

419  
20.4.2001

73

Delhi Development Authority  
(EM's Office)

No: EM 3( 14 )77 / 3564-67

April 18, 2001

Sub: MINUTES OF 4<sup>TH</sup> TECHNICAL COMMITTEE MEETING HELD  
ON 15.3.2001 at VIKAS MINAR, NEW DELHI.

The minutes of the aforesaid meeting have been circulated vide  
No: F.1(8)2001/MP dated 12.04.2001. EM has desired me to convey that the Item  
No. 17 to 21 were not discussed during his presence.

This may please be brought on record.

(G.K.Sethi)  
EO II to EM

Commr. (Plg.)

Copy for information to:

1. OSD to VC, DDA
2. Sh. Parkash Narain, OSD (DC&TT)/Member Secy., Tech. Committee
3. PS to EM for information of the latter.



EO II to EM

23/4

URGENT

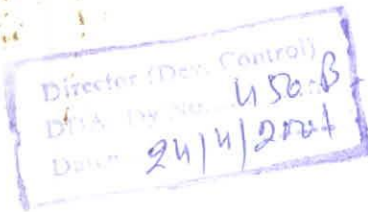
Pl. P. d. - 4 p. m. 23/4

24/4

Unit 5

J.D(MP)

23/4  
Dis (plg.)



Delhi Development Authority  
(EM's Office)

COMMR. (Plg.)  
DIARY NO. M-392 ✓  
DATE 20/4/2001

No:EM 3( 14 )77 /3564-67

April 18, 2001  
T9

Sub: **MINUTES OF 4<sup>TH</sup> TECHNICAL COMMITTEE MEETING HELD  
ON 15.3.2001 at VIKAS MINAR, NEW DELHI.**

The minutes of the aforesaid meeting have been circulated vide  
No:F.1(8)2001/MP dated 12.04.2001. EM has desired me to convey that the Item  
No. 17 to 21 were not discussed during his presence.

This may please be brought on record.

(G.K. Sethi)  
EO II to EM

Commr. (Plg.)

Copy for information to:

1. OSD to VC, DDA
2. Sh. Parkash Narain, OSD (DC&TT)/Member Secy., Tech. Committee
3. PS to EM for information of the latter.

EO II to EM

25/4/2001

Dr. Parkash Narain

29/4

DDA

24/4/2001  
com 5

20/4/91/  
25/4/2001

ch7

DELHI DEVELOPMENT AUTHORITY  
(DEVELOPMENT CONTROL & TRAFFIC & TRANSPORTATION)

NO: F1(8)2001/MP

Date: 12.4.2001

MINUTES OF THE IVTH TECHNICAL COMMITTEE MEETING OF DELHI DEVELOPMENT AUTHORITY, HELD ON 15.3.2001 AT 10.00 AM IN THE CONFERENCE HALL, VIKAS MINAR. I.P. ESTATE, NEW DELHI.

List of officers present in the meeting is annexed.

ITEM NO. 11/2001:

SHIFTING OF 66 KV TOWER LINE PASSING THROUGH THE UNAUTHORISED COLONY ABUTTING ON PANKHA ROAD.

FILE NO. F.6 (34)\98-MP

The proposal was discussed in detail and it has been decided that no unauthorized construction below the high tension line can be considered for regularization as the regularization of Unauthorized colonies is Sub judice. DVB may also examine the applicability of Indian Electricity Act & other related acts/provisions for such unauthorised constructions carried out in the area which is earmarked as green in the approved regularisation plan of unauthorised colony.

ITEM NO. 12/2001

Proposed Corridor improvement plan for a stretch of Outer Ring Road between ROB 22 at Mathura Road and IIT fly over. This includes:

Right turning at grade loop near NSIC.

Half fly over on Anand Mai Marg near Kalka Temple (included in phase II list)

'U' loop from Lotus temple road.

Right turning grade separator to Nehru Place

Righ turning under pass near Nehru Apartment

Low height fly over at Malviya Nagar junction

Fly over at Khelgaon Marg intersection (included in phase II list)

File No. F.5 (3)\2000-MP

The Tech. Committee has agreed in principle for half fly over on the intersection of Anand Mai Marg & outer Ring Road near Kalkaji Temple & Khel Gaon Marg & outer ring road which is part of the phase II list and also the management scheme suggested by PWD for the intersection of Road No. 4 and Outer Ring Road. The detailed drawings with report etc related with these schemes. submitted by PWD on 9.3. 2001 shall be processed & placed in Next Tech. Committee for consideration.

The corridor improvement plan was discussed in detail and it has been decided that the corridor improvement plan be examined in detail by a committee consisting of the representatives from Delhi Traffic Police, MCD, NDMC, PWD & DDA and two experts Shri T.S. Reddy, Head, Transport Division, CRRI and b) Shri J.K. Mittu, Member, committee on Transportation, MPD-2021. This committee can copt representatives of various agencies as per the requirement



71 -

ITEM NO. 13/2001

PROPOSED CORRIDOR IMPROVEMENT PLAN FOR A STRETCH OF RING ROAD BETWEEN MOOL CHAND (FLY OVER EXISTING) AND DHAULA KUAN INTERSECTION (ALREADY PLANNED) THIS INCLUDES A) FLY OVER AT BENITO MARG AND RING ROAD INTERSECTION

FILE NO. F5 (16) 2001-MP

The corridor improvement plan has been discussed in detail and it has been decided that the corridor improvement plan be examined in detail by a committee consisting of the representatives from Delhi Traffic Police, MCD, NDMC, PWD & DDA and two experts a. Shri T.S. Reddy, Head, Transport Division, CRRI and b) Shri J.K. Mittu, Member, committee on Transportation, MPD-2021. This committee can co-opt representatives of various agencies as per the requirement

ITEM NO. 14/2001

PROPOSED CORRIDOR IMPROVEMENT PLAN FOR A STRETCH OF RING ROAD BETWEEN AZADPUR ROB (EXISTING) TO PUNJABI BAGH ROB (EXISTING)

FILE NO. F.5 (3)\2001-MP.

After detailed discussions on proposal, the Technical Committee recommended for approval the Road under Bridge at Ring Road at the intersection of road no. 37, 37A with Ring Road with the following conditions:

The Road Owning Agencies shall obtain NOC from the Land Owning Agencies for utilising the land for this Fly over before starting of the work.

2. PWD shall also comply the following conditions:

i) A design of Grade Separator shall be further examined by PWD in terms of design, speed, super elevation and other related Engineering aspects

ii) The approval from various agencies i.e. Delhi Jal Board, PWD, DVB, Gas Authority of India and Ministry of Surface Transport/NHAI etc. if required, be taken by the executing agency.

iii) The diversion plan during construction shall be prepared and approval of the Traffic Police be taken before implementation.

iv) The PWD shall submit 3 copies of the plans, duly authenticated, to the Master Plan Section of DDA after incorporating the decision of the Technical Committee along with 3 copies of the upto date action taken report.

v) The recommended proposal of the Technical Committee after obtaining necessary clearances from DUAC shall be placed before the Authority for final approval.



-70-

ITEM NO. 15/2001.

PROPOSED CORRIDOR IMPROVEMENT PLAN OF RING ROAD FROM VIKAS MARG INTERSECTION (FLYOVER EXISTING) TO BHAIRON MARG INTERSECTION. THIS INCLUDES ROB AT RLY. STATION TO IP POWER STATION

FILE NO. F.5 (2)/2001-MP.

The proposal of the PWD, as explained by the Consultant on their behalf was not found feasible regarding the corridor.

The improvement plan of Ring road in this stretch be considered from Ashram to Raj Ghat inter section of Ring Road. in the light of the latest developments i.e. a). Delhi Noida Toll Bridge b). Proposal to construct NH-2 Bye pass on priority, c). Construction of missing link of Eastern Marginal Bund Road etc. being taken on priority.

Technical Committee also noted that the issue of decongesting Bhairon Road has recently been discussed in the a) Road Safety, Traffic & Transportation Engineering Committee and b) DUAC.

This proposal of corridor improvement with all related decisions requires to be discussed in the committee consisting of the representatives from Delhi Traffic Police, MCD, NDMC, PWD & DDA and two experts a. Shri T.S. Reddy, Head, Transport Division, CRRI and Shri J.K. Mittu, Member, committee on Transportation, MPD-2021. These committees can co-opt representatives of various agencies as per the requirement

ITEM NO. 16/2001

PROPOSED APPROACH ROAD TO DWARKA SUB CITY THROUGH CANTT. AREA

FILE NO. F.10 (JD)\DWK\92\VOL.III + F.5 (13)/2000-MP

The Technical committee considered the proposal with reference to site constraints and also its need with reference to city network, and connection to Dwarka Sub City & it was found that though the proposed alignment appears to be in order from planning point, but before the final approval is accorded, a. the plan be circulated to all concerned agencies for their clearance, and b. the Engineering Wing of DDA may also finalize the issues related with Land and Compensation in consultation with Defence Authorities

The following items were discussed in the Technical Committee with the permission of Chairman:

ITEM NO. 17.

IDENTIFICATION OF THE BOUNDARY OF SAMAIPUR BADLI INDL. AREA PROPOSED FOR REDEVELOPMENT IN MPD-2001.

FILE NO. F17(1)2000-MP

The proposal was explained in detail in the Technical Committee meeting and the following was decided:-

i) In addition to the boundaries as per land use plan of MPD-2001 boundaries of approved zonal plan should also be co-related while issuing the final boundary plan.

ii) As far as possible boundaries already communicated be retained and plan be issued to concerned agencies by 16.3.2001 after detailed discussion following boundaries were agreed to :

## BOUNDARIES

<b>NORTH</b>	FROM SOUTHERN BOUNDARY OF I.G. HOSPITAL LEAVING 80M GREEN BELT ALONG G.T.KARNAL ROAD UPTO, 'T' JUNCTION OF GALI NO. 6(MASTER MOHALLA)
<b>SOUTH</b>	FROM BOUNDARY OF GIRLS SR. SECONDARY SCHOOL UPTO SAMAIPUR BAZAR ROAD. FROM BAZAR ROAD TO INTERSECTION WITH AUCHANDI BAWANA ROAD. FROM INTERSECTION AUCHANDI BAWANA ROAD ALONG GALI NO. 1( SAMAIPUR) UPTO ZONAL PLAN ROAD (SANJAY GANDHI TRANSPORT NAGAR) UPT GREEN BELT.
<b>EAST</b>	ALONG MASTER PLAN GREEN RUNNING ALONG G.T.KARNAL ROAD UPTO I.G. HOSPITAL BOUNDARY WALL EXCLUDING EXISTING HIGHER SECONDARY SCHOOL.
<b>WEST</b>	FROM SOUTHERN BOUNDARY OF I.G. HOSPITAL TO LIBASPUR ROAD ALONG GALI NO. 6 (MASTER MOHALLA) FROM LIBASPUR ROAD TO ITS INTERSECTION WITH GALI NO. 4 ALONG SAMAIPUR BAZAR ROAD. ON WEST SIDE TOWARDS TEACHERS COLONY UPTO PROPERTY NO. 84 THEN TOWARDS SOUTHERN SIDE UP TO PROPERTY NO. A-29(RESIDENTIAL PLOT UP TO AUCHANDI BAWANA ROAD. FROM AUCHANDI BAWANA ROAD TO BOUNDARY WALL OF DAV SCHOOL.

ITEM NO. 18.  
 IDENTIFICATION OF INDUSTRIAL AREA -NORTH OF G.T. SHAHDARA ROAD  
 (DILSHAD GARDEN)  
 FILE NO. F15(18)/2000-MP

The proposal was explained in detail in the Technical Committee meeting and the following was decided:-

Though now the configuration of the industrial area does not coincide with that shown in the Master Plan/Zonal Development plan but on the basis of the detail examination undertaken with reference to the boundaries of the district center etc. and the existing site condition, following boundaries were agreed to:-

Pocket-1.

<b>NORTH</b>	SOUTHERN BOUNDARY OF SCHOOL/RESIDENTIAL FLATS TO THE SOUTH OF SWAMI DAYANAND HOSPITAL.
<b>SOUTH</b>	G.T. SHAHDARA ROAD
<b>EAST</b>	ROAD NO. 64
<b>WEST</b>	EXISTING DRAIN ALONG BASTI VIKAS KENDRA OF SLUM J.J.



68 -

Pocket-2

NORTH	ROAD BETWEEN DAMODAR PARK & 'C' BLOCK LIG FLATS DILSHAD GARDEN.
SOUTH	G.T. SHAHDARA ROAD.
EAST	BOUNDARY HIND POCKET BOOKS EXCLUDING DDA FLATS.WESTROAD NO. 64.
WEST	ROAD NO. 64

Pocket -3''

NORTH	PROFILE OF THE SOUTHERN BOUNDARY OF LIG FLATS. THE ROAD COMING FROM GURUDWARA TO LIG FLATS. SITE FOR DELHI POLICE &JUNK YARD (NORTH OF APOLO TYRE SHOWROOM ).
SOUTH	G.T. SHAHDARA ROAD.
EAST	BOUNDARY OF LIG FLATS & BOUNDARY OF DISTT. CENTRE & ROAD COMING FROM ZULFE BENGAL.
WEST	STEPPING ALONG THE ROAD BETWEEN BPC PETROL PUMP & APOLO TYRE SHOWROOM AND JUNK YARD & SITE FOR DELHI POLICE.

ii) As far as possible boundaries already communicated be retained and plan be issued to concerned agencies by 16.3.2001.

ITEM NO. 19 ✓

IDENTIFICATION OF BOUNDARIES OF ANAND PARBAT INDUSTRIAL AREA PROPOSED FOR REDEVELOPMENT IN MPD-2001.

FILE NO. F17(1)2001(PART III)

The proposal was explained in detail in the Technical Committee meeting and the following was decided:-

i) The boundaries of Anand Parbat Industrial Area shall be as under:

Pocket - A.

NORTH	RAILWAY LINE/PROPERTIES
SOUTH	NEW ROHTAK ROAD
EAST	ROAD GOING TO SHAKTI NAGAR (KALI DASS MARG)
WEST	GALI NO. 3

Pocket-B

NORTH	RAILWAY LINE/PROPERTIES
SOUTH	NEW ROHTAK ROAD
EAST	GALI NO. 10 (DAYA BASTI, SHIV MARG/KUAN WALI ROAD)
WEST	JUNCTION OF RAILWAY/PROPERTIES, ROHTAK ROAD.



67.

Pocket-C

NORTH	NEW ROHTAK ROAD
SOUTH	RAMJAS SCHOOL BOUNDARY AND DEFENCE BOUNDARY
EAST	GADODIA MARG
WEST	GALI NO. 10, GALI NO. 11 (Part) and Gali no. 13.

ii) As far as possible boundaries already communicated be retained and plan be issued to concerned agencies by 16.3.2001.

ITEM NO. 20.

CLARIFICATION REGARDING THE INDUSTRIAL AREA AT SHAHZADABAGH.  
FILE NO. F17(1)2001(PART II)

The proposal was explained in detail in the Technical Committee meeting and the following was decided:-

i) The boundaries of the shahzadabagh Industrial Area shall be as under:

NORTH	ROAD NO. 40 (KALIDAS MARG)
SOUTH	OLD ROHTAK ROAD
EAST	ROAD CONNECTING ROAD NO. 40 AND OLD ROHTAK ROAD (AREA OF SUBHADRA CLY.
WEST	JUNCTION OF 60 M WIDE ROAD AND OLD ROHTAK ROAD.

ii) The commercial area in the zonal development Plan can also be considered as 'Light Manufacturing' as per provisions of MPD-2001.

iii) As far as possible boundaries already communicated be retained and plan be issued to concerned agencies by 16.3.2001.

ITEM NO. 21

MODIFICATIONS IN GUIDELINES APPROVED BY THE AUTHORITY VIDE RESOLUTION NO. 54 DT. 13.9.90 - ISSUE OF VERTICAL CLEARANCE.

FILE NO. F5(9)92-MP

This issue was considered by T.C vide item no. 18/2000 on 15.2.2000. The decision is as under:

" After detailed discussion, it was decided that the vertical clearance for G.S. on all urban roads of NCTD except on National Highways be maintained as 5 M and for National Highway, it would continued to be maintained as 5.5M."

The matter was referred to DUAC. DUAC considered the matter in its meeting held on 6.6.2000. The observations of DUAC are reproduced as below:

" It was decided that before taking a view in the matter the cost differential by raising the height to 5.5 M needs to be ascertained. Accordingly, keeping in view its earlier observations in the matter the case would be reconsidered by the Commission after DDA indicates the cost differential."

66


PWD has supplied the above information to DUAC vide letter dt. 20.11.2000. However, the DUAC decision is awaited.

The matter was further discussed in the weekly meeting of L.G. with officers of the DDA at Raj Niwas on 8.3.2001. The decision is reproduced below:

“LG stated that the technical feasibility of lowering the height of the flyovers from 5 M to 4.5M may be examined by Commr.(Plg). Commr.(plg) stated that Mumbai had constructed a number of flyovers and he would get the information from there in this regard. If the height of the flyovers in Mumbai is 4.5 M then the matter would be placed before the Technical Committee for lowering the height of flyovers to 4.5 M.”

With the above background, the issue was discussed in the Technical Committee. CE(Zone-IV) PWD high-lighted the advantages of lowering the clearance below the flyovers. CE, PWD also informed that he has already referred the matter to Ministry of Surface Transport for giving the concurrence for 4.75M clearance. Commr.(Plg) informed that flyovers in Mumbai are being constructed with 5M clearance.

The Technical Committee after considering the above issues has decided that the matter be referred to Ministry of Surface Transport for obtaining the concurrence on the proposal submitted by the CE, PWD. However, till such time the clearance below the flyovers will be as per the decision of Technical Committee meeting held on 15.2.2000.

  
(PRAKASH NARAYAN  
OSD (DC&TT)  
MEMBER SECRETARY.  
dated 12.4.2001

NO.F.1(8)2001-MP

Copy to:

1. OSD to VC for information of the latter.
2. Engineer Member DDA
3. Commissioner (Plg.) DDA
4. Commissioner (LD) DDA
5. Commissioner (LM) I & II DDA
6. Chief Architect, DDA
7. Addl. Commr. (AP)DDA
8. Addl. Commr. (MPPR) DDA
9. Addl. Commr. (UDP)DDA
10. OSD (DC&TT) DDA
11. Chief Planner, TCPO
12. Chief Architect, NDMC
13. Town planner, MCD
14. Secretary DUAC
15. Land & Development Officer (L&B)
16. Sr. Architect, (H&TP) CPWD
17. Dy. Commr. of Police (Traffic) Delhi
18. Chief Engineer (Plg.) DVB
19. Director (Land Scape) DDA
20. Secretary to L.G.Delhi
21. Manager Fly Over (G-I)
22. Manager Fly over (G-II)

R.K. Jain  
12/4/2001  
(R.K.Jain)  
Jt. Dir. (MP)



DELHI DEVELOPMENT AUTHORITY  
(MASTER PLAN SECTION)

NO.F. 1(8) 2001/MP

Dated : 12.4.2001.

Minutes of the 14th Technical Committee meeting held on 15.3.2001 in Conference Hall, 5th floor, Vikas Minar, New Delhi. The following were present:

**DELHI DEVELOPMENT AUTHORITY:**

1. Sh. P.S. Hota, Vice Chairman, DDA
2. Sh. R. K. Bhandari, Engineer member, DDA
3. Sh. Vijay Risbud, Commissioner (Plg.)
4. Sh. Chandra Ballabhg, Addl. Commr. (MPPR)
5. Sh. A.K. Jain, Addl. Commr. (UDP)
6. Sh. C.L. Aggarwal, Chief Architect
7. Sh. Prakash Narain OSD (DC&TT)
8. Smt. Savita Bhandari, Director (LS)

**TCPO :**

9. Sh. B.K. Arora TCP

**DELHI TRAFFIC POLICE;**

10. Sh. Sanjay Beniwal DCP (Traffic)

**LAND & DEVELOPMENT OFFICE :**

11. Sh. R.L. Single building Officer

**SPECIAL INVITEES:**

12. Sh. R. S. Kaushal SA (I) CPWD
13. Sh. Ashish Bansal Dy. Chief Eng/Project (Northern Railway)
14. Sh. Jaiswan XEN (P) N. Rly.)
15. Dr. D. Sanyal Consultant
16. Sh. L. C. Goyal Dy. G.M. DTC
17. Sh. R.P. Jain Sr. Manager (C) DTC
18. Sh. S.P. Banwait CE I PWD NCTD



84

19. Sh. Denesh Kumar SE PWD
20. Sh. R. C. Singh ACP VUIP Sec. VVID
21. Sh. J.R. Sarim XEN Plg. DVB
22. Sh. M.K. Sharma Supdt. Dev. Deptt.
23. Sh. J. S. Bhatia Sr. Manager Govt. of Delhi AAI
24. Sh. Suresh Mehta CE Dwarka
25. Sh. S.P. Bansal, Director (Dwarka)
26. Sh. A.K. Gupta, Director (AP) I
27. Sh. K.L. Sabharawl, Director (AP)II
28. Sh. Surender Srivastava, Director (DC)
29. Sh. R.K. Jain Joint Director (MP)

63

**DELHI DEVELOPMENT AUTHORITY  
(DEVELOPMENT CONTROL & TRAFFIC & TRANSPORTATION)**

NO: F1(8)2001/MP

Date: 21.3.2001

DRAFT MINUTES OF THE IVTH TECHNICAL COMMITTEE MEETING OF DELHI DEVELOPMENT AUTHORITY, HELD ON 15.3.2001 AT 10.00 AM IN THE CONFERENCE HALL, VIKAS MINAR. I.P. ESTATE, NEW DELHI.

List of officers present in the meeting is annexed.

**ITEM NO. 11/2001:**

SHIFTING OF 66 KV TOWER LINE PASSING THROUGH THE UNAUTHORISED COLONY ABUTTING ON PANKHA ROAD.  
FILE NO. F.6 (34)98-MP

The proposal was discussed in detail and it has been decided that no unauthorized construction below the high tension line can be considered for regularization as the regularization of Unauthorized colonies is Sub judice. DVB may also examine the applicability of Indian Electricity Act & other related acts/provisions for such unauthorised constructions carried out in the area which is earmarked as green in the approved regularisation plan of unauthorised colony.

**ITEM NO. 12/2001**

Proposed Corridor improvement plan for a stretch of Outer Ring Road between ROB 22 at Mathura Road and IIT fly over. This includes:

- a. Right turning at grade loop near NSIC.
  - b. Half fly over on Anand Mai Marg near Kalka Temple (included in phase II list)
  - c. 'U' loop from Lotus temple road.
  - d. Right turning grade separator to Nehru Place
  - e. Right turning under pass near Nehru Apartment
  - f. Low height fly over at Malviya Nagar junction
  - g. Fly over at Khelgaon Marg intersection (included in phase II list)
- File No. F.5 (3)2000-MP

The Tech. Committee has agreed in principle for half fly over on the intersection of Anand Mai Marg & outer Ring Road near Kalkaji Temple & Khel Gaon Marg & outer ring road which is part of the phase II list and also the management scheme suggested by PWD for the intersection of Road No. 4 and Outer Ring Road. The detailed drawings with report etc related with these schemes. submitted by PWD on 9.3. 2001 shall be processed & placed in Next Tech. Committee for consideration.

The corridor improvement plan was discussed in detail and it has been decided that the corridor improvement plan be examined in detail by a committee consisting of the representatives from Delhi Traffic Police, MCD, NDMC, PWD & DDA and two experts Shri T.S. Reddy, Head, Transport Division, CRRI and b) Shri J.K. Mittu, Member, committee on Transportation, MPD-2021. This committee can coopt representatives of various agencies as per the requirement

**ITEM NO. 13/2001**

PROPOSED CORRIDOR IMPROVEMENT PLAN FOR A STRETCH OF RING ROAD BETWEEN MOOL CHAND (FLY OVER EXISTING) AND DHAULA KUAN INTER SECTION (ALREADY PLANNED) THIS INCLUDES A) FLY OVER AT BENITO MARG AND RING ROAD INTERSECTION  
FILE NO. F5 (16) 2001-MP

The corridor improvement plan has been discussed in detail and it has been decided that the corridor improvement plan be examined in detail by a committee consisting of the representatives from Delhi Traffic Police, MCD, NDMC, PWD & DDA and two experts a. Shri T.S. Reddy, Head, Transport Division, CRRI and b) Shri J.K. Mittu, Member, committee on Transportation, MPD-2021. This committee can coopt representatives of various agencies as per the requirement

R.S. Mittu



62

**ITEM NO. 14/2001**

PROPOSED CORRIDOR IMPROVEMENT PLAN FOR A STRETCH OF RING ROAD BETWEEN AZADPUR ROB (EXISTING) TO PUNJABI BAGH ROB (EXISTING)  
FILE NO. F.5 (3)\2001-MP.

After detailed discussions on proposal, the Technical Committee recommended for approval the Road under Bridge at Ring Road at the intersection of road no. 37, 37A with Ring Road with the following conditions:

1. The Road Owning Agencies shall obtain NOC from the Land Owning Agencies for utilising the land for this Fly over before starting of the work.
2. PWD shall also comply the following conditions:
  - i. A design of Grade Separator shall be further examined by PWD in terms of design, speed, super elevation and other related Engineering aspects
  - ii. The approval from various agencies i.e. Delhi Jal Board, PWD, DVB, Gas Authority of India and Ministry of Surface Transport/NHAI etc. if required, be taken by the executing agency.
  - iii. The diversion plan during construction shall be prepared and approval of the Traffic Police be taken before implementation.
  - iv. The PWD shall submit 3 copies of the plans, duly authenticated, to the Master Plan Section of DDA after incorporating the decision of the Technical Committee along with 3 copies of the upto date action taken report.
  - v. The recommended proposal of the Technical Committee after obtaining necessary clearances from DUAC shall be placed before the Authority for final approval.

**ITEM NO. 15/2001.**

PROPOSED CORRIDOR IMPROVEMENT PLAN OF RING ROAD FROM VIKAS MARG INTERSECTION (FLYOVER EXISTING) TO BHAIRON MARG INTERSECTION. THIS INCLUDES ROB AT RLY. STATION TO IP POWER STATION  
FILE NO. F.5 (2)\2001-MP.

The proposal of the PWD, as explained by the Consultant on their behalf was not found feasible regarding the corridor.

The improvement plan of Ring road in this stretch be considered from Ashram to Raj Ghat inter section of Ring Road. in the light of the latest developments i.e. a). Delhi Noida Toll Bridge b). Proposal to construct NH-2 Bye pass on priority, c). Construction of missing link of Eastern Marginal Bund Road etc. being taken on priority.

Technical Committee also noted that the issue of decongesting Bhairon Road has recently been discussed in the a) Road Safety, Traffic & Transportation Engineering Committee and b) DUAC.

This proposal of corridor improvement with all related decisions requires to be discussed in the committee consisting of the representatives from Delhi Traffic Police, MCD, NDMC, PWD & DDA and two experts a. Shri T.S. Reddy, Head, Transport Division, CRR and Shri J.K. Mittu, Member, committee on Transportation, MPD-2021. These committees can co-opt representatives of various agencies as per the requirement

**ITEM NO. 16\2001**

PROPOSED APPROACH ROAD TO DWARKA SUB CITY THROUGH CANTT. AREA  
FILE NO. F.10 (JD)\DWK\92\VOL.III + F.5 (13)\2000-MP

The Technical committee considered the proposal with reference to site constrains and also its need with reference to city network, and connection to Dwarka Sub City & it was found that though the proposed alignment appears to be in order from planning point, but before the final approval is accorded, a. the plan be circulated to all concerned agencies for their clearance, and b. the Engineering Wing of DDA may also finalize the issues related with Land and Compensation in consultation with Defence Authorities



- 61 -

## \* BOUNDARIES

### NORTH

From Southern boundary of I.G.Hospital leaving 80M green belt along G.T.Karnal Road upto, 'T' junction of Gali No.6 (Master Mohalla).

### SOUTH

From boundary of Girls Sr. Secondary School upto Samaipur Bazar Road. From Bazar road to intersection with Auchandi Bawana Road. From intersection of Auchandi Bawana Road along Gali No.1 (Samaipur) upto Zonal Plan road (Sanjay Gandhi Transport Nagar) upto Green Belt.

### EAST

Along Master Plan green running along G.T.Karnal Road upto I.G.Hospital boundary wall excluding existing Higher Secondary. *School*

### WEST

From southern boundary of I.G.Hospital to Libaspur Road along Gali No.6 (Master Mohalla). From Libaspur Road to its intersection with Gali No.4 along Samaipur Bazar Road. On west side towards Teachers Colony up to property no.84 then towards southern side - up to property no.A-29 (residential plot) up to Auchandi Bawana Road. From Auchandi Bawana Road to boundary wall of DAV School

*4/12/20*      *11/11/20*

The following items were discussed in the Technical Committee with the permission of Chairman:

**ITEM NO. 17.**

IDENTIFICATION OF THE BOUNDARY OF SAMAIPUR BADLI INDL. AREA PROPOSED FOR REDEVELOPMENT IN MPD-2001.  
FILE NO. F17(1)2000-MP

The proposal was explained in detail in the Technical Committee meeting and the following was decided:-

- i. In addition to the boundaries as per land use plan of MPD-2001 boundaries of approved zonal plan should also be co-related while issuing the final boundary plan.

(ii) As far as possible boundaries already communicated be retained and plan be issued to concerned agencies by 16-3-2001 after detailed discussion following boundaries were agreed to - \*

**ITEM NO. 18.**

IDENTIFICATION OF INDUSTRIAL AREA -NORTH OF G.T. SHAHDARA ROAD (DILSHAD GARDEN)  
FILE NO. F15(18)/2000-MP

The proposal was explained in detail in the Technical Committee meeting and the following was decided:-

- i) Though now the configuration of the industrial area does not coincide with that shown in the Master Plan/Zonal Development plan but on the basis of the detail examination undertaken with reference to the boundaries of the district center etc. and the existing site condition, following boundaries were agreed to:-

**Pocket-1.**

NORTH	Southern Boundary of school/residential flats to the south of Swami Dayanand Hospital.
SOUTH	G.T. Shahdara Road
EAST	Road no. 64
WEST	Existing drain along Basti Vikas Kendra of slum J.J.

**Pocket-2**

NORTH	Road between Damodar Park & 'C' block LIG flats Dilshad Garden.
SOUTH	G.T. Shahdara Road.
EAST	Boundary Hind Pocket Books excluding DDA flats.
WEST	Road no. 64.

**Pocket -3''**

NORTH	Profile of the Southern Boundary of LIG flats. The road coming from Gurudwara to LIG flats. Site for Delhi Police & Junk Yard (North of Apolo Tyre Showroom).
SOUTH	G.T. Shahdara road.
EAST	Boundary of LIG flats & boundary of Distt. Centre & road coming from Zulfe Bengal.
WEST	Stepping along the road between BPC Petrol Pump & Apolo Tyre Showroom and Junk Yard & site for Delhi Police.

(ii) As far as possible boundaries already communicated be retained and plan be issued to concerned agencies by 16-3-2001

**ITEM NO. 19**

IDENTIFICATION OF BOUNDARIES OF ANAND PARBAT INDUSTRIAL AREA PROPOSED FOR REDEVELOPMENT IN MPD-2001.  
FILE NO. F17(1)2001(PART III)

The proposal was explained in detail in the Technical Committee meeting and the following was decided:-

- i. The boundaries of Anand Parbat Industrial Area shall be as under:

**Pocket - A.**

NORTH	RAILWAY LINE/PROPERTIES
SOUTH	NEW ROHTAK ROAD
EAST	ROAD GOING TO SHAKTI NAGAR (KALI DASS MARG)
WEST	GALI NO. 3

**Pocket-B**

NORTH	RAILWAY LINE/PROPERTIES
SOUTH	NEW ROHTAK ROAD



EAST	GALI NO. 10 (DAYA BASTI, SHIV MARG/KUAN WALI ROAD)
WEST	JUNCTION OF RAILWAY/PROPERTIES, ROHTAK ROAD.

**Pocket-C**

NORTH	NEW ROHTAK ROAD
SOUTH	RAMJAS SCHOOL BOUNDARY AND DEFENCE BOUNDARY
EAST	GADODIA MARG
WEST	GALI NO. 10, GALI NO. 11 (Part) and Gali no. 13.

**ITEM NO. 20.**

CLARIFICATION REGARDING THE INDUSTRIAL AREA AT SHAHZADABAGH.  
FILE NO. F17(1)2001(PART II)

The proposal was explained in detail in the Technical Committee meeting and the following was decided:-

- i. The boundaries of the shahzadabagh Industrial Area shall be as under:

NORTH	Road no. 40 (Kalidas Marg)
SOUTH	Old Rohtak Road <i>leading to zakhira</i>
EAST	Road connecting Road no. 40 and old Rohtak Road (area of subhadra cly.
WEST	Juinction of 60 m. wide road and Old Rohtak Road.

- ii. The commercial area in the zonal development Plan can also be considered as 'Light Manufacturing' as per provisions of MPD-2001.

**ITEM NO. 21**

MODIFICATIONS IN GUIDELINES APPROVED BY THE ATHORITY VIDE RESOLUTION NO. 54 DT. 13.9.90 - ISSUE OF VERTICAL CLEARANCE.  
FILE NO. F5(9)92-MP

This issue was considered by T.C vide item no. 18/2000 on 15.2.2000. The decision is as under:

*" After detailed discussion, it was decided that the vertical clearance for G.S. on all urban roads of NCTD except on National Highways be maintained as 5 M and for National Highway, it would continued to be maintained as 5.5M."*

The matter was referred to DUAC. DUAC considered the matter in its meeting held on 6.6.2000. The observations of DUAC are reproduced as below:

*" It was decided that before taking a view in the matter the cost differential by raising the height to 5.5 M needs to be ascertained. Accordingly, keeping in view its earlier observations in the matter the case would be reconsidered by the Commission after DDA indicates the cost differential."*

PWD has supplied the above information to DUAC vide letter dt. 20.11.2000. However, the DUAC decision is awaited.

The matter was further discussed in the weekly meeting of L.G. with officers of the DDA at Raj Niwas on 8.3.2001. The decision is reproduced below:

*"LG stated that the technical feasibility of lowering the height of the flyoves from 5 M to 4.5M may be examined by Commr.(Plg). Commr.(plg) stated that Mumbai had constructed a number of flyovers and he would get the information from there in this regard. If the height of the flyoves in Mumbai is 4.5 M then the matter would be placed before the Technical Committee for lowering the height of flyovers to 4.5 M."*

With the above background, the issue was discussed in the Technical Committee. CE(Zone-IV) PWD high-lighted the advantages of lowering the clearance below the flyovers. CE, PWD also informed that he has already referred the matter to Ministry of Surface Transport for giving the concurrence for 4.75M clearance. Commr.(Plg) informed that flyovers in Mumbai are being constructed with 5M clearance.

The Technical Committee after considering the above issues has decided that the matter be referred to Ministry of Surface Transport for obtaining the concurrence on the proposal submitted by the CE, PWD. However, till such time the clearance below the flyovers will be as per the decision of Technical Committee meeting held on 1k5.2.2000.



58-  
DDA  
M. P. Seehai

14/3/2001.

A telephonic message has been received from Group Captain<sup>sl</sup> D Mukandan telephone no. 5667603 Dy. Chief Administrative Officer, FO station Palam regarding his inability for attending scheduled meeting of the Tech. Committee on such a short notice. He has also expressed that in the last meeting he pointed out that some official of the DDA should be deputed to transfer the proposal on the maps available in the office of the Air force so that the necessary decision may be taken by their authority. Submitted for information.

R.K. Jain  
14/3/2001

(R.K.Jain)  
Jt. Dir. (MP)  
14.3.2001

MEMBER SECRETARY.

-57-

DELHI DEVELOPMENT AUTHORITY  
(MASTER PLAN SECTION)

INDEX

S.NO.	ITEM NO.	PARTICULARS
1	11/2001	Shifting of 66 kv tower line passing through the unauthorised colony abutting on Pankha Road File No. 6(34)98-MP
2	12/2001	Proposed Corridor improvement plan for a stretch of Outer Ring Road between ROB 22 at Mathura Road and IIT fly over This includes F.5(3)2000-MP a) Right turning at grade loop near NSIC b) Half fly over on Anand Mai Marg near Kalka Temple (included in phase II list) c) 'U' loop from Lotus temple road d) Right turning grade separator to Nehru Place e) Right turning under pass near Nehru Apartment f) Low height fly over at Malviya Nagar junction g) Fly over at Khelgaon Marg intersection (included in phase II list)
3	13/2001	Proposed Corridor improvement plan for a stretch of Ring Road between Mool Chand (fly over existing) and Dhaura Kuan Inter Section (already planned) This includes a) Fly over at Benito Marez Marg of Ring Road intersection F5(16)2001-MP
4	14/2001	Proposed Corridor improvement plan for a stretch of Ring Road between Azad pur ROB ( existing) to Punjabi Bagh ROB (existing) F.5(3)2001/MP
5	15/2001	Proposed Corridor improvement plan of Ring Road from Vikas Marg Intersection (fly over existing) to Bhairon Marg intersection This includes ROB at Rly station to IP Power Station. F5(2)2001-MP
6	16/2001	Proposed approach road to Dwarka Sub city through Cantt. area. F10(JD)DWK/92/Vol. III F5(13)2000



S/No 1 / Item No. 11 / 2001 / TC  
56

Subject : Shifting of 66KV Tower Line passing through the unauthorised colony abutting on Pankha Road.  
File No.: F.6(34)98-MP.

1. BACKGROUND :

DVB has issued a press advertisement for information of general public regarding shifting of existing H.T.Line of DVB passing over the unauthorised areas on payment for shifting by the residents (refer Annexure 'A').

EE(Plg.V)DVB vide his letter dt.9.6.2000 has forwarded a proposal for shifting of 66KV T/L currently passing over the residential area of Chanakya Place and Raghu Nagar. A group of residents met Commr.(Plg.)requesting for an early action on the matter and also brought with them copy of regularisation plan of this area duly approved by MCD with conditions stated therein.

2. LOCATION :

The above mentioned unauthorised colonies are located on the bank of nallah - running parallel to Pankha Road falling in Zone-G (refer sketch plan at 'B').

3. PROPOSAL :

EE(Plg.V)DVB has sent a proposal of shifting of approved and existing 66KV T/L along with feasibility report and performa from Dabri More to Janakpuri Institutional Area. The present proposal partially runs along the earlier approved alignment existing at site except the part portion under which the unauthorised development has taken place. This part of the proposed route is from C-I Block, Janakpuri to Dabri Road intersection with Pankha Road.

ii) From Institutional Area Janakpuri onwards the existing route is proposed to be retained by the DVB

The plan submitted by DVB is laid on the table.

4. PLANNING OBSERVATIONS :

This is the first request from the DVB which has come to the DDA in response to the above referred advertisement in the daily newspapers for the general public to send

5-  
them request wherever their structures are coming under or within the influence zone of H.T.Line in Delhi. On this request the residents of Chanakya Place and Raghu Nagar(the existing unauthorised structures/colonies developed below H.T.Line)have requested the DVB for shifting the existing H.T.Line from their colony for which they will be paying necessary charges stipulated by the DVB for shifting of the H.T.Line. This is the first request of its kind which has been received by the DDA and is likely to be of repetitive in nature.

The following broad issues needs consideration for policy decision:

- i) The existing H.T.Lines are passing through green areas as per approved regularise plan of these unauthorised colonies. The alternative route proposed by the DVB will now pass through the road R/w Pankha Road. Thus creating an obstruction in development of full road section of an important Master Plan road with a R/W of 45m.
- ii) As per the approved regularisation plan issued from the office of Sr. Town Planner, MCD the existing H.T.Line is passing through the green area. Thus the existing structures in this area are unauthorised. The ownership of this land also required verification.
- iii) This type of frequent changes will establish the wrong trend and encourage unauthorised development in Delhi below the H.T. lines.
- iv) From the approved regularisation plan it seems that only a few houses are affected under the H.T.Line.
- v) The DVB has proposed the shifting on account of the safety reasons for the houses coming under the H.T.Line.
- vi) The matter pertaining to consideration of regularisation of unauthorised colonies is sub-judious for which a decision is pending in the court of law.

#### 5. RECOMMENDATIONS :

The matter is put up before the T.C. for consideration of arriving at a policy decision in this regard:

- i) Whether such type of requests of shifting of H.T.Line be processed in DDA when the matter of regularisation of unauthorised colonies is sub-judice.



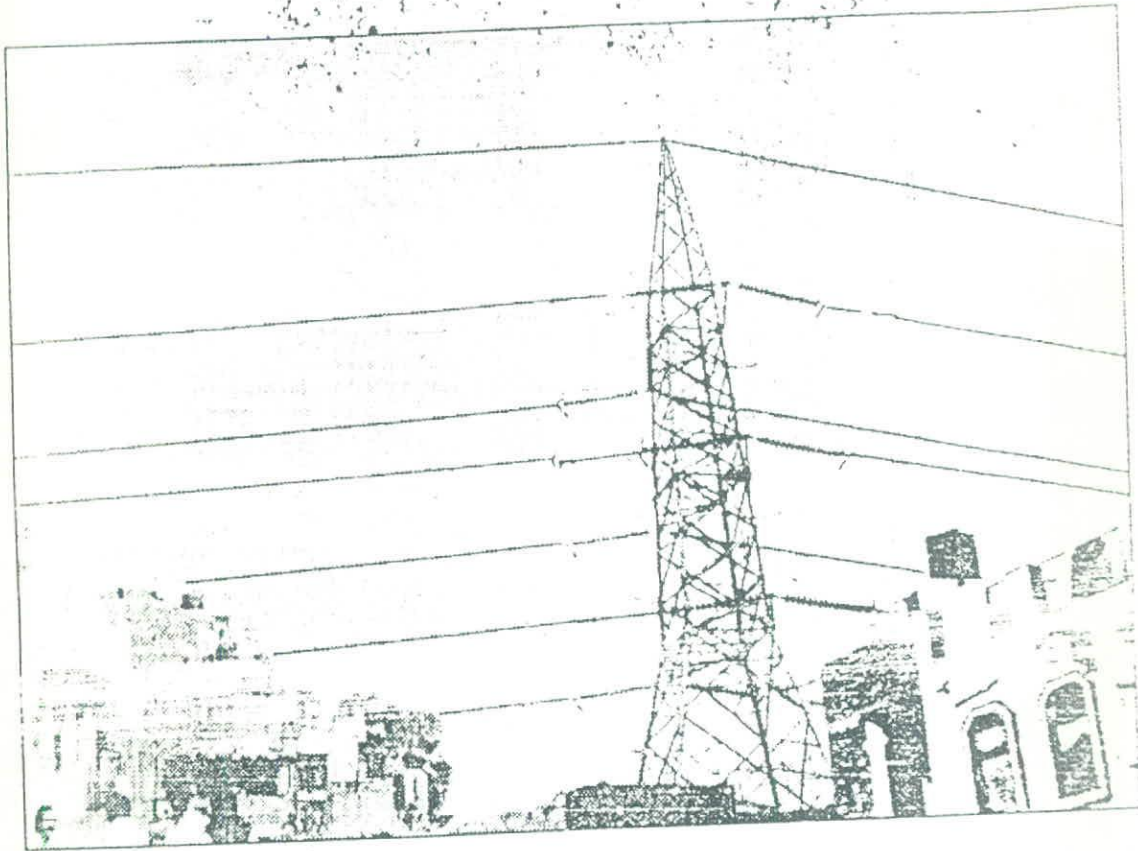
3 - 54 -

ii) Once the H.T.Line is shifted from the existing alignment what will be the status of unauthorised structure which are not even covered as per the approved regularisation plan of these colonies.

  
R .M. LAL  
JT. DIRECOTR(TT)

  
19/2/2001  
PRAKASH NARAYAN  
O.S.D.(DC&TT)

# आपके प्रियजनों के लिए सपनों का घर या कब्र?



उच्च वोल्ट वाली तारों के पास निर्माण करना न केवल अवैध है अपितु संकट के लिए खुला आमन्त्रण है। दिल्ली विद्युत बोर्ड अपनी लाइनों का निर्माण सुरक्षा मानकों के अनुसार करता है, इसलिए हमारी लाइनों के पास अवैध निर्माण करके उनका उल्लंघन न करें।

हमारी गलती न होते हुए भी हम आपकी सहायता करना चाहते हैं। यदि आप और आपके पड़ोसी हमारी वैध रूप से निर्मित लाइनों को दूसरे स्थान पर ले जाने की लागत का भुगतान करने के इच्छुक हैं और यदि तकनीकी रूप से ऐसा करना हमारे लिए सम्भव है तो हम पूरा अधिक भुगतान करने पर ऐसा कर सकते हैं।

आपकी केबल सादे कागज पर बना, पत्र-स्थान परमाणु के न का विवरण देते हुए तथा यदि कोई दिक्कत हो तो उसकी प्रति लगाकर एल. टी. लाइनों के लिए अपने तत्कालिक इंजीनियर और 11 के वी से 220 के वी लाइनों के लिए मूल इंजीनियर (आर. ए. ए.)/अधीक्षक इंजीनियर (वाणिज्य) से सम्पर्क करना होगा।

कम से कम दूरी स्थान इस प्रकार होना चाहिए -

क्र.सं.	लाइन का स्तर	दूरी (मी.)	दूरी (फीट)
1.	651 वोल्ट तक	12 मी.	25 फीट
2.	50 वोल्ट से ऊपर और 11 के वी तक	12 मी.	25 फीट
3.	11 के वी से ऊपर और 33 के वी तक	2 मी.	5 फीट
4.	33 के वी से ऊपर और 66 के वी तक	2.3 मी.	5 फीट
5.	66 के वी से ऊपर और 220 के वी तक	3.3 मी.	7 फीट



दिल्ली विद्युत बोर्ड



52

ANN. B



KEY PLAN

SCALE 1:21000

- 6 -  
SI. 2 / ITEM No. 11 / P.W.D. / I.C.

**SUB.: CORRIDOR IMPROVEMENT PLAN OF OUTER RING ROAD FROM  
MATHURA ROAD TO AURBINDO MARG I.I.T. FLYOVER.**

NO.: F.5(3)2000 / MP

**A. BACKGROUND / INTRODUCTION:**

As part of the Corridor Improvement proposal P.W.D. has submitted the plan of the stretch of Outer Ring Road between Modi Mill Intersection to I.I.T. Flyover.

The Outer Ring Road intersections comprises of the following intersections :

**SECTION - I : ROB 22-- NEHRU PLACE INTERSECTION**

- a. Junction improvement scheme at Modi Mill Junction.
- b. Proposed grade separator at Kalka Temple 'T' Junction.
- c. Proposed grade separator from Nehru Place and Right Turning grade separator to Nehru Place.

**SECTION - II : NEHRU PLACE INTERSECTION TO CHIRAG DELHI INTERSECTION.**

- a. Proposed underpass at Kalkaji Main Road Junction.

**SECTION - III: CHIRAG DELHI FLYOVER TO I.I.T. FLYOVER.**

- a. Proposed grade separator at Malviya Nagar Junction.
- b. Proposed grade separator at Khel Gaon Marg Junction.

**Broad aspects of proposal :**

The Improvement Scheme proposed by the P.W.D. intersection wise are given under :

**1. MODI MILL INTERSECTION :**

It contains:

- a. Geomatic improvement of Capt. Gaur Marg, keeping provisions for only left in left out movements.
- b. Modified traffic circulations at Capt. Gaur Marg around the Vegetable Mandi and along the railway line.



3-7-

c. At grade balloon shaped loop of the right turning traffic between Modi Mill and Garhi.

d. Y' shaped pedestrian sub-way across Ring Road.

As per the above proposal traffic movements of the following directions will be closed :

- i. Right turn from Modi Mill Flyover towards Lajpat Nagar.
- ii. Right turn from Modi Mill towards Lajpat Nagar.
- iii. 'U' turn from Modi Mill towards Jamia side.
- iv. Straight going traffic from Nehru Place and headed for Modi Mill along with slip lane below the Modi Mill Fly-over.

2. **KALKA TEMPLE INTERSECTION :**

Proposal:

- a. Straight half flyover having restricted three lanes from Modi Mill to Nehru Place directional traffic.
- b. 'y'-shaped sub-way across the Outer Ring Road.
- c. At grade improvement at the intersection.

3. **BHAIRON 'Y' INTERSECTION :**

Proposal:

- a. Elevated right- turning grade separator entry to Nehru Place.
- b. Grade Separator loop from the road towards Lotus Temple for both 'U' turn and right turn movement.
- c. Shifting of carriageway towards Nehru Place side in front of the Bhairon Temple.
- d. Upgradation of road network behind Nehru Place Bus Terminal for change - one way circulation plan.
- e. Idle parking lot for chartered bus in front of IFCI Tower.

The exit from the bus terminal taking 'U' turn towards Chirag Delhi side and an entry from Kalka Temple side taking right turn across the Outer Ring Road side have been closed . The loop and right turning grade separators are proposed to serve the movements.

Chartered bus parking are proposed in the multi level parking lot near the IFCI Tower inside Nehru Place . Therefore, these buses also will use the grade separator and the loop (present estimate of chartered buses parked at a time on Outer Ring Road and surrounding areas are 60, assumed to grow 1.5 times by the design Year, 2019).

8-48

#### 4. NEHRU PLACE BUS TERMINAL INTERSECTION:

It contains:

- a. Right turning grade separator (already described in previous paragraph).
- b. Loop grade separator ( - do - ).
- c. At grade improvement for *left in - left out* traffic movement.
- d. 'L' shaped pedestrian Plaza across Outer Ring Road and Nehru Place exit road.

Median along the Outer Ring Road has been closed with a proposal that the proposed right turning and loop grade separator as well as the 'U' turn below the Nehru Place Flyover Intersection will take care of the directional traffic to Nehru Place. Road in front of Fire Station is widened which will also contain the right turning flyover. Entry to Fire Station will be through this road at surface along the right turning flyover. The traffic from Savitri to Sham Sunder Marg ( right-turnning) , Savitri to Savitri ('U' Turning), Nehru Place to Sham Sunder Marg (towards Kalkaji) and Nehru Place to Savitri will follow the grade separator loop across the road to Lotus Temple. At Sham Sunder Marg left in and left out are allowed.

#### 5. CIRCULATION PATTERN AT NEHRU PLACE :

Nehru Place District Centre is the major trip attraction point on the Corridor. The entry / exit to Nehru Place Complex from Outer Ring Road has been segregated by providing entry through the road situated east of the DTC bus terminal and exit through the road situated west of it. The traffic entering via. Right-turning flyover as well as left-turning road underneath this flyover shall ply in a proposed *anti clockwise direction*. This will provide :-

- i. Access to Fire Station and MTNL Office.
- ii. Access to Multi Level Parking at DTC Terminal (under consideration).
- iii. Access to Multi Level Parking in front of IFCI Tower.
- iv. At - grade parking area along the Eastern edge of Nehru Place.

Access to the *parking area* on the Southern edge of Nehru Place has been provided close to the Bus Terminal. This is proposed to attain a minimum weaving length of 200 mtr. from toe of the Eastern arm of Nehru Place grade separator (under construction). The traffic here is proposed to move in anti clockwise direction through the parking area and have an exit to the Outer Ring Road through the road located East of Paras Cinema Hall.

Access to Multi Level Parking near IFCI Tower from the Lala Lajpat Rai Road shall be along Northern edge road of Nehru Place. *Entry* of the vehicle from this road as well as for vehicle from Fire Station side shall be from the one merging area near the IFCI Tower. Vehicles shall have *exit* point at both ends i.e., through the road along northern edge of Nehru Place as well as through the road passing west of DTC Terminal (considered for multi level parking).



48- 9 -

6. **MULTI LEVEL PARKING AT DTC TERMINAL :**

To integrate the over all circulation pattern, following modifications have been submitted :

- a. The existing site side of the DTC Terminal is to be shifted by 3 mtrs. to the West.
- b. Building setbacks are to be relaxed from 9 mtr. to 8 mtr. on the Eastern and Western side of the plot.
- c. The design of the building needs to be modified to provide car entry to overhead car parking from the North-Western end instead of South - Eastern end (the present proposal).

Modifications to the site circulation pattern are as follows:

SITE FEATURES	PRESENT LOCATION	PROPOSED LOCATION
Bus Entry	West	North - East
Bus Exit	East	North - West
Car Entry	South - West	East
Car Exit	East	West
At grade Car park	West	South - East

Between the improvement section of NH-2 - Nehru Place Intersection and improvement scheme of Nehru Place Intersection - Chirag Delhi Flyover, the flyover at the intersection of Outer Ring Road and Lala Lajpat Rai Marg is under construction.

7. **NEHRU APPARTMENT(KALKAJI MAIN ROAD JUNCTION) :**

Following are proposed:

- a. Under pass for right turn traffic from C.R.Park to Nehru Place Intersection.
- b. At grade geometric improvement for left in-left out traffic movement.

To implement the scheme of underpass, the Outer Ring Road here has been proposed to be raised by 1 mtr. at the intersections.

8. **G.K. - I INTERSECTION :**

Following are proposed:

- a. Median on Outer Ring Road is closed.
- b. At grade geometric improvement for left in - left out traffic.
- c. A pedestrian Sub-way across the Outer Ring Road 50 mtr. west of intersection.

- 10 - 47

9. **CHITRANJAN PARK INTERSECTION :**

Following are proposed:

- a. Median closer preventing right turning movement.
- b. At grade geometric improvement for left in-left out traffic.

10. **SOAMI NAGAR(NOTH) JUNCTION :**

Following are proposed:

- a. Median closer preventing right turning movement.
- b. At grade geometric movement for left in-left out traffic.

11. **MALVIYA NAGAR INTERSECTION :**

Following are the proposals:

- a. Half- flyover with 3.5 mtr. vertical clearance to allow smaller vehicles under only.
- b. Pedestarian sub-way at half way between Malviya Nagar Junction and Khel Gaon Marg Intersection.

Both 'U' turn from Soami Nagar side and IIT side along with the right turning from IIT side and Malviya Nagar side will be allowed. Buses shall not ply under this flyover, as a result buses will have to take right turn at Khel Gaon Intersection. The traffic from Panchsheel Park intending to go towards IIT side and Malviya Nagar side is proposed to follow service lane towards IIT side upto certain distance and take 'U' turn from cut in the footpath towards Malviya Nagar flyover. Further this traffic will take 'U' turn and right turn under Malviya Nagar flyover.

12. **KHEL GAON MARG & SARVAPRIYA VIHAR INTERSECTIONS :**

Proposals are:

- a. Shifting of Malviya Nagar road alignment and Khel Gaon Marg to make a four-arm intersections from the present staggered junction.
- b. Provisions of flyover along Outer Ring Road. Clear height given is of 5.5 mtr. at intersection with a proposal that it would reduce the existing level of Outer Ring Road at the junction by 1 mtr.
- c. At grade geometric improvement for left in-left out traffic movement.
- d. A pedestrian sub-way across the Outer Ring Road at 100 mtr. west of intersections.

'U' turns below the flyover will serve the traffic from Mayfair Garden towards IIT - Sarvapriya Vihar side and from IIT to Sarvapriya Vihar side.



46

11

**B. EXAMINATION / OBSERVATIONS :**

**B.1 AUTHORITY'S GUIDELINES :**

- i. The flyovers have been proposed along Outer Ring Road as per the guidelines.
- ii. No third level has been envisaged at any of the Intersections.
- iii. ROW of the Outer Ring Road is 45.0 mtr. The Corridor Improvement consists of several intersections with proposals of flyovers, half flyover and combination of flyover plus loop and underpass etc.
- iv. As per the guidelines the grade separator should have carriageway of 11 mtr each in either directions which has been further modified and recommended in the Technical Committee meeting held on 24th October, 1998, with a maximum of 9 mtr. Carriageway on either side of the median. Drawings providing 6 mtr. Carriageway on flyovers and 7.5 mtr. right turning/'U' turning loops have been submitted by the Consultant.
- v. Footpath on both the sides, as per the guidelines, should be minimum of 2 mtr. The proposed footpath varies from 2 to 2.5 mtr. width. A 1.5 mtr wide footpath is also proposed along Malviya Nagar Flyover.
- vi. As per the guidelines, clear height shall be 5.5. mtr. above road surface. The clear height at Khel Gaon Marg Intersection is proposed to be 5.5. mtr. by way of reducing the existing level of Outer Ring Road by 1 Mtr. at Junction. Half Flyover height at Malviya Nagar is 3.5 mtr. To implement underpass at Nandini Apartment 'T' Junction, the Outer Ring Road is required to be raised by 1 mtr. However, the clear height is not mentioned. Rest of the flyovers are as per the guidelines.
- vii. Reservation for H.T.Lines on road / intersections is not shown.
- viii. Longitudinal section of flyovers have been given by the Consultant as per the guidelines.
- ix. The movement of cycle has not been shown in this corridor improvement proposal.
- x. As per the guidelines, circulation of the surrounding areas shall be properly integrated. However, the Corridor Improvement Scheme mostly provides a smooth flow proposals along the Outer Ring Road only. The movement through the surrounding areas and cross roads integrating with the Corridor Improvement Scheme are not given.
- xi. The landscape plan shall be supplied by the Consultant after the approval of Technical Committee.

**B.2 GENERAL OBSERVATIONS:**

- 1 (a) The Master Plan for Delhi envisages Ring Road and Outer Ring Road as major urban spines collecting traffic from the adjoining urban developments. As such the radials merging out to the Ring Road and the Outer Ring Road are working

- 12 - 45 -

as major collector of traffic movement distributing the traffic through Ring Road and Outer Ring Road.

The frequent developments of grade separators either at the intersections of Ring Road or at the intersections of Outer Ring Road creates a specific flow / smooth flow of traffic in a particular directions thereby causing a great impact and hardship on the movement of traffic through these radials. In this light an impact assessment become essential for the evaluation of the proposed modified traffic circulation system instead of evaluating either the Ring Road or the Outer Ring Road in isolation.

(b) In addition the corridor improvement proposal at intersection having a number of flat / valley portions between the flyovers, experience a roller coaster movement.

(c) Since importance / priority is given to the flyovers, the traffic space on surface are not sufficient. At times, surface level roads are 7 to 5.5 mtrs. only. However, it is envisaged that surface level traffic generated from / destined to both side localities of the road will have substantial volume having a composition of car, scooter, taxis, auto-rickshaw and even bus.

As per proposal of corridor improvement, number of gaps in verge have been decreased considerably or closed at many places. All these factors may lead to number of 'U' turns below flyovers and congestion on surface level roads. No impact assessment on additional distance travelled, additional traffic generated due to 'U' turns have been done. **It is, therefore, suggested to provide same priority to the road at surface level as well, since** corridor improvement should comprise of comprehensive improvement of all the entry / exit from the main corridor to several access roads of the adjoining colonies.

2.(a) MPD-2001 recommends a modal split of 65.97% in favour of mass transport (e.g. bus, tram, light rail etc.). It is not clear from the plans as to what facilities are provided for the mass transport. Generally, bus - a mass transport, need to ply on the surface level roads having bus stops etc. along it. As however, evident from the plans that bus stops, passengers facilities etc. are not provided at grades but on surface mostly.

Bus stops for the buses using flyovers eventually shifts atleast 200 to 400 mtrs. from the approach roads of the abutting colonies or major users along the corridor. Even, this may not be feasible at places due to the existing uses / developments.

**It is, therefore, suggested that the corridor improvement plans should consider the MPD-2001 recommendations towards provisions of mass transport facilities in it.**

(b) Straight uninterrupted movement along corridors at grade shall invite bypass traffic also, which is not desirable. It is opined that this corridor improvement can mostly be achieved by including traffic management plan of the localities or development abutting main corridor.

(c) Regarding facilities for *cyclists* - the Master Plan has given importance for the movement of cycle traffic and has recommended development of express cycle track.



44  
13-

along selected routes. These cycle movements and its corridors require exclusive treatment while detailing the movement at intersections and along the flyovers wherever feasible as a comprehensive corridor improvement plan.

### **B.3 OTHER OBSERVATIONS :**

Need /Objective of the Corridor proposal has been requested to clarify. The objectives, as informed to DDA, is to make this stretch of Outer Ring Road a signal free one to cope up with the several bottlenecks and conflicts along the stretch. However, it has not been substantiated as to why this particular stretch / corridor has been taken up, whereas several other corridors / intersections of Outer Ring Road need improvement too.

It appears the proposal considers only the Outer Ring Road and not the catchment area on both sides of it. This required a complete and comprehensive study including the surrounding areas considering the land use on both sides of this corridor upto at-least 1 K.M. depth. A traffic management plan needs also to be prepared.

A number of proposals along the proposed corridor are under execution /executed. All of these alongwith the proposed grade separators need to be considered in an integrated manner.

The weaving distances near the landing / flyovers and the service road, entry /exit of the existing scheme and particularly of the Nehru Place need to be re-checked so as to avoid traffic conflicts.

### **B.4 SPECIFIC OBSERVATIONS ON OUTER RING ROAD CORRIDOR :**

1) Intersections over Ma Anand Mayee Marg - here PWD has proposed for half flyover with signalised traffic management system below. It has been observed during the presentation that at this intersection the system may work with considerable improvement. However, certain modifications require to be undertaken such as :

i) The carriage way divider / channeliser towards Kalkaji Temple side is felt to be extended further up to the length of the fly-over so as to avoid sharp conflict between merging and diverging traffic.

ii) Provisions for 'U' Turn for the traffic from Nehru Place intend to take right urn towards Savitri Cinema below this fly-over has also to be considered instead of the half clover leaf proposed between the Fire Brigade Office and Ma Ananda Mayee Marg flyover.

- 10 - MB -

2) The intersection over Khel Gaon Marg - Outer RR has also been considered with fly-over which is also observed being working with considerable improvement. However, 'U' turn below the bridge to have inter-connection between the localities situated on opposite sides of the Outer Ring Road have also to be provided instead of any provisions of grade separator / s in the mid sections at roads intersections leading to colonies.

The above two fly-overs, on principle, therefore, may be proceeded with subject to examination of above observations, engineering details etc. / clearance / verification of feasibility to be provided by PWD and the concerned Departments.

3) The improvement proposal at Modi Flour Mill intersection with Capt. Guard Marg Requires to be modified / re-examined keeping in view the observations provided in "General Observations". Possibility of treatment here similar to that of Ma Ananda Mayee Marg intersection may be evaluated, being a simpler one, as observed.

4) (a) The circulation pattern of Nehru Place Distt. Centre , Multi Level Parking and entry / exit to the fire station requires to be re-examined.

(b) Near Prachin Bhairon Temple Southern carriage way is reduced substantially. Traffic coming from Kalkaji Temple side shall create congestion at this point. The carriage way at the point is 11 mtr. only, whereas the same are 20 mtr. and 16.50 mtr. on Kalkaji Temple end and IIT end, respectively. Being a critical junction / position this require improvement- modification. Hence, the *stretch between the Anand Mayee Marg and Lala Lajpat Rai Marg intersections* is required to be studied in conjunction with the approval of earlier schemes of the Flyover at Lala Lajpat Rai Marg and Outer Ring Road intersections ( u / c). The views of other concerned agencies like DTC, FIRE BRIGADE, with regard to Nehru Place Scheme etc. are required to be taken into account.

5) Regarding the stretch between the Lala Lajpat Rai Marg and Savitri Cinema Crossing some intermediate 'T' intersections are coming. The proposal of a grade separator at Kalkaji Road only may not be required for, since the other T- intersections may have traffic problems of same level which are yet to be addressed upon. However, the traffic movement has to be solved through traffic management system within the residential lay-out so that most of the *right turning* traffic get converted to *left turning* movement. The balance *right turning* traffic can easily take advantage of 'U' turn below the flyovers at both ends.

6) Similar view points have emerged with regard to the grade separators provided on the connector roads between the fly-over at Panchsheel Enclave and Khel Gaon Marg at Malviya Nagar intersection.

Proper weaving length for the buses using the flyovers and stopping at the bus stop at surface may be taken care of.



22-  
15-

**C. OBSERVATIONS ARE ALREADY INTIMATED TO PWD, SALIENT POINTS OF WHICH ARE:**

1. The schemes contained in the Corridor Improvement Plan of Outer Ring Road viz. in respect of Maq Anand Mai Road Intersection and Khel Gaon Marg Intersection with flyover proposal has been observed could be proposed for consideration incorporating certain modifications already intimated to PWD and Consultants. However, modified plan incorporating the modifications are yet to be submitted by the PWD / Consultant, accordingly.
2. It was also agreed that an alternate proposal considering the Modi Flour Mill Intersection and Capt. Gaur Marg Intersection in the form of half flyover in continuation of ROB-22 also be examined and the modified drawing will be submitted to DDA. The modified drawing is yet to be received.
3. PWD vide letter dated 23rd February, 2001, has informed that a total revised traffic circulation in the Nehru Place District Centre has been forwarded for comments to Dy. Chief Fire Officer, D.C.P.(Traffic) and Senior Manager(Civil), DTC. However, no copy of the revised plan of Nehru Place District Centre has been received by the DDA so far.

**RECOMMENDATION :**

The Corridor improvement proposal of Outer Ring Road from Modi Mill (ROB 22) to IIT Flyover described in paras-B & C is put up for consideration of the Technical Committee.

W.D.G.

(T. Mondal)  
J.D. (TT) II

Signature  
13/3

- 16 -      S.I. No. 3 / ITEM No 13 / Dec 11 / TC

**AGENDA FOR THE TECHNICAL COMMITTEE**

**SUB.: CORRIDOR IMPROVEMENT PLAN OF A STRETCH OF RING ROAD BETWEEN MOOL CHAND AND DHAULA KUAN INTERSECTION.**

No. F5(16)2000 /MP

The Superintending Engineer (P&A)-I, PWD, vide his letter dated 30th October, 2000, forwarded the proposal of Corridor Improvement Plan of a stretch of Ring Road between Mool Chand and Dhaula Kuan Intersection. The recommended design year is 2022. The objective of the project is the development of long term improvement plan for Ring Road to make it an urban express way. Subsequently a meeting was organised under the Chairmanship of Commissioner (Planning), DDA, and the observation made by the officers present were forwarded to P.W.D. for modifying the proposal accordingly.

**INTRODUCTION :**

Ring Road was recognised as the most important intra urban arterial for Delhi in Master Plan for Delhi - 1962. Subsequently in Master Plan for Delhi - 2001 the entire stretch of Ring Road was recognised as a high speed high capacity arterial with partial or complete control of access. With this objective provision of flyovers / grade separators at important intersections along the Ring Road has been envisaged. This important proposal falls in southern part of Ring Road between Mool Chand intersection to Dhaula Kuan intersection.

**2      PROPOSAL :**

Simple growth rate of 1.67% to 2.3% per annum has been extracted from the available time series data and following the same philosophy as had been adopted for estimating design - year peak-hour traffic at other intersections, the design year traffic for the intersection under study.

As already stated that the Ring Road is supposed to serve as an access control arterial at the city level. Apart from the grade separator being thought of major intersection along Ring Road, the intervening stretches between the intersections are to be developed to an eight-lane carriageway cross section with service road on either side. The recessed bus bays on either side of Ring Road and pedestrian subways at selected locations would be necessary to improve the safety, efficiency and economy of traffic operation along the study stretch of Ring Road.



40 - 17

This stretch of Ring Road under study contains the following sub-sections:

- a) MOOL CHAND - SOUTH EXTENSION.
- b) SOUTH EXTENSION - SAFDARJUNG HOSPITAL.
- c) SAFDARJUNG HOSPITAL - VIVEKANAND MARG.
- d) VIVEKANAND MARG - NANAK PURA.
- e) NANAK PURA - DHAULA KUAN.

a). MOOL CHAND - SOUTH EXTENSION :

The fly-over along Ring Road at Andrews Ganj intersection, the bus bays on either side of Ring Road in front of NDSE Market, pedestrian subway and a grade separated 'U' turn facility for vehicles are already approved and under implementation.

b). SOUTH EXTENSION - SAFDARJUNG HOSPITAL :

The grade separated with cloverleaf proposal at the AIIMS four arm intersection has been proposed. This proposal was earlier considered by Technical Committee (dated 28.9.99) separately, decision of which has also been intimated to P.W.D. for compliance, which are still awaited.

c). SAFDARJUNG HOSPITAL - VIVEKANAND MARG :

The intersection of Ring Road with 'B' Avenue has been proposed with a signalised intersection to operate to cater to the turning movements including straight movement along the Ring Road 'B' Avenue.

The proposed improvement for Africa Avenue intersection warranted closer of median at 'I' Avenue and Vivekanand Marg intersection. In addition to this, the road near Mohammed Pur (South of Bhikaji Cama Place) and the internal roads of Sarojini Nagar to take care of the traffic thus reoriented on closer of the above said median. A flyover along Ring Road at Africa Avenue is under construction.

d). VIVEKANAND MARG - NANAK PURA :

The flyover at Moti Bagh intersection along Ring Road is under construction. This is a six-lane flyover with surface level signalised intersection to cater all movements. Median at Nanak Pura intersection is proposed to be closed for reorientation of traffic circulation pattern in that area. It is also proposed that

- 18 -

38

the link road connecting the Nanak Pura Road and Benito Juarez Marg (B.J.Marg) would take care of the traffic diverted on this account. Traffic from Nanak Pura Road is required to be diverted to St. Martin Road intersection as 'U'turn.

**e) NANAK PURA – DHAULA KUAN.**

The segment between Moti Bagh & Dhaula Kuan intersection contains two staggered roads namely St. Martin road and Banito Juarez Ref. Approx. 100 M apart intersect with Ring Road. The interchange proposal at Dhaula Kuan intersection is at final stage. The report indicates that hardly any scope is left for provision of grade separator along ring road at Banito Juarez intersection. Keeping this in view four alternatives have been worked out by the PWD/Consultant. Preferred alternative according to PWD is **alternative IV**. The salient features of the scheme are as follows:

- i. A 5.5 M wide Grade Separated ramp for the traffic turning right from ring road to Banito Juarez Marg & Dhaula Kuan has been provided.
- ii. Median at both the intersections are closed.
- iii. A split rotary at surface level towards western arm of Ring Road (between Banito Juarez Marg Dhaula Kuan) has been provided to cater to the traffic diverted on account of closure of median.
- iv. Straight traffic along ring road use existing carriage way.
- v. The right turning traffic from St. martin road and destine to Benito Juarez marg will have to use the loop road existing in North-Western quadrant to come to the ring road and than use the ramp.
- vi. A three-legged pedestrian plaza at St. Martin intersection has also been provided for crossing the road.
- vii. During the project appraisal/discussion at later date (21.12.2000) PWD, presented **Alternative V**, which they would prefer to be most recommended proposal. The salient feature of this alternative are as under:
  - i. A 7.5 m wide grade separator ramp for the traffic turning right from Banito Juarej Marg to Ring Road.



- 15
- ii. The left-in & left-out traffic to & from St. Martin road respectively will pass below this grade separator.
  - iii. A split rotary at surface level provided towards Moti Bagh side is to cater to right turning traffic of Dhaula Kuan side and that of St. Martin Road, destined to Benito Juarez Marg & Dhaula Kuan.

### 3 EXAMINATION / OBSERVATION:

#### A. GENERAL OBSERVATIONS:

1.(a) The Master Plan for Delhi envisages Ring Road and Outer Ring Road as major urban spines collecting traffic from the adjoining urban developments. As such the radials merging out to the Ring Road and the Outer Ring Road are working as major collector of traffic movement distributing the traffic through Ring Road and Outer Ring Road.

The frequent developments of grade separators either at the intersections of Ring Road or at the intersections of Outer Ring Road creates a specific flow / smooth flow of traffic in a particular directions thereby causing a great impact and hardship on the movement of traffic through these radials. In this light an impact assessment become essential for the evaluation of the proposed modified traffic circulation system instead of evaluating either the Ring Road or the Outer Ring Road in isolation.

(b) In addition the corridor improvement proposal at intersection having a number of flat / valley portions between the flyovers, experience a roller coaster movement.

(c). It is envisaged that surface level traffic generated from / destined to both side localities of the road will have substantial volume having a composition of car, scooter, taxis, auto-rickshaw and even bus.

**It is, therefore, suggested to provide same priority to the road at surface level as well,** since corridor movement should comprise of comprehensive improvement of all the entry / exit from the main corridor to several access roads of the adjoining colonies.

2.(a) MPD-2001 recommends a modal split of 65.97% in favour of mass transport (e.g. bus, tram, light rail etc.). It is not clear from the plans as to what facilities are provided for the mass transport. Generally, bus - a mass transport, need to ply on the surface level roads having bus stops etc. along it. As however, evident from the plans that bus stops, passengers facilities etc. are not provided at grades but on surface mostly.

- 20 -

37.

Impact Assessment integrating Ring Rail with the Corridor Improvement is also required to be examined.

**It is, therefore, suggested that the corridor improvement plans should consider the MPD-2001 recommendations towards provisions of mass transport facilities in it.**

2(b) Straight uninterrupted movement along corridors at grade shall invite by pass traffic also, which is not desirable. It is opined that this corridor improvement can mostly be achieved by including traffic management plan of the localities or development abutting main corridor.

2(c) Regarding facilities for *cyclists* - the Master Plan has given importance for the movement of cycle traffic and has recommended development of express cycle track along selected routes. These cycle movements and its corridors require exclusive treatment while detailing the movement at intersections and along the flyovers wherever feasible as a comprehensive corridor improvement plan.

The intersection improvement proposal falling in the segment of corridor improvement plan from Mool Chand to Dhaula Kuan intersections have already been considered intersection-wise and some of which are under execution. The grade separators under various stages of implementation/consideration are as under:

- i. Andrews Ganj Flyover( At Khel Gaon Marg & Ring Road intersection)
- ii. 'U' turning loop at south extension(as part of Andrews Ganj Flyover)
- iii. AIIMS Intersection Flyover.
- iv. Africa Avenue Intersection Flyover.
- v. Moti Bagh Intersection Flyover.

The other intersections have been treated with traffic management scheme which are as under:

- i. South Extension - by way of closer of medians.
- ii. 'B' Avenue - by providing signalised intersection control.
- iii. I. Avenue - by allowing left in-left out movement.
- iv. Vivekanand Marg - do
- v. Nanak Pura - by way of closer of medians and in addition providing right turning flyover on Benito Juarez Marg

Apart from the new proposals at Benito Juarez Marg and St. Martin Road intersection, other intersections falling in the corridor improvement proposals are already approved and implementation are in process. The observations, however, intersection wise in this segment is given as under:



36  
21-  
i) **MOOL CHAND FLYOVER :**

A 1:2500 scale plan as part of circulation plan has been submitted although the same has not been included in the submitted report with detailed drawing. However, when the matter was discussed with PWD on 21.12.2000 it has been observed that the Mool Chand Flyover proposal is required to be re-examined in conjunction with the proposal under consideration near the Central School. The scheme can be considered after the proposal near Central School is finalised.

ii) **ANDREWS GANJ FLYOVER (Khel Gaon Marg & Ring Road intersection) :**

The flyover combining with grade separated 'U' turn facility, pedestrian subway etc. are under execution, as per the approved scheme.

iii) **AIIMS INTERSECTION :**

The proposal of grade separator at AIIMS Intersection was earlier considered in Technical Committee. One of the observations is that 'there is a proposal of MRTS route along Aurobindo Marg in Second Phase. As per the decision, PWD has to obtain new No Objection from DMRC at the first instance.'

The entry and exit to Safdarjung Hospital and AIIMS, INA Market are to be clearly defined. It appears that the traffic has to take 'U' turn for exit which are destined to these important buildings. Access to and fro AIIMS and Safdarjung Hospital are observed to be very important concern keeping in view the patients' need.

iv) **VIVEKANAND MARG INTERSECTION :**

At this intersection a left in and left out system has been proposed. This may cause increase in traffic in the internal R.K.Puram roads as well as on the Africa Avenue due to right turning traffic. This may lead to improvement of intersections on the internal roads of R.K.Puram. This aspect requires due consideration on impact assessment.

v) **MOTI BAGH INTERSECTION :**

The Moti Bagh Flyover is under implementation.

vi) **INTERSECTION AT BANITO JUAREZ MARG & ST. MARTIN ROAD :**

These intersections were also the part of the traffic management scheme of Moti Bagh Flyover which already stands approved and under implementation. Now,

22/ 35-  
a new proposal of grade separator indicating several alternatives and preferred proposal as explained in para 2(e) have been submitted.

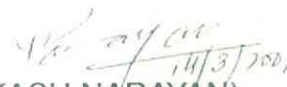
Although the proposal of Alternative - IV & V have been shown considerable improvement in the traffic movement, it is not clear from the report on the proposals as to what are the changes of situation in traffic condition on the segment between Moti Bagh and Dhaula Kuan intersection since Moti Bagh Flyover was approved, has lead to introduction of grade separator at the intersection of Benito Juarez Marg.

This proposal may, therefore, be re-examine with the proposal of Moti Bagh intersection where traffic management scheme has been followed to improve these intersections.

#### 4. RECOMMENDATION :

The proposal contained in paras 2 and 3 is put up for consideration of the Technical Committee.

  
( T.K. MONDAL )  
JT.DIR.(TT)-II

  
(PRAKASH NARAYAN)  
O.S.D.(DC & TT)



su - 22 d -



- Traffic volume survey locations
- == Speed and Delay survey stretch

KEY PLAN

- 23 -      33

DRAFT

## AGANDA FOR TECHNICAL COMMITTEE

SUB: Corridor improvement plan for a stretch of Ring Road between Punjabi Bagh ROB & Azadpur ROB – FLY OVER PROPOSED AT ROAD NO 37 INTERSECTION. FSC(9)99-MP

FSC(3)2001MP.

### 1. BACKGROUND:

The above proposal has been received from SE, PWD vide letter no. 23(608)/PWDC/-II/B-I/141 dt. 29.1.2001. The proposal is prepared by M/s CRAPHTS Consultants (pvt.) Ltd. on behalf of PWD, GNCTD. The consultant has indicated corridor improvement by way of traffic regulations along the Ring Road and has submitted details for intersection improvement of Ring Road and Road no. 37 intersection.

The consultant presented the preliminary proposal before the EM, DDA on 1.11.99 wherein team of Engg. Wing and planning wing were present. The preliminary objections were conveyed to the PWD for compliance. Second time the modified proposal was prepared by the consultant and was presented in a meeting on 5.4.2000 under the chairmanship of Comm.(plg) wherein Engineering and Planning team were present. The minutes of the meeting are enclosed at Annexure 'A'.

Based on the recommendations of the earlier two meetings mentioned above the consultant has brought the final proposal along with the feasibility report for consideration of the T.C.

### 2.1 LOCATION:

The proposal under consideration is traffic improvement plan of Ring Road from Azadpur intersection to Britania Chowk (intersection with road-no-37, -Raja-Nahar-Singh Marg near Prem Bari Bridge). The Punjabi Bagh fly over is already approved and is under implementation. The intersection of Road No. 41 with Ring Road is located 600M in the north of the Road no. 37. The MRTS track is proposed to cross Road no. 37 and Ring Road in a skewed manner and a MRTS station is proposed nearby in Master Plan green on the west of Ring Road near the intersection. The Western Yamuna Canal crosses Ring Road near Prem Bari Bridge and the level of Ring Road is raised for the culvert of Western Yamuna Canal.

### 2.2 EXISTING TRAFFIC CONDITIONS:

As per the feasibility report, the consultant has conducted 16 hour and peak hour traffic counts during April, 99 and at present the intersection handles 13145 PCU during peak hour, out of this straight traffic on Ring Road is 7365 PCU. Right turning traffic is 3148 PCU. In addition there is a pedestrian volume of 360 during the peak hour.



32 - 26 -

### 2.3 TRAFFIC PROJECTIONS:

As per the technical report the consultant has evaluated a growth rate in passenger traffic @ 2.4% per annum. This will project the peak hour traffic to be handled at this intersection during the horizon year 2021 will be 20000 PCU.

### 2.4 PROPOSAL IN BRIEF :

As per the report the consultants has proposed six lane underground carriage way for the traffic on the Ring Road. The other traffic have been proposed to be handled on the surface. As the MRTS Station is situated nearby as such the entry and exist for MRTS Station has been provided from the Ring road at grade. The detailed plan is laid on the table. The slope on the grade separator has been maintained as 1:30 for the Ring Road. In continuation to the fly over on Ring Road from Road no. 41 intersection, the earlier Technical Committee approved proposal has a carriageway of 4+4 lane with a central verge. The present intersection has been merged with the cross section elements of the Ring Road to have a uniformity of carriage way. However, at the intersection Road no. 37 has been proposed with a 6 lane underpass carriage way of the Ring Road to meet the straight traffic movement (with an additional refuge area of 2M each on either side). The surface level movement of the Ring Road and directional turning have been provided with a 3 lane carriage way on either side. This takes care of the left in left out turns accessibility to MRTS Station and other local movements.

Above this intersection, the MRTS corridor is passing at an elevation of about 8 M above the carriage way. The underpass pedestrian carriage way has been proposed to link the MRTS Station.

The existing Western Yamuna Canal which is crossing Ring Road at a distance of around 50M parallel to road no. 37, The Consultant in his report at page-10 has recommended that this canal be abandoned and be utilised for realignment of road no.37 as such improving the overall circulation of the intersection.

To take care of the traffic movements generated from the adjoining areas along the Ring Road. A 'U' Turn has been proposed in front of Shalimar Bagh Pocket, however, this proposal of corridor improvement has affected the DDA occupied residential flats/properties abutting Ring Road in a limited stretch which is not feasible.

### 3. OBSERVATIONS:

- 3.1 As per MPD-2001 the R/W of Ring road is 64M(210 ft.) and the R/W of Road no. 37 and its extension is 45M(150 ft.) the consultant has shown the R/W of Ring Road as 63M and Road no. 37 as 45M(150 ft.). This needs to be corrected.

- 25 - 31 -
- 3.2 At present on account of the bridge over Western Yamuna Canal the level of Ring road is approximately 2.5 M higher than the surrounding levels. Similarly road no. 37 crosses over the northern Railway line and meets in a slope at this intersection. The proposed MRTS corridor passes above road no. 37 and as such there is no possibility of raising the Ring Road at this point. The proposal prepared by the consultant by way of dipping of the Ring Road is the only feasible solution, after abandoning the western Yamuna Canal below the portion of Ring Road near this intersection.
- 3.3 The intersection of road no. 41 and Ring Road is about 600M south of this inter-section. While considering that intersection detailed study of entry and exit from the MRTS Station has been carried out and incorporated. The earlier approved scheme has been incorporated while designing the present intersection by the Consultant.
- 3.4 To further improve the geometrics of this intersection the consultant has proposed re-alignment of road no. 37 to achieve a smooth flow of traffic across the Ring Road. **The consultant has assumed that the Western Yamuna Canal will be abandoned and the land will be used for proposing the new alignment of road no. 37. This requires clearance from the concerned government agencies of Delhi & Haryana.**

In addition to this there is already an earlier approved scheme of intersection improvement of road no.37 and 37-A along with the Ring Road which stands approved from the Authority vide item no. 131/92 dt. 8.9.92. **The part of the earlier approved scheme intersection of Ring Road, Road no. 37 and 37-A will get superceded once the present proposal is approved by the Technical Committee.**

- 3.5. On account of this, **minor modification in the adjoining scheme of facility centre may be required.**
- 3.6. The necessary engineering details viz. Turning radius, super elevation, design of services etc. will be looked after by the Eng. Wing and **the executing agency will obtain necessary N.O.Cs. from the concerned authorities before starting of the work.**
- 3.7. The main flow of traffic on Ring Road has been taken on a lower level by proposing 9M wide two carriage ways with a central verge of 1.2M. As per the traffic projections and assuming 25% traffic flow in the straight direction and further reduction of carriage way usually from 3.3M to 3.0M each lane. one additional refuge bay of 2M width for the stranded vehicles on either side has been provided at the lower level. The proposal is feasible as per the PWD.
- 3.8. As per the feasibility report submitted by the consultant no structure is affected in the said proposal except for the corridor improvement under the Shalimar Bagh Scheme and some part of the DVB's sub station.
- 3.9. On account of presence of MRTS Station Pedestrian movement, location of Bus Stop, cycle movement entry and exit points have been defined in the present proposal and same shall be incorporated by MRTS.
- 3.10. The PWD will submit 2 sets of complete drawing along with the feasibility report/performa duly signed by the competent Authority of PWD and Consultant for office record of DDA as presented before the TC.



30 - 26-

#### 4. AREA TRAFFIC CIRCULATION SCHEME:

- 4.1 As per the report no difficulty is anticipated in regard to the movement and traffic circulation during the implementation of the said scheme. The portion along the ring road has been stated to be most critical during implementation of the said proposal.
- 4.2 Marginal acquisition of land has been proposed from the DVB for provision of service road along eastern side of ring road and north of Prem Bari Bridge to meet surface level traffic movements. In addition, part of the land coming under the Western Yamuna Canal is also required for realignment of road no. 37 for this proposal. This will need no objection from land owning agencies.
- 4.3 As part of the corridor improvement the consultant has proposed closing of the medians at certain points along the ring road. To improve the cross circulation of traffic along the ring road one 'U' Turn has been proposed in front of Rich-e-Rich Restaurant which will provide turning of vehicles on this corridor. This proposal affects DDA housing and is not feasible.

#### 5. SERVICES AND STRUCTURES:

The design of services and structure system needs to be got examined by the PWD in terms of head clearance, design speed, super-elevation and all other related Engineering aspects.

#### 6. LAND SCAPING.

On account of vicinity of Master Plan Green, MRTS Station and Wazirpur Bus Depot a proper landscape plan requires to be worked out such that pedestrian movement could properly link these facilities, suitable underpasses/ over passes, if required may also be provided.

#### 7. RECOMMENDATIONS:

The design proposal submitted by PWD is put up for consideration of T.C. subject to detail study of points as mentioned at sl. No. 3,4,5 and 6 above.

13/3/2011  
14/3

-27-                      -28-

**DELHI DEVELOPMENT AUTHORITY**  
**TRAFFIC & TRANSPORTATION UNIT**

No. P.5(9)99-MP | D-68

Dts:- 21/9/2000

MINUTES OF THE MEETING

**Subject:-** Proposal of improvement plan of Ring Road from Britania Chowk to Azadpur and grade separator intersection at Ring Road/Road No.37 intersection.

The meeting was held today on 12.9.2000 at 11.00 A.M. in the chamber of Commr. (Plg.) and the list of officers who have attended the meeting is enclosed as Annexure-'A'. Sh. B. Sanyal, Project Consultant of the above project on behalf of the P.W.D. explained the project in brief. A new set of up to date drawings were brought in the meeting for discussion. The consultant informed that the set of drawings available in the DD& have been revised after the finalisation of grade separator on Road no.41. He further informed that a new set of drawings with all details as per procedure will be submitted to the D.D.A. through the P.W.D. (the road owning agency) duly signed by them. The following points emerged during the meeting:-

- Recd
- a) The detailed drawings of Road No.41 and Ring Road intersection earlier recommended for approval by the Technical Committee of D.D.A. and later modified on the directions of the D.U.A.C. have been obtained from the office of Project Manager and the same will be incorporated in the revised proposal to be submitted by P.W.D. later.
  - b) To match the carriageway of the Ring Road and to have a unanimity of cross-sectional elements it was desired that M/s RITES, Consultant of Road No.41 intersection will increase the width of the carriageway from 3 lanes to 4 lanes of the Ring Road to make them compatible with the proposal of Road No.37 intersection. as C.E., P.W.D. informed that P.W.D. has adopted 4 + 4 lanes section for all grade separators being constructed by P.W.D.
- C



- 28 -      - 28 -
- c) The location of pedestrian subways on account of the DWAC directions have been converted into overhead foot bridge such that the pedestrians could straight-away enter the proposed M.R.T.S. Station on Road No.41 and Ring Road.

- M/C  
20  
2. d) The R/W of the Ring Road will be correctly shown in the drawing as 64M (210 ft.)

In the proposal the width of the carriageways of underpass (main Ring Road) has been indicated as 9M each side it was apprehended that in case of any break down of the vehicle, the movement of the traffic will get hampered. To solve this problem it was agreed by P.W.D. to provide an additional 2M width lane on either side of the flat portion of the underpass as refuge bay for the stranded vehicles.

3. After deliberation of both these intersections i.e. Road No.41 and Road No.37 it was opined by the consultant that the entry to M.R.T.S. Station on account of limited road space available will remain on the principle of left in and left out on both the surrounding roads i.e. Ring Road and Road No.41. The consultant will also indicate the definite entry and exit points to D.M.R.C. Station from both the roads i.e. Ring Road and Road No.41 and the same will be forwarded to D.M.R.C. so that they may integrate these entry and exit points in proposed circulation plans for M.R.T. S. Railway Station.

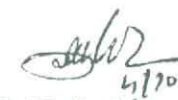
- only for Ring Road shown  
M/C  
4. a) The survey contained in the proposal will be extended to one plot depth along the stretch of the Ring Road and detail of properties if any affected will be indicated.

b) While working out the detailed traffic management plan necessary roads in the surrounding area will be elaborated including the bridge on Western Yamuna Canal and its surrounding area.

c) To facilitate the U Turn on the Ring Road necessary detail of the intersection will be submitted separately indicating the status of land affected in the additional widening require as part of the set of modified drawings.

The approved alignments of Road No.37 and 37A shall be integrated with the proposal. P.V.D. may also identify the modifications reqd. in approved alignments of 37 and 37A.

The meeting ended with a vote of thanks to the Chair.

  
4/10/2020  
(R.M.LAL)  
Jt. Director(TT).

Copy to:-

1. P.S. to Commr.(Plg.), DDAS
2. C.E., PWD, Zone-III, GNCTD.
3. Project Manager, Gr.I, B-2/B, Janakpuri.
4. Sh. Binesh Kumar, SE, C-II, PWD, Curzon Road Barracks.
5. Sh. P.C.Sharma, EE, F.D.-2, BDA, Ashok Vihar, Phase-I.
6. Sh. D.Sanyal, CRAPHS, Faridabad.
7. Sh. Abhey Negi, A.M., RITES, Connaught Place.
8. Director(TT).
9. Sh. Narender Pal, A.D.(TT).



30 1.10.01 / J.T.E.M. 18/2001/7C  
no

**Sub : Corridor improvement plan of Ring Road part stretch between I.T.O. AND Bhairon Marg intersection.**

**File No. : F.5(2)2001\MP.**

## **1. BACKGROUND**

Director(P&I) vide letter no.23(303-A)\Dir.(P&I)-IV\PWD-4 DT.10.01.2001 has submitted corridor improvement plan of ring road for the part stretch between I.T.O. & Bhairon Marg intersection. He has submitted the proposal alongwith a feasibility report and necessary drawings for consideration.

### **2.1. LOCATION :**

The location of the above mentioned corridor is part of the eastern segment of ring road between I.T.O. & Bhairon Road. The length of the above corridor is approximately 2kms.(the location plan of this stretch is given in the drawings). The landuse around this corridor is given as under:-

- i) On the eastern side of this corridor is C-Power Station & Gas Turbine Power Station of the DVB.
- ii) On the western side there are abutting important institutional buildings starting from Vikas Minar & ending up with I.P.Bus Depot including World Health Organisation Office Building etc.
- iii) On the southern part of this corridor three northern railway corridors connecting Delhi Ghaziabad, Delhi Faridabad & Faridabad Ghaziabad are passing to form a triangle near the intersection of Bhairon Road.

### **2.2. R\W & ALIGNMENT DETAILS:**

As per MPD-2001 the R\W of the ring road in the eastern segment is 90M(300ft.) and the R\W of Bhairon Road is 45M.

### **2.3. EXISTING TRAFFIC CONDITIONS:**

As per the feasibility report submitted by the consultant this 3 arm intersection near Bhairon Road has an estimated peak hour volume of 18350 pcu with a signal time of approximately seven minutes. 30% of the total intersection traffic moves straight along the ring road across the intersection & 35% of the total peak hour traffic takes right turn in each direction.

The journey speed within the stretch from I.T.O. intersection to the C-Power Station railway line is varying from 37kmph to 46kmph whereas the journey speed between railway level crossing to Bhairon Marg is varying between 5.6kmph to 30kmph. The cause of the above problem is the location of Bhairon Marg intersection and the presence of three railway corridors forming a triangle between which this intersection is located. The overhead railway lines and its existing piers pose a limited road width for flow of vehicles.

In addition to above the present intersection adds as a four arm intersection during clear weather season in Delhi when the Pantoon Bridge over river Yamuna starts operating which also meets at this intersection.

#### 2.4. TRAFFIC PROJECTIONS :

As per the technical report the consultant has evaluated a traffic growth rate of 1.5% simple growth per annum upto the design year 2023 A.D. The traffic projections thus forecasted for this intersection works out to be 35460pcu. The peak hour design traffic for the stretch between Bhairon Marg intersection and I.T.O. intersection works out to be 14100pcu by the year 2023A.D. against the present of 6158pcu.

#### 3. PROPOSAL IN BRIEF :

As per the report the consultant has proposed 4+4 lane width of the ring road in the given stretch for the traffic on the ring road accompanied by two ground level rotaries, one opposite College of Architecture on ring road on the northern side and the other on the southern side of the ring road just after the existing railway lines in the south. These rotaries have been proposed to facilitate right turning traffic by way of 'U' Turn thereby shifting the burden of the existing intersection. In addition, to this the consultant has proposed a flyover over the existing railway line carrying coal to the C-Power Thermal Station. To justify this flyover at the railway line no statistics have been provided by the consultant. The right turning from the Bhairon Marg to NH-24 Bye-Pass has been provided by giving a 'U' Turn below the flyover before the railway line. Similarly another 'U' Turn for the traffic coming from C-Power Station to I.P. Depot has been provided by 'U' Turn below the flyover proposed before the coal carrying railway line.

The traffic originating from the Indraprastha Complex desirous to go to Laxmi Nagar has been banned below the existing flyover at I.T.O. and the same has been diverted upto the College of Architecture/Rose Garden by way of 'U' Turn. Similarly the Pantoon Bridge traffic and the ring road traffic desires of taking Bhairon Marg from I.P. Power Station side will take a 'U' Turn after crossing the existing over head railway lines on the ring road.

By the above proposal gap in verge on the above stretch of the ring road has been closed therefore, all the traffic desirous of taking right turns shall have to travel at least 3 to 4kms extra which is not desirable.

A cross pedestrian subway has been proposed across I.P. Marg intersection to facilitate pedestrian movement under the existing flyover.

#### 4.1. PLANNING OBSERVATIONS :

- i) As per MPD-2001 the R\W of ring road is 90M(300ft.). The existing roads have been developed as per the prescribed cross-section. The proposal of the rotary on the north and south side for facilitating right turn\U Turn has been extended within the R\W thereby creating problem for slow moving traffic on the service road.
- ii) To facilitate the right turns at Bhairon Marg intersection the consultant has proposed diversion of traffic away from the present intersection. This will create further traffic congestion along the ring road which is already choked with the present flow of traffic as such this solution is not found feasible.
- iii) At present there is a level crossing on the ring road at which the goods train carrying coal supply reaches Thermal Power Station generally once in a week's time. Although this activity should be carried out during not peak hours, however, sometimes on account of emergency this action is required to be done during peak hours\VIP movement at such a time this problem is very acute and as per Traffic



Police once the traffic on the level crossing is stopped it takes around 45 minutes to stabilise causing hardship to the Traffic Police.

- iv) At the point of existing pedestrian under bridge opposite I.P.Station the existing carriageway of the ring road has been increased from the existing 3 lane to 4 lanes each side which is feasible as required by earlier decision of the TC in case of Road no. 41 intersection.
- v) While proposing the flyover on the railway line the consultant has proposed a 4+4 lane carriageway with 1.2M central verge having a slope of 1:30.
- vi) Below the flyover and before the railway line on each side the consultant has provided a surface level 'U' Turn by 2 lane rotary opposite I.P.Bus Depot and 3 lane rotary towards Bhairon Marg side on the ring road. The 3 lane 'U' Turn on the surface below the flyover for the vehicles coming from Bhairon Road and desirous of taking right turn will face a complete bottleneck as the proposed 3 lane will not suffice for the right turning traffic and the turning radii is also less.
- vii) Traffic originating from I.T.O. Complex, Vikas Minar, Vikas Bhawan buildings abutting on ring road and desirous to take right turn for going to Vikas Marg/ Laxmi Nagar shall have to travel at least 3kms extra thus creating more traffic & chaos on ring road. This traffic will remain on ring road unnecessarily for longer period of time thus wasting precious man hour and fuel which is not desirable.
- viii) Similarly traffic coming from Laxmi nagar/Vikas Marg and desirous to go to S.P.A., A.G.C.R. Building located on right side of the I.P.Marg will have to travel couple of extra kilometers. This will add to the additional pcus on the already congested ring road and Vikas Marg.
- ix) DTC Buses originating from I.P.Depot desirous to take right turn shall have to travel at least 4kms. extra.
- x) **The consultant has given the journey speed of traffic as under:-**
  - a) Between I.T.O. intersection to level crossing as 36.9kps to 45.9kph.
  - b) Whereas journey speed between level crossing to Bhairon Marg is only 5.6kph to 39.3km.ph.

Therefore, real problem lies in the stretch at b) above. The cause of above problem is intersection of Bhairon Marg and ring road. No. of pcu entering and leaving Bhairon Road is too great and the signal cycle time is approx. 7 minutes during peak hours at Bhairon Marg intersection.

To solve the above problem a split rotary has been proposed by the consultant but it is doubtful that split level rotary will solve the problem of right turning traffic. Because rotary has its own limitations, weaving of straight and right turning traffic at ring road may further aggravate the problem.

In the light of the traffic volume given by the consultant the real long term solution of traffic problem at Bhairon Marg intersection is to take off some of the load of this intersection and shift traffic to another parallel road which may be constructed either in continuity of NH-24 Bye Pass or over the Bara Pula Nallah thus joining ring road with Mathura Road and rest of the city. The construction of either of these two suggested roads will considerably reduce the traffic load not only on Bhairon Marg but also of ring road and Mathura Road for the stretches between Bhairon Marg and NH-24. Because traffic coming from Trans Yamuna Area and going to Mathura Road side unnecessarily uses the congested stretches of ring road and Mathura Road. The construction of either of the above proposed parallel roads

23-33

will also solve the traffic problem of the intersection of Mathura Road and Bhairon Road and will also segregate the city bound traffic from Regional traffic.

To justify the proposed flyover at railway line leading to I.P. Thermal Power Station more detailed statistics are required to be given by the consultant, to ascertain the frequency of closure up of the level crossing.

- xi) The necessary engineering details viz. turning radii, super elevation, design of services etc. will be looked after by the Engg. Wing and the executing agency will obtain necessary NOC from the concerned authorities before starting of the work.
- xii) As per the feasibility report submitted by the consultant no structure is affected in the said proposal.
- xiii) The PWD will submit 2 set of complete drawings along with feasibility report/proforma duly signed by the Competent Authority of PWD and consultant for office record of the DDA as presented before the TC.

**4.2 SERVICES & STRUCTURE :-**

The design of services and structure system needs to be got examined by PWD in term of head clearance, design speed, super elevation and all other related engineering aspects.

**4.3. LANDSCAPPING :**

A proper landscape plan will require to be worked out and got approved from the competent authority.

**5. RECOMMENDATIONS :-**

The design proposal submitted by PWD is put up for consideration of T.C. subject to the compliance of planning observations contained in para 4 above..

*[Signature]*  
13/3/2001

*[Signature]*  
13/3/2001

*[Signature]*  
13/3/2001



24- Sl. No 6/ITEM No 16/2001/22-

F.10(JD)/DWK/92/VOL.III/

**Sub: Proposed Alignment for Eastern Approach Road to Dwarka Sub-city through Cantonment Area**

**1.0 Background**

The proposal on the subject matter was earlier discussed in the Technical Committee meeting dt. 7.11.2000. The decision of the TC is reproduced below. Agenda and its decision may be seen at **Annex - 1**.

*"The proposal of Eastern approach road to Dwarka Sub-city was explained by Sh. D. Sanyal, Consultant from M/s Craphs Consultants (I) Pvt. Ltd. After explaining the proposal the Defence Authorities desired certain clarifications in regard to landing of the fly-over in a green area which they wanted to be duly demarcated at site. A joint site inspection with the concerned authorities be carried out to explain the proposal on the ground to the higher officers of the various concerned authorities namely Army, AirForce, MCD, A.A.I. etc. The Army Authorities desired some more time before the matter could be finalized amongst various authorities inviting representatives from other Government agencies, including DDA. The concerned agencies would be invited for a site inspection and deliberations on the issue before offering their comments / recommendations to the said proposal.*

*The modified proposal be placed again before the Technical Committee for consideration."*

**2.0 Follow - Up Actions:**

**(i) Joint site inspection / on - site demarcation of the alignment on defence land**

As per decision of the Technical Committee meeting, a series of joint site inspection with Air Force, Army and Defence Estate Office was carried out by DDA. The complete alignment of the right of way of the proposed approach road was duly marked on site as per the alignment plan. This demarcation has been verified by Army and Air Force authorities vide their letters dated 9.2.2001 and 23.2.2001 respectively. (**Refer Annex- 2 and Annex - 3**)

**(ii) Modified alignment plan**

Based on the joint site inspection and other site considerations, the modified alignment plan for the proposed approach road is now finalized by the Consultant. The same is laid on the table for consideration of the Technical Committee.

**a) Salient Features of the modified proposal**

As per the modified proposal few of the salient features of the proposed approach road are placed as **Annex - 4**.

2535

b) Major Constraints for the proposed alignment

A list of major constraints with follow up actions for the implementation of the proposed road alignment w.r.t. to various inter and intra departments are given below:

**b.1) Land Status/land acquisition/demolition of structures required: (for areas other than DDA)**

- a) Near Dwarka Dwar(Sector-1 & 2)the proposed alignment passes through existing Primary Health Center therefore acquisition of open land and demolition of Single Storey Pucca structure is involved. As per the report received from Engg. Wing the structures belong to Director General Health Services, Nirman Bhawan, New Delhi.
- b) Further this alignment passes through Horticulture Nursery of Delhi Government. Land acquisition is involved and concerned Agency is Development Commissioner, 5/9 Under Hill Road, Rajpur Road, Delhi.
- c) Beyond Rewari Railway Line towards Old NH-8 Highway demolition/ acquisition of boundary wall of existing Electric Sub station is required. Concerned Agency is DVB.
- d) Further the proposed alignment passes through Army land, built up pucca Structures which are mostly single storey. Quantification and assessment is to be done by Defence Authorities and DDA for working out compensation package.

**b.2) Constraints within DDA Area:**

- a) Near Dwarka Dwar(Sector 1&2), private land of Harijan Basti and some structures are affected. Necessary action is to be taken by Land Management Branch of DDA for acquisition/demolition.
- b) Near Pkt.13 opposite the DDA Site Office the proposed alignment is Passing through private land. Land Management Branch to take over the Land.
- c) Near Rewari Railway line(adjacent to existing temple) existing shops and Pucca structures are affected by the alignment of the road. Necessary action needs to be initiated by Land Management Branch of DDA for acquisition /demolishen.

**b.3) Relocation of services:**

Relocation of services along the proposed alignment plan for entire stretch will be required.



- 36 -
- a) Existing services like water supply, sewers, open drains, telephone lines/poles and electrical lines/poles are affected by the proposed alignment. In addition to this, some of the Indian Oil pipelines may also get affected by the proposed alignment. All the local agencies like MCD, DVB, MTNL, I&F, Cantonment Board, Indian oil etc. will be involved in the process of relocation of affected services. Clearance from all these agencies is required.

**b.4) Clearance from Archeological Survey of India:**

Proposed alignment is passing in close proximity to existing monument/ monument wall near Palam Sports Complex. Clearance from ASI may be required.

**b.5) Clearance from Airport Authority of India:**

As the proposed alignment passes in close proximity of airport the clearance from Airport Authority of India is required

- c) The quantification of Land, Structures, compensation etc. required for project implementation needs to be finalized by the Consultant together with Engineering, Land Management and Finance Deptt. of DDA

**3.0** The modified alignment plan as proposed by the Consultant and verified by Engineering Wing of DDA is put up for consideration of the Technical Committee from Planning point of view.



Asst. Director (P&E) DDA



Jt Dir (P&E) DDA



13/3  
Dir (P&E) DDA

19 -

DELHI DEVELOPMENT AUTHORITY

AGENDA ITEM FOR TECHNICAL COMMITTEE

File No. F. 15(18)/2000-MP/Pt

Subject : Identification of Industrial Area - North  
of G.T. Shahdara Road (Dilshad Garden)

1.0 BACKGROUND:

1.1 As per MPD-2001 the following 3 industrial areas are recommended for preparation of redevelopment plans:

- i) Anand Parbat (light Indl. area)
- ii) Shahdara (light indl. area)
- iii) Shampur Badli (extensive indl. area)

1.2 Pursuant to the orders of the Hon. Supreme Court with regard to closing of the non conforming industrial units, Delhi Govt. has been requesting to issue the authenticated plans of these indl. areas in order to facilitate the Industries Deptt., of GNCTD to take action within the framework of the orders of the Hon. Supreme Court.

1.3 As a part of identification of the boundaries of this area DDA undertook an exercise wherein draft boundaries of the industrial area, details given as under, was sent to the various Govt. Deptt.  
(Plan laid on the table):-

Pocket-I

North	Local road in the south of Swami Dayanand Hospital
South	G.T. Shahdara Road.
East	Road between Damodar Park and industrial area (Road No 64)
West	Existing Drain along Basti Vikas Kendra of Slum & UU.



18

Pocket-II

North	Road between Damodar Park and 'C' Block LIG Flats, Dilshad Garden.
South	G.T. Shahdara Road
West	Road No.64
East	Road along Hind Pocket Books

Pocket-III

North	Rear side of existing Gurdwara upto LIG flats i.e. Road in front of Rose Brand Atta Shop.
South	G.T. Shahdara Road
East	Road between Zulfe Bengal and LIG Flats.
West	Stepping along Road between BPC Petrol Pump and Apollo Type Showroom, Junk Yard. Land allotted to Delhi Police for East Delhi Hqs. and Road in front of Rose Brand Atta Shop in line with the rear boundary of existing gurdwara.

- 1.4 On the basis of the plan earlier prepared by the ODA a number of representation have been received from the various industrial units/industry association of the area to modify the boundary so as to include some of the areas as part of the industrial area for redevelopment.

2.0 DETAILS OF EXAMINATION:

- 2.1 The boundary of the industrial area identified with reference to the draft boundaries have been reexamined and it is observed that:
- i) In the South of Vivekanand Hospital there is a housing scheme/school in Pocket-I.
  - ii) The directional description of Pkt-II is inadvertantly not correct i.e. the western boundary of Pkt-II should be road No.64 instead of eastern boundary and the eastern boundary should be eastern boundary of HindP Pocket Books instead of road No.64.
  - iii) The Eastern boundaries of Pkt-III as per the Zonal Development Plan/Master Plan is the Western boundary of the District Centre and not upto the road along Zulfe Bengal Industrial Unit.

- 2.2 Keeping in view the above, the boundaries of Pkt-III have been worked out on the basis of the tentative boundary, plan worked out by the Chief Architect for the District Centre and accordingly Eastern boundary is extended upto the Western boundary.
- 2.3 In doing so it is noted that the configuration of the Industrial area so being identified does not tally that shown in the Master Plan and Zonal Development Plan due to existing situation at site and accordingly the Northern boundary of the industrial area also needs to be modified.
- 2.4 While modifying the boundaries of these industrial areas the objective have been to make the boundaries as authenticated as possible attempting to keep therein the profile as shown in the Master Plan/Zonal Development plan.

3.0 PROPOSAL:

- 3.1 Keeping in view the above following boundaries emerged for the consideration of the Technical Committee:-

Pocket-1

North	Southern boundary of school/residential flats to the South of Swami Dayanand Hospital.
South	G.T. Shahdara Road
East	Road No.64
West	Existing drain along Basti Vikas Kendra of Slum & JJ.

Pocket-2

North	Road between Damodar Park & 'C' block LIG Flats Dilshad Garden.
South	G.T. Shahdara Road.
East	Boundary Hind Pocket Books excluding DDA Flats.
West	Road No.54



Pocket: 3

North Profile of the Southern boundary of LIC Flats Northern boundary of Zulfe Bengal. Southern boundary of Delhi Police site. Touching Northern boundary of Apollo Tyre.


South G.T. Shahdara Road.


East Boundary of LIC Flats & boundary of District Centre.

West Stepping along the road between BPC Petrol Pump & Apollo Tyre showroom and Junk Yard upto the land allotted to Delhi Police.

- a) In addition to the above boundaries it is also being clarified to Delhi Admn. that as per MPD-2001 industrial units falling in category A, B & C of MPD-2001 are permissible in the District Centre.

4.0 Proposal contained in para-3 above is placed before the Technical Committee for its consideration.

  
P. M. PARATE  
JL - D. (M) II

  
13/3  
(K. L. SABHARWAL)  
DIR (AP) II

15 -  
**AGENDA FOR THE TECHNICAL COMMITTEE**

**Subject : Identification of the boundary of Shamaipur Badli Industrial Area proposed for redevelopment in MPD-2001**

**File No. : F.17(1)2000-MP**

**1.0 INTRODUCTION/BACKGROUND**

- 1.1 As per MPD-2001 proposals, Industrial Area Redevelopment Schemes for the following industrial clusters are to be prepared after proper survey and appraisal. Following industrial areas are proposed for regularisation after upgrading the environment.

i.	Anand Parbat	:	Light Industrial Area
ii.	Shahdara	:	Light Industrial Area
iii.	Shamaipur Badli	:	Extensive Industrial Area

The regularisation of each industrial units shall be on individual merits. The land tenure could be decided while taking up the redevelopment and regularisation of these schemes. The charges for the development of these areas shall be levied by the authority on the beneficiaries.

In order to implement the orders of the Hon. Supreme Court in the case of closing/shifting of non-conforming industrial units, it has been decided to identify the boundaries of the industrial areas on the basis of MPD-2001, Zonal Development Plan. In order to facilitate action by concerned departments as per policy for the purpose of identification of the boundaries of Shamaipur Badli Industrial Area, a meeting was held by Dy. Commr.(North West) at Tis Hazari office on 29.12.2000. This was attended by Chief Town Planner, MCD, OSD(AP), Director(AP)II, Jt. Dir.(MP) and Dy. Dir.(AP)II among others. In this meeting it was informed that as suggested by the Nodal Agency appointed by the Hon. Supreme Court i.e. Union Urban Development Ministry, the boundary of Shamaipur Badli Industrial Area may be identified on priority. An exercise was undertaken for identifying the Shamaipur Badli Industrial Area keeping in view the profiles as proposed in MPD-2001 and the Zonal Development Plan of Zone-C.

- 1.2 It was decided to undertake the exercise on the basis of P.T. Survey conducted by Survey wing of DDA in 1996. In order to have a feel of the area and the type of industry existing, a joint site inspection with Commr.(Plg.), Chief Town Planner, MCD, OSD(AP), Dir.(AP)II, DD(AP)II, and AD(AP)II was undertaken. Thereafter a plan was prepared in relation to the profiles of the industrial area as earmarked in MPD-2001 and the ZDP of Zone-C for extensive industries. The draft boundaries so identified was sent to Dy. Commr.(North West) on 4.1.200 (Plan laid on the table).
- 1.3 Consequent to the issue of the draft tentative boundary of Shamaipur Badli Indl. area a large number of representations have been received from



14

various individuals as well as associations etc. The main point of objections are as summarised:

- i) The representations which have been received are from 3 main areas of (a) Shamaipur (b) Libaspur (c) Badli. Requests have been received for inclusion of the entire area of these villages for extensive industrial activity.
- ii) The industrial units are in existence since last 20 to 30 years in the area, and have valid licenses issued by various Govt. Deptts.
- iii) In MPD-62 land use plan the area between GT Karnal Road and Railway Line was proposed for extensive industry use, therefore, the industries have been functioning from a long time in this area.
- iv) As per orders of Hon. Supreme Court, 28 industrial areas in Delhi were identified where Common Effluent Treatment Plants were to be provided. Shamaipur was one of the recognised industrial areas where a physical survey was conducted by DDA in 1996 which included a part of Shamaipur and Libaspur. The boundary has been identified for a small portion, very old industrial units which were existing for many years have been excluded. Thus it is requested that the entire area as shown on the survey plan of 1996 should be declared as an industrial area.
- v) In MPD-2001 Shamaipur Badli is one of the area identified for industrial redevelopment scheme but the area of Shamaipur and Libaspur have been included in the industrial area boundary. The oldest and most prominent area of Badli have been ignored. The entire Badli area should be declared as extensive industrial area as provided in MPD-2001.
- vi) The Libaspur and Siraspur area should not be considered as an extensive industrial area as their names do not figure in the industrial areas as per MPD-2001 provisions.
- vii) Some residential areas, schools, warehouses and vacant lands have been included in the industrial area which should be omitted from this identified area. An exercise should be taken up a fresh wherein all the industrial units in the area are included as per MPD-2001.
- viii) The area on both sides of the railway station roads is the oldest area from where the industrial activities originated by way of community industrial area project, this was a Govt. of India Scheme.

The summary of representations received from various associations, groups and individuals are placed as Annexure-I.

## **2.0 DETAILS OF EXAMINATION**

- 2.1 In order to earmark the boundary of the extensive industrial areas, it was transferred on survey sheet received from National Informatic Centre (which are prepared with the help of aerial photography). The above exercise has been undertaken to determine the extensive industrial area, boundaries as per MPD/ZDP without any consideration of addition or deletion of this area.

- 13 -

2.2 The above said representation which were received have been examined and the comments are as under:

- i) It has been emphasised in the representation that prescribed land use as per MPD-62 was extensive industry for the area between GT Karnal Road, Outer Ring Road(Road No.50) and the Railway Line. There are many industrial units existing in this area from the last 20 to 30 years. It is clarified as per MPD-2001 the location of outer ring road has been shifted towards the North and transport centre has been developed where most of area earlier earmarked for extensive industrial use has been incorporated along with some other uses in MPD-2001. At this stage any provision of landuse as per MPD-1962 is not applicable.
- ii) In the text of MPD-2001 there is a proposal for extensive industry redevelopment scheme designated as Shamaipur Badli. However, in the landuse plan only a small area of Shamaipur and Libaspur Villages have been included. The area of Badli is on the Western side of GT Karnal railway line which has been proposed for residential development. There is an existing light and service industrial area North of Badli village West of railway line on Auchandi-Bawana road, which is in conformity with MPD-2001.
- iii) The exercise undertaken by DDA is limited upto identification of the boundary of extensive industry redevelopment scheme as per MPD/ZDP, without any consideration of addition or deletion of any such areas.

### 3.0 PROPOSAL

- 3.1 Keeping in view the above facts of the matter the boundaries already communicated to various departments have been transferred with the help of site inspections and in relation to MPD-2001 and ZDP. In order to demarcate the boundaries on the site physical feature like roads, streets, properties etc. have been taken by fine tuning the draft tentative boundary and the following boundaries have emerged:-

<b>North</b>	:	Boundary wall IG Hospital approximately 35 mt. From GT Karnal Road upto Master Moholla Gali No.6 (Rajiv Nagar).
<b>South</b>	:	Boundary wall of DAV School of Govt. Girls Sr. Sec. School and MCD School upto Shamaipur Bazar Road. Bazar Road to intersection with Auchandi-Bawana road. Gali No.1 Shamaipur with existing road North of vacant land of Sanjay Gandhi Transport Nagar.
<b>East</b>	:	Gali No.1 Shamaipur with 'T' intersection with existing road dividing Shamaipur area and vacant land of Sanjay Gandhi Transport Nagar upto its intersection with railway road. From railway road intersection with existing road dividing Shamaipur and land of Sanjay Gandhi Transport Nagar upto vacant plots Western boundary. From Gali West of vacant plot (last gali) along road 66 ft. besides existing road (Old Sher Shah Suri Road). From



Northern boundary of low lying vacant plot at Sher Shah Suri Road upto last gali on West running parallel to GT Karnal Road. From last gali on East of Ambey Garden (Gali No.5) upto dead end behind existing petrol pump parallel to GT road. From boundary of existing petrol pump upto boundary of IG Hospital (approx. 35 mts. West of GT Karnal road).

**West** : From 'T' intersection of Master Moholla Gali No.6 along Southern boundary of IG Hospital upto Shamaipur Main Bazar Road intersection with railway road. From intersection of Gali No.4 Shamaipur and Main Bazar road upto property No.84 Teacher colony in the West. From Gali in front of property No.84 Teacher Colony to its intersection of Auchandi Bawana road (On South side) upto property No.A-29, residential plot. From Auchandi-Bawana road along boundary of DAV school upto Govt. Girls Sr. Sec. School

(These boundaries are related with the plan laid on table).

(K.L. SABHARWAL)  
DIRECTOR(AP)II

*H.S. Dhillon*  
(H.S. DHILLON)  
DY. DIR.(AP)II

-11-  
DELHI DEVELOPMENT AUTHORITY  
(AREA PLANNING UNIT-II)

ANNEXURE I

CIST REPRESENTATION RECEIVED REGISTRATION  
LIBASPUR SMALL SCALE INDUSTRIES ASSOCIATION. Sunday 4.12.96

1.

- a) Most of the Industries in this area have come up from 1962 to 1990. The land use of the area being extensive industries in Master Plan for Delhi 1962.
- b) Libaspur has also been included as a model Industrial Estate in one of the World Bank Programmes.
- c) Many industrial areas in Libaspur have been left out, out of the industrial area.
- d) A Committee was formed under orders of Supreme Court where Libaspur was considered one of the existing Industrial area where Common Effluent Treatment Plants were to be prepared. Due to this order, the survey of this area was conducted by DDA in 1996 and now only the small part has been identified as an Extensive Industrial area and most of the factories have been left out.  
It is also mentioned that scale of the plan on which the boundary had been identified is not correct and it does not tally with the MPD and ZDP.
- e) Many Residential areas vacant land Warehousing Godowns have been included in the boundary which is not justified. In the ZDP the boundary of the Extensive Industrial area is at a distance of about 300M from DAV School located on Auchandi Bawana Road. The present boundary has been shifted upto the DAV school boundary.

2.

**RURAL AREA MANUFACTURERS ASSOCIATION**

- a) It has been informed that this is the oldest Association in Samaipur Badli which is existing since 1974 and is the representative of factory owners.
- b) The boundary identified by DDA on a survey plan of Samaipur Badli area has been appreciated and has been confirmed to be cover 90% of the Industrial units in the area.
- c) The industrial area boundary should be fixed including all the units.

3.

**SAMAJ SEWA SAMITI BADLI.**

- a) Industrial area named as Samaipur Badli have not been properly covered in the draft tentative boundary earmarked by DDA.



- 101
- b) Libaspur and                      which are out side the Samaipur Badli area has been included in the boundary of Extensive Industry Area.  
In the MPD-2001 the area west of the Delhi Ambala Rly Line needs to be included in the extensive Industrial area.
  - c) This is the oldest developed part of the area where Rly. Station was provided and the Legislative Assembly seat is also known as Badli seat. Therefore, the area of Badli should also be included in the Industrial area.

#### 4. SMALL INDUSTRIAL TENANTS ASSOCIATION

- a) Small Industrial Tenant Association - It has been informed that 90% of the Industrial units are existing on rented premises.
- b) If the area is declared as an Extensive Industrial area Re-development Scheme the actual beneficiaries will be the land lords . It is apprehended that the rents will increase tremendously and not tenants. It is suggested that the entire land of Samaipur Badli may be developed by DDA which may also determined the rent to be paid for such premises.

In case the interest of the tenants is not protected then separate industrial area should be developed where alternative plots can be allotted to such units.

#### 5. SAMAIPUR ENTREPRENEUR ASSOCIATION.

- a) The Industrial Units have come up in Samaipur from the early 60's under a scheme called CPO (Community Project) which was initiated by the first Prime Minister of India Sh.J.L.Nehru.
- b) In the earlier decades commercial connections were not provided within the Lal Dora Boundary but in case of this scheme contains have been supplied in the Lal Dora in Khasra No.80 of Samaipur and Khasra No.34 of Libaspur.
- c) The entire area of Revenue Estate of Samaipur and Libaspur should be included in the existing Industrial Area.
- d) As per MPD-2001 this area is to be re-developed as an extensive industrials scheme which should be taken up for the total area of Samaipur Village.

- 9 -
- e) The area of Libaspur has been included in the tentative boundary which is not justified as the name of Libaspur does not figure in this Industrial area to be re-developed as per MPD-2001.

A Committee was formed under the Supreme Court where Samaipur was considered to be an Industrial Area where on Effluent Treatment plan is to be provided.

- f) The original area of Shersha Suri Marg (Lahori Road) which is of Archaeological importance has been included in the boundary of Industrial use which is not justified.

Some Residential areas such as Rajeev Nagar etc. have been included in the Industrial area which are not located in an industrial area.

- g) Old factories which are existing from the last 35 years have been ignored and shown outside the boundary of the Industrial area, while some units established recently have taken to be in industrial area.
- h) There are many industries which have come up from 1960 to 1985 on full sites of the Railway road which is not been considered. The units of this area have authentic Industrial Licence, sale taxes no., power connection etc. in order to establish that this one of the oldest pockets of the Industrial area.
- i) There is also differences in the Boundary of the Industrial area as shown in MPD-2001 and the tentative Boundary earmarked in Survey Plan of 1996 by DDA.
- j) It has been pointed out that certain areas which were acquired for Sanjay Gandhi Transport Nagar by DDA have been included in the tentative boundary. An example of Havells factory has been cited land of which was to be acquired by DDA and was subsequently under litigation. The judgement has been given in favour of DDA and inspite of this reason this area has been included in the Extensive Industrial are.

**6. REPRESENTATION FROM INDIVIDUAL FACTORY OWNER AND STREET WISE REPRESENTATION.**

- a) Combined representation from Industrial units existing on different streets in the area which are outside the tentative boundary should be included in the Industrial area as they have licence issued by MCD, DVB and are paying sale taxes etc.



- b) All the area from G.T.Road to Railway lien should be declared as an Extensive Industrial area s per the provision of MPD-62.
- c) 80% of the Industrial Units have been left out of the tentative boundary. Therefore exercise may be undertaken for properly determination the total area for Industrial re-development where the area of Badli is also to be

**7. SAMAIRPUR SMALL SCALE INDUSTRIES ASSOCIATION.**

- a) As per MPD-2001 an area of 265 hectares was to be developed for Extensive industries at two places, but such industrial areas have not been developed. In the Extensive Industries Redevelopment Scheme, so more areas should be accommodated for Extensive industries.
- b) Very old industrial units which have been in existence from the last 20 to 30 years have not been included in the tentative boundary as defined by DDA. Therefore the matter needs re-examination.

**8. LETTERS FROM LOCAL MLA AND MUNICIPAL COUNCILOR.**

Sh. Madan Lal Khurana MP, Mahabal Misra, MLA, Sh. Jai Bhagwan Aggarwal Local MLA and Sh. Mahender Yadav Member of the Municipal Council have written to Commr.(Plg.) for which they have inform :-

- a) 80% of the Industrial Units are outside the tentative boundary.
- b) area of Badli has been left out as that is the most important Industrial area.
- c) The excise for determining the boundary may be taken up a fresh which gives proper relation to the existing industrial units.

DELHI DEVELOPMENT AUTHORITY  
(AREA PLANNING UNIT-III)

AGENDA ITEM FOR THE TECHNICAL COMMITTEE

F 17(1) 2001 (Part IV)

Sub: Identification of boundaries of Anand Parbat Industrial Area proposed for redevelopment in MPD-2001.

1.0 BACKGROUND

- 1.1 The Anand Parbat Industrial Area is situated on the south of New Rohtak Road near Karol Bagh area. The area is approx. 1 sq.km. As per MPD-2001, this falls in the special area which has been shown clearly in the land use plan for which special guidelines for redevelopment have been given. The special area is about 2600 ha. and is divided into four separate parts, namely:

1. Urban Renewal Area, Walled City
2. Urban Renewal Area, Karol Bagh
3. Other Urban Renewal Areas
4. Specific use zone areas.

The Anand Parbat falls under Urban Renewal Area. The development in these areas shall be in accordance with the respective comprehensive redevelopment schemes to be prepared within the overall policy frame of the Master Plan. These schemes shall <sup>have</sup> conservative surgery as planning tool, as far as possible. The basic objective of the Urban Renewal plans is to upgrade the living and working environment by implementing schemes taking into consideration the existing physical and socio-economic conditions of the area.

- 1.2 While dealing with the subject matter of sealing of non-conforming industries in the various parts of Delhi, a view has been taken by the Urban Development Minister that those industrial units which are located in the designated industrial areas as per MPD-2001 may not be considered for sealing purposes by the officers of GNCTD.
- 1.3 Accordingly, the GNCTD has been requesting DDA to provide the plan of Anand Parbat Area which could be treated as an authentic plan and on the basis of which the sealing/de-sealing operation could be undertaken by GNCTD.



- 1.4 The officers of the Planning Department have been assisting the sealing team of GNCTD for identifying the Industrial Area of Anand Parbat, but at the same time, area planning on the basis of the land use provision of MPD-2001/approved zonal development plan of Zone 'B', identified boundaries of Anand Parbat Industrial Area.
- 1.5 Now that the Secretary, GNCTD, is requesting for copies of the plans showing the identifiable boundaries of Anand Parbat Industrial Area in order to facilitate further action by them. It has become necessary to define the boundaries on the basis of identifiable; the physical features at site.
- 2.0 Details of Examination
- 2.1 Planning Department had issued copies of the approved zonal development plan to the GNCTD which do not clearly identify the boundaries at site.
- 2.2 The Anand Parbat Industrial Area has been inspected by the officers of the Planning Department and it is observed that the area as per MPD-2001 is divided into 3 pockets, i.e. A, B & C (plan laid on the table).
- 2.3 Attempt has been made to identify these boundaries of the three pockets. Details are given as under (Plan laid on the table)

Pocket-A:

North	: Railway line/properties.
South	: New Rohtak Road.
East	: Road going to Shakti Nagar (Kali Dass Marg)
West	: Gali No.3

Pocket-B:

North	: Railway line/properties
South	: New Rohtak Road.
East	: Gali No.10 (Daya Basti, Shiv Marg/ Kuan Wali Road)
West	: Junction of Railway/properties, Rohtak Road.

Pocket-C:

North	: New Rohtak Road
South	: Ramjas School boundary and Defence boundary.
East	: Gadodia Marg
West	: Gali No.10, Gali No.11(Part) and Gali No.13

While identifying the boundary it is noted that a substantial part in the west of Gadodia Marg is predominantly residential in use but has been included in the boundary so far identified as per MPD-2001.

3.0 PROPOSALS

Proposals contained in para 2.3 above identifying the boundaries of Anand Parbat Industrial Area (3 pockets) as shown on the copy of the plan (laid on the table) is put up for consideration/approval of the Technical Committee.

*[Handwritten signature]*

*[Handwritten signature]*



DELHI DEVELOPMENT AUTHORITY  
(AREA PLANNING UNIT-III)

AGENDA ITEM FOR THE TECHNICAL COMMITTEE

F 17(112001 (Part II)).

Sub: Clarification regarding the Industrial Area at Shahzadabagh.

1.0 BAGKGROUND

- 1.1 The Shahzadabagh Industrial area is situated on the north of old Rohtak Road near Anand Parbat area. The area is approx. less than 1/2 sq.km. As per MPD-2001, this falls in the special area which has been shown clearly in the land use plan. The Shahzadabagh Industrial Area falls under the Light Industrial Estates as per MPD-2001.
- 1.2 In the Zonal Development Plan of Zone-B and in the Master Plan-2001 also the boundaries of the Shahzadabagh Industrial Area have not been clearly identifiable and the need has been felt to identify these boundaries properly in order to facilitate action by the GNCTD in these industrial areas as per the orders of the Hon'ble Supreme Court.

2.0 DETAILS OF EXAMINATION

- 2.1 As per the Master Plan-2001, the boundaries of the Shahzadabagh Industrial Area are as under:-

North : Road No.40 (Kalidas Marg)  
South : Old Rohtak Road  
East : Road connecting Road No.40 and Old Rohtak Road (area of Subhadra Colony)  
West : Junction of 60 mtr. wide road and Old Rohtak Road.

- 2.2 As per Zonal Plan of this area, some of the area bounded by existing road to the west of boundary of the slum tenements in the south, slum tenements in the east of existing electric substation, and road No.40 in the north, where godowns are existing have been shown as commercial, whereas as per MPD-2001, the land use remains industrial.

### 2.3 MANUFACTURING (INDUSTRIAL):

Since commercial use is permitted in the manufacturing (Industry) use zone area so far as from the planning point of view we may have no objection if this area is also considered as manufacturing (light and service industrial area).

2.4 Keeping in view the above facts the boundaries of Shahdabadbagh industrial area work out as under:

North : Road No.40 (Kalidas Marg)  
South : Old Rohtak Road  
East : Road connecting Road No.40 and Old Rohtak Road  
(area of Subhadra Colony)  
West : Junction of 60 mts. wide road and Old Rohtak Road.

### 3.0 PROPOSALS

The boundaries defined in para No.2.4 above are placed before the Technical Committee for consideration.







2

DELHI DEVELOPMENT AUTHORITY  
DEVELOPMENT CONTROL & T.T.

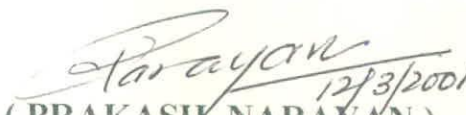
No.F.1(8)2001/MP

March 12th, 2001

**MEETING NOTICE**

The 4th meeting of the Technical Committee of Delhi Development Authority for the year 2001 will be held on **15.3.2001 (Thursday) at 10.00 a.m.** in the Conference Hall, 5th floor, Vikas Minar, I.P.Estate, New Delhi.

The agenda for the meeting shall be laid on table as per list enclosed.  
You are requested to kindly make it convenient to attend the meeting.

  
( PRAKASH NARAYAN )  
OSD (DC&TT)  
MEMBER SECRETARY

DELHI DEVELOPMENT AUTHORITY  
(MASTER PLAN SECTION)

**I N D E X**

S.NO.	ITEM NO.	PARTICULARS
1	11/2001	Shifting of 66 kv tower line passing through the unauthorised colony abutting on Pankha Road File No. 6(34)98-MP
2	12/2001	Proposed Corridor improvement plan for a stretch of Outer Ring Road between ROB 22 at Mathura Road and IIT fly over This includes F.5(3)2000-MP a) Right turning at grade loop near NSIC b) Half fly over on Anand Mai Marg near Kalka Temple (included in phase II list) c) 'U' loop from Lotus temple road d) Right turning grade separator to Nehru Place e) Right turning under pass near Nehru Apartment f) Low height fly over at Malviya Nagar junction g) Fly over at Khelgaon Marg intersection (included in phase II list)
3	13/2001	Proposed Corridor improvement plan for a stretch of Ring Road between Mool Chand (fly over existing) and Dhaula Kuan Inter Section (already planned) This includes a) Fly over at Benito Marez Marg of Ring Road intersection F5(16)2001-MP
4	14/2001	Proposed Corridor improvement plan for a stretch of Ring Road between Azad pur ROB ( existing) to Punjabi Bagh ROB (existing) F.5(3)2001/MP
5	15/2001	Proposed Corridor improvement plan of Ring Road from Vikas Marg Intersection (fly over existing) to Bhairon Marg intersection This includes ROB at Rly station to IP Power Station. F5(2)2001-MP
6	16/2001	Proposed approach road to Dwarka Sub city through Cantt. area. F10(JD)DWK/92/Vol. III