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Suggestions for review of Article 3.3.1.1.A of Master Plan of Delhi 2021

- To,
1. Joint Secretary (Delhi),
Ministry of Urban Development,
Government of India
Nirman Bhawan, Delhi
 2. Secretary cum Commissioner,
Delhi Development Authority,
B-Block, Vikas Sadan, INA, Delhi-23
 3. Deputy Director, Chief Planning Division,
Delhi Development Authority,
Vikas Minar, I. P. Estate, New Delhi

DD (MP)'S Office
Diary No. 140 ✓
Date 7/1/13

Director (Plg.) MPR/TC
Dy. No. 3970
Date 7/1/13

Director (Plg.) MPR/TC,
D.D.A. Vikas Minar N. DELHI-2
Dy.No. L-328
Dated 1/1/13

SMT. I. P. Panzeta, Dir. (Plg) MPR & T

The Extent of Influence Zone, currently proposed at 500m around the MRTS corridors should be guided by following considerations

1. It should be bound on the other side by a natural boundary like a Railway Line, a monument, drains, roads, *nallahs* and bye-lanes, village *phirni*, etc.
2. It should be sufficiently deep i.e. For a longer width so as to be able to
 - a. Physically accommodate the required augmentation (addition) in civic infrastructure and
 - b. Economically justify the expenditure on augmentation of civic infrastructure -
 required to provide efficient civic and communication services to such high-density multiple land-use developments planned to be allowed in the influence zone.
3. The last mile connectivity, the main issue affecting use of personal transport, can be addressed not only by walking, but also cycles and cycle-rickshaws, both being non-polluting and economically desirable means of transport. It promotes livelihood among the poorest of the poor as well as saves precious foreign exchange used for buying fossil fuels from abroad. There should also be provision in form of narrow lane along feeder routes (feeder to MRTS corridors) for parking of rickshaws & cycles.
4. The influence zone should be planned along not only BRT/Metro corridor but also National Highways, Major Roads with similar width as required for BRT corridor, arterial roads linking different sub-cities or those along peripheral villages to provide for inter-state traffic to bypass the Delhi city, a rail-route which can be used to transport people from satellite towns (within NCR) to major business districts in the Delhi city, etc.
5. The influence-zone should be extended to include the whole patch of contiguous populated development (a village or an authorized / unauthorized colony) rather than only a part of development that may fall within the proposed depth of 500m.

This is in response to the public notice, may be seen by Dir (MP)

Dir (MP)

11/1/13
DD (MP)

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6. The zone should be extended to merge with another influence zone (band) close-by another MRTS corridor close-by so as to avoid narrow strips (or partial areas of existing developments) between two or more influence zones. Such narrow strips encourage unauthorized constructions between the two bands.
7. There should be sufficient parking facility for manual rickshaws (for traffic flowing in both directions) along the routes feeding the MRTS corridor.

Thanks & Best Regards,



Apurv Agarwal
C-118, East of Kailash,
New Delhi 110065
Mobile Ph: 9971-858305
Email: apurv2504@gmail.com