessment, enhancement of in-house capabilities i.e. with the domain knowledge is required so that the final outcome of Consultants' proposal are duly examined, understood and taken up for implementation by DDA for its Karkardooma Project.
- For TIA, Decentralized Infrastructure and economic feasibility/ implementation strategies of Karkardooma pilot project, UTTIPEC can seek advice from professional/ professional bodies by paying to a nominal fee.

##### **Decision**

- Enhance/extend in-house capacity to include various professionals for doing TOD Projects, like Transport Planner, Infrastructure and sustainability experts as well as Economic Modeler, etc. on the model similar to the NYC planning Agency
- Legal services may be sought on consultancy basis.
- UTTIPEC may refer to DUAC for seeking block level suggestion /advices.

**Action: UTTIPEC / DDA**

#### a) Notification of Phase I TOD Corridors

##### **Background:**

- a) As per the approved minutes of Authority meeting dated 05.11.2012, four corridors have been approved for notification.
- b) However, in the 3rd MAG of Transport Meeting held on 27th August 2012 on TOD issues, under the Chairmanship of the Principal Secy. cum Commr. (Transport), GNCTD, it was decided that, "In addition to the four corridors, smaller City-center projects may also be included in Phase I, which may include, DDA land in Karkardooma as it could be taken up on a priority basis."

##### **Status:**

- a) Modification in the Authority minutes has been proposed for including Karkardooma Metro Station project already taken up by DDA for notification.
- b) Draft notification has been sent for approval with some conditions to be incorporated as per the direction given by the Hon'ble Lt. Governor's office.
- c) Notification will be published as Public Notice in the newspaper and also on website immediately after approval.

#### b) Influence Zone Plan Preparation for Phase I Corridors: (Chattarpur to Arjangarh and Peerhagarhi to Tikri Kalan)

Conceptual Urban Design Framework Plans for the two corridors as well as the way forward for the preparation of Influence Zone Plans for the same was presented at the 39<sup>th</sup> GBM. As per decision of the 39th UTTIPEC Governing Body Meeting,

UTTIPEC/DDA has appealed to Corporate Bodies, Shakti Foundation, other non-profit NGOs & Government Agencies etc., requesting them to arrange/provide funds for consultancy fees of specialized consultants to prepare and finalize these city level projects within 3 months i.e. by Dec'12.

While the Shakti Sustainable Energy Foundation has pledged \$ 50,000 towards consultancy services for carrying out the Transport Impact Assessment for the two corridors, a number of other bodies / organizations like CII, PHD Chamber of Commerce, FICCI have been approached to help raise the remaining funds.

### **Decisions:**

- Influence Zone of one metro station each along Corridor I – Peerhagarhi to Tikri Kalan and Corridor II Chattarpur to Arjan Garh to be taken up by the in-house Consultants team of UTTIPEC showing the future development scenario with the combination of high and low rise developments, connectivity etc. to test the policy and its on-ground implications. These would be treated as examples for professionals to follow for design development of the rest of the TOD Pilot Corridors, to be done as per UTTIPEC's Guidelines and design proposals.
- The above projects are to be taken up in addition to the Karkardooma project of DDA which needs to be developed further particularly with respect to arriving at a robust implementation strategy.
- The projects mentioned above are also to be uploaded on the website for the professional suggestions by various Architects/Urban Designers/others of the city. Chairman, DUAC has also expressed his willingness to provide guidance/ suggestions on the Pilot Projects and this may be initiated as part of the Workshop Programme
- The feasibility of undertaking Influence Zone Plan Preparation of the Two Corridors through the 'Sponsorship' route was also discussed. It was decided that alternative routes by way of tender could be explored to appoint Consultants to undertake Transport Impact Assessment and Economic feasibility and arrive at a Strategy for sustainable Infrastructure
- Appointment of external Consultants must go hand-in-hand with L/C In-house capacity building with professionals such as Transport Planner, Infrastructure and sustainability experts as well as Economic Modelers, etc. to build UTTIPEC along the lines of the NYC planning Agency.
- Peer review by Professionals/Consultants to be done for station designs of each corridor.

**Action: UTTIPEC/DDA**

### **iv) Multi-modal integration at all Phase III Metro Stations**

#### **a) Implementation Strategy for all Phase III Metro Stations**

As per UTTIPEC's 38th Governing Body Meeting, DMRC is to take up detailed designing/planning and retrofitting work of 'Intense metro station influence zone' of all Ph-III metro stations of Delhi from their own fund as per the programme and project details given by UTTIPEC. In addition, DMRC is to ensure incorporation of all points of MRTS Integration and Connectivity Checklist of UTTIPEC and provide UTTIPEC with contractual details of all consultants involved in planning and design of metro stations of Phase 3 & 4.

However, this mandate is not currently being delivered. Therefore, as per decision of the meeting held under the Chairmanship of V.C., DDA on 3.10.12 to initiate and assist Multimodal Integration at Metro Stations, UTTIPEC is appointing Consultants to prepare Detailed Station Area Plans for all of the Phase-III Metro Stations (64 in total) within a time frame of 3 months for the main corridor covering a 300 m stretch on

either side of the Metro station and the Station Area itself as per the UTTIPEC MRTS multimodal integration checklist.

### **Way forward**

DMRC is required to commit to and ensure the implementation of the Detailed Station Area Plans to be prepared for all Phase III Metro Stations on: 1) Land under permanent DMRC ownership, as well as on 2) Land under temporary DMRC ownership for construction activities. The latter is to be restored as per the UTTIPEC approved Detailed Station Area Plans before handing over to the relevant agency / department. The Station Area Plans must be implemented before the operationalisation of each Station.

Other road owning agencies will be responsible for implementing the Plans for the remaining lands within the 300 M zone.

**A presentation on the strategy for implementation of Multi-modal integration at all Phase III Metro Stations was presented at the GBM.**

### **Decision**

It was decided that DMRC will implement the proposal of multi modal integration plan and connectivity along the 300 mtr. Intense zone to be issued by UTTIPEC by engaging Consultants for all the 64 Metro Stations of Ph.-3. Director project, DMRC agreed with the above decisions.

**Action: DMRC, UTTIPEC/DDA**

### **b) Funding requirements and way forward for Multimodal Integration(MMI) at Chattarpur Metro Station**

In addition, as per UTTIPEC's 38th Governing Body Meeting, it was agreed that DDA will fund the GBM approved Multi Modal Integration Scheme for Chattarpur as the first Pilot for the City for implementation by DMRC. It was also agreed that DDA will fund the project for preparation of detailed design/plan and execution of the project for the entire Metro station complex as Chief Architect/CE(Plg.) DMRC informed that although the project was very good, DMRC was not in a position to provide funds for the same. Therefore, it was decided that all concerned agencies to be involved for expeditious implementation of the project which is to be coordinated and monitored by UTTIPEC and implemented on priority by DDA.

However, in a subsequent Working Group meeting under Chairmanship of E.M, it was discussed that the project should be fully funded by DDA but implemented by DMRC as they are the landowning agency.

**The implementation Strategy and way forward for the same was presented at the Governing Body Meeting.**

### **Decision**

It was decided that DDA will implement the MMI proposal approved in principle by the Governing Body on DMRC land as it is for the larger interest of public in general and metro passengers in particular. Necessary funding for the detailed design and construction will be provided by DDA as already decided earlier by the Governing Body. Director Projects, DMRC agreed to provide all support for speedy implementation of the MMI Project.

**Action: DDA, DMRC**

## Other Items

### (i) Conceptual Traffic Circulation, pedestrianisation and parking plan- Lajpat Nagar

- A presentation was given by Sh. V.N.S. Srivastava, Architect for a conceptual proposal of Lajpat Nagar Area showing the proposed circulation system, pedestrianization, parking locations etc.
- Jt. C.P. Traffic explained that the matter of long term parking on road was taken up with the shopkeeper's associations who were not agreed to park their vehicles in Jawaharlal Nehru Stadium.
- DMRC explained that line 6 ph-3 Metro station (underground) will be constructed at the present location of elevated metro station and they have already submitted a circulation plan as per their work management programme for clearance of Delhi Traffic Police.
- VC, DDA was of the opinion that proposed pedestrianization will benefit the shopkeepers more.

**Hon'ble L.G.** decided that

- Consultant may discuss with the Jt. C.P. for working out the circulation system plan
- Then the plan showing the circulation system, parking location and auto, cycle-rickshaw stand etc. are to be properly shown and discussed with the UTTIPEC team for finalization of conceptual layout plan for Trial Run after discussion with Jt. C.P. and Spl. C.P. (Traffic).
- All the market area to be declared as pedestrian zone for which NDMC and MCD should initiate actions accordingly.
- The NDMC clarified that pedestrianization of the Connaught place area was being opposed by the traders.
- The presentation needs to be sent to Delhi Traffic Police for further suggestions and subsequent deliberation.
- The suggestion of traffic management in the proposal may be considered by Delhi Police for enforcement, while the suggestions for hawker zones etc. will have to be as per the LAP being prepared by MCD.
- **Hon'ble L.G.** suggested, all market areas in Delhi should be developed as PEDESTRIAN ZONES ONLY. On the same issue, NDMC stated that the traders' association have rejected the proposal for pedestrianization on account of the extreme summer conditions of Delhi. LG suggested that except for the extreme summer days, all the other days, CP should remain a Pedestrian ONLY Zone.

### (ii) Issues raised by Traffic Police

Jt. C.P. explained that

- i) All the non functional light polls /signals have to be relocated/ made functional. A list in this regard has already been sent to Road Owing Agencies but no action has been initiated.
- ii) Auto-rickshaw licensing/ registration to be issued by the Transport Deptt. as per the Supreme Court order so that legally registered vehicles ply on the road and over charging and refusal are avoided due to availability of more number of Auto-rickshaws on road.
- iii) Cycle Rickshaws should not be allowed on major Arterial roads

## Observations

- i) Light poles and signals should be located appropriately for the safety of road users and regulated movement of the traffic. **Road owning agencies to construct, locate/relocate such road features in consultation with the traffic police.**
- ii) **Transport department** should expedite actions to issue licensing and registration to Autorickshaws and traffic police to take actions against errant auto drivers for overcharging and refusals.
- iii) Non functional signals need to be made functional very quickly by the **Traffic Police** to avoid chaos ,congestion and queuing at intersections.
- iv) Cycle Rickshaws may not be allowed to share space with the motor vehicular movement on the main carriageway of Arterial roads but they should be allowed to move on the segregated NMV lane with parking provisions within the right of way of arterial roads ,if any, as per the Street Design Guidelines or approved street design of the Arterial corridor considering that it as an important feeder mode for public transport /Metro users.
- v) The condition of Outer circle of Connaught place needs to be improved as the conditions of roads, footpath etc. for which digging work was taken up for laying of underground services have not yet been constructive. C.E., NDMC explained that completion of the entire work will be taken up and completed in one go.

**Hon'ble L.G.** appreciated Traffic Police for reduction of fatal accidents on the NH-I and some other major roads with the provision of traffic calming measures and agreed with the above observations with the direction that:

- All concerned agencies to take action immediately.
- New Delhi M.C.to complete the work immediately within a fixed time to make the condition of the roads and footpath etc for safe and smooth movement of vehicles and pedestrians etc. Light poles and banners in front of traffic signals (junctions and pedestrian signals) should be removed & got functional immediately.
- Auto-rickshaw availability to be raised on roads by Transport Deptt.
- It was decided that rickshaws should not be allowed to ply on carriageways of arterial roads. It was also decided that the rickshaw stands need to be provided near Metro stations as per MMI checklist of UTTIPEC, while ensuring that the rickshaws do not start plying on the 'Carriageways of the arterial roads.
- **Hon'ble LG** directed NDMC to finish off maintenance work on Outer circle of Connaught Place immediately.

**Action: Traffic Police, Road Owning Agencies, Transport Deptt.**

It was decided that the next meeting of the Governing Body of the UTTIPEC will be held on **18.01.13 (Friday) at 10.30 A.M.**

The meeting ended with vote of thanks to the Chair.

**Sd/-**

**(Ashok Bhattacharjee)  
Director (Pig.)/  
Member Secretary, UTTIPEC**

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

40<sup>th</sup> Governing Body Meeting of Unified Traffic & Transportation Infrastructure (Plg. & Engg.)Centre, UTTIPEC, held under the Chairmanship of **Hon'ble L.G.**, Delhi on 21.11.2012 (Wednesday) at 10.30 A.M., at 5<sup>th</sup> 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. S.K. Srivastava, VC
2. Sh. Ashok Khurana, E.M.
3. Sh. J.B. Kshirsagar, Commr.(Plg.)
4. Sh. P.M. Parate, Addl. Commr. (Plg.) TC&B
5. Sh. Ashok Bhattacharjee, Director (Plg.) UTTIPEC
6. Sh. Sabyasachi Das, Dir. (Plg.) GIS & 'D' Zone Unit.
7. Sh. Anil Kumar, Project Manager, Flyover
8. Sh. N. R. Aravind, D.D.(Plg.)UTTIIPEC
9. Ms .Manju Paul.Dy.Dir.(Plg.), VC Office
10. Sh. L.K.Jain, E.E. (Civil) UTTIPEC.
11. Sh. Sudhir kr. Kain, Dy. Director (Plg.) UTTIPEC
12. Sh. A.K. Saini, A.D. (Plg.) UTTIPEC
13. Sh. Ashwini Khullar, A.D. UTTIPEC
14. Ms. Mriganka Saxena, Sr. Consultant-II, UTTIPEC
15. Sh. Charanjit Arora, Plg. Asstt. UTTIPEC
16. Sh. Anand Kumar, Plg. Asstt. UTTIPEC
17. Ms. Akanksha Chopra, Consultant, UTTIPEC
18. Ms. Meenakshi Burman, Consultant, UTTIPEC
19. Sh. Adarsha Kapoor, Consultant UTTIPEC
20. Ms. Iram Aziz, Consultant, UTTIPEC

**MOUD**

1. Sh. Sanjeeb K. Mishra, Director (UT)-II

**TRAFFIC POLICE**

1. Sh. Sudhir Yadav, Spl. Commr.
2. Sh. Satyendra Garg, Jt.Commr.

**TRANSPORT DEPTT**

1. Sh. Pawan Dwivedi, Transport Planner

**MCD**

1. Manish Gupta, Commr. ,SDMC

2. Sh. Dalbir Singh, Chief Engr.
3. Sh. K.P. Singh, C.E., North DMC
4. Sh. V.K. Bhatia, S.E. (P) SDMC
5. Sh. Rajesh Wadhwa, S.E. North DMC
6. Sh. Suraj Bhan, E.E., SDMC
7. Sh. M. Singh, E.E., EDMC
8. Sh. Devender Singh, EE(P) (KBZ)
9. Sh. Sanjay Malik, E.E. North DMC

#### **P.W.D.**

1. Sh. R.C. Meena, Spl. Secretary
2. Sh. M.C.T. Pareva C.E.
3. Sh. Dinesh Kumar, C.E.(M)
4. Sh. P.K. Tomar, E.E.(C)

#### **N.D.M.C**

1. Sh. Anant Kumar, Chief Engineer (R)

#### **Northern Railway**

1. Ms. Mona Srivastava, Dy. Chief Engineer
2. Sukhvir Singh, E.E./C/N. Rly.
3. D.K. Meena, S.E.

#### **DMRC**

1. Sh. D.K. Saini, Director (Projects)
2. Ms. Papiya Sarkar, Chief Architect
3. Sh. Umesh Mishra, C.E./
4. Sh. Sahadeva Singh, CPM
5. Tripta Khurana, Chief Architect

#### **DSIIDC**

1. Sh. Shashikant, C.E.
2. Sh. M.S. Ahmed, CPM

#### **SRIIR**

1. Sh. P.K. Kakker, Jt. Director

#### **TCPO**

1. Sh. J.B. Kshirsagar, Chief Town Planner

#### **Others**

1. Sh. V.N.S. Srivastava, Architect
2. Dr. Rajesh Chandra, Advisor, ICRA
3. Sh. Nishant Lall, Urban Designer, NILAA
4. Ms. Anvita Arora, MD/CEO



Copy to:

**L. G. Office**

1. Sh. Tejendra Khanna, Hon'ble L.G., Delhi
2. Ms. N. Guha Biswas, Pr. Secretary to L.G.
3. Sh. Ranjan Mukherjee, OSD to L.G.

**DELHI DEVELOPMENT AUTHORITY**

1. Sh. S.K. Srivastava, VC,DDA
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6. Sh. Anil Kumar, Project Manager, Flyover
7. Ms. Manju Paul, Dy. Director, VC Office
8. Sh. N. R. Aravind, Dy. Director (Plg.)-IUTTIPEC
9. Sh. Sudhir Kumar Kain, Dy.Director(Plg.)-IIUTTIPEC
10. Sh. L.K.Jain, E.E. (Civil) UTTIPEC.
11. Ms. Paromita Roy, Sr. Consultant-I, UTTIPEC
12. Ms. Mriganka Saxena, Sr.Consultant-II, UTTIPEC

**MOUD**

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

**TRAFFIC POLICE**

1. Sh. Sudhir Yadav, Spl. Commr. (Traffic)
2. Sh. Satyendra Garg, Jt.Commr.(Traffic)

**P.W.D. GNCTD**

1. Sh. Rakesh Behari, Pr. Secretary
2. Sh. V.K. Gupta, Engineer-in-Chief

**TRANSPORT DEPTT./URBAN DEVELOPMENT, GNCTD**

1. Sh. Rajender Kumar, Pr. Secy. -Cum- Commr. (Transport)

**MCD**

1. Sh. Manish Gupta, Commissioner (South)
2. Sh. P.K. Gupta, Commissioner (North)
3. Sh. S.S. Yadav, Commissioner (East)
4. Sh. Ravi Dass, Engineer-in-Chief

**N.D.M.C**

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

**DIMTS**

Sh. Sanjiv Sahai, MD

## **DMRC**

1. Managing Director
2. Director (Projects)

## **Northern Railways**

1. Sh. A.K. Sachan, DRM
2. Sh. Manoj Sharma, CE (Constr.)

## **IRC**

Secretary General

## **TCPO**

Sh. J. B. Kshirsagar, Chief Planner

## **CRRI**

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

## **AAUI**

Sh. T. K. Malhotra, President

## **NHAI**

Sh. R.K.Singh, Member Technical

## **Special Invitees**

1. Sh. Shakti Sinha, CMD, DSIIDC
2. Sh. V.N.S. Srivastava, Architect
3. Ms. Mona Srivastava, Dy. C.E., Northern Railways