

योजना  
Planning

# दिल्ली विकास प्राधिकरण

सामान्य Master Plan

मिसिल संख्या F. (11) / 91-MP.

विषय

धन-व्यवहार

विषय

Draft Minutes of Tech. Committee Meeting held on 11.2.91.

प्राप्त सं.	दिनांक	किस को भेजी	हस्ताक्षर/सं.	प्रति	किस को भेजी	हस्ताक्षर
सहायक	जारी की	जारी की	कार्यालय	जारी की	जारी की	
<p>(सहायक) जारी</p> <p>F-305</p> <p>22-2</p> <p>VC</p> <p>05/2</p> <p>FV-54</p> <p>0-3</p> <p>Dir (DCSP)</p> <p>7-3</p>				<p>F 318</p> <p>7-3-41</p> <p>DD (MP)</p> <p>7/3</p> <p>(111) EP</p> <p>26/2/91</p>		<p>F-232</p> <p>19-3-91</p> <p>Cons (EP)</p> <p>32/2</p>



DELHI DEVELOPMENT AUTHORITY  
(MASTER PLAN SECTION)

Draft Minutes of the Technical committee Meeting  
held on 11.2.91 at 9.30 A.M. in the conference Room  
of Vikas Minar, I.P. Estate, New Delhi.

The following present:-

Delhi Development Authority:

1. Mr. C. Noronha, Vice-Chairman (In the chair)
2. Mr. W.D. Dandage, Engineer Member
3. Mr. J.C. Ghambir, Commr. (Plg.)
4. Mr. Santosh Auluck, Chief Architect.
5. Mr. M.N. Khullar, Adml. C.A.
6. Mr. S.C. Gupta, Director (DC&P)
7. Mr. R.G. Gupta, Director (TYA)
8. Mr. P.C. Jain, Director (AP&B)
9. Mr. U.S. Jolly, Director (L)
10. Mr. N. Bala Chandaran, Director (CL)
11. Mr. K.K. Bandopadhyay, Jt. Director (Rohini).
12. Mr. V.N. Sharma, J.D. ~~(R&D&J)~~ ~~(P&J)~~ ~~(D&J)~~
13. Mr. P.N. Dongre, J.D. (TYA)
14. Mr. A.K. Jain, J.D. (ZP)
15. Mr. Chander Ballab, J.D. (AP)
16. Mr. N.K. Aggarwal, J.D. (SA)
17. Mr. C.P. Rastogi, J.D. (Consultancy Unit)
18. Mr. Ashok Kumar, Dy. Dir. ~~(T)~~ JD, (PPK)
19. Mr. D.K. Saluja, Dy. Dir. (T)
20. Mr. N.K. Chakarwari, Dy. Dir. (T)
21. Mr. S.P. Bansal, Dy. Dir. (NCR&UE)
22. Mr. Pradeep Behari, Dy. Dir. (Design)
23. Mr. P.M. Parate, Dy. Dir. (AP)
24. Mr. S.C. Gupta, Architect (Slum Wing)
25. Mr. V.D. Dewan, Architect (Urban Design)

Police Department (Traffic)

26. Mr. A.S. Cheema, ACP (T)

C.P.W.D.

27. Mr. Rajeev Shankar.
28. Mr. J. Kothari.

M.C.D.

29. Mr. A.P. Sethi, Adml. TP.
30. Mr. O.P. Gupta, S.E.



Item No.1:

Sub: Composite Alignment Plan of Netaji Subash Marg from Darya Ganj foot over bridge to S.B. Mukherjee Nagg crossing.

File No.F.5(47)87-MP

The Technical Committee was informed that the proposed alignment plan of the road under reference <sup>has been</sup> earlier discussed in the ~~technical~~ committee meeting held on 11.9.89 and it was recommended that parking area near

Lajpat Rai Market to the maximum extent be retained. It

was also recommended that there should be ~~a~~ provision <sup>of</sup> for a sub-way at <sup>a</sup> suitable location. Keeping in view these two

~~recommendations~~ the alignment plan <sup>in the light</sup> ~~had been~~ modified and

<sup>of these</sup> ~~was discussed in detail. The technical committee approved~~ the alignment plan. <sup>and approved</sup>

Item No.2 :

Sub: Alignment plan of Reshanara Road from its junction with Rani Jhansi road upto its crossing with Malika Ganj road near Dina Ka Talab integrating the junctions/intersection designs of 24 mtrs. and above R/W roads.

File No.F.5(26)86-MP / F.5(41)/84-MP.

It was explained that an alignment plan referred to above of this road <sup>had been</sup> earlier discussed in the meeting of Technical Committee held on 17.9.98 and Phase I & Phase II

of the proposed alignment were approved subject to that <sup>the provision that</sup>

<sup>(Traffic)</sup> DCP should work out a traffic management <sup>plan</sup> scheme mainly for

Phase III (between Clock Tower & Dina Ka Talab). It was

also recommended that after traffic management scheme has

been worked out by the Police Deptt. plan for Phase III

<sup>and bring the same for before the</sup> should be brought before the Technical Committee to have <sup>for</sup> a fresh look. Accordingly, the proposals were placed before

<sup>the technical committee and were discussed in detail. The</sup> the technical committee and were discussed in detail. The following decisions were taken.

i) Phase-I : Within a right of way of 17 mtrs. 7.2mtr.

width carriage way on each side with 0.6 mtr. central verge

and 1 mtr. footpath on either side as provided was approved.

<sup>in the light of the traffic</sup> ~~Shri~~ data has provided & the same was approved 2/-  
<sup>subject to the file.</sup>



Phase II : Within a right of way of 24 mtrs., no buildings should be allowed to come up and the set back should be left in case of new constructions, after reserving the right of way. This may be examined whether for the partition effective in the right widening the parties may be compensated with equivalent FAR as per the policy.

Item No.3 :

Sub : Proposal of using footpaths for cyclist as well as for pedestrians.

File No.F.5(12)98-MP.

Technical Committee observed that DCP(Traffic) has suggested to have a separate cycle tracks and wider pedestrian path way, which are very common in countries like Japan and this should be tried in Delhi also. It was suggested that the system of cycle track and wider path-ways should be tried on Ashoka Road and Willingdon Crescent, road. Secondly, in view of the provision made in the technical committee discussed the proposal in detail & noted that as a concept MPD-2001 provides segregation of cycle tracks and one of such proposal is on the road from Madangir to Chirag Delhi. It was decided that as an experiment in the first instance this could be taken up by the DDA to segregate cycle track on this route. It was also decided that where there are service roads it may be examined whether this could be used as segregated cycle track. The technical committee also decided that the roads identified by DCP(Traffic) on Ashoka Road and Willingdon Crescent may also be worked out for implementation.

Item No.4 :

Sub : Regarding 40 mtr. wide road linking near Saket and passing tangential to Indira Gandhi National Open University.

File No.F.5(14)98/MP

The proposal was discussed and it was observed that existing road passing through village should be widened after acquisition of private properties falling within



the road right of way as it would be more appropriate and feasible to widen the existing road rather than <sup>Construct on</sup> ~~pro-~~ posing entirely new road. The effected plot owners of the village may, <sup>accordingly</sup> ~~however~~, be provided alternate <sup>with</sup> ~~accomme-~~ <sup>plots for residential purposes in the vicinity</sup> ~~modation.~~ It was also decided that in the first instance

the area should be declared as development area and a conceptual plan be prepared <sup>for the whole scheme on the basis</sup> ~~based on that the land should~~ be notified for acquisition and <sup>of which the lands involved shall be</sup> ~~detail plan for implemen-~~ <sup>plan prepared.</sup> ~~tation is taken up.~~

Item No.5 :

Sub : Review of policy on Tehbazari.

File No. DD/PP/UE/98/55

The Technical Committee discussed in detail the <sup>to be adopted</sup> ~~policy~~ with regard to Tehbazari and informal <sup>trade section</sup> ~~section in-~~ <sup>in the light of the provisions of MPD-2001,</sup> ~~trade.~~ The following points were agreed upon:

- a) The space utilised on Tehbazari or on licence <sup>fee basis</sup> ~~and~~ used under informal section of trade <sup>in the informal trade section</sup> is not to form part of the covered area (ground coverage) & FAR <sup>of a commercial area</sup>
- b) The space to be provided <sup>for the purpose</sup> should be as platform <sup>in the shape of a</sup> without walls <sup>and</sup> individual storage space. However, temporary roofing like <sup>of</sup> ~~mazda~~ by canvas etc. may be allowed, to avoid heat and rain <sup>for the purpose</sup>
- c) The minimum size <sup>average size of each platform 1.5 sq. m. with subject</sup> should be 1mt x 1mt. <sup>to a maximum of 1 mt by 1 mt x</sup> ~~with maximum~~ average of 1.5 sqm. The platform should have a provision <sup>the erection of poles to support a</sup> of sockets for erecting the ~~bamboos~~ for separating the temporary roof.
- d) No individual water or electric point is to be provided.
- e) <sup>provision for such space</sup> Such space <sup>all</sup> should be reserved in organised shopping centres developed/built by organisations like DDA, CPWD, MCD& others.

~~P) In the various hierarchy of commercial centres provided in MPD-2001 wherever necessary to meet such requirements the size may be further enlarged.~~



g) <sup>side by side,</sup> It was also ~~opined~~ <sup>concerned local bodies</sup> that rehri centres should be developed where sufficient chunks of land <sup>are available, to enable</sup> may be designated so that rehri wallahs may park their rehri and operate their business. Once such centres are developed the <sup>present</sup> system of giving tehbazari <sup>at roadside places may be stopped</sup> may be avoided.

h) The space so designated may be disposed off on annual license basis and for that purpose Lands Deptt. may work out further details. <sup>for DDA rehri centres</sup>

i) In case of the areas where Urban Renewal Schemes are to be formulated, the <sup>need for providing for the trade sector of</sup> concept of locating informal section trade should be kept in view & ~~should be provided.~~

Item No.6 :

Sub : Change of land use from 'District Park' to facility/ Service Centre and design of facility come service centre near Gokal Puri Village.

File No. PA/39(TYA) 98/919

The Technical Committee noted that the above referred scheme was earlier discussed in the meeting of ~~technical~~ <sup>a</sup> the Committee wherein it was decided that TYA unit should work

out: <sup>a) work out the requirements by way</sup>  
 a) Requirement of Petrol Pumps + (b) Gas Godowns;  
 b) Requirement of Gas godowns; and  
 c) <sup>In case of scheme under reference, a sizeable green area</sup> In case of scheme under reference, a sizeable green area <sup>along with Western Yamuna Canal should be provided as part of the Centre after adjusting gas godown. The area required for gas godowns</sup> should be provided as part of the Centre after adjusting gas godown. <sup>the area required for gas godowns</sup>

Dir. (TYA) explained that he has worked out a requirement of the gas godown & Petrol Pumps in the Trans Yamuna Area and according to the requirements, 55 gas godowns sites <sup>were</sup> are required out of which 38 sites <sup>were</sup> are already existing, 12 <sup>had</sup> been recently approved and <sup>sales for</sup> the remaining 13 <sup>were yet</sup> are required to be worked out. Regarding Petrol Pumps, 44 petrol pump sites <sup>were</sup> are required out of which 25 <sup>were</sup> are to be provided in the Community Centres and District Centres, and <sup>development of</sup> as the Community Centres & District Centres <sup>would</sup> will take a lot of time, <sup>some work</sup> for development, 38 sites <sup>it was felt that</sup> are to be provided <sup>in the residential and industrial schemes and</sup> in the service centres.



At present there ~~are~~ <sup>were</sup> 19 petrol pump sites in existence.  
Out of these ~~38~~ <sup>13</sup> sites ~~are~~ <sup>would be</sup> affected either ~~in the~~ <sup>because of</sup> road  
widening or flyovers. ~~Thus, only 6 sites remain~~ <sup>construction</sup> ~~un-~~  
~~objectionable.~~ <sup>in fact</sup> \* In addition, 14 more petrol pump sites  
have been recently ~~got~~ <sup>were</sup> approved & 2 petrol pump sites  
have been ~~proposed~~ <sup>to be located</sup> in the service centre on North National  
highway no. 24. <sup>NH</sup> ~~Thus, there will be 22 petrol pump sites,~~ <sup>located north of</sup>  
~~against 38 petrol pump sites to be provided in the resi-~~ <sup>all in all there would</sup>  
~~dential, industrial / service centres. (Remaining 14 petrol~~ <sup>which could be accommodated</sup>  
~~pump sites will be provided in community centres & district~~  
~~centres.)~~ <sup>as</sup>

The Technical Committee recommended that <sup>the scheme for</sup> service <sup>development</sup>  
centre as now proposed should be worked out <sup>fully</sup> and <sup>of the</sup> scheme  
<sup>a proposal for</sup> ~~for change of~~ land use be worked out and further <sup>be processed</sup> action  
~~be taken.~~ <sup>accordingly</sup> \*

*Signature*



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

Draft minutes of the Technical Committee  
Meeting held on 11.2.91 at 9.30 a.m. in the  
Conference Room of Vikas Minar, T.P.Estate,  
New Delhi.

The Following present:-

Delhi Development Authority:

1. Mr. Cecil Noronha, Vice-Chairman (In the Chair)
2. Mr. W.D.Dandage, Engineer Member
3. Mr. JC Ghambir, Commissioner (Planning)
4. Mr. Santosh Auluck, Chief Architect.
5. Mr. M.N. Khullar, Addl. C.A.
6. Mr. S.C. Gupta, Director (DC&P)
7. Mr. R.G. Gupta, Director (TYA)
8. Mr. P.C. Jain, Director (Building)
9. Mr. U.S. Jolly, Director (LM)
10. Mr. N. Bala Chandaran, Director (CL)
11. Mr. K.K. Bandopadhyay, Jt. Director (Rohini)
12. Mr. V.N. Sharma, J.D. (D&J)
13. Mr. P.N. Dongre, J.D. (TYA)
14. Mr. A.K. Jain, J.D. (ZP)
15. Mr. Chander Ballab, J.D. (AP)
16. Mr. N.K. Aggarwal, J.D. (SA)
17. Mr. C.P. Rastogi, J.D. (Consultancy Unit)
18. Mr. Ashok Kumar, Dy. Dir., JD (PPK)
19. Mr. D.K. Saluja, Dy. Dir. (T)
20. Mr. N.K. Chakarwarty, Dy. Dir. (T)
21. Mr. S.P. Bansal, Dy. Dir. (NCR&UE)
22. Mr. Pradeep Behari, Dy. Dir. (Design)
23. Mr. P.M. Parate, Dy. Dir. (AP)
24. Mr. S.C. Gupta, Architect (Slum Wing)
25. Mr. V.D. Dewan, Architect (Urban Design)

Police Department (Traffic)

26. Mr. A.S. Cheema, ACP (T)

C.P.W.D.

27. Mr. Rajeev Shankar
28. Mr. J. Kothari

M.C.D.

29. Mr. A.P. Sethi, Addl. T.P.
30. Mr. O.P. Gupta, S.E.



Item No.1:

Sub: Composite Alignment Plan of Netaji Subash Marg from Darya Ganj foot over bridge to S.P.Mukharjee Marg crossing.

File No.F.5(47)87-MP

The Technical Committee was informed that the proposed alignment plan of the road under reference, had been earlier discussed in the Committee meeting held on 11.9.89 and it was recommended that <sup>the</sup> parking area near Lajpat Rai Market be retained to the maximum extent. It was also recommended that there should be provision for a sub-way at a suitable location. The alignment plan, as modified in the light of these recommendations, was discussed in detail and approved.

Item No.2.

Sub: Alignment plan of Roshanara Road from its junction with Rani Jhansi road upto its crossing with Malka Ganj road near Dina Ka Talab integrating the junctions/ intersection designs of 24 mtrs. and above R/W roads.

File No. F.5(26)86-MP / F.5(41)84-MP.

It was explained that an alignment plan <sup>for</sup> ~~(referred to above of)~~ this road had been earlier discussed in the meeting of Technical Committee held on 17.9.90 and Phase I & Phase II of the proposed alignment were approved subject to the proviso that DCP(Traffic) should work out a traffic management plan mainly for phase III (between Clock Tower & Dina Ka Talab) and bring the same before the Technical Committee for final decision. The revised alignment plan was discussed in detail in the light of the traffic study data thus provided. The same was approved subject to the following:-

- i) Phase-I: Within a right of way of 17 mtrs., 7.2 mtr. width carriageway on each side with 0.6 mts. central verge and 1 mtr. footpath on either side.



Phase-II: Within a right of way of 24 mtrs., no buildings should be allowed to come up and the set-back should be left in the case of new constructions, after reserving the right of way. It may be examined whether ~~for~~ the parties to be effected by the road widening could be compensated with equivalent FAR as per the standing policy.

Item No.3:

Sub: Proposal of using footpaths for cyclist as well as for pedestrians.

File No.F.5(12)90-MP.

On a suggestion by DCP(Traffic) it was decided to go in for a combined cycle track and pedestrain path-way as per the Japanese pattern, on both Ashoka Road and Willingdon Crescent in the first instance, NDMC may be asked to prepare and implement such a scheme accordingly.

Secondly, in view of the provisions made in MPD-2001 for segregated cycle tracks, it was decided that DDA should design and construct such a segregated cycle track between Madangir & Chirag Delhi. It was also decided to examine whether partially segregated cycle tracks could be developed along service roads and <sup>also on</sup> certain other roads in congested areas such as <sup>the</sup> walled city and Karol Bagh <sup>(where)</sup> provided use of motor vehicles could be banned) x

Item No.4:

Sub: Regarding 40 mtr. wide road linking near Saket and passing tangential to Indira Gandhi National Open University.

File No.F.5(14)90/MP

The proposal was discussed and it was observed that existing road passing through village should be widened after acquisition of private properties falling within the road



right of way as it would be more appropriate and feasible to widen the existing road rather than construct ~~an~~ entirely new road. The ~~affected~~ plot owners of the village may, accordingly, be provided with alternative plots for residential purposes in the vicinity. It was also decided that, in the first instance, the area should be declared as ~~development~~ area and a conceptual plan be prepared for the whole scheme on the basis of which the lands involved should be notified for acquisition and a detailed ~~implementation~~ plan prepared.

Item No.5:

Sub: Review of policy on Tehbazari.

File No.DD/PP/UE/90/55

The Technical Committee discussed in detail the policy to be adopted with regard to Tehbazari and ~~the~~ informal trade sector in the light of the relevant provisions of MPD-2001. The following points were agreed upon:

- a) The space ~~utilised on tehbazari or licence fee basis~~ in the informal trade sector is not to form part of the covered area (ground coverage) and FAR of ~~a commercial area~~ <sup>these</sup> ~~shopping centres~~.
- b) The space to be provided for the purpose should be in the shape of a platform without walls and individual storage space. However, temporary roofing of convass etc., may be allowed, to avoid heat and rain.
- c) The average size of each platform should be 1.5 sqr. mtr. subject to a minimum of 1 mtr by 1 mtr. The platform should have a provision ~~for~~ <sup>of</sup> sockets for the erection of poles to support a temporary roof.
- d) No individual water point is to be provided.
- e) Provision for such space ~~should be reserved~~ <sup>provided</sup> in all organised shopping centres developed/built by organisations like DDA, CPWD, MCD & others.

(aa)  
The space to be utilised on teh bazari or licence fee basis



f) Side by side, rehri centres should be developed by concerned local bodies in their respective areas, <sup>wherever</sup> ~~where~~ sufficient chunk of land are available, to enable local rehri-wallahs to park their rehri and operate their business. <sup>there</sup> Once such centres are developed the present system of giving tehbazari at road-side places may be stopped.

*In the light of the above policy*  
g) ~~The space so designated may be disposed off on annual license basis and for that purpose Lands Deptt. may work out further details for DDA rehri centres.~~ <sup>re: license fees + method of allotment for</sup> *informal trade spaces + rehri centres*

g) In case of the areas where Urban Renewal Schemes are to be formulated, the need for providing <sup>for</sup> the informal trade sectors should be kept in view.

Item No.6:

Sub: Change of land use from 'District Park' to Facility/Service Centre and design for Facility cum Service centre near Gokal Puri Village.

File No.PA/JD(TYA)90/919.

The Technical Committee noted that the <sup>above</sup> ~~above~~ referred scheme was earlier discussed in a meeting of the Committee where it was decided that TYA unit should

- a) <sup>Work</sup> Look out the requirements by way of  
(i) petrol pumps & (ii) gas godowns;  
b) Provide for a seizable green area along with Western Yamuna Canal as part of the Centre after adjusting <sup>for</sup> the area required for gas godowns

Director(TYA) explained that he had worked out requirements of the gas godown and petrol pumps in the Trans Yamuna Area and according to the requirements, 55 gas godowns sites were required out of which 38 sites were already existing, 12 had been recently approved and sites for the remaining 13 were yet to be worked out. Regarding petrol pumps, 44 petrol pumps sites were required out of which 25 were to be provided in the various Community Centres and District Centres, ~~As the development of these~~



Community Centres and District Centres would take some more time, it was felt that 30 petrol pump sites would have to be provided immediately in the various residential and industrial schemes and also in the service centres. At present there were 19 petrol pump sites in existence. Out of these 13 sites would be affected either because of road widening or flyover constructions. Thus, only 6 sites remained in fact. In addition, 14 more petrol pump sites had been recently approved and 2 petrol pump sites were proposed to be located in the Service Centre located north of National Highway No. 24. Thus, all in all there would be <sup>only</sup> 22 petrol pump sites, as against 30 petrol pump sites, <sup>various</sup> what could be accommodated in the residential and industrial areas and service centres <sup>in the T.Y.A.</sup>

The Technical Committee recommended that the <sup>proposed</sup> scheme for development of the Service Centres <sup>more</sup> as now proposed should be worked out fully and a proposal for change of land use be processed accordingly.



Item No. 1:

Sub: Composite Alignment Plan of Netaji Subhash Marg from Darya Ganj Foot over <sup>bridge</sup> to S.P. Mukherjee Marg crossing. F5(47)87-MP

The composite alignment plan of Netaji Subhash Marg from Darya Ganj Foot over <sup>bridge</sup> to S.P. Mukherjee Marg crossing was discussed in detail. It was stated that the same alignment plan <sup>was</sup> earlier discussed in the TC meeting dt.

11.9.89 and the TC recommended for retaining the maximum extent the parking area near Larjapt Rai Market and further ~~to the conditions with the~~ provision of the sub-way ~~at~~ <sup>at a</sup> ~~convenient~~ <sup>suitable</sup> ~~location~~ <sup>location</sup>. Accordingly the alignment plan was modified and was discussed in ~~the~~ <sup>detail</sup> ~~TC meeting~~ and it was observed that the recommendations of the TC meeting held on 11.9.89 have been incorporated and therefore the composite alignment plan was approved.

Item no. 2:

Sub: Alignment plan of Roshanara Road from its junction with Rani Jhansi road upto its crossing with Malka Ganj road near Dina Ka Talab integrating the junctions/intersection designs of 24 mtrs. and above R/W roads.

The alignment plan of Roshnara Road from its junction with Rani Jhansi road upto its ~~crossing~~ with Malka Ganj road near Dina Ka Talab integrating the junctions/intersection designs of 24 mtrs and above R/W roads was discussed in detail and it was observed ~~that~~ <sup>that</sup> in the TC meeting earlier held on 17.9.90 it was recommended that Ph. I & II be approved subject to that Delhi Traffic Police should work out a traffic Management scheme for Ph. III between Clock Tower and Dina Ka Talab, after which Phase III should be brought before the TC along with the Traffic Management scheme for a fresh look. Accordingly the proposal was placed before the TC and the following decisions were taken:

- i. Ph. I: 17 mtrs R/W with carriage way on both side 7.2 mtrs width each, 0.6 mtrs central verge and footpath should be 1 mt. wide on either side.
- ii. Ph. II: 24 mt. R/W to be kept. Zonal Plan should be prepared and the owners of the adjoining buildings should be <sup>encouraged</sup> ~~encouraged~~ to leave set back by ~~by~~ <sup>w.r.t.</sup> giving certain concession ~~informal~~ <sup>for</sup> development controls, so that when they <sup>desires</sup> ~~to~~ demolish buildings ~~proposed to construct~~ <sup>for</sup> the new buildings



a new construction<sup>tion</sup> on their plots ~~taken forward to leave setback~~<sup>then</sup> they are tempted to leave set-backs.

Item No. 3:

Sub: Proposal of using footpaths for cyclist as well as for pedestrians.

The proposal of using footpaths for cyclists as well as for pedestrians was discussed in detail and it was decided that:

- i. Segregation ~~of the~~ cycle tracks as proposed in MPD-2001 from Madaniv~~ihar~~ to Chirag Delhi may be ~~prepared~~<sup>designed</sup> by the DDA as a first attempt.
- ii. ~~In the road~~ where <sup>there are</sup> service roads ~~are provided~~<sup>the</sup> the concept can be experimented.

Item No. 4:

Sub: Regarding 40 mtr. wide road ~~linking~~<sup>linking</sup> ~~at~~ near Saket and passing tangential to Indira Gandhi National Open University

The proposal of 40 mt. wide road ~~linking~~<sup>linking</sup> ~~at~~ near Saket and passing tangential to Indira Gandhi National Open University was discussed in detail and it was observed that the existing road which is passing through the village can not be widened because of the village property. It was ~~therefore~~ decided to acquire such properties and develop the existing road rather than ~~giving through~~<sup>proposing entirely</sup> a new road. The ~~affected~~ properties of the village are to be given alternative accommodation. It was therefore decided that in the first instance the area to be ~~developed~~<sup>declared</sup> as development area and then prepare a conceptual plan of the ~~entire~~ area. <sup>Then</sup> ~~then~~ acquire the land <sup>and</sup> ~~to~~ prepare the details plans for implementation.

Item No. 5:

Sub: Review of policy on Tehbazari

The policy for Teh bazari was discussed in detail and it was observed that Teh bazari / Informal section ~~is not~~<sup>is</sup> ~~not~~ covered in the FAR and ground coverage, ~~and~~.



therefore the ~~space~~<sup>space</sup> to be provided in form of platform without walls, without storage space and temporary roof is required. It was further decided that the minimum size should be 1 mt. x 1 mt and average size should be 1.5 mt. x 1.5m. The platform should have the provision of sockets for erecting the bamboos for separating the temporary roof. No individual water and electric point to be provided. Such areas should be reserved in the organised shopping centre of DDA for which the areas of various <sup>hierarchy of</sup> ~~hierarchy of~~ commercial centres as per MPD-2001 will have to be revised by increasing the area.

It was further decided that Raddi centres should also be developed where big chunk of lands can be designated where Raddi-walas can come and operate their business. Once these facilities are provided there will not be any Teh Bazari.

The spaces should be ~~besides~~<sup>disposed</sup> off on annual licence basis. The land department will work out further ~~for the~~ details. In the existing areas these proposals to be ~~xx~~ incorporated while preparing the urban renewal schemes.

Item No. 6:

Sub: Change of land use from 'District Park' to facility/ Service Centre and design of facility come service centre near Gokal Puri Village.

Facility / Service Centre near Gokul Puri village was earlier discussed in the TC and certain modifications were suggested. Accordingly the plan was modified by Dir. (TYA) and the modified plan as per recommendations of the earlier TC was approved and it was further decided that the change of land use from district park to facility/service centre may be recommended to the authority for requesting Govt. of India, Min. of Urban Dev. to permit to issue notification for calling the objections/suggestions for the change of land use.



DELHI DEVELOPMENT AUTHORITY  
(MASTER PLAN)

Agenda for the Meeting of Technical Committee to be held on 11.2.91 at 9.30 AM in the conference room of Vikas Minar at 5th floor, Delhi Development Authority, I.P.Estate New Delhi. The agenda item for item No.5 was circulated vide agenda of Technical committee meeting dt.29.1.91. Same may please be brought.

<u>Item No.</u>	<u>Subject</u>	<u>Page No.</u>
1.	Composite alignment plan of Netaji Subhash Marg from Darya Gaj Booj over bridge to S.P.Mukherjee Marg crossing. F.5(47)/87-MP To be presented by JD(T).	1-3
2.	Alignment plan of Roshanara road from its junction with Ranj Jhansi road upto its crossing with Malka Ganj road near Dina Ka Talab integrating the junctions/ intersection designs of 24 mtr. and above R/W roads. F.5(26)86-MP/ B.5(41)/84-MP (to be presented by J.D.(T)).	4-5
3.	Prpposal of using footpaths for cyclist as well as for pedestrains F.5(12)90-MP/ (to be presented by J.D.(T)).	6 - 8
4.	Regarding 40mtr. wide road lacking of near saket and passing tangential to Indira Gandhi National Open University. F.5(14)90/MP (to be presented by J.D.(T)).	9-11
5.	Review of policy on Tehbazari DD/PP/UE/90/55 (to be presented by DD.(NCR & UE)	12
6.	Change of land use from 'District park' to facility/Service Centre and design of fac- ility comc service centre near Goakal Puri Village. R PA/JD(TYA)90/919 To be presented by J.D.(TYA)	13-14







Item No. 1

Sub:- Composite Alignment Plan of Netaji Subhas Marg from Daryaganj Footover Bridge to S.P. Mukherjee Marg Crossing.

F.5(47)/87-MP.

Location:

Netaji Subhas Marg stretches from Delhi Gate to Luthian Bridge S.P. Mukherjee Marg intersection and forms a part of the north south traffic corridor. This road provides access to capital's premier areas Viz-Chandni Chowk, Jama Masjid, Red Fort, Meena Bazar and the Old Delhi Railway Stn. The Road under consideration is from Daryaganj foot over Bridge to S.P. Mukherjee Marg crossing. Location Plan is placed as Annexure-I.

Background:

R/W of Netaji Subhas Marg is 45 Mtrs. as per the Zonal Plan and MPD-2001. An alignment plan of this road was earlier proposed by TCPO vide Drg. No. C/A 189 with a R/W of 150 ft. The cross sectional and junctional/Intersection design details were not incorporated in the plan. A composite alignment plan integrating the cross sectional details in the entire stretch, junction/Intersection design and subway has since been prepared.

a. Existing condition cross Sectional details:

- i. A six lane divided C/W with a central verge varying from 2.5 Mtrs. to 8 Mtrs. is existing.
- ii. Width of the existing footpath varies from 3.5 Mts. to 6.5 Mts.
- iii. Four signalised intersection are existing along this stretches of road. Street Light poles have been erected on central verges and footpaths.

b. Traffic volume:

- i. As per the recent study conducted by NATPAC, the peak hour volume between Chandni Chowk intersection and S.P. Mukherjee Marg intersection, is 6000 vehicles in both direction out of which 40% consists of slow moving vehicles.



3. Salient features of the projects

Keeping in view the recommendations of the Technical Committee meeting held on 11.9.89 a modified alignment plan has been prepared. The proposals are as under:-

- i. A eight line divided C/W with a central verge of 2.0 Mts. is proposed.
  - ii. A separate service Road has been provided for the movement of slow and loaded traffic.
  - iii. Footpath varying from 2.0 Mtrs. to 5 Mts. have been proposed along both sides of the C/W.
  - iv. Adequate space has been provided for parking of the vehicals along the road wherever additional space is available same is proposed to be included in the R/W as suggested by T.C. in its meeting held on 11.9.89. Proposed busbays with a depth of 3.5mts. has been proposed at suitable locations.
- The following intersection/junctions designs as approved by Technical Committee have been incorporated in the proposed alignment plan with minor modifications as per site conditions:-

- i. Netaji Subhash Marg Kasturba Gandhi Hospital Road, Anser Road, Daryganj Road intersection at Darva Ganj Foots er Bridge.
- ii. 'T' junction 30.78 mts. R/W road (New Darya Ganj Road with Netaji Subhash Marg.
- iii. Intersections of Chandni Chowk Road with Netaji Subhash Marg at Chandni Chowk.
- iv. Intersection of S.P. Mukherjee Marg, Netaji Subhash Marg at Luthian Bridge.
- v. As per the decision of the Technical Committee meeting a four arm pedestrian subway has been proposed at Chandni Chowk intersection.



4. Feasibility Study:-

Executive Engineer, MCD vide his letter dated 17.9.90 (Annexure IV) has conveyed the decision of LOSC meeting dated 1.9.90 in which this case was discussed. The decision of LOSC is as follows:

I. The alignment plan in view of Ex. Engineer (P) II note discussed in the meeting be sent to DDA. Subway shall be provided at the intersection of Chandni Chowk. For utilising the space in subway for commercial use suitable Retailed scheme be prepared by Chief Architect.

Affected properties:-

As per the feasibility sent by MCD, about 10 properties including four temples are affected in the alignment plan in addition to those 16 trees, 72 electric poles, 2 telephone poles, 6 traffic signals are also affected. (Details of Affected properties are placed at (Annexure v)

The case is placed before the Technical Committee for the approval of:

1. Composite alignment plan of Netaji Subhash Marg from Darya Ganj footover bridge to S.P. Mukherjee Marg crossing vide drawing No. CA-001/PPW/90.
2. The resettlement of eligible affected properties services be taken up by MCD with Lands Department, DDA and others concerned agencies.
3. MCD shall plant three times of the trees affected in the alignment plan.
4. The detailed plan of the subway shall be prepared by MCD.
5. MCD shall protect the road r/w as per the alignment plan



Item No. 2

Sub: Alignment plan of Roshanara Road from its junction with Rani Jhansi Road upto its crossing with Malkaganj Road near Dina ka Talab integrating the junctions/intersection designs of 24 mt. and above R/W Roads.  
File nos. F5(26)86-MP F5(41)84-MP

1. Location: Roshanara Road is a major collector Road in the old city starting from Rani Jhansi Road junction to Clock Tower and meeting Malka Ganj Road at Dina Ka Talab. This road forms an important link for the densely populated colonies of Shakti Nagar, Mamla Nagar, Old Subzi Mandi, Malkaganj and Delhi University Area.

2. Background: This case was discussed in the Technical committee meeting held on 17.9.90 ( ) in which the following decision was taken:

"After detailed discussion Ph. I & II were recommended for approval, subject to the transport booking offices and godowns located in Roshanara Road being shifted to Sanjay Transport Nagar where they had already been allotted alternative sites. The committee further desired that Delhi Traffic Police should work out a traffic management for Ph. III between Clock Tower and Dina Ka Talab, after which phase III should be brought before the Technical committee alongwith the traffic managementscheme for a fresh look".

As desired by the Technical committee in the above meeting, DCP (Traffic) vide letter dt. 30.11.90 ( ) has given the following traffic management measures being taken for part III between Clock Tower & Dina Ka Talab crossing:

- i. Prohibition of HTV's for 24 hours in the stretch between Clock Tower & Dina Ka Talab including State Tpt. Service, Private buses & private vehicles viz., cars, scooters.
- ii. A proposal has been sent by BCP(T) to local authorities for:
  - a. Reduction of the footpath width to 2 ft. so that the widening of the road is used for parking HTV's closer to the shops leaving behind more space for traffic flow.



- iii. To put the electric poles in the control verge.

3. DDA's observations: The existing R/W of Roshanara Road between Clock Tower and Dina Ka Talab is about 18 mts. with carriageway width varying between 10 mts to 12 mts footpaths between 2 mts to 3.5 mts as per the survey supplied by MCD. The proposal from DCP(Traffic) envisages construction of about 8.14 mtrs wide carriageways on either side of the central verge of 0.60 mts and 0.60 mts wide footpaths on either side. The narrow width of footpaths shall leave little space for shopkeepers to spillover and by including the additional footpath space in the carriageways, it shall help in providing on street parking facilities for the shoppers leaving one and a half lanes for traffic flow. This may be considered as a phase-I movement, however, in the phase II, the R/W as envisaged in the Master Plan may be developed as per the alignment plan.

4. The case is put up to the technical committee for considerations.



Item No.3

Sub:-Proposal of using footpaths for cyclists as well as for pedestrians.

F.5(12)/90-MP.

PROPOSAL UNDER CONSIDERATION:

The proposal of developing the footpaths for use by cyclists as well as for pedestrian was submitted by DCP(Traffic) Delhi for the consideration of the Committee on Road Injuries. This matter was discussed in the IVth meeting on Road injuries held on 30.7.90, under the chairmanship of Secretary (Transport)DA. The minutes of this meeting are placed at Annexure-I.

On the basis of these minutes DCP(Traffic)Police has referred the matter to Director(Tpt.) Delhi Administration vide letter no. 8464-8469 dated 19.9.90. The copy of the same was also forwarded to DD(MP) DDA.

The DCP(T) has also mentioned that the experience in other countries like Japan suggests that wide foot-paths could be usefully utilised in handling bicycles since this practice does not create or come into conflict with pedestrian movement. In fact on almost 99% of the roads in Japan the cyclists pedal on the footpaths along with the walking pedestrian and cross the road only at a pedestrian crossing along with the pedestrians. This practice has helped Japan in bringing down the rate of accident among cyclists and also eliminate this slow mode of travel from conflicting with faster motorised vehicles on the carriageway lanes.

2. MASTER PLAN PROPOSALS:

The Master Plan for Delhi Perspective-2001 has recognised the fact that almost 13% of the total model trips are performed by bicycle in the U.T. of Delhi. To provide safe environment for cyclists, the Master Plan for Delhi has envisaged the following 4 major cycle tracks.

- a. From Mehrauli Badarpur Road to ITO along Chirag Delhi drain and Mathura Road) - 13 km. approx.



- b. From G.T. Road (Shehdara) to Vikas Marg (alongwith the eastern marginal bandh) 5 km. approx.
- c. From Preet Vihar to Connaught Place along the Vikas Marg 10 km. approx.
  - ii. Paschim Puri/Vikas Puri to Connaught Place via. Najafgarh drain, Patel Road, Rajendra Place, Pusa Road and Punchkuian Road 16 km. approx.
- d. From Shehdara to Chandani Chowk along G.T. Road and whole Yamuna Bridge-5 km. approx.

The Master Plan for Delhi-2021 has also envisaged the following measures for providing safe movement to the cyclists.

- a. Fully segregated cycle tracks to be provided by modification of existing road section and also making use of Nallahs.
- b. Partially segregated cycle routes along traffic corridors where the existing physical conditions pose difficulties.
- c. Traffic Management measures in existing areas like walled city, Sadar Bazar and Karol Bagh, conditions for improving the cycle movement.

### 3. D.D.A. OBSERVATIONS:

The proposals of using footpaths for the cyclists as well as for pedestrians has been examined in the Traffic unit of the DDA and the observations are as under:-

- 1. The present use of footpaths in the walled city and Karol Bagh is quite high, In addition to the needs of pedestrian, most of the footpaths in these areas have also been encroached upon. In view of this there is hardly any scope for allowing the cyclists alongwith pedestrian on footpaths.
- ii. Similar conditions exists in most of the lanes Yamuna area.
- iii. In the NDMC area the footpaths are not extensively used and as an experiment the cyclists could be allowed on the footpath which are also wide enough to meet the requirements of the pedestrian and cyclists.
- iv. In general the cyclists, could only be allowed on foot paths where the service roads are also existing.



In other cases the entry and exit of the abutting building directly on the main carriageway is likely to create major conflict points and cyclists may not find it attractive

v. Along most of the arterial roads, many under-ground service like water supply, sewerage lines, H.T. lines of DESU and telephone lines etc. are passing. In many cases the junction boxes of the telephone lines and of the DESE High Tension Lines are not on the edge of the footpaths. This may be the constraints in allowing the cycles on the footpaths.

vi. In NDMC most of the footpaths have well grown trees, this also likely to pose difficulty in the movement on the cyclists on the footpaths.

vii. In view of these constraints, it is suggested that Traffic Police, in consultation with NDMC may select few roads within NDMC area where this experiment could be tested without doing much of the civil works.

viii. Once this experiment is successful the other roads where improvements in the existing footpaths are required could be designed and improved for this purpose.

The item is placed before the Technical Committee for consideration.



Annexure-I

Extract: Minutes of the meeting held on 30.7.90  
of the committee on Road injuries.

DCP(Traffic) desired that a drive should be conducted along with DTC authorities to check whether the DTC buses stop at their respective bus-stands, which Shri Dutta, G.M. DTC agreed. He further pointed out that he has drawn up a scheme for pre-paid taxi system and that it has been introduced at Old Delhi and Nizamuddin Railway Station. Mr. Dutta pointed out that since DCP(T) had gone around Japan and America in order to study the traffic system there, it will be nice if he can arrange to put up a presentation before this committee as to what steps should be taken towards better road signages and other related matters.

DCP (Traffic) pointed out that in a place like Japan, cycle tracks and pedestrians' pathways are common and this should be tried here. The committee decided to experiment the above system on Ashoka Road and Wellington Crescent Road.



Item No.4

Sub : Regarding 40 meter wide road taking off near Saket and passing tangential to Indira Gandhi National Open University.

Fil No. F.5(14)90MP

.....

BACKGROUND

The change of land use of the "area measuring 100 acres from agricultural green belt to institution (Education-IGNOU) in village Maidan Garhi - development Control" was considered by the Authority vide Resolution No. 47, dated 27.4.1987. The Authority resolved that

"the change of land use of an area measuring about 100 acres in Village Maidan Garhi allotted to I.G.N.O.U. from agricultural green belt to institutional (Education IGNOU) be approved, It further noted that an approach road to the site be also provided".

The copy of the Authority Agenda is placed at Annexure 'A'.

The agenda of land use in accordance with the provision of Section-44 of the Delhi Development Act 1957 (61-1957) for inviting objection and suggestions was published vide S.O. No. F.20(11)86/MP dated 13.8.88. The final notification of the land use was issued vide SO No. 2052 (page No. 2528) dt. 29.9.89.

PROPOSAL

The Pro Vice Chancellor, IGNOU vide letter No. EMD-175/1991/616 dt. 31.10.1990 has requested Commr.(Plg.) that the proposed road of 40 mtr. R/W may be taken on priorities before any unauthorised construction causes hinderance in its construction resulting jeopardising the layout planning for the campus.

The Pro-vice Chancellor of IGNOU has also referred the case to CE, PWD(DA). The SE(PWD) Circle-5 (DA) intimated to DDA vide letter No. 23(140)/PWD/Cir.V/DA/1097-99 dated 28.11.90 that the construction of the said road is not in the jurisdiction of PWD(LA) and appropriate action may be taken by DDA.

...2/-



### DDA's OBSERVATIONS

The request of the IGNOU has been examined by the DDA and the observations are as under :-

1. The Agenda item (No.44/27.11.87) of the Authority has also envisaged certain guidelines for the development of the complex. It is not clear from the layout submitted by IGNOU that all these guidelines has been taken into consideration while finalising the layout.
2. As per the Urban Ext. plans approved by Authority the proposed road of 40 mtr. r/w connects Mehrauli Badarpur Road with the proposed expressway. IGNOU was requested to make a reservations of 200 mtr. in the layout of the IGNOU. This reservations has not been indicated on the layout plan of IGNOU.
3. As per the budget allocations the MCD has a provision of Rs.45 lacs for widening of a existing rural road connecting the Maidangerhi to Sabbari Village. This road also touches the IGNOU and as per the layout an approach has also been indicated from this village road for the campus of the IGNOU.
4. The proposed 40 mtr. road has also been indicating on the urban extension plan has approved by Authority in its meeting held on 30.6.87 as a part of extensive modification in the Master Plan for Delhi-62.
5. The provision of this proposed road idependent to the development of the surrounding area may not be desireable as it may lead to unauthorised construction around this road and the purposes of giving a proper approach to the prestigious campus may get defeated.

In view of this Technical Committee may like to consider the following options :-

- 1) To avoid unauthorised construction along the proposed road, DDA may like to acquired area between IGNOU and Mehrauli Badarpur Road for the preparation of a



detailed comprehensive scheme before taking up the construction of this road and till this comprehensive scheme is prepared and approved, the IGNOU would be advised to develop the approach road within the campus through the existing village road.

- 2) In the meantime, we may also request PWD, Delhi Admin to examine the feasibility of the proposed 40 mtr. R/M road connecting the proposed expressway and Mehrauli Mahipalpur Road as approved by the Authority vide Resolution No. 47 dt. 27.4.87 and if feasible the PWD may be requested to construct this road.

The item is placed before Technical Committee for its consideration.



ANNEXURE 'A' FOR THE TECHNICAL COMMITTEE ITEM NO.

Sub: Change of land use of an area measuring 100 acres from 'Agricultural Green Belt' to Institutional' (Education IGNOU) in village Madan Garhi - Development Control - F.20(11)86/MP.

.....

P R E C I S

Village Community of Maidangarhi through a Resolution (Appendix 'Q' Page No. 239-241) passed unanimously by the 'Gaon Sabha', offered an area, measuring about 100 acres for Indira Gandhi National Open University for Land-scaping and other development activities. Delhi Administration in September, 1985 leased out this land to the University on a 99 years lease.

2. This land and also some adjacent land was being used for quarrying and is shown as Banjar or 'uncultivable Waste' in the revenue records. The land is mainly rocky and uneven having deep pits and excavation on various parts. There is not much vegetation except one tree. The foundation stone of the University at the site was laid on 19.11.85 by the Hon'ble Prime Minister of India.

3. In Delhi Master Plan, this pocket forms part of the land category classified under 'Agricultural use' as Part of 'green belt'. In the extensive modification for Delhi-2001 published in April, 1985 for inviting public objections and suggestions by the Authority, the site under reference forms part of the land identified under the land use category 'Recreational' as 'regional park'.

o

4. A proposal was received from the Indira Gandhi National Open University for the change of land use of about 100 acres of land in Village Madangarhi, New Delhi. The matter was examined in detail in the Technical Committee meeting held on 8.8.86 which was also attended by the representatives of the University. It was explained that after meeting quantum of construction required for the University activities, the scheme is to use major part of the land for plantation etc. They have also stated that about 50 acres additional land will be taken over by the University from Delhi Administration, exclusively for the plantation, nursery & greenary.



5. Keeping in view all aspects mentioned in above para, Technical Committee opined that this site may be earmarked as a university site in Delhi Plan for 2001, subject to that 60 acres land be exclusively used for plantation and greenary and the remaining 40 acres be used for constructional activities, restricting to the minimum extent for which proper regulations be worked out in consultation with the University.

6. Development controls for the construction of buildings on the University site were placed for the consideration of the Technical Committee in its meeting held on 13.4.87 after receiving the requirements of buildings for the University. Technical Committee recommended the following controls:

- a) Ground coverage shall be limited to 12.5% of the total site keeping in view that the large area is to be used for afforestation/plantation and for greenary.
- b) The maximum FAR shall be restricted to 40.
- c) The minimum set backs shall be 20 meters all around.
- d) Height - The height of the buildings shall be planned keeping in view the various control on the site and in no case the buildings shall be above 276 metres MSL and further, subject to that no block within this height should be more than 26 metres in height.
- e) Parking shall be allowed as per the norms followed for institutional buildings that is at the rate of 1.35 car space of 1000 sq.ft. built up area.
- f) Area under circulation i.e. roads and open parking shall be restricted to 10% of the site area.
- g) Area Under Afforestation and Land Scapping  
The balanced area shall be properly land-scapped subject to that 60 acres of land shall be used exclusively for afforestation/plantation and natural greenary. However, within the afforestation area wherever there are connecting links, the width of such plantation area should not be less than 20 mt.

7. The matter is placed for the consideration of the Authority for its approval of change of land use and development controls indicated above.



RESOLUTION

Resolved that the change of land use of an area measuring about 100 acres in Village Madan Garhi allotted to Indira Gandhi National Open University from 'Agricultural Green Belt' to 'Institutional' (Education-IGNOU) be approved. It further noted that an approach road to the site be also provided.



Item no. 5.9  
F. NO. DD/PP/UE/90/F-55  
POLICY PAPER ON INCORPORATION OF

# INFORMAL SECTOR IN TRADE

IN THE PLANNED DEVELOPMENT

DEC, 1990

NCR & UE  
DELHI DEVELOPMENT AUTHORITY



POLICY PAPER ON INCORPORATION OF INFORMAL  
SECTOR IN TRADE IN THE PLANNED DEVELOPMENT

1. INTRODUCTION :

Large sections of unemployed and under-employed in rural areas and small towns look forward to the metropolitan cities like Delhi for employment and enter the city to move up the economy ladder. This brings forth a multitude of small enterprises, petty trading and casual labour. Thus a metropolis like Delhi has (i) modern wage paid sector and (ii) equally large if not larger traditional bazar type informal sector. This sector with highly reduced needs of equipment and buildings is important as a source of employment and also for the economic functioning of the city.

The informal sector units locate themselves strategically near works centres, commercial areas, outside the boundaries of schools, colleges and hospitals, transport modes and near large housing clusters. As a single item, eatables constitute the highest number (35.14 per cent) followed by personal services (14.36 per cent). Walled City and Trans Yamuna Area particularly show a very high percentage of this activity. The Municipal Corporation of Delhi is charging a certain fee termed as teh-bazari for continued use of particular space by such units. However, a large number of units are either mobile or not covered under the teh-bazari.

Master Plan for Delhi-2001 as approved by the Govt. recommends incorporation of informal sector in trade as part of the planned development in various use zones.



2. NORMS & PROPOSALS OF MPD-2001 :

As per the survey estimates of Perspective Planning Wing in 1981 Delhi had about 1 lakh retail shops (@ 18.25 shops per thousand population) located in about 1600 markets of varying size & character. During the same period the city had 1.39 lakh informal sector retail Units (without roof) located within the shopping areas, along road sides & other areas of public concentration.

The norms prescribed in the MPD-2001 for informal sector units are as given below :

(i) Retail trade :

Central Business District	3 to 4 units
Sub-Central Business District	per 10 formal shops
District Centre	As specified
Community Centre	in the norms
Convenience Shopping Centre	Separately

(ii) Government & Commercial offices	5 to 6 units per 1,000 employees
--------------------------------------	-------------------------------------

(iii) Wholesale trade & Freight complexes	3 to 4 units per 10 formal shops
--	--

(iv) Hospital	3 to 4 units per 100 beds.
---------------	-------------------------------

(v) Bus Terminal	1 unit per two bus bays
------------------	----------------------------

(vi) Schools Primary Secondary/Senior Secondary/Integrated	3 to 4 units  5 to 6 units
---	----------------------------------

(vii) Parks Regional/District parks Neighbourhood parks	8 to 10 units at each major entry 2 to 3 units
---	--

(viii) Residential	1 unit/1000 population.
--------------------	----------------------------

(ix) Industrial	5 to 6 units per 1000 population.
-----------------	--------------------------------------



(x) Railways Terminus

To be based on surveys at the time of preparation of the project.

The Plan also recommends for provision of informal sector units as part of organised shopping centres on the following basis :

	District centre	Community centre	Local shop- ping centre	Convenience Shopping centre
Formal shops(Total)	1,250	365	55	24
General Retail	1,200	295	35	16
Fruit & Vegetables	not speci- fied included in general retail	40	6	3
Service and Repair	50	30	13	5
Informal shops	370	110	22	13
General Retail	355	88	14	8
Fruits and Vege tables	not specified included in general retail	12	3	2
Service and Repairs	15	9	5	3
Total shops (Formal and Informal)	1,620	475	77	37



Master Plan also prescribes norms for weekly markets - the traditional style of retail shopping. Weekly markets are proposed @ 1 to 2 locations per 1 lakh population with 300 to 400 units per location (0.4 ha.). The plan also proposes for starting following organised informal sector eating places.

1. Behind Andrews Ganj in South Delhi.
2. Proposed community centre near Mandi House.
3. Near Revolving T.V. Tower Pitampura
4. Near Sub-C.B.D. Trans Yamuna Area.

3. IMPLEMENTATION GUIDELINES/ACTIONS :

Based on existing nature & type of informal sector units functioning in the city; there is a wide variety in terms of nature of trade e.g. eatables, drinks, repair, recreational, personal & general utility etc. as well as in terms of their physical condition e.g. operating on footpaths without roof, mobile units, temporary & semipucca kiosks & other incidental & casual spaces near the public activity areas. Because of this it is difficult to have a standard design for such units. However, for some uniformity in allocation of sites for these units following general guidelines may be adopted :

- |                                |   |
|--------------------------------|---|
| a) Area of informal trade unit | : About 3 sqm. This can be further increased to a max. of 6 sqm. depending on the nature of trade.                        |
| b) Mode of allotment           | : 1. To the existing entrepreneurs/traders with a marginal provision for other economically weaker section & people below |



poverty line and on compassionate grounds.

2. The allotment shall generally be made in the following proportion of trades types:

- Eatables & drinks = 40%
- Service & Repairs = 30%
- Personal general utility & misc. = 30%

c) Physical form & Design :

: No specific typed design to be adopted in all cases. The units could be provided on the form of stationary or mobile type. The stationary units could be mostly in the form of open pucca plate-forms with/without storage facility and built with temporary & light material. The design to be chosen in a scheme with due consideration to :-

- Least cost-
- No expansion or extensive in any form.
- Functional, temporary & esthetic
- No conflict with other formal activities & functions e.g. transportation, formal shopping etc.
- Location as part of layout to be judiciously selected for optimum use as per norms.



- d) Tennure system : To be allotted on monthly licence fee basis which would be renewable every year. The licence fee should be nominal to cater to the target group.
- The change of trade could be permissible out of the identified trades in the area by seeking permission from the local body.
- e) Other supporting infrastructure to be provided by the local bodies : - Suitable number of public conveniences.
- Solid waste disposal arrangements.
  - Adequate drinking water facilities & optional temporary power connection on individual or sharing basis.
  - Parking facility depending on location & concentration of such units.
- f) Sanction of building plans/ layout plans : - The local bodies to ensure the provision of informal sector units as per norms so that (i) the poor clientele to which informal sector serves are not exploited upon & (ii) Informal sector units are developed to cater to the target group.
- g) Costing of these units : - The cost of land, development & construction of these units to be levied on the overall project & hence to be on 100% subsidised basis.

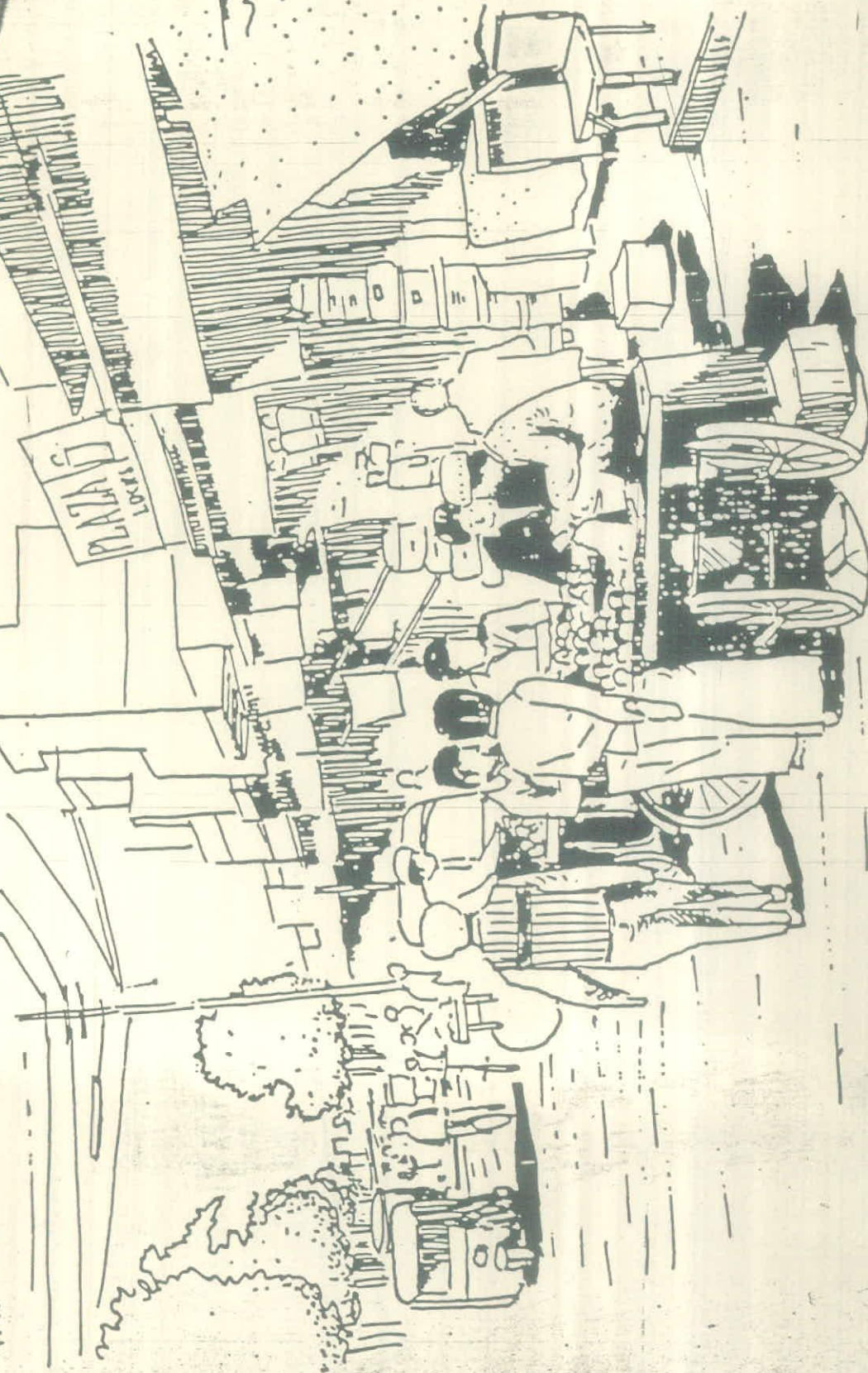


4. FURTHER ACTIONS:

While it is essential to have greater design flexibility in provision of informal sector units it would be desirable that few efficient & colourful designs for mobile & stationary units are evolved for demonstration purposes. The same is being attempted & would be put up shortly. Designs for informal sector units as part of commercial centres shall be evolved by the Housing & Urban Project wing of DDA.



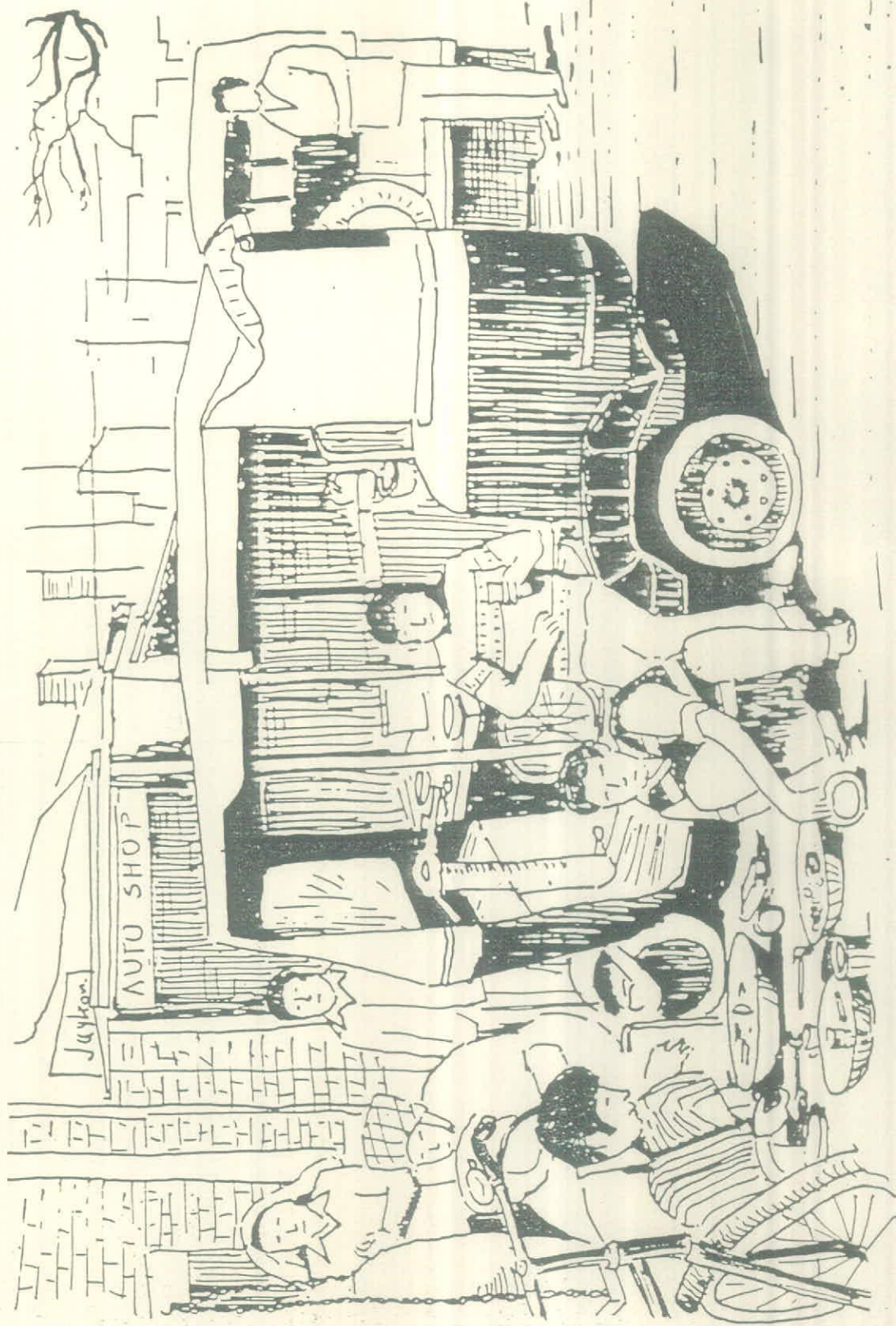
INFORMAL SECTOR WORKERS



ROADSIDE REHRI SELLERS



INFORMAL SECTOR WORKERS



ROADSIDE REPAIR OF VEHICLES



# FORMAL SECTOR

— URBAN DELHI HAS 1.39 LAKH INFORMAL SECTOR UNITS (WITHOUT ROOF) AT THE RATE OF 257 PER 1000 POPULATION.  
 — 28.6% UNITS ARE CONCENTRATED IN DIVISION A AT THE RATE OF 59.25 PER 1000 POPULATION FOLLOWED BY 12.9% IN DIVISION E AT THE RATE OF 18.67 PER 1000 POPULATION.

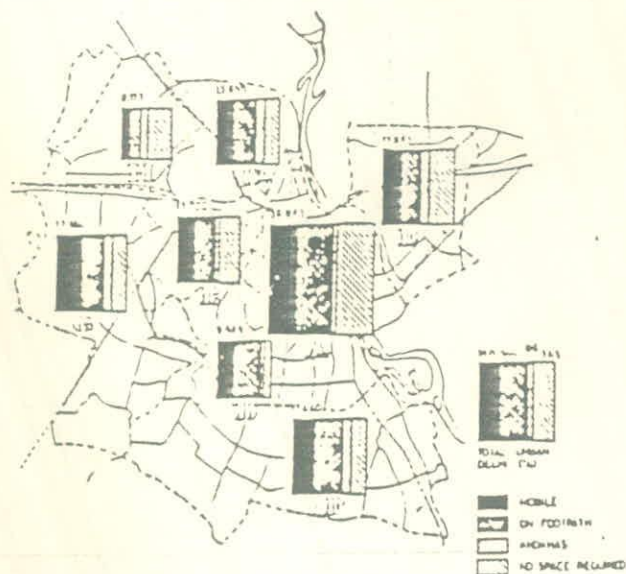




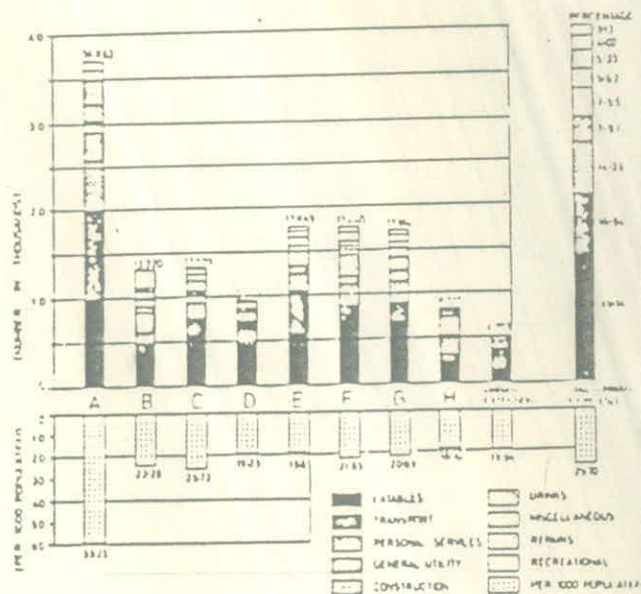
# INFORMAL SECTOR

- 36.9% UNITS ARE OPERATING ON FOOTPATH FOLLOWED BY 28% HOME UNITS
- MAXIMUM MAJORITY OF UNITS (52.1%) ARE WITH EATALES FOLLOWED BY 6.9% IN THROAT/STREET
- THE UNITS LOCATE THEMSELVES STRATEGICALLY NEAR
  - WORK CENTRES,
  - COMMERCIAL AREAS,
  - TRANSPORT NODES, AND
  - INSTITUTIONAL AREA

DIVISIONWISE DISTRIBUTION BY MODE OF OPERATION



DIVISIONWISE DISTRIBUTION BY TYPE OF ACTIVITY



INFORMAL SECTOR ENTREPRENEURS  
SOCIO-ECONOMIC CHARACTER

SNO	INDICATORS	
1	AGE (AVERAGE)	32.0 YEARS
2	FAMILY SIZE (AVERAGE)	5.2
3	SEX	MALES - 95% FEMALES - 5%
4	FAMILY EARNERS (AVERAGE)	1.5
5	MIGRATORY STATUS	MIGRANTS - 55.8% RESIDENTS - 44.2%
6	PLACE OF ORIGIN	UTTAR PRADESH - 57.3% BIHAR - 12.8% RAJASTHAN - 7.5% OTHER STATES - 22.4%
7	WORKING HOURS (AVERAGE)	10.8
8	REASONS FOR SELECTING THE ACTIVITY	ILLITERATE - 36.2% UNSKILLED - 15.4% LOW INVESTMENT - 12.3%
9	DAILY SALE (AVERAGE)	RS. 78.00
10	DAILY INCOME (AVERAGE)	RS. 17.00
11	TO OWN A REGULAR PREMISES	MODE OF PAYMENT: INSTALLMENT BASIS PAYING CAPACITY: RS. 49.10 PER MONTH

DISTRIBUTION OF INFORMAL SECTOR UNITS  
ON SELECTED LOCATIONS

OFFICES	INDRAPRASTHA ESTATE EXCLUDING BUS TERMINALS - 7 PER 100 EMPLOYEES EXCLUDING BUS TERMINALS - 5 PER 100 EMPLOYEES NEHRU PLACE 6.6 PER 1000 EMPLOYEES
WHOLESALE MARKETS	3-4 PER 10 FORMAL SHOPS
RETAIL MARKETS	LEVEL - I, D (CONNAUGHT PLACE) 3-4 PER 10 FORMAL SHOPS LEVEL - II (CENTRAL MARKET, LAJPAT NAGAR) 3-4 PER 10 FORMAL SHOPS LEVEL - III (MALVIYA NAGAR) 4-5 PER 10 FORMAL SHOPS LEVEL - IV (R.K. PURAM, SECTOR II) 4-5 PER 10 FORMAL SHOPS
BUS TERMINALS / RAILWAY STATIONS	15 B.T. - 200 UNITS NEW DELHI RAILWAY STATION - 60 UNITS
CITY BUS TERMINALS	MAJOR (CENTRAL SECRETARIATE) - 50 TO 60 UNITS SECONDARY (REGAL, SUPER BAZAR) - 25 TO 30 UNITS
HOSPITALS	REGIONAL (1000 BEDS AND ABOVE) - 25 PER 100 BEDS GENERAL (500 BEDS) - 4 PER 100 BEDS INTERMEDIATE (200 BEDS) - 3 PER 100 BEDS
EXHIBITION GROUND	PRAGATI MAIDAN - 500 UNITS

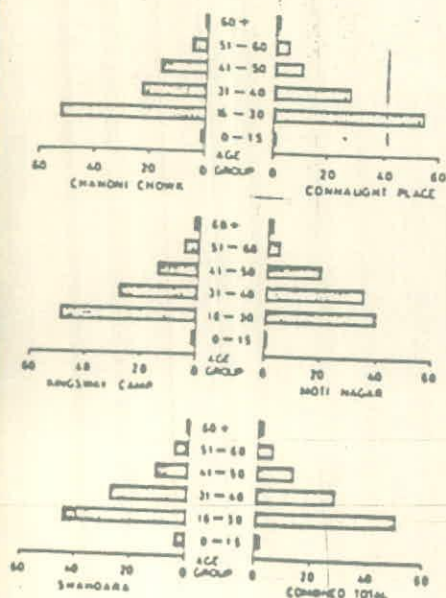


# FORMAL SECTOR

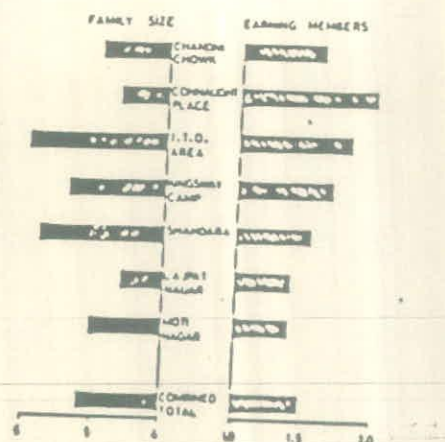
(CASE STUDIES - SURVEY OF ENTREPRENEURS)

- AVERAGE AGE OF AN ENTREPRENEUR IS 32 YEARS.
- 55% ENTREPRENEURS ARE MIGRANTS MOSTLY FROM U.P., BIHAR, RAJASTHAN AND MATHURA.
- THE AVERAGE DAILY SALE AND INCOME OF AN INFORMAL UNIT IS RS. 78 AND RS. 17 RESPECTIVELY.
- THE ENTREPRENEURS PREFER TO OWN A FORMAL SPACE BY PAYING RS. 480 (AVERAGE) PER MONTH.

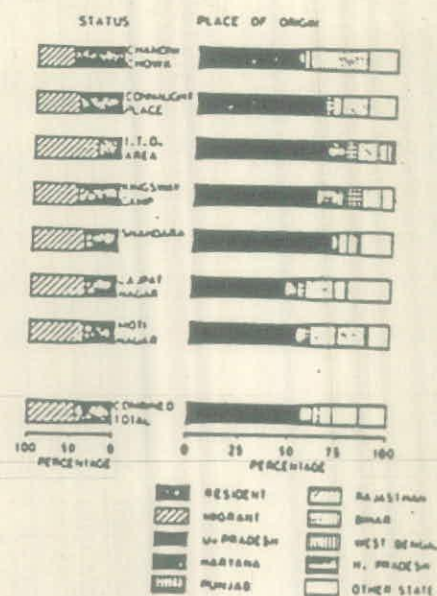
## AGE GROUP



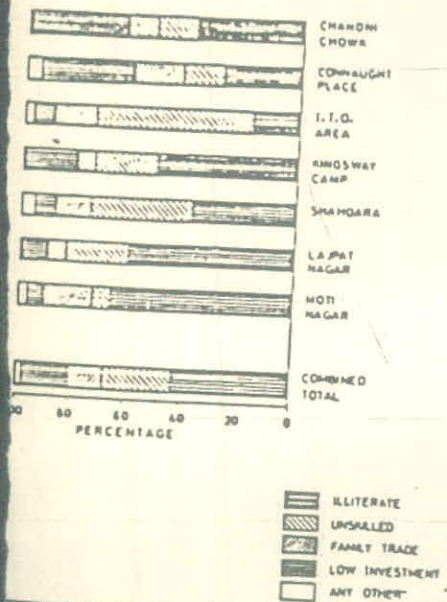
## FAMILY SIZE & EARNING MEMBERS



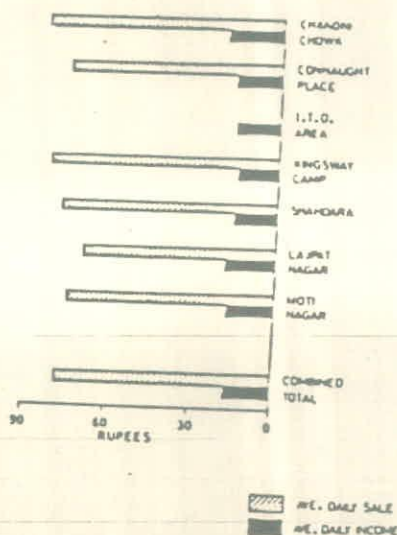
## MIGRATION



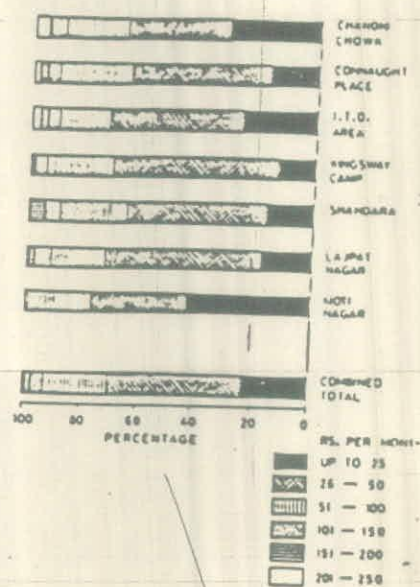
## REASONS FOR SELECTING ACTIVITY



## DAILY SALE AND INCOME



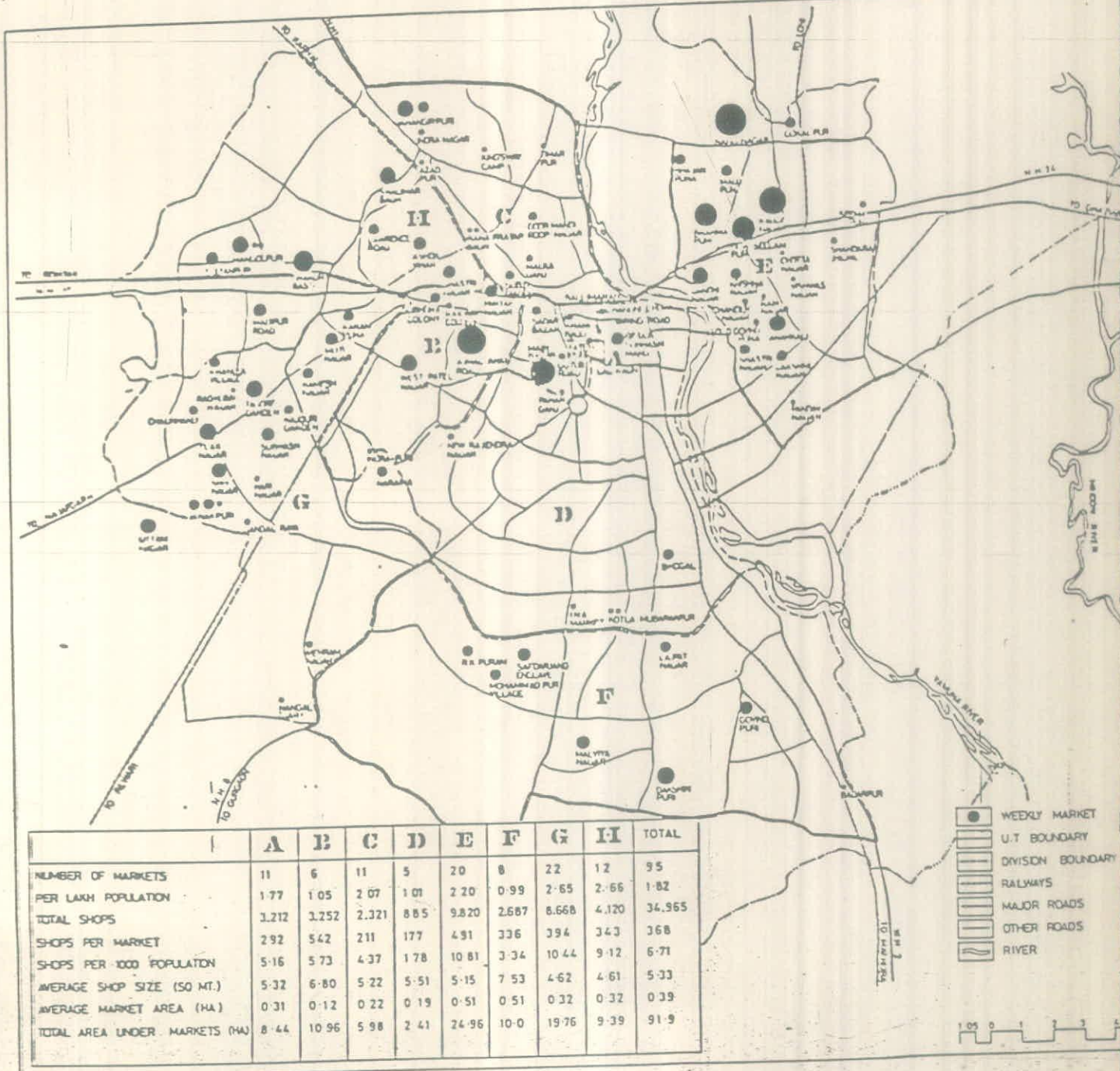
## PAYING CAPACITY PER MONTH



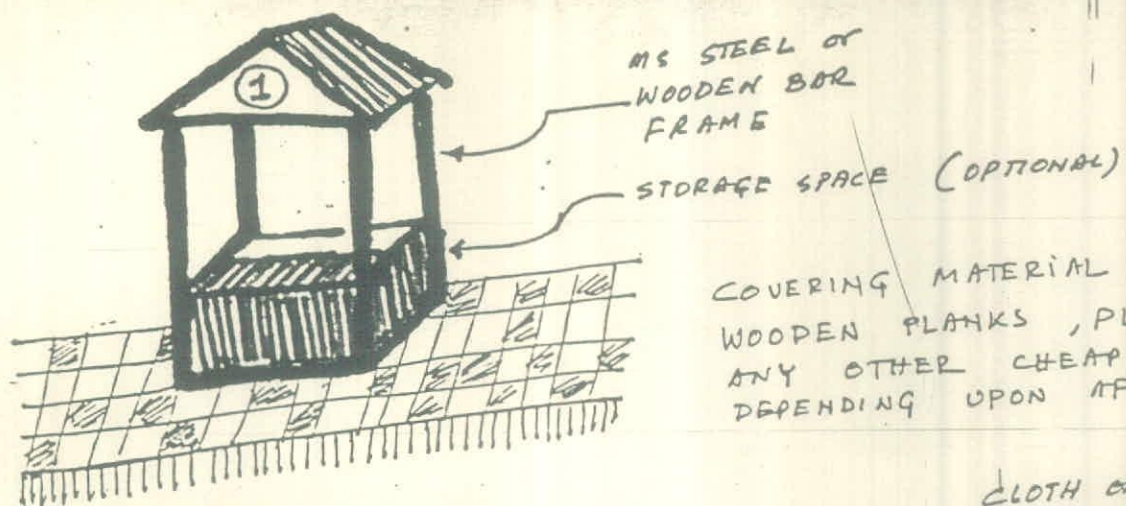


# WEEKLY MARKETS

- WEEKLY MARKETS, THE TRADITIONAL STYLE OF RETAIL SHOPPING IS POPULAR IN URBAN DELHI, SPECIALLY AMONG THE LOWER AND MIDDLE INCOME GROUP POPULATION.
- THERE ARE 95 WEEKLY MARKETS AT THE RATE OF 1.82 PER LAKH POPULATION.



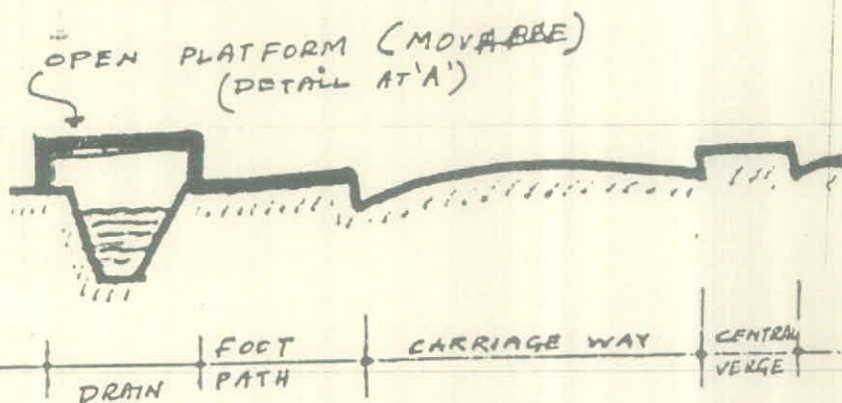




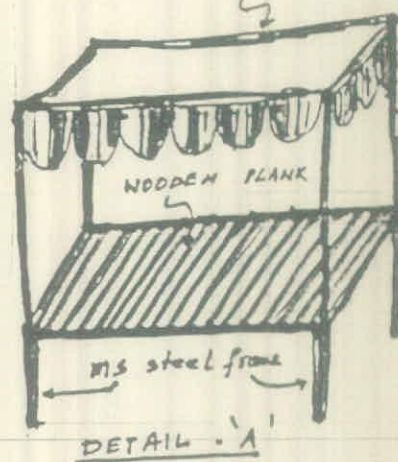
COVERING MATERIAL COULD BE WOODEN PLANKS, PLASTIC OR ANY OTHER CHEAP MATERIAL DEPENDING UPON AFFORDABILITY.

## 1. KIOSKS

(THIS CAN BE SHIFTED TO PLACES OF CHOICE ALSO)



CLOTH OR JUTE COVER MAY BE FIXED IF REQUIRED



## 2. OPEN PLATFORM

(COVERING DRAIN ; THUS KEEPING FOOTPATH FREE FOR PEDESRIAN)

SUGGESTED DESIGN IDEAS  
OF INFORMAL SECTOR



POLICY NOTE ON THE DISPOSAL OF INFORMAL SECTOR

DDA is constructing or making provision for informal sector in our various commercial areas. They are in the form of open platforms, covered platforms, small shops, parking areas for rehri etc. These facilities are meant for fruit and vegetable sellers, small businessman, petty traders, hawkers etc. who because of the small nature of the business are not able to purchase a regular shop.

So far, the practice of the DDA is to auction such properties. With the result very few of the targetted group gets them. As per the site information majority of these facilities are being used by property dealers, halwais, hair cutting saloons or other regular businessmen. With the result, fruits and vegetables are being sold on the pavements of the roads around the shopping centres. The unscrupulous purchasers are running different businesses and have made major and permanent additions and encroachments to thier properties. The basic reason is the high cost of property through auction. A different policy needs to be made by the DDA. It is proposed that:

1. We may not sale or auction any such property.
2. These should be given only on Tehbazari basis to the intending users for a specific use like fruits and vegetable sales, repair shop etc.
3. As far as possible it should be given to the people who are already doing business in the open areas around the shopping centres e.g. shoe-shiners or a Chatwala or cycle repair shop.
4. As soon as they change the use of the space to any other use, they may be replaced by other informal sector operator.



5. DDA should have a banovalent attitude towards those informal sector traders, who are not a nuisance in the proper working of the shopping centres. Like persons who are selling the goods by moving around with a tray or a cigarette or bringing goods on cycle or a trolly. Our attitude should be helpful and pro informal sector



- iv Separate loading/unloading spaces have been proposed for gas godowns and SKO/LDO.
- v. The existing access (Kachcha path) to Gokalpur Village from Wazirabad Road along the Eastern Yamuna Canal has been retained in the form of pathway. However, all vehicular access to the village from Wazirabad Road is proposed to be through the 18 M r/w road.

III. Facilities proposed in the Complex:

One police post, one Electric Sub-Station, One Milk Booth/vegetable booth, Three Gas godowns, One SKO/LDO One service centre and one Primary school.

IV. Area statement of the complex is as under:

- Area of the site	239 68 sqmt
- Police Post	1380 sqmt
- Gas Godown (3 nos.)	1560 sqmt
- SKO/LDO (1 no.)	300 sqmt
- Fruit & Vegetable Booth (1, No.)	420 sqmt
- Milk Booth ( 1 No.)	20 sqmt
- Service Centre ( to be designed later)	8576 sqmt
- Primary School (1 No.)	4000 sqmt
- ESS ( 1 No.)	231 sqmt
- Circulation	7859 sqmt

- 3. The proposal is placed before the Technical committee for
  - i. Approval of the change of landuse.
  - ii. Approval of the layout plan.

⑥ These ~~two~~ proposals were discussed in detail. Arising out of discussion, the Technical committee desired that the requirement by way of petrol pumps and gas godown sites be marked out based on the population standards of Master Plan of Delhi-2001, within a months time and put up before the Technical Committee. Meanwhile the proposed location of the gas godowns was agreed to. Further Technical committee desired that a sizeable green area along Eastern Yamuna Canal be provided for as a part of the proposed centre and subject to that the green strip, proposal to the rear of gas godown sites may be included as part of rear set-back of gas godown plots. The modified plan to be placed before the Technical committee in due course.



Item No.6

Sub:- Change of land use from 'District Park' to Facility/Service Centre and Design of facility cum service centre near Gokal Puri Village.

Ref:- File No. PA/JD(TYA)/90/919

....

The design of facility cum service centre near village Gokal Pur was prepared and submitted to the Technical Committee for consideration & approval. The details of the scheme have been given in Annexure-I (Agenda & Minutes of the Technical Committee item No.6 dt. 1.10.90).

2. Technical Committee vide item No.6 of its meeting held on 1.10.90 gave following decision:-

"These two proposals were discussed in detail. Arising out of discussion, the Technical Committee desired that the requirement by way of petrol pumps and gas godown sites be worked out based on the population standards of Master Plan of Delhi-2001, within a months time and put up before the Technical Committee. Meanwhile the proposed location of the gas godowns was agreed to. Further Technical Committee desired that a sizeable green area along Eastern Yamuna Canal be provided for as a part of the proposed centre and subject to that, the green strip, proposal to the rear of gas godown sites may be included as part of rear set-back of gas godown plots. The modified plan to be placed before the Technical Committee in due course."

3. (i) As desired by Technical Committee the requirements of petrol pumps in TYA are given below :-

As per MPD-2001, 44 petrol pump sites are needed. Out of them 25 petrol pumps are to be provided in community centres and district centre. However, either majority of district centres and community centres are encroached upon or they have not yet been finally designed and not yet got approved from the Competent Authority. Therefore, it will take considerable time for whatever community centres and district centre sites are available, to be developed and facilities provided. Therefore, it has been decided in consultation with Commr.(Plg.) that 30 sites be provided in residential and industrial schemes and in service

Contd/...



centres being designed by this Unit. There are 19 petrol pumps presently existing in TYA. Out of them 13 sites are affected either in road widening or fly overs etc. Thus, 6 sites remain un-objectionable. In addition to them 14 more petrol pump sites have been recently got approved. Further 2 petrol pump sites have been proposed in the service centre on the north of NH-24. Thus, there will be 22 petrol pump sites now available against the 30 petrol pump sites desired, though only 19 petrol pump sites were to be provided excluding sites in community centres & district centres.

(ii) The requirements of gas godowns are also given below :

As per MPD-2001, 55 gas godown sites are required to be provided in TYA. Out of them 30 sites are already existing. In addition 12 more gas godown sites have been recently got approved. Thus, 42 sites will now be available/existing. Sites for 13 more gas godowns are being explored and would be submitted separately to the Screening Committee.

(iii) Location of the gas godown sites in this scheme were agreed to by the Technical Committee in the above said meeting. Copies of the plan showing these sites have been sent to Lands Deptt. for allotment purposes.

(iv) As desired by the Technical Committee in the above said meeting a sizeable green area alongwith Eastern Yamuna Canal has been provided as part of this centre and the plans have been modified accordingly.

4. Now, the modified design of this facility cum service centre is placed before the Technical Committee for (i) approval of the scheme and (ii) approval of the change of land use.



Item No. 6

Sub: Change of land use from 'District Park' to Facility/ Service Centre and Design of facility cum Service Centre near Gokalpuri Village. PA/JD/TYA/90/919

#### BACKGROUND

There is a piece of land of 2.4 hect in the North of Wazirabad Road and East of Eastern Yamuna Canal. The pocket is an acquired one and which is not used for some purposes, would be encroached upon. The entire peripheral area of this pocket has been encroached upon/built upon by unauthorised colonies.

In MPD-2001, this pocket is beyond the urban limits with land use as 'District Park'. But within the pocket, a school is functioning in tents.

#### 2. PROPOSAL

- I. It is proposed to change the land use of this particular 2.4 hect of land from 'District Park' to 'Facility/ Service Centre' due to following reasons:
  - The area is in between built up unauthorised colonies and if not used for some purposes, likely to be encroached upon by unauthorised construction.
  - This is an acquired pocket and is suitable for use of facilities for the residents of the area, where there are no facilities.
  - In the south of Wazirabad Road just opposite to the site in question, a pocket is earmarked for service centre but it is not available. As such, proposed site may be taken in exchange of the proposal of the Master Plan-2001
  - Existing school site which is in tents has to be built properly in the site marked therein.
- II. Salient Features
  - i. Plan has been prepared on the basis of latest physical survey.
  - ii. No objection from Horticulture Department has been taken.
  - iii. One peripheral 18 M r/w road has been proposed around the service Centre/Gas Godown sites which is connected to the service road of Wazirabad Road. This road will
    - a) provide one way circulation system for heavy truck/ vehicles which will come to the service centre /gas godowns.
    - b) provide access to the village.
    - c) act as a buffer between the service centre and the school.