

DELHI DEVELOPMENT AUTHORITY
UNIFIED TRAFFIC & TRANSPORTATION INFRASTRUCTURE (PLG. & ENGG.) CENTRE
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Dated: 25.2.13

MINUTES OF THE 9th MANAGEMENT ACTION GROUP (MAG) OF TRANSPORT MEETING HELD ON 24.01.2013 at 3.30 PM UNDER THE CHAIRMANSHIP OF THE PRINCIPAL SECRETARY -CUM-COMMISSIONER (TRANSPORT), GNCTD

The 9th meeting of the Management Action Group (MAG) on Delhi Unified Metropolitan Transport was held on 24.1.13 at 3.30 PM at Vikas Minar, under the Chairmanship of the **Pr.Secretary-cum-Commissioner(Transport) GNCTD**. The following members/special invitees attended the meeting:-

Transport Deptt.

Sh. Rajendra Kumar, Pr. Secy-cum-Commr (Transport Deptt.) GNCTD

DDA

1. Sh. Ashok Bhattacharjee, Director(Plg.) UTTIPEC
2. Sh. Sudhir Kr. Kain, Dy. Dir.(Plg.)-II, UTTIPEC
3. Ms. Paromita Roy, Sr. Consultant-I, UTTIPEC
4. Ms. Mriganka, Saxena, Sr. Consultant-II, UTTIPEC
5. Ms. Iram Aziz, Consultant, UTTIPEC
6. Sh. Adarsh Kapoor, Consultant, UTTIPEC
7. Ms. Meenakshi Burman, Consultant, UTTIPEC
8. Ms. Akansha Chopra, Consultant, UTTIPEC

DMRC

1. Ms. Papiya Sarkar, Chief Architect DMRC
2. Sh. Rajpal Singh, Advisor

Delhi Police (Traffic)

1. Sh. Ravinder Soni

DTC

1. Sh. A.K.Chawla, Dy. CGM (C)
2. Sh. A.K. Goyal

DIMTS

1. Ms. Anupama Saha

Special Invitees

1. Dr. Anvita Arora, MD, iTrans, Delhi
2. Ms. Bina C. Balakrishnan, Consultant, Transportation Planning

BACKGROUND:

Following the decision of the 8th Advisory Group Meeting held on 06.12.12 under the chairmanship of the Hon'ble Lieutenant Governor that:

- i. Under the Master Plan Review Process, the Transport Chapter has to be rewritten as per recommendations of the Transportation MAG
- ii. The role and functioning of UTTIPEC, including the stakeholders involved, has to be included in the section on Metropolitan Transport Authority
- iii. The draft chapter and action plans should be taken to Chief Secretary, GNCTD and discussed with all departments concerned before finalisation.
- iv. Parking policy / pricing is under consideration of the Special Task Force under the Chairmanship of Chief Secretary, Delhi and in EPCA. The recommendations of the Task Force and EPCA may be taken up in the Transport Chapter as part of the Masterplan Review. Project level interventions may be reviewed by UTTIPEC if submitted for approval.

UTTIPEC circulated a Revised Draft of the Transportation Chapter on 21.01.2013 for review by the Members and Special invitees of the MAG - Transportation.

The meeting of the 9th MAG held on 24.01.13 was structured primarily around two sessions:

- A. A presentation summarising the key areas of addition / change** to the current Transportation Chapter to provide an overview of the approach adopted for the same.
- B. Review of comments received on the Revised Draft** of the Transportation Chapter

The details of the same are outlined below:

A. PRESENTATION OF KEY AREAS OF ADDITION / CHANGE TO THE CURRENT MPD CHAPTER:

Senior Consultant II, presented a summary of the key areas of addition / change to the current Chapter that included the following:

1. Defining the Vision

- a. Addition of a new Section on 'Vision' that reflects the NUTP objectives.
- b. Addition of a new sub-section on Policy Objectives, as outlined below:
 - i. 90:10 modal share, favouring Public Transport including walk and cycle trips so that people move away from private cars for daily trips
 - ii. Reduce vehicular emissions through an integrated and aggressive programme to achieve the set target
 - iii. Zero fatality through an uncompromising approach to reduction of fatalities and safety for all road and transport users.
 - iv. Safety and accessibility for all to ensure safe and comfortable travel throughout the city, a basic right of all users
 - v. Equity through equitable distribution of road space for all modes
 - vi. Affordability by increasing affordable travel options for all users
 - vii. Efficient movement of people and goods
- c. Addition of a new sub-section on Overarching Principles that would provide the framework for all Sectoral Policies.

2. Setting an explicit mandate for all Sectoral Policies (as per agreed Principles)

- a. Ensuring that the following six guiding principles inform all policy recommendations and strategies for each Sector:
 - i. Affordability
 - ii. Safety
 - iii. Gender equality & security
 - iv. Universal accessibility
 - v. Sustainability & Energy efficiency, and

- vi. Amenity for all

3. Rethinking the section on 'Roads'

- a. Addition of a new sub-section on Regional Connectivity that sets priorities and strategies for both passenger and goods movement.
- b. Prioritisation of network planning and augmentation and enhanced connectivity over piecemeal road infrastructure improvements.
- c. Redefining the function of roads as Integrated Transit Corridors for safe and efficient movement of all modes.
- d. Replacing sections on standalone infrastructure solutions such as Relief Roads, Underground Roads, Grade separators and Freeways, which have been propounded in the Chapter irrespective of the mobility needs of a locality or its citizens and of the local site conditions, with a methodology for project identification, prioritisation and budget allocation based on the Network needs of an area – both micro and macro.
- e. Amending the function of the road types identified in the Chapter to explicitly include safety, gender equality and security, universal accessibility and amenity for all. In addition, including Eco-mobility Corridors and Pedestrian / NMT only streets in the list of Road Types.
- f. Linking the function of the road types with design components essential for fulfilling the required function.

4. Guiding further the Implementation of an Integrated Multimodal Transport System

- a. Addition of a subsection on the priority of modes within the Multi-modal transport system, as per that outlined below:
 - i. Pedestrians
 - ii. Cyclists
 - iii. IPT - Cycle-rickshaws, Auto-rickshaws, Taxis, Feeder
 - iv. Public Transport
 - v. Emergency vehicles
 - vi. Private vehicles
- b. Addition of guidelines for Modal Integration at Passenger Terminals & other Trip generating uses such as Malls, Expo centres, Stadia etc.
- c. Inclusion of locational criteria for modal integration to guide where the different modes may be located within a certain zone around a Terminal or Trip generating use.

5. Recognising the importance of IPT & reaffirming its role

- a. Addition of a new Section on Intermediate Public Transport – cycle-rickshaws (*retained from existing chapter*), auto-rickshaws, Taxis and Feeder Services.
- b. Providing critical data on the current role of IPT within the transport system of the city.
- c. Setting policies and strategies for the same.

6. Formalising Emergency Access - Networks & inter-modalities

- a. Addition of a new Section on Emergency Access, elaborating the network needs critical for efficient and timely provision of Emergency services and the inter-modalities involved for the same.

7. Augmenting the section on 'Goods Movement'

Revising the section that currently provides data on the current goods movement in terms of traffic as well termination zones, to include:

- The hierarchy and inter-modalities of goods movement in the city – from Heavy Motor Vehicles down to LMVs, Tempos, Mini-tempos, hand-drawn carts and head-loading.
- City-wide mobility implications of goods movement

8. Setting the policy for private vehicles – vehicle ownership & use restraint

- a. Addition of a new section on private vehicles, setting in place measures for achieving use restraint.

9. Ensuring Parking works as a Demand Management Tool

- a. Revising the Section to ensure Parking Policy works for Travel Demand Management
- b. Revising the section as per the recommendations of the Special Task Force under Chairmanship of Chief Secretary and EPCA on Parking policy / pricing
- c. Inclusion of reference to Recommendations of the Environment Pollution Control Authority (EPCA) to the Supreme Court in July 2006 and the
- d. Inclusion of separate a sub-sections on the following:
 - i. Guiding principles
 - ii. Creation of Parking Management districts
 - iii. Bus parking for public buses
 - iv. Parking for Private buses and other commercial vehicles
 - v. IPT parking
 - vi. Parking for emergency vehicles
 - vii. Parking management strategies for Private Vehicles including a Pricing Strategy
 - viii. Parking management strategies for Special city level events
 - ix. Implementation and monitoring strategies
- e. Addition of the following Parking facilities:
 - i. Parking Facilities at Metro/MRTS/ RRTS Stations
 - ii. Park and Ride facilities at Railway / Metro Stations
 - iii. Multi-use or Shared Parking facilities
 - iv. Bus Parking and Halting facilities
 - v. IPT and NMT parking and halting facilities
 - vi. Park and Walk Facilities
 - vii. Parking for all new/ re-development projects and existing residential / Mixed use areas.
 - viii. In the section on Multi-level Parking, addition of bus parking, public facilities for private modes, private multilevel parking facilities as well as parking design, access and Street interface regulations.
- f. Inclusion of a new sub-section on Parking Norms and Standards
- g. Inclusion of a new section on Public Outreach Programme.

10. Guiding further the design components of Depots & Terminals

- a. In addition to Development Control Norms for Transportation included in the Chapter, setting critical design guidelines to ensure safety, security, universal accessibility and amenity in the Depots and Terminals.

11. Initiating a discussion on financing PT

- a. Inclusion of a new Section on possible funding mechanisms and models for Public Transport to ensure efficient and timely delivery as well as affordability of the system for all residents of the city.

12. Putting in place a mechanism for Monitoring and Evaluation

- a. Addition of a new Section defining the need for Traffic Impact Assessment, Environmental Impact Assessment and Social Impact Assessment for Transportation related projects and establishing the criteria for when these Assessments become necessary
- b. Inclusion of the critical parameters for defining the Methodology for each

13. Including time bound ACTION PLANS

Addition of a new section on time bound Action Plans identifying:

- a. Priority projects, programmes and other initiatives within each Sector
- b. Timelines for the same
- c. Agencies responsible for delivering the Action Plans as well other key stakeholders.
- d. Rationale for projects, programmes and initiatives identified in the Action Plan.

B. REVIEW OF COMMENTS RECEIVED ON THE REVISED DRAFT:

One set of written comments on the revised draft were received prior to the meeting. In addition, experts and members present at the meeting discussed their comments. A summary of the observations is outlined below:

General observations:

1. The content in terms of policy recommendations and strategies is overall in sync with the Vision and Policy objectives.
2. However, in some instances, 'objectives' and 'strategies' have been intermingled and need separating.
3. All data sources and other references must be credited appropriately. The Delhi Statistical Handbook by GNCTD could be referred to for other relevant data.
4. A glossary of terms – both technical and others - that may be difficult for the layman to understand must be included in the Chapter.
5. Additionally, graphs and charts could be included to make the chapter more graphic.
6. The document requires overall editing for consistency in writing styles. In addition, a brief introductory paragraph for each section should be included for ease of navigation and improved readability.

Specific observations:

1. In the introduction the current road network in the city and its implications on travel patterns/choices must be elaborated upon. In addition, a case study demonstrating how the road network may change due to the recommended street grid norms, should be included as an annexure.
2. With regards to regional connectivity, a background note in the Introduction section should be included to set the scene for policy recommendations and strategies that follow in the Sectoral Policies and Norms Section 12.3.1.1 Regional Network & Connectivity within NCR.
3. In Section 12.3.1 Roads, include the statements "All National Highways within the urban area of NCT will be designed and treated as Arterial Roads".
4. In Table 12.1, include number of Bus / BRT, other MV and NMT lanes and their desirable widths for each type of Road width. In principle, allocate number of lanes based on equitable distribution of road space across different modes. Discuss aspects of Design Speed and Speed Limit with Traffic Police. In addition, to ensure

appropriate level of detail is maintained in the chapter, exclude material specifications from the table.

5. Include a new sub-section under Roads, 12.3.1.4 Intersections.
6. For the proposed new section on Evaluation and Monitoring, define the purpose and aim of all three assessments – Traffic Impact, Social Economic Impact and Environmental Impact. In addition, include a list of project types that would require carrying out one or all of the three assessments.

RECOMMENDATIONS

1. Include all 13 key areas of addition / change to the current MPD Chapter as outlined under A. above and presented at the MAG in the revised Draft of the Transportation Chapter.
2. Include the General and Specific observations outlined in B. above in the revised Draft of the Transportation Chapter.
3. On completion of 1 & 2 above, circulate the complete Revised Draft of the Transport Chapter to Members and Special Invitees of the MAG for detailed review prior to the 10th MAG meeting.

Meeting ended with vote of thanks to the chair.

Sd/-

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