

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/6th /D-331

Dated: 21.11.12

MINUTES OF THE 6th MANAGEMENT ACTION GROUP (MAG) OF TRANSPORT MEETING HELD ON 5.11.2012 at 11.00 A. M. UNDER THE CHAIRMANSHIP OF THE PRINCIPAL SECRETARY -CUM-COMMISSIONER (TRANSPORT), GNCTD

The 6th meeting of the Management Action Group (MAG) on Delhi Unified Metropolitan Transport was held on **05.11.2012 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. Rajendra Kumar, Pr. Secy-cum-Commr (Transport Deptt.) GNCTD

DDA

1. Sh. P. M. Parate, AC (Plg), T,B& C
2. Sh. Partha Dhar, Dir (Plg), Zone A & B
3. Sh. Tapan Mandal, Dir.(Plg), E & O
4. Sh. I.P. Parate, Dir (Plg) MPR
5. Sh. N. R. Aravind, Dy. Dir(Plg)-I, UTTIPEC
6. Sh. H.K. Bharti, Dy. Dir.(Plg) MPR
7. Ms. Rita Grover, Dy. Dir(Plg), C & G
8. Sh. Sudhir Kr. Kain, Dy. Dir.(Plg.)-II, UTTIPEC
9. Sh. Vimal Mehra, EE (E) Plg/EC-3
10. Sh. A Khullar, AD (Plg) UTTIPEC
11. Ms. Meenakshi Singh, AD (Plg) MP & DC Unit

DMRC

1. Ms. Papiya Sarkar, CA
2. Sh. Umesh Mishra, CE/PD

Transport Deptt. GNCTD

1. Sh. R. P. Meena, Addl. Commr.

Delhi Police (Traffic)

1. Sh. Ravinder Soni, Traffic Police

PWD

1. Sh. Padam Singh, AE(P)

Public/representatives

As per the attendance sheet.

AC (TB&C) welcomed the new Chairman of MAG, Sh. Rajinder Kumar, who has recently joined as Pr. Secy.,-cum Commissioner (Transport).

Chairman, MAG welcomed members, DDA officials, special invitees and public representatives.

Minutes of the 5th Management Action Group meeting circulated on 01/11/2012 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 various representations and suggestions (60+172 public representations/47 types of suggestions) relating to Central and East (Part) of Delhi have been taken up as a Third stage for hearing. Public were intimated through letter, phone and email to attend this meeting.

Following aspects were broadly discussed:-

- a. Proposed alignment of Master Plan Road from Noida Link Road to NH-24.
- 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 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 were compiled issue wise and placed as Annexure 'A' and 'B' for Central and East (Part) respectively.

Recommendations:-

Following recommendations were made by the MAG:-

- a) **Regarding Proposed alignment of Master Plan Road from Noida Link Road to NH-24:**
 - The request for dropping of the proposed alignment of Master Plan Road from Noida Link Road to NH-24 through various representations has to be looked after Master

Plan and Concern zonal planning unit as its involves various legal and technical issues.

- Implementation of this proposed Master Plan road also involves various agencies like PWD, UP Irrigation Department etc. which need to be resolved by the Competent Authority.
- The realignment/ alternate alignment for this link road need further detail studies and surveys for its feasibility in the present context which will be co-ordinated by UTTIPEC for a comprehensive network and connectivity development proposal to be taken up by the PWD (Road Owning Agencies).
- UTTIPEC will discuss this issue in Core Group/Working Group meeting along with the TOR submitted by PWD for 'Corridor Improvement Plan around Kondli' by extending the influence area. The comprehensive proposal addressing the concerns of the representatives will be worked out in consultation with Director (TYA), PWD and other Stakeholders.

Action: Director(UTTIPEC), Director (TYA), PWD

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 to consider each aspects related with area level parking, road/connectivity and other facility issues raised by the individuals RWAs.

Action: All Directors (Planning)

d) All other public representation (about 73 nos.) received for East (remaining) to be taken up in the next MAG meeting.

Action: Director (UTTIPEC)

Above recommendations (a, b, c) against each of these issues may be incorporated in the compiled list of suggestions 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), Zone A & B
3. Director (Plg), TYA
4. Project Manager (MPR)
5. Dy. Director-I & II, UTTIPEC

Suggestion for Mid Term Review of MPD-2021 discussed in 6th Meeting of Management Action Group of (Transport Chapter) dated 05/11/12

CENTRAL

Sl. No.	CODE	Diary No.	Issue raised	Suggestion made	Remarks/Recommendations
1	C-1	1781, 3103	<ul style="list-style-type: none"> .Lack of lung spaces and parking in the city. .Roadways . Increased fatalities in the city, unruliness, exploding traffic, scantily maintained surface routes. Demarcation of Commercial and residential areas . Lack of lung spaces and parking in the city. Roadways . Increased fatalities in the city, unruliness, exploding traffic, scantily maintained surface routes. Aesthetics/Environment Protection 	<ul style="list-style-type: none"> . All residential areas shall be provided with adequate lung spaces with separate arrangement of underground parking. . Eco- friendly modes of transportation should be encouraged like battery operated vehicles. . Introduction of double-decker carriage ways, underground by pass and clover needs to be created. . Police should be empowered to levy heavy penalties. . Pot- holes, boulders, open manholes and other obstructions should be removed for free vehicular movements in the city. . Multi level car parking should be encouraged. . Dedicated lanes for emergency vehicles should be encouraged. . Speed breakers should be strategically placed to check the speed of the vehicles. 	Not Present
2	C-2	939	<ul style="list-style-type: none"> . Traffic congestion . inadequate physical and social infrastructure . Parking problem . No provision of Metro link 	<ul style="list-style-type: none"> . Redevelopment of Sadar Bazaar using 8 acre of land which got vacated by shifting slaughter houses either as parking or for shifting of shops, using PPP model . Multi level car parking in PPP. . Provision of Metro link from Metro rail link to Tis Hazari. 	Not Present
3	C-3	403	<ul style="list-style-type: none"> . Displacement of people due to widening of road from Rohini sector 22 to NH 10 via begumpur, rohini, Prem nagar. 	<ul style="list-style-type: none"> . A road from Rohini sec 22 to Sultan puri meets NH 10, which is 200 ft wide should be linked to rohini sec 22. . Linking road to karala and Rani Khera to NH 10. 	Not Present
4	C-4A	1566	<ul style="list-style-type: none"> . Revision of clause 4.4.3 	<ul style="list-style-type: none"> . Parking should be made mandatory only on plots sizes more than 100 sqm. 	Not Present

5	C-4B	1566	<ul style="list-style-type: none"> High Conversion and Parking Charges 	<ul style="list-style-type: none"> Conversion charges/ parking charges need reasonable consideration and parking charges should be nominal and justified. Moratorium should be extended for one more year. 	Not Present
6	C-5	1740, 1744	<ul style="list-style-type: none"> Development of the Malka Ganj Area 	<ul style="list-style-type: none"> G.T Road must be 90 -120 feet with no Teh Bazari as per the space available. Road from Malka ganj crossing to subzi mandi should be widened from 48 to 60 ft. All the streets (20- 24 ft.) should be given services by the hgovernment in a planned manner. Service streets to be provided for physical infrastructure. 	<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-II</p>
7	C-6	3151	<ul style="list-style-type: none"> Guest houses/ lodges/ small hostels on narrow streets adds to congestion Encroachment Parking on the main roads 	<ul style="list-style-type: none"> These should not be allowed roads below 80 mts. and must be isolated from residential area. Encroachments on either side of the main road shall be removed. Parking shall be provided for the shopkeepers near the shops. 	Not Present
8	C-7	3176	<ul style="list-style-type: none"> Issue of road widening 	<ul style="list-style-type: none"> Road widening may result in removal of many shops which are operating in verandas and this may further affect the livelihood of people 	Not Present
9	C-8A	3205	<ul style="list-style-type: none"> Strategy for regeneration of Shahjahanbad in MPD 2021 fails to distinguish between various parts of the old city which exhibits a very varied character. ü Daryaganj ü Kashmere gate ü Mori gate ü South of Old Delhi Railway Station 	<ul style="list-style-type: none"> Separate guidelines should be prepared for making redevelopment of each zone. Incentives should be given for redevelopment like amalgammartion pf properties can be used to enhance FAR. Access by emergency vehicles and parking needs specific plans which need not fit in the standards of MPD. 	Not Present
10	C-8B	3790	<ul style="list-style-type: none"> Road widening is proposed on the cost of residential spaces Parking norms designed for a motor car societvare being maintained for 	<ul style="list-style-type: none"> Slow traffic solutions and pedestrian movement should be encouraged. Parking should be restricted to a certain location and not roadside 	Not Present

11	C-8C	3791	<p>Society are being maintained for shahjahanabad too.</p> <ul style="list-style-type: none"> Special area is marked as residential in MPD and mixed and commercial character is not highlighted. Wholesale trade contributing to traffic problems in walled city. 	<p>not roadside.</p> <ul style="list-style-type: none"> In house parking should be restricted. Stilt parking along the frontages of bazaar should not be permitted. Wholesale trade should not be allowed in the walled city. Freight handling should be removed from the old Delhi Railway Station. 	<p>Corridor improvement plan of SPM Marg is under consideration in UTTIPEC and proposal has to be resubmit by MCD/Railways to UTTIPEC.</p> <p>Action: MCD/Rlys, UTTIPEC</p> <p>Traffic Managemet Issues.</p> <p>Action: Delhi Traffic Police</p>
12	C-9	3207	<ul style="list-style-type: none"> Vulnerable conditions and a disaster prone area of Ranjit nagar. Poor interconnectivity of the entire area 	<ul style="list-style-type: none"> All the roads and lanes should be recarved according to be stipulated widths in the 1964 layout plan. Interconnectivity of the entire area from Pusa Road to Satyam Cinema should be properly planned. 	<p>Corridor improvement plan of Shankar Road/Patel Road is already discussed in UTTIPEC, final plan has to be submitted by the MCD.</p> <p>Remaining issues adjoining to Patel Road pertains to concerned Planning Unit.</p> <p>Action: Area Planning-II</p>
13	C-10	3218	<ul style="list-style-type: none"> Parking is the key issue of Concern. 	<ul style="list-style-type: none"> Suitable parking spaces shall be developed in the colony like basement opf Mahavir Vatika, park situated on the stretch from Ghata masjid towards ring road, entry point of Ansari road, etc. 	<p>Not Present</p>
14	C-11	3213, 3099	<p>Lack of parking spaces.</p>	<ul style="list-style-type: none"> Public- Private Partnership model should be introduced for provision of parking facilities. 	<p>This issue was discussed as Karol Bagh/Ajmal Khan road Traffic Management Plan in Governing Body Meeting under the chairmanship of Hon'ble LG which may be discussed seperately in UTTIPEC.</p> <p>Action: Director, UTTIPEC</p>
15	C-12	3245			<p>Not Present</p>
16	C-13	3231	<ul style="list-style-type: none"> Lack of parking spaces in Punjabi Bagh area. 	<ul style="list-style-type: none"> Public- Private Partnership model should be introduced for provision of parking facilities. 	<p>Not Present</p>
17	C-14	3226	<ul style="list-style-type: none"> Lack of parking spaces Lack of connectivity of Pusa road to D.B. gupta Marg Raised road levels results in flooding of basements and stilts No parking for residents 	<ul style="list-style-type: none"> Parking spaces should be created in Ajmal Khan Road and dev Nagar, etc. A new road on main drain should be constructed connecting Pusa road to D.B. gupta Marg. Road levels should not be raised to avoid flooding Residents should be given free parking facility in the close vicinity of the houses 	<p>Not Present</p>

18	C-15	3248	Lack of parking in the area	Proper parking facilities should be provided in close vicinity.	<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. Action: UTTIPEC</p> <p>Traffic management issues Action: Delhi Traffic Police</p> <p>Zonal Plan issues. Action: Area Planning-II</p>
19	C-16	3564	<ul style="list-style-type: none"> Revision of redevelopment plan scheme under MPD 2021 Old Rajendra Nagar 	<ul style="list-style-type: none"> Provision of two parking lots in the colony Encroach free footpath for save use by pedestrians Provision of authorized three wheeler stands Redevelopment of underground barrel from shankar road to PUSA road Requirement of flyover from ridge to patelchowk over Shankar road 	<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. Action: UTTIPEC</p> <p>Zonal Plan issues. Action: Area Planning-II</p>
20	C-17	2531, 3984, 3929	<ul style="list-style-type: none"> Lack of parking in commercial areas (para 15.4, MPD 2021) 	<ul style="list-style-type: none"> PPP model for parking shall be introduced in commercial areas. Few potential places are underneath in the basement of school. Being a CBD, all plots should be exempted from conversion charges. Public- Private Partnership model should be introduced for provision of parking facilities. 	<p>This issue was discussed as Karol Bagh/Ajmal Khan road Traffic Management Plan in Governing Body Meeting under the chairmanship of Hon'ble LG which may be discuss seperately in UTTIPEC. Action: Director, UTTIPEC</p>
21	C-18A	3330, 3566, 3769, 3521, 3331	<ul style="list-style-type: none"> Development of Sadar Bazaar 	<ul style="list-style-type: none"> Road widening in the area is the only solution for development There should be a multi level car parking. Mono rial and metro rial should cever this area. 	<p>Not Present</p>

22	C-18B	4004			Not Present
23	C-19	3145, 3985	· Lack of parking	· Parking facility should be provided on the Shankar road	Not Present
24	C-20	2219, 2220, 2441, 2446, 2702, 2703, 2704, 2705	<ul style="list-style-type: none"> • Redevelopment of existing uraban area 3.3.11 planned areas (a) • 3.3.2 Guidelines for redevelopment schemes para(iii) a) • 4.4.3 A Residential plot –plotted Housing Notes 	<ul style="list-style-type: none"> • Additional Far of 400 for all properties falling in the Influence Zone along MRTS and major transport corridor be implemented on immediate basis. Building departments be directed to accept process and approve the plan. • Minimum planning area be reduced to 3000sq. mt so that individual Group Housing falling under the Influence Zone can avail the additional FAR. • The requirement to cluster a minimum area of 3000smt be removed. Individual plots falling in influence zone permitted higher FAR, Ground Coverage and Height relaxations. • Plots smaller than 3000smt should also be covered in this para without amalgamation /cluster approval. • Parking norms should be restored 1.33 • ECS/100sqmbuilt up area upto 1.67 FAR as permitted in MPD 2001 & the increased parking norms of 2.0ECS/100sqm built up area be applied on increased Far only (200-167=33). • To meet the increasing parking requirements, podium parking up to 100% of the plot area be allowed without being counted in Ground coverage and FAR. Ground coverage be achieved above podium parking. 	Not Present

25	C-21	2234	<ul style="list-style-type: none"> · 30 m wide road is proposed near clock tower, no widening is done as yet · There is no planning for hawkers in the area · Lack of parking 	<ul style="list-style-type: none"> · GT road near Clock tower should be widened as 30 mts. · Proper hawking zones should be defined in the locality on wider roads · Parking can be created near clock tower to meet the increasing demand of parking 	<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: UTIPEC</p> <p>Traffic Management Issues.</p> <p>Action: Delhi Traffic Police</p> <p>Zonal Plan issues.</p> <p>Action: Area Planning-II</p>
26	C-22	3294	<ul style="list-style-type: none"> · Lack of parking areas in Patel nagar · Lack of space for elderly senior Citizens in Patel Nagar 	<ul style="list-style-type: none"> · There is a plot measuring 80X 240 sqm, on Patel Road which should be used to build a Multi level Car parking and should be a multi storey commercial complex. 	<p>Not Present</p>
27	C-23	3905	<ul style="list-style-type: none"> · Traffic congestion · Lack of open spaces · Parking problem <p>No provision of Metro link</p>	<ul style="list-style-type: none"> · All the commercial streets prior MPD 1962 should be converted to commercial and mixed use with no conversion charges. · Redevelopment of Sadar Bazaar using 8 acre of land which got vacated by shifting slaughter houses either as parking or for shifting of shops, using PPP model · Multi level car parking in PPP. · Provision of Metro link from Metro rail link to Tis Hazari. 	<p>Not Present</p>

28	C-24	1952, 1953	<ul style="list-style-type: none"> • Issue of shifting of trades from shahjahanbad • Lack of housing in the city • Ill planning of commercial and institutional property • Improper transport planning • Lack of industrial planning 	<ul style="list-style-type: none"> • Transporters should be shifted to Sanjay Gandhi Transport nagar • Parking should be provided at MLCP at Gandhi ground, parade ground, Fatehpuri National Park and railway land, Minto Road. • Space for Tourist buses and night shelters should be provided between Mori gate and ISBT. • Public movement should be through electrical trams. • Independent parking block for EWs should be provided • Stilt parking should be mandatory for restricted houses • Parking should be developed for all commercial centres • Parking should be provided on MLU roads • Construction of parking lots should be time bound • Extensions of steps on footpaths should be prohibited. • Mixed use is only allowed with parking facilities. 	Not Present
29	C-25	3903, 2388	<ul style="list-style-type: none"> · Stilt parking is not mentioned for redevelopment of DDA flats in MPD, 2021 	<ul style="list-style-type: none"> · Stilt parking should be mentioned for redevelopment of DDA flats as per sanctioned plan of the plot, in MPD, 2021 	Not Present
30	C-26	3503	<ul style="list-style-type: none"> · Lack of housing in the city · Ill planning of commercial and institutional property · Improper transport planning 	<ul style="list-style-type: none"> · Parking should be developed for all commercial centres · Encroachments on ROW should be prohibited. · Construction of parking lots should be time bound · Extensions of steps on footpaths should be prohibited. · Mixed use is only allowed with parking facilities. 	Not Present

31	C-27	3886	<ul style="list-style-type: none"> · Lack of parking space for Buses · Only one fitness centre at burari to serve all the buses is not sufficient. · No work centre for buses and coaches. · Encroachment by traders and shopkeepers on the foothpaths · Increasing number of unregistered rickshaws on roads 	<ul style="list-style-type: none"> · DTC bus depot lands to be developed jointly to facilitate DTC and private bus operators to solve their parking problems. · Separate space for parking of buses should be demarcated in central Delhi or any other area in Delhi. · Underground parks /basement parking and MLCP for buses shall be created. · More buses fitness centres should be established at sarai kale khan, anand vihar, dwarka etc. to save fuel, time and harassment. · Transport bus centre to be developed like sanjay Gandhi transport nagar. · Encroachment by traders and shopkeepers on the foothpaths should be removed · Unregistered rickshaws should be listed and checked. 	<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: UTIPEC</p> <p>Lands identification for Cluster Bus Depots/parking.</p> <p>Action: Concern Planning Units, Land Deptt., EPCA</p>
32	C-28	1792	<ul style="list-style-type: none"> • Lack of space for commercial activities • Conversion charges and parking charges are on the higher side. 	<ul style="list-style-type: none"> • All the roads with more than 60 ft ROW should be declared as Commercial/ mix depending upon the existing commercial activities. • Conversion charges and parking charges should be reasonable. 	Not Present
33	C-29	3934	<ul style="list-style-type: none"> • No parking facility in west Delhi like nangaloi, peera garhi etc. 	<ul style="list-style-type: none"> • Provision of parking in west delhi should be made to meet the increasing needs. 	Not Present
34	C-30	3535	<ul style="list-style-type: none"> · Approval have been ceased to be granted for addition to existing structures in the group housing societies for utilization of additional ground coverage and FAR permissible as per MPD, 2021, as these could compromise their structural safety. 	<ul style="list-style-type: none"> · New parking norms may be applicable to additional FAR. 	Not Present
35	C-31	3366	Babar road bungalows are much smaller and does not fit in the concept of LBZ.	Babar road should be excluded from LBZ limits.	Not Present

36	C-32	2235	<ul style="list-style-type: none"> Revision in para 15.4 MPD, 2021 Improper traffic movement 	<ul style="list-style-type: none"> Provision of service roads should be removed as it is objectionable by the neighbouring residential premises. Car parking shall not be made mandatory on mixed and commercial streets for owners of smaller shops upto 250 sqn. There is a need of proper traffic signals and enforcement of rules 	Not Present
37	C-33	2387	Lack of parking in South extension part 2	Denotify and stop all commercial and mixed land use and any other such permission allowing commercial activities on main road south extension part 2 Service roads of NDSE 2 to be converted to a parking lot	Not Present
38	C-34	4003, 3986	<ul style="list-style-type: none"> Provision of MLCP/ underground parking Need of subway Permission to Hawkers and vendors Poor roads conditions 	<ul style="list-style-type: none"> MLCP/ underground parking shall be provided in all colonies. Underpass/ Subway near payal cinema needs to be constructed urgently. Hawkers and vendors sould be regulated by RWA's Reapair of roads shall be taken up as soon as possible. 	<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. Action: UTTIPEC</p> <p>Repairing of Roads. Action: Road ownig agencies</p> <p>Zonal Plan issues. Action: Area Planning-II</p>
39	C-35	3105	<ul style="list-style-type: none"> Lack of clarification on status of Farm houses in MPD, 2021 	<ul style="list-style-type: none"> Status of Agricultural land not covered under MPD, 2021 shall be clarified and should state whether it is fit for constructing farm houses or not 	<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. Action: UTTIPEC</p> <p>Connectivity of Delhi with other states. Action: NCRPB</p> <p>Zonal Plan issues. Action: Area Planning-II/ MPR</p>

Suggestion for Mid Term Review of MPD-2021 discussed in 6th Meeting of Management Action Group of (Transport Chapter) 05/11/2012

EAST (Part)

CODE	Diary No.	Issue raised	Suggestion made	Remarks/Recommendations
ii. Suggestion regarding Widening of 6.5 km long road connecting Sector 15 of Gautam Budhnagar and NH-24				
E2	52-54	Widening of 6.5 km long road connecting Sector 15 of Gautam Budhnagar and NH-24 would uproot about 1500 families / lakhs of population, Govt. School, Metro Station, temples, pumping stations of DJB.	Instead of proposed 45 m RoW, other alternative roads (3 options) to be explored : (a) 30m wide road connecting DND Flyover to NH-24 from the side of Hilton Hotel ; (b) two roads 10 m wide - one is between open drain & Hindon Canal while the other is between Hindon Canal & Ganga Nahar and Irrigation department of U.P. is agreeable ; (c) 13 m wide road on sewer line connects New Ashok Nagar Metro Station & Vasundhara Enclave can further be widened.	The alignment /alternate alignment for this link road need further detail studies and surveys for its feasibility in the present context which will be co-ordinated by UTTIPEC for a comprehensive network and connectivity development proposal to be taken up by the PWD (Road owing agencies). Action: PWD, UTTIPEC Zonal Plan Issues Action: Zone E
iii. Suggestion regarding road in East Delhi				
E3	374-387, 945-951, 954-958, 962-975, 1006, 1008-1048, 1051-1122, 1560, 1612, 1631, 1636-1642, 1646-1653	Of the proposed 7.1 km long 45 m wide road, about 5.5 km is aligned through 10 unauthorised colonies & thickly populated village abadi of which many have Provisional Certificate of Regularisation (PCR).	The Proposed 45 m wide road 7.1 km long to be deleted . Gave refence of DDA VC DO No. F1(12)2000/LM/EZ/206 dated 20Dec2001 & also DDA letter No. F. 3(41)2008/MP/D-853 dated 16Nov.2009. Instead consider 3 options that are available : (a) 55 m wide 5.5 km long from DND Flyover to NH-24 (b) 30 m wide BRT 5.5 km long from Noida Link Rd to NH-24 (c) 12 m wide 6.2 km long road from New Ashok nagar Metro station to NH-24	
v. Suggestion regarding proposed 45 m RoW from New Ashok Nagar				
E5	952, 953, 959-961, 976-1005, 1049, 1050, 1643-1645, 3748	Objects the proposed 45 m RoW from New Ashok Nagar to Mullah colony, Harijan Basti, Kondali along Hindon canal on following grounds : (a) Metro station is located at one end of the proposed road, restricting any connectivity further ; (b) Chilla regulator and East End multi story Apartment cannot be removed ; (c) it will require demolition of already existing 13 colonies .(population of 1 lakh poor people) ; (d) 16 structures of social facilities like mosque , temple, schools & medical facilities, etc. shall be affected.	Alternative alignment of proposed 45 m ROW road from New Ashok Nagar to Mullah colony, Harijan Basti, Kondali along Hindon canal may be considered.	
vi. Suggestion regarding 45m wide Sub-Arterial linking Noida link to NH24				
E6	1415, 1584, 1623, 1624, 1951, 3613, 3625, 3658, 3869, 3870, 4018, 947-R, 3885, 4021,	45m wide Sub-Arterial linking Noida link to NH24, technically and ecologically not feasible as it affects Nagarjuna apartments, Datta Bhawan & New Ashok Nagar Metro Station.	Substitute 30m wide Sub-Arterial road from DND to Kalyanpuri is already in use, extend it by 2.3 km long flyover to NH24	
x. Suggestion regarding road from U.P Link Road to NH-24				

E10	3723-3726, 3614	<p>Objection for proposed 45M wide road from U.P Link Road to NH-24 N.A.N Metro Station, Govt. Senior Secondary School, Temple, Mosque etc. and thickly populated Abadis are coming on the way of proposed road. On 30th September 1997 a massive Demolition for 13M X 1.2KM road was carried out, DDA fenced the area and allowed the residents to rebuilt their houses. 10 years later DDA draws MPD-2021 showing 45M wide X 7.1Km road. 10M wide land is lying in between 13M wide road and New Canal of U.P Irrigation Dept. Colonies on the way of 45M road, have provisionally Regularized by the Urban Development Ministry. Attached the list of 24 structures falling on the way of proposed 45M road, Pg.No. 406.</p>	<p>No 45M road without Demolition. Barat Ghar, Post Office, Dispensary at PirBaba mazar with 5000Sq.Yd space available. Substitute 30m wide Sub-Arterial road from DND to Kalyanpuri is already in use, extend it by 2.3 km long flyover to NH24</p>
xxvii. Suggestion regarding congestion on road parallel to Hindon cut canal			
E27	3616, 4017	<p>Congestion on existing 13M Wide Road DDA 45m wide Master Plan Road not feasible.</p>	<p>1.7 KM road parallel to Hindon cut Canal at N.A.N. Two Lane Bridge at 12.53KM on Canal.</p>
xxviii. Suggestion regarding junction road between N.A.N and Noida			
E32	3644, 3646, 3647	<p>Widening of existing 13 m to 45m wide road opposite to East End appts., N.A.N Metro Station is not Possible as width is not available & demolision will be required, effecting the poor people.</p>	<p>There is no need of proposed 45m road up to Vasundhara as the present 13m wide road is sufficient and also a parallel 30m wide road exists which connects DND with NH-24 to ghazipur</p>
xi. Suggestion regrading the 45m wide road from UP link road through Dallupura, Durgapuri, Rajbin Colony, New Ashok Nagar			
E40	4014, 4015	<p>In context of 45m wide road from UP link road through Dallupura, Durgapuri, Rajbin Colony, New Ashok Nagar, Mullah Colony, Harijan Basti, Kondli along Hindon canal, to NH-24.the following facts were submitted (a) In Sep 1997, massive demolition pogram was carried bu DDA to make way for 13m*1.2 km road from Vasundhara Enclave to govt Senior Sec,School, New Ashok Nagar. (b) Ten years later DDA in MPD 2021 shows a 45m wide 7.1km long road, while the existing 30m wide road which was built in 1998-2001, connecting DND flyway, UP link road to NH-24 via Gazipur has not been shown. two bridges were also constructed linking east end apartments to gazipur road and Vasundhara Enclave to Gazipur road. (c) Another 13m wide road was built in 1978-2001 linking Govt Sr.Secondary School to Vasundhara Enclave to NH-24. (d) Proposed 45m wide 7.1 road would be effect about 15 colonies having PC of Regularisation in addition it will effect about two dozen structures of social religious and civic infrastructure.</p>	<p>To reconsider the proposed 45m wide road from link road to NH-24 and instead strengthen the existing links like 30M wide existing road connecting DND with NH-2.</p>