

DELHI DEVELOPMENT AUTHORITY
UNIFIED TRAFFIC & TRANSPORTATION INFRASTRUCTURE (PLG. & ENGG.) CENTRE
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**MINUTES OF THE 1st MANAGEMENT ACTION GROUP (MAG) OF TRANSPORT MEETING
HELD ON 20.03.2012 at 10.30 A. M. UNDER THE CHAIRMANSHIP OF THE PRINCIPAL
SECRETARY -CUM-COMMISSIONER(TRANSPORT), GNCTD**

1. A meeting of the Management Action Group(MAG) on Delhi Unified Metropolitan Transport was held on 20.03.2012 at 10.30 A.M. at Vikas Minar, under the Chairmanship of the **Pr. Secretary-cum-Commissioner(Transport) GNCTD**. The detailed agenda items for discussion laid on table contained brief report on the said MAG. The list of members and participants, who attended this meeting is enclosed (Annexure 'X'). **Pr. Secretary-cum-Commissioner(Transport)**, Chairman (MAG) welcomed all the members of Management Action Group and other participants explaining that the Management Action Group of Transport has been constituted by the **Hon'ble L.G.** as per the provision in the MPD -2021 for review of Transportation Chapter of Master Plan. In addition to this, Transit Oriented Development (TOD) Chapter also needs to be included in the Master Plan as per the scope and composition of Management Action Group (MAG) agreed by the **Hon'ble L.G.**

2. **Items for discussion/presentation:-**

a) **Item No. 1: PROPOSED REVISED STRUCTURE OF MPD-2021 (CHAPTER 12.0.TRANSPORTATION)**

Sr. Consultant II presented the first draft of the proposed revised structure of MPD-2021 Chapter 12.0 Transportation to initiate discussion and to get feedback / comments from the Members. She explained the need and rationale for re-structuring/ amending certain sections of the Chapter which included contradictory objectives / priorities to ensure consistency in terms of objectives, priorities and policies. It was also explained about the need for an integrated Transport Policy with regards to planning, environment and urban design was agreed.

Observations:-

- (i) **Vision for future transport system** needs to be broadly spelt out in the beginning of the chapter before identifying various objectives which are to be achieved through various strategic actions. Vision to include:
 - o **An 80:20 modal split in favour of Public Transport**
 - o **0 fatality**
 - o **Women safety**
 - o **Air quality targets**
 - o **Equity and inclusion**
 - o **Sustainable transport**

- Energy efficiency
- Affordability

- (ii) **Objectives.** The following recommendation for inclusion in the 'Objectives' of the Chapter was agreed:-
- Affordability
 - Cycle rickshaw, as a separate mode
 - Goods movement
 - Safety vs. Speed
 - Parking as a Demand management strategy
 - Equitability in transportation
 - Reduction of low occupancy motorized vehicles
 - Importance of Mobility in heritage areas (rather than Special Areas)
- (iii) **Equitable distribution** of roads, space and transport infrastructure for all sections of the society should be an important factor/guiding principle for future transport infrastructure development. Mobility for people should be given priority over the movement of vehicle.
- (iv) **Urban streets** are to be considered as a movement space for all kinds of motorized/non- motorized traffic and adequate provisions for movement of all modes including pedestrian along the road and crossing facilities at mid section of the roads should be given priority over the high speed traffic movement.
- (v) The **feeder services and walking-cycling connectivity** to the Public Transport System i.e. Rail, Metro and BRT should be given the top most priority to achieve the modal split in favour of public transport system.
- (vi) **Physical and operational integration** of multi modal system to be also clearly defined in the form of guidelines and checklists.
- (vii) Present **Budgetary provision** of 70% of the transport sector in favour of road sector needs to be reviewed for development of the integrated transport system.
- (viii) **Walking/cycling as an energy efficient, environment friendly, low cost and healthy mobility modes require to be given top most priority.** Development of NMT network at city level would provide barrier free and safe connectivity to all bus stops/Metro Stations apart from area to area connectivity to ensure transformation from car-oriented city to eco-mobile city by reduction of Carbon footprints.
- (ix) **Parking problems** are to be clearly defined with the provisions of differential parking pricing policy, flexible parking norms, market driven approach for parking pricing. Multi level/surface level, parking provisions with time based & occupancy based, pricing policy to be initiated as part of Demand Management Strategy by using un-utilized/underutilized/misutilized areas and creating more car free non-motorized/pedestrian areas.
- (x) **Inclusion of TIA.** The revised structure proposed the need for a more robust TIA as part of an EIA of large projects, which could be reviewed by a qualified agency to assess whether the Transport Impact and suggested Mitigation strategies were appropriate. It was agreed that the Chapter would include requirements for a TIA, set guidelines for the methodology and approvals process as well as include reference to UTTIPEC as the approving authority.

- (xi) **Inclusion of Funding of Public Transport.** The recommendation of the Members to include Public Transport Funding in the Chapter was agreed. Necessary strategies involving use of land resources, parking/congestion fee collection and other methods are to be explained as an alternate to the present Fore bono collection/Government subsidy model.
- (xii) **Action Programme.** The proposed structure suggested the inclusion of a target based Action Programme in the Chapter. It was recommended that the Action Programme should be based on the most cost-effective way of achieving the Objectives of the Policy.
- (xiii) **Metropolitan Transport Authority (MTA)/ Role of Unified Traffic & Transportation Infrastructure (Plg.&Engg.) Centre(UTTIPEC).** The role of UTTIPEC could be referred to in the Chapter as an interim measure till the time the MTA is formed.

b) Item No. 2: PROPOSED STRUCTURE FOR NEW CHAPTER FOR INCLUSION IN MPD-2021 CHAPTER 19: TRANSIT ORIENTED DEVELOPMENT (TOD)

Sr. Consultant I presented the following proposed structure of new Chapter of TOD (Chapter 19.0) inclusion in MPD-2021:-

19.1. Context for TOD in Delhi

19.2. Definition of TOD

19.3. Goals and benefits of TOD in Delhi

19.4. Design Principles of TOD:

19.4.1. Pedestrian & Cycle/ Cycle-Rickshaw Friendly Environment

19.4.2. Efficient Public Transport & Para-transit System supporting MRTS:

19.4.3. Multimodal Interchange and Street Network Connectivity

19.4.4. Density, Diversity, Mixed-use and Compactness

19.4.5. Placemaking:

19.4.6. Well Managed Parking

19.5. Demarcation of the TOD Influence Zone

19.5.1. Demarcation of TOD Influence Zones at Station level

19.5.2. Demarcation of TOD Influence Zones at City level

19.5.3. TOD Application within Influence Zones based on Existing Ground Situation

19.6. TOD Planning Norms

19.6.1. FAR and Density:

19.6.2. Minimum Use-Mix criteria:

19.6.3. Minimum Housing mix criteria (based on Unit Sizes)

19.6.4. Non-permissible Uses and Desirable Uses within Intense TOD Zone

19.6.5. Parking Policy in TOD for Travel Demand Management

19.7. TOD Urban Development Code

19.7.1. Redevelopment Criteria and minimum project size criteria to be redefined based on typology.

19.7.2. Street Design and Connectivity Criteria:

19.7.3. Street wall regulations (boundary wall, frontage, Setback regulations, active corners etc.)

19.7.4. Daylight Access Regulations.

19.7.5. Parking access regulations.

19.7.6. Fire-access regulations.

19.7.7. Minimum Ground Coverage and minimum Frontage length requirements

19.7.8. Walkability Criteria for Social Infrastructure.

19.7.9. Design Criteria to create Street Character

19.7.10. Block/ building level Mixed-use Typologies (including open space and community facility requirements)

19.7.11. Open Space Design Criteria

19.7.12. Women Safety Guidelines

19.7.13. Site Level Environmental Design Criteria:

19.8. City level Impacts of TOD and Synergy between Landuse and Transport

19.8.1. Integrated Landuse-Transportation Strategy Plan (NCT Scenarios)

19.8.2. Impact of TOD on City level Travel Demand and Modal Share, Air Quality, Agricultural Land Consumption, and other Environmental & Socio-Economic Criteria.

19.8.3. Targets for future TOD-based Development.

19.8.4. Mixed-use Typologies and Travel Demand Criteria

19.8.5. Impact of Parking Policy on City level Mode Share. (from RITES Study)

19.9. Implementation Strategy:

19.9.1. Identification of Roles for various implementing agencies:

19.9.2. Masterplan Revisions for 2012 Review Process.

19.9.3. Initial Demonstrative Projects

19.9.4. TOD Planning Process for Local Area Planning (LAP).

19.10. Customizing TOD to context and future vision

19.10.1.1. Function-based Mixed-use TOD Typologies

19.10.2. Process for Application of TOD Influence Zone Norms and Code

19.10.2.1. For Preparation of Station Area Plans

19.10.2.2. For Development of individual Sites/ projects within TOD influence Zones

Observations:-

- (i) The above structure & table of contents were agreed in principle.
- (ii) TOD draft and its principles already approved by the Governing Body are to be tested for 3 separate developmental situations through projects being/to be taken up for in-fill areas, redevelopment and Urban Extension Areas (Greenfield). The testing will be done through the impact assessment based on Traffic, de-centralized services and business models.
- (iii) City level alternate scenario building for Transit Oriented Development for all major MRTS corridors are to be taken up in continuation to the "Travel Demand Forecast Study" by RITES.
- (iv) The Cube Model developed by RITES for 'Travel Demand Forecast Study' on behalf of Transport Deptt., GNCTD needs to be shared with UTTIPEC by the Transport Deptt. for taking up the study (para (iii)) above by UTTIPEC further in future.

3. Recommendation of the MAG:-

- (i) All the above observations are to be suitably incorporated in the concerned chapter of 'Transportation' and 'Transit Oriented Development TOD' chapter.
- (ii) Copies of the presentation to be circulated to all the members of Management Action Group (MAG) by E-mail. Comments/suggestions are to be sent within a week.
- (iii) Next meeting will be held after 3 weeks. Draft of the document will be circulated at least 3-5 days in advance before the next meeting.

Meeting ended with the vote of thanks to the Chair.


(Ashok Bhattacharjee)
Director (Plg.), UTTIPEC/
Convener -MAG (Transport)

Copy to:

Chairman

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

Members/DDA

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

Traffic Police

Jt. C.P.(Traffic)

PWD

Engr.-in-Chief

DTC

Chairman

DMRC

Director(Projects)

Northern Railway

General Manager (NR)

Experts

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

Spl. Invitee

Ms. Anumita Roy Chowdhary, CSE