

दिल्ली विकास प्राधिकरण

अनुभाग Master Plan

मिसिल संख्या F1 (22) / 89-MP

टिप्पणी

Comm. Plan
1915

पत्रव्यवहार

विषय

Draft minutes of the Technical
Committee meeting held on 15.5.89.

पिछले सदस्य

बाद के सदस्य

सायबत (योजना) लाईटिंग

बायरी नं. F1379

दिनांक 22-5-89

विकास निदेशक

बायरी नं. F-1122

दिनांक 23/5

Comm. Plan

सायबत (योजना) लाईटिंग

बायरी नं. F-488

दिनांक 15.6

Dir (Dep. Dir. Comm. Plan)

19.6

DDC (MP)

19/6

14/6

COCOP
89

DELHI DEVELOPMENT AUTHORITY
(SERVICE PLANNING & RESEARCH WING)

No. PS/DiorCSPR/89/91

SUB:- Observations on the minutes of the meeting of the Technical Committee held on 15.5.89 (Monday) ~~xx~~ under the chairmansh-ip of VC, DDA - item No.92 on the subject of - 100 mt. r/w express road in urban extension (File No.F.5(14)/89-MP).

In the meeting, it was also decided and should be added:-

"Area bounded by road No.50 in the south, G.T. Karnal Road in the west, Delhi UP boundary in the north and proposed outer to outer ring road along river Yamuna in the east may be considered for warehousing and storage".

(R.G. Gupta)
Director-(SPR)
5.6.89

D.D. (MP)

Copy to:-

1. Commissioner (Plg.), DDA.
2. Engineer Member, DDA.

ms/pl.
Dir (Plg.) 8/9/89
regd. 17/6/89
Pl. put up in concern file early
UT IV
13.6.89

DELHI DEVELOPMENT AUTHORITY
(SERVICE PLANNING & RESEARCH WING)


No. PS/DivCS&R/89/91

1015 MP
6/6/89

SUB:- Observations on the minutes of the meeting of the Technical Committee held on 15.5.89 (Monday) ~~in~~ under the chairmansh-ip of VC, DDA - item No.92 on the subject of - 100 mt. r/w express road in urban extension (File No.F.5(14)/89-MP).


In the meeting, it was also decided and should be added:-

"Area bounded by road No.50 in the south, G.T. Karnal Road in the west, Delhi UP boundary in the north and proposed outer to outer ring road along river Yamuna in the east may be considered for warehousing and storage".


(R.G. Gupta)
Director-(SPR)
5.6.89

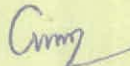
✓
D.D. (MP)

Copy to:-

1. Commissioner (Plg.), DDA.
 2. Engineer Member, DDA.
- 

Pl. put up early

✓ UT III


7.6.89.

DELHI DEVELOPMENT AUTHORITY
(MASTER PLAN SECTION)

PA/DD/MP/89/

17.5.89

Draft minutes of the meeting of the Technical committee held on 15.5.89 at 9.30 a.m. in the Conference Room of Delhi Development Authority, 5th floor, Vikas Minar, IP Estate, New Delhi are submitted for the approval of the Vice Chairman.

Anil Barai
(ANIL BARAI)
DY.DIRECTOR (MP) 17.5.89

Encl.

1. List of the participants.
2. Agenda copy of the Vice Chairman.

✓ DIRECTOR (DC&P)

VICE CHAIRMAN.

The Technical Committee meeting minutes as dictated, may please be seen for approval.

Refd to
(S.C. GUPTA)
DIRECTOR (DC&P)
18.5.89

Commr. (Plg.) *f.s. jain* 18.5.89.
V. C.

Ksh.
18.5

G.M.
Comm (Plg)

Dir (DC&P)

by sif/m

steno (m)

Needful has been done *Comm*

Dy. Dir (MP)

26/5/89
25/5/89

S. S. S.
18/5.89.

Refd to
22/5

for stencil

2024-19/08/89

भायुक्त (संयोजक) कार्यालय
आपरी एं. ए. 1/378
विकास विभाग
आपरी एं. ए. 1123
विकास विभाग
आपरी एं. ए. 22/5/89

DELHI DEVELOPMENT AUTHORITY
(MASTER PLAN SECTION)

Draft Minutes of the meeting of Technical Committee held on Monday, the 15th May, 1989 at 9.30 A.M. in the Conference Room of Delhi Development Authority, 5th floor Vikas Minar, I.P. Estate, New Delhi.

The following were present:-

DELHI DEVELOPMENT AUTHORITY:

1. Sh. K.S. Bains, Vice-Chairman (Chairman)
2. Sh. V.S. Murti, Engineer Member
3. Sh. J.C. Chambir, Commissioner(Plg.)
4. Sh. T.S. Punni, C.A(H)
5. Sh. Santosh Auluck, Addl. C.A.(H)
6. Sh. R.G. Gupta, Director(SP&R)
7. Sh. S.C. Gupta, Director(DC&F)
8. Sh. K.K. Bandupadhyay, Jt. Director(Rohini)
9. Sh. A.K. Jain, Project Planner (PPK)
10. Sh. P.N. Dongre, Jt. Director(TYA)
11. Sh. Prakash Narain, Jt. Director(T)
12. Sh. H.S. Sikka, Dy. Director(DC)
13. Sh. D.K. Saluja, Dy. Director(T)
14. Dr. S.P. Bansal, Dy. Director(PPW)

POLICE DEPARTMENT:

15. Sh. Paldan, ACP(Traffic)
16. Town & Country Planning Organization.
16. Sh. D.S. Maheshram, C.P, T.C.P.O.

DELHI ADMINISTRATION:

17. Sh. R.D. Srivastava, Jt. Director(Transport)

M.C.D.

18. Sh. G.R. Ambwani, Engineer-In-Chief.
19. Sh. C.M. Vij, S.E.-IX
20. Sh. A.K.Jain, E.E. XXVII.
21. Sh. D.R. Sharma, O.S.D.

P.W.D!

22. Sh. O.P.Goel, Chief Engineer, Delhi Admn.
23. Sh. A.K. Srivastava, S.E.-V
24. Sh. B.S. Duggal, SA(DA)-I

SPECIAL INVITEES:

N.C.R.P.B.

25. Sh. D. Madhu Babu, Asstt. Transport Planner For It

NATPAC

26. Sh. D. Sangal, Executive Director For Item No

4 & 5

D.W.S.& S.D.U.

27. Sh. Anand Prakash, S.E.

C.R.R.I.

28. Br. A.C. Sarna.

DELHI DEVELOPMENT AUTHORITY
(DEV. CONTROL & PLANNING)

MINUTES OF THE MEETING OF THE TECHNICAL
COMMITTEE HELD ON 15.5.89 IN THE CONFERENCE
HALL, 5TH FLOOR, VIKAS MINAR, NEW DELHI.

ITEM NO.92

Sub: 100 mts. R/W Express Way Road in the Urban
Extension.
(F.5(14)/89-MP)

The proposal was explained by the Commr.(Plg.) and was discussed in detail. It was observed that the proposed Express Way is not passing through the Trans-Yamuna Area, and therefore, is not forming a complete ring. It was opined that it would be better if the Express Way as proposed, may also make a complete ring by extending it ~~in the Trans-~~ ~~Yamuna area~~. The details of the same may also be worked out.

2. Further, the Technical Committee constituted a Sub-Committee consisting of Sh.J.C.Gambhir, Commissioner (Plg.), Shri ^{D. Sanyal} B. Dayal, NATPAC and Shri O.P.Goel, Chief Engineer, P.W.D., Delhi Admn. to work out (i) the details of the Express Way as a full ring and (ii) the priorities of this road to be constructed in the ^{5th} ~~5th~~ Five-Year Plan.

ITEM NO.93

Sub: Three level grade separator at Safdarjung
Crossing.
(F.5(77)/87-MP)

The Technical Committee observed that this item was also discussed earlier and the observations made in the agenda item on various issues were explained by Dr.Sanyal and subsequently discussed in detail. It was noted that there is no provision made in the detailed intersection design for the smooth and unhindered flow of the cyclists. It was also observed that the provision of the rotary ~~has~~ a three-level grade separator is not a very happy solution. Therefore, it was decided that a Sub-Committee consisting of Dr. A.C.Sarna, CRRI, ^{Dr.} ~~Dr.~~ D.Sanyal, NATPAC and Sh.O.P.Goel, Chief Engineer, PWD may work out further details for a better circulation and

* as per plans
display by him.

MINUTES OF THE MEETING OF THE TECHNICAL
COMMITTEE HELD ON 12.5.88 IN THE CONFERENCE
HALL, 5TH FLOOR, VIKAS MINAR, NEW DELHI.

ITEM NO. 92

Sub: 100 mts. R/W Express Way Road in the Urban
Extension.

(F.2(14)/82-MP)

The proposal was explained by the Commr. (Pig.) and was discussed in detail. It was observed that the proposed Express Way is not passing through the Trans-Yamuna Area, and therefore, is not forming a complete ring. It was opined that it would be better if the Express Way as proposed, may also make a complete ring by extending it in the Trans-Yamuna area. The details of the same may also be worked out.

2. Further, the Technical Committee constituted a Sub-Committee consisting of Sh. J. C. Gambhir, Commissioner (Pig.), Shri B. Sanyal, NATPAC and Shri O. P. Goel, Chief Engineer, P.W.D., Delhi Admn. to work out (i) the details of the Express Way as a full ring and (ii) the priorities of this road to be constructed in the 5th Five-Year Plan.

ITEM NO. 93

Sub: Three level grade separator at Saldang Crossing.

(F.2(77)/87-MP)

The Technical Committee observed that this item was also discussed earlier and the observations made in the agenda item on various issues were explained by Dr. Sanyal and subsequently discussed in detail. It was noted that there is no provision made in the detailed intersection design for the smooth and unimpeded flow of the cyclists. It was also observed that the provision of the rotary was a three-level grade separator is not a very happy solution. Therefore, it was decided that a Sub-Committee consisting of Dr. A. C. Serna, CRR, Dr. O. Sanyal, NATPAC and Sh. O. P. Goel, Chief Engineer, P.W.D. may work out further details for a better circulation and

segregation of cyclists, pedestrians and vehicular traffic keeping in view whether it should be through a traffic, signal system or a rotary at the ground level. With the above observations, the Technical Committee approved the three-level grade separator for this intersection.

ITEM NO.94

Sub: Three level grade separator at Raja Garden Crossing.
(F.5(14)/83-MP)

As given in Item No.94 above.

ITEM NO.95

Sub: Intersection of 'W' point and 'A' point including Bhagwan Dass Road/Tilak Marg intersection.
(F.5(92)/81-MP)

Postponed.

ITEM NO.96

Sub: Two level continuous grade separator on G.T.Shahdara Road from Shyam Lal College to Sanyar Sewing Machine Factory.
(F.5(36)/86-MP)

A two level continuous grade separator as proposed was explained by Shri D.R.Sharma, Chief Engineer, M.C.D. It was observed that although it is a costly proposition but it is necessary because ^{of} easy movement of through traffic coming from the proposed Yamuna bridge in the alignment of the Boulevard Road. The Technical Committee after detailed discussion recommended for approval of the proposed two level grade separator.

ITEM NO.97

Sub: Revised Scheme of Nehru Place Distt. Centre.
F-3(22)/89-MP

The proposals were explained by the Addl. Chief Architect and the changes proposed in the Redevelopment Scheme of Nehru Place Distt. Centre. These contain (a) construction of two level shopping (b) location of a hotel plot (c) resi-

dential blocks and (d) parking lots in different levels and (e) service centre and commercial complex.

After detailed discussion, the Technical Committee approved the proposal mainly for two level shopping, hotel plot and residential plot and for the remaining proposals, it decided that Chief Architect should evolve alternate solutions alongwith the details of commercial, facilities and service block including the details of parking and the matter should be brought before the Technical Committee.

ITEM NO.98

Sub: Proposal of the Shopping Mall, Institutional area and hotel sites in the west of JNU.
(F.10(28)/89-MP)

The proposal was explained by the Addl. Chief Architect. The Technical Committee after detailed discussion agreed with the proposal of location of the hotel sites (4 Nos.) subject to that these be of the same size in floor space to accommodate about 500 rooms. The proposed Shopping Mall should be further detailed out so that the project could be taken up by the DDA for the construction. The Technical Committee desired that the matter may be processed further.

ITEM NO.99

Sub: Proposal for a Yamuna Sports Complex & Retail Business Centre.
(F.3(23)/89-MP)

The proposal was explained by Addl. Chief Architect and was discussed in detail. As a concept, the Scheme was approved including the location of the hotel sites. It was desired that further details of the project be worked out.

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

Ref
for

idential blocks and (b) parking lots in different levels.

After detailed discussion, the Technical Committee approved the proposal mainly for two level shopping hotel plot and residential plot and for the remaining proposals, it decided that Chief Architect should evolve alternate solutions alongwith the details of commercial facilities and service block including the details of parking and the matter should be brought before the Technical Committee.

ITEM NO. 98

Sub: Proposal of the Shopping Mall, Institutional area and hotel sites in the west of JNU.
(F.10(28)\89-MP)

The proposal was explained by the Addl. Chief Architect. The Technical Committee after detailed discussion agreed with the proposal of location of the hotel sites (A Nos.) subject to that there be of the same size in floor space to accommodate about 500 rooms. The proposed Shopping Mall should be further detailed out so that the project could be taken up by the DDA for the construction. The Technical Committee desired that the matter may be processed further.

ITEM NO. 99

Sub: Proposal for a Yamuna Sports Complex & Retail Business Centre.
(F.3(23)\89-MP)

The proposal was explained by Addl. Chief Architect and was discussed in detail. As a concept, the Scheme was approved including the location of the hotel sites. It was desired that further details of the project be worked out.

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

2 June 70 99

Subject : — YAMUNA SPORTS COMPLEX &
RETAIL BUSINESS CENTRE

*Proposal for a Sports Complex in the Trans-Yamuna area
near Surajmal Vihar*

As per the Master Plan 2001, a 29 hectare site has been proposed for a Sports Complex in the Trans Yamuna Area near Surajmal Vihar. It was decided to develop this Sports Complex for the basic sports facilities which are urgently needed in the Trans Yamuna Area. This would contain a Stadium for track and field events with 30 thousand sitting capacity, an Indoor Stadium of 10 thousand spectators capacity and a Swimming pool complex with about 3 thousand capacity. All the sports facilities would be of the International/Olympic standards. To fit in all the facilities in a proper form, the location of the Retail Business Centre (8.3 hectare) and two Hr. Secondary Schools have been changed within the same area. ^{Q7} The revised layout plan for all these facilities has been prepared and is ~~being~~ ^{being} put up to the Technical Committee for its ^{consideration} approval at the conceptual stage so that further work on these facilities can be taken up.

Anilush

DELHI DEVELOPMENT AUTHORITY
(MASTER PLAN SECTION)

Agenda for the meeting of Technical Committee
to be held on Monday, the 15th May, 1989 at 9.30 A.M.
in the Conference Room of Delhi Development Authority
5th Floor, Vikas Minar, I.P. Estate, New Delhi.

S.No.	Item No.	Subject	page no.
1.	92	100 mtrs. R/W express way Road in the urban Extension. PA/PP/PPK/DDA/88/89.	1
2.	93.	Three level grade seperator at Safdarjung Crossing. F.5(77)/87-MP.	2 to 4
3.	94.	Three level grade seperator at Raja Garden Crossing. F.5(141)/83-MP.	5 to 8
4.	95.	Intersection of 'W' point and 'A' point including Bhagwan Dass Road/Tilak Marg inter section. F.5(92)/81-MP.	10 to 13
5.	96-	Two level controls grade seperator on G.T. Shadara Road from Shyam Lal College to Sansar Sewing Machine Factory. + F.5(56)/86-MP.	14 to 18

Diary No. 727 dt. 12.1.88 (EM) + PA/DD/PP/86/1147

Item No. 92

Sub: Peripheral linkages for the Papankala project.
PA/PP(PPK)DDA/88/98

The proposed peripheral 100 mt. R/w express way road in the urban extension joining GT Karnal road in the North with the Mathura road NH-II in the South was discussed in the Technical committee held on 3.2.89 and was approved. It was agreed in the Technical committee that the area under the road having 100 mt. r.o.w. along with 60 mt. green buffer on either side making a total of 220 mt. ~~xxxxxx~~ be acquired. It was also indicated that the proposal for this express way may also be examined for extending on the other side of the Wazirabad barrage in the Trans Yamuna Area.

The same has been examined in the PPW of DDA and one observations are as follows:

1. The express way which has a regional significance, is envisaged to discourage through traffic into Delhi and relieve city roads. Keeping in view this objective the joining of express way from GT Karnal Road towards the other side of Wazirabad Barrage (Trans Yamuna Area) may not be essential and justified on the following grounds:
 - a. In the NCR Plan 2001 there is already a proposal of having a regional road linking between Bahala-gam-Bhagpat-Merrut
 - b. The existing road no. 50 and Wazirabad Loni Road has a capacity of having six to eight lane divided carriage way and is already proposed to have a r/w of 20 mt.
 - c. The existing ring road with connections of NH-II by pass in East and NH-I in North completes a loop of major peripheral road, which joins all the four proposed metropolitan terminals in Delhi and hence completely serve the purpose of discouraging through traffic and also restrict movements of heavy vehicles on the peripheral roads.

The proposed 100 mt. r.o.w. express way along with the transportation proposals of regional plan 2001 for NCR are shown on a map laid on the table for consideration of the Technical committee.

Item No. 93:

Sub: Three level grade separator at Safdarjung crossing
F.No.F5(7)87-MP

PWD, Delhi Admn. has submitted a proposal of three level grade separator at Safdarjung crossing. On behalf of PWD, Delhi Admn., NATPAC has prepared the proposal by raising Ring road by 6 mts. above and depressing Aurbindo Marg by 6 mts. below the existing road level. The right turning traffic has been proposed to handled at ground level.

The report submitted by the consultant, NATPAC contains following salient points. Parawise comments of PPW are placed below:

1. The present traffic volume (1985 data base) as given in the report is 11,200 PCU and the same is likely to increase to 17,000 PCU by the turn of the century.

Observations

The projections made by the consultant comes to a growth rate of 3.02% compound annually at Aurbindo Marg. This appears to be on higher side as the trend analysis for last 15 years carried out by CRRI has indicated the growth rate of 1.48% compound annually for the years 1969-84 at Aurbindo Marg. The CRRI has estimated an average growth rate of 2.25% compounded annually during 1969-84 on nine major arterials of Delhi.

2. The right turning traffic at present is 25% of the total traffic at the intersection. As per the consultant this traffic will be handled at surface with the help of signals.

Observations

It is observed that by adopting suitable traffic management scheme in the catchment area of this arterial between Ring Road and Mehrauli Mahipalpur road, major portion of right hand turning traffic could be shifted to Africa Avenue, Vinay Marg and Panchsheel Marg / Bhishm Pitamah Marg and Khel gaon marg respectively. These roads have some marginal capacities available.

3. The consultant while giving economics of the project has used existing and projected traffic volume while evaluating vehicle operating cost and travel time cost (vide table 5 & 6 at page 93). The vehicles operating cost with two level grade separator shows a higher saving (6.81 lakhs) with two tier system whereas Rs.0.32 lakhs with three tier system.

Observations

This clearly indicate that two tier system will be beneficial. The travel time cost has been obtained from the guidelines given in Technical circular of Ministry of Surface Transport (Road Wing cost benefit analysis) The travel time cost is more of a subjective issue as there is hardly any proper guidelines available for estimating this cost keeping in view the character of the user's nature of trip and other variable in urban areas.

The planning concept identified in the Master Plan of Delhi 1961-81 is based on Ring and radial pattern. The Ring has to do the function of bypassing Lutyen's Delhi and the congested Walled city. Till date all efforts have been made to improve the radials. The present proposal is on the same lines as by the implementation of this tree level grade separator at this intersection, the level of service on Aurbindo Marg will increase further thereby attracting more traffic on this radial. The increase in traffic on account of this three level grade separator proposal will increase traffic volume on all the subsequent intersections from Safdarjung to the City centre thereby aggravating the situation at subsequent intersections.

4. The proposal of the grade separator indicates that traffic will flow on 6 lanes by implementation of this proposal (straight traffic and left hand turning traffic) in the peak direction.

Observations

This will require widening of Aurbindo Marg from Yusuf Sarai Market upto Green Park to 6 lanes. However, from Green Park to IIT Gate the existing carriageway available is already 6 lanes.

Safdarjung intersection is an important traffic interchange point handling pedestrian traffic desirous of changing from Central area to Southern area and in addition to this a lot of pedestrian movement takes place. This situation is multiplied by the location of two hospitals viz. All India Institute of Medical Sciences and Safdarjung hospital. This leads to lot of pedestrian movement along all the four arms. By undertaking three level grade separator the buses will be stopping on an average 400 to 500 mts. away from the intersection. To perform the interchange function the pedestrian will have to walk about 1 km. on either side for a change. The same is undesirable.

Sum Up

With the above observations one of the practical alternative is two level grade separator proposal at this intersection where Ring Road will be raised to + 6 Mts. level. This will have the following advantages:

- i. The level of service along Ring Road will be enhanced keeping in line with the overall policy of making Ring Road a free way.
- ii. The level of service on Aurbindo Marg will be marginally enhanced. This will help not to invite additional traffic along this arterial and subsequently other intersections along the major arterial.
- iii. The inter section will continue to function as an efficient interchange point for the pedestrians.
- iv. The staggered traffic flow on account of signalised intersection will give relief to subsequent inter-section.

With the above points it is recommended that a two level grade separator at this intersection with Ring Road becoming a free way may be considered.

The matter is placed for consideration of the Technical committee.

Item No. 94:

Sub: Three level grade separator at Raja Garden crossing.
F. 5(14) 83-MP

PWD (DA) has submitted a proposal of three level grade separator at Raja Garden crossing. On behalf of PWD (DA), NATPAC has prepared a proposal by raising ring road 8 mt. above the existing ground level and depressing the Najafgarh road by 8 mt. The right turning traffic is proposed to operate at the ground level. The consultant M/s NATPAC have prepared a report containing the following salient points:

Salient Points

1. The traffic volume during peak hour is 12,400 PCUs and the same is likely to increase to 20,000 PCUs by the turn of the century.

PPW Comments

The present traffic volume as per 1986 date base appears to be reasonable. The projection made by the consultant is at the rate of about 3.5% compounded growth rate which is fairly reasonable considering the fact that this road will serve to the urban extension scheme and Papankal township. The CRRI studied of 9 arterial roads indicates that the average compound growth per year is 2.25% We feel with the development of district centre and community centres containment shall increase and thus compound growth rate per year may decrease. However, due to development of Papankal and the absence of adequate supply of public transport the growth factor of 3.5% appears to be reasonable.

2. The straight traffic on ring road is 4138 PCU's and on Najafgarh road is 5405 PCUs. The right turning traffic during

The right turning traffic is likely to increase further after the district centre becomes operational. Diameter of the rotary at the ground level is only 40 mt.

the evening peaks is 2327 PCU's which is 18% of total peak hour traffic where this traffic will be handled on the ground level. The straight traffic on Najafgarh road is to be taken through an under bridge and the right turning traffic is to be handled at the ground level by a rotary.

3. Najafgarh road has been depressed by about 8 mt. and a corridor of 9.5 mt. width for LRT has been proposed in the centre for LRT 11 mt. wide carriageway is proposed on either sides of the central corridor of 9.5 mt. width.

4. In the report it is mentioned that pedestrian subways across each arm at this intersection will have to be located at the end of the slope, it has been further clarified that the exact location could not be finalised as the detailed plan of the district centre has not yet approved. Peak hour pedestrian on ring road towards Punjabi Bagh and vice versa is 12,750; the peak hour pedestrian traffic on Najafgarh road towards Moti Nagar and vice versa is 6 - 390 and 230 respectively.

the evening peaks is 2327 PCU's which is 18% of total peak hour traffic where this traffic will be handled on the ground level. The straight traffic on Najafgarh road is to be taken through an under bridge and the right turning traffic is to be

and it may not be possible to increase & decrease the diameter. In view of this the limited weaving distances on all the four arms shall pose problems for right turning traffic and alternatively if the right turning traffic is to be controlled by the signals in that case it may be difficult to justify the three level grade separator on the basis of saving in travel time only.

The width of the carriageway on the flyover for the through straight traffic is 10.5 mt. with 7.5 mt. wide carriageways at the lower level on either sides of the flyover for local, straight, left and right turning traffic. No service roads are proposed on either sides. A 7.5 mt. wide carriageway at the lower level will be used by the heavy, medium, light and slow moving traffic which is quite inadequate. Further Najafgarh has commercial development on both the sides, in the absence of separate service road, the main carriageway will be used for parking/approaches which will reduce the capacity of the carriageways.

The plan should clearly indicate the location of bus bays, bus queue shelter, LRT stations and the location of pedestrian subways for cross movement.

and it may not be possible to increase & decrease the diameter. In view of this the limited weaving distances on all the four arms shall pose problems for right turning traffic and alternatively if the right turning traffic

5. Cost benefit analysis has been done for the three level grade separator as envisaged by the consultant.

Cost benefit analysis should be done separately for 2 & 3 level grade separator considering the likely reduction in volume of traffic of other mode of transport after the shift to the rail based mass transportation system. Vehicle operating cost in two tier system is Rs.20.42 lakhs as against Rs.0.41 lakhs in the three tier system.

General observations of PPW

1. Between Patel Road and Pankha Road, there are four intersections of Master Plan Roads. In the report submitted by NATPAC it is not clear as to what will be the cumulative effect of improving this interchange and its impact on the other intersection on Najafgarh road and ring road.
2. Movement of slow moving vehicles has neither been shown on the plan nor has been clarified in the report.
3. Linkages for ingress and egress of vehicles as well as pedestrian and LRT system should be established with district centre.
4. The intersection at Raja Garden crossing is an important traffic interchange from the Central areas to Western areas creating lot of pedestrian movement along all the four arms. By undertaking three level grade separator the buses will be stopping on an average 400 to 500 mts. away from the centres. For making this interchange feasible the pedestrian will have to walk about a km. on either side which is not desirable.
5. Now, there is a proposal for an underground rail based mass transportation system which will have carrying capacity of about 80,000 passengers per hour as against 20,000 by LRT which was proposed earlier. The likely shift from the bus based and personalised mode traffic to the MRTS needs to be worked out to study the viability of a three level grade separator.

Under these circumstances the most viable alternative is of a two level grade separator i.e. Najafgarh road at ground level and Ring road with a flyover at the crossing. Advantages of this two level grade separator are as below:

- a. Level of service of Ring road will be enhanced due to uninterrupted flow on this axis. This is in line with the overall policy of making Ring Road a freeway.
- b. The level of service on Najafgarh road will also be enhanced due to the proposed MRTS and the delay at the intersection will also be reduced. As compared to three level grade separator, the two level grade separator will not attract significant diverted traffic on Najafgarh road.
- c. The intersection can still function as an efficient mass transport interchange point with a reduced walking distance between busstops.
- d. Relatively a staggered traffic flow will continue on Najafgarh Road due to the signalised intersection at Ring road. This is very much desirable.
- e. The entry and exit of the District centre will get more flexibility.
- f. A pedestrian crossing connecting all the four arms of the intersection shall facilitate the pedestrian movement and also the public transport users.
- g. This will also not create any hinderance in the provisions of any new mode of Public Transport system.
- h. The cost benefit analysis as made by the consultant indicates that the saving in operating cost/ is much more in two level grade separator in comparison to three level grade separators.
- i. The three level grade separator is likely to increase the right turning traffic on subsequent intersections while two level grade separator is likely to discourage the right turning traffic and this is likely to lead to more left turns shall solve the problem at other intersection also.
- j. In case of a two level grade separator a pedestrian subway with metro station below the crossing can be developed which will altogether solve the crossing of main roads by the pedestrians.

Under the circumstances, it is recommended that the two level grade separator at Najaftarh road and ring road intersection may be considered.

The case is placed before the Technical committee for consideration.

ate

er

Item No. 95

Sub: Intersection of 'W' point and 'A' point including Bhagwan Dass road/Tilak Marg intersection.

F.5(92)/31-MP.

A comprehensive circulation improvement proposal for the above area was prepared by NATPAC on behalf of NDMC & MCD. The item was placed before the Tech. committee vide item no. 9 on 18.2.87. In this meeting it was decided that the whole scheme be reexamined keeping in view the proposals contained in PDP-2001 and the divergent views expressed by officers present in the meeting. After receiving necessary clarifications from NDMC and MCD The case was reexamined in DDA. The matter was further discussed in the 4th Coordination committee meeting held under the Commissioner (PLg.) on 5.4.88 wherein representatives from CRRI, NATPAC, MCD, NDMC and Delhi Police were invited wherein further actions were desired. A point by point statement is given below:

1. The proposal of provision of two loops on existing IP bridge on Ring road side may be examined in relation to the proposed interchange point. The consultant desires that two loops be constructed on either side of IP bridge to ease right turning movement.

OBSERVATIONS

The modified draft MPD-2001 has envisaged an interchange point for the East West and North South LRT corridors between IP barrage and Power Station along Ring road. If the loop is envisaged in the proposal is constructed then the development of the interchange point will not be possible. In view of this it is felt that the development of interchange point at this location is essentially required.

2. The effect of LRT, the ring rail and its spurs on existing traffic pattern need to be quantified. The consultant has submitted his explanation indicating that the capacity of the LRT in the peak direction is about 20,000 passengers per hour and if this much component gets shifted on to LRT then this will only reduce an equivalent 200 buses consisting of 600 PCU's which will give marginal relief to road traffic.

OBSERVATIONS

- i. PPW while examining this proposal has diversity wherein the traffic on IP Marg will fall on account of diversion of passengers from cycles, scooters on to the MRTS system which means the reduction of the traffic volume by the introduction of LRT will be of the higher order.
- ii. The containment level of 'E' division is likely to increase with the development of commercial, institutional and infrastructure facilities as envisaged. Few of these schemes are already on board / under implementation.
- iii. There are two recent developments viz.
 - a. Proposal of constructing an additional road bridge 15 mts. downstream of river Yamuna. The Chief Engineer (Yamuna bridge) Delhi Admn. has initiated this proposal. Recently, this proposal was discussed in the meeting under the chairmanship of Secretary (Home) Delhi Admn. and later in the Road safety, Traffic and Transportation Engineer Committee held on 15.12.87 under the chairmanship of Chief Secretary, Delhi. After discussion, it was decided that a study of traffic dispersal be made on either side of the bridge and if dispersal is found feasible a composite scheme be worked out.

OBSERVATIONS

We are of the opinion that if the dispersal capacity on either side of the bridge as proposed by Chief Engineer (Yamuna bridge) is to be examined it should be examined in totality as this bridge is likely to invite additional traffic on the 'W' point and 'A' point intersections which may undergo further modifications

- b. Recently, an agreement has been signed between RITES, Delhi Admn. and DDA for techno economics feasibility of East West MRTS system corridor.

In this study the RITES will be making traffic studies and their projections for the urban Delhi including urban extension. This work is likely to be completed in the next 6 months. This being a major policy / investment decision and will have a definite impact on the overall traffic pattern movement in this area.

OBSERVATIONS

It is desired that before taking a final decision on grade separator at 'A' point and 'W' point the recommendations of the RITES may also be seen.

3. Preparation of the comprehensive report by PPW. A report giving a comprehensive idea of transportation by 2001 prepared by PPW for discussion in the meeting is laid on the table (copy enclosed).

OBSERVATIONS

Although a comprehensive report on transportation by 2001 which has been prepared by PPW certain recommendations of draft PDP-2001 may need modification because of the decision of the govt. of providing heavy rail system in place of LRT. This will be possible only after the report is made available by the RITES to DDA.

4. Possibility of providing an additional connection between Sikandara road and Ring road. The consultant was of the view that this connection is not desirable.

OBSERVATIONS

PPW agrees with the consultant but this point may be discussed in the meeting.

5. The study of the redevelopment proposals of ITO office complex by including ring rail, LRT and buses shall be taken into account.

OBSERVATION

The proposal of inter-linking ring rail, MRTS system and buses have reached much more significance as the development of MRTS system instead of LRT will change the traffic pattern at more than LRT on account of more carrying capacity during peak hour.

CONSOLIDATED VIEWS

1. The impact on account of Improvement of heavy rail, MRTS system and construction of additional Barrage link (comprehensive studies) are likely to be received in 6 months time. These studies need to be examined before taking a final decision for improvement at 'W' point and 'A' point.
2. In the 6th meeting of the Road Safety, Traffic & Transportation Engineering Committee held on 15.12.87 under the chairmanship of Chief Secretary, Delhi Admn. Addl. Commissioner of Police Sh. K.K. Paul reported that traffic circulation plan near Sikandara road has been revised wherein the traffic coming on Mathura road from Sunder Nagar side has been diverted on to Ring Road from Bhairon road for entering I.P. Estate and by clearing medium opening in front of Vikas Marg on I.P. Marg from 8.30 to 11.30 A.M. This traffic management scheme by and large have been working quite satisfactorily except one or two intersections that require re-designing. A copy of the minutes are enclosed. This decision may also be examined.
3. To further improve the traffic flow along 'W' point and 'A' point the problem has been studied in detail and it is felt that the traffic signals from Oberio Hotel, Bhairon Road intersection to Mathura road be synchronised and the possibility of making a four lane bridge for the right turning traffic on Mathura road to gate no.1 Bhairon road may be examined. This will avoid traffic from 'A' point and 'W' point during the peak hours. In the evening the right hand turning on Ring Road can be banned so that traffic can take 'A' point and 'W' point for traffic bound for southern direction.

The matter is placed before the T/C for consideration.

MINUTES RECORD NOTE OF DISCUSSIONS OF THE 6TH MEETING OF THE ROAD SAFETY, TRAFFIC AND TRANSPORTATION ENGINEERING COMMITTEE HELD ON 15.12.1987 AT 4.00 P.M. UNDER THE CHAIRMANSHIP OF CHIEF SECRETARY, DELHI.

The 6th meeting of the Road Safety, Traffic and Transportation Engineering Committee for 1987 was held on 15.12.87 at 4.00 PM under the Chairmanship of Chief Secretary, Delhi Administration. The list of members who attended this meeting is enclosed at annexure 'A'.

The following items were taken up for consideration and decision:

ITEM NO. 1: Confirmation of the minutes of the meeting held on 10.11.1987.

These minutes were confirmed subject to the following observations:-

(i) It was observed by the Committee that the report of Prof. Dinesh Mohan contains as many as 25 recommendations and although the departments had already received both the detailed report as well as summary of recommendations, they had not been able to submit their reports/comments as yet to the Director Transport. It was accordingly decided that a separate meeting would be called specially to consider the recommendations of Prof. Dinesh Mohan on his report on "Road Traffic Injuries in Delhi".

(ii) Secretary (Transport) informed that there were papers with the Director Transport, Delhi Administration indicating that chairman Railway Board had written to the L.G. Delhi in 1978 that Ring Railways could be upgraded to meet the increasing city transport requirements for passenger movement subject to provisions of funds for electrification of certain routes on the spurs outlying Delhi.

Director, City Planning and PPW also confirmed that in the deliberations undertaken by the planning Commission for providing Delhi with an MRTS, energising of the Ring Railways for passenger traffic was accepted as an important part and to this end the planning Commission had allocated Rs.28.0 crores prior to the Asiad. It was felt that Delhi Admn. should move a sufficiently high level reference to the Govt. of India to request the Ministry of Railways to reconsider its recent decision in this matter.

(Action: Director Transport)

(iii) The Chief Secretary informed that on receipt of

an intimation from Sh. Nanda, Chief Engineer, MCD about the allotment of vacant plot adjacent to S.P. Mukherjee Marg, he had written to the Commissioner, MCD requested for release of this plot to be used for a bus parking in order to reduce the traffic congestion on S.P. Mukherjee Marg. This was necessary since this was only land available in the immediate proximity of S.P. Mukherjee Marg with which to contain the traffic congestion caused by excessive bus parking at the Old Delhi Rly. Station.

(Action: Commissioner, MCD).

ITEM II: Development of ISBT at Nizamuddin

Director Transport informed that this scheme had been discussed in the working Group of the Planning Commission with Advisor Transport and had been agreed to in principle. It was also agreed that Delhi Admn. would implement this scheme. Sh. Sanyal (NATPAC) presented a modified outlet of the proposed bus station at Nizamuddin for consideration. After consideration it was felt that action should be taken on the following lines.

- (a) NATPAC would develop the layout to provide for an integrated bus terminal alongwith requisite grade separators necessary to provide smooth in flow and out flow of traffic without disruption to the continuous flow on Ring Road itself.
- (b) This project should be developed on the modular concept i.e. although the entire project should be conceived in detail, it would be capable of being implemented in phases keeping in mind the exigency of the situation requiring that the congestion at Kashmere Gate to be relieved before opening of the 8 lane flyover in December, 1988. The planning for this project would also have to be devised accordingly.

(Action: Director Transport/NATPAC)

ITEM III Traffic Circulation Plan at Tilak Bridge.

This item had been introduced by Dr. K.K. Paul Addl. Commissioner of Police(S&T) in the 3rd meeting held on 15.9.87. This circulation scheme had been introduced w.e.f. 11.9.87 on an experimental basis. Dr. Paul reported that by and large the scheme had been working quite satisfactorily except at one or two traffic intersections that required re-designing of traffic islands. In this connection Sh. Bali observed that the traffic intersections opposite Purana Qila leading to Delhi High Court side to facilitate smoother out-flow of traffic from Mathura Road towards that direction.

It was necessary that DTC bus stop just before this intersection should also be relocated after the intersection towards National Stadium Pool. Dr. Paul observed that they had already moved the DTC in this regard. The considerable delay in the construction/civil engineering works being effected by the NDMC on Zakkir Hussain Marg, the outer circle of India Gate, Copernicus Marg. etc. also found mention during these discussions. Even in the last meeting on 10.11.37 this matter had been mentioned. C.S. desired that Sh. V.K. Monga, representative of the NDMC, should take up the matter with the competent authorities so that all these works be completed quickly to allow for normal routing of traffic in that area.

(Action NDMC/Traffic Police/DTC).

ITEM NO. Traffic Congestion at 'T' junction on Lala Rajpat Rai Marg between Rajpat Nagar and Defence Colony.

This item was brought before the Committee by Sh. Bali. He pleaded that by converting the four phases intersection opposite Feroz Gandhi Marg to the present three phase intersection on Lala Rajpat Rai Marg, the traffic cross-over from Defence Colony into Rajpat Rai Nagar & vice-a-versa, both pedestrian as well as motor had been adversely affected. Other members also observed that the traffic congestion at the present intersection specially during the evening rush hours had become acute and some attention needs to be paid to it. Sh. R.G. Gupta and Dy. Paul however pointed out that this road forms the main arterial link between the C.B.D. and South Delhi colonies and it is necessary that intersection on such links should be kept to the unavoidable few only. Sh. Gupta also pointed out that the present intersection located midway between Defence Colony flyover and the Mool Chand flyover the intervening distance being less than two kilometres. In case it was decided to have one more intersection it would further reduce the efficiency of this main road. A point however, was made, that pedestrian cross over across Lala Rajpat Rai Marg had suffered adversely with the present layout of the road. Sh. Nanda Chief Engineer, also mentioned that the present intersection had been located after substantial deliberations just before the Asiad and after many site inspections for this purpose.

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(Action: Commissioner, MCD).

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(Action: Director Transport/NATPAC)

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After discussion it was felt that this matter would be further examined in the next meeting when the appropriate plans would be presented by Shri Gupta.

(Action: Director, City Planning, DDA)

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

(N. Balachandran)
Joint Director of Transport.

Copy to All the Members.

Item No. 5:96-

Sub: Two level continuous grade separator on GT Shahdara Road from Shyam Lal College to Sansar Sewing Machine Factory.

PA/DO/TT/86/1147
F.5(56)66-MP

The following three items were discussed in the Technical committee meeting held on 25.6.87.

i. The alignment plan of GT Shahdara Road from Old Road-cum railway bridge upto Delhi UP Border.

ii. Road at two levels from Shyam Lal College to Sansar Sewing Machine Ltd.

iii. Flyover on Shahdara Saharanpur railway line.

It was decided in the above referred technical committee to constitute a group under the chairmanship of EM with Dr. Sarna of CRRI, Dir. (PP), Dir. (DC&P) and Dir. (CP), representatives of NATPAC and Sh. BR Gupta, CE, ISBT Bridge to study the proposal and after inspecting the sites the group may submit their recommendations to the Tech. committee. The meeting of this group was held on 11.12.87 under the chairmanship of EM, DDA. In the said meeting it was decided that the MCD shall get the comprehensive study conducted for the following aspects:

1. Entire stage from the junction of eastern approach to ISBT bridge with GT Shahdara road upto Hindon river in UP.
2. Perpendicular intersection with Master Plan roads namely ring road of trans yamuna area, road no. 66, road no. 65, road no. 57 Loni Road, Shahdara Road, railway line from parking near Delhi UP Boarder, junction of wazirabad road and Shahibabad road with GT Shahdara road near Mohan nagar road.
3. GT Shahdara road with 45 mtr. right of way and 60 mtr. right of way.
4. Number of structures affected in either of the proposals.
5. Alternative proposal via ring road of trans yamuna area and viz. road no. 66 along with all the parameters as stated above.
6. Integration of the proposal with a existing DTC terminal, old Shahdara railway station etc.
7. Location of octroi, petrol pump and street furniture.

In this regards reply was not received from the MCD and therefore DO letter dt. 29.11.88 was sent by EM, DDA to Engineer in Chief, MCD placed at Annexure B requesting him to sent a copy of the report on the further studies as suggested by the Plg. commission in this regards to the MCD's proposal for the consideration of continuous fly over on GT Shahdara road and the final

decision of the Planning commission if any on the subject. In reply to the said letter, the Chief Engineer II, MCD vide his letter dt. 4.1.89 placed at annex. C submitted the extracts of the report of Advisor (SP), Planning Commission on Annual Plan 1988-89 of Union Territory of Delhi MCD has not sent any report related with the further studies as suggested by the Joint Advisor (T), Planning Commission (Annex B) vide his DO letter dt. 31.3.89 and also as decided in the meeting held under the chairmanship of EM DDA on 11.12.87. It appears from the letter of the Chief Engineer (II), MCD that MCD has already initiated actions for the implementation of this project.

Sh. O.P. Goel, Chief Engineer (I), PWD, Delhi Admn. vide letter no. 5(21)86-W/DA dt. 16.3.89 (placed at Annex D) addressed to Engineer in Chief MCD has informed that after the implementation of two level continuous grade separator on GT Road, it will not be possible to provide proper approaches at the junction of road no. 58 and 64 with GT road for the smooth dispersal of traffic in this area. He has stated that some method to integrate these roads and the entry and exist from the flyover shall have to be worked out before the two level grade separator is taken for construction. He has also referred these points to road safety, traffic and transportation, Engineering committee of Delhi Administration and DDA.

The PWD Delhi Administration got conducted the study of evaluation of Eastern approach alignments to Yamuna bridge near ISBT by CRRI in April 1987. In this study CRRI stated that after the completion of ISBT bridge with 8 lane carriage way, sufficient approach to the bridge in Shahdara is very vital for the proper utilisation of the bridge itself. To achieve this the CRRI has suggested that the traffic coming from ISBT bridge shall be routed on GT Road and then on road no. 66 along eastern Yamuna Canal and on to road no. 63 upto Mohan Nagar in UP.

The two level continuous grade separator on GT Shahdara Road from Shayam Lal college to UP Boarder has been examined by the Traffic and Transportation unit of PPW of the DDA and accordingly the critical analysis is as follows:

In the consultant report, they have concluded that there are three options to be considered for taking out the thorough traffic on GT Shahdara Road.

- i. By providing a by pass.
- ii. By taking the thorough traffic below existing road level.
- iii. By taking thorough traffic above the existing road level.

Alternative I: By providing a by pass.

Views of the consultant
Provision of a by pass is a
extremely difficult propo-
sition here.

View of the DDA.

The two bye passes i.e.
Wazirabad road on the
Northern side and NH-24
bye pass on the Southern
side have yet to be
developed upto their
full capacity, so that
the traffic coming from
West and North Delhi and
going towards UP can pass
through Wazirabad road
and the South Delhi Traffic
going towards UP can move
on the NH-24 by pass.
Thereby reducing the magni-
tude of regional traffic
presently plying on GT Road.
As per consultant report
slow traffic component
varies between 50 and 60
percent of total traffic.

Alternative II: By taking the thorough traffic
below the existing road level.

Keeping the carriage way for
through traffic could be
environmentally more acceptable
but this can be immensely
costlier proposition (inc uding
cost of shifting of
services etc.)

In view of above position for
alternative no. 1, further
comments are not required.

Alternative III: By taking the thorough traffic the existing road level.

The only option i.e. feasible is thus, to take the thorough traffic at the higher level at all the intersections. In view of observations of alternative no. 1, further comments are not required for.

The consultants proposal of flyover cum grade separator on GT Shahdara Road from Shyam Lal college to UP Border is with the assumption that the regional traffic will ply on the fly over on the existing GT Shahdara road without any interruption and the local traffic will move on the existing GT Road. However, the improvement of existing by passes i.e. Wazirabad Road and Nizamuddin Road has not been considered as the alternatives. This dispersal of traffic on both sides i.e. in East and in West of ISBT bridge is difficult & forcing more traffic by providing express way in East shall make the situation more complicated in West. The network in the West cannot be improved to a reasonable level as it passes through the heavily built up area. As per the established principles, the bye passes should be constructed on the periphery of the urban areas and not in the centre of the urban area.

Further Development Plan of NCR 2001 has proposed an express way linking Ghaziabad with Faridabad via Noida. The consultant has also not taken this proposal into consideration while proposing continuous grade separator on GT Road. The traffic from UP to Haryana will by pass Delhi, thereby reducing the by passable regional traffic entering in Delhi, due to the non availability of proper connections.

The New Madanpur Khadar Bridge on the Yamuna River will also cater to the UP Noida traffic having destination in South Delhi and also to the Airport and goods terminal at Tughlakabad. This has also been considered by the consultant while conceiving the proposal under consideration. The intersection of Road no. 35 with GT Road after completion of RUB near old Rly bridge and further road no. 35 connection with ISBT bridge road needs to be treated properly.

In view of above the decisions are required on following:

1. Whether to strengthen the Wazirabad road and Nizamuddin by pass.

2. Whether to provide two level grade separator on GT Road as proposed by MCD or to provide the link to ISBT via road no. 66 and 63 as suggested by PWD (DA)
3. To provide both the proposals after working out proper treatment to the intersection of road no. 58 and 64 with GT Shahdara road as mentioned by CE (PWD) I DA.

The case is put up before the committee for its consideration.

Appendix 'B' to item no. 5

No.F5(56)/66-MP/1459 to 60. Dated : 29.11.88.

Dear Shri Ambwani,

Kindly refer to the proposal of MCD for the construction of continuous road fly over on G.T. Shahdara Road. In this regard, Jt. Advisor (T) Planning Commission vide D.O.No.T&C/2(17)/87, dated 31.3.87 (Copy enclosed) conveyed certain observations to you and suggested that the proposal for a grade separator be confined to the level crossing and to the limits originally approved at the time of formulation of the 7th Five Year Plan. In case further studies as suggested by the Planning Commission have been conducted, a copy of the same may also be sent to us for our reference.

In view of the above reference, please convey us the final decision of the Planning Commission on the subject.

With regards,

Yours sincerely,

Sd/-

(V.S. MURTI)

Encl : As above.

Shri G.R. Ambwani,
Engineer-in-Chief,
MCD, Town Hall,
DELHI.

Copy to Shri Vallayaparampil, Jt. Advisor(T)
Planning Commission, New Delhi for information with
reference to copy of D.O.No.T&C/2(17)/87, dated 31st
March, 1987 endorsed to Shri J.C. Gambhir,
Director (PP), D.D.A.

Sd/-

Engineer Member

In view of the above, the matter was taken-up with Secretary (LSG) with necessary techno-economic considerations of the project, in question, and Commissioner and Secretary (LSG) vide D.O.No.F-21/1/88/Misc./LSG/34828, dated 19th October, 1988 (Copy enclosed) conveyed the decision of the Delhi Admn. that the Corporation may go ahead with this project and advising, however, to give the project to a public sector undertaking on a turn key basis. Accordingly, the construction of this project has been taken-up in hand making selection of M/s U.P. State Bridge Corporation Ltd., a public sector undertaking for the purpose.

With regards,

Yours sincerely,

(D.R. SHARMA)

Encl : As above.

Shri V.S. Murti,
Engineer Member, DDA.

Sen.

- D1-

Appendix 'D' to item no. 5

O.P. GOEL,
CHIEF ENGINEER(I).

Phone : 385146

CHIEF ENGINEER (I)
DELHI ADMINISTRATION, P.W.D.
KASTURBA GANDHI MARG HUTMENTS
NEW DELHI-110001

D.O. No. 5 (21)/86-W/DA.

Dated : 11-3-1989.

Dear Shri Nanda,

I am to refer to your letter No.EE-XXVII/88/413, dated 26.12.88 regarding inter-connection of Road No.61 and 58. I am sure, the report of NATPAC would have become available by now. The connection of Road No.58 and 64 with G.T.Road is a very important matter and should be examined carefully for smooth dispersal of traffic in the area. In this regard, reference is invited to Shri R.G. Gupta, Director (CP), DDA's Letter No.PS/Dir(CP)/88/266, dated 29.7.1988. Considering the importance after the construction of the fly-over by MCD. Some method to integrate these roads and the entry and the exit from the fly-over shall have been through of by your consultant.

I shall be grateful if you could kindly oblige me by intimating the present position in this regard so that further action accordingly is possible. As the matter is important, I am proposing its discussion in the Road Safety, Traffic & Transportation Engineering Committee Meeting. For the purpose, a copy of this letter is being endorsed to the Secretary of the Committee, Shri S.K. Sheriff, Director of Transport.

With regards,

Yours sincerely,

Sd/-

(O.P. GOEL)

Shri B.D. Nanda,
Engineer-in-chief, MCD,
Town Hall, Chandni Chowk,
DELHI.

Sen

Copy to :-

1. Shri S.K. Sheriff, Director of Transport, Delhi Administration, under Hill Road, Dwlhi. The point is being pressed by different Associations and needs to be examined and finalised urgently so that the connections are integrated with the flyover under construction by the M.C.D. It is requested that the matter may kindly be examined and got discussed in one of the meetings of the Road Safety, Traffic & Transportation Engineering Committee, A note on the subject is enclosed.
2. Shri R.G. Gupta, Director (CP), Delhi Development Authority, Vikas Minar, New Delhi with reference to his D.O. Letter No.PS/Dir.(CP)/88/266, dated 29.7.88.
3. Shri J.C. Gambhir, Director (PPW)/Perspective Planning Wing, Delhi Development Authority, Vikas Minar, New Delhi.
4. Shri N.Balachandran, Joint Director (Transport), Delhi Administration, Under Hill Road, Delhi.

Sd/-

(O.P. GOEL)
CHIEF ENGINEER(I):

Sen

Appendix E to item no. 5

PLANNING COMMISSION
NEW DELHI - 110001

D.O.No.T&C/2(17)/87

V.A.VALLAPARAMPIL
JOINT ADVISER(T)
Tel:323476

March, 1987

Dear Shir Ambwani,

This has reference to the proposal of the MCD to construct a road flyover at Shahdara on the G.T. Road.

The filed visit to the area which you very kindly arranged on the 9th March, 1987 has indeed confirmed that it would not be possible for the Shahdara-Saharanpur Railway Line to either fly-under or fly-over the G.T. Road. You might, however, recollect that both Shri Gambhir, Director(Planning), DDA and I felt that the road passing under the Railway Line was a distinct possibility; and however, that you have had some reservations about soil conditions at the particular point.

The main justification for the proposed 2.5km. flyover starting from near Shyamlal College and right across the railway line is the congestion on the G.T. road near the city centre. You had felt that with the commissioning of the ISBT bridge and the heavy anticipated traffic flows, the city centre would become a constraint in the flow of traffic. After inspection of the entire stretch of the proposed flyover and the Wazirpur bye-pass road No.63, I have the following observations:

1. The existing G.T. Road which is provided with a central verge has adequate width on both sides; but that this road carriageway has been allowed to be misused by allowing indiscriminate parking of all types of vehicles as also by encroachment by vendors. This has also been brought out by NATPAC in their Report on Traffic Studies which you kindly handed over to me. The problem here is of traffic management and there is considerable scope for improvement all round.
2. The traffic from Delhi to U.P. would have to pass to the NH 24 south of the G.T. Road and to the north-western part of U.P. via Ghaziabad and Meerut. Both these flows can be pass the Shahdara city centre. The traffic to NH 24 from before Shyamlal College along Road No.57, and the traffic to Ghaziabad and North U.P. along the new diversion which is being constructed by the P.W.D.
3. The Shahdara city has apparently grown on either side of the G.T. Road and in such situation it is not appropriate to allow for through-traffic

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to pass through the heart of the city. Your proposal to carry the through traffic on an elevated corridor across, almost the entire length of the city, is not the answer. It is felt that viewed from all angles, including environmental and noise population, the better solution would be to by pass the through and heavy traffic along the peripheries of the city on the roads indicated above. In case you feel otherwise, it would be appropriate to work out the benefit and costs of the proposal and undertake a cost-benefit analysis, and consider the alternatives.

In the light of the foregoing I would suggest that the proposal for a grade-separator be confined to the level of formulation of the Seventh Plan.

With best wishes,

Yours sincerely,

Sd/-

(V.A.VALLAPARAMPIL)
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