

DELHI DEVELOPMENT AUTHORITY
UNIFIED TRAFFIC & TRANSPORTATION INFRASTRUCTURE(PLANG&ENGG)CENTRE
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No.F.1.(2)2010/Dir./UTTIPEC/26th /364

Dated : 23.11.2010

MINUTES OF THE 26th UTTIPEC GOVERNING BODY MEETING, HELD ON 29.10.2010 AT 10.30 A.M. UNDER THE CHAIRMANSHIP OF THE HON'BLE LT. GOVERNOR OF DELHI.

1. The Governing Body meeting of the UTTIPEC was held on 29.10.2010 at 10.30 A.M. at Vikas Minar, under the Chairmanship of the Hon'ble Lt. Governor of Delhi. The detailed agenda points for discussion laid on table contained a brief report on Working Group meetings & Minutes of 25th Governing Body meeting dated 30.7.2010. 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 25th UTTIPEC Governing Body meeting. He also explained that Mr. Ashok Khurana has joined recently as EM, DDA and the unit of GIS & Website has been created separately under a Director (Plg.), which will primarily work for UTTIPEC related GIS & Website work. Both were welcomed by the Governing Body.

Hon'ble LG in his brief address appreciated that the Transportation Plan for CWG prepared by the group headed by the Special Advisor, CWG and approved by the UTTIPEC Governing Body, was properly implemented by the executive agencies and managed excellently by the Traffic Police, This led to smooth and safe movement of athletes/games official from the CWG Village to various venues. General traffic movement was also improved due to the strict enforcement of lane discipline by the traffic police. This was appreciated by Mr. Mike Fennel, President, CWG Federation. LG explained that the objective for creating a body like UTTIPEC was to ensure that all the transportation infrastructure projects in particular and the transportation system in general taken up for the capital city in future are planned and implemented as per the best practices with world class standards. For which, professional knowledge/input required for planning ,implementation and management of all Micro and Macro Level Projects need to be given top priority over any localized /vested interests.

2. **Minutes of the 25th Governing Body Meeting** issued on 23.8.10 were **confirmed** subject to following modifications :

"The concerned paras of the minutes (i.e. item no. 4 (iii) & (i)) under the heading "Proposal" have been modified and the same to be read as follows :-

- i) The circulation pattern of the Delhi University Complex would be primarily a one way system on Chhatra Marg, GTB Road (Part), Sudhir Bose Marg (Part).
- ii) Two way system on Vijay Nagar Marg, Vishwavidyalya Marg, Sudhir Bose Marg (Part).”

With the above modification, it is proposed that the minutes of 25th Governing Body meeting be **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. Follow up action :-

i) Outer Ring Road :

- Representatives of the Association attended the meeting and stated that they are not aware of the progress of the work undertaken by PWD to resolve various issues raised by the Association.
- Engineer-in-Chief, PWD explained that the approved plan for interim solution is already uploaded on the UTTIPEC Web site and PWD has already initiated implementation of the same. Further, Consultant will be appointed very soon for working out a comprehensive solution addressing to all issues.

Decision

- PWD to engage consultant immediately and work out a comprehensive long term proposal/solution within a time frame and action taken report to be given in the next Governing Body Meeting.
- Principal Secretary, PWD to have a dialog with the Association to take their views in account and rework out an interim solution to give immediate relief to the road user.

Action : PWD

ii) TOD Project & Eco-Mobility Project :

- It was explained that the pilot projects have already been taken up and the process of appointing retainer Consultants have been initiated as per the decision of the Governing Body meeting dt. 25.6.10. UTTIPEC is in the final stage of inviting financial bid for engaging retainer Consultants and empanelment of Consultants.

During the discussion on GIS Data requirement for the various TOD Projects already undertaken in house by UTTIPEC, it was highlighted that the entire data is required in “shape file format” for internal office use. Secretary, IT agreed to provide the required data and the lease line connection to the UTTIPEC/DDA at Vikas Minar **on priority**, so that GIS Data could be used for various planning projects by UTTIPEC and DDA.

**Action : IT Deptt., GNCTD & DSSDI
Projects Survey Of India**

5. Presentation of Projects:

i) Construction of Underpass connecting High Court and Underground Parking.

a) Location:

Sher Shah Marg is an important link between Mathura Road and India Gate. The site for the proposed underpass to connect the underground parking facility is located on Sher Shah Marg opposite Delhi High Court.

b) Proposal:

The proposal of construction of underpass connecting Delhi High Court and underground parking was discussed in the WG II B meeting held on 15.10.10 and 27.10.10. Two alternatives were presented which are as follows:

Alternative-1: Provision of underpass through Justice S. Bhandari Marg which has been duly agreed and approved by the Court committee and Bar Council.

Alternative-2: Proposed entry of the vehicles through gate no. 6 and drop off zone with in High Court Complex for entering to the basement parking using the proposed ramp located beyond the ASI restricted zone.

c) Recommendation :-

The Working Group preferred Alternative – 2 proposal i.e. entry to the parking area through gate No.6. However, keeping in view the constraints explained by the consultant and the approval of the Court committee, Alternative-1 i.e. entry to the underground parking area from Justice S. Bhandari Marg was **recommended** for consideration of the Governing Body, since there is no other option available, with the following observations:-

- No drop off facility will be provided at grade level.
- The proposed drop off facility for vehicles destined for parking will be at the basement level. The entry & exit to the parking area to be monitored & regulated by Delhi High Court to avoid congestion on Sher Shah Marg.
- NDMC to submit their observation/NOC in response to DMRC letter related to future road improvement programmes on this corridor.
- All necessary statutory clearances shall be obtained by DMRC before construction.

Decision :

As per the recommendation of WG II B, the Governing Body **approved** alternative 1 proposal with the above observations of Working Group.

ii) Widening of Mehrauli-Gurgaon Road from Andheria Mor to Delhi Haryana Border: Proposed Link Road connecting Mehrauli Mahipalpur Road & Mehrauli Gurgaon Road-NHAI.

a) Background:

i) The 1st phase proposal of the Mehrauli Gurgaon Road with the Link Road was **approved in principle** by the Governing Body in its meeting held on 25.6.10. As a follow up action, NHAI submitted three alternative proposals of Link Road which were discussed in the WG meeting held on 15.10.10 and 27.10.10.

b) Location:

Mehrauli- Gurgaon Road (Andheria Mor to Delhi Haryana Border), length 7.4 Km. in the NCT of Delhi.

c) Proposal:

The detail proposal of link road (alternative-1) with a 35 m R/W has been proposed by NHAI from Mehrauli Gurgaon road to Mehrauli Mahipalpur Road forming two 'T' junctions. It is proposed to discontinue the right turning traffic from Mehrauli Mahipalpur Road to Mehrauli Gurgaon Road to decongest the Andheria Mor junction. All the metro stations have been incorporated in the proposal. Provisions for NMT/ pedestrians segregated corridor alongwith crossing facilities at signalized intersections all along the corridor have been made.

d) Recommendations :-

The Working Group recommended the Ph-I proposal for consideration of the Governing Body meeting with the following observations:-

- The Mehrauli Mahipalpur road should be planned with 75m R/W and appropriate detailing with relation to the joining of this 35m R/W Link road with Mehrauli Mahipalpur road needs to be worked out.
- The right turning movement from Mehrauli Gurgaon road to Mehrauli Mahipal road should be provided with a 3 lane carriage way in place of 2 lane carriage way.
- The location of the bus stand on Mehrauli Mahipal road to be finalized in consultation with DTC and Delhi traffic police and PWD.
- The signalization of Link road not to be included in the tender document and the NHAI to provide it through Delhi Traffic Police to maintain the uniformity in traffic signal system and necessary payment shall be made by NHAI to Delhi Traffic Police.
- The non-signalized opening of Mehrauli Gurgaon road were not agreed and modifications to be incorporated in the proposal. All the pedestrian crossings on this main corridor will have signalized pedestrian crossings which would be executed by NHAI through Delhi Police and necessary payment shall be made by NHAI.
- The list of affected properties on Mehrauli - Mahipalpur road with 75 m R/W shall be submitted by NHAI.
- NOC from DMRC shall be obtained by NHAI.
- The acquisition of the land for development of Link road & widening of Mehrauli Mahipal pur road to 75 m R/W shall be taken up by NHAI with the concerned agency.
- Statutory clearance ,if any, required for this project shall be obtained by NHAI from the concerned statutory bodies.

Decision :

As recommended by the Working Group II B, Governing Body **approved** the first phase proposal of Mehrauli -Gurgaon Road along with the link road subject to following:-

- i) Observation of WG II B meeting dt. 27.10.10 to be incorporated in the plan.
- ii) Median on link road and retrofitting work on the roads around the metro station may be taken up after finalizing the one way / two way circulation system.

Action : NHAI / Traffic Police

iii) Signalization at Dwarka Circle (NSG Roundel) and other interfacing issues Northern access Road.

a) Background:

- i) A rotary was approved at this location in the UTTIPEC Governing body meeting held on 12.12.09. However, the Northern Access Road to the International Airport was approved in the 21st UTTIPEC Governing Body meeting held on 19.2.10 with a signalized intersection on Dwarka circle with safe and smooth crossing facilities for pedestrians and NMTs.
- ii) The proposal was recommended by WG II B in its meeting held on 15.10.10 for consideration of Governing Body.

b) Location:

The Northern Access Road is one of the important access roads connecting Dwarka Circle (NSG Roundel) with the International Airport.

c) Proposal:

- i) A four arm intersection with suitable traffic signal has been proposed.
- ii) Provision for signalized pedestrian crossing has been envisaged in the proposal.

d) Decision :

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

iv) MRTS connectivity project - Aurobindo Marg-(Jor Bagh Stn. to Green Park Stn.) (UTTIPEC).

a) Background:

UTTIPEC Governing Body had approved the Pedestrian Design Guidelines and MRTS Connectivity Checklist in its meetings respectively on 20.11.09 and 16.4.10 to help Road Owning Agencies work out detail Road Development Plan incorporating various requirements of road users in general and Pedestrians/NMT/Public Transport users in particular before implementation.

Environment and Pollution Control Authority (EPCA) in its various monitoring meetings had impressed upon these agencies to take up development of one Metro corridor under implementation like Aurobindo Marg based on UTTIPEC Guidelines. Since PWD could not produce such plan for a long period of time, EPCA requested UTTIPEC to prepare a proposal for Aurobindo Marg on MRTS Connectivity Principles/Checklist for integration of the MRTS stations with road network. UTTIPEC Core Team has prepared the Conceptual Plan, which was discussed with all stakeholders.

“Synchronization of signals & application in ongoing Pilot Projects” was discussed in WG III - A meeting held on 27.10.10 along with the specific proposal of signalization of Aurbindo Marg as per the proposal of Delhi Traffic Police. Subsequently, Working Group II B in its meeting held on 27.10.10 discussed the proposal of MRTS connectivity project- Aurbindo Marg (from Jor Bagh station to Green Park station).

b) Location:

Aurobindo Marg (Jor Bagh to Aurbindo Place), located in Planning Zone D & F, is a major arterial road connecting South Delhi with Central Delhi. Aurobindo Marg is also connected by the Metro with stations at Jor Bagh , INA, AIIMS, Yusuf Sarai, Green Park.

c) Proposal:

Proposal contained segregation of movement of slow moving traffic from fast moving traffic, Retrofitting of the alignment plan as per MRTS connectivity checklist and Street Design Guidelines, Street sections along the road at mid-block locations and at junctions according to the abutting landuses and neighbourhoods. Provisions of dedicated Pedestrian/NMV lanes, parking/no parking areas, traffic /Ped. signals ,signages/markings are also proposed with increased connectivity along and across the corridor.

d) Recommendation:

The proposal of signalization of Aurbindo Marg was agreed in principle & **recommended** by the WG-III A for consideration of the Governing Body. However, Working Group II B was of the opinion that the Corridor Development Plan with all necessary details be brought up only after the decision on the signalization on this corridor is taken.

Decision :

Considering the reservation of the Chairman of WG II B/EM,DDA about the opening of median/signalization at some locations on Aurobindo Marg, Governing Body decided that EM, DDA, Jt.CP, Traffic & Director, UTTIPEC along with concerned officers of PWD/NDMC to inspect the corridor immediately to decide the circulation system/ location of signals etc. before the proposal is finalised and discussed in the next Governing Body Meeting.

Action : DDA/UTTIPEC

v) Street Design Guidelines:

Deferred

vi) MRTS Connectivity – Project Vikas Marg (Anand Vihar Stn – Karkari Mor – Yamuna Bank Stn).

a. Background:-

- i) A Comprehensive Connectivity proposal for the Integrated Passenger Terminal at Anand Vihar was approved in-principle by the Governing Body. As a follow-up to the decision of Governing body dt. 16.4.10 and 25.6.10, Karkari Mor proposal, as part of Corridor improvement proposal of Vikas Marg from ITO Chungi to Kardardoma MRTS Station was reviewed / discussed in the TOD Task force meeting held on 1-7-10, 20-8-10, and 27-10-10.
- ii) Hon'ble High Court appointed Special Task Force meeting held on 26.6.10 has also identified Vikas Marg as a Pilot Project for provision of facilities and safe movement of Non- Motorised Vehicles (NMV).
- iii) EPCA vide its letter dated 28-9-10 addressed to Hon'ble LG has given their opinion that construction of Clover-leaves on Karkari Mor will cause severe inconvenience to people using Public Transport NMT/Pedestrian.

b. Location:

Vikas Marg, falling in Planning zone E, is a major arterial road connecting East Delhi with main city of Delhi. ROW of this road is 45 m from ITO to Karkari mor and from Karkari mor to Anand Vihar it is 30 m ROW. Vikas marg also consists of part MRTS line III stretch from Yamuna Bank to Anand Vihar Terminal.

c. Proposal:

UTTIPEC has prepared a Multimodal Corridor Development plan for the MRTS corridor from ITO Chungi to Anand Vihar with following provisions all along the corridor:-

- i) Segregated pedestrian / NMV corridor,
- ii) Bus lanes and bus stops
- iii) Auto rickshaw stand & cycle rickshaw stands on Multi Utility Zone
- iv) Adequate crossing facilities for Pedestrians/NMVs
- v) Signalized improved intersection for Karkari mor junction addressing to the requirements of all modes of traffic including pedestrian / NMT's.
- vi) Street design with cross section details as per the land use activities along the corridor.
- vii) No long term parking facilities on the corridor
- viii) Location of few designated parking sites with 'park n walk' or 'park n ride(NMT)' facilities

d. Recommendation :

Task Force recommended that execution of proposed cloverleaves will not solve the congestion at the intersection. Widening of the intersection with proper signalization will address the requirements of the all modes of traffic including Pedestrian and NMT. It recommended that cloverleaf proposal at Karkari Mor intersection should be dropped and detail design of this corridor to be worked out based on TOD connectivity principles.

e) Decision :

As recommended by the TOD Task Force meeting dt. 27.10.10, the Governing Body **approved** that the earlier proposal of Karkari Mor Clover-leaves to be **dropped** and the Multi- modal corridor project based on MRTS Connectivity Principles was **approved in principle** with the following observations:

- i) PWD to take up the project and prepare DPR based on the above proposal.
- ii) Detailed street design to be prepared with the proposal of Multi Level Parking at the identified sites to be connected with NMT/Pedestrian Corridor
- iii) Zero tolerance to be observed for the unauthorized parking along the corridor for which Traffic Marshalls are to be engaged by PWD.
- iv) Higher parking fee to be imposed to discourage long term parking after the parking fee policy is finalised by the CS Task Force Committee. However, power of traffic police for imposing higher penalties enforced during the CWG needs to be extended for three months/till such time higher revised parking fees are finalized/notified.
- v) More number of buses to be provided on this corridor to meet the public transport demand
- vi) Proposed Public Transport /BRT system augmentation and integration with other systems like Metro and Railways will be presented by the Transport Department/DIMTS and UTTIPEC core team in the next Governing Body meeting. Hon'ble Minister of Transport, GNCTD will be invited to participate and deliberate on various related issues on Public Transportation of the city.

Action:- UTTIPEC Core Team,PWD,Traffic Police

Vii) TOD Pilot Project for Group Housing Pocket around Karkardooman Metro Station.

a. Background:

A meeting was held under the Hon'ble L.G. on 2.06.09, in which it was decided that UTTIPEC should take a lead role for initiating the process of TOD Concept/Principle, Governing Body in its meeting held on 21.5.10 decided that UTTIPEC should take up a pilot project along the MRTS Corridors and around MRTS stations. As a follow up to the decisions, TOD Pilot project for Group Housing Pkt. around Karkardooma Metro Station was taken up by the UTTIPEC core Team. This proposal was discussed in the TOD Task Force meeting held on 27-10-10.

b. Location:

Group Housing Pocket for about 30 Ha of land around Karkardooma Metro Station is falling in Planning zone E, which is connected with Vikas Marg as well as MRTS line III stretch from Yamuna Bank to Anand Vihar Terminal.

c. Proposal:

1. Transit Oriented Development as a strategy has been taken up by UTTIPEC, DDA for urban densification and location-efficient mixed-use development reducing dependency on private modes of commuting, while redirecting new growth and investment to create healthy places with good access by walking, bicycling, and other non-motorized transport. This strategy also initiates formulation of area specific guidelines which may differ with the present Master plan policy. It would bring in vertical land uses apart from a horizontal land use pattern which together would cater to the reduction in the infrastructural requirements of that area.
2. As a first project for Transit oriented development.(TOD), UTTIPEC has developed a program for land use distribution demonstrating the TOD principles of connectivity by NMV and pedestrian movement to the public transport facilities. Smaller residential block size and various short walkable routes would improve connectivity and reduce auto dependency.
3. Mixed land use development and vertical distribution of various uses would encourage developing walk down communities. This essentially reduces the number of trips from home to commercial, recreation and work places.
4. A continuous setback-free street frontage should be achieved through a new pro TOD Urban Design code so as to make streets lively and safe for pedestrian movement at any time of the day. This requires a new setback policy. Boundary walls are to be strictly prohibited with no setback in commercial areas, thereby removing the parking from the setbacks and making the street interactive with the buildings.
5. Transit Oriented Development should target the Lower and Middle Income Groups with affordable housing solutions, thereby bringing about high density housing and mixed use in the area having minimal parking requirements with shared parking facilities provided at few centralized locations.
6. A list of prohibited land uses in MRTS-Walking Influence Zones e.g car sales showroom, banquet halls, star hotels, large single commodity showrooms, automobile retail shops, ware houses, large format religious facilities etc was presented and it was suggested that land use near metro station should be based on local need / context. A desirable list of uses within TOD Zones was also suggested.

7. Proposal may require involve various policy changes in terms of land use /zoning regulation , land disposal and other related policy issues like parking, setbacks etc requiring modification in the Master Plan, Zonal Plan and Housing/Land disposal policies.

d. Recommendation :

Above proposal of TOD Pilot Project for Group Housing Pocket around Karkardooma Metro Station was **recommended** by the TOD Task Force for discussion in the Governing body for its approval in principle before further work is taken up.

Decision :

As recommended by the TOD Task Force Meeting, Governing Body **approved in principle** the development project based on the TOD concept/principles with the following observations :

- i) This project should be taken up by DDA as a first project of mixed use development around metro station influence zone.
- ii) All the concerned departments of DDA and other member organisations will participate and initiate co-ordinated efforts to make this unique and first TOD based project successful.
- iii) Execution of roads/ facilities / green developments and allotments etc shall be taken up only after the finalization and approval of the pilot project.
- iv) Further progress of the work will be reported/ presented in the next Governing Body meeting.

Action:- UTTIPEC/DDA, All concerned member organisations

7. It was decided that the next meeting of Governing Body of the UTTIPEC be held on **Wednesday, 24th November 2010 at 10.30 A.M.**

The meeting ended with thanks to the chair.

Sd/

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

To:

All present/ members/ concerned

**DELHI DEVELOPMENT AUTHORITY
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26th meeting of Unified Traffic & Transportation Infrastructure (Plg. & Engg.)Centre, UTTIPEC, held under the Chairmanship of Hon'ble L.G., Delhi on dated.29.10.2010 (Friday) at 10.30 A.M., at 5th Floor, Conference, Hall, Vikas Minar, New Delhi.

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

L. G. Office:

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

Govt. of NCT, DELHI

1. Sh. Savitur Prasad, Pr. Secy. IT, GNCTD

DELHI DEVELOPMENT AUTHORITY

- 1 Sh. Ashok Kumar, VC.
- 2 Sh. A. R. Khurana, E.M.
- 3 Sh. Deepak Trivedi, Pr. Commr, System
- 4 Sh. Ashok Kumar, Commr.(Plg.)
- 5 Sh. B.K.Jain, Addl.Commr.(Plg.)II.
- 6 Sh. A.K.Sarin, Advisor,
- 7 Sh. Ashok Bhattacharjee, Director(Plg.), Incharge, UTTIPEC
- 8 Sh. Sabyasachi Das, Jt.Dir.(Plg.) UTTIPEC
- 9 Sh. P.K.Behera, Jt.Dir.(Plg.)UTTIPEC.
- 10 Mrs .Manju Paul.Dy.Dir.(Plg.), VC Office
- 11 Sh.N.R.Aravind, D.D.(Plg.)UTTIPEC
- 12 Sh. Sirajuddin, Ex. Engr.
- 13 Sh. Sudhir Kain, A.D.(UTTIPEC)
- 14 Sh. A.K.Saini, A.D.(UTTIPEC).
- 15 Ms. Paromita Roy, Sr. Consultant, UTTIPEC.
- 16 Sh. Jeevan Babu, Plg. Asstt.
- 17 Sh. Ashwini Kr., Plg. Consultant,
- 18 Ms. Neetu Randhawa, Plg. Cons.
- 19 Ms. Sunpreet Kaur, Plg, Asstt.
- 20 Sh. Charanjeet Arora, Plg. Asstt.UTTIPEC
- 21 Sh. Anand Kumar, Plg. Asstt.UTTIPEC
- 22 Sh. A.C..Jain, AE (Civil) UTTIPEC.
- 23 Sh.Jagmal Sharma, AE(Civil)UTTIPEC

DELHI POLICE

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

P.W.D.,GNCTD.

1. Sh. K. K. Sharma, Pr. Secy.,
2. Sh. Rakesh Misra, Eng.-in-Chief.
3. Sh. A.K.Sinha, Pr.CE
4. Sh. Sarvagya Srivastava, Project Manager
5. Sh. K. D. Narayan, Ex. Eng.,

MCD

1. Sh.Ravi Dass, Eng.-in-Chief
2. Sh. K.S.Mehra, Commr
3. Sh.Manish Rastogi, SE
4. Sh. Brajesh Kumar, EE (Plg.), MCD.
5. Ms. Radha Malhotra, Arch. MCD

N.D.M.C

1. Sh. Parimal Rai, Chairman
2. Sh. R. Raina, Chief Engineer

DIMTS

1. Sh. Sameer Sharma, AVP
2. Ms.Vaishali Gijre., Sr.Manager(Transport Plg)

AAUI

1. Sh.N.K.Aggarwal,Jt.Secy.
2. Dr.Veni Mathur,Member M.C.

ISPC

1. Sh. Pavan Gupta, Consultant

DMRC

1. Sh. Chitiz Kumar, DYCE
2. Sh. V. D. Gupta, Consultant
- 3.. Ms. Ritu Kapila, Dy. Chief Arch.
4. Sh. S. Jethwani, CE
5. Sh. Hari Kishan Reddy, Transport Planner
6. Sh. Rajiv Dinesh, G.M.

TCPO

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

CRRI

1. Sh.Subhash Chand, Sr.Scientist.

RITES

1. M. Islam, JGM

DSSDI

1. Sh. Girish Kumar, Major General, Project Director

NHAI

1. Sh. V. K. Rajawat, G.M.
2. Sh. K. V. Singh, Dy. G. M.
3. Sh. V. L. Patnakar, Member Technical
4. Sh. Arun, Jagga, PD

DIAL

1. Sh. Dileep Dixit, AGM

OTHERS

1. Sh. Puneet Kapur, Jt. Secy, UV
2. Sh. Indresh Narain, Vasant Vihar Welfare Association
3. Sh. B. D. Sharma, Project Manager, High Court
4. Sh. Kailash Vasdev
5. Sh. Anil Virmani, Medulla Soft