

DELHI DEVELOPMENT AUTHORITY
UNIFIED TRAFFIC & TRANSPORTATION INFRASTRUCTURE (PLG. & ENGG.) CENTRE
2nd Floor, Vikas Minar, New Delhi
Phone No. 23379042, Telefax : 23379931
E-mail:diruttipec@gmail.com

No : F.1(55)2012/UTTIPEC/5th /D-313

Dated: 1.11.12

MINUTES OF THE 5th MANAGEMENT ACTION GROUP (MAG) OF TRANSPORT MEETING HELD ON 25.10.2012 at 11.00 A. M. UNDER THE CHAIRMANSHIP OF THE PRINCIPAL SECRETARY -CUM-COMMISSIONER (TRANSPORT), GNCTD

The 5th meeting of the Management Action Group (MAG) on Delhi Unified Metropolitan Transport was held on **25.10.2012 at 11.00 A.M.** at Vikas Minar, under the Chairmanship of the **Pr.Secretary-cum-Commissioner(Transport) GNCTD**. The following members/special invitees attended the meeting:-

Transport Deptt.

1. Sh. R. Chandra Mohan, Pr. Secy-cum-Commr (Transport Deptt.) GNCTD

DDA

1. Sh. P.S. Uttarwar, Dir (Plg), Dwarka
2. Sh. Pramod Behra, Dir.(Plg), Area Planning-I
3. Sh. Chandu Bhutia, Dir.(Plg), UC & Zone J
4. SH. Anand Prakash, Dy. Dir (Plg) UC & Zone J
5. Dr. K. Srirangan, Dy. Dir (Plg) Dwarka
6. Sh. P.C. Soni, Dy. Dir.(Plg) Rohini
7. Sh. H.K. Bharti, Dy. Dir.(Plg) MPR
8. Sh. Sudhir Kr. Kain, Dy. Dir.(Plg.)-II, UTTIPEC
9. Sh. A Khullar, AD (Plg) UTTIPEC
10. Sh. Uttam Gupta, AD (Plg), UC & Zone J
11. Ms. Neetu Randhawa, AD (Plg) Dwarka
12. Sh. Ajay Saroj, AD(Plg) Zone P-1 & P-II
13. Sh. Charanjeet Arora, Plg. Asstt., UTTIPEC
14. Sh. Ajay Agarwal, Plg. Asstt., UC & Zone J
15. Sh. Anand Kumar, Plg. Asstt. UTTIPEC

DMRC

1. Ms. Papiya Sarkar, CA

Delhi Police (Traffic)

1. Sh. Vijay Mohan, ACP (Traffic)
2. Sh. Ravinder Soni, Traffic Police

DERC

1. Sh. B. B. Tewari, Advisor (Power)

Public/representatives

As per the attendance sheet.

Chairman, MAG welcomed members, DDA officials, special invitees and public representations. Minutes of the 4th Management Action Group meeting circulated on 22/10/2012 were **confirmed** as no observation/comments were received.

Presentation:-

I. Discussion on suggestions received towards Review of MPD-2021:

It was reported that a consolidated list of public suggestions as part of Master Plan Review open house proceedings have been forwarded by the MPPR Unit, DDA for public hearing. Out of which, zone wise issues and suggestions related with roads & transport were shortlisted (123 public representations/55 types of suggestions) received from South and West have been taken up as a second stage for hearing. Public were intimated through letter, phone and email to attend this meeting.

Following aspects were broadly discussed:-

- a. Proposed alignment of UER- I & II
- b. Parking Policy and Pricing/ general traffic and transportations related issues.
- c. Implementation of Zonal Plans on priority basis.

The various specific issues & suggestions received by DDA were discussed during the meeting. Individuals who had attended the meeting explained in detail their concern about various issues/suggestions which were heard and further deliberated to address their concerns. All the remarks/recommendation of the group/forum was compiled issues wise and placed as Annexure 'A' and 'B' for South and West respectively.

Recommendations:-

Following recommendations were made by the MAG:-

a) Regarding alignment of UER- I & II:

As per the observation of 7th Advisory Group Meeting under the chairmanship of Hon'ble LG Delhi, the construction of UER is important. However alignment of such roads should be least disruptive. DDA has recently formulated a policy for rehabilitation of project affected persons. Issues related to alignment of UER - I & II should be forwarded to Project Manager (MPR), DDA & concerned planning zones.

Action: Project Manager (MPR), Director (Narela, Rohini)

b) **Regarding Parking Policy and Pricing/ general traffic and transportations related issues**

Issues related to Parking Policy/pricing may be taken up in the Transport chapter as part of Master Plan review.

Action: Director (UTTIPEC)

c) **Regarding Implementation of Zonal Plans on priority basis.**

Issues related to zonal plans may be forwarded to the concerned Planning Zones/Units.

Action: All Directors (Planning)

d) All other public representation (about 380 nos.) received for East and Central to be taken up in the next 2-3 MAG meeting in the month of November, 2012.

Action: Director (UTTIPEC)

e) Draft TOD chapter has already been discussed in the Advisory Group meeting under the chairmanship of Honb'le LG which will be subsequently placed before the Authority for approval before inclusion in the Master Plan as a separate chapter.

Action: UTTIPEC

f) Transport chapter to be finalized by holding various MAG Core group meeting by experts as recommended by the MAG in the meeting dated 24.04.12.

Action: UTTIPEC

Above recommendations (a, b, c) against each of these issues may be incorporated in the compiled list of suggestions against each of these issues (55 nos.) which should be forwarded to concern Departments/ Units of DDA for further action.

Meeting ended with vote of thanks to the chair.

-Sd/-

**(ASHOK BHATTACHARJEE)
Director (Plg.) UTTIPEC
Convener- MAG (Transport)**

Copy to:

Chairman

1. Pr.Secy-cum-Commr.(Transport)GNCTD

MOUD

2. Addl. Secretary (UD)

DDA

1. Commr.(Plg.)I
2. Addl. Commr.(Plg.)TC&B
3. Addl. Commr., MPPR
4. Ms. Romi Roy, Sr. Consultant-I, UTTIPEC
5. Ms. Mriganka Saxena, Sr. Consultant-II, UTTIPEC

Traffic Police

1. Jt. C.P.(Traffic)

PWD

1. Engr.-in-Chief

DTC

1. Chairman

DMRC

1. Director(Projects)
2. Chief Engineer (Plg.), DMRC

Northern Railway

1. General Manager (NR)

Experts

1. Ms. Bina Balakrishnan, Transport Consultant, Delhi
2. Prof. Sanjay Gupta, Deptt. of Transport, SPA
3. Ms. Anvita Arora, ICE, Delhi

Spl. Invitee

1. Director (Plg), MPR
2. Director (Plg), Rohini
3. Director(Plg), Narela
4. Director(Plg), Zone C
5. Director(Plg), Zone A & B
6. Director(Plg), Dwarka
7. Director (Plg), TYA
8. Project Manager (MPR)
9. Dy. Director-I & II, UTTIPEC

Suggestion for Mid Term Review of MPD-2021 discussed in 5th Meeting of Management Action Group of (Transport Chapter) dated 25/10/2012

SOUTH

Sl. No.	Code	Diary No.	Issue raised	Suggestion made	Remarks/Recommendations
i. Suggestion regarding connectivity of road					
1	S1	701	No implementation of Master Plan 2021 has taken place so why this Review?. Connectivity to road network.	Check un-planned/unauthorized construction by providing road networks & other infrastructure available. Implement Zonal Development Plan for Zone J.	Not Present
ii. Suggestion regarding Parking problem in Kailash Colony					
2	S2	1976, 2721	Parking problems have increased due to newly constructed 'Kailash colony' Metro Station.	150ft/15m wide 'Horse Shoe' shaped road in Kailash colony may be declared as Mixed Landuse Road. Central Park in the Market can be converted into 2/3 level underground car parking.	Parking Policy/pricing is under consideration by the Special Task Force under the chairmanship of Chief Secretary, Delhi. The approved Policy/Guidelines will be incorporated in the Transport Chapter as the part of Master Plan review. Action: UTTIPEC Zonal Plan issues. Action: Area Planning-I
iii. Suggestion regarding alignment of ROW 60 M Nelson Mandela Road					
3	S3	2024A & 2025, 2154	Contradictory in alignment of ROW 60 M Nelson Mandela Road shown in ZDP and the approved alignment, as it passes through farm houses.	1) Shifting the portion of the wrongly built road from Shanti Sports Club where a kink/bend has been given towards the west, so as to realign the road as per ZDP proposal 2) Alignment should be examined in consultation with Delhi Police from security as well as traffic point of view 3) its not advisable to extend existing Nelson Mandela Road or to allow any further urbanisation/construction along this ZDP road.	Not Present
iv. Suggestion regarding 80M Road in South					

4	S4	2032, 2151, 2153	NA	80m road facility corridor in south need not be so wide for a low density area. Corridor should be readjusted and pass through Regional Park to maximum to avoid private lands.	Not Present
v. Suggestion regarding 80M Mehrauli-Badarpur road					
5	S5	2233	NA	Request for earliest implementation of 80m wide road connecting Mehrauli-Badarpur road to MG road near Ayanagar Air Force Station in Zone-J	Not Present
vi. Suggestion regarding Rajokari-Bijwasan- Najafgarh road					
6	S6	2714	In this case Kapashera is the first revenue village and Samalka is the second but green belt has been extended to this village and even the existing 24m road called Rajokari-Bijwasan- Najafgarh road is included into green belt. Rajokari-Bijwasan- Najafgarh road is very important for smooth flow of traffic and and to avoid traffic snarl at junction of new NH8 to Najafgarh road, appropriate decisions have to be taken.	NA	Not Present
vii. Suggestion regarding Facility corridors in ZDP					
7A	S7-A	2725	Detailing of Facility corridor has not been shown in ZDP; which is leading to confusion as what one can do on his property and also leading to "Loss of Opportunity".	Detail the entire stretch of land existing in the facility corridor from Shivmurti to Rajokri Flyover as a commercial cum hotel/motel hub.	Zonal Plan issues. Action : Area Planning-I

7B	S7-B	2737, 3572	Location of Heavy duty facility corridor in an area demarcated for Low Density Development; which would encroach on private lands, and involve lots of dislocation agony and legal hurdles, huge financial compensations etc.	1)The location, alignment and width of Heavy duty facility corridor in the south needs review as the area is demarcated for Low Density Area 2) the alignment can be shifted towards south, so that it passes through the Regional Park to maximum. 3) width of Facility corridor should be much narrower.	As per the observation of 7th Advisory Group Meeting under the chairmanship of Hon'ble LG Delhi, the construction of UER's is important. However, alignment of such roads should be least disruptive. DDA has recently formulated a policy for rehabilitation of project affected persons. Action: Project Manager (MPR), DDA & concerned planning Zone J
7C	S7-C	3856	Absence of Civic amenities like sewerage, drinking water etc. Concern about Facility corridor.	Facility corridor should be accommodated without any disruption of public life and property by readjusting / reallocation the proposal the proposal and use of Govt. owned lands.	Development of area falling under the influence zone will be considered as per the Influence Zone plan along the MRTS corridor/MG Road is taken up as a pilot project by UTTIPEC based on TOD principles/ policies. Action: UTTIPEC Regarding the area beyond influence zone, the matter concern to Zonal Plan of Zone J. Action: Zone J
7D	S7-D	3978, 3999, 4000	Zonal Plan gives no detail of facility corridor regarding what land amount of land for which purpose, where it is going to be and how it will effect the existing structures, abadis, unauthorised regularised colonies etc.	1) as there are already activities happening on these corridors replace facility corridor with Facility Zones which should be decided based on infrastructure available. 2) Development of Institutions, schools, hospital etc should be left for development by private landowners, whose land is falling within the facility corridor 3) DDA should before acquiring further land should use the lands which it already has 4) existing structure should be allowed to continue 5) DDA should evolve new formula if they require land for inevitable facilities like Fire station, police station etc	Not Present

viii. Suggestion regarding M.G.Road to Nelson Mandela Road

8	S8	2733, 2735, 2766, 2906	<p>An existing 30 m road is proposed to 60 m M.G.Road to Nelson Mandela Road passing closely Ghitorni Village, in Zonal Development Plan. The road widening is virtually impossible due to thickly populated areas having several houses/shops etc existing here for the last several years.</p> <p>An existing 40 feet wide road is proposed to be widened to 45 meter wide road as per ZDP. However in current scenario, this road is too densely populated with massive construction of various types on both sides of road.</p> <p>Abadi coming on 60 m wide ZDP road.</p>	<p>Keeping Ground reality in view, this stretch near Ghitorni Village should be ear-marked / reserved for Facility Corridor to be utilised for commercial activities and also for permissible recreational and public and semi-public facilities.</p> <p>This particular stretch on existing road on the Ghitorni village should be earmarked as facility corridor 2) Entire expansion of Zonal road should be opposite to Ghitorni village side or altogether be shifted to the nearby green belt/agriculture land.</p> <p>Improve the condition of road to the extent possible without widening or removing any existing house or shop from there.</p> <p>Road widening to 100 feet (50 feet on either side) connecting Nelson Mandela Marg to MG Road.</p>	<p>Development of area falling under the influence zone will be considered as per the Influence Zone plan along the MRTS corridor/MG Road is taken up as a pilot project by UTTIPEC based on TOD principles/ policies.</p> <p>Action: UTTIPEC</p> <p>Regarding the area beyond influence zone, the matter concern to Zonal Plan of Zone J.</p> <p>Action: Zone J</p>
ix. Suggestion regarding ZDP road widening					
9	S9	2734	<p>ZDP Proposed Roads can not be widened as there is no space and this will lead to lots of demolition or rehabilitation.</p> <p>Commercial development near the main road.</p>	<p>Widening of roads should not happen, instead an alternative alignment should be proposed.</p> <p>Commercial Development should be adjusted as part of Facility corridor.</p>	Not Present
x. Suggestion regarding Asola Fatehpur 2km long road					
10	S10	2741, 2742, 3798	<p>Asola Fatehpur 2km long market and residential area is effected by proposed widening of road to 60mts R/W.</p>	<p>Instead of widening of existing 30m R/W , alternate Alignment of Asola Bye Pass needs to be considered .</p>	<p>Zonal Plan issues.</p> <p>Action: Zone J</p>
xi. Suggestion regarding Commercial street next to already existing E-block market					

11	S11	2750	<p>Notifying Commercial street next to already existing E-block market is resulting into number of problems like parking, accessibility specially in case of disaster like Fire, Air & sound Pollution, Sewerage & water pollution, Social problems etc.</p> <p>Conversion of Service road of NDSE-2 into Parking lot.</p> <p>'Destruction of Park in 'E' Block Market and converting to shopping complex cum Parking lot.</p>	<p>1) Denotify & stop all commercial / Mixed use any such permission allowing commercial activity on main south Ex Road</p> <p>2) Monitor number of cars parked by 'Professionals'</p> <p>It is strongly objected to convert it to a parking lot.</p> <p>'Parking lot should be built but without any further additional commercial activity.</p>	<p>Parking Policy/pricing is under consideration in Special Task Force under the chairmanship of Chief Secretary, Delhi and in EPCA. This may be taken up in the Transport chapter as part of Master Plan review.</p> <p>Action: UTTIPEC</p> <p>Zonal Plan issues.</p> <p>Action: Area Planning-I</p>
xii. Suggestion regarding road widening of Har Govind Enclave and Rajpur Extension					
12	S12	2755	<p>Road passing through Har Govind Enclave and Rajpur Extension is proposed to be widened to 100 m R/W but the Ground realities show there are lot of residential constructed along the road which makes the proposal impractical.</p>	<p>Ground level survey should be done and change of alignment should be considered</p>	<p>As per the observation of 7th Advisory Group Meeting under the chairmanship of Hon'ble LG Delhi, the construction of UER's is important. However alignment of such roads should be least disruptive. DDA has recently formulated a policy for rehabilitation of project affected persons.</p> <p>Action: Project Manager (MPR), DDA & concerned planning Zone J.</p>
xiii. Suggestion regarding Fatehpur Beri road					
13	S13	2760	NA	<p>A bypass road from the village Fatehpur Beri should be proposed instead to widen the present main road.</p>	<p>Zonal Plan issues.</p> <p>Action: Zone J</p>
xiv. Suggestion regarding Greenway					

14	S14	2767, 3307, 3826, 3827	NA	<p>Suggestion about Greenways - roads with 6 lanes or more should have Greenways on either sides like Lutyens Delhi.</p> <p>Suggestion about Parking- dedicated parking for residents and provision of shuttle service from parking station to neighbourhood.</p> <p>Suggestion about Market Streets- Segregate Commercial space from Residential areas by providing apt space for buffer.</p> <p>Suggestion about Open Nallahs/Drains- Regularly Clean and maintain Natural drains. Avoid any kind of encroachments and make it part of city scape.</p> <p>Suggestion about Parking- dedicated parking for residents and provision of shuttle service from parking station to neighbourhood.</p> <p>Suggestion about Physically challenged people- Provide infrastructure for universal accessibility.</p>	Not Present
xv. Suggestion regarding Alignment of ZDP road on a Khasra map					
15	S15	2771, 2801	Proposed ZDP road is likely to cut through Farm houses	Provide Alignment of road on a Khasra map, so that its actual alignment of ZDP road can be verified.	<p>Alignment Plan from Andheria mod to NH-8 was approved in principle in UTTIPEC Governing Body Meeting. Detail alignment plan has to be submit by PWD to UTTIPEC.</p> <p>Action: PWD/UTTIPEC</p> <p>Zonal Plan issues. Action: Zone J</p>
xvi. Suggestion regarding Mehrauli-Mahipalpur Main Road					

16	S16	2779, 2780, 2781, 2840, 2841	<p>Mehrauli-Mahipalpur Main Road near Mahipalpur Village is identified as commercial street by MCD but the same is not reflected in 'F' Zone Zonal Development Plan (ZDP) .</p> <p>Road Widening of Main Mehrauli-Mahipalpur road seems to be impractical as there are lot of development already happened on both sides of roads.</p> <p>Phirni road of Mahipalpur village is proposed to be closed down as the alignment as NH-8 Bye pass is closely which would close the main access of Village Mahipalpur.</p>	<p>1) Master Plan needs to be corrected as these settlements have been here since long (prior to Master Plan)</p> <p>Incorporate Village in the Zonal Development Plan</p> <p>Mehrauli-Mahipalpur road should not be widened as there is no space available and also a bypass from NH-8 to Delhi is being developed by DDA.</p> <p>Alternate alignment should be looked out so that access to Phirni Road is not hindered.</p> <p>DDA should provide facilities like Multi Level Parking, Playground, Fire Station, Community Hall, Hospital etc in Mahipalpur Village.</p>	<p>Alignment Plan from Andheria mod to NH-8 was approved in principle in UTTIPEC Governing Body Meeting. Detail alignment plan has to be submit by PWD to UTTIPEC.</p> <p>Action: PWD/UTTIPEC</p> <p>Defence Enclave(Phirni Road) issue raised by the applicant pertains to MCD. Zonal Plan issue to be taken up by concern zone.</p> <p>Action: Zone J, G & K-II</p>
xvii. Suggestion regarding approach road to local people from Mahipalpur village					
17	S17	2785	<p>No approach road is provided to local people from Mahipalpur village.</p>	<p>walking track to be developed on the bund of village pond.</p> <p>walking track to be developed on the bund of village pond.</p> <p>Construction of by-pass road from Vasant Kunj-Mahipalpur (from CNG Station) to Shiv Murti on NH-8(Gurgaon road).</p> <p>An approach road should be made to the bio-diversity park from the village (towards NH8).</p>	Not Present
xviii. Suggestion regarding various road connectivity					

18	S18	2794, 2795, 2796	No proper road in the area connecting the following: 1). Meethapur Chowk to Ismailpur tanky road 2). Meethapur Chowk to Jailpur Road 3). Meethapur Chowk to Malarbond School Road 4). Meethapur Chowk to Badarpur Jailpur mor road. Provision for road from Kalindi Kunj to Meethapur chowk with Durg builder, Sindhu farm road on Agra canal. Provision for DTC depot.	Convert the land use of Rajeev Gandhi colony (formerly Transit Camp) in Govindpuri, Kalkaji from Green area/ district park to residential area.	New road to be proposed parallel to NH-2 is a matter of incorporation Zonal Plan in the first instance. Action: Zone 'O' Change of Land use of Rajiv Gandhi Colony pertains to concern zone. Action: Zone F Other issues taken up in Managemet Action Group of Master for Delhi.
xix. Suggestion regarding connection of Sangam Vihar with mrts etc.					
19	S19	2799	Sangam Vihar is one of the 1639 regularised colony however till date there is no Provision of infrastructure and facilities.	2) Sangam Vihar should be connected to Delhi Metro, Monorail etc mass transit system which shall connect lal kuan, Khanpur, Sangam Vihar, Pul Prahladpur 3) Road widening project to improve main accessibility road.	Not Present
xx. Suggestion regarding timely implementation of road					
20	S20	2808, 3797	Timely implementation of road and other infrastructure as per master plan 2012 to avoid unplanned and unauthorised development.	Land required for development of infrastructure like road would be given, but instead of monetary compensation, increase in FAR should be granted. Proposed road development in zonal plan connecting Chattarpur, Satbari, Sahodpur, Asola, Dera Mandi and Fatehpur be implemented soon, as currently only one road (Chattarpur Mandi road) is being used which is leading to congestion every day.	Not Present
xxi. Suggestion related to parking norms and standards					

21	S21	2817, 2822, 3074, 3074A	MPD 2021 talks about parking as a composite entity. But in reality, parking in commercial and residential areas should be separated. Parking is being planned only for colony market but not for area residents. While collecting conversion charges on account of additional floor and FAR in residential plots, parking has to be planned. While framing ECS norms, it has to be area specific as residents in Sangam Vihar own more than one small cars and in Greater Kailash, residents own SUVs and big cars. Pedestrian walkways have been encroached upon in the absence of clear cut tehbazari guidelines.	ECS design has to incorporate the following issue in design and allotment of parking space. Additional floor should be allowed only after ascertaining ECS parking space in case of old structures. Parking should be made free for first 30 mins Corridor should be made pedestrian friendly. Provision of parking place for parking of school buses, staff cars, student vehicles should be made within premises. 1). Paid parking lots under parks to be developed to discourage parking cars for free in public land. 2). Paid parking under flyovers to be made where ever possible. Sound proofing panels to be made mandatory on flyovers which are in close proximity to residential areas.	Parking Policy/pricing is under consideration by the Special Task Force under the chairmanship of Chief Secretary, Delhi and in EPCA. This may be taken up in the Transport chapter as part of Master Plan review. Action: UTTIPEC Provison of FOB is a matter of Subway Sub-Committee under the chairmanship of Pr. Secretary (PWD). Action : PWD Zonal Plan issues. Action: Zone F
xxii. Suggestion related road Widening of 82.5 feet road to 75 R/W as MPD near Masoodpur Village					
22	S22	2855	Road Widening of 82.5 feet road to 75 R/W as MPD near Masoodpur Village is not possible as lot of construction has	1)Create bypass for Masoodpur village by connecting 30m road to 60m wide Nelson Mandela Road 2)One way Flyover on Masoodpur Stretch.	Not Present
xxiii. Suggestion related road Widening Road widening at Andheria Mor					
23	S23	2856	Road widening at Andheria Mor will affect Harcharan Bagh. lot of thorough Traffic passing through Mehraulli.	Alignment may be modified on the other side of road where Government land is available. Restrict Traffic to residents only.	Alingment Plan from Andheria mod to NH-8 was approved in principle in UTTIPEC Governing Body Meeting. Detail alignment plan has to be submit by PWD to UTTIPEC. Action: PWD/UTTIPEC Zonal Plan issues. Action: Zone J
xxiv. Suggestion related planned parking place for Private Buses					

24	S24	2887	No planned parking place for Private Buses which often leads to on road parking and traffic congestion.	Ground Floor of Multi-storey parking shall be reserved for Bus Parking. DTC depots and terminals should also have provisions for private Bus parking.	Parking Policy/pricing is under consideration in Special Task Force under the chairmanship of Chief Secretary, Delhi and in EPCA. This may be taken up in the Transport chapter as part of Master Plan review. Action: UTTIPEC Zonal Plan issues. Action: Zone J & H
xxv. Suggestion regarding ROW of Aurobindo Marg					
25	S25	3515, 3539, 3961	NA	Proposed road for Aurobindo Marg as per MPD 2021 is 60m to 64m but due to space constraint in Green park metro station road with should be restricted to 46m to 50m.	Zonal Plan issues. Action: Zon F
xxvi. Suggestion regarding ROW of Aurobindo Marg					
26	S26	3595	Area for Parking may not be required for plots less than 250 sq.m.	Car parking on mixed use or commercial street may not be mandatory in smaller plots upto 250 sq.m. Suggestions on traffic improvements and metrological advancements must be taken from concerned departments and same may be reflected in MPD-2021.	Not Present
xxvii. Suggestion regarding 30mt ROW road passing through Sadulajab					
27	S27	3803, 3813, 3837		Proposed 30ROW road passing through Sadulajab towards country club should be 10-15 meter only as its residential area and any widening would attract more traffic.	Zonal Plan issues. Action: Zone J
xxviii. Suggestion regarding Extension of Delhi Metro till Jaipur					
28	S28	3804		Extend the Delhi Metro till Jaipur along NH-8	Not Present
xxix. Suggestion regarding carriage way and traffic movement					

29	S29	3852	No Issues mentioned	<p>1) In Carriageways, right most lane should be declared as speed lane and next to it must be earmarked as commercial vehicle lane and a dedicated lane for police, ambulance, fire tender or any such purpose.</p> <p>2) All non motorised vehicles must be converted into battery operated vehicles through an act of Parliament and left most lane should be dedicated to these vehicles.</p> <p>3) A dedicated bus lane to be provided on outermost stretch of carriageway.</p>	<p>Development of area falling under the influence zone will be considered as per the Influence Zone plan along the MRTS corridor/MG Road is taken up as a pilot project by UTTIPEC based on TOD principles/ policies.</p> <p>Action: UTTIPEC</p> <p>Regarding the area beyond influence zone, the matter concern to Zonal Plan of Zone J.</p> <p>Action: Zone J</p>
xxx. Suggestion regarding parking chaos in South Ex. Market					
30	S30	2160	Creation and conversion of the residential areas into Notified commercial streets without creating additional parking, has resulted traffic chaos and parking problems which causes detrimental effect on South Ex Market.	<p>Change of Landuse from LSC to Non-Hierarchical Commercial Centre.</p> <p>Enhancement of FAR as applicable to Non-hierarchical Commercial Centre.</p> <p>1. Change of Landuse from LSC to Non-Hierarchical Commercial Centre</p> <p>2. Enhancement of FAR as applicable to Non Hierarchical Commercial Centre on composite area basis.</p>	<p>Zonal Plan issues.</p> <p>Action: Zone F</p>
xxxi. Suggestion regarding various parking related issues					
31	S31	2821	4) All green covers designed and created for CWG are now under concrete cover or converted as parking spaces	<p>1) Stop converting open spaces, parks into parking facilities, BSES sub stations or selling them after changing their land use.</p> <p>2) All plots whether on main road or inner road should have stilt parking on ground floor.</p> <p>3) Do not raise the level of road while relaying concrete or bitumen, it should be done after removing the existing layer.</p> <p>4) Green covers has to be maintained and increased (like Britishers did) to tackle extreme heat in Delhi</p> <p>5) Residents to be given free parking spaces in newly developed parking spaces.</p>	Not Present
xxxii. Suggestion regarding MG road TOD					

32	S32	2152	1)Under zonal plan for J zone, this area is under facility corridor which includes commercial activity and this over rules the local bodies issuing notices against commercial activity. 2)Building regulations are inconsistent in MPD 2021 which provides for incentivised redevelopment with enhanced FAR by 10% for commercial use, mixed use and TOD along metro corridor.	As per LG's order on date 28th November 2011, Transit oriented Development plan for MG Road which is a national highway and also metro corridor should be prepared incorporating existing commercial structure	Not Present
xxxiii. Suggestion regarding metro connectivity to Govt. Colonies					
33	S33	3598	No Issues mentioned	Interior areas of govt. colonies like R.K. puram, Sarojini nagar, Entail nagar, Moti Bagh have been deprived of metro services. Phase 3 and 4 should be reworked.	Not Present
34	S34	2503	NA	NA	Mehrauli Issues (Representation may be seen from DDA Website). Action: Zone F
35	S35	2895	No Issues mentioned	1)Entry and Exit roads of colony to be widened 2)Truck/heavy vehicles to be scheduled 3)maintenance of street roads	Not Present
36	S36	2506	NA	NA	Not Present

ANNEXURE 'B'

Suggestion for Mid Term Review of MPD-2021 discussed in 5th Meeting of Management Action Group of (Transport Chapter) dated 25/10/2012

WEST					
CODE	Sl. No.	Diary No.	Issue raised	Suggestion made	Remarks/Recommendations
i. Suggestion regarding the road widening and traffic problem					
W1	1	701	Delay in implementation of MPD 2021. Need to develop infrastructure such as road widening etc. Lack of road network causing traffic problems	Implementation of Zonal Plans for improving the road connectivity.	Not Present
ii. Suggestion regarding the alignment of road					
W2	2	780, 3456, 1779, 863, 1440	Unjust alignment of road which may lead to displacement of thousand of people. Alignment of the proposed 80 m. road between Begampur, Rohini, Premnagar to NH 10 through Pratap Vihar, Kiradi, Prem Nagar, Rajdhani Park would lead to widespread demolition & displacement of people.	Extension of this road upto NH 10 via Madanpur Village and Rani Khara. Realignment of the proposed 80 m. from Rohini Sector-22 by joining it to 200 ft. wide Sultanpuri Road which would cause only 5 % harm to the population. Realignment of the proposed road by joining it 100 m. wide Ranikheda Road via Karala which would cause even lesser destruction. Conversion of dried up Mundka drain into a road in consultation with Govt. of Haryana.	Not Present
iii. Suggestion regarding the Traffic and Transportation problem in Paschim Vihar					
W3	3	1783	Social events / gathering Traffic and Transportation Shopping Senior Citizens Lack of government medical facilities Employment Lack of public utilities	Need to construct a road from Meera Bagh, Paschim Vihar to Ring Road near ESI hospital along Najafgarh Drain to decongest the area. Construction of an underpass between Multan Nagar and Paschim Vihar. Underpass/fly over at T-Point in front of Jwala Heri Chowk.	Not Present
iv. Suggestion regarding the Proposed 75 m road passing between Sectors 114 and 115 Gurgaon, Haryana					
W4	4	3272	Proposed 75 m road passing between Sectors 114 and 115 Gurgaon, Haryana and falling in villages Bamnoli and Raghapur, Delhi.	Delhi Master Plan has not included the two segments of the proposed road pass through Delhi territories of Village Raghapur and Village Bamnoli falling under DDA, L and K II zones respectively. There are several benefits if these segments are earmarked in the Delhi Master Plan.	Not Present
v. Suggestion regarding the road along the bank of Najafgarh Drain					

W5	5	3347, 3414, 3489	Transport infrastructure in L- Zone Existing road along the bank of Najafgarh Drain does not appear anywhere in Zonal Plan of L. MRTS	It is suggested that a min. 60 m R/W be kept for the following two roads so as to provide good road access to the institutional area as the second phase of AIIMS will cater to the needs of the whole of L Zone. The road which crosses the Najafgarh Drain, Raota village & ends at Deorala village and The road which crosses Najafgarh Drain and ends at Ghalibpur village Existing road should be improved and proposed in the Zonal Plan as it can serve as a bye pass road for residents of Dwarka & other areas to connect directly to Jhajjar, AIIMS – II & Sultanpur National Park MRTS should be planned up to border along with aforementioned roads and connecting AIIMS – II & Gurgaon Existing Metro line should get extended up to Dhansa via 60 m R/W and thereafter to Badli and Jhajjar.	Zonal Plan issues. Action: Zone L
vi. Suggestion regarding Land use and Master Plan					
W6	6	3377	Anomaly in Environment – Section 9.6 of MPD 2021 & the land use plan which does not follow the above mentioned MPD guideline. Urbanisable area in Zone G-18	Land use plan should be amended to comply with the MPD guidelines. This area falls within the noise affected zone of IGI airport and according to Ministry of Civil.	Zonal Plan issues. Action: Zone J
vii. Suggestion regarding road around Lal Dora					
W7	7	3402	Green Belt Gram Sabha Land Lal Dora Commercial Roads Tourism	Conversion of existing lal dora to commercial and new (extended) lal dora to Mixed Land Use 20 m wide circular road around.	As per the observation of 7th Advisory Group Meeting under the chairmanship of Hon'ble LG Delhi, the construction of UER's is important. However alignment of such roads should be least disruptive. DDA has recently formulated a policy for rehabilitation of project affected persons. Action: Project Manager (MPR), DDA & concerned planning Zone L, K-II, G & J
viii. Suggestion regarding Re-aligning the proposed road through South of Najafgarh					

W8	8	3411, 3412, 3413, 3418, 3444, 3454	Proposed 100 metre road from Dwarka to NH 10 to affect 20,000 people. Unjust alignment of the proposed going to cause displace of thousands of people	Re-aligning the proposed road through South of Najafgarh. Conversion of existing 80 metre road in Najafgarh to 100 metre road to achieve this purpose	As per the observation of 7th Advisory Group Meeting under the chairmanship of Hon'ble LG Delhi, the construction of UER's is important. However alignment of such roads should be least disruptive. DDA has recently formulated a policy for rehabilitation of project affected persons. Action: Project Manager (MPR), DDA & concerned planning Zone L, K-II, G & J
ix. Suggestion regarding Congestion in Najafgarh					
W9	9	3416, 3512	Congestion in Najafgarh Constant traffic jams in Najafgarh	Construction of 80 metre wide Urban Extension Road (UER-1) on immediate basis to decongest Najafgarh. Need for East-West corridors to complement UER II & UER III which act as North-South corridors. Option 1: East-West connection on Southern side of Najafgarh: Going East starting from near Mitraon on UER III along the northern side of Khaira along southern side of BDO office to meet Dwarka Road between Sector 16 B and GGIS University Option 2: East-West connection on Northern side of Najafgarh: Going East starting from planned road coming from southern side of CRPF camp Jharoda Kalan going further east towards Mungeshpur Drain & then moving further along / or on the drain south of Nangli Vihar & north of Nangli Dairy to meet the already existing roads along Najafgarh Drain. This road can further be extended to meet the planned road southwards to Dwarka Mor Metro Station/Netaji Subhash Institute of Technology Option 3: East-West connection on Eastern side of	As per the observation of 7th Advisory Group Meeting under the chairmanship of Hon'ble LG Delhi, the construction of UER's is important. However alignment of such roads should be least disruptive. DDA has recently formulated a policy for rehabilitation of project affected persons. Action: Project Manager (MPR), DDA & concerned planning Zone L, K-II, G & J
x. Suggestion regarding new road from Kapashera Mor to NH 8					
W10	10	3441, 3442, 3443, 3567, 4045, 4046	Objection to the proposed diversion of the road & construction of new road from Kapashera Mor to NH 8	Maintenance of existing alignment of Najafgarh-Bijwasan- Rajokri road along with suitable widening	As per the observation of 7th Advisory Group Meeting under the chairmanship of Hon'ble LG Delhi, the construction of UER's is important. However alignment of such roads should be least disruptive. DDA has recently formulated a policy for rehabilitation of project affected persons. Action: Project Manager (MPR), DDA & concerned planning Zone L, K-II, G & J
xi. Suggestion regarding road between Kapashera and NH 8					

W11	11	3450, 3452, 4047, 4048, 4049, 4050, 4051, 4053, 4057	Objection to the proposed new 80 m. R/W road between Kapashera and NH 8 in the draft Zonal Plan G-18.	It is suggested that the proposed road is unnecessary since it would be disruptive to traffic in the area particularly on NH 8 as it is meeting NH-8. very close to two nodes, T junction for the 100 m R/W road from NH 8 to Dwarka & the beginning of NH 8 fly-over over Rajokri-Bijwasan Road. Clovers should be constructed at the intersection of the 100 m R/W Dwarka road with NH 8. Also broaden the Old Gurgaon Road through Samalkha between Kapashera & the 100 m R/W. Dwarka Road while creating a clover where these two meet.	This issue is submitted by DIAL. The suggestion/proposals shown by DIAL has to be discussed in UTTIPEC in detail seperately. Action: UTTIPEC
xii. Suggestion regarding construction of underpass at Kapashera Junction at NH 8					
W12	12	3507	transportation 2.5.8 last paragraph.	Immediate construction of underpass at Kapashera Junction at NH 8 for Dwarka Link Road to Vasant Kunj. 75 R/W Dwarka Link Road to be maintained as per MPD 2021.	Not Present
xiii. Suggestion regarding Traffic congestion at Zakhira flyover, Kamal T Point and Liberty Cinema					
W13	13	3510	Traffic congestion at Zakhira flyover, Kamal T Point and Liberty Cinema Transport	Permanent solution to the traffic woes in consultation with all concerned agencies. Provision of connectivity from Rohtak Road to Shakur Basti Railway Station.	Not Present
xiv. Suggestion regarding Traffic congestion on Road No. 28 from Shivaji College Raja Garden Ring Road					
W14	14	4033	Traffic congestion on Road No. 28 from Shivaji College Raja Garden Ring Road	Need to make Road No. 28 as a Link Road between Outer & Inner Ring Roads In case straightening of the road causes demolition, other alternatives such as diversion or making an underground road have to be considered	Not Present
xv. Suggestion regarding Lack of accessibility to transport infrastructure					

W15	15	4066	<p>Commuting & parking woes Lack of accessibility to transport infrastructure. Safety & Security Private Vehicle Tax Continuous promotion of manufacture / sale of private cars</p>	<p>Need for an integrated public transport system consisting of Metro (preferably underground for all new routes), long distance city buses & feeder bus services operating all over the geographical spread of the city. Taxi & auto-rickshaws must be made available 24 hours from all locations in NCR. No. of taxis & auto-rickshaws must be delimited Violations regarding exorbitant fares must be dealt with strictly. All markets / malls / shopping areas must have multi-level underground parking. No roadside parking to be allowed in any busy area No short distance one-sided fly-overs Need to plan for multi-level clover leaf crossings & elevated road system all over the city. Need to have physically disabled friendly underpasses across all major crossing (integrated with underground Metro) with lifts, escalators/movators, toilets & shopping areas.</p>	<p>Provision of FOB/Pedestrian facilities near Akshardham- pertains to Subway Sub-Committee, PWD Issues area falls into East Zone. Action: PWD</p> <p>Traffic Signal issues pertains to Delhi Traffic Police Action: Delhi Traffic Police</p>
xvi. Suggestion regarding 80 ft. wide Zonal Road (linking Loni Road to Mandoli Road), Shahdara					
W16	16	4070	<p>Objection to proposed modification of 80 ft. wide Zonal Road (linking Loni Road to Mandoli Road), Shahdara, in Ward no. 247 of MCD. The proposed zonal road popularly known as Mandoli Road itself straightly connected with GT Road via Moti Ram Road, therefore diversion of traffic of the Zonal Road towards Loni Road via aforesaid Link Road is not viable nor having any sense. There are several link roads linking Loni Road to Mandoli Road on both sides of the proposed zonal road. Thus, total road widening of 24.38 m. proposed by the authorities on the particular aforesaid Link Road seems to be discriminatory. Authorities have failed to implement their regularization plan of 1962 in which Loni Road was proposed as having 45 m. R/W The Greenland (park) measuring 3445.31 sq. m. is mostly affected and encumbered under the proposed road widening. Several vehicles are parked and repaired and building material is dumped on the proposed Zonal</p>	<p>It is requested to review the Zonal Development Plan for Zone E / Master Plan 2021 and advise the Planning Department of the DDA / MCD to stop illegal modification of the aforesaid road</p>	<p>Zonal Plan Issues: Action Zone E.</p>

xvii. Suggestion regarding Lack of parking space in DDA colonies.					
W17	17	4073	Lack of parking space in DDA colonies. Traffic congestion on Ring Road around Prembari Pul.	Some of the parks which are hardly maintained due to lack of sufficient MCD staff should be converted into parking lots. Construction of a road on vacant piece of land near Prembari Pul to Haiderpur Plant.	Not Present
xviii. Suggestion regarding Connecting all roads at KMP interchange					
W18	18	3505	Transport	Connecting all roads at KMP interchange in all zones, especially in P-1, P-2, N and L	Not Present
xix. Suggestion regarding Linking roads no. UER 1,2 and 3					
W19	19	3506	Transport	Linking roads no. UER 1,2 and 3 going through Zone P-2 via Zone O by a fly-over at Yamuna at convergence of UER 1,2 & 3 are merging at Bundh Road in Zone P-2 & Zone O	Not Present