

DELHI DEVELOPMENT AUTHORITY
(MASTER PLAN SECTION)

NO: F.1(53)/93-MP

Dated: 27.10.93

Minutes of the meeting of Technical Committee held on 6.10.93 at 4.30 P.M. in the V.C.'s Conference Room of Vikas Sadan, Delhi Development Authority, New Delhi.

The following were present:

DELHI DEVELOPMENT AUTHORITY

1. Sh.S.P.Jakhanwal, Vice-Chairman (In chair)
2. Sh.H.D.Sharma, Engineer Member
3. Sh.J.C.Gambhir, Commr.(Plg.)
4. Sh.R.G.Gupta, Director (TYA)
5. Sh.S.C.Gupta, Director (DC&P)
6. Sh.P.C.Jain, Director (AP)
7. Sh.Santosh Auluck, Chief Architect
8. Sh.K.K.Bandyopadhyay, Project Planner (Rohini)
9. Sh.Prakash Narain, Jt.Dir.(T)
10. Sh.Chander Ballabh, Jt.Dir.(AP)
11. Sh.A.K.Gupta, Jt.Dir.(Narela)
12. Sh.R.K.Jhingan, Sr.Landscape Architect

LAND & DEVELOPMENT OFFICE

13. Sh.I.D.Gupta, Building Officer
M.C.D.

14. Sh.G.R.Ambwani, Engineer-in-Chief
15. Sh.B.B.Nanda, Chief Engineer

POLICE DEPARTMENT (TRAFFIC)

16. Sh.Lala Ram, A.C.P.

DWS & SDU

17. Sh.B.K.Goel, S.E.(P) for item no.98/93 & .99/93
TRANSPORT DEPARTMENT, DELHI ADMN.

18. Sh.Sudhir Mahajan, Dy.Dir.(Pollution Control) for item
98/93

19. P.W.D.

Sh.K.B.Rajoria, Chief Engineer

D.E.S.U.

20. Sh.D.K.Suri, S.E.(Plg.I)

Special Invitees

D.T.T.D.C.

21. Mrs.Pratibha Kaih, C.M.D. For item 98/93
22. Sh.M.S.Asnani, Chief Engineer For item 98/93
23. Sh.S.S.Mondal, S.E. -do-

RITES

24. Sh.Ramamistity, G.M.(UT) For item 99/93
25. Sh.Piyash Kansal, Dy.GM(UT) -do-
26. Sh.Sarin Bhatia, D.G.M.(C) -do-

NATPAC

27. Sh.P.R.Balakrishnan For item no.99/93

C R A P H T S

28. Sh.D.Sangal, Consultant -do-

Northern Railway

29. Sh.G.S.Bedi, A.Sr. for item 98/93 &
99/93

D.P.C.C.

30. Sh.Chandra Prakar, E.E. for item 98/93

KAMPSAX

31. Sh.D.R.S.Simpson, Team Leader for item 99/93
Delhi-NOIDA Bridge Project
for IL&FS)

D.A.M.B.

32. Sh.G.A.Arifi, Secretary for item 97/93
33. Sh.Akash Mahapatra, Jt.Secy. -do-
34. Sh.P.S.Ambermani, S.E. -do-

NOIDA

35. Sh.J.P.Gautam, Chief Architect, Planner for item 99/93

IL&FS

36. Sh.Mukand Sapre, Dy.Chief Engineer for item 99/93

1. Item No.98/93

Sub: Action Plan to reduce Air Pollution in Delhi.

File No.PA/JD(T)93/PPW/174

Deferred.

2. Item No.99/93

Sub: Proposed Grade Separator at Ring Road, Mathura Road intersection at Ashram.

File No.F.5(13)91-MP

The proposal was discussed in detail. The Technical Committee was informed that, in a meeting held in the Ministry of Urban Development under the Chairmanship of the Secretary (UD), it was desired that the proposed grade separator at Ring Road, Mathura Road intersection (Ashram Chowk) and the proposed Toll Bridge connecting NOIDA and Delhi in the vicinity of Kalindi Colony should be integrated. The Technical Committee noted that the alignment of the proposed toll bridge is yet to be finalised by the NOIDA authorities for which they have already appointed the consultants. The representatives of PWD; Chief Engineer, Ministry of Surface Transport and the Chairman, DTTDC were of the opinion that the finalisation of the alignment of toll bridge may take time and, therefore, that agency will take note of the proposed fly over at Ashram Chowk while finalising the toll bridge rather than integrating fly over with the toll bridge which is yet to be finalised. After detailed discussion, it was felt that the proposed grade separator (plans laid on table) being independent with that of the proposed toll bridge, be recommended for approval subject to that a proper integrated plan of nearby roads on North & South be prepared for execution. Further, for the location of electric tower, the proposal should be discussed by DTTDC with the DESU representatives. Also, the approach to the fire brigade station at Ashram should be properly integrated to implement as part of the project. It was also noted that the proposed fly over is in the alignment of the existing rail bridge and, therefore, necessary clearance from Northern Railways and Rites for their future programmes should be obtained.

3. Item No.100/93

Sub : Alignment plan of road no.16 along the Eastern side of Jawahar Lal Nehru University from Outer Ring Road to Mehrauli Mahipalpur Road.

File No.F5(3)72-MP

Deferred.

4. Item No.45/93

Sub : Installation of two fair weather Pantoon Bridges at the location (i) connecting Ring Road near IP Power Station and Bund Road near Shakarpur and (ii) connecting Ring Road near Sarai Kale Khan and Bund Road near Mayur Vihar (Phase I)

File No.F5(17)92-MP

Deferred.

5. Item No.95/93

Sub : Plantation for protection of land in Rohini, Phase III.

File No.PP/R/2084/Pt./93/643/775

To be discussed in the meeting of the Secreeneing Committee.

6. Item No.96/93

Sub : 66 KV Tower line for Rohini, Phase III.

File No.PP/R/2006(Services)93/Pt.

The proposed 66 KV Tower Line passing through Rohini Phase III was explained by Project Planner Rohini. The proposal was mainly underground and the representatives of DESU was of the opinion that laying 66 KV line underground is a costly affair and requested that route alignment should be overhead on narrow base towers.

The Technical Committee, after detailed discussions, decided that keeping in view ^{the} huge expenditure involved for underground 66 KV line, permission for overhead may be accorded subject to that exact route alignment be finalised by Commissioner(Planning) in consultation with the representative of DESU.

7. Item No.97/93

Sub : Integrated Freight complex- Narela.

File No.PP/NP/93/114/Pt.II

Deferred.

8. Item No.64/93

Sub : Request for allotment of land to G.R.Goenka Education Society for Sr.Secondary School in Vasant Kunj (Reg. development controls)

File No.F18(14)88-IL

The Technical Committee decided that the norms for the construction of a building as prescribed in MPD-2001 with respect to ground coverage, FAR and height be followed as applicable for higher secondary school site *for various components.*

9. Item No.101/93

Sub : Development Plan of Growth Centres in Rural Delhi Plans received from Municipal Corpn. of Delhi.

File No.JD(PP)NCR&UE/93/F33

Deferred.

This issues with the approval of Vice-Chairman,DDA.

(Anil Barai)
Dy. Director(MP)

DELHI DEVELOPMENT AUTHORITY
(MASTER PLAN SECTION)

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Sub : Development Plan of Growth Centres in Rural Delhi Plans received from Municipal Corpn. of Delhi.

File No.JD(PP)NCR&UE/93/F33

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nc.

Signature

DELHI DEVELOPMENT AUTHORITY
(MASTER PLAN UNIT)

NO.F.1(22)93-MP

Dated: 29.9.93

MEETING NOTICE

The ^{18th} Technical Committee meeting of DDA will be held on 06.10.93 at ~~430~~ ⁴³⁰ P.M. in the Conference Room, Vikas Sadan, New Delhi.

Agenda for the meeting is enclosed.

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

(ANIL BARAI)
DY.DIR.(MP)

I N D E X

S.NO.	ITEM NO.	PARTICULARS	PAGE NO.
1.	98/93	Action Plan to reduce Air Pollution in Delhi. PA/JD(T)93/PPW/174	1
2.	99/93	Proposed Grade Seperator at Ring Road, Mathura Road intersection at Ashram F5(13)91-MP	18
3.	100/93	Alignment Plan of Road no. 16 along the Eastern side of Jawahar Lal Nehru University from Outer Ring Road to Mehrauli Mahipalpur Road. F5(3)72-MP	52
4.	45/93	Installation of two fair weather Pantoon Bridges at the location (i) Connecting Ring Road near IP Power Station and Bund Road near Shakarpur and (ii) Connecting Ring Road near Sarai Kale Khan and Bund Road near Mayur Vihar (Phase I) F5(17)92-MP	67
5.	95/93	Plantation for protection of land in Rohini, phase III. PP/R/2084/Pt./93/643/775	73
6.	96/93	66 KV Tower line for Rohini, Phase III. PP/R/2006(Services)/93/Pt.	75
7.	97/93	Integrated Freight complex- Narela. PP/NP/93/114/Pt.II	78
8.	64/93	Request for allotment of land to G.R. Geenka Education Society for Sr. Secondary School in Vasant Kunj (Reg. development controls) F18(14)88-IL	80
9.	101/93	Development Plan of Growth Centres in Rural Delhi Plans received from Municipal Corpn. of Delhi. JD(PP)NCR&UE/93/F33	83

DRAFT AGENDA FOR THE TECHNICAL COMMITTEE

Sub- Action Plan to reduce air pollution in Delhi
file no PP/10(12)/93/PPA2/174.

BACKGROUND

The decision taken on 8.4.1993 in the meeting of the Committee of Secretaries to reduce Air Pollution in the Metropolitan Towns was conveyed to Delhi Admn. by Jt. Secy.(UT), Min. of Home Affairs, Govt. of India, vide letter dated 8.4.1993 and desired that action on following issues be initiated :-

- (i) To identify place to be notified as 'no traffic areas'. The consequential requirements of development of parking areas outside such Areas have also to be identified and provided for.
- (ii) Formulation of specific proposals for imposition of prohibitive parking charges for discharging heavy traffic in highly congested areas. Such areas will have to be identified; the 'prohibitive parking charges' will have to be determined; and, adequate publicity will have to be given.
- (iii) Organisation of a time-bound campaign to check all DTC buses and improve them to conform to the prescribed 'emission standards'. The campaign will have to provide for weeding out of inefficient vehicles after a minimum notice period for repairs.

A similar campaign will have to be organised separately for the green/red/white line buses.

Realising the fact that, because of resources constraints, the manoeuvrability on the part of DTC to modernise its fleet in a rapid way is limited. We will have to prepare a plan for progressive privatisation of the bus routes.

- (iv) The Government is likely to go in for a massive campaign to promote bicycle traffic. That being so, the Delhi Administration will have to quickly^k examine the practicability of starting a bicycle lane in the roads.

ACTION PLAN

Development Commissioner has forwarded an Action Plan to Joint Secy., Min. of Home Affairs, Govt. of India. The copy of the same was also forwarded to V.C., DDA vide letter dated 16.6.93 with a request to chalk out the modalities for implementing the action plan since the matter has to be reported to the Committee of Secretaries. The copy of the action plan prepared by Development Commissioner, Delhi Admn. is placed at 'Ann.-I'.

OBSERVATIONS

The action plan has been examined & the pointwise observation are placed at Ann.II. The brief of observation are :-

1. Regarding identification of places to be notified as 'No traffic Areas' MFD-2001 has recommended vehicle free pedestrian precincts for major commercial areas. The planning of such precincts may be initiated by respective local bodies. These can

These can be implemented by Traffic Police.

2. Time bound campaign to check pollution omission of DTC/Red Line/White Line/Green Line Buses, has to be initiated by Commr.(T), D.A.
3. Imposition of prohibition parking charges. This can only be implemented when alternative mode of transport i.e. Public Transport facilities are available and also the parking spaces at alternative locations are provided.

Recently NDMC organised a seminar on Parking Policy for Delhi. The recommendation of this Seminar are under consideration, with Min. of Urban Dev. and NDMC.

The issue of determining the parking charges may also from part of this policy/study.

4. Promote bicycle traffic MFD-2001 has envisaged cycle tracks on five major routes in the exists urban extensions. The attempts may be made to implement these cycle tracks.

However, till now in case of all flyovers/grade separators and also in road alignments no concrete attempt has been made to provide proper has been made to provide proper convenient & attractive cycle tracks.

In case of grade separators the consultants/road owning agencies have submitted that the existing and projected cycle volumes do not justify separate

Annexure-I
#7

5

ACTION PLAN TO REDUCE AIR POLLUTION IN METROPOLITAN CITY OF DELHI.

In connection with formulation of an action Plan to reduce air pollution in metropolitan town of Delhi, the various concerning agencies of Delhi Administration were requested to prepare specific proposals. Based upon the proposals received from the various agencies, the following action plan is submitted.

A. IDENTIFICATION OF NO PARKING AREAS:

A Committee was set up by NDMC in 1992, to suggest a strategy and appropriate action plan for development of Connaught Place as a vibrant business district civil centre. On persuasion of the Committee M/s Rites prepared a report in June, 1992 relating to the Master Plan for pedestrian facilities in Connaught Place. The report features

- y this report was outlined as follows -*
1. Parking provision on radials.
 2. Controlled entry into middle circle as well as parking for scooters and motor cyclists.
 3. Inner circle partly for pedestrians and partly for parking with access to Central Park for pedestrians in an uninterrupted manner.
 4. No traffic flow in Inner circle.
 5. Pedestrian subways at all intersections in the Outer circle.

The Delhi Traffic Police has also indentified three 'No Traffic Zones' in Delhi. But following constraints have been experienced in the implementation of 'No Traffic Zones'.

1/ Inner Circle Connaught Place:- Inner Circle Connaught Place was proposed be pedestrianised by NDMC, but New Delhi Traders Association oppose the same strongly. Secondly, in case of pedestrianisation of inner Circle of Connaught Place the volume of traffic will increase in outer circle which is already congested. Moreover, scope of widening of outer circle is very less. Whole geometry of inner circle and circle including middle circle will have to be changed.

ii) Chandni Chowk (From Red Fort Chowk to Fatchpuri)

The traders may not like it, but it can be implemented. There are 3 parking places (i) Red Fort Grounds (ii) H.C. Sen Marg & (iii) Church Mission Road. We may allow vehicles to enter from Rly. Station upto

Town Hall and come out after taking 'U' turn in Chandni Chowk.

- (iii) Ajmalkhan Road :- Ajmalkhan Road in the area of P.S. Karol Bagh has been identified as 'No Traffic area'. But the shopkeepers are sure to put up resistance in the event of declaration of this area as 'No Traffic area' as their business is likely to suffer and the shopkeepers as also the visiting customers will have to park their vehicles at some distance from where they will have to walk down to the Ajmal Khan Road Market.

B. IMPOSITION OF PROHIBITIVE PARKING CHARGES

As far as the implementation of 'No Traffic Zones' is concerned strong constraints have been experienced in the implementation of this programme. Therefore, it is suggested that various 'No traffic Areas' may also allow the entry of vehicles upto the central parking place but heavy parking charges may be imposed on them. Since, all the three ~~main~~ traffic zones, identified earlier, i.e. Connaught Place, Chandni Chowk, Ajmal Khan Road have registered parking centres in the centre of their commercial activities. It would be advisable to impose Rs.100/- parking charges for the vehicles, using the Central parking places. The 'In-turn' would discourage the people for bringing their vehicles into the commercial centres. But, maximum ~~an~~ emphasise is to be given on developing parking places outside these commercial centres. Also, proper public transport facilities have to be provided for the free and quick movement of passengers upto city centres from outside parking places in the form of electric buses which are air pollution free.

C. TIME BOUND CAMPAIGN TO CHECK BUSES:

DTC is taking the following steps to control pollution in DTC vehicles:-

- (1) With a view to take action to check all its buses for smoke emission, it is stated that a time bound campaign has already been started jointly by DTC and STA, Delhi, w.e.f. 23rd April, 1993. Two checking groups have been formed consisting of officers from DTC & STA, Delhi. These groups carry out smoke checking of DTC vehicles by visiting two DTC Depots daily. The smoke checking is being carried out with the help of HARTRIDGE Smoke Meter.

-3-

(ii) As on 20.5.1993, a total number of 2589 DTC buses have been checked in 29 depots, out of which, 639 buses were declared failed by these teams. The rectification work on all these vehicles was carried out on top priority and 440 vehicles have been got re-certified from STA. The remaining buses would be re-certified in due course. The checking programme which will be completed on 26.5.93, shall cover all the vehicles of 35 DTC depots and the vehicles found emitting excessive smoke, shall be rectified and produced before STA, Delhi. Out of 2589 buses checked, 2390 vehicles have been declared passed by STA upto 20.5.93, which is 92.3% of the total vehicles checked so far.

(iii) Public participation has also been sought by giving advertisement in the local newspapers and telecasting the public notice through Delhi Doordarshan. The complaints regarding DTC/under DTC operation vehicles, are being regularly received by the Pollution Control Cell, at CWS-II, Okhala. Each and every vehicle whose public complaint is received, is detained, rectified and re-certified by STA before sending it for line duty. For the convenience of the General Public Telephone Numbers of the Pollution Control Cell have been printed in all buses.

(iv) In addition to all above measures, all DTC vehicles are got checked from STA every six months and Pollution Under Control Certificate obtained for each and every vehicle.

2. DTC has also started conducting trials on 6 vehicles using CNG-Diesel dual fuel mode, from its Okhala Depot-I. This is being done under Memorandum of Understanding with Gas Authority of India Ltd.

3. CONSTRAINTS:

(i) While DTC is making all efforts to ensure operation of pollution free vehicles, DTC is finding scarcity of funds as a major constraint for replacing of its over-aged fleet as also for procurement of latest models of smoke meters in adequate quantity. Notwithstanding the above, IIP, Dehradun, designed 'NOVA' type smoke meters have been provided to each of the Depots. These smoke meters are not comparable with the

latest designs and, therefore, are able to indicate only qualitative smoke levels.

11) Fuel Injection Equipments of a Diesel vehicle play a very important role in controlling the smoke emission levels. These equipments need proper rectification/reconditioning for which adequate and uninterrupted supply of quality spare parts is essential. Of late, however, it is observed that because of these being a sole manufacturer of Fuel Injection Equipments & their spares adequate supply of spare parts in kit form is not easily available. Setting up of additional units for manufacture of quality spare parts for Fuel Injection Equipments would go a long way in eliminating the said problems and thereby in eliminating the said problems and thereby further helping pollution control efforts. .

4. Checking the emission of Red line/White line buses.

Due to the poor performance of DTC problem like presence of old fleet, failure to replace old buses, excessive expenditure and consequent losses, it was decided to grant permits to private operators on various DTC routes. These permits are granted by the Transport Department and the buses are run under the overall supervision of Transport Department. A condition was imposed that no more than two years' old buses would be introduced under the Scheme. So far 2207 permits have been issued to the Red-Line operators. Most of these buses have been purchased new by the operators. The chances of pollution by these buses are hence minimum.

In addition, the Transport Department introduced White Line bus service to provide the commuters with a luxurious and comfortable journey on the roads. The basic idea behind the introduction of white line buses is to divert the commuters using their own vehicles to these buses in order to reduce traffic on roads. It was decided to grant 100 permits for these buses. So far 88 permits have been granted to private operators. The Department has recently introduced Blue Line bus service i.e. air conditioned buses. Total twenty permits are to be granted initially. One permit has as yet been granted. It is expected that commuters using their own vehicles would be attracted to use these buses instead of their own vehicles.

D. Campaign to Promote Bicycle Traffic

Although 23 well defined bicycle zones exist in the town but more bicycle zones have to be developed. A survey was conducted by the Traffic Department to identify the roads where separate cycle zone is required. Forty six roads have been declared vibrant for constructing separate cycle zone as per Annexure-I.

Also DDA in its Master Plan 2001 has realised the cycle as an important mode of transport. DDA has proposed ^{two} types of cycle tracks:-

1. Exclusive Cycle Tracks
2. Express Cycle Tracks

1. Exclusive cycle tracks: These are proposed on roads of 60mt. and plus r/w with a cross-section given in the annex. A road of 60 mt r/w will have two carriageways each of 3-lanes in 11 mt. width on either side of a central verge of 2 mt. width with provisions of service road each of 7.5 mt. width towards property line after leaving 1.5 mt. for side-walk/drain. In between main carriageways and service road, cycle track 5 mt. in width has been proposed by giving a green buffer of 3 mt. between main carriageway and cycle track and another verge of 1 mt. in width between the cycle track and service road. Proposed cycle track will be able to take 8000 cycles per hour in each direction.

These exclusive cycle tracks have been proposed on the following routes from the junction with ring roads in outward directions. Total length of these tracks is 69.2 km. and construction will be of the order of Rs.69.2 million.

Ring Road (the entire loop), Rohtak Rd	35.0 km.
Rohtak Rd from Ring Road to Nangloi	4.5 km.
Najafgarh Road from Ring Road to Hastal	6.0 km.
Aurebindo Marg from Ring Road to IIT	2.8 km.
NH-2 from Ring Road to Haryana Border	7.5
G.T. Road from Ring Road to Road No.50	2.7 km.
Wazirabad Road from left marginal bund to U.P. Border	7.0 km.
NH-24 from left marginal bund to UP border	3.7 km.

These routes if completed will be stable and safe for cyclists, though they will not reduce travel time since they will be along the existing routes. It is also clarified that at the busy intersections i.e. Rohtak Road with Ring Road, Najafgarh Road, NH-2 with Ring Road, G.T. Road with Ring Road, will have sub-ways and alongwith at other important locations also. Cost of construction of sub-ways has also been added in the total cost of the project which will be Rs.195 million at 1986 price level.

3. Express Cycle Tracks: These have been proposed on the following 5 routes in a total length of 55 km.:-

- i) From Mehruli-Badarpur Road to Income Tax Office along Chirag Delhi drain & Mathura Road.
- ii) G.T. Shahdara Chowk to Vikas Marg
- iii) Vivek Vihar to Connaught Place via Vikas Marg.
- iv) Vikas Puri to Connaught Place via Najafgarh drain and on a road parallel and south of Patel Marg.
- v) Shahdara Chowk on Chandni Chowk along G.T. Shahdara Road and old road-cum-railway bridge.

Express Cycle Tracks have been proposed in 13 mtr. width with a break up of 8 mtr. for cyclists and the balance area for side walk and informal market. In the informal market there is provision of shops of eatables and service shops. Cost of express cycle track will be Rs.1 million per km. and on this basis, total cost of express cycle tracks in 55 km. will be Rs.55 million. These tracks will be safe, stable and will reduce travel time also, as these will follow short routes through green spaces and a part of the population will work in informal sector to be provided along these routes.

Total cost of exclusive cycle tracks and express cycle tracks in a total length of 154.2 km. will be Rs 195.00 million. This provision will make 3.25 million cycle trips, stable and will reduce travel time.

// APPENDIX - 'I'

IDENTIFIED ROADS WHERE CYCLE TRACKS ARE REQUIRED AND FEASIBLE.

1. Ring Road From Bhairon Road to Mool Chand Fly-over.
2. Mathura Road
3. All along 'C' Hexagon
4. Tilak Marg
5. Dikandra Road
6. Baradshah Road
7. Baba Kharak Singh Marg
8. Ring Road. Shantivan to Saleem Garh Chowk
9. Ring Road From Saleem Garh to Azadpur
10. Outer Ring Road From Chandgi Ram Akhara to Madhuvan Chowk
11. GT Karnal Road From R.P. Bagh to Sanghu Borders.
12. Subhash Marg
13. Old Rohtak Road
14. Ring Road From Naraina to Prem Badi Pul
15. Outer Ring Road From Janakpuri Distt. Centre X-ing to Madhuvan Chowk.
16. Tonkha Road From the Junction of Najafgarh Road to Road leading to Lajwanti Chowk
17. Mayapuri, Ram Singh Marg upto Zakhira
18. Najafgarh Road and Rohtak Road
19. Ring Road From Rajghat to Bhairon Road on eastern side and development of cycle track/service road on western side from ITO bridge to Bhairon Road.
20. Tughla Road From Old Yamuna Bridge to ITO Bridge on Western side.
21. Tughla Road On Eastern side from GT Road to Wazirabad Road Khajuri Khas
22. Tughla Road From Wazirabad Road to vill Sabhapur
23. GT Road From Old Yamuna Bridge to Sham Lal College Chowk.
24. Road No. 69 Seemapuri to Gagan Cinema
25. Wazirabad Road From Wazirabad Barrage to Bhopra Border both sides.
26. Nizamuddin Bridge both side
27. Tughla Road (From Old Yamuna Bridge to ITO Bridge Eastern side.
28. Tughla Road From ITO Bridge to Nizamuddin Bridge Eastern side.
29. Tughla Link Road From Nizamuddin Bridge to UP Border

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RECOMMENDED ACTIONS

018 MAY 2004

I. Identifying no traffic zones

- a. Inner circle Connaught Place
- b. Chandani Chowk (from Red Fort to Feroz Park)
- c. Ajmal Khan Road.

These 3 areas have been identified by Traffic Police/DMC for pedestrianisation. However, resistance from the shopkeepers is the main constraints which has been experienced in implementation of these no traffic zones.

Master Plan for Delhi-2021 has recommended "In case of major commercial centre like Connaught Place, Chandani Chowk and Connaught Place, vehicle free, pedestrian friendly areas should be designed and developed. The district centres and the sub central business district should be provided with pedestrian plazas. No parking areas/no traffic streets have to be implemented by DMC/DOD/Traffic Police."

II. Imposition of Prohibitive parking charges.

- (i) The Development Commissioner has suggested that it would be advisable to impose Rs.100/- as parking charges for vehicles using the central parking places.
- (ii) Maximum emphasis is also to be given on developing parking places outside these commercial areas.

DMC organised a seminar on 'Parking Policy for Delhi' on 17.2.2003. In this seminar, 37 recommendations were finalised. These recommendations were circulated in DMC and suggestions on each recommendation were submitted to Mr. Nayak, M.C. of Urban Development and Public Works, P.O. (P)/03/134/104 dated 17.5.03. The copy of the same is placed at the end of this report. In this seminar, the issue of providing parking places outside the commercial areas, the free-

30. N.H.-24 Both sides upto UP Border Gazipur
31. Vikas Marg From ITO Bridge to Karkar Dooza T-Point both sides
32. Road No.57 both sides
33. Road No.56 both sides
34. Ring Road towards Naraina
35. Durgaon Road to 'T' point NH-8
36. Africa Avenue Road From Brg.Hoshier Singh Marg to Outer Ring Road
37. Outer Ring Road From Africa Avenue to Olaf Palme Marg
38. Dr.Ambedkar Marg From Chirag Delhi Chowk to Mehrauli Badarpur 'T' Point.
39. Aurobindo Marg From INA to Mehrauli Road
40. Mahipalpur Road From MH-8 to Andheriya Mor
41. Ring Road From Mool Chand to Safdarjang
42. Titoo Marg upto Chirag Delhi
43. M.B.Road From Badarpur to Mazidia Hospital
44. Outer Ring Road- Sarita Vihar to Ma Anand Mai Marg
45. Ma Anand Mai Marg to M.B.Road to Kalkaji Mandir.
46. Navi Dass Marg From Ma Anand Mai Marg to M.B.Road.

separate cycle zone (refer F-9 & 10/C.)

- (ii) MPD-2001 has recalled the cycle as an important mode of transport. The related entry in from the MPD-2001 is placed at page 5/C.

It may also be worthwhile to mention here that the guidelines for PI. & Guidelines for mode separations as approved by authority vide Resolution 11. 50 dated 13.9.90 and also as approved received from DUC on no. of flyovers have insisted to provide proper cycle tracks and facilities for cyclists along with the flyovers. However, in all the cases the road widening agencies and consultants had taken a view that no. of cyclists existing and projected for 2011 C.D does not warrant cycle track and provide separate facility for cyclists at intersection. The view are :-

- a. Grade separator at Lodi Road-We-I-land Intersection (DITDC)
- b. Grade separator at Jinnah Road and Outer Ring Road intersection (DITDC)
- c. Outer Ring Road and Marshal Tito Rd (DITDC)

The status of other flyovers being processed for the approval of Authority are as under :-

1. Ring Road and Aurbindo Marg Intersection (F.O)
2. Ring Road and Sardar Patel Marg Intersection (F.O) both are pending for approval of DUC.
3. Fungabi Bagh xxx approved by DUC and Authority.
4. Raja Garden under consideration of T/C.

--: 2 :-

- (iii) Public Transport Services have to be provided for the free and quick movement of passenger upto the centre from these parking places in form of electric bus which are air pollution free.

bus services was also discussed.

However, in the seminar, it was felt that a comprehensive study be carried out in order evolve parking principles relevant to the needs of the city of Delhi. The recommendations are under consideration with the Min. of Urban Development. In general, it may not be advisable to implement the concept of providing parking area on the periphery and connecting the commercial areas by electric buses without studying its implications. As such proposals may increase the penetration of other vehicles in city centres.

This relates to Commr.(Tpt.).

This relates to Commr.(Tpt.)

Note circulate by Development Commissioner has mixed the recommendations of MPD-2001 with the recommendations of Traffic Deptt. and also some other report on the subject.

- III. To undertake time bound campaign to check pollution emission of DTC buses.
- IV. Checking the emission of Red line/white line buses.
- V. To promote bicycle traffic.
- (a) A survey was conducted by Traffic Deptt. to identify the roads whether separate cycle road is required. 46 road have been declared vibrant for constructing

AGENDA FOR TECHNICAL COMMITTEE

SUB : PROPOSED GRADE SEPARATOR AT RING ROAD MATHURA ROAD INTERSECTION AT ASHRAM

File No. F.5(13)/91-MP :

1. LOCATION

The proposed grade separator is located at the crossings of Ring Road and Mathura Road (NH-2) in South Delhi. This is one of the most important & busiest intersections. The Mathura Road enters the capital from southern end of its border, crosses the Mehrauli-Badarpur Road, Outer Ring Road at Kalka More before joining with Ring Road at Ashram intersection. The NH-2 (Mathura Road) further proceeds through Jangpura E.O.B. and Nizamuddin areas, to find continuity along Dr. Zakir Hussain Marg towards India Gate and along Mathura Road towards Tilak Bridge.

The Ring Road in its east-west orientation at this portion after taking an almost right turn at Kalindi Colony and passing along Maharani Bagh Cross, Mathura Road (NH-2) at Ashram. In continuity, it crosses the railway line through a ROB very close to the Ashram intersection and proceed further towards Lajpat Nagar & South Extension etc. The location plan of Ashram Chowk is placed at Appendix-I (Page No.15).

2. EXISTING CONDITION :

(a) As per the report submitted by Consultant the intersection handled total peak Volume of over 13,000 PCU's during 1989, of which nearly 4,800 PCU's are moving straight along Ring Road.

The intersection is presently controlled by an automatic signal system with 150 seconds cycle time. An average delay of 55 seconds were estimated at this intersection. The traffic consists of large percentage of heavy vehicles e.g., bus & truck. of a

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2
-:17:-

All these grade separators have no provisions for grade separated facility of cyclists.

In view of the contradiction in the decision taken by Development Commissioner and at the actual planning stage, it is suggested that the firm policy guidelines for providing cycle tracks along the identified road grade separated facilities at intersection may be formulated by Delhi Admn. and circulated to all Road Owning Agencies and to DDA.

20/11/20

43 ✓

5. BACKGROUND:

(a) The proposal consisting of a continuous Flyover starting from the existing ROB over Mathura Railway Line crossing over the Mathura Road and a road leading to Maharani Bagh and also a conceptual proposal of a clover-leaf at the intersection of Ring Road, proposed NH-2 bye-pass and proposed Toll Bridge to NOIDA, upto a point where Ring Road takes Right turn

- i. However, necessary data/information to justify such a long and continuous flyover, was not submitted by PWD. Accordingly, PWD was requested to submit the details of traffic volume on both the above mentioned intersections and also on immediate next major intersections on all the four arms of the intersection.
- ii. PWD was also requested to examine the impact of the proposed NH-2 bye-pass (as per MPD-2001) on the proposed flyover scheme.

With reference to above Executive Engineer (Plg.) Flyover Project, PWD (NCID) submitted traffic volume data for slab years 1991, 2001 and 2010 vide letter No.S.E(Plg.)/EE-1/DA/ASH/91, dated 22.1.1992.

Later on in the meeting held on 9.9.92 under the Chairmanship of Chief Secretary, NCID, the proposed grade separator at Ashram was transferred from PWD (DA) to DITDC. In this Meeting, this location was also identified as one of the six grade separators to be constructed by PWD & DITDC in VIII Five Year Plan.

3. Based on this decisions, the Supdt. Engg., DITDC vide No. DITDC(Engg.)/I/55B dated 8.1.93 submitted the proposal of the grade separator at Mathura Road and Ring Road intersection (Ashram Chowk) alongwith a 'Project Report' and a set of four related drawings for consideration in the Technical Committee/Authority.

4. PROJECTED TRAFFIC VOLUMES:

The Ashram intersection is likely to handle a peak hour

A fairly high degree of vehicular-pedestrian conflict also exists as this intersection is acting as an interchange point.

(b) Existing Right-of Ways :

- | | | | |
|-------|-----------------|---|---|
| (i) | Ring Road (E) | - | a. between existing ROB & Kalindi Colony -
= 63.0 to 55.0 m. |
| | | | b. Opposite ^{to} Kalindi Colony (Towards ITO)
= 70.0 m. |
| (ii) | Ring Road (W) | - | 63.0 m. (Towards Lajpat Nagar) |
| (iii) | Mathura Road(N) | - | 38.0 M. (Towards Rajdoot Hotel). |
| (iv) | Mathura Road(S) | - | 45.0 m. (Towards Friends Colony). |

(c) The Building/uses existing at the corners of the intersection :

- | | | | | |
|------|-----|---------------------------|---|---|
| (i) | (a) | Ring Road(E)
on North | - | UCO Bank NAFED House
Residential Commercial/
Shopping, Thapar House,
Temple, Gurdwara etc. |
| | (b) | On South | - | Residential (CBRI Flats) |
| | (a) | Ring Road (W)
On North | - | Fire Station, Residential
School, Temple Railway
track etc. |
| | (b) | On South | - | Auto Workshop, Residen-
tial Rly. track etc. |
| (ii) | | Mathura Road(N) | - | |
| | (a) | On East. | - | Residential (Siddhartha
Enclave), Bank Petrol
Pump etc. |
| | (b) | On West | - | Residential, Mixed
Landuse |
| | | Mathura Road(S) | - | |
| | (a) | On East | - | Residential CSIR Apart- |

20/6

B.	In case where R/W of Outer Ring Road is 45 mts., effort should be made to increase the R/W for a length of 300 mts. of flyover section	Not applicable	-do-
C.	Service Road of 6 mts. should be provided which could be reduced to 4.5 mts. in 45 mts. r/w	Service road at the access level of properties of width on an average from 4.5 m. to 6.0 m. have been proposed	-do-
D.	Footpath on both sides to minimum width of 2.0m should be provided. Pedestrian subway at appropriate	(i) Footpath of width from 2.5 m. to 3.5 m are proposed. (ii) Pedestrian subway across Ring Road has been proposed near Nafed House.(6 mtr. width) (iii) A pedestrian passage of 6.0 mtr. width at western approach has been proposed.	-do-
E.	The clear headway between the road camber and bottom of the beam should be 5.5m	This has been provided	-do-
F.	3.5m wide strip (as base on one side) shall be reserved for H.T. Lines	3.5m strip reservation along north side of Ring Road has been proposed.	Refer Services Plan stated Sl. No. 1 (ii)
G.	The slope of the flyover should be 1:30	Slopes are (i) 1 to 25 between the intersection at Ashram and Maharani Bagh (ii) 1 in 30 from Maharani Bagh towards ITO (iii) Modified ROB. on Rly. Line / Main flyover 1:30 (iv) 1 : 25 - the side ramps.	
IV. A.	The road improvements upto the next major intersection on all the areas.	(i) On west next major intersection near Sr-Inivaspuri to be taken up later as stated in Drg. No. CRTS/DITTC/RR/ASH/003 (ii) Intersection details at Ashram crossing, Maharani Bagh crossing and intersection detail comprising of Ring Rd., NH-2 bye-pass and proposed New Bridge to NOIDA are provided only.	Drg.No.CRTS/YBP/KB-W-00 provides improvement on Ring Road comprising proposed NH bye-pass proposed new bridge to NOIDA (Location tentative and Ring Rd.)
B.	The surrounding areas shall be integrated with the grade separator scheme.	road conceptual circulation provided	Drg. No. CRTS/DITTC/RR/ASH/003

traffic volumes of 17,700/19,700 pcu's by 2000 A.D. and 22,500/26,500 pcu's by 2010 A.D as envisaged in the Consultant's report.

The details of present and projected peak hour traffic volumes in PCU's is annexed as Appendix-II (Page 16 to 20).

5. PROPOSAL UNDER CONSIDERATION:

The proposed grade separator has been examined with respect to the provisions of guidelines regarding planning & designing of grade separators as approved by the Authority vide Resolution No. 54 dated 13.8.90.

AUTHORITY GUIDELINES	PROPOSAL SUBMITTED	REMARKS
1	2	3
1. Grade separator to be provided on Ring Road/Outer Ring Road.	Continuation of the ROB across the railway track through Ashram and Maharani Bagh Intersection along Ring Road.	(i) Drg. No. CRTS/DTDC/ASH/RR/001 & 000A; (ii) Services Plan CRTS/DTDC/ASH/RR/002 & 002A; (iii) Circulation Plan CRTS/DTDC/ASH/RR/003 and; (iv) Improvement scheme at NH-2 bye-pass/CRTS YYBP/KB/W-00 dated 8.1.93
2. Provision could be made for 3rd level below ground which could be taken up later when found necessary	Provision of 3rd level facility at Ashram intersection may not be feasible due to the existing ROB near the intersection.	-do-
I A. On the Ring Road (60 mtr) R/W and on a parts of the Outer Ring Road (60 mtrs. R/W), the flyover shall consists of 3 lanes (of 9 mtrs) in each direction. 3 lanes of 11 mtrs in each direction should be provided wherever space permits.	The overpass will be a six lane divided carriageway with 11.0 m. width on either side. Lower level carriageway of 9.00 m. wide on either side (11.00m) towards east of intersection)	-do-

b. Ministry of Surface Transport :

The Supdt. Engineer (Traffic & Transportation), Ministry of Surface Transport vide letter dated 17.5.93 has suggested following points for consideration in order to have a co-ordinated view for the conceptual plan of this projects.

The points are :-

- i) Need to adopt a systems approach for planning various projects particularly flyovers.
- ii) Impact assessment of traffic volume to be pumped into Maharani Bagh intersection consequent to completion of flyover at the intersection of Mathura Road-Ring Road and over ^{Outer} Mathura Rly. Line near Modi Flour Mill.

The letter is placed at Appendix IV (Page 30). This letter was forwarded DTTDC for clarifications vide letter dt. 18.6.93.

c. Action plan to reduce air pollution in Metropolitan city of Delhi.

Development Commissioner, GNCTD vide D.O. No. PA/DC/93 dated 16.6.93 to V.C. informed that the Committee to Secretaries in its meeting held sometime ago made following recommendations for preparing an action plan for reducing air pollution in Delhi.

- i) Identifying no. traffic zones.
- ii) Undertake time bound campaign to check pollution emission of DTC buses.
- iii) Imposition of prohibitive parking charges.
- iv) Promote bicycle traffic.

In response to this Development Commissioner NCTD has submitted an action plan to Joint Secretary, Ministry of Home. The action taken on each point is to be reported to Committee of Secretaries. The action plan prepared by NCTD in addition to other points includes provision of cycle tracks along the Ring Road.

8. PROJECTS ENVISAGED AROUND THE PROPOSED GRADE SEPERATOR AT ASHRAM

It is essential to identify various other proposals around this scheme which are under consideration^{or} are being planned so that a proper integrated scheme can be worked out as has been insisted by Ministry of Surface Transport, DDA and also by DUAC. These proposals

(vii) The internal roads requiring improvement/strengthening are :

(vii-a) Road to Fire station from Mathura Road (Jangapura side).

(vii-b) The internal road from Siddhartha Enclave through the Community Centre upto its egress point on Mathura Road (Jangapura side).

6. FEASIBILITY REPORT :

The S.E., DITDC, vide letter No. DTTDC(Engg.)I/55/13 dated 8th Jan., 1993 has also submitted the feasibility report . Broadly as per the feasibility report pucca/semi pucca structures measuring approx. 650 sq. mts. forming part of unauthorised colony having commercial and residential use and a boundary wall are affected. The detailed feasibility report is placed at Appendix III (page 24 to 29)

7. RELATED IMPORTANT DECISIONS

(a) Steering Committee under the Chairmanship of Secretary, Ministry of Urban Development for monitoring the progress of the proposed Toll Bridge on River Yamuna

The NOIDA, Delhi Administration and Infrastructure Leasing & Financial Services Ltd. (IL&FS) have entered in a Memorandum of Understanding for constructing a 'Toll Bridge' on River Yamuna connecting South Delhi with NOIDA. The tentative connection of this Toll Bridge on western side of Yamuna is from Ring Road near Maharani Bagh. This project is being monitored by the 'Steering Committee' under the Chairmanship of Secretary, Ministry of Urban Development.

In the 1st meeting of this 'Steering Committee' held on 10.6.92 the Chairman asserted that the proposed flyover at Ashram crossing must be taken in conjunction with Yamuna Toll Bridge.

Further in the last meeting of the Steering Committee held on 8.3.92 under the Chairmanship of Secretary, Min. of Urban Dev. an agreement has been signed between M/S Kampsax and IL&FS for doing feasibility study, designing and supervision etc. of the proposed Toll Bridge on Yamuna. In this meeting it was again emphasised that the requirement of existing traffic and its management keeping in mind the present congestion at Ashram Chowk should be thoroughly evaluated.

File

area of the ISBT. This is yet to be finalised and agreed by the concerned agencies & Ministry of Forest and Environment.

(v) Pantoon Bridges:

Two Pantoon Bridges have been proposed by P.M(YBP) at the locations mentioned below :-

- (a) Connecting Ring Road (Near Sarai Kale Khan) to Bund Road leading to NOIDA (near Mayur Vihar/Bund Road intersection).
- (b) Connecting Ring Road (at Bhairon Road intersection) upto Bund Road at the east bank.

The Technical Committee in its meeting held on 29.4.93 recommended the proposal of Pantoon Bridge at Sl. No.V(a) on the condition that the approaches to the Pantoon Bridge at both ends i.e. east and west ends should form cross junctions with the Bund Road/Mayur Vihar Road and Ring Road with Sarai Kale Khan Road. Technical Committee also desired that proper circulation pattern be also worked out by implementing agencies.

Since the revised scheme submitted by P.M(YBP) is not in the conformity with the Technical Committee decision, the matter is being placed again to Technical Committee for its consideration.

(b) Status of the Above ment-ioned Projects:

- (i) The Steering Committee meeting held on 8.3.93 under the Chairmanship of Secretary, Ministry of Urban Development, an agreement has been signed between IL&FS & M/s Kampax Ltd. for doing the feasibility study of the Toll Bridge, designing of the proposed Toll Bridge & supervision of the Toll Bridge.

.... 11/-

are as under :-

(1) Proposed new bridge connecting NOIDA with South Delhi.

As indicated above in para-7(a) Delhi Admn., NOIDA & IL&FS have signed a Memorandum of understanding for constructing a Toll Bridge on Yamuna connecting the South Delhi with NOIDA. IL&FS has signed an agreement with M/s Kampas for feasibility study, designing & supervision of this bridge on 8.3.93. The final location of this bridge connecting West of Yamuna shall be decided after feasibility study is completed. However, during discussion most acceptable location was Ring Road near Maharani Bagh.

(ii) NH-2 Bye-pass :

As per the MPD-2001 a NH-2 has been envisaged bye-pass starting from the Ring Road near Maharani Bagh upto the Border of National Capital Territory of Delhi (NCTD) along Agra Canal/River Yamuna. PWD (NCTD) has assigned the work of survey and preparation of alignment plan to a Consultant. The exact alignment is yet to be established.

(iii) NH-24 Bye-pass extension connecting Lodhi Road:

A connection was earlier indicated in MPD-62, the same has been deleted in the MPD-2001 due to its proximity to the Humayun's Tomb and the Zoo etc. However, in the meetings held under the Chairmanship of Chief Secy./L.G, Delhi, PWD (NCTD) advised to explore the possibility of such connection within next 6 Months.

(iv) Entry to 2nd ISBT at Sarai Kale Khan & Second entry to Nizamuddin Railway Station :

The Technical Committee of DDA . have approved to provide an entry from Ring Road side to Nizamuddin Railway Station. The main parking required for this purpose shall be integrated with the parking

... *mp/-*

11. DDA'S OBSERVATIONS :

(i) The Ministry of Surface Transport, DUAC, and DDA have number of times emphasised on the Road Owning Agencies that Grade Separator at an intersection should not be treated independently, and to achieve maximum benefits, a proper circulation by integrating various important entries and exits & the important existing/proposed network improvement projects should also be worked-out as a part of the proposed grade separator. In this case number of projects as identified in para-8 above have been envisaged between the intersections of Mathura Road with Ring Road and the intersection of Nizamuddin Bridge with Ring Road. However, the scheme under consideration have not considered the impact of proposed network improvement projects seriously while working-out the circulation of the surrounding areas.

(ii) The feasible alignments of Toll Bridges on Yamuna and NH-2 bye-pass are being worked-out by IL&FS and PWD, Zone-I, NCTD respectively. As per the discussion held in various meetings on proposed Toll Bridge on Yamuna the proposed Toll Bridge on Yamuna and the Ashram grade separator are to be planned in conjunction to each other. The feasibility study for the proposed Toll Bridge on Yamuna has been awarded by IL&FS to a foreign consultant and this study is likely to be completed by the end of December, 1993.

IL&FS vide letter dated 20.8.93 addressed to Chairman, NCIDA has circulated the "inception report" for discussion in the Executive Committee. Further vide letter dated 23.8.93 IL&FS has circulated a conceptual scheme for alignment having land fall points near Sector 14 of NOIDA & Maharani Bagh. The copy of this conceptual plan is placed at Appendix VI (Page 33, 34)

(iii) The proposed flyover has been extended by about 600 Mtrs. towards Maharani Bagh to cover the entry and exit of Maharani Bagh & Bhogal. If this principle is adopted throughout the Ring Road then it may result into 2 level Ring Road in most of the stretches. It may not be a desirable solution.

(ii) PWD, Zone-I has assigned the Consultancy for working-out details of proposed NH-2 bye-pass. The tentative alignment has already been agreed by Tech. Committee in its meeting held on dated 11.6.93. Appendix - V (at page - 31, 32)

(iii) Grade Separated entry from Ring Road to 2nd ISBT at Sarai Kale Khan - proposal is yet to be submitted by Commr.(T), NCTD.

(iv) Proposal of Pantoon Bridges are being re-submitted to Technical Committee.

(v) Feasibility of extension of NH-24 bye-pass upto Lodhi Road as being examined by PWD, NCTD.

10. Meeting held on 12.3.1993 under the Chairmanship of Commissioner (Planning), DDA :

The decision of the Steering Committee of Yamuna Toll Bridge regarding integrating of Toll Bridge with Ashram Flyover were conveyed to PWD/DTTDC. However, DTTDC was pressing hard to process the case independent to Toll Bridge.

To resolve the issue a meeting was convened on 12.3.93 under the Chairmanship of Commr.(Plg.), DDA. This meeting was attended by the officers of Ministry of Surface Transport MCD, DTTDC, PWD, Flood Deptt., YBP, NDMC, Transport Deptt., NCTD and the consultant GRAPHIS. In this meeting it was decided that the proposal shall be submitted to T/C subject to the clearance from Delhi Administration which is to be obtained by D.T.T.D.C.

(viii) Ashram Chowk located on NH-2 and Ring Road intersection is a major interchange for intra urban and inter city movement. Pedestrian movements are envisaged in all directions. It is therefore felt that a cross pedestrian subway may be more desirable.

(ix) A third level grade separator on Mathura Road is not possible/feasible due to the existence of an ROB hardly at a distance of 1/2 km. on Mathura Road.³ Possibility of integrating the subway with cycle tracks may also be examined.

(x) The project report as prepared by the Consultant recommends that following internal roads be improved/strengthened. However, no alignment plan with feasibility report have been submitted.

- a) The road that enters from Mathura Road (Towards Jungpura) to the Fire Station side,
- b) Internal road from Siddharth Enclave through the community centre upto its meeting point on Mathura Road (Jungpura side).

(xi) To reduce air pollution in Delhi development of cycle tracks have been emphasised in many forums. Recently Development Commissioner NCTD has submitted an Action Plan to Joint Secretary, Min. of Home (Refer 7(c) above. In this action Plan a cycle track along the Ring Road has also been envisaged. Further dedicated cycle tracks on Ring Road be proposed on either sides taking into consideration the new developments along this road as mentioned para 8. To accommodate the cycle tracks a road section of 9 Mt. X 2 carriageways on Flyover, 9 to 11 Mt. X 2 carriageway on surface & 2 Mt. cycle track between footpath and service road can be accommodated.

(xii a) The proposal indicates :

Deck level of Railway over bridge	217.35
Proposed flyover starting from	212.5
Deck level of Road over bridge at Mathura Road	215.75
Deck level of Road over bridge at Maharani Bagh intersection	214.00

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In our opinion such intersections may be dealt by traffic management.

In view of the above observations at (i) & (iii) following options may be considered :-

(a) The proposed flyover only on Mathura Road by extending existing ROB on Mathura Railway Line.

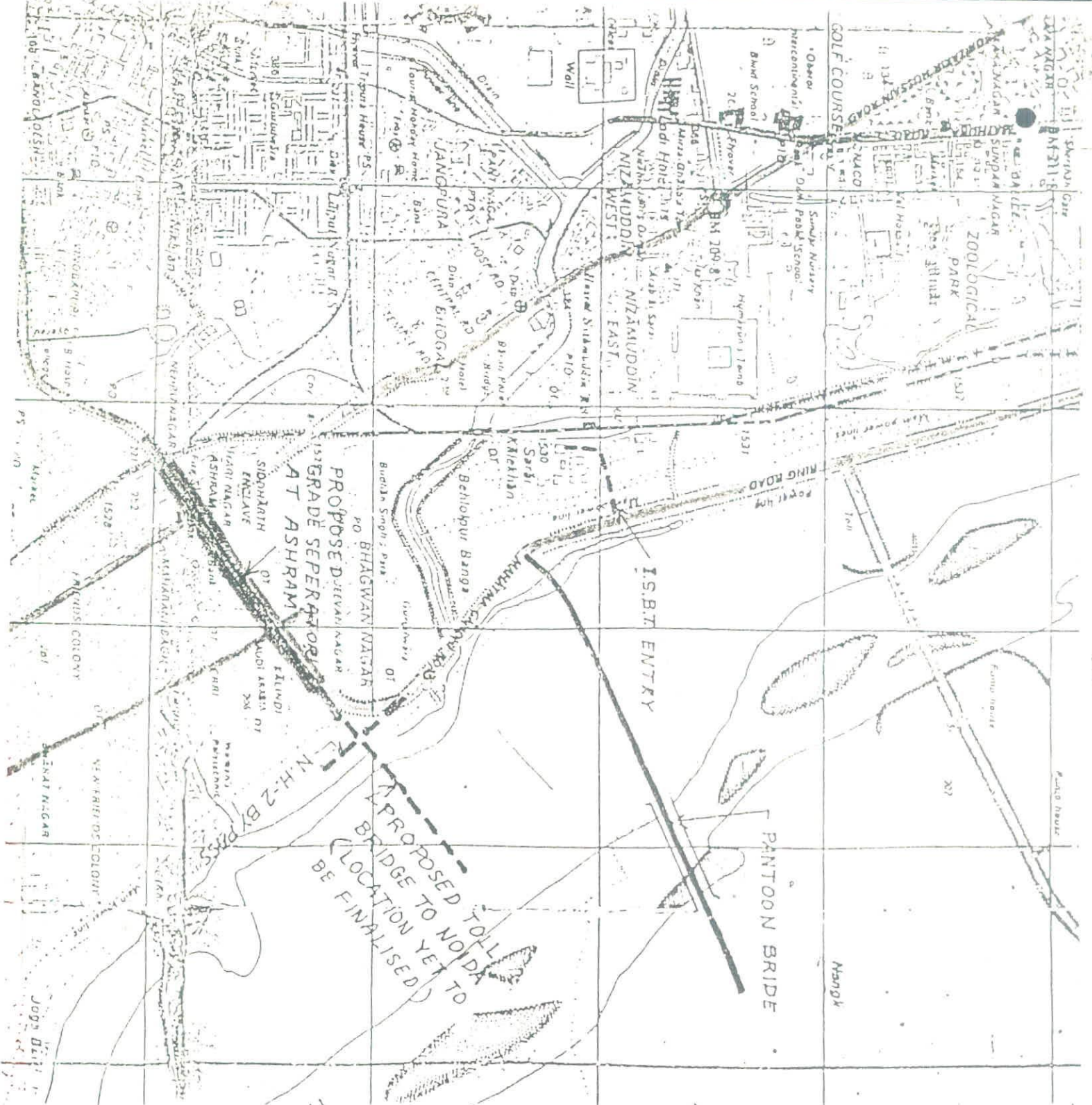
(b) Wait for the feasibility study of the Toll Bridge.

(iv) As per the decision of Chief Secretary, NCTD, Ashram Flyover is to be completed in VIII Five Year Plan. In view of this it is recommended that option (a) be agreed. The intersection of Maharani Bagh road with Ring Road be dealt with traffic management for the time being and long term treatment would be integrated with the development of the corridor between Nizamuddin Bridge and Ashram Chowk by integrating the projects mentioned in Para-8 above.

(v) The proposal under consideration is part of the proposal envisaged in the comprehensive Ring Road studies between Ashram Chowk and Moolchand Intersection. As per the proposal indicated in the circulation plan, 2-level road has been envisaged from Maharani Bagh intersection to Lajpat Nagar intersection. This flyover will be about 3.0 Kms. in length. If this proposal is agreed then all the public transport buses are likely to ply on the ground level.

(vi) Similarly till the NH-2 bye-pass is constructed all the heavy volume movement destined to NH-2 will plying on surface as they may take right turn or left turn from the Ring Road-Mathura Road intersection. Thus majority of heavy vehicles will also be plying on the surface level.

(vii) Keeping this aspects in view it is suggested that the width of the flyover be reduced to 9 mtrs. carriageway of each side and surface carriageway be provided of 11 mtrs. each.



APPENDIX-I Page 44

PROPOSED GRADE SEPERATION
AT RING ROAD MATHURA
ROAD INTERSECTION
FILE NO. F-5 (13) 91-MP.

TECHNICAL COMMITTEE:

1.

AUTHORITY:

1.

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D. D. A. N

- b. Further from the conceptual drawing submitted by IL&FS for the intersection proposed NH-2 bypass, proposed Toll bridge & Ring Road, The ramp is likely to start from the bottom of the ramp of proposed Ashram grade separators. This type of section on a Urban Express way is not desirable.

(xiii) One H.T. Tower existing at the corner of intersection of Ring Road & Road leading to Jeevan Nagar is proposed to be shifted. However, no objection from D.E.S.U. has not been submitted with feasibility report.

(xiv) Similarly number of other underground services are proposed to be shifted. However, no objection from Concerned agencies has not been submitted with feasibility report.

(xv) The Location of Bus Stops on surface level have not been indicated.

(xvi) The Reservation for H.T. Line has been indicated in the portion between Mathura Road intersection & Maharani Bagh Road. After that the H.T. Line reservation & Footpath has been merged.. This is not as per guidelines approved by Authority.

(xvii) a. As per the project report the proposed MRTS including surfacerail along existing Mathura Rly. line will have no substantial effect on this intersection. This needs confirmation from RITES.

b. The existing Rail over bridge span if needs any modification in the RITES study that may also be incorporated in the scheme under consideration.

With the above observations the item is placed before the Technical Committee for its consideration.

(34)

PRESENT AND PROJECTED PEAK HOUR (P.M.) TRAFFIC VOLUMES (PCU) AT
RING ROAD - MATHURA ROAD INTERSECTION AT ASHRAM

FROM	YEAR	Moolchand Side		I.T.O. Side		Badarpur Side		Bhogal Side		Total
		I	II	I	II	I	II	I	II	
Moolchand Side	1991	-	-	2285	-	1185	-	455	-	3925
	2001	-	-	3085	3428	1600	1778	614	683	5298
	2011	-	-	3885	4570	2015	2370	774	910	6674
I.T.O. Side	1991	2051	-	-	-	261	-	598	-	291
	2001	2769	3077	-	-	352	392	807	897	3928
	2011	3487	4102	-	-	444	522	1017	1196	4948
Badarpur Side	1991	603	-	689	-	-	-	1695	-	2987
	2001	814	905	930	1034	-	-	2288	2543	4032
	2011	1025	1206	1171	1378	-	-	2882	3390	5078
Bhogal Side	1991	747	-	301	-	1510	-	-	-	2558
	2001	1008	1121	406	452	2039	2265	-	-	3453
	2011	1270	1494	512	602	2567	3020	-	-	4348

I - 3.5% growth rate (simple)
II - 5.0% growth rate (simple)

BB

PRESENT AND PROJECTED PEAK HOUR (P.M.) TRAFFIC VOLUMES (PCU)
AT RING ROAD - ROAD TO OKHLA INTERSECTION AT MAHARANI BAGH

FROM	Year	TO						Total			
		I.T.O Side		Ashram Side		Okhla Side			Sunlight Colony Side		
		I	II	I	II	I	II				
I.T.O Side	1991	-	-	2016	-	416	-	72	-	2504	-
	2001	-	-	2722	3024	562	624	97	108	3381	375
	2011	-	-	3427	4032	707	832	122	144	4256	500
Ashram Side	1991	2434	-	-	-	578	-	238	-	3250	-
	2001	3286	3651	-	-	780	867	321	357	4387	4875
	2011	4138	4868	-	-	983	1156	405	476	5526	6500
Okhla Side	1991	368	-	762	-	-	-	152	-	1282	-
	2001	497	552	1029	1143	-	-	205	228	1731	1923
	2011	626	736	1295	1524	-	-	258	304	2179	2564
Sunlight Colony Side	1991	76	-	112	-	126	-	-	-	314	-
	2001	103	114	151	168	170	189	-	-	424	471
	2011	129	152	190	224	214	252	-	-	533	628

I - 3.5% growth rate (simple)
II - 5.0% growth rate (simple)

PRESENT AND PROJECTED PEAK HOUR (P.M.) TRAFFIC FLOW DIAGRAM AT
RING ROAD-ROAD TO SRINIWASपुरI INTERSECTION

FROM	YEAR	Moolchand Side		Ashram Side		SrinivasपुरI Side		Total
		I	II	I	II	I	II	
Moolchand Side	1991	-	-	3759	-	183	-	3942
	2001	-	-	5075	5639	247	275	5922
	2011	-	-	6390	7518	311	366	8024
Ashram Side	1991	3341	-	-	-	85	-	3426
	2001	4510	5012	-	-	115	128	4625
	2011	5680	6682	-	-	145	170	5625
SrinivasपुरI Side	1991	129	-	144	-	-	-	273
	2001	174	194	194	216	-	-	368
	2011	217	258	245	288	-	-	462

I - 3.5% growth rate (simple)
II - 5.0% growth rate (simple)

(35)

PRESENT AND PROJECTED PEAK HOUR (P.M.) TRAFFIC VOLUMES (PCU)
AT RING ROAD-CAPTAIN GAUR MARG INTERSECTION

FROM	YEAR	Moolchand Side		Ashram Side		TO		Modi Mill Side		Total
		I	II	I	II	I	II	I	II	
Moolchand Side	1991	-	-	2254	-	1061	-	-	-	3358
	2001	-	-	3043	3381	1432	1592	-	-	4455
	2011	-	-	3832	4508	1804	2122	-	-	5656
Ashram Side	1991	2196	-	-	-	1346	-	-	-	2542
	2001	2965	3294	-	-	1817	2019	-	-	4732
	2011	3733	4392	-	-	2288	2692	-	-	6011
Modi Mill Side	1991	697	-	1810	-	-	-	-	-	2507
	2001	941	1046	2444	2715	-	-	-	-	3346
	2011	1185	1394	3077	3620	-	-	-	-	4276

I - 3.5% growth rate (simple)

II - 5.0% growth rate (simple)

INFORMATION TO BE SUPPLIED BY THE CONSULTANT
WITH THE IMPROVEMENT PROPOSAL.

A. General Information.

- i) Location of the proposal Ring Road Mathura Road Intersection
 ii) Agency to implement. —
 iii) a) R/W of the Master Plan Road at Ashram Ring Road 63.0m & 90.0m
 (Existing/Proposed) Mathura Road 45.0m
 b) Status & R/W of other roads.
 (Zonal/layout/Aural)

B. P.T. Survey details to be incorporated upto the next junction/intersection on either sides.

- i) P.T. Survey scale (to be adopted) 1:500.
 ii) Physical features to be shown in the P.T. Survey.
- a) Existing structures - pucca/semi pucca/kutchha clearly indicating the plot boundaries, built up area and number of storeys to the extent of R/W on both sides from the centre line of existing road. (Double of R/W in total.)
- b) Levels if the area is not flat/plain & considered necessary in the planning of improvement scheme.
- c) Services - underground/overhead are to be indicated on survey plan.
- | | |
|---------------------------|--|
| - Water Supply lines. | } Details shown in Drg.No.CRTS/DTTC/
Asm /RR/OOI & OOIA |
| - Sewerage lines. | |
| - H.T. Lines (O/H & U/G) | |
| - Street light poles. | |
| - Telephone cables/poles. | |
- Storm water drains (open & covered).
- d) Existing carriageways, footpaths, verges, gaps in verges, roads/circulation of the colonies abutting on the influence zone of the proposal.
- e) Existing cycle tracks/service roads (on all roads).
- f) Existing bus bays and bus stands. (on all roads).
- g) Location and type of trees alongwith their species and girth details coming within the influence zone of the proposal (in relation to existing carriageways).
 Details of existing features are shown in Drg.No.CRTS/DTDC/ASM/RR,
 OO1 & OOIA.

**PRESENT AND PROJECTED PEAK HOUR (P.M.) TRAFFIC VOLUMES (PCU)
AT RING ROAD-ROAD TO CENTRAL MARKET LAJPAT NAGAR INTERSECTION**

FROM	YEAR	TO				Total
		Moolchand Side I II	Ashram Side I II	Central Market Side I II		I II
Moolchand Side	1991	-	2202	835	-	313
	2001	-	3108	1127	1253	47
	2011	-	3913	1420	1670	62
Ashram Side	1991	1780	-	899	-	2679
	2001	2403	-	1214	1349	48
	2011	3026	-	1528	1798	52
Central Market Side	1991	416	978	-	-	1394
	2001	562	1320	-	-	1882
	2011	707	1663	-	-	2370

I - 3.5% growth rate (simple)

II - 5.0% growth rate (simple)

D. Details related with the proposed improvement scheme.

The improvement proposal shall be detailed out upto the next important junction/intersection on either sides as detailed elsewhere in this document.

- i) Proposed Nos. of lanes on each arm. Ring Road 12 ~~hours~~ lanes Mathura Road-8 ~~hours~~ lanes
- ii) Proposed width of carriageways of each arm. Ring Road -40m & 44m, Mathura Road -28m
- iii) Proposed width of central verge on each arm. 0 m.
Along Ring Road 1.2m, Along Mathura Road 1.5 to 3.0m
- iv) Proposed width of footpaths on each arm. 2.5m & 3.5m
- v) Proposed width of service road/cycle track, on each arm. 4.5 to 6.0m
- vi) proposed total length of the flyover/under bridge. 1072.0m
- vii) Proposed length of slope including valley curve and summit curves.
 - a) 870.5 m towards East
 - b) 123.5m towards West
- viii) Length of flat portion. 50.0m at Ashram Intersection
28.0m at Maharani Bagh Intersection
- ix) Slope of grade separator if preferred on each name.

North lin 225 between Ashram Int. and Manarani Bagh Int.
 South lin 30 beyond Maharani Bagh Int-.towards ITO
 East lin 30- Main flyover
 West lin 25 -Ramps,
- x) The location of bus stops, bays Along three arms of othe intersection.
- xi) Pedestrian subway/crossing. Across Ring Road Near NAFED House.

E. Feasibility Report.

- a) Details of affected structures.
 - i) Pucca/semi pucca/kutcha with plot area/plinth area details.
 - ii) Structures forming Plot Area 650 sq.mt. of the regularised colony/unauthorised colony.
 - iii) The use of the property (commercial), residential/institutional/other, please specify. -Comm.& residential portion of boundary wall around Ashram Inter.is also affected.
- b) Services - Underground/overhead affected.
 shall be shown on the plan Shown in Drg.No.CRTS/D in different colours. DTDC/ASM/RR/002&) 002A.

Contd....4/-

75

Technical Data.

- i) 16 hours & peak hourly traffic volume (cycles, light vehicles, buses trucks & others etc.)
 - a) At present.
 - b) Projected for Horizon Year. (with growth rate):-

} Placed at Annexure -A
- ii) Details of turning movements in peak hour in ICU's on each arm of the Junction/Intersection (for design year & horizon year) and distribution along the stretch proposed to be improved.
 - a. Straight
 - b. Right
 - c. Left
 - d. Total

} Placed in Annexure -A
- iii) If the junctions/intersection is controlled by an automatic traffic signal at present, please indicate signal cycle time.

150 seconds
- iv) Pedestrian traffic volume in each direction on each arm as also along the stretch proposed for improvement.

a) North arm	800	Across Mathura Road
b) South arm	350	
c) East arm	880	Across Ring Road
d) West arm	825	
- v) Estimated average delay per vehicle on different approach arms at the junctions/intersections as also intermediate road junctions along the stretch of road proposed for improvement.
 - a) North
 - b) South
 - c) East
 - d) West

} 55 seconds at the intersection.
- vi) In case if the grade separator is proposed on the railway level crossing please specify.
 - a) Number of trains passing 8.00 a.m. to 8.00 p.m. per day/week.
 - b) The frequency & duration of the closure.

: : : 49 : : : :

Basic information/drawings required for processing of improvement proposal.

1. General Information

- i) Location of the scheme. Ring Road Mathura Road Intersection Ashram
 ii) Implementing Agency. DTTDC
 iii) Contact Officers.

Name	Designation	Office Address	Phone	
			Off.	Res.
Sh.M.S.Asnai	Chief Engg.	D.T.T.D.C. 20 Community Center East of Kailash, New Delhi	6422274	6851208
Sh.S.S.Mondal	Supdt.Engg.	-do-	6422283	8
Sh.A.K.Suri	Exe. Engg.	-do-	-do-	2934309
			6450155	
				7278294

- iv) Type of Grade Separator ☒ ROB/RUB

Phase-I - ☒ ROB/RUB
 Phase-II - ☒ ROB/RUB

- v) Estimated project cost (including improvements at surface level).

2. Right-of-way & Alignment Details.

- i) Right-of-way details (all arms of the ^{Ring Road} ~~upper Ridge Road~~ intersection and existing Shankar Road. Mathura Road, intersection.

S.NO.	Name of the arm	Existing	R/W in meters.	
			As per Master Plan-2001	Proposed in the scheme under consideration.
1.	Ring Road			
i)	between exist, R.O.B. and Kalindi Col.	63.0 & 55.0	63.0	63.0
ii)	North of Kal.Col. (Towards ITO)	70.0	90.0	90.0
2.	Mathura Road			

: : : 4 : : :

- C) Trees - Number of trees affected along with their girth and species details. - Nil
- D). Whether access to the existing/proposed buildings or properties is affected if so what alternate measures have been envisaged in the proposal. - No
- E) Management scheme for the circulation of the traffic from the adjoining localities upto the next junction/inter-section on either sides has been integrated with proposal under consideration.
- F). Details shown in Drg.No: CRTS/DTDC/ASH/RR/003
Project Report.

Placed in Annexure -A

Office Address
Phone No.

Tel (0) 6422 274
Supdt. Engineer, DTDC,

20-Community Center East of Kailash,
New Delhi

Signature of the office
of the implementing
Authority.

S.NO.

Cross Sectional Elements

- i). Drain along property line
- ii). Pedestrian Crossing Across Ring Road near WAFED Road
- iii). Service Road 4.5m to 6.0m
- iv). Footpath. 2.5m to 3.5m
- v). Reservation for H.T. Tower Line. 3.5m along one side of Ring Road
- vi). Carriageway (i) On surface 22.0m along Ring Road beyond Ashram intersection towards ITO 40.0m in between R.O.B. & Ashram intersection 22.0m beyond Ashram Int. towards ITO
- vii). Verge (i) On surface 1.5m to 3.0m
- viii). (ii) On grade separator 1.2m
- ix). Parapat on Grade Separator -0.75 m high.
- x). Any other use within R/W. Nil
- xi). Location of Trees.

The clear Headway between road chamber and bottom of the Beam. 5.0m

ii). APPROVED ALIGNMENT PLAN AVAILABLE FOR:-

S.No.	Name of the Arm.	Yes/No.	H/W in meters	
			1st Phase	2nd

- i). Details of volume survey with data of survey. Placed in Annexure A
- ii). Projected Volumes on each arm for Horizon Year

4. PHYSICAL SURVEY DETAILS:

- i). P.T. Survey Scale for the main drawing. Placed in Drg. No.CRTS/DTDe/ plans are placed at Annexure-II.

5. CROSS SECTIONAL DETAILS: Asm/RR/001 &001A

Existing - Proposed cross sections the following elements along with the existing property line to be indicated in 9. Drawing for all the arms at 1:250 Scale (Preferable). These sections should be at (i) Grade, (ii) With Grade Separator & (iii) Existing.

6. DRAWING REQUIRED:

i). A drawing indicating integration of the 2nd phase proposal (with full justification) with its 1st phase proposal (preferable at 1:1000 Scale).

ii). A drawing (preferable at 1:2000 Scale) indicating.

a). Improvements required upto next important intersection, as

detailed description in the document

b). Integration of circulation of surrounding areas. Covered in a above this may be prepared in consultation with Traffic Police & Road Owning authority.

c). Improvements required in the surrounding road network and intersections.

Shown in Drg.No.CRTS/DTDC/ASH/RR/003 & CRTS/YBP/KB/M-008

(iii)a. The improvement suggested for the surrounding intersections shall be prepared at a scale of 1:500 preferable (but not less than 1:1000 in any case).

Improvement Scheme for Maharani Bagh intersection is shown in

b). Location of bus stops (to be identified in consultation

Drg.No.CRTS/DTDC/ASH/RR/001A
Shown in Drg.No.CRTS/DTDC/ASH/RR/003

c). Location of pedestrian subways (whenever required with proper justification).

Shown in Drg.No.CRTS/DTDC/ASH/RR/001

d). Signal Phasing (Preferable with Cycle timings).

Shown in Drg.No.CRTS/DTDC/ASH/RR/001

e). Integration of Cyclist movement (proposal with proper justification).

7. A drawing indicating the proposal in red lines and effected properties/structures in yellow lines.

8. THE OBSERVATIONS OF THE IMPLEMENTING AGENCY.

_____ This proposal is found to be technically feasible.



A.P. Bahadur,
Superintending Engineer
(Traffic & Transportation)

तार : "भारतपथ"

Telegram : "ROADIND"

प्र० स० पत्र० सं०

D.O. No. NH-29013/114/92-DLH/OR

जल, भूतल परिवहन मंत्रालय
MINISTRY OF SURFACE TRANSPORT
(नड़क पक्ष)
(ROADS WING)

नई दिल्ली-1, दिनांक

198

New Delhi-1 the May 17,

1993

Dear Shri Gambhir,

Sub:-Proposed grade separator on ring road and Mathura Road intersection (Ashram Chowk).

...

The letter No. F.5(13)/91-LF/641 dated 24.3.93 from Shri Ashok Bhattacharjee, Deputy Director, may kindly be referred, forwarding the minutes of the meeting held in the Conference Room of Vikas Minar on 12.3.1993.

2. While reviewing the perspective planning of Ring Road in Delhi, I feel that following points need consideration in order to have a coordinated view for the conceptual plan for this project:-

- i) With the construction of Ashram Chowk grade separator, delinked from the new bridge at Yamuna (linking NOIDA), it would still be desirable to estimate and assess its impact in terms of traffic volumes, on this facility. Ministry has earlier also emphasised the need to adopt a systems approach for planning various particularly flyovers. They should not be considered in isolated and piecemeal manner.
- ii) The assessment should also be made of the traffic volume which may be pumped into Maharani Bagh intersection location, consequent to the completion of the link (flyover on Mathura Road) from Modi Flour Mill to Escort Hospital and the colonies like Sarita Vihar/Sukhdev Vihar.

Yours sincerely,

(A.P. BAHADUR)

Shri J.C. Gambhir,
Commissioner (Planning),
DMA, Vikas Minar,
I.P. Estate, NEW DELHI.

Shri J.C. Gambhir,
Commissioner (Planning),
DMA, Vikas Minar,
I.P. Estate, NEW DELHI.

Sub:- Alignment plan of Road No.16 along the Eastern side of Jawaharlal Nehru University from Outer Ring Road to Mehrauli-Mahipalpur Road. File No.F.5(3)72-MP. (D-75).
Drawing No. TT-35/PPW/93 (5 parts).

1. Location:

Road No.16 is a Master Plan road connecting Outer Ring Road with Mehrauli-Mahipalpur Road. It is passing along the Eastern boundary of JNU University Complex. Location plan is placed at Annex.I.

2. Background:

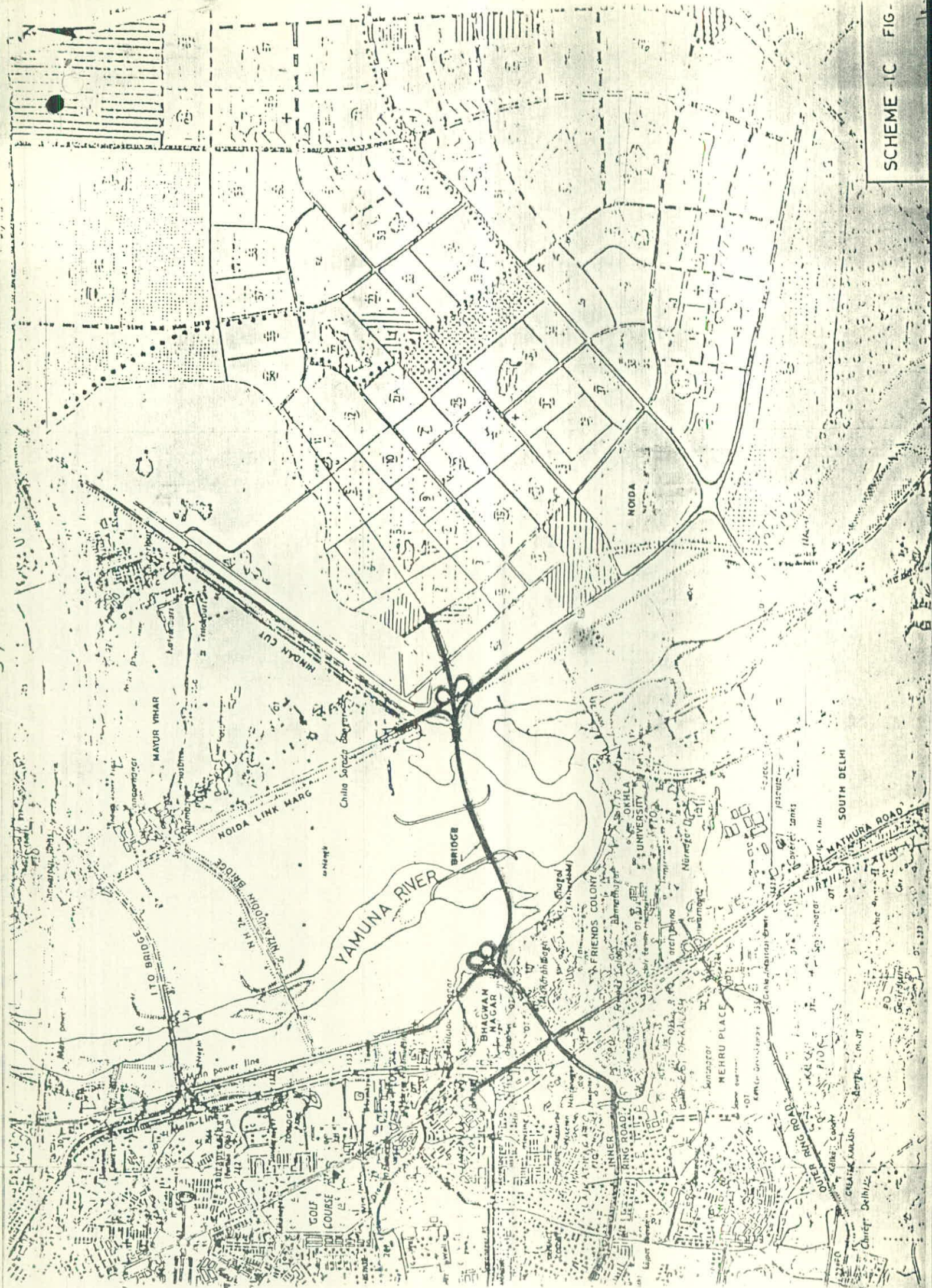
An alignment plan of this road earlier was prepared with 30 mts. r/w and the same was approved by the Co-ordination Committee meeting under E.M., DDA on 3.11.82. The alignment plan of road No.16 was discussed in the Technical Committee meeting held on 20.10.87. The Technical Committee resolved that "R/W of this road be increased from 30 mts. to 45 mts.". Keeping in view the development of Vasant Kunj Scheme Complex, a two lane road was constructed by DDA from the plan fund received from Delhi Administration for the construction of some other road as per E.M.'s note No. EM-3/14/87/11047-48 dated 14.6.89. Following actions were suggested to be taken as per the above note:

- (i) Preparation of the alignment plan with 45 mts. r/w as decided in the T/C meeting held on 20.10.87.
- (ii) This road be handed over ^{to} the Delhi Administration.

In the revised composite Vasant Kunj Housing Scheme which was approved by the Screening Committee in its meeting held on 14.1.88 under Item No.2 the r/w of the this road was indicated as 45 mts.

3. Existing Conditions:

- (a) At present 6.5 to 7 mts. carriageway & 25 to 30 mts. R/W is existing between Road No.11 (going to Kutub Hotel) and Mehrauli-Mahipalpur Road as against 45 mts. as proposed in MPD-2001 & also in the composite Vasant Kunj Housing Scheme.



6. Action taken on the T/C decision dated 13.4.92.

The alignment plan was examined in detail with reference to Technical Committee decision and the point wise observations are as under:

<u>DECISION OF T/C</u>	<u>OBSERVATIONS</u>
1) R/W be kept 45 mts. between institutional area and JNU.	The available r/w in this stretch is 30 mts. The alignment plan has been detailed out by keeping with service road along institutional area, and main carriageway of six lanes with central verge. A service road which is existing in the JNU Campus has been retained. This service road is basically required for providing entry to JNU & other institutional & buildings within JNU Campus. Thus, it is suggested that this road be developed by completing the missing links within JNU Campus by JNU authorities.
2) R/W be kept 30 mts. in front of Sanjay Van.	The boundary wall along the Sanjay Van has been constructed by DDA leaving 45 mts. right-of-way between JNU boundary and Sanjay Van Boundary. Same has been retained. However, to minimise the tree cutting, the existing carriageway has been utilised as part of the proposed 6 lane main carriageway.
3) 45 mts. r/w in the portion where the road is passing through Vasant Kunj Scheme Boundary should be taken equally from the both sides.	To examine this aspect in detail a survey was conducted by DD(S), PPW. It was observed that Vasant Kunj Scheme boundary (Sector-B) has been defined by a barbed wire fence. Some flats are existing very close to the barbed wire. In view of this r/w has been defined by taking the existing barbed wire fencing of Sector-B as one end of R/W and the widening has been proposed towards Kishan Garh village side, the housing layout of Vasant Kunj prepared by HUDA and approved by Screening Committee vide Item No.2 (Residential) on 14.1.98 also envisaged the widening towards Kishan Garh Village.

Accordingly, in brief the right-of-way as proposed in the alignment under consideration is as under:

- (i) in between institutional area and JNU is 30 mts. (Drg.Part-I);
- (ii) in between JNU & Sanjay Van is 45 mts. (Part-II).
- (iii) and from Sanjay Van upto Mehrauli-Mahipalpur road is 45 mts. (Part-III). Most of R/W is defined by existing boundary wall of properties by barbed wire fencing. The boundary of the Vasant Kunj Scheme as identified at site by barbed wire fencing opposite village Kishan Garh has also been retained.

(b) Following major junctions/intersections needs improvement:

- (i) 'T' junction with Outer Ring Road.
- (ii) 'T' junction with Mehrauli-Mahipalpur Rd.
- (iii) 'T' junctions which are formed with local roads.
- (iv) Junctions with Road No. 11 & 12 which connects Road No. 17 and Aurbindo Marg respectively.

(c) Other Problems:

- (i) Direct access to properties from the main carriageway due to non-availability of service road.
- (ii) The stretch of road between Road No. 11 and Kishan Garh Village is passing through a very undulating terrain and some sharp bends are existing.
- (iii) The road has taken a sharp curve near deep depression.

4. Feasibility Report:

A draft alignment plan with 45mts. r/w was prepared based on the plain table survey supplied by Ex.En., PWD, DA. Feasibility report was obtained from Executive Engineer, South Western Division-I, DDA vide letter dated 11.7.91 and from Executive Engineer, PWD, Delhi Admn., Division-VII vide letter dated 6.2.92 (Annex.II).

5. Technical Committee's Decision:

"Technical Committee held on 13.4.92 resolved that:

The right of way of this road be kept as 45 mts. except for that portion of the road which passes along the Master Plan recreational area and falling between the institutional area developed by the DDA and the Vasant Kunj Scheme where the right of way could be developed as 30 mts. without providing for a service road. Further, the institutional plots allotted within the JNU Complex.

The right of way of 45 mts. in the portion between Outer Ring Road and the institutional area developed by DDA be kept by taking a strip of 15 mts. towards JNU, whereas 45 mts. right of way in the portion on the road passing through Vasant Kunj Scheme, should be taken equally on either side.

Technical Committee desired that the detailed alignment plan be prepared accordingly and put up to the Tech. Committee".

Three staggerred bus bays on each side have been provided (Drawing No. laid on table).

PART-II: Road section passing along Master Plan green (Sanjay Van) area falling between DDA developed institutional area and Basant Kunj Housing Scheme. (Sheet No. 3 & 4 (Part)).

In this particular stretch the available r/w between the existing boundary walls of JNU and the boundary wall/fence of Sanjay Van is 45 mts. (after Shahid Bhawan) and the same has been retained. No service road is proposed along the Sanjay Van side. A 6 lane divided carriageway of 10 mts. width on either side with 0.5 mts. central verge which is gradually increased to approximately 8.0 mts. to save the existing trees to the extent possible.

The carriageway in this stretch has been planned with following objectives/aspects:

- (a) Already existing metalled portion along the stretch is tried to be retained to the extent possible.
- (b) Carriageway, footpath and central verge are aligned in such a way as to minimise the cutting of trees. This brings out both the up and down carriageway positions at the extreme ends of the r/w with a wider central verge to accommodate the existing trees to the extent possible.
- (c) The alignment has been proposed to be extended in a straight line over a bridge of about 350 mts. long along the existing JNU boundary wall over the existing water body. This is starting from the side of International Studies Centre upto the Nuclear Science Centre. No service road has been proposed in the east i.e. along Sanjay Van.
- (d) In continuation, it is recommended that JNU shall develop and maintained by JNU Authority's inside the JNU boundary wall in continuation to existing service road.
- (e) On the Sanjay Van side the existing boundary wall as demarcated on the survey plan by PWD has been taken as r/w line. By clearance, if

7. Modified Alignment Plan:

On the basis of above observations a revised alignment plan was prepared and sent to PWD for feasibility. It was observed from the revised feasibility report received from Ex.En., PWD, Division-VII, NCTD on 16.4.93 that a large number of trees and number of unauthorised structures were affected in the proposed r/w.

To minimise the cutting of trees etc. a joint site inspection was conducted by J.D.(T), & Land Scape Architect, DDA Ex.En., Division-VII, PWD, NCTD and D.D.(T)II, DDA. At site Ex.En.(PWD), NCTD was also requested to incorporate the existing boundary walls of JNU, Sanjay Van and Vasant Kunj Scheme. Based on the location of trees as supplied by J.E., PWD the alignment was again revised. The details of the revised alignment are as under:

Part-I: From Outer Ring Road upto Northern boundary of Sanjay Van having r/w's of 30 mts. (plus service road within JNU Campus).

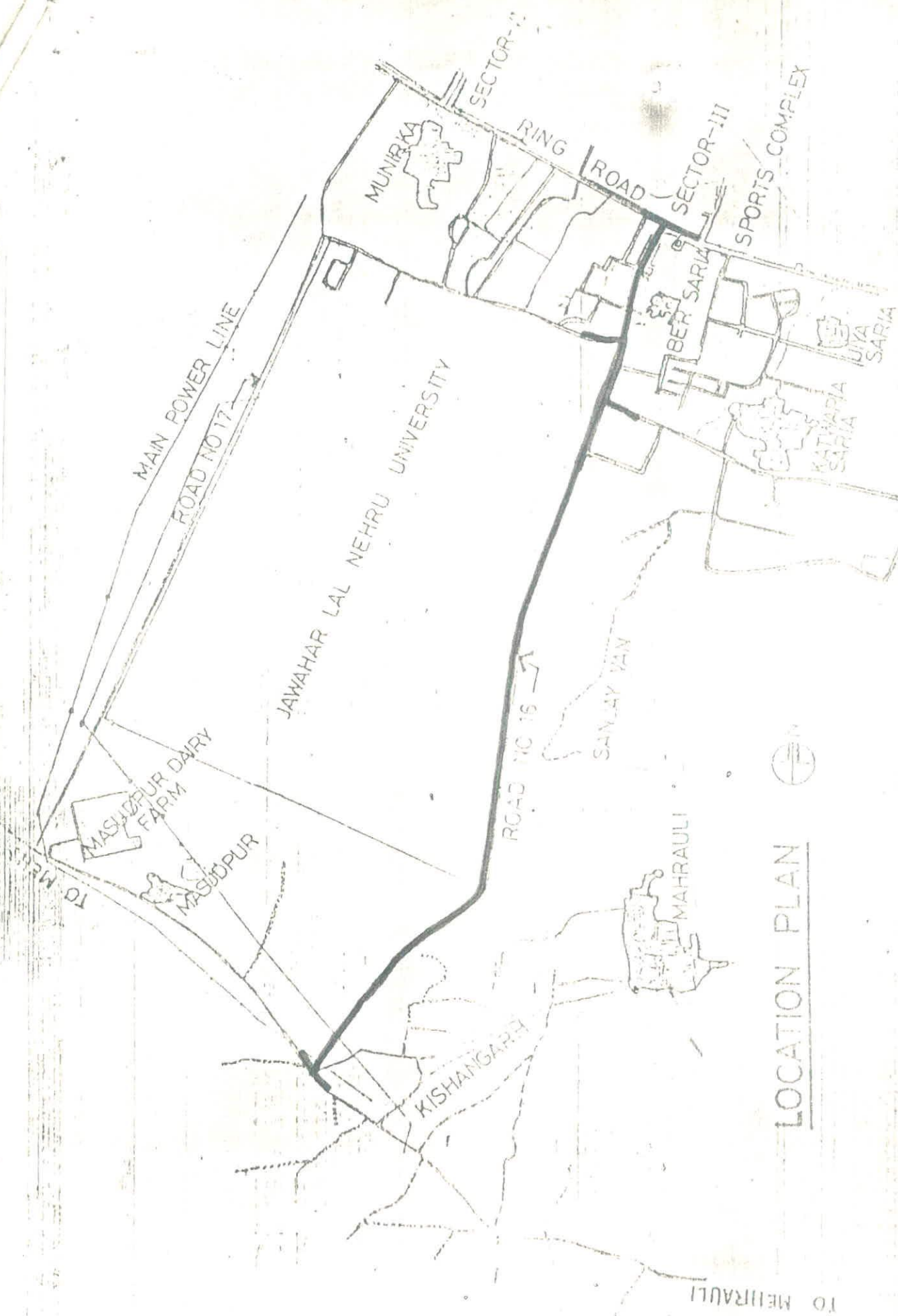
Part-II: 45 mts. R/W in front of Sanjay Van.

Part-III: From the Southern boundary of Sanjay Van upto Mehrauli-Mahipalpur Road.

PART-I: From Outer Ring Road upto Northern boundary of Sanjay Van. (Sheet No. 1 & 2).

The available R/W in this stretch is 30 mts. The alignment plan has been detailed out by providing a service road of 5.5 mts. width along the institutional area developed by DDA and 6 lane divided main carriageway of 20 mts. width with 0.5 mts. central verge. The service road existing within JNU Complex has been retained. This service road is proposed to be maintained and developed by completing the missing links upto Road No.12 by JNU Authorities, since this will provide mainly access to JNU Complex only.

The 'T' intersections of 30 mts. road i.e. Road nos. 11 & 12 have been designed with proper channelisers for turning traffic and zebra crossing for pedestrian crossing facilities.



LOCATION PLAN

- (iii) Rehabilitation of eligible affected properties/structures shall be taken up by PWD in consultations with land owning agency.
- (iv) PWD, NCTD shall protect the r/w as per the approved alignment plan.
- (v) JNU shall provide continuous service road parallel to Road No.16 within the complex to provide access to institutional plots located within JNU Complex.
- (vi) Sanjay Van is a notified forest and the existing boundary wall of Sanjay Van has been retained. However, PWD before starting the improvements shall check with Competent Authority and if required obtain the necessary permission for implementing the approved alignment of Road No.16.

FEASIBILITY REPORT PROFORMA

1. Details of affected structures/properties in the road R/W.
- | | Pucca | Semi Pucca | Kutchha |
|--|---|------------|-----------------|
| | S/S/D/S/T/S | | |
| a) Total No. of Structures/properties affected in the alignment. | 16 | 8 | 15 |
| b) No. of properties with boundary wall and setbacks only affected in the alignment. | 10 nos. boundary walls.
(Total length 2830 mts.) | - | (225 m fencing) |
| c) Width of properties affected in road R/W. | varying 9 m. to 18 mts. | | |
| d) No. of shops affected. | 34 | | |
2. Is there any deviation in the approved alignment prepared by TCPO earlier. If yes, give details. No. Comment (Since the relevant documents not available in this office).
3. Whether the alignment confirms to the R/W as shown in the approved layout plans & regularisation plans of the colonies abutting this road. If no, give details. -do-
4. Details of affected services
- | | Length in mts. |
|---|---|
| a) Overhead high tension lines: 220KV lines | |
| 66KV lines | |
| 33KV lines | 2010 mts. |
| 11KV lines | 620 mts. |
| b) Underground lines: 220KV lines. | |
| 66KV lines | No details available at site. |
| 33KV lines | |
| 11KV lines | |
| c) Underground Sewerage lines: | Length & No. of depth of manholes the lines affected 2690 mts. 58 |
| d) Underground water supply lines: | Length No. of sluice valve chambers affected 5158 mts. 51. |
| e) Storm water drainage lines: | Length 2157 mts. |
| f) No. of electric poles | 107 mts. |
| g) No. of telephone poles. | 14 mts. |
5. Details of affected trees
- | Total nos. | Girth | No. |
|------------|---|-----|
| Species. | 2088 nos. girth varying 0.6 to 1.5 mts. at height of 1 m. | |
6. Other miscellaneous affected structures.
- | | No. |
|--|-----|
| Temple, Mosque/Church/Gurudwara | |
| Petrol pump (specific location to be mentioned). | |
| Milk Booth | Nil |
| Bus Stand. | |

FEASIBILITY REPORT PROPOSED Road No. 16 (Eastern side of ...)

1. Details of affected structures/properties in the road R/W.

	Rucca	Semi Rucca	Kutchra
	S/S.	n/s.	T/S. 3 Nos.
a) Total NO. of structures/properties affected in the alignment.	-	-	-
b) No. of Properties with boundary wall and set backs only affected in the alignment.	-	10 Nos.	Railway - 50 Metres Boundary wall - 150 Metres (150 nos)
c) Width of properties affected in road R/W:-	5 to 12 Metres.	Semi Rucca	Kutchra
d) NO. of shops affected.	S/S - 45 Nos.	D/S - 3 Nos.	2 Nos.
	S/S is basement - 17 Nos		

2. Is there any deviation in the approved alignment prepared by ECU earlier. If yes, give details.

Revised alignment plans given by the DDA Office.

3. Whether the alignment conforms to the R/W. as shown in the approved layout plans & regularization plans of the colonies abutting this road. If no, give details.

4. Details of affected services.

- a) Over head high tension lines.

220 KV. lines	-
66 KV. lines	-
33 KV. lines	- 1230 M
11 KV. lines	- 680 M

Length
in mt.

- b) Underground lines:-

220 KV. lines	} Not available, as no data available at site.
66. lines	
33 K.V. lines	
11 K.V. lines	

- c) Under ground sewerage lines.

Length &
depth of
the lines:-
250 Metres
Length

NO. of
manholes
affected.

- d) Underground water supply lines.

4570 M

No. of sluice
valve chambers
affected. 41 Nos.

लोक निर्माण विभाग दि० प्र०

संख्या: 70/7/लो०नि०वि०मं-7 दि० प्र०

3315-16

दिनांक

सेवा में,

श्री टी. मण्डल
डिप्टी डायरेक्टर टी-2
दिल्ली विकास प्राधिकरण
विकास मिनार नई दिल्ली

स्वीकृत
डायरी 793
दिनांक 17/8/93

विषय:- मार्ग संख्या-16

संदर्भ:- आपका पत्र संख्या पीए/डीडी/टीटी-2/पीपीडब्लू/93/डी-365
दिनांक 23.7.93

उपरोक्त संदर्भ में जैते कि आपने मांग की है मार्ग संख्या-16 के
संशोधित पांच मानचित्रों में आपको अशोधित है। इन मानचित्रों सहित
फिजिबिलिटी के विषय में आपसे विचार विमर्श
पहले ही हो चुका है।

फिजिबिलिटी रपट भी साथ में संलग्न है।

- संलग्न: 1. मानचित्र-5
2. फिजिबिलिटी-1

प्रतिनिधि प्रेषित:

सहायक इंजीनियर-2, उनके पत्र संख्या 23/137/स.इं-2/लोनिविमं-7 दि० प्र०
1106 दिनांक 6.8.93 के संदर्भ में सूचनाार्थ।

CORRENT

Line in the R.L. no 16 file.

18/8/93

कार्यपालक इंजीनियर

Details of Effected Trees in proposed

Alignment plan of Road No 16 (Eastern Side of JNU)

Referencing by sheet	No. of Trees effected in proposed Alignment way & Service Road.
Sheet No ①	55 Nos
Sheet No ②	41 Nos
Sheet No ③	51 Nos
Sheet No ④	195 Nos
Sheet No ⑤	-
Total	342 Nos.

[Signature]
[Signature]

e) Storm water drainage lines.

length: 1637.00 ft

f) NO. of electric Poles.

— 146 Nos.

g) NO. of telephone poles.

— 57 Nos.

5. Details of affected trees in proposed City & Street

Total NO.

Species.

Station NO. Total No. of Trees - 342.

[Given a description of 0.6M to 1.4M at
and some a height of 1.0M

6. Other Miscellaneous affected structures.

Temple Mosque/Church/Gumdwara
Petrol Pump (Specific location be
mention.

Temple - 1 No. (Small)

Bus Stand - 4 Nos.

Main Road

Structure - 2 Nos.

Taxi Stand.

NIL


Developed part with or without
railing pole mounted S/ Stn.
11 K.V.

Bituminous foot path - 970 x 2.30 ft

C.C. Foot path - 955 x 2.30 ft

7. General comments about the
feasibility to implement the
alignment proposal.

On the LHS of Alignment plan (see map)
Kishan Gali) from AO 354 to 453 M nos
of shops have already been constructed or
under construction & vacant land is
covered with Boundary wall.


19.07.11 (Date)
NEW CITY, NEW FORM
500011005

Composite Vasant Kunj Housing Scheme.

- (ii) The detail information regarding any such constraints like litigation and filling of land etc. may have to be given by the PWD for consideration of T/C.
- (iii) The proposed addition of 'T' intersections with Ring Road (a) near Bhairon Road and (b) Sarai Kale Khan shall create problems in the efforts of Delhi Admn. for making the Ring Road as access control (Express way) road.
- (iv) A proper circulation system for these proposed bridges should be worked out to identify other related improvements if any in the catchment area.
- (v) The proposal of proposed pontoon bridge connecting bund road near Shakarpur with Ring Road near Bhairon Road is to be worked on 1:500 scale.
- (vi) The proposal is concept is of temporary nature but experience indicates that once a facility is provided it continues eg.g. Pontoon Bridge near Old Yamuna bridge. Thus all care should be taken to develop intersections with Bund Road which is the part of Shahsara Ring Road and with Ring Road for which Delhi Administration has prepared an ambitious scheme.

In view of this it is suggested that:-

- (a) The details of both the two intersections with bund road and both the two with Ring Road may be worked out at 1:500 scale in consultation with PWD (Zone-I).
- (b) The proposed 'T' intersection (approach roads to Pontoon Bridges on Ring Road) be properly integrated with the improvement envisaged for Ring Road between flyovers on Ring Road near ITO & Ashram.
- (c) The proposed approach to proposed 2nd ISBT at Sarai Kale Khan may also be integrated.
- (vii) The feasibility report indicating affected properties/land status/affected surveys etc. may also be submitted to DDA.

Sub:- Installation of Two Fair Weather Pontoon Bridges at the location: (i) connecting Ring Road near I.P. Power Station and Bund Road near Shakarpur and (ii) connecting Ring Road near Sarai Kale Khan and Bund Road near Mayur Vihar (Phase-I).
File No. F.5(17)92-MP.

1. BACKGROUND:

S.E.III, SSW (PWD), DA vide his letter No. 23(75)SSW/YBP/403/406 dated 14.7.92 had sent a copy of the letter addressed to Secy.(PWD) to Commr.(Plg.) enclosing one copy of programme and a plan in 1:10,000 scale showing the location of two Pontoon Bridges along with its approach points on both sides of the river connecting Ring Road and Bund Road.

The proposals received along with letter dated 14.7.92 were examined and certain modifications were suggested to PWD (YBP), Delhi Admn., by DDA.

Ex.Engg. Surveyer of Works, PWD vide letter No. 23(75)/SSW/SW-III/YBP/132(A to B) dated 8.2.93 submitted the alignment connecting Ring Road near Sarai Kale Khan and Bund Road near Mayur Vihar. This proposal has also been discussed in detail with the concerned Ex.Engg. and the consultant on 4.3.93.

Ex.Engg. also informed that the modification has been made due to the part of the land is under litigation as per report given by Lands Deptt. of DDA.

S.E.(III)-cum-SSW, YBP (PWD) also informed that the proposal is based on the consideration of temporary nature of this bridge and also on the advise of the Lands Deptt. of DDA.

2. TECHNICAL COMMITTEE DECISION:

The modified proposals received from PWD (YBP) vide letter dated 8.2.93 were examined and placed before the T/C with following observations:

Comments: Observations

- (1) It is not desirable to connect the approach roads from the Pontoon Bridge on both sides i.e. in East and West in a staggering position with existing 'T' intersection from traffic circulation point.

- (i) The proposed western intersection with Ring Road near Bhairon Road does not create any additional median opening.
- (ii) The junction design has been found suitable by DCP (Traffic) also.

REVIEW OF

4. / MODIFIED PROPOSALS :

- (a) Proposed Panteon Bridge from Ring Road near Sarai Kale Khan to Bund Road near Mayur Vihar, Ph.I.

The revised proposal as submitted by PWD (YBP) vide letter dated 7.5.93 has been examined and observation are as under:-

- (i) Intersection design at Mayur Vihar crossing has been modified as per the T/C decision at point (i) on page 3 above.
- (ii) The intersection design at Bhairon Road intersection has not been modified.
- (iii) Complete alignment along with incorporating the T/C decision at point (ii) has not be submitted.
- (iv) The circulation pattern of Traffic on Ring Road integrating the approaches to two proposed panteon bridges, approach to proposed ISBT at Sarai Kale Khan, has not been submitted.
- (v) It is envisaged that the left in and left out at Ring Road may not permit the full utilisation of proposed bridge & likely to increase U turn at near by signalised intersections. This may result in reducing the efficiency of Ring Road. To solve this problem the circulation as suggested ^{in (iv) above} will be necessary.

- (b) Panteon Bridge from Bhairon Road to Shakarpur Bund Road:

The proposal submitted by PWD(YBP) vide letter dated 23.6.93 has been examined and observations are given below:-

- (I) Intersection of Bhairon Road/Ring Road & approach to Panteon Bridge:

The recommendations of the T/C regarding making the cross intersection of Ring Road Bhairon Road

The matter was discussed in the T/C meeting held on 29.4.93 vide Item No.45/93/T.C. The decision of the T/C is given below:-

"The proposal for consideration of Pantoon Bridge on River Yamuna joining Mayur Vihar and Ring Road near Sarai Kale Khan was discussed in detail. This was approved with the following conditions;

- (i) The alignment of Pantoon Bridge should meet the Bund Road at the crossing of Road leading to Mayur Vihar Ph.I. On the West side, it should join the Ring Road to form a crossing. Both the crossing and circulation pattern should be properly worked out.
- (ii) The land around the Pantoon Bridge should be properly fenced, protected and landscaped to discourage encroachments.
- (iii) It will be a temporary approval and the decision will be reviewed after three years.

3. ACTION TAKEN ON THE DECISIONS OF THE T/C:

- (a) ~~Proposed Pantoon Bridge connecting Ring Road Near Sarai Kale Khan & Bund Road Near Mayur Vihar (Phase I)~~
- (b) S.E.III-cum-SSW(YBP) vide letter 7.5.93

informed that:

- (i) The T/C has approved the decision of the intersection of the western approach with Ring Road as shown in drawing No. CRTS/YBP/PB-I/W001B. They are going ahead with the work based on this design.
- (ii) As per T/C decision the intersection at Mayur Vihar Ph.I, Bund Road has been modified and submitted as per (revised) drawing No. CRTS/YBP/PB-II/E003C for conveying formal approval of Technical Committee.

(b) S.E.(YBP) vide letter dt. 23.6.93 submitted the following drawings/Technical note of the proposed Pantoon Bridge from I.P.Power Station (Bhairon Road) to Shakapur.

- (i) Drg.No. CRTS/YBP/PB-I/W-001 - Details of intersection with Ring Road at 1:500 scale.
- (ii) Drg. No. CRTS/YBP/PB-I/E-001 - Details of intersection with Bund Road and at 1:500 scale.
- (iii) Technical note.

S.E., YBP circle-II has also made the following observations:-

-: 72:-

- (ii) In case of eastern approach, the intersection of the 'Link Road' and the Mother Dairy road as well as that of the Bund Road (North) and Vikas Marg will influence traffic flow to considerable extent. There is a possibility of serving the traffic from Pandav Nagar along the bund road (South) relieving a considerable amount of traffic pressure of Mother Dairy Rd. in this stretch. Similarly, on western side the Ring Road circulation scheme shall be worked out by integrating two approaches to Panteen Bridges, approach to proposed ISBT at Sarai Kale Khan Nizamuddin Yamuna Bridge etc.

Therefore, it is suggested that a proper traffic improvements required at intersections/Road links in the influence area on both sides be worked out and improvements required also taken up on priority to get maximum returns of these proposed Panteen Bridges. This may be worked out by PWD(YBP) in consultation with Traffic Police & other related authorities.

- (iii) Drawings of complete alignments with regard to point (i) & by integrating two intersections with bund road and two with Ring Road of the decision of T/C with feasibility report may be submitted for the consideration of Authority. (Ref decision (i) & (ii) decisions of T.C. 1977)

- (iv) In the Technical Report, the consultant has not preferred a separate slip road towards Nizamuddin side, near Bhairon Road intersection as this could encourage traffic violation (movement on the wrong side) at this intersection.

Whereas, on site it has been observed that same slip road is under construction. This may be re-examined in consultation with Traffic Police.

26/7
The proposal with above observations is placed before the Technical Committee for its consideration.

and Western approach road to Panteen Bridge were examined by the consultant. The consultant has given following reasons in support of the proposal submitted earlier and considered by T/C in its meeting held on 29.4.92:-

- (i) The direct access would necessitate the provision of either a railway crossing or a ROB across the railway track connecting Rajghat Power Station.
- (ii) For reasons of safety and efficiency of traffic operation (both rail and road) such a proposition was not considered to be feasible.
- (iii) The area East of Ring Road near its section between Vikas Minar and Bhairon Road is almost totally occupied by important installation such as the I.P. Power Station, the Gas Turbine Plant and the Hot Mix Plant etc. with the result that puncturing this area towards the riverside remains a very difficult proposition. Thus, it is not feasible to provide a proper cross intersection at this location. However, by providing a road parallel to Ring Road a cross intersection has been provided and the existing signal shall be modified accordingly.

(II) Intersection of Shakarpur Road/Bund Road & Approach to Panteen Bridge:

This has been provided a cross intersection as per T/C decision. The Bund Road from Vikas Marg needs improvement.

- (III) Expected directional traffic volume at both the approaches have been taken care of.

5.

OBSERVATIONS:

- (i) A comprehensive crossing detail taking into consideration of the Ring Road, Bhairon Road and the proposed western approach road to Panteen Bridge should be worked out.

Q/
96/7

SUB:- PLANTATION FOR PROTECTION OF LAND IN ROHINI PHASE-III.

F.No. PP/R/2084/Pt./93/643/775.

This has reference to site coordination meeting of C.E.(Rohini), which was held on 30-4-93. In this meeting, it was decided that, "As per the decision taken earlier in the meeting for construction of compound wall + railing on the vacant land of PSP area, it was informed in the meeting that due to shortage of finance, administrative approval has not been received. Hence, it was decided that along the periphery of road of PSP area, plantation will be provided so as to inform the public that certain activities are going on within this area and to avoid further encroachment on the land. A suitable drawing for plantation in PSP area is to be issued".

The pockets, which are to be planted at GDP level in Rohini Phase-III, are categorised into following three uses (may please refer to enclosed plan of Rohini Phase-III):-

- (i) Public & Semi Public Area:- As per the action programme for 1993-94, the scheme for this area is to be submitted to Screening Committee for approval by March, 1994.
- (ii) Commercial (Distt. Centre):- These pockets will be taken up for designing by HUPW and may take more than five years.
- (iii) 80 mtr. wide road:- This road is part of Urban Extension connecting Rohini Phase-III to Phase-IV & V and other parts of city. This will be taken up only after the plans for PSP area will be finalised.

The total available areas in all the three uses have been enveloped with the help of green strip proposed at GDP level shown in dark green. The missing links have been shown in terms of 5 mtr. wide green strip shown in light green. It is proposed that these

Contd....2/.....

24/6
25/6

SUB: Integrated Freight Complex Narela

पिपिपि फ्रीटि

In the Master Plan for Delhi-2001 there is a proposal for Regional Wholesale markets alongwith warehousing and truck terminal facilities on the major entry routes to Delhi as given below:

- i. IN the East near Patparganj and on Loni Road.
- ii In the South near Madanpur khadar
- iii. In the South-West in Urban Extension.
- iv. In the North In Urban Extension.

The comprehensive proposal for Narela Project area for 7336 ha. is finalised and is before Technical Committee. The major area of the project is declared as 'DEVELOPMENT AREA' No 175 vide notification dated 6.5.1992.

INTEGRATED FREIGHT COMPLEX AT NARELA

The Integrated Freight Complex area is part of the comprehensive proposal. The location of the Freight Complex is adjacent to DSIDC Industrial Area and Railway Line to Karnal. In the General Development Plan for Narela Project an exclusive TRUCK ROUTE has been proposed connecting the Integrated Freight Complex and G.T.Road.

The development of this freight terminal is extremely essential as number of unauthorised grain godowns are coming up in Alipur, Bakoli and

Sub : 66 KV TOWER LINE FOR ROHINI PHASE-III

PP/R/2006(Services)/93(Pt.).

Electrification of Rohini Phase-III regarding tower route and grid sub-stn. were discussed in Technical Committee meeting held on 17.6.91 vide item No. 93/91. The decision of Technical Committee(Flag-A) is reproduced below :-

"The Technical Committee approved the proposed location of 3 nos. 66 KV grid sub-stn. for Rohini Phase-III and the proposed high-tension tower route, subject to the condition that an underground line should be laid in the section which was along side the District Centre, Work Centre, express highway and the 40 mtr. R/W Master Plan road(Kanjhawala Road). The reservation of land for tower route and underground cable be made as per the prescribed norms."

A map of Phase-III, showing the approved route of 66 KV tower line, is placed at Flag-'B'. The route of 11 KV feeder line to Kanjhawala approved by T.C. on 18.2.93 has also been shown on the same plan.

2. S.E.(Plg.-I), DESU vide his letter No. SE(Plg.I)/4 (1)/17 dt. 11th/12th May, 1993 mentioned that discussions were held during the Coordination meeting of DDA projects under the Chairmanship of VC, DDA(Flag-'C'). During the meeting, DESU had emphasized that while according the route approval of 66KV tower line for Rohini Phase-III by Technical Committee, the part route alignment route approved as underground cable. DESU had requested to review the decision of Technical Committee meeting and accord approval for complete overhead line since overhead line cost is 1/10th of that of underground cable.

3. The matter has been examined and our observations are as under :-

The Technical Committee approved the portion underground, which was falling along side the District Centre, Work Centre, express highway and Kanjhawala Road. The overhead high tension line along District Centre and Work Centre with high land value, is essential as it will reduce the reservation for overhead high tension line. Overhead high tension line also obstructs view of large buildings within the District Centre and Work Centre. Further, the existing Kanjhawala Road passes through the

22/7
24/7/93

.....p/2

Item No. 93/91

Sub: Electrification of Rohini Phase III, regarding tower route and grid sub-stn.
PP/R/2006/Services/90

A proposal has been made in consultation with the Electrical Circle II of LDA for allotment of 3 nos. 66 KV grid sub-stn. sites for the entire Rohini Phase III area comprising of six sectors along with tower route linking these sub-stn. and finally connecting with the 220 KV sub-stn. already existing in Rohini phase II.

The 66 KV ESS sites have been proposed in Sector 20-23 and adjacent to Sector-24. The tower route originating from existing 220 KV ESS has been proposed in such a manner so that the same does not clash with the development schemes and other aesthetically considered urban form aspects of the scheme. The portion of the tower line along the 80 M R/W Master Plan road falling between Sector 21 and 22 as well as the portion of the tower line along the 40 M R/W Master Plan road (Kanjawala road) have been proposed to be taken underground considering that the same may effect the visual aspects of the proposed 80 R/W road and the development on both sides of the same road as well as the portion of the Kanjawala road being very narrow at present near the village Poothkalan upto the existing 66 KV sub-stn. site falling in Rohini Phase I. This proposal is in the plan as laid on the table.

3. This proposal has already been discussed with DDA officials by the Electrical Circle II, DDA and the observations and comments of DDAU was further considered in consultation with the SE and ME of Elect. Circle II, DDA and it was decided to adhere to the proposal made by this project office and place the same before the Technical committee.

4. The matter is placed before the Technical committee for consideration and approval of the proposal at para 2 above.

93. The Technical committee approved the proposed location of 3 nos. 66 KV grid sub-stn, for Rohini Phase III and the proposed high-tension tower route, subject to the condition that an underground line should be laid in the section which was alongside the District Centre, Work Centre, express highway and the 40 mt. R/W Master Plan road (Kanjawala Road). The reservation of land for tower route and underground cable be made as per the prescribed norms.

Khampur and for decongestion of walled city.

The draft out line plan alongwith area for Food grain and fruit and vegetable markets for Delhi Agriculture Marketing Board was discussed in a meeting taken by L.G. in March, 1993.

The area provided in the outline plan for Integrated Freight Complex at Narela for each commodity is as follows:

S.No	Commodity	Area in ha.
(a)	MARKETS WITH WAREHOUSING	
1.	Textile & Textile Product	7
2	Auto Motor part & Machinery	20
3.	Fruit & Vegetable	20
4.	Hardware & Building Material	5
5.	Iron and Steel	5
6.	Food Grain	15
7	Plastic leather & PVC	10
(b)	Truck Terminal	45
(c)	Facilities & Circulation	44
	TOTAL:	171
(d)	Freight Terminal	125
	Grant Total:	296

Delhi Agriculture Marking Board and other wholesale trade association are pressing — for identification of land for their respective trades in order to shift from the walled city area.

The detail proposal along with report is prepared and placed before the Technical Committee for consideration and approval.

Dy. Dir (PLG). *Vinod Kable*
21/6/93.
Sabyasachi Das
21/6/93.
PP (Narela). *[Signature]*
21/6/93

5. G.R.Geenka Education Society vide their letter dt. 31.8.92 had represented that since 50% of both the plots were agreed to be earmarked for building area and 50% for playfield, as such, they are entitle to have ground coverage, FAR etc. as stipulated in the MPD-2001, on the area earmarked for building activity. If 2.5 acres of land is to be considered for building than the remaining area meant for playground is 1.32 acres which is grossly insufficient to provide for a standard size of playground i.e. $68m \times 126 m = 8568$ sq.mts. or 2 Acs. which is much below the standards laid down in the MPD-2001.

6. Under the circumstances, there appears no other alternative than to allow 2 acres of area for building and remaining area for playground purpose. All the controls of MPD-2001 including 30% ground coverage and 120 FAR etc. on 2 acres of the building will apply. By this arrangement, there is no financial involvement as the society had already made the payment for 2 acres of land. It is therefore for consideration whether to mix pricing in the land sub-division & building regulations would be desirable which has to be as per the Master Plans.

7. The matter was referred to Lands Deptt. who had opined that the building part, in view of the circumstances be kept as 2 acres it will be minor adjustment and has no financial implications involved.

8. The matter has been seen by V.C. vide his note dt.28.8.93 who has observed that the land was allotted to the Institution in two installments; in latter building activity area are i.e. 50% each. Land premium should be re-calculated on this basis at the rate duly approved by the Government on the respective dates of allotment. The demand should be vetted by Finance Member. So far as development norms are concerned, Director(DC&P)/Commr.(Plg.) may come up with their specific recommendations in the Technical Committee.

(11/7/93)

SUBJECT - Development plan of Growth Centres in Rural Delhi. Plans received from Municipal Corporation of Delhi.

(1/2/1993) (1/2/1993)

1. 1. BACKGROUND

Master Plan, Delhi-2001, has identified five villages for location of major health facilities and markets. To cover the deficiencies of lower level health facilities, schools and location of rural industry another six rural settlements have been identified. These 11 rural settlements identified as growth centres are proposed to be developed with physical and social infrastructure and facilities required for rural Delhi. The facilities proposed in growth centres would also meet the requirement of other rural settlements in the Union Territory of Delhi. Major roads for connecting these settlements with other rural settlements and Delhi city are proposed for widening and improvement for better accessibility. It has also been decided at a high level meeting that Development plans of growth centres will be prepared by Municipal Corporation of Delhi.

2. POPULATION

As per census, population of Delhi Union Territory is 94.2 lakhs, which has experienced a growth rate of 5.1% per annum during 1981-91. The following table based on provisional 1991 census depicts the population growth trends of Union Territory of Delhi.

Statement showing the Growth Rate of Population

Sl.No.	Union Territory/ Census tract	Percentage Growth Rate of population	
		1971-81	1981-91
	DELHI UNION TERRITORY	153.00	150.64
1.	New Delhi Municipal Committee	9.53	17.73
2.	Delhi Cantt.	48.53	110.76
3.	Delhi Municipal Corpora- tion (Urban)	48.55	146.90

v) Community hall/Barat ghar.

vi) Super Bazar.

4. The observation on the development plan are as under :

i) **Housing:** Abadi area is extended to meet the housing demand and also part of Gram Sabha land is proposed for housing for landless labourers. But the plan does not specify housing stock, deficiency and housing target for 2001.

ii) **Occupational Structure :** This requires to be clearly indicated including the work force within the village and commuters to Najafgarh and Delhi.

iii) **Gram Sabha Land:** Most of the facilities are proposed in the available Gram Sabha Land. Since these are scattered all over the revenue boundary there is lack of integration in them.

iv) **Industries :** A rural industrial centre is proposed on 13 acre land. Industries which are permitted here are not listed. Apparently, it appears that regulations prescribed in MPD-2001 for rural Delhi would be adopted. This aspect needs to be specified. There is also a proposal to relocate existing fodder market from Najafgarh to Mitraon.

v) **Roads :** The plan do not have any proposal to improve major roads.

vi) **Services :** Essential requirements such as water supply, electricity do not find any mention in the plan.

vii) **Finance :** Cost of the schemes proposed in the plan are not included in the plan.

IV. SPECIFIC COMMENTS ON DEVELOPMENT PLAN OF CHAWALA

1. Chawala is located close to the Dwarka Project being developed by DDA. It is located on the road linking Najafgarh and Bijwasan. It is about 6 kms. from Najafgarh and it is a major village. A service region of 3.5 kms. radius around Chawala is envisaged for planning purpose. This include villages namely Kanganheri, Goela khurd, Rewla Khanpur and Jajpur Khurd. Population of Chawala as per 1981 Census is 4,355 and has increased to 7,521 which has recorded a simple annual growth rate of 7.3%. Among the 11 growth centres Chawala is comparatively a fast growing settlement. The Total population of the service area including the 4 villages

4. DEVELOPMENT PLAN OF GROWTH CENTRES

MCD has prepared ~~4~~^{three} development plans for the growth centres namely Bakhtawarpur, Jagori, Nitroan and Chawala. MCD has sent these plans to DDA for comments. The plans have been studied and comments of the planning wing as below :

1. All the ~~four~~^{three} plans are prepared more or less on identical lines. Basemaps are based on 1981 Survey of India Toposheets of 1:10,000 scale. Details of abadi limits, roads, other structures and facilities existing have not been indicated, It is therefore proposed that these plans should be prepared on 1:2500 scale.
2. The details of village abadi/lal dora is not precisely indicated. It is not clear as to how the additional housing requirements would be accommodated in the growth centres and the supporting physical infrastructure provided.
3. For all growth centres an influence area is identified, based on distance from the growth centre. This appears to be arbitrary. It may be appropriate to delineate the influence area taking into account the entire Rural Delhi so that requirements of facilities of all rural settlements get catered in one of the 11 growth centres.
4. Development plan should contain zoning regulations and a development code clearly indicating the permitted uses. This aspect is not adequately covered in the Development Plans. The Development code of HPD-2001 could be elaborated in detail.
5. All new infrastructure facilities and amenities, commercial centres etc., proposed in the four growth centres are located on the available Gram Sabha land. Since Gram Sabha land is scattered all over the revenue boundary, the new facilities are proposed in an isolated way. This would lead to problems of accessibility and integration. Also there should be a policy about development of these infrastructure facilities, in a time frame.
6. Certain pockets must be identified for relocating certain uses from congested central city areas to other areas e.g. wireless station from the ridge, dairies, slaughter houses, police lines etc.
7. Also there is a need to develop certain city level recreational area in some of the growth centres e.g. picnic parks, forests, cemeteries etc.

iv) **Roads :-** The plan proposes widening of rural road connecting Bakhtanapur to road no. 50. There appears to be no proposal for improvement of roads within the built up area in terms of widening, pavements, street lighting etc.

vi) **Land use plan :-** Almost all facilities proposed in the plan are located on the Gram Sabha Land. As a matter of fact they are scattered all over the village revenue area. There is no order or pattern in the location of proposed facilities. Moreover, the land use plan drastically lack in detail as it has been prepared on 1:10000 scale.

vi) **Development control :-** The plan does not support the proposals with any development control/zoning parameters. These must be worked out and appended within the text.

vii) **Financial implications :-** The finances required for implementation of the development plan is not included in the report.

III. COMMENTS ON DEVELOPMENT PLAN OF GROWTH CENTRE HITRAON

1. Hitraon is located about 4.5 kms. from Hajiaqarh town. The village is heavily dependent on Hajiaqarh for most of the services and facilities. An influence area is delineated incorporating all rural settlements within 3 kms. radius. A small portion of Hajiaqarh is also part of the influence area. This influence area delineated merely on distance criteria appears to be very arbitrary. Influence area should be delineated taking into accessibility, proximity to other major settlements and the overall level of development.

2. A target population of 15,000 is projected for the year 2001, based on which other requirements are estimated. The plan includes the requirements of the rural settlements located within the 3 km. influence area.

3. Major provisions of the development plan are as below. The land use plan is laid on table.

- i) Two primary and nursery schools, one secondary school.
- ii) Dispensary and veterinary hospital.
- iii) Agrobased industrial area.
- iv) Commercial centre

in 1991 is 13,885. The population projected for 2011 for the entire service region is 30,056 for which facilities are proposed.

2. The facilities proposed for this growth centre in MPD-2001 include hospital, veterinary hospital, rural industrial area and commercial centres.
3. Major proposal of the development plan are as follows. The land use plan is laid on table.
 - i) Primary school.
 - ii) Community hall/Barat ghar and library.
 - iii) veterinary hospital.
 - iv) offices of local bodies.
 - v) Physical training centre.
 - vi) Super Bazar/Local shopping centre.
 - vii) Rural industrial centre.
 - viii) Maternity and Child welfare centre.
 - ix) Police post.
 - x) Petrol pump.
4. The observation on the development plan are under :
 - i) **Population projection :** The target year of the development plan is 2011 which is unlike other growth centres for which 2001 is adopted as target year. There has to be uniformity of approach for all growth centres and the plan target should be 2001. Further, it may not be correct to project population for 20 years at this stage. Moreover, unauthorised colony is existing within the revenue land of chawala. Population of this unauthorised colony has been ignored in the projections. The development plan should highlight the proposed status of this kind of developments also.
 - ii) **Housing :** Like other growth centre plans, the housing stock and housing demand for the target year are not elaborated adequately.
 - iii) **Industry :** An area of 10 ha. is proposed for a rural industrial centre. Type of industries permitted in this industrial area require to be clearly specified. If it is proposed that MPD-2001 proposals will be adopted then it should be stated so.

OUTLINE PLAN
INTEGRATED FREIGHT COMPLEX
NARELA

JUNE 1993

NARELA PROJECT

DELHI DEVELOPMENT AUTHORITY

INTEGRATED FREIGHT COMPLEX - NARELA

TERM OF REFERENCE

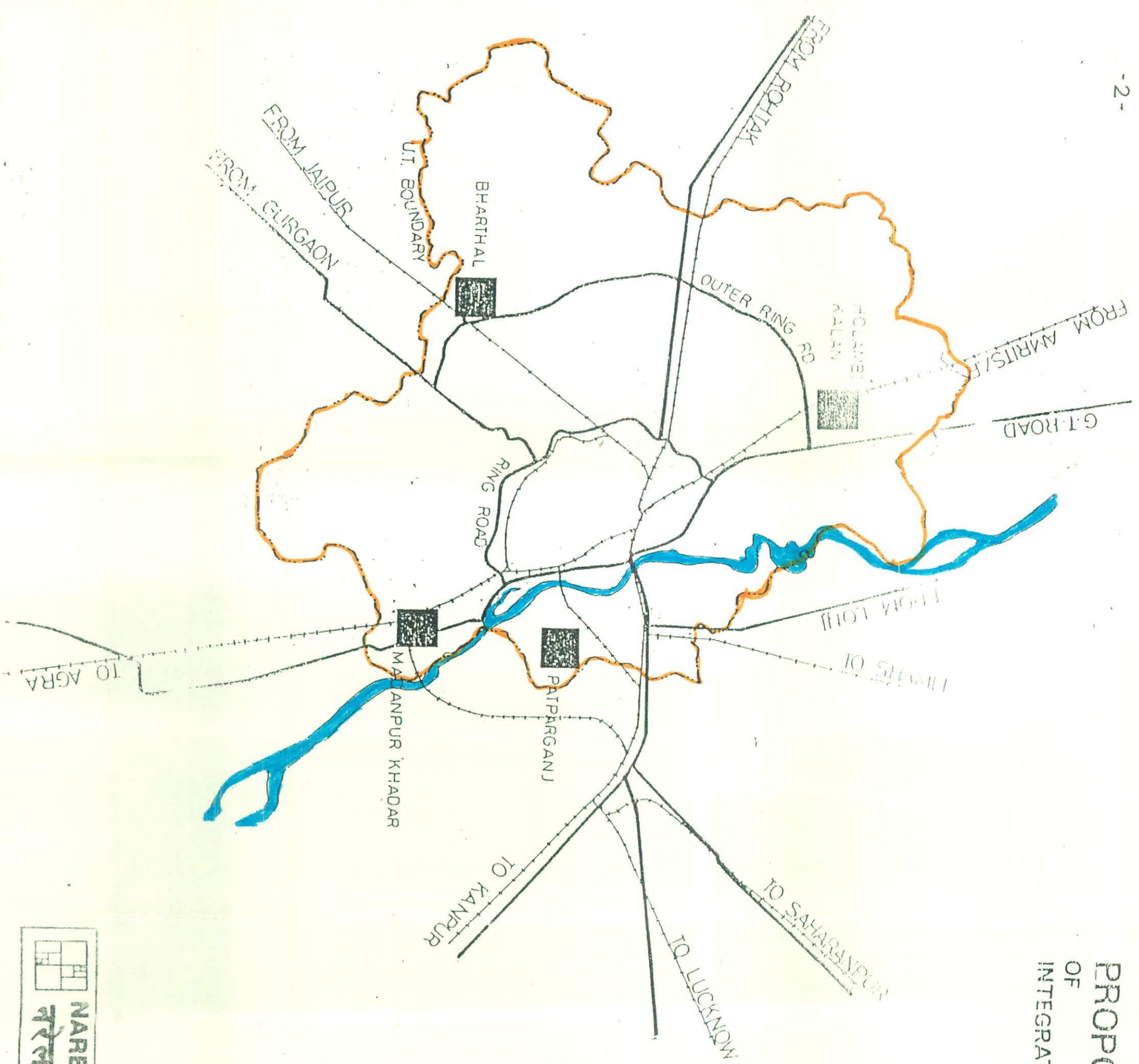
A meeting was held at Raj Niwas on 27.7.92 to review the urban renewal schemes in the walled city. The issue of shifting of wholesale foodgrains market from walled city to Narela was also discussed. The acquisition of land for the freight complex at Narela could not be materialised so far due to want of essential financial resources. It was suggested that the scheme could be announced and the registration money from various associations can be utilised for acquisition of land.

II WHOLESALE TRADE PROVISION GIVEN IN MASTER PLAN FOR DELHI-2001.

There are about 24,600 wholesale shops and establishments in wholesale markets in Delhi. About 12,000 commodity handing shops (at the rate of 2.21 per 1,000 population) have been actually enumerated. Most of the wholesale markets are located in the congested central part in Old Delhi and were established during the late 19th century and early 20th century. The survey of goods movements revealed that out of total inward traffic (exclusive of bypass) 25 percent had destination in planning Division 'A'.

The wholesale markets are dealing with 27 major commodities. The largest wholesale trade based on the number of shops is textile and its products located in Chandni Chowk and Maliwara, followed by auto-parts and machinery located in Kashmere Gate area. Rankwise other wholesale commodities are fruits and vegetables (Azadpur Market), hardware and building

PROPOSED LOCATION
OF
INTEGRATED FREIGHT COMPLEX



materials(Chawri Bazar Shardhanand Marg),paper and stationery(Chawri Bazar and Nai Sarak),food items (Khari Baoli) and iron and steel (Naraina).

To develop modern wholesale markets, these should be integrated with the freight complex where the wholesale business could be operated more efficiently in a better environment. Basic functions of the integrated freight complex are:

- i. To provide facilities for regional and intra-urban freight movement.
- ii. To provide facilities for freight in transit as well as interchange of mode.
- iii. To provide warehousing and storage facilities and inter-link these sites with specialised markets like iron and steel, building materials, hosiery, plastic, leather and Pvc, auto, motor parts and machinery, fruits and vegetables.
- iv. To provide servicing, lodging and boarding, idle parking, restaurants and other related functions in the complex.

The integrated freight complex discharge functions at regional and metropolitan level. Local wholesale markets of medium size are required to enable distribution of commodities from these complexes to the retail outlets. Such local markets also need to be dispersed throughout the city. These should have parking, repair and servicing facilities and could be either integrated with the commercial centres or provided separately at the selected number of modes or lines of movement.

The new wholesale markets need to be developed at suitable locations in different parts of the city to encourage decentralisation at two levels.

- i. Regional distribution and
- ii. Regional cum-local distribution

In case of existing developed areas, wholesale markets which are hazardous in nature like plastic and Pvc goods, chemicals timber and petroleum and its products, should be shifted to the areas specifically assigned for these. In old city wholesale markets, all unauthorised encroachments/projection on roads/government land should be removed to facilitate easy movement of traffic and only limited entry to the slow and fast moving vehicles^{be}_L provided. Further extension of the wholesale activity in the Walled City and its extension should be totally stopped.

Regional Distribution Markets











Regional wholesale markets along with warehousing and truck terminal facilities are proposed to be developed on the major entry routes to Delhi as given below:

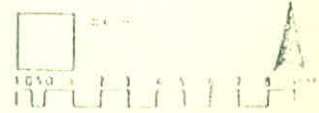
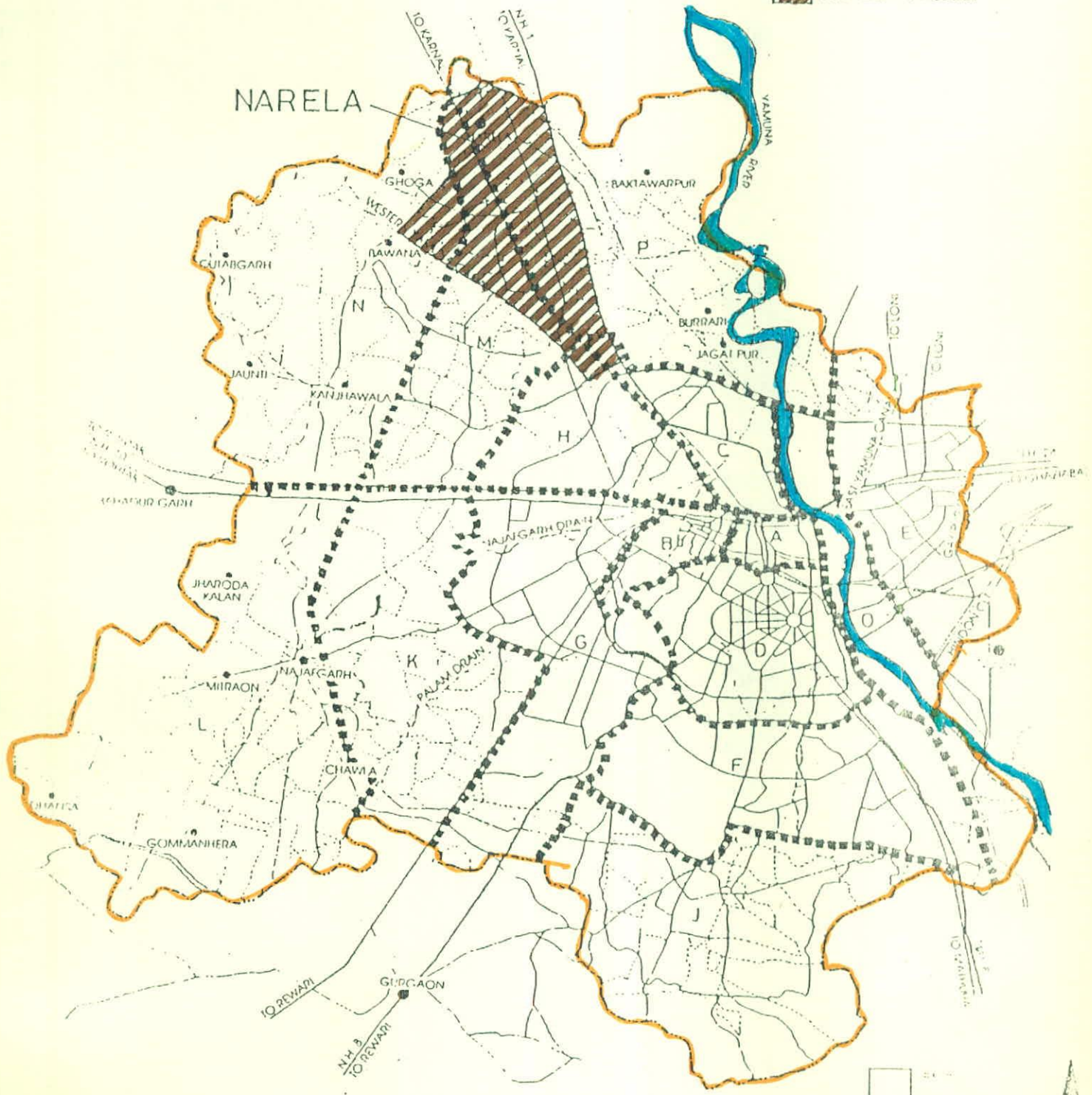
- i. In the East near Patparganj and on Loni Road.
- ii. In the South near Madanpur Khadar.
- iii. In the South West in Urban Extension.
- iv. In the North in Urban Extension.

The break up of land requirement by different commodities at North in Urban Extension is given below:

Sl. No.	Commodity	Area in Hac.
(a) MARKETS WITH WAREHOUSING		
1.	Textile & Textile Product	7
2.	Auto, Motor Part & Machinery	20
3.	Fruit and Vegetable	20
4.	Hardware & Building Material	5
5.	Iron and Steel	5
6.	Food Grain	5
7.	Timber	37 (Shampur)
8.	Plastic, leather & Pvc	10
Total		109
(b) TRUCK TERMINAL		55
GRAND TOTAL		164

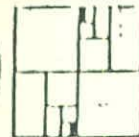
UNION TERRITORY OF DELHI ZONES (DIVISIONS)

-  UNION TERRITORY
-  ZONES
-  VILLAGE BOUNDARY
-  N.H./MAJOR ROADS
-  OTHER ROADS
-  RAILWAYS
-  MAIN POWER LINE
-  RIVER
-  MAJOR DRAIN
-  NARELA PROJECT

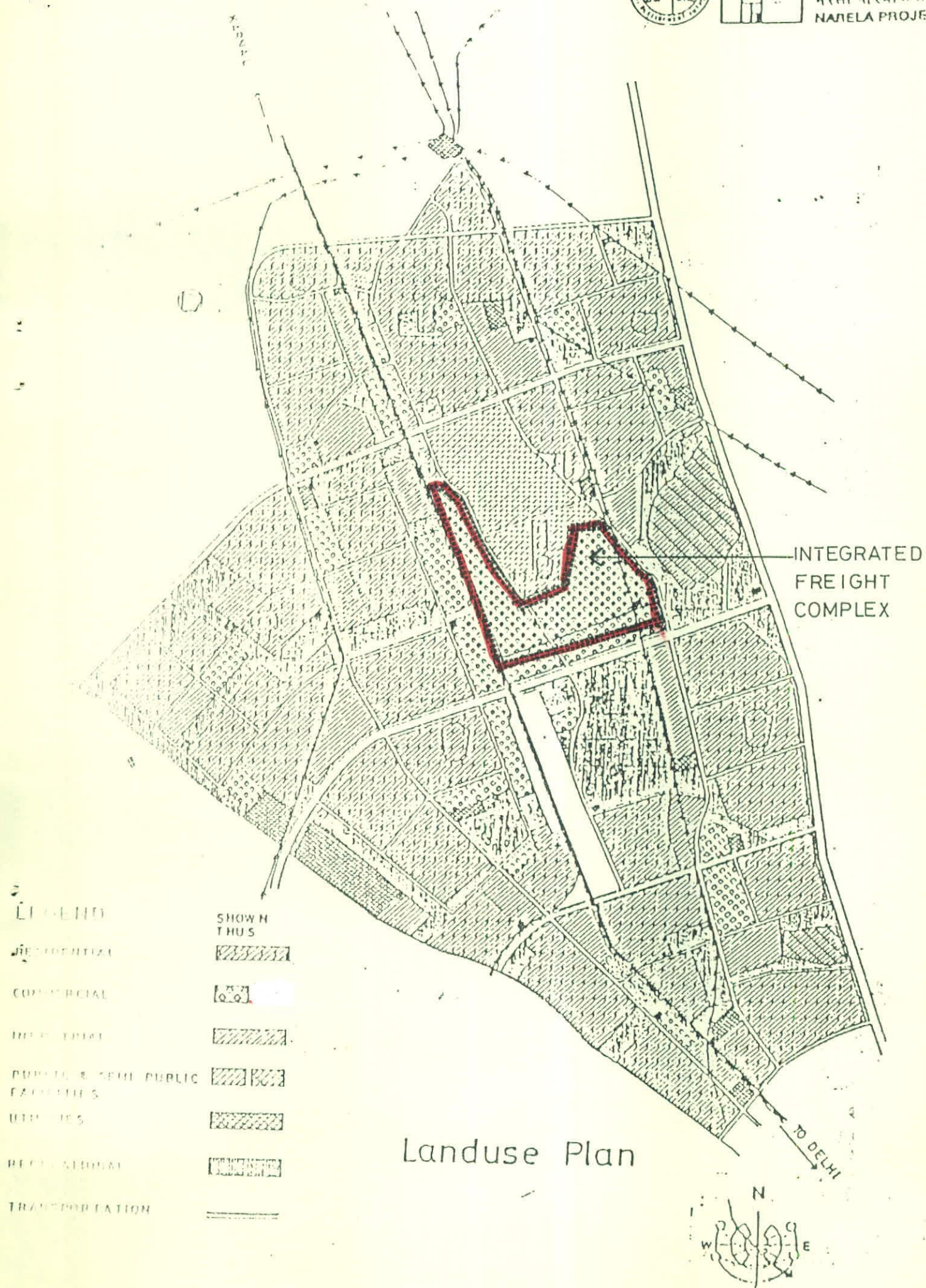




NARELA PROJECT
नरेला परियोजना

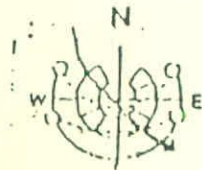


नरेला परियोजना
NARELA PROJECT



INTEGRATED
FREIGHT
COMPLEX

TO DELHI



III. TRADE IN THE WALLED CITY:

The majority of trade is textile, Auto parts, hardware and building materials and foodgrains takes place in the walled city. Survey of census establishment ORG in 1981 reveals:

- (i) Largest establishment of textile and ready made garments is in Chandni Chowk(67.5%).
- (ii) Auto parts, trade is at Kashmeri Gate 67.6% followed by Maya Puri 35.8%.
- (iii) The hardware and building material trade is concentrated at Hauz Quazi 35% Chawri Bazar 28% and Ajmeri Gate 19%.
- (iv) Foodgrains trade concentrated at Naya Bazar 60% followed by Narela 17%.
- (v) The scale of activities in all the above is predomenently of the wholesale nature with the maximum of 88% in case of foodgrains to min. of 26% in case of building materials. Most of the trade is going on in rented premises. The average direct employment provided by these trade is 1.6 person in auto parts to 8.4 persons in case of foodgrains. The trade is carried out in two types of premises.

'A' office space with adjoining godown.

'B' Exclusive godown space.

In case of 'A' the average area of establishment is as follows:

Textile	10 sq. mtrs.
Auto parts	34 sq. mtrs.
Hardware & Building materials.	17 sq. mtrs.
Foodgrains	118 sq. mtrs.

The survey of Naya Bazar conducted in 1985 reveals that on an average about 1000 ton of foodgrains permonth is handled by one shop.

- (VI) Average floor space per shop is 103 sq. mt. and average godown size is 200 sq. mt.

- (Vii) The number of godown shops are 133, godown cum office are 48.
- (Viii) The first floor is mostly occupied by commission agents and second floor is predominantly used for residential activities.

IV. DEVELOPMENT PLAN FOR NARELA:

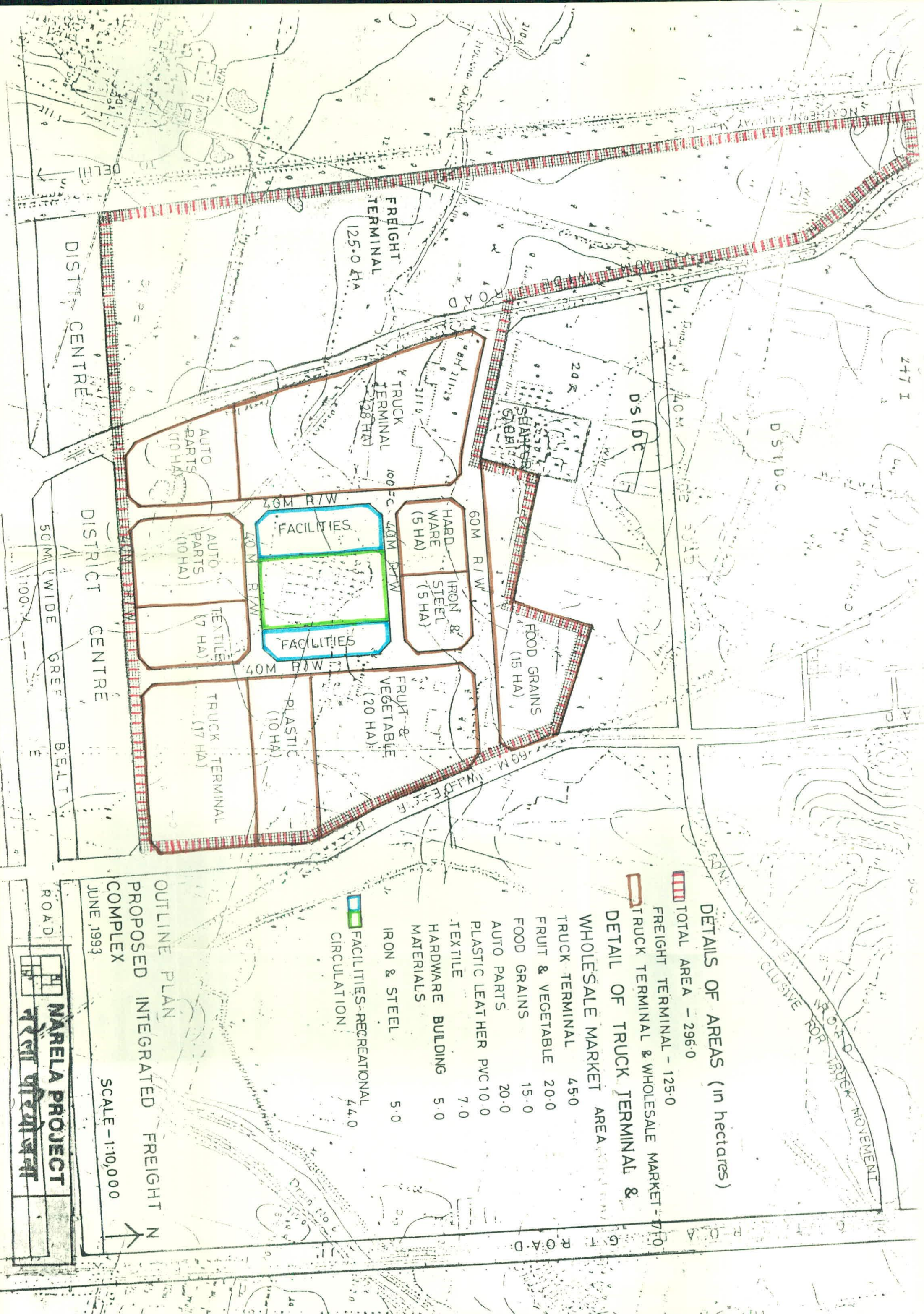
The comprehensive proposal for Narela Project area of 7336 Ha. is prepared and is before Technical Committee DDA for consideration and approval. The major area of the project is declared as 'DEVELOPMENT Area No.175 vide notification dated 6.5.1992. Brief about the comprehensive proposal for 7336 Ha. is placed at Annexure.

V. INTEGRATED FREIGHT COMPLEX AT NARELA:

The Integrated Freight Complex area is part of the comprehensive proposal for the Narela Project.

The total area of the integrated freight complex is 296 ha. out of which 125 ha. has been earmarked for the freight terminal along the Delhi-Ambala railway line and 171 ha. has been earmarked for truck terminal, wholesale market and ware housing for foodgrains, fruits and vegetables hardwares, iron and steel, auto parts, textile and plastic-PVC materials.

The location of this integrated freight complex in the over-all plan of Narela Project is adjacent to the existing DSIDC Industrial Area and 450 ha. land at presently developed by DDA. It will be served by major surface transport routes i.e. Railway line to Karnal, G.T. Road and proposed Express way of 100 mt. wide through urban extension. In the development plan for Narela Project an exclusive TRUCK ROUTE has been proposed connecting the freight complex and G.T. Road.



The development of the integrated freight complex at Narela is extremely essential as number of unauthorised grain godown are coming up in Alipur, Bakoli and Khampur area and decongestion of walled city.

The area provided in the proposals of the Integrated Freight Complex at Narela for various commodities is as follows:

Sl.No.	Commodity	Area in ha.
(a)	MARKETS WITH WAREHOUSING	
1.	Textile & Textile Product	7
2.	Auto, Motor part & Machinery	20
3.	Fruit and Vegetable	20
4.	Hardware & Building Material	5
5.	Iron and Steel	5
6.	Food Grain	15
7.	Plastic, leather & PVC	10
8.	Recreation, Facilities & circulation	44
	Total	126
(b)	Truck Terminal	Total 45
	Total	171
(c)	Freight Terminal	125
	GRAND TOTAL	296

NOTE: Area for food grains has been increased from 5 ha. (as proposed in MPD-2001) to 15 ha. and area for truck terminal has been reduced from 55 ha. (as proposed in MPD 2001) to 45 ha. as per the decision of Commissioner (Planning) DDA.

As stated earlier this complex is accessible by railway and road connecting the G.T. Road. The specific pockets within the complex is accessible by 60 m and 40m wide

internal roads. At the centre of the complex the common recreational open spaces and two pockets for common facilities have been located. The facility pockets will have the local administration buildings and other local body offices, transport offices, banks, health centre, rest house, hotel, restaurants and some recreational facilities such as small cinema halls etc.

FUNCTIONAL ACTIVITIES IN THE FREIGHT COMPLEX

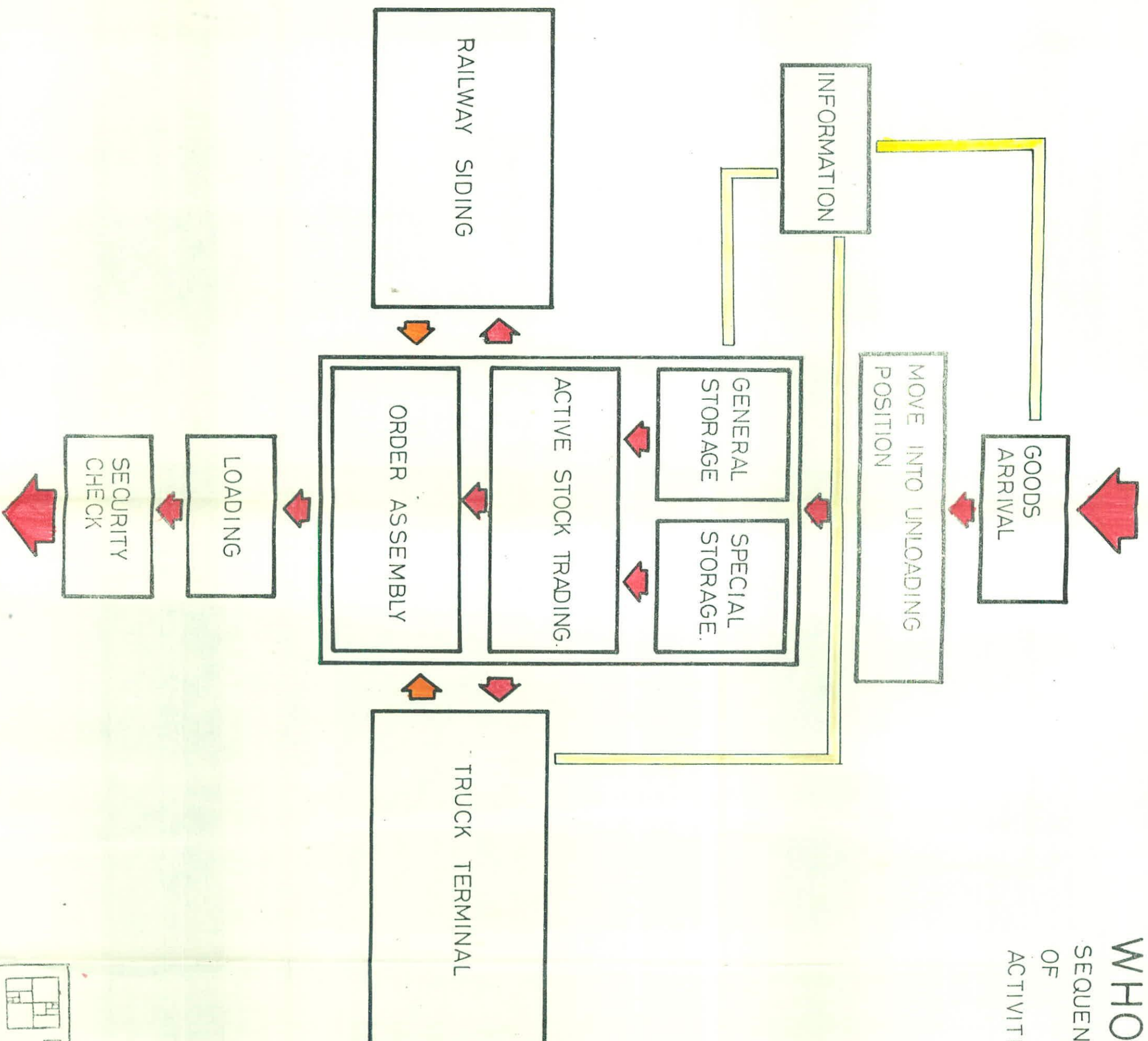
The sequence of activities to take place in the wholesale trade and warehousing, truck terminal and the inter relationship of various components of the integrated freight complex have been worked out and explained in the following flow diagrams.

- i Wholesale trade: Sequence of activities.
- ii Truck terminal: Sequence of activities.
- iii. Component and inter relationship.

VI. PROPOSED MODULE FOR FREIGHT COMPLEX:

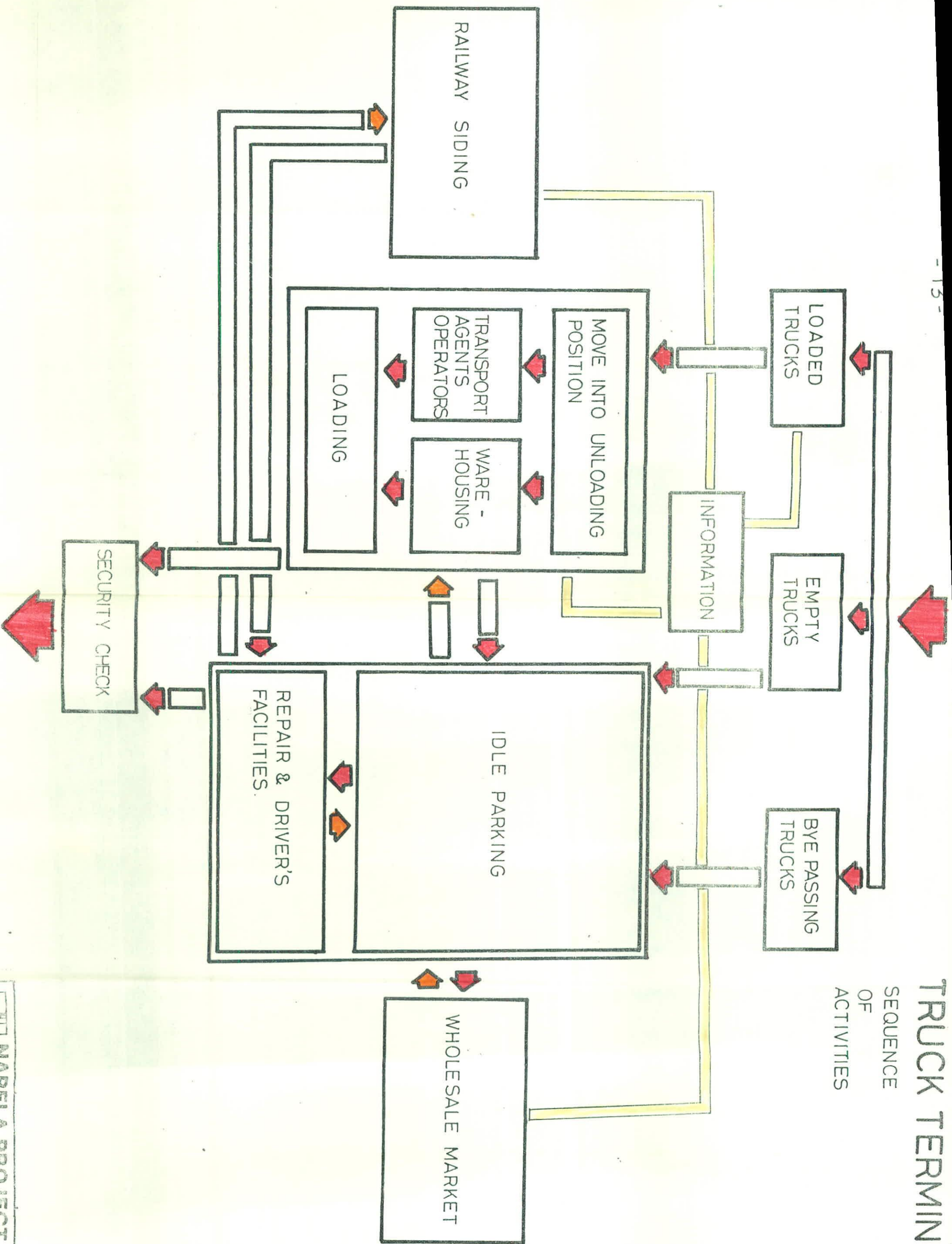
Based on the survey data it is observed that the 60 sq. mtrs. built up space module will meet the requirement of various trades. This module will provide for basement, ground, first and second floor with the total floor space of 240 sq. mtrs. The second floor can be used for residential activity. With the variety of layout tried we can get about 30 modular spaces per ha area and will provide for parking of two trucks in front of each modular space. With this criteria the following number of modular spaces will be available for each trade for the area earmarked in the proposal of Freight Complex Narela.

WHOLESALE SEQUENCE OF ACTIVITIES

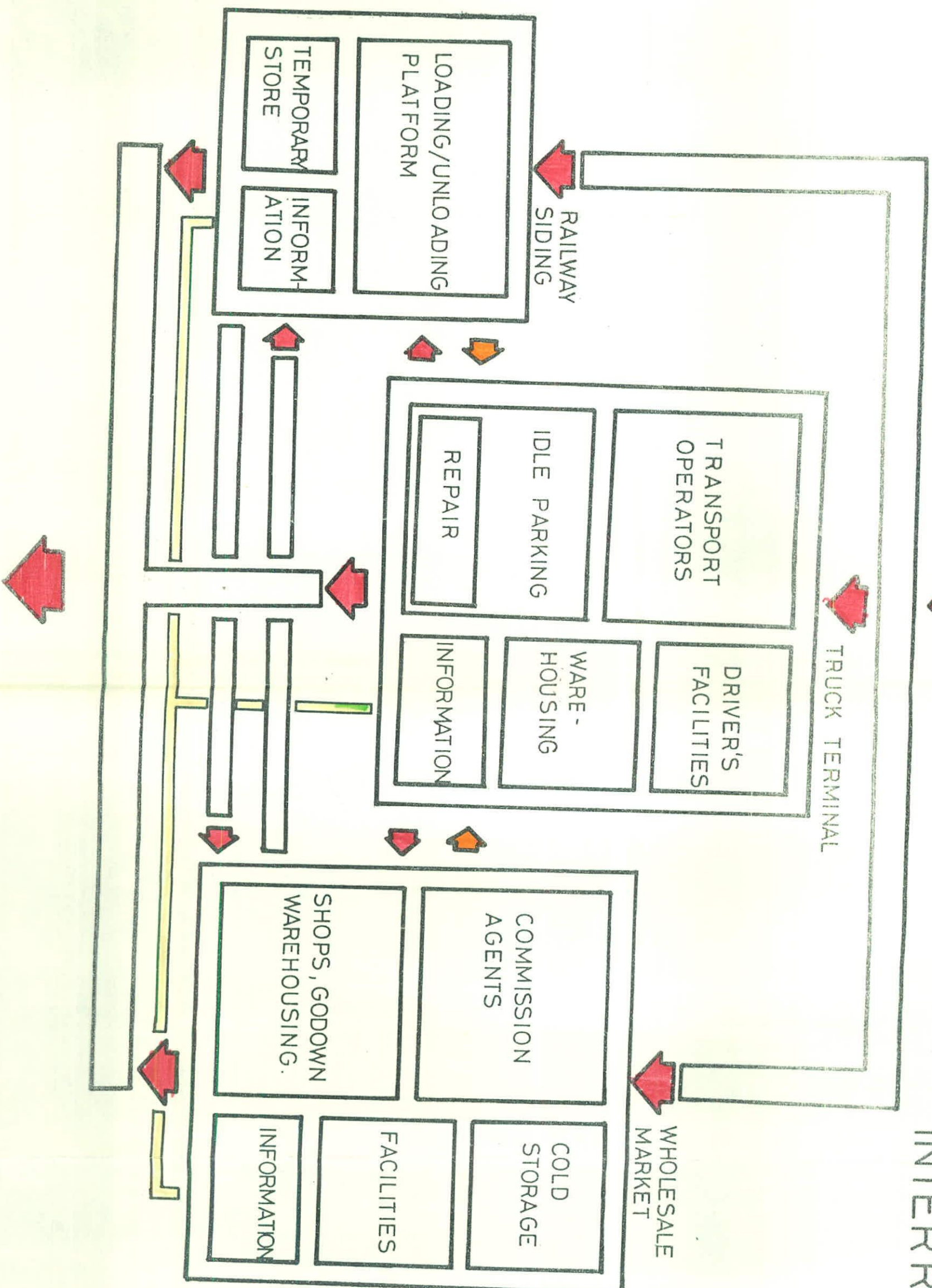


TRUCK TERMINAL

SEQUENCE
OF
ACTIVITIES



COMPONENTS & INTERRELATIONSHIP



	Trade	No of modular spaces.
i.	Textile	210
ii.	Auto parts	600
iii.	Fruit & Vegetable	600
iv.	Hardware & building material.	150
v.	Iron & Steel	150
vi.	Foodgrains	450
vii.	Plastic & leather	300
	Total	2460

The total area for the above activity is 82 ha. in which 2460 module spaces will be available.

VII. PROPOSED MODE OF LAND ACQUISITION

There are two possibilities of land acquisition programme which could be considered for acquiring land for the Integrated Freight Complex at Narela.

- i. As discussed in the meeting held on 3rd Feb.1993 under the Chairmanship of VC,DDA on this subject ,the registration money(for land acquisition)be collected from the organisation/association of various wholesale traders desiring to shift to Narela and with this money DDA could proceed for land acquisition. The registration money will include(i)proportionate cost of the land acquisition(ii)Proportionate cost of peripheral development(services) and (iii)proportionate cost of common facilities and circulation.Subsequently,DDA will develop the land,provide the peripheral services and dispose of the land at predetermined rate to the registered organisation/association.

On the above lines,Secretary DAMB vide letter no.F.25(1)/27/92/DAMB/91 dated 12.4.93 has requested for identification of land for shifting of food grain godowns from walled

City. In case DAMB is inclined to acquire the land directly through Delhi Administration, the proportionate cost of peripheral development of services, common facilities and circulation as stated above will be deposited with DDA. For immediate acquisition, land for food grains (15 ha) and 20 ha for fruit and vegetable has been identified as indicated in the plan. Besides, 13 ha. of land will also be acquired on priority for approach roads. Total land required to be acquired is 48 ha.

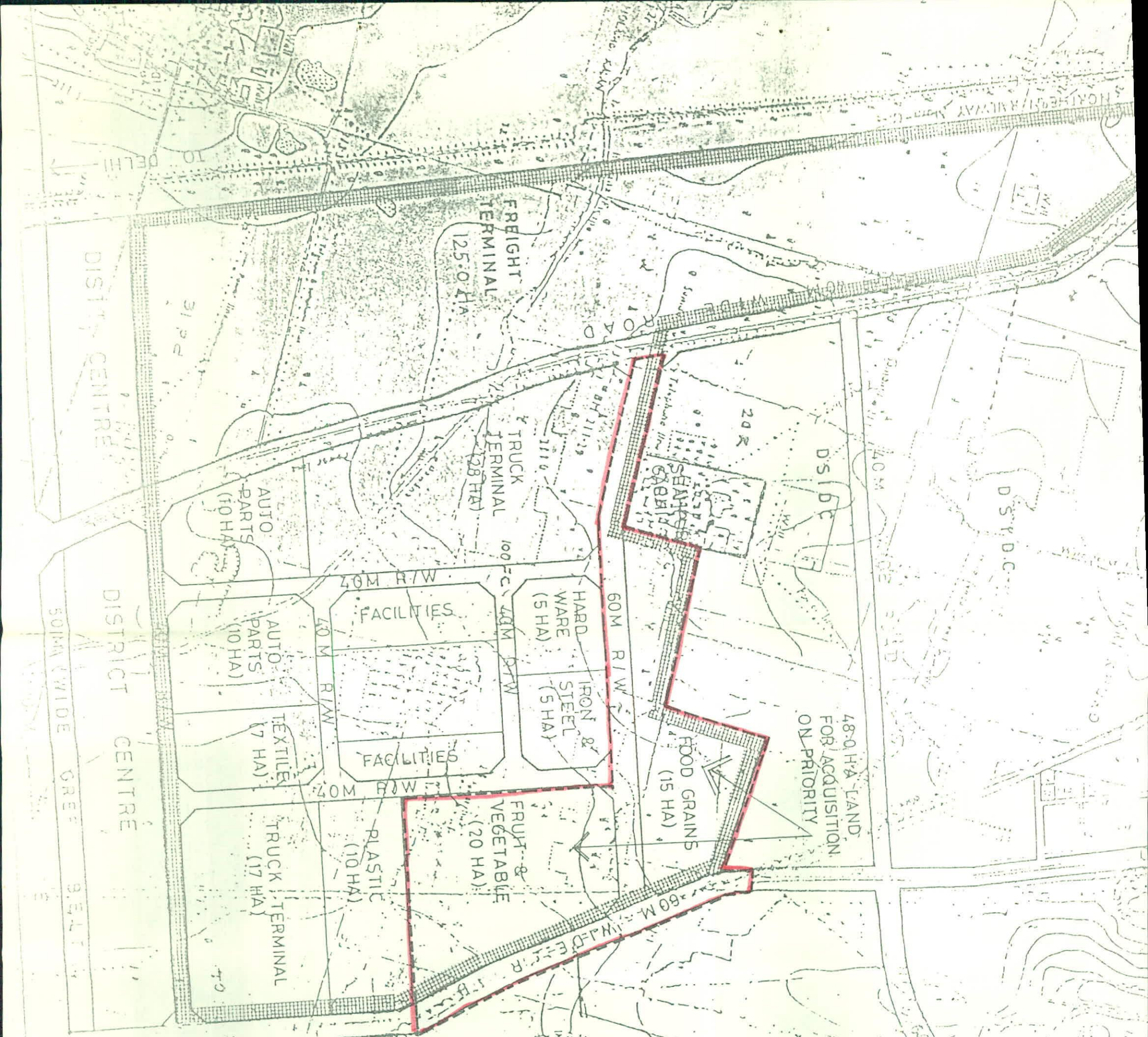
- ii. The second possibility is that DDA will acquire the land, develop it and provide the peripheral services and common facilities, roads. After this DDA will allot the land to the organisations/association of various wholesale traders.

VIII FURTHER ACTION PROGRAMME

- i. After the approval of the outline plan of the Integrated Freight Complex land could be acquired as stated under land acquisition proposition and the land is disposed of to the various organisations. For layout and detail plans indicating the individual plots etc., association may appoint the consultants for designing. However, the layout plan has to be approved by DDA before demarcation/allotment of plots.

The other possibility is that if the organisation/association is not in a position to appoint the consultant for the said job, DDA could be approached to coordinate with the organisation/association and the consultant for designing etc. For this purpose the payment will be made by the organisation/association.

- ii. Once the outline plan is approved, it is suggested that a detailed Traffic & Transportation study be assigned to a consultant for specific proposals for this complex.



DETAILS OF AREAS (in hectares)

TOTAL AREA - 296.0

FREIGHT TERMINAL - 125.0

TRUCK TERMINAL & WHOLESALE MARKET - 71.0

DETAIL OF TRUCK TERMINAL & WHOLESALE MARKET AREA

TRUCK TERMINAL	45.0
FRUIT & VEGETABLE	20.0
FOOD GRAINS	15.0
AUTO PARTS	20.0
PLASTIC LEATHER PVC	10.0
TEXTILE	7.0
HARDWARE BUILDING	5.0
MATERIALS	5.0
IRON & STEEL	5.0
FACILITIES-RECREATIONAL CIRCULATION	4.0

LAND ACQUISITION (PRIORITY)

48.0 HA LAND TO BE ACQUIRED FOR DAMB

FOOD GRAINS	15.0 HA
FRUIT & VEG.	20.0 HA
AREA UNDER 60M R/W ROAD	13.0 HA

OUTLINE PLAN

PROPOSED INTEGRATED FREIGHT COMPLEX

SCALE - 1:10,000



MARELA PROJECT

ROAD

DEVELOPMENT PLAN NARELA

URBAN
EXTENSION
2001.

The Master Plan for Delhi-2001 has recommended that to accommodate 3 to 4 million population the present DUA limit needs to be extended by about 18000 to 24000 ha. over the next two decades. It has recommended the urban extension in the West and North of Delhi.

This includes Dwarka, Rohini phase-III, IV & V, Narela & area between Nazafgarh Road & Rohtak Road. (Refer drawing 1) Urban Extension Plan-2001 was approved by Authority vide Res. No. 79 dtd. 30.6.1987.

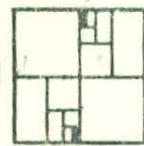
PROJECT
BOUNDARY

Narela Project area is located in North most part of Urban Territory of Delhi. It is bounded by G.T. Road in the East, Western Yamuna Canal in the West, Union Territory boundary in the North and Bawana Aushandi Marg in the South.

The entire project area is very well linked with rest of the parts of Delhi and the hinter land through two major surface transport roads i.e. Railway line to Karnal and G.T. Road. About 9000 ha. of land falling in Urban extension 2001 has been declared as development area of DDA vide notification No.175 dt. 8.5.92. Major Narela Project area forms part of this development area. (Refer drawing 2).

OBJECT-
IVES OF
THE PRO-
JECT.

The basic objective of the project is to reduce the pressure on Urban Delhi by creating Counter Centres for growth of socio economic activities simultaneously providing for the need of housing and recreation. Disbursal of undesirable and large scale industry.



WESTERN
YAMUNA CANAL

G.U.T. BOUNDARY

G.T. ROAD

NARELA

ROHINI
III, IV & V

ROHINI
I & II

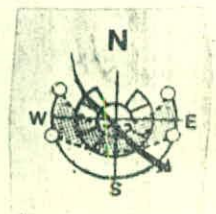
OUTER
RING ROAD

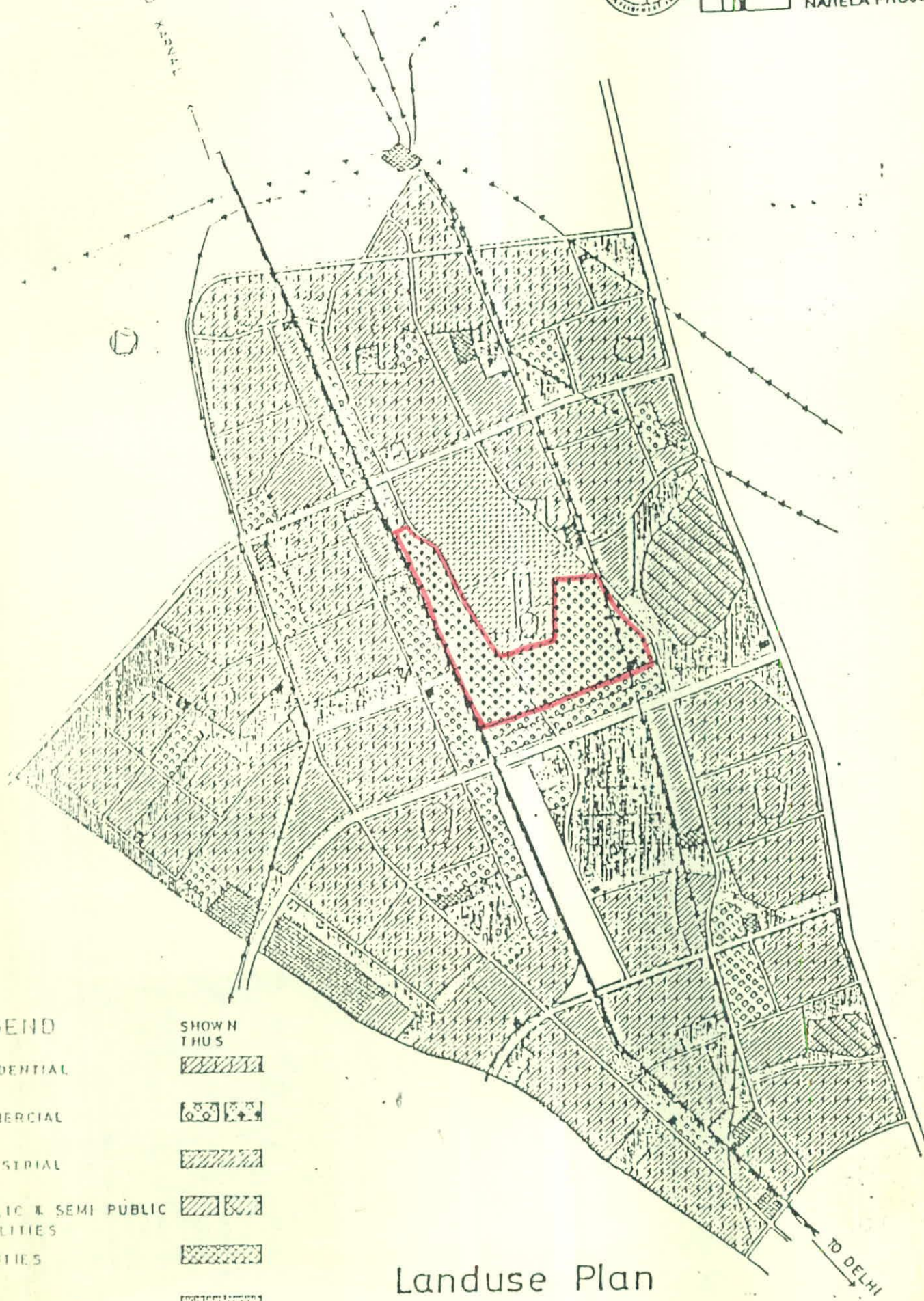
ROHTAK ROAD

DWARKA

- 3.5 MILLION { PHASE IA
II A
II B
- 1.2 MILLION { III
- 1.0 MILLION { IV
- PROJECT AREA ———

Urban Extension Plan

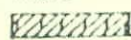




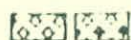
LEGEND

RESIDENTIAL

SHOWN
THUS



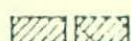
COMMERCIAL



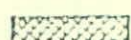
INDUSTRIAL



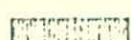
PUBLIC & SEMI PUBLIC
FACILITIES



UTILITIES



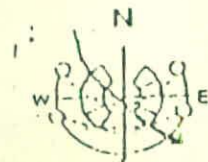
RECREATIONAL



TRANSPORTATION



Landuse Plan



some the transit trade, Govt. and Public sector offices from Delhi urban area to Narela Project will be given top priority.

CONCEPT

The project concept for Narela is based on the framework of UER (Urban Extension Road) which run West to East and are the major connections to the Express ways identified in NCR. One of the UER is also a Express way. The existing railway line and proposed rail linkage also plays an important role. The UER are intercepted by NPR (Narela Project Roads) in North-South direction.

The NPR are the main linkage within a project which connects the various community centres, Cultural centres. This linkage has a linear system of open spaces at city level which extends into residential sectors in form of sector level open spaces. The city centre is a spine along the railway line and NPR which is accessible through a city with system of cycle tracks and pedestrian walkways. This city centre constitutes of Freight Complex, Freight Terminal, District level commercial, passenger terminal, inter-state bus terminus and existing industrial area. The NPR and UER have been provided with wide green buffers to absorb smoke and noise and also provide space for deep services and H.T. lines. The cultural centres with big recreational areas are provided along the NPR to ensure easy accessibility. The facilities at community level, district level and divisional level are in accordance with MPD-2001 have been located along the NPR and city level open space system to have easy and equitable accessibility. The plan is based on clear segregation of different land uses, thereby creating right environment for various activities. The development module of a residential area would be a sector of 30,000 population. The sector is characterised by a controlled access from peri-

-ipherial roads, green buffer and open space system equally accessible to all. The sector population will have a mixture of all income groups. The experience through project area would be of wide tree lined roads, large interlinked open space system, uninterrupted movement by cyclists and pedestrians through buffer green linkages peaceful residential environment. The Project is proposed to be developed in two phases i.e. area between Railway line and G.T. Road as phase-I and between Railway line and Western Yamuna Canal as phase-II.

PROPOSED
LAND USE.

The land use distribution within the project is based on Master Plan guidelines and the plan prepared for UZ-2001 which was approved in 1987. No new industrial areas are provided in plan due to the policy decision and 27% area is added.

Proposed land use distribution:

* Total area of Scheme	7336 ha
* Area not to be acquired	534 ha
* Development area to be acquired/acquired.	6676 ha.

LAND-USE DISTRIBUTION OF DEVELOPMENT AREA			6676 Ha.
A)	GROSS RESIDENTIAL	3272.00	49.00
B)	GROSS COMMERCIAL	534.00	8.00
C)	GROSS INDUSTRIAL	-	-
D)	GROSS PUBLIC/SEMI PUBLIC	682.00	10.30
E)	UTILITIES	183.00	2.70
F)	RECREATION	1135.00	17.00
G)	TRANSPORTATION	200.00	3.00
H)	CIRCULATION	670.00	10.00
TOTAL		6676.00	100.00

Population: 13.5 lac.

PHYSICAL INFRASTRUCTURE

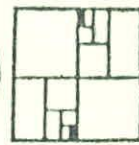
For the total project accommodating 1.4 million population the requirement of water for domestic, commercial and industrial use will be about 100 MGD. The sewage disposal arrangements will be required for 80 MGD and the storm water drainage of 7000 cumecs. It is estimated that the total electricity requirement will be about 1400 MU.

PHASING

One of the important factors of development of this project area is its phasing strategy. As per the Master Plan-2001 and UE-2001 certain areas are identified for terminals, development of freight complex, on the periphery of UT on the northern side. Kundli Industrial Area is ready to take off. The NCR policy for electrification of the existing railway corridor are some of the factors which influence phasing. A peculiar nature is that development is fast near Narela town in North and near Badli in South. Looking into these circumstances it is proposed to develop the entire project area in two phases. Phase: I Area between railway line and G.T. Road i.e. sectors A,B,C & D to be acquired, developed and disposed off by year 2001. Phase:II Area between railway line and Western Yamuna Canal i.e. Sectors E,F,G. to be acquired, developed and disposed off by year 2005.

LAND ACQUISITION.

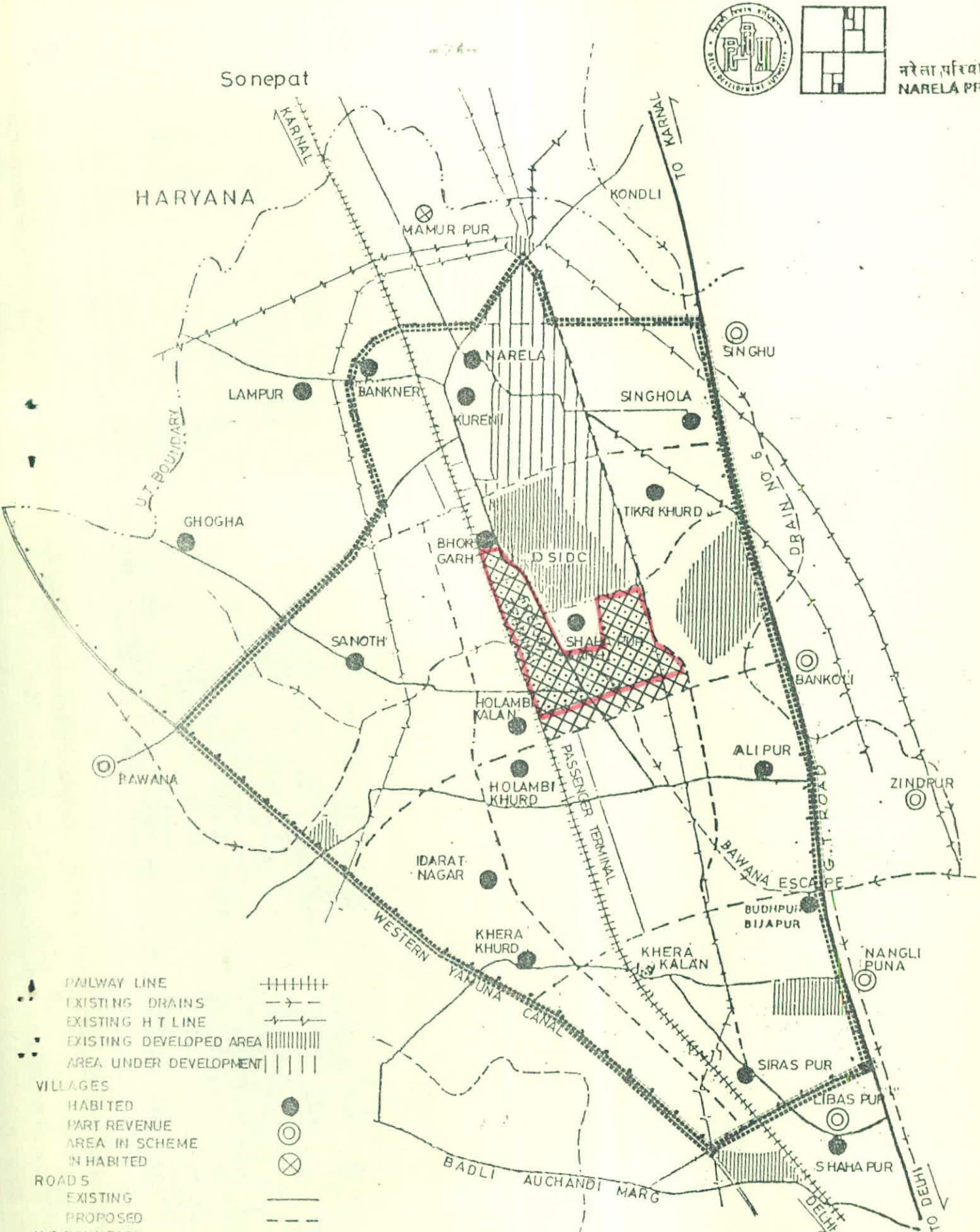
Timely acquisition of the project land is a key factor for its timely implementation, orderly development and preventing unintended growth. As per the benefits of the urban development has to go to general public acquisition and disposal is still a major tool. It is proposed that the entire project land i.e. 6676 ha. be acquired during the 8th Five year plan. Out of this 450 ha. of land has been already acquired(phase 1/1). As per the current programme



नरेला परिवहन
NARELA PROJECT

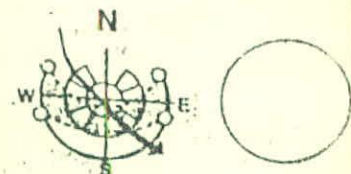
Sonepat

HARYANA



Integrated Freight Complex

- RAILWAY LINE
- EXISTING DRAINS
- EXISTING HT LINE
- EXISTING DEVELOPED AREA
- AREA UNDER DEVELOPMENT
- VILLAGES
 - HABITED
 - PART REVENUE
 - AREA IN SCHEME
 - IN HABITED
- ROADS
 - EXISTING
 - PROPOSED
- U T BOUNDARY
- SCHEME BOUNDARY
- FREIGHT COMPLEX / TERMINAL
- DISTRICT CENTRE



of Land Acquisition finalised by VC.DDA, in
Narela 1050 ha. of land was to be acquired by
July-August 1992. The area earmarked for freight
Complex is part of 1050 ha. area. (Refer drawing
-3).
