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दिल्ली विकास प्राधिकरण
DELHI DEVELOPMENT AUTHORITY

मुख्य योजना -2021 की समीक्षा
Master Plan Review-2021

पंजीकरण फार्म
REGISTRATION FORM

“ओपन हाउस मीट्स”
“OPEN HOUSE MEETS”

Zone: H

फार्म प्रतिभागी द्वारा भरा जाए
Form to be filled by Participant

नाम Name	NORTH WEST CONTRACT BUS ASSOCIATION. (R)
प्रतिनिधि : Representing : सरकारी विभाग / फेडरेशन / संघ (एसोसिएशन) / आर डब्लू ए / व्यक्तिगत Government Department/ Federation/Association/RWA/ Individual	→ S.K. Bhasin Association OFFICE OF THE DIR (Plg.) MPR/TO, P.D.A.N. DELHI-2 Dy.No. 3060 Dated 1/5
वर्तमान स्थिति Present Position	Live .
फोन : कार्यालय Phone : Office आवास Residence मोबाइल Mobile	132, Road-3, Sect-2, Rohini-85. Ph-27273678 09811168647
फैक्स : Fax :	011-27311809
ई-मेल E-mail	livek vivek@livektravels.com
पता : Address :	342, Kohat Enclave, Pitam Pura, Delhi
हस्ताक्षर : Signature :	
तिथि : Date :	7/5/2012

“अपने पंजीकरण फार्म ओपन हाउस मीट्स के स्थल पर जमा कराएं
“Submit your registration form at the venue of Open House meets.”



NORTH WEST CONTRACT BUS ASSOCIATION®

132, Pocket-3, Sector-2, Rohini-110085 Ph. : 7273678, 7162203

Dated :-01.05.2012

EXECUTIVE COMMITTEE

PRESIDENT :
SH. D.S. BINDRA
PH. : 5437429

VICE PRESIDENT :
SH. ANIL KUMAR
PH. : 7220616

GEN. SECRETARY :
SH. S.K. BHASHIN
PH. : 7021020

SECRETARY :
SH. SUSHIL KUMAR
PH. : 7162203

JOINT SECRETARY :
SH. R.K. CHOPRA
PH. : 7024065

TREASURER :
SH. VIVEK BHATIA
PH. : 7434321 (4 LINES)

To,
Delhi Development Authority (DDA),
Madhuban Chowk,
Pitampura,
NEW DELHI-110034.

SUBJECT:-MASTER PLAN REVIEW-2021.

Dear Sirs,

This is with reference to Clause No. in para :-
12.13.3 PARKING FACILITIES IN DTC DEPOTS.

The use of DTC Terminals and depots for development of public parking alongwith parking of DTC Buses, Private Buses and Chartered Buses, should be explored and specific projects developed.

With reference to the above, we want to mention that we have around 300 members in North West Zone of Delhi and around 3,000 Private and Chartered buses. The buses are being parked on the road-side. There are no parking facilities by the Govt. of Delhi in this area. We are paying parking fees for Rs.4,000/- per annum per bus to the Govt. of Delhi.

You are humbly requested to kindly make the arrangements of these buses in DTC Depots as mentioned in above clause We are even ready to participate in Public-Private Partersnhip Investment in the Infrastructure.

Thanking You,

Yours' Faithfully,
For North West Contract Bus Association

S K Bhasin
(General Secretary)

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Stringent provisions by way of fine and other penal actions need to be provided for violation of parking rules.

- vii. A graded parking fees structure should be evolved as of measure of parking demand management, and encouraging use of public transport.
- viii. Serious consideration should be given to evolve a policy linking registration of new vehicles to availability of owner parking facilities.
- ix. All encroachments on land earmarked for public parking should be removed. However Public Parking Areas may be used for Second Hand Car Bazar on payment basis only during holidays subject to meeting requirement / conditions of the concerned authorities.

12.13.3 PARKING FACILITIES IN DTC DEPOTS

The use of DTC terminals and depots for development of public parking alongwith parking of DTC buses, private buses and Chartered buses, should be explored and specific projects developed.

12.13.4 UNDERGROUND PARKING

Based on the site feasibility, parking facilities can be created under the open spaces without disturbing the green areas on the surface and surrounding environment. The approvals from the concerned agencies are mandatory before taking up such works.

12.13.5 PARKING IN RESIDENTIAL AREAS

Over the years a large number of the residential areas have also been experiencing severe problems of vehicular congestion and shortage of parking space. Most of the parking is, in fact, being done on the road, which significantly reduces the carriageway width. The problem has been exacerbated by the traffic congestion

generated by schools in gross residential use areas. Some measures required to alleviate the problem, to some extent, will be as under: -

- i. All the encroachments on residential streets in the form of kitchen gardens/roadside private greens, large projections/ramps, etc. need to be removed.
- ii. The road cross sections may be redesigned wherever possible to accommodate planned car parking along residential streets, and also create more surface movement space.
- iii. Other options, in selected areas, such as creation of underground parking below parks and open space will also have to be considered.
- iv. The RWAs will have to be called upon to participate in this process by raising contributions from the residents on the basis of objective criteria such as number of cars owned, etc.
- v. The problem of congestion arising on account of the traffic generated by schools have to be specifically addressed, and the main responsibility for putting up the required additional facilities has to be borne by the schools themselves. Policy guidelines will have to be evolved for this purpose.

12.13.6 PARKING STANDARDS

Parking being one of the utilities is permitted in all use zones except in ridge/ regional park, developed recreational areas and parks as per the approved layout plan. Parking standard have been prescribed in each use premises. However, where it is not prescribed, it will be followed as per standards given in Development Code section of the Master Plan. The standards given are in Equivalent Car Space (ECS) which include parking for all types of vehicles i.e. cars, scooters, cycles, light and heavy commercial vehicles, buses etc. Parking adequacy statement/study for large