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Approved minutes of the 344th Screening Committee Meeting held on 16.11.2016 at 12.30pm in VIkas Sadan

1	Proposal for streetscaping of Metro viaduct with improvements in the geometry and urban designs of roads, intersections and signages to be adopted in Dwarka Sub City File No. F16/SA(DWK)/HUPW/DDA/016/Pt. I	deliberation, the proposal as reflected in the agenda was approved with the observation that the area between Sector 12 to Sector 13 shall be taken ds)	
Approv	Redevelopment of DDA staff qtrs. At Pkt3, Mayur Vihar, Ph-I, Delhi File No. SA/EZ/F-50/HUPW/DDA/2014ORITY DEVELOPMENT AUTHORITY W-GO-ORDINATION UNIT Screening too Modified Scheme for in situ rehabilitation of slum dwellers at Jailorwala Bagh, Ashok Vihar, New Delhi already approved from Screening Comittee, DUAC and CFO. Fileno.F9/SA/NZ/HUPW/DDA/2016/484	After detailed deliberation, the proposal as reflected in the agenda was deferred with the observation that the scheme shall be put up in the Public Domain by uploading on DDA website as well as advertisements in the leading newspapers and to be displayed at site for comments/ observations. After receiving Objections/ Suggestions, the scheme shall be put up in the SCM again. The proposal was presented by the Consultant. After detailed deliberation, the proposal as reflected in the agenda was approved.	r uploading website CE(EZ) for lyt.in

ITEMS LAID ON TABLE

Modifications in the layout plan of Sector-25, Dwarka w.r.t. Exhibition cum convention centre by DIPP. File no.F.4(25)95/Plg./Dwk./Pt.II/Vol I/Synopsis The proposal was presented by Dir.(Plg.)Dwarka. After detailed discussion and deliberation it was agreed that the road proposed on North west corner bisects the commercial land and shall conflict with the traffic at the intersection of UER-II and 60mwide, hence is not advisable. The proposal to construct other two roads was approved. Action: 1.Dir.(P Dwarka 2CE(DV 3 Elect.I 4.Comm 5.Comm 6SA(D	VK) Deptt. r.LM5 r.L
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AGENDA FOR SCREENING COMMITTEE File No. F.16/SA(DWK)/HUPW/DDA/016/pt-1/

Screening Committee 344 M

Subject:

Item no.: 119 ° 2016 Proposal for streetscaping of Metro viaduct with improvements in the geometry and urban design of roads, intersections and signages to be adopted in Dwarka

Synopsis:

The approval streetscaping of Metro viaduct with improvements in the geometry and urban design of roads, intersections and signages to be adopted in Dwarka sub-city is being sought with the view to enhance and improve the overall civic environment/infrastructure in Dwarka considering the demand and aspirations of the public and to realize better value from vacant plots of DDA in Dwarka.

1.0 BACKGROUND

As per the discussions and decision taken in the meeting held by Senior officers of DDA, the streetscaping of Metro viaduct with improvements in the geometry and urban design of roads, intersections and signages for Dwarka sub-city was taken up by this unit. It was envisaged that improvement of overall civic environment and infrastructure in Dwarka would act as a catalyst to realize better value from the vacant plots (154 hectares) of DDA in Dwarka, apart from fulfilling the demands and aspirations of the public. Since DDA is the primary land and road owning agency in this area, it would facilitate integrated implementation and help create better image of Dwarka sub-city.

Accordingly the proposal was put up for in-principle approval from the competent authority wherein it has been suggested to place the proposal before the screening Committee for its consideration and approval.

EXAMINATION: 2.0

- Location: Planning for improvement of civic environment and infrastructure was taken up for the entire corridor, starting from Sector 14 metro station to Sector 21 metro station, along with the connecting roads and intersections. Detailing for implementation has been initiated first for Sector 12 metro station which has one of the highest ridership out of all the stations within the corridor. (Refer Key Plan Annexure-A)
- Based on various site studies, opinion surveys, representations of general public, public representatives, media reports, (print/electronic) it is viewed that Dwarka requires overall ii.

improvement and enhancement of civic environment and infrastructure. The additional facilities/infrastructure created would not only fulfill demand/aspiration of public but also help create better image of Dwarka and will enhance the future saleability of DDA's

- Future developments within this zone will also entail increase in traffic; both vehicular iii. and pedestrian and therefore, adequate provisions and planning/design interventions need to be taken up at an early stage to avoid chaos in future. iv.
- The metro corridor is the focal point of thousands of residents as well as visitors of Dwarka who use these stations to access facilities within Dwarka and also reach their employment and entertainment destinations elsewhere in the city. The summary of an independent public opinion survey conducted with metro commuters and nearby
- The topographic survey provided by the engineering department is placed at Annexure-C
- The proposal has been prepared keeping in consideration the provisions of the Chapter 11: Urban Design and Chapter 12: Transportation of the MPD-2021.

PROPOSAL: 3.0

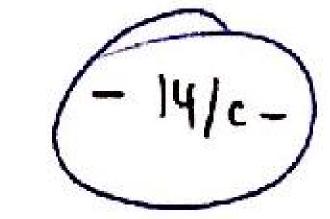
Accordingly the proposal has been prepared which includes improvement of footpaths, plazas, shading, greening, placemaking, street furniture and signages as well as improvement of facilities for cyclists, buses and other vehicles within the area.

Consideration has been given in selecting materials for the scheme which are tamperproof, theft-proof and vandalism proof, such that minimal maintenance would be required in terms of cleanliness and replacement of bulbs, etc. Drawings may require minor modifications during implementation on site. [Refer drawings at Annexure-D].

The following key features have been introduced:

	Existing Condition	Proposal
Road alignment	As per topo and site survey the current road alignment is discontinuing and irregular (varies from 6M to 10.5M width.	and smooth to avoid bottlenecks in future.
	 Junctions are unresolved and un- regulated causing 	 A smaller network of roads is proposed to be created through the vacant plots to shorten/improve

Drainage	conveyed to the nearest	Bypass routes have been improved so that metro station areas can be avoided by the thorough traffic. Pedestrian/cyclist infra has been
Facilities	Currently, very limited facilities are available at the stations and the same are used well, incl. the ATMs, informal food stalls, tea-stalls, restaurants and public conveniences.	 It is proposed to provide better facilities in terms of shaded walkways, seating areas, planned spaces for hawkers, public conveniences and other facilities around metro stations and viaduct. All streets, footpaths and public spaces have been made universally accessible.
	findings, 98% women and 25% men feel unsafe near the station areas due to darkness, loneliness and lack of facilities/ activities.	To enhance safety and comfort around stations, as suggested by people in the surveys, several facilities are proposed to be provided at/ near the stations, including proper street lighting, benches, dustbins, pick up/ drop off facilities around Metro, bicycle sharing, public toilets, drinking water points, facilities for children, clearly visible signage, train information outside of station, food stalls/ cafés, food hawkers, convenience Store, open gyms, miscellenous sports facilities, tot-lots, etc.



4.0 RECOMMENDATION

The case is put up for the consideration and approval of the Screening Committee.

5.0 FOLLOW UP ACTION:

If approved copy of minutes, drawing etc. will be forwarded to concerned engineering wing, sports unit, lands departments for further necessary action.

Senior Architect (Dwarka)

Dy. Director (Arch.) Dwarka

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