

DELHI DEVELOPMENT AUTHORITY
UNIFIED TRAFFIC & TRANSPORTATION INFRASTRUCTURE (PLG. & ENGG.)CENTRE
2nd Floor, Vikas Minar, New Delhi
Phone No. 23379042, Telefax : 23379931
E-mail:diruttipec@gmail.com

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MINUTES OF THE 42nd UTTIPEC GOVERNING BODY MEETING, HELD ON 5.4.13 at 10.15 A. M. UNDER THE CHAIRMANSHIP OF THE HON'BLE LT. GOVERNOR OF DELHI.

1. The 42nd Governing Body meeting of the UTTIPEC was held on 5.4.13 at 10.15 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 41st Governing Body meeting held on 18.1.13. 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 42nd Governing Body meeting of UTTIPEC.
2. The Minutes of the 41st Governing Body meeting circulated on 25.2.13 were confirmed as no observations/ comments were received. However, it was pointed out in the meeting that out of 9 nos. of Stack Parking sites earlier approved in principle as a part of Vikas Marg Corridor Development proposal by the Governing Body on 27.8.12, sites in Laxmi Nagar District Centre and Preet Vihar Community Centre were to be developed by the MCD as per the subsequent decision of the Governing Body on 29.9.12. But these sites are on DDA land and DDA has already initiated the process for development of all these sites. **Hon'ble LG** decided that the decision may be modified with clarification that all the identified Stack Parking sites in Laxmi Nagar District Centre and Preet Vihar Community Centre are also to be developed by DDA apart from other Stack Parking sites and the modified decision be conveyed to DDA and EDMC.
3. **Brief report on projects/proposals** discussed in Working Group/ MAG(Transport) Meetings
 - a) **Management Action Group (MAG) of Transport meeting** (2 meetings) First meeting was held under the Chairmanship of Pr. Secretary-cum-Commissioner(Transport), GNCTD, on 24.1.2013. The draft TOD & Transport chapters were discussed and follow up Core Group meetings were also held for detailed deliberations. Final draft is under preparation incorporating various inputs received during these meetings and response received on the circulated document. Another MAG meeting was held on 18.3.2013 and meetings with Secretary-cum-Commr. (Transport), Secy. PWD and Chairman DTC were also held. The Transport Chapter will be finalized after receiving views/suggestions from all concerned Stakeholders of GNCTD.
 - b) **Launch of TOD Workshop Series**
TOD Workshop Launch event was held under the Chairmanship of **Hon'ble LG** in IIC on 21.2.13 which was attended by about 150 participants comprising of senior officers from MOUD,DDA,NDMC,DMRC,PWD, DUAC, Traffic Police, Business organizations, NGOs, Experts, media etc. The basic objective of the launch was to present the TOD concept and principles to the larger audience based on which TOD policy, guidelines and projects have

been initiated by UTTIPEC,DDA. It was also announced that 9 major thematic workshops will be held with various stakeholders agencies, Experts/professionals, Developers/Business houses, RWAs etc during the month of April/may before finalization, approval, notification and implementation of TOD policy for the influence zone along MRTS corridors.

- c) **Working Group II-B (Retrofitting of existing Corridors)** (3 meetings) were held under the Chairmanship of Secretary, PWD, on 18.02.2013, 4.3.2013 and 25.3.2013. 13 projects/proposals were discussed/reviewed by the Working Groups. Out of these, 7 projects/proposals were recommended for consideration/direction by the Governing Body. Listed as (Item No. 4(i), 4(iii) to 4(viii).
- d) **Working Group III-A (Real Time Traffic Management)** meeting was held on 4.3.13 under the Chairmanship of Special Commissioner of Police (Traffic). The status of following items /projects earlier decided by Governing Body was reviewed. Some progress was reported. However, detailed progress on the same to be reported for future monitoring by the Working Group.
- (i) Safety Audit of 10 listed Black Spots/Corridors i.e. Mahipal Pur Chowk, Nigam Bodh Ghat, Shantivan etc. (33rd meeting of UTTIPEC Governing Body held on 25.10.2011)
 - (ii) Synchronization of Signals, Signages & Road Markings etc.(approved in the 31stGoverning Body meeting held on 10.6.2011)
 - (iii) Rate based contract for repairing of signals, fixing of various types and sizes of signals & road marking etc. (as decided in the 33rd meeting of UTTIPEC Governing Body held on 25.10.2011)
- e) **TOD Task Force** meeting was held on 18.3.13 under the Chairmanship of Commissioner(Plg.). 'Redevelopment Plan of Kidwai Nagar' NBCC project was recommended for consideration by the Governing Body. Listed as item No. 4(ii).
- f) **Working Group II-A** was held on 25.3.13 – under the Chairmanship of E.M., DDA. The Status of the following items/projects earlier decided by the Governing Body was reviewed:-
- i) Multi-modal integration plan for Metro Station Complex – Conceptual proposal for Chhatarpur Metro Station- Implementation programme.
DDA to appoint consultant for detailed planning and approved plan to be implemented by DMRC and project to be funded by DDA. The entire process of appointment of consultant and finalization of detailed plans for implementation is targeted to be completed by July/August '13, if timely approval of funding for consultancy and execution of project is available.
 - ii) Review of Stack parking / Seedbed park , Laxmi Nagar District Centre and Preet Vihar, Delhi
DDA has already initiated the process of tendering for development of 3 Stack Parking sites . However, the decision by the Governing Body that MCD will develop Preet Vihar and Laxmi Nagar sites needs to be modified as the land of these two sites belongs to DDA and DDA will execute the Projects.
 - iii) Status of Road Development Plan of UER-II&III as per earlier decisions of UTTIPEC
As per decision of the Governing Body dt. 15.4.11 Urban Extension Roads are to be developed and CE project will appoint consultant accordingly for planning and development of these roads with full connectivity between NHI and NH-10/NH-8. UTTIPEC

Core Team will provide all necessary inputs to consultant and assist in the process of phase wise planning and development of these roads.

Progress of these projects will be monitored by the Working Group.

4. Presentation:-

- i) **Integrated Proposal of S.P.Mukherjee Marg and Railway Station Complex – PWD** [(File No. F.6 (118)2009/UTTIPEC)].

Background:

As per the decision of the 41st Governing Body meeting –

- i) *PWD will prepare the detailed integrated plan and submit it to UTTIPEC along with the entire plan of S.P. Mukherjee Marg incorporating the recommendations/decisions of the 34th Governing Body Meeting dt. 20.1.12 for implementation of the entire stretch of road as per the approved plan.*
- ii) *PWD will incur the expenditure for the development to be taken up within the Railway Station Complex as per the integrated approved plan. Railway Authorities will execute the Project as per the approved plan in coordination with PWD.*

Accordingly, the integrated proposal was discussed in Core Group meetings and finally in Working Group meeting on 18.2.13. All Stake Holders including Railways, DTC, and Traffic Police agreed to the plan submitted by PWD.

Working Group recommended the proposal of parking/circulation plan for consideration of the Governing Body with following observations:-

- i) The construction work as per this plan within the Railway boundary shall be done by railway itself in coordination with PWD. However, funds for the work shall be provided by PWD to the Railways. As per the modified plan, Railways to submit the estimate to PWD for release of funds.
- ii) PWD shall be the overall in charge of the project for quality implementation of the integrated project.
- iii) DTC in consultation with Traffic Police may re-route the bus routes as requested.
- iv) Authorized Teh Bazari vendors issue to be resolved in consultation with MCD & Local Police by the PWD. Traffic police has suggested to remove the impediments in the NMV Corridor like electric poles, transformers, trees etc. PWD has assured these impediments shall be removed at the earliest in consultation with stake holders.
- v) The construction work as per this modified plan within the right of way of the road shall be executed by PWD.
- vi) Development of parking facility at Dungal Maidan as per the approved plan shall be undertaken by PWD in consultation with MCD being owner of the land in question.
- vii) Parking on Dungal Maidan (MCD Land) may also be taken up by PWD, if NOC is given by Railways & MCD respectively.

A Presentation was made in the Governing Body by the Consultant of PWD

Decision

As recommended by the Working Group II-B the integrated proposal was approved by the Governing Body with above observations and following directions:-

- (a) Buses will stop on the proposed Bus Lane only for a short duration for the purpose of boarding/alighting of passengers at the bus stop. Buses will stop for long duration only on the Dungal Maidan site ear-marked for Bus Terminal in the Integrated Plan.
- (b) DTC & Traffic Police will ensure that buses do not block traffic movement.
- (c) MCD will relocate the existing vendors/ Teh Bazari on the indentified locations shown on the plan in consultation with PWD.
- (d) PWD will implement the Project of S.P. Mukherjee Marg and the Railway Station complex as per the detailed approved plan.
- (e) The Project will be implemented within a timeline to be decided by Pr. Secy./E-in-C, PWD and copy of the detailed implementation plan to be submitted to UTTIPEC for record /monitoring.
- (f) Progress to be monitored by the Working Group II-B

Action: PWD, Traffic Police, MCD

ii) GPRA Group Housing scheme- East Kidwai Nagar – NBCC

Background

The proposal of Redevelopment of Kidwai Nagar (East) for General Pool Residential Accommodation' was submitted by MoUD in UTTIPEC for consideration of traffic and transportation related issues. MoUD entrusted National Buildings Construction Corporation (NBCC) for the implementation & construction of this redevelopment scheme. Urban Transport Wing, MoUD also requested NBCC with a copy to this office to also take into consideration the various guidelines of National Mission on Sustainable Habitat (NMSH) parameters in Kidwai Nagar Housing Scheme.

Proposal

The total site area of this redevelopment scheme is 86 acres and proposals are based on the MPD-2021 Redevelopment norms taking FAR benefits for MRTS Influence Zone. This scheme is planned for government housing and 4747 DUs of Type- II to Type-VII have been proposed. The scheme proposes redevelopment with increased FAR, which will intensify load on the existing physical Infrastructure and environment.

Deliberations

Based on NMSH parameters, series of Core Group meetings were held in UTTIPEC to deliberate on various aspects of this scheme with NBCC and their consultants. Accordingly, UTTIPEC had sent the observations/detailed evaluation as per NMSH vide letter dated 15.03.2013. NBCC submitted the final drawings with the changes/modifications in the layout plan which they could accommodate considering the progress of the project and clarifications for noncompliance on the remaining observations.

In view of the above and with respect to similar such projects being taken up for future redevelopment, UTTIPEC also presented a detailed checklist of suggestion as per NMSH guidelines with respect to Urban Transport, at the TOD Task Force meeting dated 18.03.2013.

Recommendation

Transit Oriented Development (TOD) Task Force meeting dated 18.03.2013 recommended this proposal for consideration of the next Governing Body Meeting. The meeting

also recommended the detailed checklist to be circulated to all concerned agencies, to follow this checklist for all future redevelopment projects of Delhi.

A presentation was made in the Governing Body by the NBCC consultant with the following major salient features

Observation

- (i) It was noted that the proposed redevelopment plan under GPRA of MOUD is one of the redevelopment projects in Delhi which will provide accommodation to various categories of Govt. officials under 5 types of dwelling units.
- (ii) UTTIPEC had given observations/comments on the basis of National Mission of sustainable Habitat (NMSH) parameters of MOUD forwarded by the Ministry to incorporate in the proposal.
- (iii) NBCC has incorporated the UTTIPEC's suggestions on improving the Pedestrians/NMT linkages to and connectivity through the project area as far as possible.

NBCC clarified in the meeting that :-

- Major approvals from various agencies have already been obtained by NBCC before the project was referred to UTTIPEC by the MOUD for consideration.
- UTTIPEC's concern to minimise tree cutting and maximise the open area for recharging of underground water and suggestion for providing basement parking space only for car parking component of ECS with provision of parking for two wheelers, cycles etc. at ground level may be difficult as New Delhi Municipal Corporation, the building and layout plan approving authority, has insisted for total ECS provision as per Master plan norms.
- However, the surface parking in front of the proposed office/commercial complex facing the Ring Road earlier proposed has been shifted towards the backside of this building and the front set back will be used mainly as a wide pedestrian precinct with limited access road only for drop off facilities as suggested by the UTTIPEC.
- Provisions for water recharging and tree planting/replanting in the area as per the requirement have been made and necessary clearances in this regard have already been obtained by NBCC.
- Traffic Impact Assessment (TIA) as a comprehensive report could not be provided to UTTIPEC as the same was not part of the TOR of the consultant. However, entry/ exit points have been considered based on the existing traffic flow on the peripheral arterial roads, modal split and assessment of the likely peak hour exit loads on these roads.

Decision

As recommended by the TOD Task Force, the project was **approved** based on the above clarifications/observations with the following directions/conditions:-

- (a) Provision of underground parking may be made in cluster form to reduce the parking space under the open area as much as possible to retain /planting of shaded trees in the area and to facilitate ground water recharging.
- (b) There should not be any external boundary wall for the purpose of safety as already proposed. However, at block level transparent fencing/wire mesh with low toe walls may be provided for the purpose of security ,if required.
- (c) Integration of this project with the surrounding existing settlements in general and pedestrian/NMT accessibility to two metro stations in particular to be completely ensured through detail design and implementation by NBCC.
- (d) Similarly, the detailed planning /design of the major access road and INA market redevelopment etc to be taken up appropriately by PWD and New Delhi Municipal Committee

respectively for integration with this residential redevelopment project to be coordinated further by UTTIPEC

- (e) The draft checklist for project planning and scrutiny prepared by UTTIPEC based on NMSH parameters to be circulated to all stakeholders including Environment Deptt, GNCTD and Ministry of Urban Development GOI for feedback and comments which will be finalized and approved as guidelines for comprehensive scrutiny of all future redevelopment projects.
- (f) The guidelines to be made user friendly incorporating best practices around the world.

Action:- NBCC,UTTIPEC,PWD,NDMC

- iii) **Improvement of Junction below the Mahipal Pur Flyover on NH-8.- DIAL/NHAI/PWD**[(File No.F.6 (34)09/UTTIPEC)].

Background:

The above reference from DIAL forwarded by the L.G. Office was received in UTTIPEC for consideration and discussion in the next Governing Body meeting. Accordingly, presentation was made by the DIAL in the Working Group II-B meeting on 18.2.13 on improvement of junction below the Mahipal Pur Flyover on NH-8. It was explained that there is bottleneck at the junction of road coming from the International Airport (T-3) and meeting NH-8 at grade level. There is bus stop abutting on the slip road creating hindrance to the free flow of the traffic coming from the airport. It was proposed that the shifting of the bus stop by 40 to 50m away can be examined, if the land is made available to NHAI by AAI.

Working Group **recommended** the proposal for consideration of Governing Body with following observations:-

- i) Existing bus stop on slip road on NH-8 below the flyover is to be shifted towards the North side by 40 to 50m away from the junction. Land for the relocation of bus stop will be made available by AAI /DIAL. Bus shelter shall be executed by Transport Department /DTC as per procedure.
- ii) Due to the existing condition, the bus stop & Auto parking on service road is blocking the traffic coming from NH-8 Slip road and left turning moving traffic from the T3 terminal.
- iii) Encroachment removal on the Mahipal Pur road needs to be taken up by the PWD with the help of local/ traffic police.
- iv) Safe pedestrian crossing below the Flyover with proper signals & signages should be implemented by the NHAI/PWD/DIAL/AAI.
- v) Bus shelter on Mahipal Pur Road also to be designed as per the requirement.

The proposal/plan was presented in the meeting with the opening remarks by the VP,DIAL Ltd. that IGIA, Delhi has been adjudged as the 4th best airport in the world but with its expansion programme it is going to be no-1 in the world soon. Hon'ble LG/Governing Body appreciated the achievement made by the Airport Authority/DIAL in this regard.

Decision

As recommended by the Working Group, the proposal of DIAL was **approved in principle** by the Governing Body with above observations and following directions :-

- i) As a short term solution, the proposal of shifting of bus stops and Auto Rickshaw stands etc. to be taken up by DTC in consultation of PWD. DIAL to facilitate transfer of Airport Land to PWD for the same.

- ii) As a long term measure the entire surface level land for the intersection and the approach roads on all sides are to be prepared by PWD in consultation with all stakeholders and implement the proposal addressing to the issues of pedestrians, NMT crossings and parking on all the carriage ways etc. as to provide smooth and regulated movement of vehicles and pedestrians.

Action: DIAL, Airport Authority, PWD, NHAI, Delhi Traffic Police

iv) Improvement of circulation on Lala Hardev Sahai Marg/G.T. Road (near I.S.B.T. Mori Gate)- DIMTS/PWD (File No. 6(199)2013/UTTIPEC)

Background:

For smooth movement of motorized and NMT/pedestrian traffic on Lala Hardev Sahai Marg, in front of ISBT, DIMTS has proposed the retrofitting of the road as per the Street Design Guidelines of UTTIPEC. This proposal was discussed in the Core Group meeting held on 1.3.2013 with all the Stakeholders and recommended for presenting the proposal before the Working Group.

Proposal

- Creation of 3 surface level pedestrian crossing on the Lala Hardev Sahai Marg based on the desired / preferred pedestrian crossings as per the survey findings as the existing subways are not being used by non-metro users.
- Free Left turning movement on Alipur road towards Lala Hardev Sahai Marg is proposed to be modified with creation of new pedestrian island with IPT stands.
- Left turning movement from Lala Hardev Sahai Marg to Lothian road is to be re-organized to create smooth interface between ISBT Complex and the main corridor.
- Creation of bus bays for halt & go / pick up & drop on cemetery side of the road.
- Synchronization of all the traffic signals and pedestrian signals on this corridor.

- Shifting of central verge to re-organize the cross section and effective utilization of the entire cross section and minimizing the conflict movements w.r.t. main carriage way movement and bus stop and IPT (Intermediate Public Transport) stop locations.
- Creation of additional road infrastructures i.e. Pedestrian Island, Toilet Blocks, Bus Queue Shelters, Street Lighting as per the Street Design Guidelines.
- Proposed modification / retrofitting of roads will be able to accommodate further BRT proposal of DIMTS as & when desired.

Working Group **recommended** the proposal for consideration of the Governing Body with the following observations:-

- i. Shifting of central verge will involve the relocation of street lights.
- ii. The apprehension of reducing the carriage way was addressed with clarification that segregation of various activities on the road will definitely lead to smooth movement of the traffic on the main carriage way, presently which is not happening at this road.
- iii. No long term parking of buses on the main road which should be used only for boarding & alighting purposes.
- iv. DTC to re-organize their bus scheduling.
- v. DTC to provide long term parking only on Mori Gate terminal.

The proposal /plan was presented in the Governing Body meeting by DIMTS with the clarification that :-

- I. The proposal has been made by DIMTS as requested by UTTIPEC since this stretch of road is part of one of the East-West BRT/ITC corridor out of 7 corridors assigned to DIMTS for detailed planning.
- II. The present proposal is limited to improving the traffic flow on the stretch of road by retro-fitting of roads with provision of pedestrian crossings, signalization and IPT parking etc. to create more organized spaces for orderly movement of vehicular and pedestrian traffic.
- III. These Retro-fitting proposals would not involve any major change in case BRT corridor proposal is taken up
- IV. Considering that ISBT Kashmere Gate Complex to be developed as a major City Level Interchange terminal complex with 3 Metro lines, ISBT and City Bus Terminal, apart from proposed 2 Regional Rapid Transit System(RRTS) Terminals and BRT Terminal, an Integrated Development Plan for the entire complex to provide seamless travel of commuters for interchanging of modes and safe crossing of roads is required to be prepared by Consultant in consultation/co-ordination with all the Stakeholder agencies

Decision

As recommended by the Working Group, the proposal was **approved** by the Governing Body with the above clarifications and following directions:-

- i) The proposed Retro-fitting proposal of this stretch of road to be implemented by PWD/DIMTS to create more organized spaces and orderly movement of traffic and pedestrians on the road.
- ii) DTC to ensure that the proposed bus stops/bus bays are to be used by the City buses only for the purpose of boarding and alighting of passengers and would not stop for long duration obstructing the traffic flow. All city buses to be terminated at Mori Gate bus terminal.
- iii) Traffic Police to ensure that proposed signals are properly synchronized to allow pedestrians to cross at surface level and also to ensure that the designated spaces of IPT parking , pedestrian movement and crossings are properly utilized.
- iv) The site to be jointly inspected by Traffic Police, DIMTS, PWD and UTTIPEC Team for implementation of the proposal.
- v) The suggestion of Traffic Police for FOB/Underpasses/ Sky Bridges etc. will be considered as part of a long term proposal for the entire complex.
- vi) The long term proposal for implementation of Multi-modal integration plan of the entire complex to be initiated and co-ordinated by UTTIPEC in consultation with all Stakeholders for discussion and finalization in the Working Group under EM,DDA as the first major Integrated Transit Terminal Project of the City.

Action:- PWD,DIMTS,Traffic Police,Transport Deptt,GNCTD, DTC

v) Corridor improvement proposal (ORR –Rao Tula Ram Marg & Benito Jurez Marg) –PWD

Background:

As a follow up to 41st Governing Body meeting held on 18.1.2013, the Secretary PWD, had convened a meeting on 8.2.13. The proposal of underpass below the Ring Road for providing right turning signal free movement towards Moti Bagh Junction from Benito Jurez Marg (BJ Marg) was discussed in the 43rd meeting of WG-II-B held on 4.3.13 and discussed in the next Working Group meeting before placing in the Governing Body.

PWD consultant presented a conceptual proposal with 2 options in the Working Group meeting

Proposal

- i. 3 lane Underpass and 3 lane surface level road on either side of underpass on BJ Marg with a right turning movement towards Moti Bagh Junction on Ring Road and straight movement towards St. Martin Road **(Option -1)**.
- ii. 6 lane under pass, i.e. 3 lane on both directions on Ring Road for straight movement on Ring Road **(Option-2)**.

Working Group recommended both the conceptual proposals of PWD for consideration of the Governing Body. The Consultant of PWD ie RITES Ltd presented the option -I along with proposals for other new links in the existing road network at study area level for providing alternate routes for Gurgaon ,Dwarka and Airport traffic to enter South and Central Delhi and for improving connectivity to the Vasant Vihar colony.

Observations

All the proposals were considered by the Governing Body. After detail deliberations, following observations on the proposals were made:-

a) Underpass(Option-I) at B J Marg -

- To be worked out in detailed consultation with DMRC regarding feasibility of construction during present construction of elevated metro station at the intersection point.
- The detailed integrated multi -modal integration plan at surface level around the metro station and the intersection to be also worked out
- Safe movement and crossing facilities of Metro users/Pedestrians and NMT.at the intersection/mid section points and all along the corridor to be ensured

b) Parallel flyover along the existing flyover at ORR –RTR junction-

- The proposal for flyover on Portal structure at the junction and extending it as an elevated corridor linking Munirka flyover in the east and the point beyond RR hospital in the west for E-W traffic movement requires carefully worked out detailed design for the entire corridor.
- Merging/diverging sections of the corridor and safe pedestrian/NMT movement and crossing facilities all along the ORR corridor to be part of the detailed design with all signages/markings worked out in detail.
- Other issues raised by the Vasant Vihar Association regarding the service road, queuing of airport traffic at surface road in front of RR hospital and other accessibility related issues are to be addressed in the detailed proposal.

c) New Link to Vasant Vihar (from Vasant Enclave booster pump opposite RTR junction)

- RTR junction proposed to be a four arm signalized intersection with provision of right turning traffic facilities at ORR–RTR junction from Vasant Vihar would require detailed Intersection Design, Signal Cycle plan etc.
- The impact on right turning traffic from RTR due to this new link road and the capacity of the existing residential road to take the additional load of traffic to be assessed
- Vasant Enclave booster pump at the mouth of the intersection to be relocated about 150 mts away existing location.

d) Other proposed links

- Major new link to Vasant Vihar passing through Ridge area would require clearance from Ridge Management Board and other agencies concerned.
- Improvement of Baba Ganganath Marg- Munirka Marg Intersection would require relocation/ readjustment of the existing jhuggi cluster.
- New link road connecting N-H-8 – MM Road - PWD is working out a detailed feasibility proposal which will have to be taken up on priority for a major alternate route for Dwarka, Airport and Gurgaon traffic bound for South and East Delhi.
- New link road connecting NH-8 and MM Road – DDA has constructed 30 mt r/w road but the missing portion of this link to be constructed immediately for providing alternate route for West Delhi traffic bound for South and East Delhi.

e) General

- The conceptual proposals are to be submitted as Stage I and Stage II submission format for uploading on the website for public feedback.
- Detailed design of all new and existing roads with intersections/midsections will have to be made as per the Street Design Guidelines to provide all components of streets to facilitate all the users and to be submitted as per Stage III submission format for consideration of final approval by the Governing Body.

Decision

Governing Body considered all options and also noted various concerns expressed during the meeting by members and participants regarding the grade separated and signal free proposals and its possible impact on safe movement and crossing facilities for pedestrian and metro users and proposals of the consultant RITES Ltd were **approved in principle** with above observations and following directions:-

- The detailed design of all above proposed new roads and retrofitting of existing roads are to be taken up after feasibility aspects of construction are cleared in consultation with all stakeholders as per above observation
- The consultation process with all the stakeholders like DMRC, DJB, Traffic Police, NHAI, DDA, PWD, Ridge Management Board, National Monuments Authority/Heritage Board, Tree Authority etc and all concerned RWAs to be taken up in the WGIIA and WGIIIB meetings This process to be completed within a timeline during the next two months
- The detailed designs to be finalized and placed before the Governing Body for approval by August '13.

Action - PWD

vi) **Modification in Corridor Improvement Plan at Bhalswa Junction from Mukarba Chowk to Wazirabad Chowk** [File No. F.6 (57)09/UTTIPEC]

Background

The proposal of minor modification in Corridor Improvement Plan at Bhalswa Junction from Mukarba Chowk to Wazirabad Chowk was submitted by PWD and same was discussed in the Core Group meeting and Working Group meeting. It was explained by the Project Manager, PWD that the construction of approach road in the west of Road No. 50 as per the

approved scheme would require acquisition of land with existing built up structures. Following two options for modification of the approved scheme have been proposed by the PWD as construction of approach road is not possible.

Proposal

- i. **Realignment of approach road** on Jahangirpuri village side due to existing structures on the approved alignment of approach Road(**Option-1**)
- ii. **Shifting of proposed flyovers** southwards above the existing intersection (**Option-2**)

Working Group recommended the proposal for consideration of the Governing Body with the following observations:-

- i. Option No.1 i.e. modified alignment plan shall not require any existing built up structures to be affected in the alignment plan as the proposed alignment is passing through the vacant space available between the Ring Road and Jahangirpuri village.
- ii. Option No.2 i.e. shifting of flyover location to existing road network shall not require any acquisition of land. However, necessary clearances may be obtained from all statutory bodies by the PWD since the foot print of proposed flyover is changing/weaving & merging lengths are to be examined.
- iii. Earlier proposed location was considered as per the future road networking meeting with 45m road with Ring Road as proposed in Ph-II.
- iv. PWD is of the opinion that construction of approach road should be as per the least disruption of structures/properties.
- v. UTTIPEC is of the opinion that any proposed construction should consider the future network as well as existing connectivity.

The proposal was presented in the meeting with the above observations and recommendations of the Working Group.

Decision

After deliberation, Governing Body **approved** Option-II proposal of PWD to avoid acquisition/demolition of existing built up structures with the direction that the modified proposal to maintain the future connectivity to Zone P-II development as earlier approved.

Action- PWD

vii) Proposal of widening and upgradation of Mandi Road- PWD

[(File No.F.5(1)09/UTTIPEC].

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

viii) Road Development Proposal of Aurobindo Marg (Improvement for Traffic movement and pedestrian safety from AIIMS to IIT intersection.) – PWD

[(File No.F.6 (139)2010/UTTIPEC].

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

ix) A conceptual proposal for First and Last Mile Connectivity project –(Khirki/Malviya Nagar)- A Community Initiative.

Shakti Sustainable Energy Foundation vide letter dated 1.2.2013 to UTTIPEC had mentioned that they are supporting project “**Alternative Mobility Solutions and Pedestrianization in Existing Neighbourhoods**” in the residential area stretching between Malviya Nagar metro station and the BRT Corridor. This project is being led by Ar. Ashok

B.Lall with the partnership of innovative Transport Solutions, Oasis Design incorporated and Sandeep Gandhi Architects.

This project has identified and provided solutions with conceptual proposal for retrofitting of roads, optimum use of parking spaces and circulation system to create safe movement corridors for pedestrians and NMTs in consultation with various stakeholders and community. However, the group proposes to engage with government and transportation system stakeholders so that the proposals are aligned with various policies and programmes of the Government.

The conceptual proposal/plan was presented in the meeting by Ar. Ashok Lall for consideration of the Governing Body.

Decision

Hon'ble LG appreciated the initiative taken by Ar. Lall in association with other professional partners to showcase a community based Eco-Mobility project and also noted that the proposal has been discussed with the Commr.,of SDMC the main stakeholder. **Honb'le LG** desired that the project be further discussed with all stakeholders like, SDMC, DDA, DMRC, PWD, Traffic Police and local residents/RWA's in the concerned Working Group of UTTIPEC for finalization and implementation of this first community based/supported project.

Action – All Stakeholders, UTTIPEC

5. Any other item

Addl Commr.,Traffic Police presented the congestion problem on **i) Ring Road (Stretch between Salim Fort flyover and ISBT)** due to bottleneck point at the existing subway and **ii) NH-24 (under the existing flyover)** due to a pedestrian pelican signal installed for pedestrian crossing. He suggested some immediate solutions for widening of road and construction of FOB respectively. However, **Honb'le LG** desired that the issues may be deliberated in the concerned Working Group for working out a comprehensive solution.

Action- PWD, Traffic Police

It was decided that the next meeting of the Governing Body of the UTTIPEC will be held on **10.05.13 (Friday) at 11.00 A.M.**

The meeting ended with vote of thanks to the Chair.

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

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

42nd Governing Body Meeting of Unified Traffic & Transportation Infrastructure (Plg. & Engg.)Centre, UTTIPEC, held under the Chairmanship of **Hon'ble L.G.**, Delhi on 5.4.13 (Friday) at 10.15 A.M., at 5th 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, (Group Captain) OSD to L.G.
3. Ms. N. Guha Biswas, Pr. Secy. to L.G.

DELHI DEVELOPMENT AUTHORITY

1. Sh. D.Dipati Vilasa, V.C.,DDA
2. Sh. Abhay Sinha, E.M.
3. Sh. J.B. Kshirsagar, Commr.(Plg.)
4. Sh. P.M. Parate, Addl. Commr. (Plg.) TC&B
5. Sh. Vinod Dhar, Chief Architect (HUPW)
6. Sh. Ashok Bhattacharjee, Director (Plg.) UTTIPEC
7. Sh. Sabyasachi Das, Dir. (Plg.) GIS & 'D' Zone Unit.
8. Sh. R.K. Gupta, Project Manager, Flyover
9. Ms .Manju PaulDir.(Plg.), VC Office
10. Sh. N. R. Aravind, D.D.(Plg.)UTTIPPEC
11. Sh. L.K.Jain, E.E. (Civil) UTTIPEC.
12. Sh. Sudhir kr. Kain, Dy. Director (Plg.) UTTIPEC
13. Ms. Paromita Roy, Dy. Dir. (Arch.)/ Sr. Consultant-I, UTTIPEC
14. Sh. Ashwini Khullar, A.D. UTTIPEC
15. Ms. Mriganka Saxena, Sr. Consultant-II, UTTIPEC
16. Sh. Charanjit Arora, Plg. Asstt. UTTIPEC
17. Sh. Anand Kumar, Plg. Asstt. UTTIPEC
18. Ms. Akanksha Chopra, Consultant, UTTIPEC
19. Ms. Meenakshi Burman, Consultant, UTTIPEC
20. Sh. Adarsha Kapoor, Consultant UTTIPEC
21. Ms. Iram Aziz, Consultant, UTTIPEC

TRAFFIC POLICE

1. Sh. Anil Shukla, Addl. Commr. (Traffic)
2. Sh. Prem Nath, DCP/ T-SR
3. Sh. Ved Prakash Surya, DCP/ T-NR

MCD

1. Sh. Manish Gupta, Commissioner (South)
2. Sh. Ravi Dass, Engineer-in- Chief (SDMC)
3. Sh. Sanjay Kumar Jain, Chief Engr. (NDMC)

4. Sh. R.K. Sharma, S.E. (Plg.) (SDMC)
5. Sh. Sanjay Malik, E.E. (NDMC)
6. Sh. Devender Singh, EE(P) (KBZ)

TRANSPORT DEPTT./URBAN DEVELOPMENT, GNCTD

1. Sh. Gamli Padu, Spl. Commr.
2. Sh. K.R. Naidu, Dy. Commr.

P.W.D.

1. Sh. Arun Baroka, Secretary (GNCTD)
2. Sh. Dinesh Kumar Engineer –in – Chief
3. Sh. Jayesh Kumar, Chief Engr. M-4
4. Sh. Sarvagya Srivastava, C.E. F.1
5. Sh. Divakar Aggarwal, S.E., M-11
6. Sh. N.K. Bansal, S.E., M-31
7. Sh. G.P. Bansal, S.E. M-41
8. Sh. A.K. Bawa, S.E.-M-24
9. Sh. A.K. Asthana, E.E. , MG-13
10. Sh. S.P. Saini, E.E., M-442
11. Sh. Shishir Bansal, P.M. F.11
12. Sh. Manoj Kumar, PM, F-13
13. Sh. Kamal Singh Ex Engineer

N.D.M.C

1. Sh. Anil Prakash, Engr.-in-Chief
2. Sh. Anant Kumar, Chief Engr. (R)

DMRC

1. Sh. D.K. Saini, Director (Projects)

AAUI

1. Sh. T. K. Malhotra, President

DIMTS

1. Sh. Samir Sharma, AVP
2. Sh. Sharad Mohindru, Sr. Manager (Transport Planning)
3. Sh. Ajay Pal Singh, Sr. VP(Engg.)

TCPO

1. Dr. Pawan Kumar, Associate T& CP

Northern Railways

1. Sh. R.K. Rai, ADRM
2. Sh. Rajiv Dhankher, Sr. DEN/III

UTES

1. Sh. Manirul Islam, Addl. G.M/ Highway
2. Ms. Sujata Sawant, AGM
3. Ms. Priyanka Kataria, A.M./UT
4. Sh. Amit Bisht, Manager
5. Sh. Amit Singh Baghel , Asstt. Manager
6. Sh. Pankaj Gupta, A.M.

Others

1. Sh. V. Subrahmanyam, AGM, DIAL
2. Col. R.K. Pathak, DIAL, AGM Landside
3. Sh. K. N. Rao, Director, DIAL
4. Sh. Pawan Kumar, G.M. (Engr.), NBCC
5. Sh. Rajendra Chaudhari, Executive Director , NBCC
6. Ms. Sapna Kumar, Architect, NBCC
7. Sh. Jeevan, Consultant, NBCC
8. Sh. Vikash Kumar Anand, Transport Planner
9. Sh. Ashok Lall, Architect
10. Sh. Sandeep Gandhi, Pr. Architect, SGA
11. Sh. Vishwesh Viswanathan, Consultant, PSDA
12. Sh. Kailash Vasdev, Resident VVMA
13. Air Mshl. D.S. Sabiki, Resident VVGSHS , Vasant Vihar
14. Sh. Barot Dhaval , Asstt. Traffic Engr., NVA Asia Ltd.
15. Sh. Alok Jain, Director, NVA Asia Ltd.
16. Sh. Sacob George, CGM
17. Brig. Ravi Mehta , Maharani Bagh co-op. H.B. & Welfare Society
18. S. Haruray, Maharani Bagh co-op. H.B. & Welfare Society
19. Sh. Supesh Malik, Village Masoodpur N.D. 1170
20. Amarjeet Malik, Village Masoodpur N.D. 1170

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. Group Captain Ranjan Mukherjee, OSD to L.G.

DELHI DEVELOPMENT AUTHORITY

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7. Ms. Manju Paul, Director, VC Office
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12. Ms. Paromita Roy, Dy. Director (Arch)/ Sr. Consultant-I, UTTIPEC
13. 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. Anil Shukla, Addl. Commr. (Traffic)

P.W.D. GNCTD

1. Sh. Arun Baroka, Secretary
2. Engineer-in-Chief, PWD

TRANSPORT DEPTT./URBAN DEVELOPMENT, GNCTD

3. Sh. Puneet Kumar Goel, 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)

Northen Railways

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

IRC

Secretary General

TCPO

Sh. J. B. Kshirsagar, Chief Planner

CRRI

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

AAUI

Sh. T. K. Malhotra, President

NHAI

Member Technical

Special Invitees

1. Sh. A.K. Mittal, M.D., NBCC
2. Mr. K. Venkataramana, Chief General Manager (T& RO), Delhi NHAI
3. Mr. Ravi Mehta, Maharani Bagh Co-operative House Building & Welfare Society Ltd.
4. Mr. Ashok B. Lall, Architect
5. Ms. Himani Jain, Shakti Foundation
6. Mr. Kailash Vasdev, President, Vasant Vihar Welfare Association
7. Sh. Narayan Rao, Director , DIAL