

**DELHI DEVELOPMENT AUTHORITY**  
**UNIFIED TRAFFIC & TRANSPORTATION INFRASTRUCTURE (PLG. & ENGG.)CENTRE**  
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No. F.1.(2)2012/UTTIPEC/36<sup>th</sup>/D-132

Dated: 2.5.12

**MINUTES OF THE 36<sup>th</sup> UTTIPEC GOVERNING BODY MEETING, HELD ON 10.4.2012 at 11.00 A. M. UNDER THE CHAIRMANSHIP OF THE HON'BLE LT. GOVERNOR OF DELHI.**

1. The Governing Body meeting of the UTTIPEC was held on 10.04.2012 at 11.00 A.M. at Vikas Minar, under the Chairmanship of the **Hon'ble Lt. Governor** of Delhi. The detailed agenda items for discussion laid on table contained brief report on Working Group meetings and Minutes of 35<sup>th</sup> Governing Body meeting held on 28.02.2012. The list of members and participants, who attended this meeting is enclosed (Annexure 'X'). Director(Plg.) UTTIPEC welcomed **Hon'ble L.G.**- Chairman, UTTIPEC, all the distinguished members and other participants to the 36th Governing Body meeting of UTTIPEC.
2. Minutes of the 35<sup>th</sup> Governing Body meeting circulated on 27.3.2012 were **confirmed** as no observation/comments were received.
3. **Brief report on proposals/projects** discussed in the Working Group meetings
  - a) **Management Action Group on Transport** meeting was held under the Chairmanship of Pr. Secy.-cum- Commr.(Transport) on 20.3.12.

It was reported that Transportation and TOD Chapters prepared by UTTIPEC for review and inclusion in the MPD 2021 respectively as part of MPD Review process were presented and further deliberated by members and experts of the Group. The draft of the Transportation Chapter has also been circulated to all the members and experts for their observations which will be incorporated before the presentation in the next Management Action Group (MAG) Meeting.

Pr.Secy./ Commr. (Transport) explained that the proposed revised structure of MPD-2021 Transportation was presented with explanation regarding the need and rationale for restructuring of certain section of chapter to incorporate future transportation objectives, priorities and policies. It was decided that integrated transport policy with regard to planning, environment and urban design was necessary. Major emphasis was given to achieve 80:20 modal split in favour of public transport, sustainable transport system, 0 fatality, air quality targets, women safety, equity and inclusion, energy efficiency and affordability aspects of transportation. Apart from this, parking pricing and norms based on demand management strategy and inclusion of TIA and Public Transport funding were other issues which were discussed.

**Hon'ble L.G.** desired to know the present status of existing BRT corridors with respect to the court order. Commr. (Transport) explained that CRR1 has already been commissioned for the study of the existing corridor and report to be submitted very shortly.

Regarding the issue of BRT either to be in left side or centre of the road, Mr. Lohia, OSD (MRTS) explained that the basic objectives of BRT to be properly understood and an all round view to be taken to enhance the service quality of the Public Transport System to achieve modal shift in favour of Public Transport.

**b) Working Group II-A :**

E.M., DDA/Chairman Working Group II-A explained that **Multi Modal Integration Plan for Chhattarpur Metro Station** was discussed and the basic conceptual plan of the Architect/ Consultant engaged on Pro-bono basis was accepted but detail engineering aspects are to be worked out for smooth flow of vehicular traffic and pedestrian /non-motorized traffic.

**Hon'ble L.G.** decided that the Consultant to be appointed to work out a detail plan based on the overall concept plan which should be deliberated in a Working Group with all Stakeholders i.e. NHAI, PWD,DMRC. PWD agreed to implement the project approved by the Governing Body. The proposal to be finalized and approved within two months time.

E.M. further explained that the **Traffic circulation plan for cluster bus depot** was presented in detail and the modified plan based on the observation made by the Working Group will be submitted by the Consultant/DIMTS for consideration in the next Working Group.

**c) Working Group III-A :**

Spl. Commr. (Traffic), Chairman Working Group III-A explained that 3 projects earlier approved by the Governing Body were discussed in the meeting to review the progress. He explained that the Traffic Police has been conducting Trial Run in Karol Bagh area around Ajmal Khan road as per the one way circulation system approved by the Governing Body. Further, the parking provisions at these sites are to be made by the MCD at the earliest to make the pedestrianization project successful.

C.E., MCD explained that Stack parking under construction has been cleared by CFO with some conditions which will be fulfilled by MCD and 95 parking slots will be provided very soon. Apart from this, available road space, due to one way circulation system, will also be used for 'on-street' parking with proper 'markings' and signages. **Hon'ble L.G.** decided that the entire work to be completed within **45 days by MCD.**

E-in-C, MCD explained that detail design for implementation of the entire **Pedestrianization project** will be prepared by DIMTS/Consultant on behalf of MCD within two and half months and MCD will implement the project after calling a short tender within another 3 months time.

**Hon'ble L.G.** desired that entire pedestrianization project should be completed within 6 months i.e. by Oct.,2012. This is to be monitored with highest priority by Commr, MCD/E-in-C, MCD and UTTIPEC Core Group and the progress to be reported in the next Governing Body Meeting.

**Action : MCD/UTTIPEC Core Group**

Regarding **Savitri Cinema**, Jt. Commr. (Traffic) explained that workable solution has been made by UTTIPEC in consultation with all stakeholders which has been considered by the Working Group and approved by Governing Body. NOC has already been issued by the License Deptt. of Police. However, RWA, GK-II has gone to the court but there is no stay order as such. Necessary reply to the notice to be given by

UTTIPEC/Traffic Police based on the observation/decision of the Working Group/ Governing Body.

Regarding Saket District Centre, it was explained that the Traffic Police has been conducting Trial Run successfully around the District Centre as per the approval given by the Governing Body. However, there are some issues regarding 'on-street' parking and 'Drop off' facility which will be sorted out by UTTIPEC in consultation with all Stakeholders after a joint site visit.

**Hon'ble L.G.** desired that a presentation on the improvement on circulation/ parking may be made in the next Governing Body Meeting.

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

It was explained by Pr. Secy., PWD that the project is being monitored by her and tender process has been initiated and the work will be awarded very soon. However, necessary clearances and the handing over of land by DDA and shifting of the temple etc. yet to be completed. However, it has been agreed by MCD/ Area Councillor that the same could be taken up after execution work is started.

**Hon'ble L.G.** desired that 135 sqm. of land to be handed over immediately by the concerned Deptts. of DDA as instructed earlier and also other action to be completed by all concerned agencies urgently. Representative of RWA requested for a co-ordinated action by the concerned agency for completion of the project within the time line set by the Hon'ble L.G. / Governing Body.

**Hon'ble L.G.** desired that the project be closely monitored by PWD for implementation of the project in time.

**Action: PWD**

**4. Presentation**

**(i) Proposed Rapid Rail Transit System (RRTS) Corridors and its integration with the Public Transport Network / Major Transit Nodes of Delhi. (NCRPB / UTTIPEC)**

**Background:**

**Hon'ble L.G.** explained that the RRTS system proposed by NCRPB was presented in the NCRPB meeting held under the Hon.'ble Minister of Urban Development. Delhi Government had expressed their concern that extending the RRTS inside Delhi would have a negative impact on the existing traffic situation of the City. Therefore, it was decided that the matter needs to be deliberated further in detail before presentation of the proposal in a special/separate meeting of NCRPB. **Hon'ble L.G.** further clarified that this presentation in UTTIPEC is being made for the purpose of understanding of the proposals by various Stakeholders/members of the Governing Body with respect to the feasibility/functionality of the proposal of NCRPB.

A presentation was made by the Sr. Consultant-II, UTTIPEC to assess various opportunities and constraints associated with the above alternative options based on the consultants' study report and best practices of the world.

**Proposal :**

Following three corridors have been proposed to be taken up by NCRPB as Phase-I of proposed RRTS:-

- (i) **Panipat to Delhi**, (via Narela & Kashmiri Gate) - **111 Kms.**
- (ii) **Meerut to Delhi** (via Anand Vihar & Sarai Kale Khan,) - **90 Kms**
- (iii) **Alwar to Delhi** (via Dhaula Kuan & Sarai Kale Khan) - **180 Kms**

**Issues:**

Major issues concerning Delhi are as follows:-

- (i) Termination of RRTS along the edges of NCT or to bring to the inner city.
- (ii) Integration of the proposed corridor with the major transit interchange nodes/complexes within Delhi.

The case of Berlin was presented to highlight the merits of an Integrated Intercity Rail, RRTS and city-wide MRTS systems. The importance of multiple stations across the city and seamless integration/zero-distance transfers as seen in Berlin Central Station (Hauptbahnhof) was stressed to ensure the success of Regional High Speed Rail (as it is called in Europe). The example of China was presented to showcase the impact of RRTS in catalyzing growth of sub-cities, delivering economic benefit to the region as whole and changing live-work patterns enabling people to live in sub-cities and work in major economic centres.

For the Delhi case itself, **the impact of terminating the RRTS** corridors along the edges of NCT were examined. These included:

- **Increased travel time** for the commuter if he had to switch to alternate modes such as the Metro or Bus. (In case of Panipat, the increased travel time was up to 1.5 times of the time taken to travel between Panipat and Delhi if the RRTS came to the inner city)
- **Resultant reduction in passenger nos.** (In case of Alwar, it was as high as 36% for 2016 figures)
- **Resultant need for greater road infrastructure** (An additional 24 lanes would need to be built)
- **Lost opportunity** (amongst others) to reduce:
  - *19,500 vehicles off the road (including private cars, two-wheelers and buses)*
  - *17 million liters per year in fuel savings*
  - *1041 tons of pollutants per year*

*(This reflects only the case of Panipat; the opportunity is far greater if all three routes are considered)*

UTTIPEC also emphasized importance of integrating RRTS stations with Metro stations, ISBTs and other modes such as Bus, IPT and NMT. The presentation recommended zero-distance transfers between RRTS and Metro Stations.

### **Observations:**

- (i) In Berlin, the Rapid Transit System is at grade and Metro lines are underground.
- (ii) In this case, RRTS has been proposed underground within Delhi which will involve high cost of construction and require technical feasibility study.
- (iii) Possibility of utilization of existing railway lines needs to be explored for reduction of cost and integration of the system.
- (iv) It was clarified by the NCRPB that the existing Railway Line/Railway land along the line was explored but no spare capacity on the existing Railway line is available as per the Railway Authorities.
- (v) Regarding the alignment of RRTS along the NH-I, clearance would be required to accommodate their expansion plan within the right of way.
- (vi) It was explained that utilization capacity of the existing railway line in India is almost 160%. Therefore, the frequency, speed of such regional rapid transit system cannot be maintained by using the existing track and there is a need of a segregated/separate tracks to make it functional/successful.
- (vii) Moreover, all the options i.e. at grade, (involving acquisition of land), elevated and underground have been considered and the present proposal has been worked out.
- (viii) The proposal will involve creation of NCTRC like DMRC and the development will be taken up on PPP model based on 50:50 cost share.
- (ix) A majority of the Delhi segment of the three proposed Phase-I RRTS lines are underground. This puts forth a number of issues, including:
  - Availability of appropriate technologies to build the requisite infrastructure
  - Cost of construction that GNCTD would have to bear
- (x) Disruption caused in Delhi during the projected 36 months of construction
- (xi) In response, the following observations were made:
  - Appropriate technologies are available to undertake requisite tunneling
  - The cost of construction could be averaged out across the entire length of the corridor so that all stakeholders share the expenditure equally
  - Short-term disruption should not be considered when looking at strategic long-term benefits for the City and the region
- (xii) The importance of zero-distance transfers between RRTS and Metro Stations and seamless integration with other modes was stressed by members.

**Decision:**

- (i) The proposed RRTS corridors from Alwar, Panipat and Meerut to Delhi Connecting major interchange nodes like Kashmiri Gate, Sarai Kale Khan and Anand Vihar was **agreed in principle**.
- (ii) Financial issues related with Funding, Sharing of Cost etc. to be sorted out by the Delhi Government.
- (iii) Integrated plan for Kashmiri Gate, Sarai Kale Khan and Anand Vihar with detailed space design to be prepared by the Consultant of NCRPB in consultation with UTTIPEC Core Team for seamless movement of commuters from one mode of transport to another with all interchange facilities.
- (iv) This integrated plan to be finalized by the Core Group/Working Group of UTTIPEC and approval by the Governing Body before the plan is implemented by all concerned agencies.

**Action: NCRPB, Transport Deptt., GNCTD, DMRC**

**(ii) I.T.O. Complex-Plan integration & Implementation (File No. 2(2)09/Dir.(UTTIPEC))**

**Background**

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

A presentation was made by the consultant of DSIIDC in the 34<sup>th</sup> Governing Body Meeting held on 20.1.2012 explaining the proposed integration of 4 redevelopment projects of GNCTD addressing the major Urban Design and connectivity issues.

Governing Body decided the following:

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

Based on the above decisions, further work on the project has been taken up by DSIIDC, and discussed in the Core Group Meeting of UTTIPEC to resolve various coordination issues with respect to (i) DDA proposal of Bio-Diversity park. (ii) Transport Deptt, GNCTD proposal for Bus Parking/Depot site for Cluster buses within I.P. Power Station and (iii) Other connectivity and Urban Design related issues.

The proposal was presented by the Consultant of DSIIDC highlighting following salient features of the integrated project:-

- (i) The proposed 'Bio-diversity park' has been integrated with the proposal with a pedestrian/NMT corridor along the unused railway line to provide connectivity of this complex with the Secretariat buildings and the Rajghat Complex.
- (ii) Alternative sites located to accommodate more bus parking sites by utilizing unutilized/underutilized road/open space available in nearby areas.
- (iii) Pedestrian/NMT connectivity from the Ring Road to the Bio-diversity park/green belt along the river through the ground space under the building to provide an opportunity to create a barrier free active socio-cultural public space.
- (iv) The proposed building will have office spaces alongwith cultural and recreational facilities within the building.

#### **Observations:**

- (i) The proposed bus parking site within the redevelopment project of I.P. Power station is not desirable considering that the movement of buses will have a negative impact due to fuel, oil leakage and many other problems due to washing, cleaning etc. as the same fall in the river bed ('O' Zone). Alternate sites for Bus parking/ Depot should be identified in consultation with concerned agencies/Stakeholder.
- (ii) Implementation of the integrated network plan for the entire I.T.O. Complex area connecting the proposed building, river front and other office buildings should be taken up by various agencies based on the detailed plan to be worked out by the Consultant of DSIIDC in consultation with all the Stake holders.
- (iii) Traffic Impact Assessment (TIA) for the network and new development to be done to work out parking strategy.

#### **Decision**

- (i) The proposal was **approved in principle** with above observations.
- (ii) DSIIDC to work out in detail an integrated development/network plan which will be coordinated, monitored and approved by the UTTIPEC before implementation of their building projects.

**Action: DSIIDC**

#### **(iii) TOD Pilot Project near Karkardooma Metro Station (File No. 1(1)2010/UTTIPEC/DDA**

##### **Background:-**

A presentation was made by Sr. Consultant-I UTTIPEC explaining the following:-

- (i) **DMRC land** - The portion of the **land required for viaduct on temporary basis** (i.e. about **11,530 Sqm.** land under the proposed elevated corridor) has been incorporated in the conceptual development proposal earlier approved in principle by

- the Governing Body. This space has been proposed for recreational/ circulation purpose as per the Layout Plan which could be considered for immediate transfer of land on temporary basis as requested by DMRC.
- (ii) However, the transfer of two pockets of land of about **15000 Sqm. for Metro Station on permanent basis** has been carefully examined. Development Plan for this land adjacent to Metro Station has proposed mixed use high rise development with the provision of Housing Units including EWS/LIG Units as per the TOD principle.
  - (iii) Apart from the type of mixed uses with higher FAR and density etc, various other conditions related with the integration of Metro station with adjacent buildings and the surface level development which should be acceptable to DMRC before transfer of land. In this regard, a preliminary discussion with DMRC officers was held and the Metro station plans have been incorporated in the overall development proposal. However, the plan will be finalized in consultation with DMRC regarding the type of uses to be proposed in the DMRC land.
  - (iv) The Chief Architect, DMRC explained that DMRC has agreed in principle to accept the UTTIPEC's norms, standards and guidelines for development in this area as per the TOD principles laid down by UTTIPEC for developing the area. However, detailed proposal with respect to type of development or uses needs to be further discussed with UTTIPEC as presently no residential components are allowed in the station area land transferred by DDA.
  - (v) **Land for college & school:-** It was explained that the built up space for college and school can be provided in the Development plan based on the overall concept of development.

### **Observations**

- (i) Considering this as a TOD based project, DMRC will have to follow the overall development plan with norms, standards and guidelines set for this project by UTTIPEC to achieve the TOD development objective.
- (ii) The development proposal for the DMRC land prepared by UTTIPEC may be discussed with the DMRC developers for assessing/evaluating the financial viability of such mixed use development project
- (iii) DMRC may invite Developers/Real Estate Agencies to deliberate on various issues related with the mixing of uses, development procedures, maintenance and management aspects to develop a business model with alternative options to assess the viability of such project. UTTIPEC will co-ordinate and organize such meeting in UTTIPEC office in consultation with DMRC.
- (iv) The proposal for specific requirement for DMRC, college and school needs to be worked out further for consideration in the next meeting.



**Decision:**

Governing Body **agreed in principle** all the above observations with the direction that the specific proposal to be presented in its next meeting.

**Action: DMRC, UTTIPEC Core Team**

**(iv) Short Term Measure for Traffic Circulation related to Sanjay Gandhi Transport Nagar on NH-I –(PWD/NHAI) (File NO. F.6(83)09/UTTIPEC)**

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

It was decided that the next meeting of the Governing Body of the UTTIPEC will be held on **17.5.2012 (Thursday) at 10.30 A.M..**

The meeting ended with vote of thanks to the Chair.

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

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36<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 10.04.2012 (Tuesday) at 11.00 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. G.S. Patnaik, VC,DDA
2. Sh. Ashok Khurana, E.M.
3. Sh. Ashok Kumar, Commr.(Plg.)
4. Ms. Savita Bhandari, Addl. Commr. (LS)
5. Sh. Ashok Bhattarjee, Director (Plg.) UTTIPEC
6. Sh. Sabyasachi Das, Dir. (Plg.) GIS & 'D' Zone Unit.
7. Sh. Anil Kumar, Project Manager, Flyover
8. Sh. P.K.Behera, Jt.Dir.(Plg.)UTTIPEC
9. Ms .Manju Paul.Dy.Dir.(Plg.), VC Office
10. Sh. N. R. Aravind, D.D.(Plg.)UTTIPEC
11. Ms. Neelima Soni, Dy. Director (LS)
12. Sh. D.P. Singh, E.E.(HQ)
13. Sh. L.K.Jain, E.E. (Civil) UTTIPEC.
14. Sh. Ashok Ku. Saini, A.D., GIS.
15. Sh. Sudhir Kain, A.D., UTTIPEC
16. Ms. Paromita Roy, Sr. Consultant-I, UTTIPEC
17. Ms. Mriganka Saxena, Sr. Consultant-II, UTTIPEC
18. Sh. Charanjeet Arora, Plg. Asstt.
19. Sh. Anand Kumar, Plg.Asstt., UTTIPEC

**TRAFFIC POLICE**

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

**P.W.D. GNCTD**

1. Ms. N. Guha Biswas, Pr. Secretary
2. Sh. S.A. Khan, Chief Engineer
3. Sh. Divakar Agrawal, S.E.,
4. Sh. Manoj Kumar, PM – F - 13
5. Sh. L.S. Yadav, Director (M)
6. Sh. R.Yadav, Ex. Engineer
7. Sh. Jatan S. Sharma, SE

**TRANSPORT DEPTT.**

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

**MCD**

1. Sh. K. S. Mehra, Commissioner
2. Sh. Manish Gupta, Addl. Commr.
3. Sh. Firoz Ahmed, C.E.
4. Sh. Rajesh Wadhwa, SE(Pr.)
5. Sh. Ravi Das E-in-C
6. Sh. Brajesh Kumar, Ex. Engr.

**N.D.M.C**

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

**DIMTS**

1. Sh. Samir Sharma, AVP
2. Sh. Nishikant Gupta, D.G.M.

**DMRC**

1. Ms. Tripta Khurana, Chief , Architect
2. Sh. Umesh Mishra, C.E. (DD)

**SRIIR**

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

**DSIDC**

1. Sh. Chetan Bhushan Sanghi, CMD
2. Sh. Shashi Kant, Chief Engineer
3. Sh. Sanjeev Ahuja, Ex. Director
4. Sh. U.S. Govil, SE(C)
5. Sh. Maneesh Sagar, CPM (Civil)

**MOUD**

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

**NCRPB**

1. Sh. Rajiv Malhotra, Ch. Regional IPlanner
2. Ms. Naini Jaiseelan, Member Secretary
3. Sh. Syed Aqeed Ahmed, Dy. Director(T)

**Northern Railway**

1. Sh. Rakesh Choudhary, Sr. Dir./III/DLI

**UMTC**

1. Sh. Varadaraj, Project Manager
2. Sh. Debajeet Barwah , Project Co-Ordinator.

**Others**

1. Dr. Anvita Arora, MD/CEO
2. Sh. Nishant Lall, Urban Designer
3. Sh. Puneet Kumar, Urban Designer
4. Ms. Ruchita Rana, Urban Designer
5. Ms. Sumedha Jain, Urban Designer
6. Sh. Anil Kaul, Representative from Vasant Vihar

Copy to:

**L. G. Office**

1. Sh. Tejendra Khanna, Hon'ble L.G., Delhi
2. Sh. Rakesh Behari, Pr. Secy., to L.G.
3. Sh. Ranjan Mukherjee, OSD to L.G.

**DELHI DEVELOPMENT AUTHORITY**

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2. Sh. Ashok Khurana, E.M.
3. Sh. Ashok Kumar, Commr.(Plg.)
4. Sh. P.M.Parate, Addl. Commr. (TC&B)
5. Sh. Sabyasachi Das, Dir.(Plg.)GIS & Website, UTTIPEC
6. Sh. Anil Kumar, Project Manager, Flyover
7. Sh. P.K.Behera, Jt.Dir.(Plg.)UTTIPEC
8. Sh. N. R. Aravind, D.D.(Plg.)UTTIPEC
9. Sh. L.K.Jain, E.E. (Civil) UTTIPEC.
10. Ms. Paromita Roy, Sr. Consultant-I, UTTIPEC
11. 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. Ms. N. Guha Biswas, Pr. Secretary
2. Sh. V.K. Gupta, Engineer-in-Chief

**TRANSPORT DEPTT.**

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

**MCD**

1. Sh. K. S. Mehra, Commissioner
2. Sh. Manish Gupta, Addl. Commr.
3. Sh. Ravi Dass, Engineer.-in-Chief

**N.D.M.C**

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

**Northern Railways**

1. Sh. Ashwani Lohani, DRM
2. Sh. R. N. Singh, CE (Constn.)

**DIMTS**

Sh. Sanjiv Sahai, MD

**DMRC**

Sh. Kumar Keshav, Director (Projects)

**IRC**

Sh. R. P. Indoria, Secretary General

**TCPO**

Sh. J. B. Kshirsagar, Chief Planner

**CRR**

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

**SRIIR**

Dr. R. K. Khandal, Director

**AAUI**

Sh. T. K. Malhotra, President

**DSIIDC**

Sh. Chetan Bhushan Sanghi, CMD

**NHAI**

Sh. R.K.Singh, Member Technical

**Spl. Invitees**

1. Sh. Rajiv Malhotra, Chief Regional Planner, NCRPB (for item no. 4 (i))
2. Ms. Tripta Khurana, Chief Architect, DMRC (for item no. 4 (iii))
3. Mrs. Savita Bhandari, Addl. Commr. (Landscape) (for item no. 4 (ii))
4. Mr. Samir Sharma, AVP, DIMTS (for item no.4 (i))
5. Sh. S.N. Gupta, Director (LM) w.r.t. transfer of 135 sqm. of land to PWD