

DELHI DEVELOPMENT AUTHORITY
(MASTER PLAN SECTION)

F1(8)2005-MP/228

Date: 4.8.2005.

The minutes of the 3rd Technical Committee for the year 2005 held on 20.5.2005.

The list of the participants is enclosed at Annexure I.

Item No. 12/2005

Sub: Confirmation of the minutes of the Technical Committee meetings held on 3.2.2005 & 16.2.2005.

F1(1)2005-MP

F1(4)2005-MP

The draft minutes of the Technical Committee meeting held on 3.2.2005, circulated vide this office letter no. F1(1)2005-MP/53 dated 2.3.2005 and held on 16.2.2005, circulated vide this office letter no. F1(4)2005-MP/80 dated 24.3.2005 were confirmed.

✓ Item No. 13/2005 :

Sub: The proposal of RUB at level crossing Sarai Kale Khan, Nizamuddin, New Delhi.

F5(2)2005-MP

It was observed that there was no representation from the MCD whose proposal is put up before the Technical Committee. It was decided that the proposal may be first considered by the Sub Committee under Commr. (Plg.) DDA. The Technical Committee noted that the proposal is for local / light traffic of Sarai Kale Khan village and adjoining localities and linking of traffic from Master Plan roads on this underpass should not be encouraged.

Item No. 14/2005

Sub: Proposal for High Capacity Bus System (HCBS) in Delhi : Planning Design and Implementation of part corridor from Ambedkar Nagar to Mool Chand .

F5(21)2003-MP

The Technical Committee noted that this is a pilot project of Transport Department, Govt. of NCT of Delhi, which is to be taken up on experimental basis. During detailed discussion the following suggestions

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- i) The safety of pedestrians and bus passengers to be given utmost importance for which proper pedestrian crossings, pedestrian traffic signals at the location of bus stops and bus shelters, provision of barricading and kerbs along bus stops / bus ways, provision of mandatory doors in buses and flaring of bus ways at the intersections need to be worked out carefully. To avoid bus passengers running across the roads dedicated pedestrian circulation with longer duration of pedestrian signals and access for wheelchairs should be considered.
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- iv) The aspect of evacuation of any buses which may stall in the dedicated bus corridor should be given close and careful attention.

These minutes are issued with the approval of Vice Chairman, DDA


(B. R. Jain)
Director (DC)

Copy to:

 Vice Chairman, DDA
 Engineer member, DDA
 Commissioner (Plg.) DDA
 Commissioner (LM) DDA

In Chair



- ✓ Commissioner (LD) DDA
- ✓ Chief Town Planner, MCD
- ✓ Chief Town Planner, TCPO
- ✓ Chief Architect, DDA
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- ✓ Land & Development Officer (L&DO)
- ✓ Sr. Architect (H&TP) CPWD
- ✓ Dy. Commr. of Police (Traffic)
- ✓ Director (Landscape) DDA

Copy also forwarded to:

- ✓ Director (TT) DDA
- ✓ Director (Dwarka)
- ✓ Director (Narela)
- ✓ Director (AP) I

for
 JT.DIR. (MP)
 Mafu
 4/8/05

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(B K Jain)
Director (DC)

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Commissioner (Plg.) DDA
Commissioner (LM) DDA

In Chair



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Director (Landscape) DDA

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Director (Dwarka)
Director (Narela)
Director (AP) I

for
JT.DIR. (MP)
Mafin
4/8/05

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34
List of participant of 3rd meeting for the year 2005 of Technical Committee held on 20.5.2005.

S/Shri

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Madhukar Gupta, Vice Chairman,

In Chair

Prabash Sing, E M

A K Jain, Commissioner (Plg.)

V D Diwan, Chief Architect

Prakash Narain Addl. Commissioner (Plg.) III

A K Gupta, Addl. Commissioner (Plg.) II

Savita Bhandari Director (LS)

DELHI POLICE

Pradeep Hota DCP (Traffic)

Amit Roy ACP (Traffic)

L & D O

B M Jayant A E, L&DO

T C P O

R Srinivas Associate TCP

SPECIAL INVITEES:

R M Lal, Director (TT) DDA

Pankaj Kumar DGM, RITES

Rakesh Kumar, IIT Delhi

Sandeep Gandhi, IIT Delhi

Sanjay Rastogi G M RITES

Rajneesh Parwal, Manager, RITES

**DELHI DEVELOPMENT AUTHORITY
(MASTER PLAN SECTION)**

FF(8)2005-MP / 172

Date: 4-6-05

The draft minutes of the 3rd Technical Committee for the year 2005 held on 20.5.2005.

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Observation and Comments if any on draft minutes may please be sent to Jt. Director (MP) within a week.

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(BK Jain)
Director (DC)

Copy to:

Vice Chairman, DDA In Chair
Engineer member, DDA
Commissioner (Plg.) DDA
Commissioner (LM) DDA
Commissioner (LD) DDA
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(A K MANNA)
JT.DIR. (MP)

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Rajneesh Parwal, Manager, RITES

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राइट्स भवन
RITES BHAWAN

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No. 1, Sector-29, Gurgaon-122 001 (INDIA)
दूरभाष (Tel.) : (0124) 2571666
फैक्स (Fax) : (0124) 2571660

Commr (Plg Office)

Diary No. 6547

Date 31/5/05

Sy No. 886 of J2(MD)
2/6/05

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31/5/05

RITES/UT/HCBS/PMC/2004
Date: 24.5.05

To,
Sri S. N. Sahay, IAS
Commissioner
Transport Department
5/9 Underhill Road
Delhi-54

Fax: 01123370877

Dear Sri Sahay,

Sub: Examination of HCBS proposal by DDA Technical Committee
Ref: Agenda item No. 14/2005

With respect to the above subject, it is to bring to your notice that HCBS project was discussed in the Technical Committee on 20.5.05. The members of the Committees were given clarifications on the points raised by them. Traffic Police also had their concerns regarding traffic management during and after implementation of the project. The Committee is likely to convey its approval subject to a few observations like clearance from various agencies and also retention of the present pavement surface type, i.e. flexible pavement.

RITES Ltd. have already opined in favour of Concrete pavement and reiterate the same. The Govt of Delhi has to take a view in this matter.

Further, decision regarding the disposal of 'Tender for Construction Works' may be expedited in order to proceed with the implementation of the project.

Thanking you.

Yours truly,
Sanjay Rastogi
(Sanjay Rastogi)

✓ Copy: VC, DDA for kind information. 011-2462 3960

पंजीकृत कार्यालय : नई दिल्ली हाऊस, 27, बाराखम्बा रोड, नई दिल्ली-110 001 (भारत)
Regd. Office : New Delhi House, 27, Barakhamba Road, New Delhi-110 001 (INDIA)
ई-मेल (E-mail) : info@rites.com, वेबसाइट (website) : www.rites.com

DELHI DEVELOPMENT AUTHORITY
(MASTER PLAN SECTION)

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i)

The Transport Department of the GNCTD is working out a Transport Plan for the Common Wealth Games, linking some of the venues by HCBS may be kept in view.

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iii)

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24

**DELHI DEVELOPMENT AUTHORITY
(MASTER PLAN SECTION)**

No.F.1(1)2005-MP / 53

2-3-2005

The draft Minutes of the 1st Technical Committee meeting for the year 2005 held on 3.2.2005.

The list of participants is enclosed at Annexure I.

Item No.1/2005

Sub : Confirmation of minutes of Technical Committee held on 2.12.2004.
F.1(18)2004-MP

The draft minutes of the Technical Committee meeting held on 2.12.2004 circulated vide this office letter No.F.1(15)2004-MP/443 dated 22.12.2004 were confirmed.

Item No.2/2005

Sub : Approval for additional basements up to the building envelop line exclusively for parking and services in commercial plots.
F.13(112)2004/Bldg./Pl.

The proposal was approved subject to the following conditions :-

- (i) The parking for this plot would be provided @ 3 ECS per 100 sq. Mt. of floor area and no spill over parking shall be allowed outside the plot.
- (ii) A maximum of three basements would be permitted with the third basement being optional.
- (iii) The basement shall extend up to the envelop line and would only be used for parking and services

Item No.3/2005

Sub : Change of land use of 370 hec. of land along 80 m Gewara - Rawana Road near Village Khanjawala from 'rural' to 'Manufacturing use'
F.3(5)2005-MP

The proposal was recommended for approval. The Technical Committee further desired that the area and description of the boundary identified by the DSIDC should be reconciled for processing of the change of land use under Section 11-A of Delhi Development Act, 1957.



Engineer-in-Charge

Item No.4/2005

Sub : Proposal of construction of Grade Separator at intersection of Bahadur Shah Zafar Marg with IP Marg (A point).

F.5(112)78-MP

The item was deferred in view of the fact that the project details were not made available to Delhi Traffic Police and there were no representative of the MCD, PWD and the Consultant in the meeting. The Technical Committee further desired that the proposal may be discussed with all concerned local bodies/agencies under the Chairmanship of Engineer Member, DDA.

Item No.5/2005

Sub : 66 KV overhead route alignment along proposed 40 m. wide Khanjawala road from 66 KV electric sub station in sector 23 Rohini to 220 KV electric substation at Khanjawala passing through the proposed urban extension area.

E.6(2)2005-MP

The proposal was approved subject to the following conditions :-

- (i) Where the 66 KV line crosses the DMRC route, it is to be made underground, for which clearance of DMRC is to be obtained.
- (ii) The Urban Extension Plans for Draft MPD-2021 also to take the alignment into account.

The Technical Committee further decided in principle that in future all 66 KV and below lines may be laid underground, for which Chief Engineer(Electrical), DDA will make a reference to the Chief Secretary, GNCTD.

Item No.6/2005

Sub : Landuse of 65 hect land adjoining section I-E and II of Vasant Kunj in Development Area No.176 Zone 'J' South Delhi

F.20(2)2005-MP

The proposal was recommended for approval of change of land use under Section 11-A of Delhi Development Act, 1957, for which the precise requirement for additional land for Hospital may be obtained from GNCTD. The unacquired pocket of land pocket between the roads and the proposed scheme may also be acquired.


For the Secretary

Item No.7/2005

Sub : Shifting of existing 66 KV tower line in Sector A-7 in front of 66 KV grid in Narela sub city in the green belt/Central Verge of the Road.
F.6(1)2005-MP

The proposal was approved with the condition that all the expenditure required for project are to be borne by the NDPL.

Item No.8/2005

Sub : Change of land use 1.60 hact land from rural (A3) to Public and Semi Public use (PSI Hospital Cat B) at Burari in Zone 'P'
F.13(4)2004-MP

The proposal was recommended for approval for further processing under Section 11-A of the Delhi Development Act, 1957.

Item No.9/2005

Sub : Change of landuse of 70.62 acres of land in the east of GT Karnal Road (NH-1) at Tikri Khurd Khampur for utilizing it for wholesale Fruit and Vegetable Market for Delhi Agriculture Marketing Board (DAMB).
F.20(10)97-MP

The proposal was recommended for approval with the following directions :-

- (i) A circulation Plan integrating traffic movement of Wholesale Fruit & Vegetable Market and G.T. Karnal Road may be prepared, keeping in view that Highway traffic is not disturbed by proposed Fruit & Vegetable Market. Preferably a new road network be created on the periphery of the site/along drain from which exit/entry to this complex may be taken.
- (ii) An overall plan be prepared for the area upto the drain, indicating an ISBT site.
- (iii) Clearance of NHAI and other organisations may be obtained by DAMB.
- (iv) Decentralisation of wholesale activities from Azadpur Market may be worked out and plying of trucks to Azadpur Market be controlled by DAMB.

Item No.10/2005

Sub : Proposed group housing for construction of 19 Dwelling Unit (DU) at Plot No.6, Aurobindo Marg (Adjacent to Mother International School), New Delhi.
F.13(233)/2002/Bldg.

The proposal was approved with the following directions :-


Comptroller and Auditor General

- (i) The area required for road widening of Aurobindo Marg (200/61m) be surrendered to the DDA, against grant of the FAR on full plot.
- (ii) Whether the Development Control Norms are to be as per the provision of MPD-2001 for the Residential Plot or Group Housing may be examined in consultation with Lands Department and final decision in this regard be taken separately.
- (iii) Action may be initiated separately to retrieve the lands proposed for development of Aurobindo Marg to its full Road Right of Way (61m) from adjoining properties on its both sides.

Observations and comments, if any, on the draft minutes may please be sent to it Director(MP) within a week.

These draft minutes are issued with the approval of the Vice Chairman, DDA.


(B.K. Jain)
Director(I/C)

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Commissioner(I.M), DDA
Commissioner(I.D), DDA
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Chief Town Planner, TCPO
Chief Architect, NDMC
Chief Architect, HUPW, DDA
Chief Engineer/Planning DMRC
Chief Engineer(Elect), DDA
Additional Commissioner(Plg)II, DDA
Additional Commissioner(Plg)III, DDA
Additional Commissioner(MPPR), DDA
Secretary, DUAC
Land & Development Officer, I & DO
Sr. Architect, (H&TP), CPWD
~~Commissioner of Police (Traffic), Delhi~~
Director(Landscape), DDA

16/11/11



-20-

**DELHI DEVELOPMENT AUTHORITY
(MASTER PLAN SECTION)**

F1(4)2005-MP/80

Date: 24-3-05

The draft minutes of the 2nd meeting of the Technical Committee meeting for the year 2005 held on 16.2.2005.

The list of the participants is enclosed at Annexure I.

Item No. 11/2005:

Sub: Proposal of grade separator on Dabri Crossing at Pankha Road.

F5(1)2003-MP

Technical Committee recommended for approval the proposal of the MCD subject to the following conditions:

- i) MCD shall examine and provide a gradient of 1:30 wherever possible, except where space constraint does not permit.
- ii) The geometry of proposed island and the central rotary below the flyover needs to be improved keeping in view the right hand turning traffic from Uttam Nagar side to Dwarka.
- iii) Traffic management plan may be prepared including up-gradation of the surrounding road network, such as stretch between Dabri Mor to Dwarka / Mahavir Enclave 'T' junction on Pankha Road between Dabri Mor and road over bridge on Rewari Railway line. Adequate provision of the Bus Bays may also be made along the roads.
- iv) MCD to consider the integration of the future requirements of proposed metro route along Pankha Road.
- v) The design of grade separator to ensure traffic speed, safety, structural seismic safety and other engineering aspects. Pedestrian circulation and subway may also be got integrated and landscape plan be prepared as part of the proposal.
- vi) The approval from various other agencies, wherever required, shall be obtained by the MCD before starting of the work.

Observation and comments if any on draft minutes may please be sent to Jt. Director (MP) within a week.

These minutes are issued with the approval of Vice Chairman, DDA.


(B K JAIN)
DIRECTOR (DC)

 Compared  Original

Copy to:

Vice Chairman, DDA
 Engineer Member, DDA
 Commissioner (Plg.), DDA
 Commissioner (LM), DDA
 Commissioner (LD), DDA
 Chief Town Planner, MCD
 Chief Town Planner, TCPO
 Chief Architect, DDA
 Chief Engineer / Plg. DMRC
 Chief Architect, NDMC
 Chief Engineer (Elect), DDA
 Addl. Commr. (Plg.) I, DDA
 Addl. Commr. (Plg.) II, DDA
 Addl. Commr. (Plg.) III, DDA
 Addl. Commr. (MPPR), DDA
 Secretary, DUAC
 Land & Development Officer (L&DO)
 Sr. Architect (H&TP), CPWD
 Dy. Commr. of Police (Traffic)
 Director (Landscape), DDA

In Chair

Copy also forwarded to:

Director (TT), DDA
 Director (Dwarka), DDA


 (A K MANNA)
 JT.DIR. (MP)

 Computer 

-18-

List of participants of 2nd meeting for the year 2005 of Technical committee held on 16.2.2005.

DELHI DEVELOPMENT AUTHORITY

S/Shri Madhukar Gupta, Vice Chairman
S/Shri A K Jain, Commissioner. (Plg.)
S/Shri Prakash Narain, Addl. Commr. III
S/Shri A K Gupta, Addl Commr. II
S/Shri Ashok Kumar, Addl. Commr. (MPPR)
S/Shri B K Jain, Director (DC)
S/Shri H B Jha, Chief Engineer, (Electrical)
Ms Savita Bhandari, Director (LS)

In chair

Convenor

M C D

S/Shri Shemsher Singh, Senior T P

DELHI POLICE

S/Shri Pardeep Hota, DCP (Traffic)

L & D O

S/Shri B N Jayant, A E (L&DO)

DMRC

S/Shri J Tyagi, Chief Engineer (Plg.)

SPECIAL INVITEES:

S/Shri S C Sharma, CE (HQ) DDA
S/Shri R K Sabharwal, C E IV MCD
S/Shri R M Lal, Director (TT) DDA
S/Shri P M Parate, Director (TYA) DDA
S/Shri S. Srivastava, Director (Bldg.) DDA
S/Shri S P Bansal, Director (Dwarka) DDA
S/Shri Sanjay Kumar Jain, S E (Project IV) MCD
S/Shri S K Mittal, E E (XX)MCD.

-17-

DELHI DEVELOPMENT AUTHORITY
(MASTER PLAN SECTION)

NO. F.1(8)2005-MP / 153

Date: 18-5-05

The 3rd meeting of Technical Committee of the DDA for the year 2005 under the chairmanship of VC, DDA will be held on 20.5.2005 at 10.30 a.m. in the Conference Hall, 5th floor, Vikas Minar, New Delhi. A list of items along with Agenda to be discussed is enclosed herewith.

You are requested to make it convenient to attend the meeting.


(B.K. JAIN)
DIRECTOR (DC)

Vice Chairman, DDA.
Engineer Member, DDA.
Commissioner.(Plg.) DDA.
Commissioner.(LM) DDA.
Commissioner.(LD) DDA.
Town Planner, MCD.
Chief Town Planner, TCPO.
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Chief Engineer / Planning, DMRC
Chief Engg. (Elect), DDA.
Additional Commissioner (Plg.) II, DDA.
Additional Commissioner (Plg.) III, DDA.
Additional Commissioner (MPPR), DDA
Secretary, DUAC.
Land & Development Officer, (L&DO)
Sr. Architect, (H&TP) CPWD.
Dy. Commr. of Police (Traffic) Delhi.
Director (Landscape) DDA.

Special Invitees.

1. Director (TT) DDA
2. Shri. Krishan Kumar
Jt. Commr. Transport.
3. Manager Flyover Project, DDA

Item No.

- 13/2005, 14/2005
14/2005
14/2005

INDEX

| SL. NO. | ITEM NO. | SUBJECT | PAGE NO. |
|---------|----------|---|----------|
| 1. | 12/2005 | Confirmation of minutes of Technical Committee meetings held on 3.2.2005 and 16.2.2005. | |
| 2. | 13/2005 | The proposal of RUB at level crossing Sarai Kale Khan, Nizamuddin, New Delhi F5(2)3005-MP | 1-3 |
| 3. | 14/2005 | Proposal for High Capacity Bus System in Delhi : Planning Design and Implementation of part corridor from Ambedkar Nagar to Mool Chand. F5(21)2003-MP | 4-6 |

15

DELHI DEVELOPMENT AUTHORITY
(MASTER PLAN SECTION)

NO. F.1(8)2005-MP / 153

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 (B.K. JAIN)
 DIRECTOR (DC)

Vice Chairman, DDA.
 Engineer Member, DDA.
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 Director (Landscape) DDA.

Special Invitees.

1. Director (TT) DDA
2. Shri. Krishan Kumar
Jt. Commr. Transport.
3. Manager Flyover Project, DDA

Item No.
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**DELHI DEVELOPMENT AUTHORITY
TRAFFIC & TRANSPORTATION UNIT**

DT: 14-3-05

AGENDA FOR TECHNICAL COMMITTEE

**THE PROPOSAL OF RUB AT LEVEL CROSSING SARAI KALE KHAN,
NIZAMUDDIN, NEW DELHI.**

F.5(2)05-MP

I. INTRODUCTION

Executive Engineer (PR) City Zone, MCD has forwarded a proposal on the above subject vide letter dated 4.1.05.

There is a level crossing No.582-B existing in the Southern end of Northern Railways Hazart Nizamuddin Railway Station. This railway line is a trunk rail route from Delhi to Bombay. The level crossing is located within the yard of the Railway Station. This railway route is extremely busy as trains from Western India and Southern India pass through it. The proposed link serves the locality surrounded by village Sarai Kale Khan, on the eastern side and Nizamuddin in the west. Due to this reason, there is a heavy volume of pedestrian and vehicular traffic which passes over the level crossing and at times there is a long queue of vehicles on both ends of the railway line.

II. DETAILS & EXAMINATION

M/S.RITES are the consultant of MCD for this proposal, they have conducted surveys in the study area. Details of which are given below.

TRAFFIC CHARACTERISTICS

The average traffic volume at the intersection per day in the mid block is 5393 PCU's on both the directions of the road rail net-work. At the level crossing the traffic constitutes of 70% slow moving vehicles such as Cycles, Cycle-rickshaws and hand carts. The remaining being fast moving vehicles, it has been observed that about 2% of the total volume of traffic comprises of Buses, Trucks, LCVs etc.

ROAD NETWORK INVENTORY

30% of the road ROW is less than 10 Mts and 40% have a ROW in the range of 10-20 Mts. Foot-paths are being encroached and used for hoardings thus forcing the pedestrians to walk on the carriage. This increases the risk of pedestrian and vehicular conflict.

Three alternatives proposal have been worked out by the Consultant.

Alternate.I

The RUB is located at the existing level crossing.

Alternate.II

Located at a distance of 80m towards Nizamuddin Railway side from the existing level crossing.

Alternate.III

This underpass is located at a distance of 20m towards Barapullah Nallah side from the existing level crossing. Twin R.C.C box measuring 4mt wide and 2.5 mt height are used for the construction of the under pass. This alternative is preferred because of the following advantages.

- There will be minimum disturbance to the public during the construction as the proposed site is located away from the level crossing.
- No diversion of road traffic will be required.
- The location of the RUB would provide longer length of the approaching arms which will enable to achieve the required minimum gradient as per the proposal.
- The horizontal curve tends to get flatter where the length of approaching arms is sufficient.

III. OBSERVATIONS

- 1 • The detailed plan showing all existing/proposed elements (footpath, intersection details, section etc) of the proposed road may be submitted.
- 2 • Keeping in view the adjoining catchment area, it is observed that the intersection of the approach road to Railway Station and link road along Barapullah Nallah will invite much traffic beyond its capacity. Since the link from Ring Road to Mathura

Road has left in and left out having a ROW of 24m only the dispersal of vehicular traffic and right turning need to be worked out.

- The height clearance of the RUB has been proposed as 2.5m below the railway line, which is used for light motor vehicles. As per Authority approved guidelines a minimum of 5m-height clearance is required. The restricting barriers at entry point of the RUB on both sides need to be erected to discourage heavy traffic to enter the RUB.
- A gradient of 1:25 has been proposed for the underpass as against the Authority guideline of 1:30. As per IRC: 86-1983 Specifications a minimum radius of 30 mt is required for design speed of 30 kmph with 7% elevation, but due to site constraints a radius of 25 mt have been provided.
- A road section has not been given in absence of which it is not possible to ascertain pedestrian movement. This is a very important aspect as large number of pedestrians cross railway line daily.
- 3 • Since the old Bridge as per the earlier alignment of Mathura Road is a protected monument the road owning agency will require necessary clearance from the Archaeological Survey of India.
- The approval from various other agencies wherever required shall be obtained by the executing agency before starting of the work.
- The detailed feasibility report needs to be submitted by MCD.
- The design of grade separator requires examination from the Engineering point of view by MCD in terms of design speed, structure, Seismic loads, super elevation and other Engineering aspects.

IV. RECOMMENDATIONS

The proposal/details given in Para II and the observations given in Para-III are placed before the Technical Committee for its consideration.

H. W. Wilson
Lt. Dir. T.T.

A-10 T.C. Item No 14/2005

**DELHI DEVELOPMENT AUTHORITY
TRAFFIC AND TRANSPORTATION UNIT
6TH FLOOR, VIKAS MINAR, NEW DELHI**

Agenda for Technical Committee

Sub: GNCTD Proposal for High Capacity Bus system in Delhi: Planning ,design and implementation of part corridor from Ambedkernagar to Moolchand(a pilot study).

F.5 (21) 2003-MP

1. BACKGROUND

Government of NCT of Delhi (GNCTD) recommended the proposal of High Capacity Bus System for Delhi. They have also prepared a feasibility report for the introduction of high capacity bus system (HCBS) corridors in Delhi as given below: the routes are shown in the map attached as **Annexure1**

HIGH PRIORITY CORRIDORS HIGH CAPACITY BUS SYSTEM (HCBS)

| S.NO | CORRIDOR | LENGTH (KM.) |
|------|---|--------------|
| 1. | Nangloi - Peeragarhi - Punjabi Bagh-Anand Parbat-Rani Jhansi Road-Link Road-Gole Market-Shivaji Terminal | 20 |
| 2. | Azadpur-Wazirpur Industrial Area- Punjabi Bagh-Raja Garden-Naraina Vihar-Dhaura Kuan-Moti Bagh-South Extn.-Mool Chand-LSR-Nehru Place | 32 |
| 3. | Jahangirpuri-Azadpur-Rana Pratap Bagh-Malka Ganj-St.Stephen's Hospital-Mori Gate-Old Delhi Rly.Station | 12 |
| 4. | Dr. Ambedkar Nagar-Masjid Moth-Mool Chand-Sunder Nagar-Appu Ghar-Delhi Gate-Lal Quilla-ISBT | 19 |
| 5. | Anand Vihar-Karkardooma Chowk-Swasthya Vihar-Lakshmi Nagar-ITO-Bara Khamba Road-Shivaji Terminal | 15 |
| | TOTAL. | 98 Km. |

The above proposal is to cover a total length of about 98 kms. of High Capacity Bus System in Delhi

The draft final report highlights the introduction of high capacity bus system along the 1st corridor identified as from Dr. B.R. Ambedkar Marg, Lal Bahadur Shastri Marg, Josip Broz Tito Marg i.e. from Ambedkar Nagar to Moolchand (Ring Road). The total length of this corridor is approximately 6 kms. However, this corridor will be extended touching Sunder Nagar-Appu Ghar-Delhi Gate-Lal Quilla-ISBT in Phase-II making a total of one route length of 19 kms.as indicated corridor at SL. No. 4 in the table

A part corridor has been selected to have a first hand experience for studying practical problems likely to be faced later.This will also study the problems on account of shifting of road cross sections, services and erection activities for the bus system, rationalization of bus stop locations and designs and operation of existing traffic signals and their improvement.

Joint commissioner (T.P.T Transport Department GNCTD) has submitted a proposal for High Capacity Bus System from Ambedkernagar to Moolchand vide letter dated 6/5/2005.

2. THE PROPOSAL

High capacity bus system is a term used for bus transportation system that use available space on Arterial roads of cities with dedicated bus ways. High capacity bus system with exclusive lane requires atleast 45 m ROW to accommodate all users on major arteries.

Bus lane:

In this transportation system 3.3mts wide continuous bus lane in both directions are provided at the center of the road. Bus lanes are physically segregated from each other by a 0.6 to 1.6 mts wide, 0.3m high median or marked with rumble strips. The segregation of bus lanes and Motorized vehicle lanes on either on either side is achieved through a continuous 0.6m wide, 0.15 m high median.

Motorized vehicle lane:

Adjacent to bus lane is a lane for motorized vehicle like car/jeep/scooters etc. which have a width of 6.75mts which increases to 8.25 to 9.75 mts at the intersection.

Non-motorized vehicle lane:

Next to this Motor vehicle lane, a lane is reserved for non motorized vehicles like cycle/rickshaws etc. with a width of about 2.5 mts.

Pedestrian footpath:

Continuous pedestrian path have been provide next to the MV lane with a width varying from 1.5 to 2.5 mts

Service lanes:

Service lanes are provided on both the sides of the road section and the width of the road varies from 3.5 to 5.8 mts.

Bus stops:

The bus shelters are Parallel (two for each direction) in design and have a total length of about 50 mts. Location of the bus shelters have been proposed twenty meter before the traffic light.

3. EXISTING DETAILS OF THE CORRIDORS

| Ambedkar Nagar Chowk to Chirag Delhi Intersection(3.0 Km) | Chirag Delhi to Moolchand Flyover(2.8 Km) |
|--|---|
| 3 median cuts available all signalised (for vehicular use) | -2 median cuts both signalised(for vehicular use) |
| -21 bus routes merging/diverging at Ambedkar Chowk - 5 bus stops - Ambedkar Nagar - DDA flats Madangir Camp - Pushp Bhawan - Sheikh Sarai | - 26 bus routs ply on this section - 6 bus stops - Chirag Delhi - Panch Sheel - Krishi Vihar - Siri Fort Road - Sadiq Nagar - Kendriya Vidyalaya |
| ROW as per Master Plan 45mts. | ROW as per Master Plan 45mts. |

PLANNING OBSERVATIONS

The planning observations are as follows.

I) **Operation system of high capacity bus system with reference to other mass transport modes:**

- This is a new system in Delhi for which operational characteristics are not available.
- The MRTS and other mass transit facilities are being implemented in the city while planning overlapping of the routes need to be avoided between different modes on account of paucity of road space. These modes shall be complementary to each other.
- The location and area of terminals for parking of HCBS at the starting and termination points has not been mentioned. It is essential that space may be identified for stabling and servicing of buses.
- A test run is desirable without major alterations in the road cross section using traffic management measures in order to check the workability of the High Capacity Bus System.

II) **With reference to road section/intersection:**

- The road ROW has not been clearly indicated in the scheme. It has been observed that the lanes reserved for motor vehicles ie. cars/taxi/LCVS. Varies in different stretches of the corridors. This will create bottleneck/congestion/ reduction in speed
- In the modified proposal road cross-section improvement has not been submitted.
- The signal phasing at intersection with time of 120-180 sec needs justification.
- The median openings along different stretches of the corridor have been closed this will disintegrate existing activities on both the sides of the road. Also additional distance will be required to be covered for u turning from the next intersection. Entry/ exit to properties abutting these corridors have not been properly served.
- No details have been provided for re-routing of the existing bus routes and their bus stops.
- Buses of different directional movement and routes are proposed to move in a single lane, as per the signal phase diagram in the first cycle the buses are supposed to go straight, if the first bus is not going straight then all the buses will get stuck up this will reduce the speed and increase the delays at the signals.

III) **With reference to pedestrian movement**

- There will be high pedestrian movement at the intersection but no pedestrian phase in the signal has been given for pedestrian cross movement this needs to be inbuilt in the scheme.

- The pedestrian are at a higher risk and inconvenience since as in this proposal they will have to negotiate about five medians for crossing the road.

IV) With reference to Environmental issues


- For this HCBS corridor change of road section will affect about 600 fully grown trees some of which have been existing from many decades will need to be cut this will have adverse effect on the environment.

V) Necessary clearances from other agencies

- Necessary NOCs from the concerned agencies/authority viz. DMRC, DUAC, PWD, DTTDC, land owning agencies etc. wherever required be got obtained by the executing agency before starting of the work.

5. RECOMMENDATIONS

The proposal in para 2 and planning observations in para 4 are placed before the Technical Committee for consideration.


R. M. LAL
Director (P&T)


Lt. Dir. T.T.



Figure 1.1 Proposed HCSS/ ETB Corridors in Delhi

CONSULTANTS

FOR RITES LTD.
 FOR TRIPPI/ IIT DELHI

IMPLEMENTING AGENCY

FOR TRANSPORT DEPARTMENT, GNCTD
 KRISHAN KUMAR
 General Manager (ISBTs)

DELHI DEVELOPMENT AUTHORITY
(MASTER PLAN SECTION)

NO. F.1(8)2005-MP / 158

Date: 18.5.2005

The 3rd meeting of Technical Committee of the DDA for the year 2005 under the chairmanship of VC, DDA will be held on 20.5.2005 at 10.30 a.m. in the Conference Hall, 5th floor, Vikas Minar, New Delhi. A list of items along with Agenda to be discussed is enclosed herewith.

You are requested to make it convenient to attend the meeting.


(B.K. JAIN)
DIRECTOR (DC)

- ✓ Vice Chairman, DDA.
- ✓ Engineer Member, DDA.
- Commissioner.(Plg.) DDA.
- Commissioner.(LM) DDA.
- ✓ Commissioner.(LD) DDA.
- ✓ Town Planner, MCD.
- ✓ Chief Town Planner, TCPO.
- Chief Architect, NDMC.
- Chief Architect, HUPW, DDA.
- ✓ Chief Engineer / Planning, DMRC.
- Chief Engg. (Elect), DDA.
- Additional Commissioner (Plg.) II, DDA.
- Additional Commissioner (Plg.) III, DDA.
- Additional Commissioner (MPPR), DDA.
- ✓ Secretary, DUAC.
- Land & Development Officer, (L&DO)
- Sr. Architect, (H&TP) CPWD.
- Dy. Commr. of Police (Traffic) Delhi.
- Director (Landscape) DDA.

Special Invitees.

1. Director (TT) DDA
2. Shri. Krishan Kumar
Jt. Commr. Transport.
3. Manager Flyover Project, DDA

Item No.
13/2005, 14/2005
14/2005
14/2005

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DELHI DEVELOPMENT AUTHORITY
(MASTER PLAN SECTION)

NO. F.1(8)2005-MP/153

Date: 18.5.05

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(B.K. JAIN)
DIRECTOR (DC)

Vice Chairman, DDA.

Engineer Member, DDA.

✓ Commissioner (Plg.) DDA. 18/5/05

Commissioner (LM) DDA.

Commissioner (LD) DDA.

Town Planner, MCD.

✓ Chief Town Planner, TCPO.

Chief Architect, NDMC.

✓ Chief Architect, HUPW, DDA. Bal Krishna

Chief Engineer / Planning, DMRC

Chief Engg. (Elect), DDA. Ashok (RSD)

✓ Additional Commissioner (Plg.) II, DDA. Vinendra (RSD)

✓ Additional Commissioner (Plg.) III, DDA. 18/5/05

Additional Commissioner (MPPR), DDA. Vinendra RSD

Secretary, DUAC.

Land & Development Officer, (L&DO) Ashok (RSD)

Sr. Architect, (H&TP) CPWD. Ashok (RSD)

Dy. Commr. of Police (Traffic) Delhi. Vinendra (RSD)

✓ Director (Landscape) DDA. 18/5/05

Special Invitees.

1. Director (IT) DDA. 18/5/05

Item No.

13/2005, 14/2005

2. Shri. Krishan Kumar Bal Krishna (RSD)

14/2005

Jt. Commr. Transport.

① 3. Manager Flyover Project, DDA. 18.5.05

14/2005

4. Security Officer, Vikas Minar 2

5. A/E Maintenance - CE 18/5/05

6. A/E (Electric) 18/5

7. DM (DC) 18.5.05



भारत सरकार

31C

Enclosed is a copy of minutes of the weekly meeting of
L. Governor, with the officers of DDA held at Raj N. was on 12.3.2003,
for necessary action

(Alok Srinivas)
OSD to LG

Dated 18/3/2003

Ho.B. Room, 1003, UNIA, 18/3/2003

1. V.C. DDA
2. F.M. DDA
3. E.M. DDA
4. Commr. (L.I-I), DDA
5. Commr. (L.I-II), DDA
6. Commr. (I.D), DDA
7. Commr. (Plan.), DDA
8. Commr. (Housing), DDA
9. Secy. to Commr. DDA

3528-
17/3/03

Enclosure
Minutes of meeting may be seen for full
info.

enclosure of
M. 31/3

The following matters were discussed and decisions taken in the weekly meeting of L.I. Governor with the officers of DDA held at Raj Niwas, Delhi on 12.3.2003 :

I. Minutes of Technical Committee :

L.G. desired that due to involvement of number of agencies regarding work being carried out for road alignment, flyovers, etc. which come up before the Technical Committee, the final minutes be issued after showing the draft to him.

II. Industrial Plots

It was desired that the left out industrial plots which are available with DDA should be disposed off through auction.

III. Re-modeling of roads :

Comr.(Pbg.) informed that the plans for re-modeling of roads identified have been prepared. He further informed that the designs of these roads would be issued after discussing the matter with the traffic police and the local bodies. L.G., however, desired that the plans may be sent to the traffic police and the local bodies for rendering their consent within 15 days. In the meanwhile the plans be issued to the Engineering Department so that the tendering process could be initiated immediately.

IV. Flyovers :

L.G. again reiterated that A.C. DDA may discuss the matter regarding construction of clover leaves at the DDA Bus and Station Vihar Flyover with the M.L.A.P. State Bridge Corporation, who have been awarded the work with the view to expedite the construction.

V.

Dwarka :

L.G. again reiterated that Dwarka should be declared as a '0' tolerance zone and for this purpose the Chief General Manager should be designated immediately. It was desired that the focus should be on completing the work of construction of roads, for disposal of commercial plots and for construction of Local Shopping Centres in various sectors of Dwarka. L.G. further desired that the encroachments which have come up on the roads of Dwarka should immediately be cleared.

DELHI DEVELOPMENT AUTHORITY
(MASTER PLAN SECTION)

F1(8)2005-MP / 172

Date: 4-6-05

The draft minutes of the 3rd Technical Committee for the year 2005 held on 20.5.2005.

The list of the participants is enclosed at Annexure I.

Item No. 12/2005

Sub: Confirmation of the minutes of the Technical Committee meetings held on 3.2.2005 & 16.2.2005.

F1(1)2005-MP

F1(4)2005-MP

The draft minutes of the Technical Committee meeting held on 3.2.2005, circulated vide this office letter no. F1(1)2005-MP/53 dated 2.3.2005 and held on 16.2.2005, circulated vide this office letter no. F1(4)2005-MP/80 dated 24.3.2005 were confirmed.

Item No. 13/2005 :

Sub: The proposal of RUB at level crossing Sarai Kale Khan, Nizamuddin, New Delhi.
F5(2)2005-MP

It was observed that there was no representation from the MCD whose proposal is put up before the Technical Committee. It was decided that the proposal may be first considered by the Sub Committee under Commr. (Plg.) DDA. The Technical Committee noted that the proposal is for local / light traffic of Sarai Kale Khan village and adjoining localities and linking of traffic from Master Plan roads on this underpass should not be encouraged.

Item No. 14/2005

Sub: Proposal for High Capacity Bus System (HCBS) in Delhi : Planning
- Design and Implementation of part corridor from Ambedkar Nagar to Mool Chand.
F5(21)2003-MP

The Technical Committee noted that this is a pilot project of Transport Department, Govt. of NCT of Delhi, which is to be taken up on experimental basis. During detailed discussion the following suggestions were made which are to be kept in view, while implementing the pilot project:

i)

The safety of pedestrians and bus passengers to be given utmost importance for which proper pedestrian crossings, pedestrian traffic signals at the location of bus stops and bus shelters, provision of barricading and kerbs along bus stops / bus ways, provision of mandatory doors in buses and flaring of bus ways

Mafer

at the intersections need to be worked out carefully. To avoid bus passengers running across the roads dedicated pedestrian circulation with longer duration of pedestrian signals and access for wheelchairs should be considered.

- ii) Since this is an experimental project, there is no need to resurface the roads by concreting as proposed, because this would cause considerable dislocation of the present traffic besides entailing substantial expenditure which can be avoided.
- iii) The Transport Department should consider developing a proper management structure for functioning of the High Capacity Bus Corridor in close coordination with the concerned departments, especially the Traffic Police.
- iv) The aspect of evacuation of any buses which may stall in the dedicated bus corridor should be given close and careful attention.

Observation and Comments if any on draft minutes may please be sent to Jt. Director (MP) within a week.

These minutes are issued with the approval of Vice Chairman, DDA


(B.K Jain)
Director (DC)

Copy to:

Vice Chairman, DDA In Chair
Engineer member, DDA
Commissioner (Plg.) DDA
Commissioner (LM) DDA
Commissioner (LD) DDA
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Director (Landscape) DDA

Copy also forwarded to:
Director (TT) DDA


(A K MANNA)
JT.DIR. (MP)



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List of participant of 3rd meeting for the year 2005 of Technical Committee held on 20.5.2005.

S/Shri

DELHI DEVELOPMENT AUTHORITY
Madhukar Gupta, Vice Chairman,
Prabash Sing, E M
A K Jain, Commissioner (Plg.)
V D Diwan, Chief Architect
Prakash Narain Addl. Commissioner (Plg.) III
A K Gupta, Addl. Commissioner (Plg.) II
Savita Bhandari Director (LS)

In Chair

DELHI POLICE
Pradeep Hota DCP (Traffic)
Amit Roy ACP (Traffic)

L & D O
B M Jayant A E, L&DO

T C P O
R Srinivas Associate TCP

SPECIAL INVITEES:
R M Lal, Director (TT) DDA
Pankaj Kumar DGM, RITES
Rakesh Kumar, IIT Delhi
Sandeep Gandhi, IIT Delhi
Sanjay Rastogi G M RITES
Rajneesh Parwal, Manager, RITES

ma/cu

DELHI DEVELOPMENT AUTHORITY
(MASTER PLAN SECTION)

Date: 4-6-05

F1(8)2005-MP / L72

The draft minutes of the 3rd Technical Committee for the year 2005 held on 20.5.2005.

The list of the participants is enclosed at Annexure I.

Item No. 12/2005

Sub: Confirmation of the minutes of the Technical Committee meetings held on 3.2.2005 & 16.2.2005.

F1(1)2005-MP

F1(4)2005-MP

The draft minutes of the Technical Committee meeting held on 3.2.2005, circulated vide this office letter no. F1(1)2005-MP/53 dated 2.3.2005 and held on 16.2.2005, circulated vide this office letter no. F1(4)2005-MP/80 dated 24.3.2005 were confirmed.

Item No. 13/2005 :

Sub: The proposal of RUB at level crossing Sarai Kale Khan, Nizamuddin, New Delhi.

F5(2)2005-MP

It was observed that there was no representation from the MCD whose proposal is put up before the Technical Committee. It was decided that the proposal may be first considered by the Sub Committee under Commr. (Plg.) DDA. The Technical Committee noted that the proposal is for local / light traffic of Sarai Kale Khan village and adjoining localities and linking of traffic from Master Plan roads on this underpass should not be encouraged.

Item No. 14/2005

Sub: Proposal for High Capacity Bus System (HCBS) in Delhi : Planning Design and Implementation of part corridor from Ambedkar Nagar to Mool Chand.

F5(21)2003-MP

The Technical Committee noted that this is a pilot project of Transport Department, Govt. of NCT of Delhi, which is to be taken up on experimental basis. During detailed discussion the following suggestions were made which are to be kept in view, while implementing the pilot project:

i)

The safety of pedestrians and bus passengers to be given utmost importance for which proper pedestrian crossings, pedestrian traffic signals at the location of bus stops and bus shelters, provision of barricading and kerbs along bus stops / bus ways, provision of mandatory doors in buses and flaring of bus ways

Mafer

at the intersections need to be worked out carefully. To avoid bus passengers running across the roads dedicated pedestrian circulation with longer duration of pedestrian signals and access for wheelchairs should be considered.

- ii) Since this is an experimental project, there is no need to resurface the roads by concreting as proposed, because this would cause considerable dislocation of the present traffic besides entailing substantial expenditure which can be avoided.
- iii) The Transport Department should consider developing a proper management structure for functioning of the High Capacity Bus Corridor in close coordination with the concerned departments, especially the Traffic Police.
- iv) The aspect of evacuation of any buses which may stall in the dedicated bus corridor should be given close and careful attention.

Observation and Comments if any on draft minutes may please be sent to Jt. Director (MP) within a week.

These minutes are issued with the approval of Vice Chairman, DDA


(B.K. Jain)
Director (DC)

Copy to:

Vice Chairman, DDA In Chair
Engineer member, DDA
Commissioner (Plg.) DDA
Commissioner (LM) DDA
Commissioner (LD) DDA
Chief Town Planner, MCD
Chief Town Planner, TCPO
Chief Architect, DDA
Chief Engineer (Plg.) DMRC
Chief Architect, NDMC
Chief Engineer (Elect) DDA
Addl. Commr. (Plg.) I, DDA
Addl. Commr. (Plg.) II DDA
Addl. Commr. (Plg.) III DDA
Addl. Commr. (MPPR) DDA
Secretary, DUAC
Land & Development Officer (L&DO)
Sr. Architect (H&TP) CPWD
Dy. Commr. of Police (Traffic)
Director (Landscape) DDA

Copy also forwarded to:
Director (TT) DDA


(A.K. MANNA)
JT.DIR. (MP)



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List of participant of 3rd meeting for the year 2005 of Technical Committee held on 20.5.2005.

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Sandeep Gandhi, IIT Delhi

Sanjay Rastogi G M RITES

Rajneesh Parwal, Manager, RITES

mef/6

DELHI DEVELOPMENT AUTHORITY
(MASTER PLAN SECTION)

F1(8)2005-MP/172

Date: 3-6-05

The draft minutes of the 3rd Technical Committee for the year 2005 held on 20.5.2005.

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I have talked to ADDL CA, the draft minutes of Ser Comm. are not circulated. Only minutes appd by VC is circulated to Master members sub H.

AD (MP)
31/5/06
JD (MP) 2/6

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Director (DC)

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Dy. Commr. of Police (Traffic)
Director (Landscape) DDA

In Chair

Copy also forwarded to:
Director (IT) DDA


(A.K. MANNA)
JT.DIR. (MP)

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Sandeep Gandhi, IIT Delhi

Sanjay Rastogi G M RITES

Rajneesh Parwal, Manager, RITES

may/05

DELHI DEVELOPMENT AUTHORITY
(MASTER PLAN SECTION)

F1(8)2005-MP / 172

Date: 4-6-05

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ma/ku