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**DELHI DEVELOPMENT AUTHORITY**  
**UNIFIED TRAFFIC & TRANSPORTATION INFRASTRUCTURE (PLG. & ENGG.) CENTRE**  
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No: F.1 (55)2012/UTTIPEC/16<sup>th</sup>/D-128

Dated: 13/5/14

**MINUTES OF THE 16<sup>TH</sup> MANAGEMENT ACTION GROUP (MAG) OF TRANSPORT MEETING HELD ON 25.04.2014 AT 5.00 P.M UNDER THE CHAIRMANSHIP OF COMMISSIONER (TRANSPORT), GNCTD**

The 16<sup>th</sup> MAG meeting was held under the Chairmanship of Commissioner (Transport) GNCTD, on 25.04.2014 in the conference room of the Transport Department. Director (Plg.), UTTIPEC welcomed all the members' participants.


As desired by the Chairman, the various changes proposed in the Draft Transport Chapter were discussed in detail and the following was decided:

1. All the concerned departments/ agencies i.e. MCD's DTC, PWD, DUAC, Rlys. etc. ,which have not yet submitted their comments, on Draft Transport Chapter were requested to positively furnish their comments within next 10 days, so that the same could be considered for incorporation in the Draft Chapter. UTTIPEC would issue a reminder to all agencies for submitting their comments/suggestions in this regard.
2. After receiving the comments/ suggestions from various agencies, a comparative table of suggestions and observations has to be prepared for discussion in the next MAG meeting.
3. The following specific issues were deliberated:
  - a) The MPD-2021 was approved in 2007 and the data mentioned in the Transport Chapter Plan is quite old and outdated, therefore it needs updation as per the data available at present.
  - b) The recommended road classification in the draft chapter and their details to be studied with respect to the classifications adopted in other metropolitan cities as well as under the Land Acquisition Act.
  - c) Parking space standards for bus depots and terminals are to be adequately addressed as most of the buses are parked along the road side. The concerned standards should be formulated considering all the activities/facilities permitted in the bus depots and terminals.

- d) "BRTS should be planned as a comprehensive network as per network planning principles and not as an isolated corridor and should be provided as per the assessment of requirement." - be incorporated in the Draft Chapter under "para 12.5. Bus" as a replacement of sub-para.
- e) Para (iv) of section 12.7.1 *Bicycle/Cycle Rickshaw* of the Draft Chapter is to be revised as follows: "In the NCT of Delhi, the use of cycles/rickshaw as a non-motorized mode of transport should be consciously planned along with pedestrianization".
- f) The existing ring rail network needs to be improved and strengthened to function as alternative public transport mode to supplement the existing road and metro network by providing local level accessibility with the nearby residential/work places. The representative of Indian Railways was requested to submit a detailed plan in this regard.
- g) Provision of parking needs to be made mandatory on all plots. Parking spaces need to be identified in residential /commercial areas for planning of localized stack parking etc.
- h) Parking through the measures such as high parking pricing, parking meters etc. on all streets/lanes of neighborhoods has to be explored without compromising the greens, parks, playgrounds and environmental features.
- i) Municipal Corporations of Delhi need to formulate a detailed time bound action plan for development of parking facilities in different parts of the city from the funds generated from the collection of conversion charges for commercial/mixed land use Street.
- j) Multilevel parking for buses has to be explored by providing various incentives to make it a viable proposal.
- k) FARs of hotels, motels, convention centres, commercial area, conversion of residential units into hotels, dilution of existing ECS norms is going to create chaotic traffic conditions. This is also required to be examined in the right perspective for inclusion in the Transport Chapter.
- l) TOD norms to be made applicable in respect of Metro yards and railway terminals also. A separate meeting, if required, may be held under Commissioner (Plg.), DDA or Commissioner (Transport) to finalize the TOD norms.

The next meeting would be convened after 15 days to finalize the Draft Transport Chapter. The Commissioner (Transport) reiterated that all concerned agencies must furnish their comments in the matter positively within 10 days on priority.

The meeting ended with a vote of thanks to the chair.

  
(Dr. K. Srirangan)

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**Copy to:**

**Chairman**

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

**MOUD**

1. Addl. Secretary (UD)

**DDA**

1. Commr.(Plg.)
2. Addl. Commr.(Plg.)TC&B
3. Addl. Commr., MPPR
4. Ms.Romi Roy, Dy. Dir. HUPW/UTTIPEC
5. Ms.MrigankaSaxena, Sr. Consultant, 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
3. Chief Architect

**Northern Railway**

1. General Manager (NR)

**DIMTS**

1. Chief Architect

**North MCD**

1. Commissioner

**East MCD**

1. Commissioner

**Experts**

1. Ms.BinaBalakrishnan, Transport Consultant, Delhi
2. Prof. Sanjay Gupta, Deptt. of Transport, SPA
3. Ms.AnvitaArora, ICE, Delhi

**Spl. Invitee**

1. Sh. S.P. Pathak, A.C.(Plg.) AP & MPR
2. Director (Plg), MPR
3. Dy. Director-I & II, UTTIPEC

**Copy for information to:**

1. Addl. Secy. To L.G.
2. OSD to VC, DDA
3. Dy. Dir. (Plg.) VC Office