

AC (PLG) MPPR
 Jairy No. 1361
 Date 19/09/12

डिप्टी सिक्योरिटी प्रोवेंडर
 केरलिया आधारी कक्ष
 क्वॉटि एवं प्रेषक (मुख्य)
 19/09/12

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GOVERNMENT OF NCT OF DELHI
 URBAN DEVELOPMENT DEPARTMENT
 10TH LEVEL, DELHI SECRETARIAT
 I.P. ESTATE NEW DELHI

R-7626

F.No. F.13(26)/2010/UD/MB/P-III/11826

Dated 19/9/12
 Director (Plg.) MPR/TC,
 D.D.A. Vikas Minar N. DELHI-2
 Dy.No. L-310
 Date 26/12/12

To,
 Vice-Chairman
 DDA, Vikas Sadan
 INA, New Delhi

उपप्रमुख कार्यालय
 अफिस सं. 2383-DA
 दिनांक 19/9/12


Vice-Chairman

Sir,
 I am directed to enclose herewith the following reference received from Public grievances as detailed below:-

S.No.	Letter No.	Name of the petitioner	Address of the petitioner	Subject
	3826/JSMB dt. 7/9/12	Col (Retd) S C Talwar	—	Master Plan Delhi-2021

18/9/12
3000/13/12

It is requested that the matter be examined as per law and ATR/ comments may be sent directly to the representationist, under intimation to this department.

Yours faithfully,

 (Mukesh Kumar)
 Dy. Secretary (MB)

M. Kumar
19/9/12
~~AC (MPPR)~~
~~D.D.A. (MPPR)~~
 Copy to: *Pal 2012/12/12*

JP/ME
2019
AD (20) III

M. examine - *Mahabub*
25/9/12
 Sh. Sandeep Kumar (PO)
 (Dy. 1781, 3198) 3103, 3104, 3852
 • Already sent to UTIPEC.
 • Also to be discussed in the meeting (MAG) on 08/10/2012

Sandeep Kumar
07/10/2012

From Subhash Talwar <talwar40@gmail.com>

Sent Wednesday, August 29, 2012 7:30 pm

To psud@nic.in

Subject MASTER PLAN DELHI 2021

Attachments CONCEPTUAL ROADMAP TO DELHI IN 2022 AAA.doc

RK Srivastava,

3826/79/MB
07/9/12

56K

From Col (Retd) SC Talwar. While I came the other day on your invitation, I was informed that due to an urgent rush, I shall be called by you for presentation on another day alongside few others. Mr. Mehta however informed me to send the presentation document for your perusal. The same is attached. It will be a pleasure to explain in person if and when invited to do so. The theme of my paper doesn't restrict urban development and therefore needs a careful scrutiny. Since I have no personal axe to grind, I'm confident that assiduous study would be made to shape the city in the best possible interest of the nation as I shall revert to you once you have gone through the paper with a toothcomb.

Regards,

SC Talwar

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This may be referred to all concerned agencies for their end action as may be necessary.

Subhash Talwar
7/9

OS (MB)
7/9/12

JS (MB)
DS (MB)

7/9/12 5/9

CONCEPTUAL ROADMAP TO DELHI **IN 2021**

1. UNIFORM NEED: Delhi needed a vision document drawn from Indians as also study of foreign tourism. Inviting zone-based recommendations limits the very compass of such vision to mere nut bolt approach. While preserving identity of Lutyen's Delhi as also its heritage Delhi needed therefore to leapfrog onto a matching platform on world stage. Pursuit to conserve heritage should not necessarily impede its makeover. Barring fewer arenas with their zonal compulsions, Delhi as such presents common denominators to get ahead.

2. CONGESTION: Quality living has been compromised through conciliation at each stage while burgeoning populace runs riot. This impedes attainment of minimal world standards for any metropolis.

A. PARKING: Any movable device when stationery needs to be parked in its pre-determined respective parking slot, over or underground. Besides revenue generation, the eye-sore of their being strewn as if in a war zone causing nuisance if not accidents when left haphazardly is abysmal. No vehicle comes without its basic liability to the society a fact that needs understanding by the State, more than its consumer. Imagine the pleasure of roads freed of any such impediments. Wherever there is a commercial hub or residential cluster, parking zone need to emerge as its shadow. They can be built on a BOT system in a phased manner.

B. SURFACE TRANSPORT: Congestion at main carriageways right through to major arteries impels for bolder decisions to land acquisition at level of DDA, bureaucrats and minister who tend to get bogged down due to local pressures. Crunch on space suffocates freeways that compromise on fuel, time, speed, convenience and pleasurable motoring. Major carriageways need to have atleast 8 lanes on either side or as double-deckers for want of adequate space as under:

- i) Rightmost lane should be declared as speed lane wherein slower traffic is not permitted.
- ii) This should follow two more lanes thus having a total of three dedicated light vehicle lanes.
- iii) A lane left of light vehicle lanes should be earmarked as a commercial vehicles lane wherein no other traffic is permitted.
- iv) A dedicated and insulated lane need be provided to police, ambulance, fire-tender and any other such purpose.
- v) All non-motorised traffic should be prohibited from plying through an Act of Parliament while converting bicycles, Rikshaws, load-carrying contraptions and hand driven vehicles for disabled into battery operated vehicles in a phased manner. This lane should be leftmost and include two-wheelers including E-bikes.
- vi) Leftmost left lane segregated from rest of traffic should be utilized as a covered pedestrian lane with walkalators wherever feasible. Walkalators need also be provided wherever vehicles cannot ply.

- vii) A dedicated bus lane should be placed at the outer-most stretch of any such carriageway alongwith proper covered bus-stops including over/ underground.

C.DWELLINGS:

- a) Centripetal drift of population towards so called 'rich man's land' creates basties, ghettos and slums that accentuate squalor, illiteracy, malnutrition and disease. It needs to be countered through matching incentives to States as also place higher costs to migrant populace through minimal legislated standards of human habitation. 15 to 20 people living in a single room within basties dehumanizes our conscience that stands to institute measures nothing short of radical.
- b) Continuation of 'Laldora' inherited by a native populace from a long departed alien 'bara saabs' fails to outrage us in 21st century for want of vision. Haphazard growth and its subsequent regularisation is a price of governance through default. Relocation in proposed nearby high-rises through recompense of so called 'natives' as per their holding should be a first major step to free such areas from proximity of carriageways as also creation of slums. Far from being tightfisted, compensation should be so liberal as to cause rout amongst the most intractable amongst villagers to sell. Larger objectives need thus to overtake partisan politicking.

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- c) Livestock: This again needs relocation in the form of ultra-modern cooperative dairies/ piggeries/ poultries and any other such animal breeding on the fringes of Delhi with equitable shares amongst owners on basis of holdings. This shall take care of stray animals, accidents and disease. Vertical high-rise alongside should be a habitable compulsion to relocate villagers.
 - d) Open space and parks providing breathing lungs should be a fundamental right of any residential colony. A pre-defined pool of such areas need be earmarked for such dwellings and where lacking, should be so created.
 - e) Sports: Properly laid sports fields such as football, hockey, cricket, volley-ball, squash and all other allied fields should be pre-defined and whereas less occupying areas need be created within the colonies themselves, those needing larger space need be crafted while earmarked for a set of residential arenas. No dwellings should remain outside the utility of such provisions.

3. COMMERCIAL HUBS: Commerce alongside dwellings is a heady mix and should not be planned within a pre-defined distance. Relocation of either impinging on the other wherever feasible needs to be seriously evaluated. Expressways/ Carriageways as also major arteries in any case need to be emptied of human dwellings as already highlighted.

- a) Commercial Zones: Wherever lacking, proper Commercial District Zones need be developed within

each district in the privacy of a blind ending commercial zone away from the vicinity of residential areas. They should have standard international pattern including a linked multi-story parking at all levels. Due to constraint of space, they need to go skywards keeping them green with water harvesting, solar energy, piped gas and all the other necessities that come with such a set-up, each standing out as a marvel upon the other. What one has instead is commercial activity and warehouses on both sides of the road literally selling their goods to the driver on the move. Markets thus can first be built and the shopkeepers from the older sites eventually relocated. In due course, buyer shall get used to the idea of seeking out a market in a commercial zone and seller securing an even playing field. The world has come a long way freeing carriageways from any such liability of chaotic commercial activity, parked vehicles, kiosks, thelas or similar interruptions.

- b) Trades in the name of small-scale house-hold industries that cause serious health hazards including deployment of child labour need to be regulated by State Authority and relocated away from human dwellings. Products such as polythene, fabric, garments, rubber manufactured as small-scale house-hold industries are not needed by the consumer directly
- c) Vegetable/ fruit/ meat/livestock/ flower markets/ moving choti bazari/ teh bazari and many such other trades left to sprout within the nearest available encroachment need to find a permanent abode in each district/ zone through a futurist prism.

d) Prostitution with rampant trafficking in women and children need be freed from clutches of pseudo moralists wherein all sort of torture, humiliation and atrocities get perpetuated even on minors. They however need be rehabilitated to practice their profession away from midst of society but under such regulated centres so created within each district/ zone.

3. **TOURISM:** A metropolis is known from its tourism value for which a country goes to lengths in offering the best possible inducement to enchant a tourist. It is time that this should be taken as an industry that develops packages to sites of heritage as also its newer facets.

A. Tours: West sells military hardware and tourism to thrive on the world scene. The least we could do is to follow the available options in tourism to take it to a newer platform such as:

a) Heritage

i) Ancient Indraprastha

ii) Moghul era

iii) Reminisces of Raj

b) Medical Tourism

c) Modern day Tourism

B. Yamuna: Development of Yamuna on the lines of Thames while keeping at bay land sharks out to devour it, need to be given a time-bound plan in line with Metro as our new pride. Through its length traversed at Delhi, it can develop water parks,

aquarium, symphony house, ropeways, under-water sports, skiing, Scuba diving and many other innovative entertainment and sports.

C. Pod Elevated Taxi: All such arenas that yet remain unconnected especially within entertainment hubs as also residential areas need to be splurged with PET service again on a BOT system.

D. Heliports: A forward-looking facility, these need to be developed on as required basis connecting satellite townships as also as an inter-district service in order to shorten travel time.

4. SANITATION:

a) Toilets: NGO run toilets preferably underground with newer technology of waterless urinals as can be seen in Malls, need to be developed at approx every 500M.

b) Dust: Environment should be made dust-free while levying heavy fines on those including the responsible local authority who fails to cover exposed patches with grass/ plantation. Mechanical suction sweepers should be made available liberally irrespective of cost.

c) Cesspools: Local sanitation department need to work at tandem with NGO's to identify such sore areas causing mosquito-breeding and held accountable within a time bound period.

d) Greenhouse: Wherever feasible, solar lights should replace present lighting system.

5. AESTHETICS:

a) DEFACEMENT: All defacements with posters should be punished with cost of replacement and

redoing with fines levied against advertiser, heavy enough to deter one from repeat performance. Hoardings by political parties similarly on every conceivable occasion that litter the town at a staggering cost out of party funds collected from the very public, should not only be banned but need to be scripted into the byelaws of Election Commission.

b) EYE-SORES:

- i) OVER-GROUND DUCTS: All visible over-ground cableways/ducts need be placed underground with adequate space to inspect through its length. The best form would be to in-coopt them alongside into underground secondary/ tertiary Metro System already so planned. This would facilitate them to be inspected through Inspection Chambers opening from underground metro lines. With sewage Hume-pipe at the bottom, water pipe-line at top and all other possible lines including HT/LT electric cableways, Gas pipeline and other duct-ways running through the side-walls of such tunnels all possible digging, leakages and inconvenience could well be put behind Delhiites and present as a world-class marvel. Over ground jungle of loose wires, ducts or their likes that present an ugly site should not be allowed unless in conduit with imposition of heavy penalties through an Act if not already in place.
- ii) EXISTENT NULLAHS: If one were to examine wayside drains flowing through backyard of each colony, there hardly is a colony, basti, village or suburb that remains untouched through such open

drainage lending it to a ghastly site one would much do without, and instead could well be channelled into proper sewerage and storm water drains respectively. Besides providing shelter to assortment of cables, pipes, ducts and water channels within the soft underbelly of the capital through proper brick lining of such great drains, its surface structured on concrete could well serve as newer bus-routes. All existent Nullas/ drains/ cesspools thus need be covered and converted into tertiary roads, playfields or simply parking.

- iii) LITTER: Common man has come to feel at home with strewn garbage, polythene, dust, muck, insects, dung of all hue or wild vegetation. We treat potholes, rubble, broken berms, swaying railings, hoardings and whatever else in a democracy such as ours, as fait accompli. Zero tolerance has become fashionable as a statement but our levels of tolerance mock in our face when we are treated to sight of depilated buildings, crumbling structures, many literally bombarded at the hands of MCD, armed through court notices and left as post demolition Jurassic monuments. Surely, the main carriageways should atleast be entitled to respect in hiding our shame through stringent enforced laws. Any ugly site such as ongoing construction/ demolished buildings should be covered from outside to prevent offering themselves as an eyesore. If law possibly exists for the purpose, it remains on paper. If it does not exist, it need be enunciated.

Col (retd) SC Talwar

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