

(93)

Purbanchal Cultural & Welfare Association
(Regd)

Dy. Dir. UTTIPEC
Diary No. 2-956
Date 8-11-12

C/1-3, New Ashok Nagar, Delhi-110096.

Ref. No.

Date:- 05/11/2012

To

✓ Director (Plg.) MPR/TC,
D.D.A. Vikas Minar N. DELHI-2
Dy. No. 254
Dated 30/11/12
✓ The Director (Plg.), UTTIPEC/
Convener-MAG(Transport),
Vikas Minar I.P. Estate
New Delhi

Office of Director (Plg.)
UTTIPEC, D.D.A.
Diary No. 1-1266
Date 7/11/12

Subject:- Amendment in Master Plan (E-Zone) with respect to a 45mw sub-Arterial Road from Nagarjun Apartment (Noida Link Road to NH 24.

Ref:- Latter No. F1(55)2012/UTTIPE/D-306 dated 29-10-2012

Sir,

In additions to previous application submitted in open house meeting in May,2012 the present applicant is submitting following lines as a synopsis on the subject-cited above for your kind consideration:-

1. That, the above state 45mw sub-arterial Road was drawn in the E-Zonal plan many years ago, the situation has been changed physically, and as it is written in M-P-2012 (Page 113) which the present applicant reproduce here as, "As a matter of General policy it is proposed that for all categories of roads, the full cross section should be developed in future and no encroachments will be permitted on the exiting road network, Further, the development of roads should start from the extremes of the designated ROW". But, if any property situated in the centre has been demolished in pretext of a 45 mw Master Plan Road by the D.D.A. would be considered as illegal, null and because of Pick & Choose.

2. That, as stated in Para No.-1, and drawn in the enclosed lay-out Master-Plan-2012, the development of road from Noida link Road would demolish:-

- a. Nagarjuna Apartment
- b. Datta Bhavan (office of the Engineers' Association)
- c. New Ashok Nagar Metro-Station

Again a senior officer D.D.A. when his sight had been attracted by the present applicant was informed that, a road would be constructed in between.

- a. Nagarjun Apartment & D.D.A Market and A.I.I.M.S Apartment & Indian Express Apartment the existing distance in between is 17 mw.
 - b. If a bridge is constructed across the present Gandha Nala.
 - c. The existing Road space in between the New Ashok Nagar Metro-station & East End Apartment is 27 mw.
3. Furthermore, the town Planner, M.C.D. in 1987 gave NOC on the lay-out plan of New Ashok Nagar as according to instruction given in the notification for electrification that the area of New Ashok Nagar had been in existence prior to 01/01/1981. Hence residents have crossed thirty years period of limitation of time with peaceful possession. Now even for a Master Plan Road, it is not legally possible to evict them under limitation Act, 1963.
 4. Even for a Master Plan Road, it is not legally possible to evict them under limitation Act, 1963.

Suggestion

Moreover, there is a 30 mw Road connects DND Flyover & NH-24 goes across/other side of the Hindon Canal with a possible future expansion in widening that-Road. A Flyover from Klyanpuri to NH-24 approximately 1.5 km length would be enough to ^{settle} ~~execute~~ problems of Traffic on the one hand and not disturbing the present structures here and there on the other.

Under circumstance mentioned above, the present applicant requests your good kind and sympathetic self/selves to consider suggestions mentioned in para-4 of this application and feasibility expressed in Para 1 to 3 of this application prior to reach in a conclusion.

Thanking You

Yours Faithfully


(B.N. Bhattacharyya)

President

9818962983

DECLINING
25/11/12

Suggestion for Mid Term Review of MPD-2021 to be discussed in 6th Meeting of Management Action Group of (Transport Chapter) dated 05/11/12.

CENTRAL

Sl. No.	CODE	Name & Address	Issue raised	Suggestion made	Remarks
1	C-1	Dr. (col.) S. C. Talwar, F-803, Ambience Lagoon, NH-8, Gurgaon-122002	<ul style="list-style-type: none"> Lack of lung spaces and parking in the city. Roadways Increased fatalities in the city, unruliness, exploding traffic, scantily maintained surface routes. Demarcation of Commercial and residential areas Lack of lung spaces and parking in the city. Roadways Increased fatalities in the city, unruliness, exploding traffic, scantily maintained surface routes. Aesthetics/Environment Protection 	<ul style="list-style-type: none"> All residential areas shall be provided with adequate lungs spaces with separate arrangement of underground parking. Eco- friendly modes of transportation should be encouraged like battery operated vehicles. Introduction of double-decker carriage ways, underground by pass and clover needs to be created. Police should be empowered to levy heavy penalties. Pot- holes, boulders, open manholes and other obstructions should be removed for free vehicular movements in the city. Multi level car parking should be encouraged. Dedicated lanes for emergency vehicles should be encouraged. Speed breakers should be strategically placed to check the speed of the vehicles. 	
2	C-2	Sh. Dev Raj Baweja Gen. Secretary, Confederation of Sadar Bazar trades Association (regd.)	<ul style="list-style-type: none"> Traffic congestion Inadequate physical and social infrastructure Parking problem No provision of Metro link 	<ul style="list-style-type: none"> Redevelopment of Sadar Bazaar using 8 acre of land which got vacated by shifting slaughter houses either as parking or for shifting of shops, using PPP model Multi level car parking in PPP. Provision of Metro link from Metro rail link to Tis Hazari. 	
3	C-3	Smt. Shalini Jain F-1/16, rajdhani park, Nangloi, Delhi-41	<ul style="list-style-type: none"> Displacement of people due to widening of road from Rohini sector 22 to NH 10 via begumpur, rohini, Prem nagar. 	<ul style="list-style-type: none"> A road from Rohini sec 22 to Sultan puri meets NH 10, which is 200 ft wide should be linked to rohini sec 22. Linking road to karala and Rani Khara to NH 10. 	
4	C-4A	Sh. Subhash Malik Prashant Vihar Shops and establishment association A-13, prashant Vihar, Delhi-85	<ul style="list-style-type: none"> Revision of clause 4.4.3 	<ul style="list-style-type: none"> Parking should be made mandatory only on plots sizes more than 100 sqm. 	

5	C-4B	Sh. Ved Mittal Prashant Vihar Shops and establishment association A-13, prashant Vihar, Delhi-85	<ul style="list-style-type: none"> High Conversion and Parking Charges 	<ul style="list-style-type: none"> Conversion charges/ parking charges need reasonable consideration and parking charges should be nominal and justified. Moratorium should be extended for one more year. 	
6	C-5	Sh. Ashok Bhasin, Chairman, North Delhi Residents Welfare Federation, 1618, main chandrapal road, Delhi-7	<ul style="list-style-type: none"> Development of the Malka Ganj Area 	<ul style="list-style-type: none"> G.T Road must be 90 -120 feet with no Teh Bazari as per the space available. Road from Malka ganj crossing to subzi mandi should be widened from 48 to 60 ft. All the streets (20- 24 ft.) should be given services by the hgovernment in a planned manner. Service streets to be provided for physical infrastructure. 	<p><i>Minimand should come up in walled city -</i></p> <p><i>encroachment should be removed from Road.</i></p> <p><i>Azadpur market Bridge.</i></p>
7	C-6	Sh. Anand Kumar Sharma House owners associations 1571/30, Naiwala, Karol Bagh, New Delhi-5	<ul style="list-style-type: none"> Guest houses/ lodges/ small hostels on narrow streets adds to congestion Encroachment Parking on the main roads 	<ul style="list-style-type: none"> These should not be allowed roads below 80 mts. and must be isolated from residential area. Encroachments on either side of the main road shall be removed. Parking shall be provided for the shopkeepers near the shops. 	
8	C-7	Sh. Praveen Grover Gen Sectretary Main Bazaar Vyapaar Mandal, 5071, Main Bazaar, Paharganj, New Delhi- 55	<ul style="list-style-type: none"> Issue of road widening 	<ul style="list-style-type: none"> Road widening may result in removal of many shops which are operating in verandas and this may further affect the livelihood of people 	
9	C-8A	Sh. Ashok Lall Sh. Basant Kamal Meattle Smt. Anjali Mittal 2 B Ramkishore Civil Lines, Delhi-54	<ul style="list-style-type: none"> Strategy for regeneration of Shahjahanbad in MPD 2021 fails to distinguish between various parts of the old city which exhibits a very varied character. ü Daryaganj ü Kashmere gate ü Mori gate ü South of Old Delhi Railway Station 	<ul style="list-style-type: none"> Separate guidelines should be prepared for making redevelopment of each zone. Incentives should be given for redevelopment like amalgammartion pf properties can be used to enhance FAR. Access by emergency vehicles and parking needs specific plans which need not fit in the standards of MPD. Slow traffic solutions and pedestrian movement should be encouraged. 	
10	C-8B	Sh. J.N. Gupta, 52/36, Ramjas road, Karol bagh, New Delhi-54	<ul style="list-style-type: none"> Road widening is proposed on the cost of residential spaces Parking norms designed for a motor car societyare being maintained for shahjahanabad 	<ul style="list-style-type: none"> Parking should be restricted to a certain location and not roadside. In house parking should be restricted. Stilt parking along the frontages of bazaar should not be 	

11	C-8C	Sh. Basant Kamal Meattle Meattle Private limited, 1- Dufferin Bridge, Mori Gate, Delhi-6	too. • Special area is marked as residential in MPD and mixed and commercial character is not highlighted. • Wholesale trade contributing to traffic problems in walled city.	permitted. • Wholesale trade should not be allowed in the walled city. • Freight handling should be removed from the old Delhi Railway Station.	
12	C-9	Sh. Manmohan Singh 3071/2B Street No. 10, Old Ranjit Nagar, New Delhi -8	• Vulnerable conditions and a disaster prone area of Ranjit nagar. • Poor interconnectivity of the entire area	• All the roads and lanes should be re-carved according to be stipulated widths in the 1964 layout plan. • Interconnectivity of the entire area from Pusa Road to Satyam Cinema should be properly planned.	Non implementation of MPD is core issue. everybody should be aware of road
13	C-10	Sh. Ashok Mehra and Vinod Khanna. Sant Vihar Welfare Society, No. 2, Ansari Road, Daryaganj, New delhi-2	• Parking is the key issue of Concern.	• Suitable parking spaces shall be developed in the colony like basement of Mahavir Vatika, park situated on the stretch from Ghata masjid towards ring road, entry point of Ansari road, etc.	
14	C-11	Sh. S. Murli Mani Beopar Mandal Ajmal Khari road, 6/65, W.E.A., Karol Bagh, New Delhi-110005	Lack of parking spaces.	• Public- Private Partnership model should be introduced for provision of parking facilities.	Multi-level parking
15	C-12	Sh. Swaram Virmani 5, Diamond Mall, Karol Bagh. New Delhi-5			
16	C-13	Dr. Lalit Kapur 13/5, Punjabi Bagh extension, New Delhi 26	• Lack of parking spaces in Punjabi Bagh area.	• Public- Private Partnership model should be introduced for provision of parking facilities.	
17	C-14	Sh. Amarjeet Singh 8/26, WEA, Karol Bagh, New Delhi-5	• Lack of parking spaces • Lack of connectivity of Pusa road to D.B. Gupta Marg • Raised road levels results in flooding of basements and stilts • No parking for residents	• Parking spaces should be created in Ajmal Khan Road and Dev Nagar, etc. • A new road on main drain should be constructed connecting Pusa road to D.B. Gupta Marg. • Road levels should not be raised to avoid flooding • Residents should be given free parking facility in the close vicinity of the houses.	
18	C-15	Sh. Vinod Mathur, West Delhi Beopar Mandal, 2365, Main Patel Nagar, Shadi Khampur, New Delhi- 8	Lack of parking in the area	Proper parking facilities should be provided in close vicinity.	Signal free transport should be promoted by using V-Turns. - Multiple parking on DMS/DTC land around - Shuttle for local movement

19	C-16	Sh. S.P. Gupta General Secretary rajendra nagar welfare association 28/7 Rajendra Nagar New Delhi -60	• Revision of redevelopment plan scheme under MPD 2021 Old Rajendra Nagar	• Provision of two parking lots in the colony • Encroach free footpath for save use by pedestrians • Provision of authorized three wheeler stands • Redevelopment of underground barrel from shankar road to PUSA road • Requirement of flyover from ridge to patelchowk over Shankar road	Karol Bagh Shm be developed a metropolitan city center
20	C-17	Sh. Neeraj Gupta President, Karol Bagh Traders Welfare Association 4/53. Saraswati marg, W.E.A., Karol Bagh, New Delhi-110005	• Lack of parking in commercial areas (para 15.4, MPD 2021)	• PPP model for parking shall be introduced in commercial areas. Few potential places are underneath in the basement of school. • Being a CBD, all plots should be exempted from conversion charges. • Public- Private Partnership model should be introduced for provision of parking facilities.	
21	C-18A	Sh. Rakesh kumar Yadav President & Sh. Rajinder Kumar Gupta Qutab Road Traders Association 14/1332, panmandi Sadar bazaar, Delhi-6	• Development of Sadar Bazaar	• Road widening in the area is the only solution for development • There should be a multi level car parking. • Mono rial and metro rial should cever this area.	
22	C-18B	Pawan Kumar, Federation Of Sadar Bazar Traders Association, Kumar House, Chowk Bara Tooti, Sardar Bazar, Delhi-110006			
23	C-19	Sh. K. mohan Pusa road resident welfare association 25 B Pusa Road New Delhi	• Lack of parking	• Parking facility should be provided on the Shankar road	

24	C-20	Vipin Jain, M2K Infrastructure Pvt.Ltd. E-13/29,1st Floor,Harsha Bhawan,Connaught Circus, New Delhi-110001,India	<ul style="list-style-type: none"> • Redevelopment of existing uraban area 3.3.11 planned areas (a) • 3.3.2 Guidelines for redevelopment schemes para(iii) a) • 4.4.3 A Residential plot –plotted Housing Notes 	<ul style="list-style-type: none"> • Additional Far of 400 for all properties falling in the Influence Zone along MRTS and major transport corridor be implemented on immediate basis. Building departments be directed to accept process and approve the plan. • Minimum planning area be reduced to 3000sq. mt so that individual Group Housing falling under the Influence Zone can avail the additional FAR. • The requirement to cluster a minimum area of 3000smt be removed. Individual plots falling in influence zone permitted higher FAR, Ground Coverage and Height relaxations. • Plots smaller than 3000smt should also be covered in this para without amalgamation /cluster approval. • Parking norms should be restored 1.33 • ECS/100sqmbuilt up area upto 1.67 FAR as permitted in MPD 2001 & the increased parking norms of 2.0ECS/100sqm built up area be applied on increased Far only (200-167=33). • To meet the increasing parking requirements, podium parking up to 100% of the plot area be allowed without being counted in Ground coverage and FAR. Ground coverage be achieved above podium parking. • Stack parking on surface be permitted without being counted in Ground coverage and FAR. • Extra heights should be permitted in basements to accommodate Mechanised car parking. • Although the Zonal plans have been notified, identification of Influence Zone along MRTS has not been completed in the Zonal plans as per MPD norms.MPD should indentify the influence Zone immediately so that the benefit of MPD schemes as envisaged can be 	
25	C-21	Sh. Ashok Arora, 909, Kedar building, clock tower, Delhi -7	<ul style="list-style-type: none"> • 30 m wide road is proposed nea clock tower, no widening is done as yet • There is no planning for hawkers in the area • Lack of parking 	<ul style="list-style-type: none"> • GT road near Clock trower should be widened as 30 mts. • Proper hawking zones should be defined in the locality on wider roads • Parking can be created near clock tower to meet the increasing demand of parking 	
26	C-22	Sh. I.P. Mullick President Senior Citizen Corum Patel nage, 8/28, South Patel Nagar, New Delhi	<ul style="list-style-type: none"> • Lack of parking areas in Patel nagar • Lack of space for elderly senior Citizens in Patel Nagar 	<ul style="list-style-type: none"> • There is a plot measuring 80X 240 sqm, on Patel Road which should be used to build a Multi level Car parking and should be a multi storey commercial complex. 	

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27	C-23	Sh. Dev Raj Baweja Gen. Secretary, Confederation of Sadar Bazar trades Association (regd.)	<ul style="list-style-type: none"> · Traffic congestion · Lack of open spaces · Parking problem <p>No provision of Metro link</p>	<ul style="list-style-type: none"> · All the commercial streets prior MPD 1962 should be converted to commercial and mixed use with no conversion charges. · Redevelopment of Sadar Bazaar using 8 acre of land which got vacated by shifting slaughter houses either as parking or for shifting of shops, using PPP model · Multi level car parking in PPP. · Provision of Metro link from Metro rail link to Tis Hazari. 	
28	C-24	Sh. R.K. Gupta C-127, Shakti Nagar ext. Ashok Vihar, Delhi-52	<ul style="list-style-type: none"> • Issue of shifting of trades from shahjahanbad • Lack of housing in the city • Ill planning of commercial and institutional property • Improper transport planning • Lack of industrial planning 	<ul style="list-style-type: none"> • Transporters should be shifted to Sanjay Gandhi Transport nagar • Parking should be provided at MIPC at Gandhi ground, parade ground, Fatehpuri National Park and railway land, Minto Road. • Space for Tourist buses and nightshelters should be provided between Mori gate and ISBT. • Public movement should be through electrical trams. • Independent parking block for EVs should be provided • Stilt parking should be mandatory for restricted houses • Parking should be developed for all commercial centres • Parking should be provided on MIU roads • Construction of parking lots should be time bound • Extensions of steps on footpaths should be prohibited. • Mixed use is only allowed with parking facilities. 	
29	C-25	Sh. Nand Lal 1162, Multani Mohalla, Gandhi Nagar, Delhi 31	<ul style="list-style-type: none"> · Stilt parking is not mentioned for redevelopment of DDA flats in MPD, 2021 	<ul style="list-style-type: none"> · Stilt parking should be mentioned for redevelopment of DDA flats as per sanctioned plan of the plot, in MPD, 2021 	
30	C-26	SH. Vinod Kumar Garg, B-9, Bhagwan Das Nagar, East Punjabi Bagh, New Delhi-26	<ul style="list-style-type: none"> · Lack of housing in the city · Ill planning of commercial and institutional property · Improper transport planning 	<ul style="list-style-type: none"> · Parking should be developed for all commercial centres · Encroachments on ROW should be prohibited. · Construction of parking lots should be time bound · Extensions of steps on footpaths should be prohibited. · Mixed use is only allowed with parking facilities. 	

31	C-27	International travel lines, K-57-C, 1st floor, Central Market Opp. MCD hospital, Lajpat Nagar-II, New Delhi-24	<ul style="list-style-type: none"> Lack of parking space for Buses Only one fitness centre at burari to serve all the buses is not sufficient. No work centre for buses and coaches. Encroachment by traders and shopkeepers on the footpaths Increasing number of unregistered rickshaws on roads 	<ul style="list-style-type: none"> DTC bus depot lands to be developed jointly to facilitate DTC and private bus operators to solve their parking problems. Separate space for parking of buses should be demarcated in central Delhi or any other area in Delhi. Underground parks /basement parking and MLCP for buses shall be created. More buses fitness centres should be established at sarai kale khan, anand vihar, dwarka etc. to save fuel, time and harassment. Transport bus centre to be developed like sanjay Gandhi transport nagar. Encroachment by traders and shopkeepers on the footpaths should be removed Unregistered rickshaws should be listed and checked. 	<ul style="list-style-type: none"> Prob of bus parking DTC depot should be developed jointly more land should be earmarked for bus parking. Mul Haveli bus depot more transport nagar like Sanjay Nagar.
32	C-28	Kul Bhushan Gupta, Advocate, X-32, Civil Side, Tis Hajari Court, Delhi (Through MoUD)	<ul style="list-style-type: none"> Lack of space for commercial activities Conversion charges and parking charges are on the higher side. 	<ul style="list-style-type: none"> All the roads with more than 60 ft ROW should be declared as Commercial/ mix depending upon the existing commercial activities. Conversion charges and parking charges should be reasonable. 	
33	C-29	Rajesh Kumar 529/12, Nangloi, Delhi-110041.	<ul style="list-style-type: none"> No parking facility in west Delhi like nangloi, peera garhi etc. 	<ul style="list-style-type: none"> Provision of parking in west delhi should be made to meet the increasing needs. 	
34	C-30	The Esic friends Co-op, Group Housing society Ltd., Plot no. 34, Sector 13, rohini, delhi-85.	<ul style="list-style-type: none"> Approval have been ceased to be granted for addition to existing structures in the group housing societies for utilization of additional ground coverage and FAR permissible as per MPD, 2021, as these could compromise their structural safety. 	<ul style="list-style-type: none"> New parking norms may be applicable to additional FAR. 	
35	C-31	Sh. Y.K.Anand Babar road colony lease holder association (RWA) 58, Babar road, New Delhi	Babar road bungalows are much smaller and does not fit in the concept of LBZ.	Babar road should be excluded from LBZ limits.	

36	C-32	Sh. Laxman Navani A-81A, Lajpat Nagar-II, New Delhi-24	<ul style="list-style-type: none"> Revision in para 15.4 MPD, 2021 Improper traffic movement 	<ul style="list-style-type: none"> Provision of service roads should be removed as it is objectionable by the neighbouring residential premises. Car parking shall not be made mandatory on mixed and commercial streets for owners of smaller shops upto 250 sqn. There is a need of proper traffic signals and enforcement of rules 	
37	C-33	G.S. Nanda SEWA-II, South Extension II Welfare Association(Regd.) D-33, South Extension part-2, New Delhi-49	Lack of parking in South extension part 2	<p>Denotify and stop all commercial and mixed land use and any other such permission allowing commercial activities on main road south extension part 2</p> <p>Service roads of NDSE 2 to be converted to a parking lot</p>	
38	C-34	Sh Satya prakash, Sh. Vjay B Mansukhanz Federation of Nairaina Vihar RWA's	<ul style="list-style-type: none"> Provision of MLCP/ underground parking Need of subway Permission to Hawkers and vendors Poor roads conditions 	<ul style="list-style-type: none"> MLCP/ underground parking shall be provided in all colonies. Underpass/ Subway near payal cinema needs to be constructed urgently. Hawkers and vendors sould be regulated by RWA's Reapair of roads shall be taken up as soon as possible. 	<p>- Augment water supply in view of upcoming</p> <p>- Bus stop on Red Light St. should not be there</p>
39	C-35	Sh. Shikhar Chand Jain, K- 106, Hauz Khas Enclave, New delhi-1100016	<ul style="list-style-type: none"> Lack of clarification on status of Farm houses in MPD, 2021 	<ul style="list-style-type: none"> Status of Agricultural land not covered under MPD, 2021 shall be clarified and should state whether it is fit for constructing farm houses or not 	

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Suggestion for Mid Term Review of MPD-2021 to be discussed in 6th Meeting of Management Action Group of (Transport Chapter) 05/11/2012

EAST (Part)

CODE	Diary No.	Issue raised	Suggestion made	Remarks
i. Suggestion regarding various road projects in Delhi				
ii. Suggestion regarding Widening of 6.5 km long road connecting Sector 15 of Gautam Budhnagar and NH-24				
E2	52-54	Widening of 6.5 km long road connecting Sector 15 of Gautam Budhnagar and NH-24 would uproot about 1500 families / lakhs of population, Govt. School, Metro Station, temples, pumping stations of DJB.	Instead of proposed 45 m RoW, other alternative roads (3 options) to be explored : (a) 30m wide road connecting DND Flyover to NH-24 from the side of Hilton Hotel ; (b) two roads 10 m wide - one is between open drain & Hindon Canal while the other is between Hindon Canal & Ganga Nahar and Irrigation department of U.P. is agreeable ; (c) 13 m wide road on sewer line connects New Ashok Nagar Metro Station & Vasundhara Enclave can further be widened.	
iii. Suggestion regarding road in East Delhi				
E3	374-387, 945-951, 954-958, 962-975, 1006, 1008-1048, 1051, 1122, 1560, 1612, 1631, 1636-1642, 1646-1653	Of the proposed 7.1 km long 45 m wide road, about 5.5 km is aligned through 10 unauthorised colonies & thickly populated village abadi of which many have Provisional Certificate of Regularisation (PCR).	The Proposed 45 m wide road 7.1 km long to be deleted . Gave refence of DDA VC DO No. F1(12)2000/LM/EZ/206 dated 20Dec2001 & also DDA letter No. F. 3(41)2008/MP/D-853 dated 16Nov.2009. Instead consider 3 options that are available : (a) 55 m wide 5.5 km long from DND Flyover to NH-24 (b) 30 m wide BRT 5.5 km long from Noida Link Rd to NH-24 (c) 12 m wide 6.2 km long road from New Ashok nagar Metro station to NH-24	
v. Suggestion regarding proposed 45 m RoW from New Ashok Nagar				
E5	952, 953, 959-961, 976-1005, 1049, 1050, 1643-1645, 3748	Objects the proposed 45 m RoW from New Ashok Nagar to Mullah colony, Harijan Basti, Kondali along Hindon canal on following grounds : (a) Metro station is located at one end of the proposed road, restricting any connectivity further ; (b) Chilla regulator and East End multi story Apartment cannot be removed ; (c) it will require demolition of already existing 13 colonies .(population of 1 lakh poor people) ; (d) 16 structures of social facilities like mosque , temple, schools & medical facilities, etc. shall be affected.	Alternative alignment of proposed 45 m ROW road from New Ashok Nagar to Mullah colony, Harijan Basti, Kondali along Hindon canal may be considered.	
vi. Suggestion regarding 45m wide Sub-Arterial linking Noida link to NH24				
E6	1415, 1584, 1623, 1624, 1951, 3613, 3625, 3658, 3869, 3870, 4018, 947-R, 3885, 4021,	45m wide Sub-Arterial linking Noida link to NH24, technically and ecologically not feasible as it affects Nagarjuna apartments, Datta Bhawan & New Ashok Nagar Metro Station.	Substitute 30m wide Sub-Arterial road from DND to Kalyanpuri is already in use, extend it by 2.3 km long flyover to NH24	
x. Suggestion regarding road from U.P Link Road to NH-24				

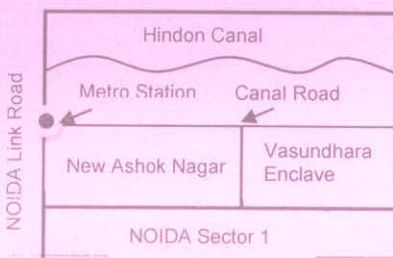
E10	3723-3726, 3614	<p>Objection for proposed 45M wide road from U.P Link Road to NH-24 N.A.N Metro Station, Govt. Senior Secondary School, Temple, Mosque etc. and thickly populated Abadis are coming on the way of proposed road.</p> <p>On 30th September 1997 a massive Demolition for 13M X 1.2KM road was carried out, DDA fenced the area and allowed the residents to rebuilt their houses. 10 years later DDA draws MPD-2021 showing 45M wide X 7.1Km road.</p> <p>10M wide land is lying in between 13M wide road and New Canal of U.P Irrigation Dept.</p> <p>Colonies on the way of 45M road, have provisionally Regularized by the Urban Development Ministry.</p> <p>Attached the list of 24 structures falling on the way of proposed 45M road, Pg.No. 406.</p>	<p>No 45M road without Demolition.</p> <p>Barat Ghar, Post Office, Dispensary at PirBaba mazar with 5000Sq.Yd space available.</p> <p>Substitute 30m wide Sub-Arterial road from DND to Kalyanpuri is already in use, extend it by 2.3 km long flyover to NH24.</p>	
xxvii. Suggestion regarding congestion on road parallel to Hindon cut canal				
E27	3616, 4017	<p>Congestion on existing 13M Wide Road</p> <p>DDA 45m wide Master Plan Road not feasible.</p>	<p>1.7 KM road parallel to Hindon cut Canal at N.A.N.</p> <p>Two Lane Bridge at 12.53KM on Canal.</p>	
xxviii. Suggestion regarding junction road between N.A.N and Noida				
E32	3644, 3646, 3647	<p>Widening of existing 13 m to 45m wide road opposite to East End appts., N.A.N Metro Station is not Possible as width is not available & demollision will be required, effecting the poor people.</p>	<p>There is no need of proposed 45m road up to Vasundhara as the present 13m wide road is sufficient and also a parallel 30m wide road exists which connects DND with NH-24 to ghazipur</p>	
xi. Suggestion regrading the 45m wide road from UP link road through Dallupura, Durgapuri, Rajbin Colony, New Ashok Nagar				
E40	4014, 4015	<p>In context of 45m wide road from UP link road through Dallupura, Durgapuri, Rajbin Colony, New Ashok Nagar, Mullah Colony, Harijan Basti, Kondli along Hindon canal, to NH-24.the following facts were submitted</p> <p>(a) In Sep 1997, massive demolition pogram was carried bu DDA to make way for 13m*1.2 km road from Vasundhara Enclave to govt Senior Sec.School, New Ashok Nagar.</p> <p>(b) Ten years later DDA in MPD 2021 shows a 45m wide 7.1km long road, while the existing 30m wide road which was built in 1998-2001, connecting DND flyway, UP link road to NH-24 via Gazipur has not been shown. two bridges were also constructed linking east end apartments to gazipur road and Vasundhara Enclave to Gazipur road.</p> <p>(c) Another 13m wide road was built in 1978-2001 linking Govt Sr.Secondary School to Vasundhara Enclave to NH-24.</p> <p>(d) Proposed 45m wide 7.1 road would be effect about 15 colonies having PC of Regularisation in addition it will effect about two dozen structures of social religious and civic infrastructure.</p>	<p>To reconsider the proposed 45m wide road from link road to NH-24 and instead strengthen the existing links like 30M wide existing road connecting DND with NH-2.</p>	

DC (MOS))
 3/11

6th Meet of Management Action Group on Delhi Unified Metropolitan Transport UTTIPEC

- 1 Dropping of 6.2km 45m Master Plan Road from Noida Link to NH24 – Ground Reality of Public Projects and Habitation on Alignment
- 2 Suggestion for Substitute Three Road Network
- 3 Suggestion for Amendment in Chapter 12 of Master Plan Delhi 2021

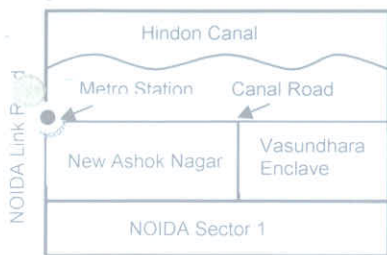
5 November 2012



New Ashok Nagar Forum

52 A (2nd Floor), Block - C 2, Metro - Canal Road, New Ashok Nagar, Delhi – 110096
 arungoyal.delhi@gmail.com, knsrivastavaafd@yahoo.com

Planned Development through Bhagidari • Justice for All • Clean & Green Canal Road • Employment and Shelter • Connectivity through Metro – Canal Road • Education for all, Living and Culture



New Ashok Nagar Forum

52 A (2nd Floor), Block - C 2, Metro - Canal Road, New Ashok Nagar, Delhi – 110096
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Planned Development through Bhagidari • Justice for All • Clean & Green Canal Road • Employment and Shelter • Connectivity through Metro – Canal Road • Education for all, Living and Culture

President: Arun Goyal (Legal Advisor, Media Columnist) 98100 79983 **Vice Presidents:** Tushar Chaudhary (Planning & Co-ordination) 92128 99202, Vinod Bachheti (Educationist) 98117 77006, Md Shahid (Treasurer) 98114 82114

General Secretary: K.N. Shrivastava (Retd Chief Engineer) 98682 63690, **Secretary:** Ajay Chauhan (Social Worker) 99588 75891, Subodh Gupta (Social Worker) 98117 78674, **Joint Secretary:** Dhanpal Singh (Social Worker) 95827 71793, Mangal Chakravarti (Social Worker) 98104 79959

Women Power & Advisors: Ms. Neelam Srivastava (M.A, Gold Medallist) Ms. Neiraj Chauhan (MFA) Ms. Mita Bose Goyal (PhD) Ms. Seema Gupta (Social Activist) Nathu Singh (Retd Executive Engineer)

NAN Forum/MP Road/5

5 November 2012

Mr. Ashok Bhattacharjee
Director (Plg.), UTTIPEC
Convener – MAG (Transport)
2nd Floor, Vikas Minar
New Delhi

1. Dropping of 6.2km 45m Master Plan Road from Noida Link to NH24 – Ground Reality of Public Projects and Habitation on Alignment
2. Suggestion for Substitute Three Road Parallel Network
3. Suggestion for Amendment in Chapter 12 of Master Plan Delhi 2021

Dear Mr. Bhattacharjee:

Please refer to your letter UTTIPEC WG 1-A dated 31 October 2012 regarding Sixth meeting of the Management Action Group on Delhi Unified Metropolitan Transport.

Essentially, we are suggesting amendment to Chapter 12 of Master Plan 2021 to provide for dropping of non feasible roads on ground reality and provision of alternative parallel road networks.

We are very grateful to you for taking up the matter regarding the 6.2km nonexistent and non-feasible 45m Master Plan Road. We are sure that a solution to the issue is in sight once the matter is before UTTIPEC. You may recall that you had taken up this very matter in early 2011 where you had called a meeting of Delhi Traffic Police, UP Irrigation and PWD Departments of the Government of NCT. The said meeting felt that the widening of the 13m road on the New Ashok Nagar stretch to include the 10m UP Irrigation strip on the side of the parallel Hindon Cut Canal will solve the problem.

UP Irrigation is ready to build the road provided releasing fund from the NCT Government. (The matter has since been taken by the Area MP Mr. Sandeep Dixit who has recommended release of funds to the Urban Development Minister who in turn has sanctioned the proposal. The matter is now with the PWD department for release).

With this letter, we are attaching a Note on the subject of the Road Network in the area which is the subject matter of this meeting.

Thank you once again

Arun Goyal
President
NAN Forum

1 – Introduction and History

The area covered by the road network was originally occupied by the villages of Chilla Sarda Bangar, Dallupura, Ghazipur. The Hindon Canal pass through the area. It joined the river Yamuna on the Chilla barrage to feed its waters to the Agra Canal downstream. During Emergency in 1974-77 and thereafter, the new colonies of Noida, Trilokpuri, Mayur Vihar were developed by the DDA and UP government based on land acquired from the villagers. A big land acquisition programme was executed by a notification dated 17.11.1980 under which lands were acquired from the villages of Chilla Saroda Bangar. The award of 30 September 1982 gave the land to DDA for Housing Development. Other lands in nearby villages like Dallupura, Kondli were also acquired in a similar fashion. In the 1990s, the East End Apartments and Vasundara Enclave Apartments came up. The IFC market at Ghazipur was developed to relocate the markets in Old Delhi on NH24.

The biggest development was during the Commonwealth Games in 2010 when an extensive road network, District Centre and two five star hotels and Malls were developed to cope with the tourist traffic.

The Metro Line and Metro Station also came up in the year in the period 2007-2011 with the link to the DND Flyover on the river Yamuna. UP Irrigation also done its bit to develop the area, a parallel cut canal to the existing Hindon canal has been constructed. Water in the Cut Canal is to be released very shortly. It is believed that the main Hindon Canal will be closed when the parallel canal is operational. UP Irrigation has constructed a road between the two canals and also bridges on the two canals with the help of the Delhi government.

A stage has come when the whole road-rail network is under review by DDA. The Master Plan 2021 was formulated in 2007 when there was no Commonwealth Games, Metro Station and Hindon Cut Canal. Many changes have taken place and revision is long overdue.

The area is also the battleground between housing development by poor sections and the Government agencies. In the first round, the road cum drain 1.2 km project was executed in the Metro–New Ashok Nagar section along the Hindon Canal in 1997. There was resistance by the local people, two persons died in police firing a settlement at 13 m ROW was reached. In year 2000 a local mandir on the ROW was demolished. In 2008, all 14 blocks in New Ashok Nagar were provisionally registered for regularisation. In July 2011, demolition on about 14 structures were carried out on grounds of post 2007 construction which matter is now sub judice with Delhi High Court.

It is believed that peace and development will descend on this area once the Master Plan is finalized as per ground reality and also the regularisation plan for UAC initiated in 2007.

2.0 – Interested Parties and Stakeholders in the Area

Interested Parties and Stakeholders in the Area are the following:

SNo	Name of Parties	Interest
1.	MCD, Dept of Urban Development NCTD, MoUD	Orderly Development of Delhi, MP2021 Administration
2.	DDA	Mayur Place District Centre, IFC Market Roads, Urban Planning
3.	UP Irrigation	Network of Hindon Canal and New Cut Canal and Roads between Noida Link Road and NH24
4.	Delhi PWD	DND Flyover on Noida Link Road
5.	Delhi Metro	Ridership in New Ashok Nagar Metro Station, TOD (Transit Oriented Development) in New Ashok Nagar and Mayur Vihar Area)
6.	Residents of Chilla, Trilokpuri, East End, New Ashok Nagar, Vasundhara Enclave, Delhi Jal Board, Gharoli, Kondli, Dallupura, Mulla Colony Mayur Vihar Phase III, Ghaziabad, Noida Passengers, Transporters using the Arterial roads of Noida Link Road and NH24	Users of road network Smooth and speedy passage between South East Delhi Colonies, Ghaziabad and Noida.

3.0 – Ground Reality of Road Network to be Reflected Zone E Development Plan as notified in Feb 2010

The Zonal Development Plan map although released in March 2010 and approved by MoUD lacks of following crucial detail:

- UP Irrigation road network not shown even though network used by Delhi.
- Mayur Vihar DND link to Noida toll bridge not shown.
- New Ashok Nagar Metro Station occupying 11 bigha land on 45 m Master Plan Road not shown.
- Parallel Hindon Cut Canal not shown.

4.0 SUGGESTIONS FOR ROAD NETWORK

4.1 Drop the 6.2km x 45m Non-existent Non-feasible Master Plan Road between NH24 and Noida Link Road

- The Master Plan Road exists only to the extent of 13m on the 1.2km stretch from New Ashok Nagar Metro Station to Vasundhara Enclave. The rest of the stretch is non-feasible due to:
 - Habitation on private and government land by residents of unauthorised colonies under regularisation

- (b) Boundary maps of colonies under regulation are on the existing 13m road. Habitations are the RWA map showing structures on the alignment of the road have been accepted for regularisation by Government of NCT.
- (c) Major public projects such as the New Ashok Nagar Metro Station are on the road alignment.
- (d) It is not possible to construct the road at both extremes of the 6.2km as provided for Master Plan paragraph 12.3.4 quoted below:

As a matter of general policy, it is proposed that for all categories of roads, the full cross section should be developed in future and no encroachments will be permitted on the existing road network. Further, the development of roads should start from the extremes of designated ROW".

(Source: Master Plan of Delhi 2021 as on 2007).

This is two ends of the road are under the jurisdiction of the UP Irrigation. Further, almost the entire 6.2km section is not free for construction due to habitation and obstacles like New Ashok Nagar Metro Station.

- (e) The 45m road will be in addition to the three parallel side by side roads which provide 53m width. Expenditure on the road will be wasteful and invite audit objections.

4.2 Suggested Road Network – Substitute the MP Road with Three Road Parallel Network

4.2.1 Road Survey

We have conducted a road survey in New Ashok Nagar whose results are given in the table below. The survey shows that the following conclusions:

Statement of Road Usage by No. of Vehicle on NH24 – Noida Link Road Links

(Survey on 23 October 2012)

Time	DND (Noida Link) to Kondli Bridge 30m x 3.6km			Noida Link to Kondli Bridge 12m x 3.6km			NAN Metro to Vasundhara 13m x 1.2km		
	Towards DND	Towards Ghazipur	Total	Towards DND	Towards Ghazipur	Total	Towards DND	Towards Ghazipur	Total
1500-1600	950	650	1600	457	183	640	265	159	424
1600-1700	900	920	1820	520	208	728	304	183	487
1700-1800	810	1150	1960	224	560	784	227	323	550
1800-1900	890	1840	2730	312	780	1092	206	410	616
1900-2000	930	1960	2890	331	825	1156	218	434	652
2000-2100	780	1630	2410	276	688	964	181	362	543
Grand Total	5260	8150	13410	2120	3244	5364	1401	1871	3272

- (1) The bulk of the traffic originates from South East Delhi, Noida and Ghaziabad heading towards DND/Nizamuddin/ITO Bridges in the mornings and in the return direction in the evenings. We see a total of 22,046 vehicles in both directions in the six hours of evening traffic surveyed.
- (2) North-South movement is by a single two lane bridge near DND flyover. Bottlenecks and jams at peak hours are routine at this point.

- (3) The DND-Kondli Bridge 30m x 3.6km road is the preferred route for entry and exit due to separators with the DND Flyover over the Yamuna and also the road bridge on the Noida link road. The 60.8 percent of traffic is on this route.

(Conclusion: This road is active for only 3.6km, the rest of the stretch 2.6km till NH24 is poorly developed. This stretch can be developed as part of the Kondli-BRT project. This road can be widened to speed up traffic.

- (4) The 12mx3.6km UP Irrigation road between Hindon Cut Canal and Parallel Canal is the preferred route for motorised through traffic to NH24 since there is no cross traffic to the surrounding areas. This road accounts of 24.4 percent of the traffic. (Action: This road too should be taken up all the way to the NH24 by developing the balance 2.6km stretch).
- (5) The 1.2km road between NAN Metro Station and Vasundhara Enclave accounts for 14.8 percent of the traffic. It serves as the feeder to the NAN Metro Station and also entry and exit for Vasundhara Enclave Residents. (Action: This road can be widened by another 10m by the addition of UP Irrigation strip by the side of the parallel Hindon Cut Canal). This matter has to be taken by the Government of NCT/ PWD Department.

Further, feeder services to the Metro have to be developed for utilisation of the Metro. As of now, the entrance to the station from the New Ashok Nagar is closed due to obstructions/lack of traffic). The widening of the road is recommended by Area MP and UD Minister. Funds release to UP Irrigation is awaited).

- (6) North-South movement across the two canals of UP Irrigation and Ghazipur drain is five bridges on the 6.2km length. Due to considerable distance between bridges and also inadequate width, the bridges are major bottlenecks in North-South movement. (Action: Dropping the 45m MP Road will save two movement of South End traffic to the North End and construction of traffic.

4.3 We suggest that the Master Plan for Delhi 2021 documents following paragraph been inserted in the Chapter 12 – Transport, that is, 12.3.2, 12.3 insert point (v) after point (iv) local stretch

“(v) Deletion of Roads from the Master Plan and substitute parallel network.

In cases where construction of a Master Plan Road is not feasible in the light of ground reality of major public projects and habitation on the alignment, the road may be dropped from the Master Plan. Substitute parallel and habitation on its alignment, the road may be dropped from the road networks of width equal to or more than the dropped road may be developed so that the purpose of the original road is achieved. Further, due regard to linkages between substitute road network and metro system may be provided in the revised plan after due consultation with the users and stakeholders”.

5.0 – Action Plan

We suggest the following action plan.

- (1) After examination of our suggestions along with others which may be received on this subject, the matter may be discussed with UP Irrigation.

Delhi must coordinate with the sister state for an integrated plan as of now, the MP for Delhi 2021 as on 2007 and Zone Plan for E Zone as on 08.03.2010 do not reflect the road network on UP land which lies as an island within Delhi.

- (2) The detailed layout plan of the area may be prepared along with parallel road network. The 500 m *Influence Zone* along the metro corridor may be prepared with land use.

- (3) Land use near Metro Station may be changed to commercial along the parallel New Hindon Cut Canal. This is in keeping with the Master Plan for Metro influence corridor.
- (4) The third Sub Arterial road as proposed by UP Irrigation along new parallel Hindon Cut Canal may be approved and funds released. A portion of this road of 3.2 km along Mulla Colony near IFC is already in place. The New Ashok Nagar stretch of 1.2 km with two bridges is estimated at Rs. 10.50 crore at 2009 prices. This will mean a total of existing 13 m and 7 m proposed road will provide a 20 m link to the New Ashok Nagar Metro from Vasundhara Enclave passing through New Ashok Nagar.
- (5) A time bound programme of notification of corrections and implementation may be drawn up under the control of UD departments of NCTD, MCD and MoUD (UT).

Google

ROAD NETWORK IN
NEW ASHOK NAGAR SECTION
WITH METRO STATION
(03 Nov 2012)



To see all the details that are visible on the screen, use the Print link next to the map.

- Missing Detail in March 2010 Map**
1. New Parallel Hindon Cut Canal.
 2. 2nd Sub Arterial Road made by UP Irrigation between Hindon Cut Canal and New Parallel Hindon Cut Canal.
 3. 11 bighas occupied by New Ashok Nagar Metro Station on 45 m Master Plan Road alignment.
 4. Mayur Vihar DND Flyover and Yamuna Bridge.

NAN Forum
12.11.2011



ZONAL DEVELOPMENT PLAN ZONE E

U. Vishwanathan
Joint Secretary to Secy, of Public
Works & Urban Development
New Delhi

AUTHENTICATED ON BEHALF OF
GOVERNMENT OF INDIA VIDE
LETTER No
K-12011027000-E/2010-DDIB dated
8th JUNE 2010



72

DELHI DEVELOPMENT AUTHORITY

Area Planning, Zone E & O
3rd Floor, Vikas Minar I.P. Estate,
New Delhi-110001
Tel: 23170932

No. F.5(1)2006/RTI/MP/LD/364/ D-74

01.15.2012

To

Sh. Vasudev Gupta,
S/o Late Shri Panna Lal Gupta,
B/12, New Ashok Nagar,
Delhi-110096.

Sub:- Information under RTI Act, 2005.

Ref:- Transfer Application No.F.2(200)2012/Dy.Dh./MP/BC/RTI-70(1)-19 dated 12.4.2012.

Sir,

The above referred RTI matter has been examined and parawise reply to the same is as follows:-

Para 3 :- There is a 30m RAW Road in North.

Para 4 :- The Zonal Development Plan for Zone 'E' (East Delhi) has been approved by Ministry of Urban Development, vide letter no. E/12014/23/2009-DDIB dated the 8th March, 2010 under Section 11-A of DD Act, 1957 and notified under Section-11 by DDA on 30th July 2010.

Para 6,9,10&11 :- Pertains to LM Branch, DDA.

Para 7 :- The Zonal Development Plan 'E' Map does not contain the following
i) New Ashok Nagar Metro Station
ii) 13 MW Road Maintained by UP Irrigation Deptt. connecting
NOIDA Link Road to NH-24.
iii) 13 MW Sewer Line Road connecting New Ashok
Nagar Metro Station to Vasundhara Metro Station.

However Zonal Development Plan of Zone-E shows 30MW Road connecting DND Fly-over and NH-24.

Para 8 :- Pertains to Master Plan Section itself.

The Competent Authority in this matter is Sh. Tapan K. Mondal, Director (Plg.) Zone E & O, 3rd Floor Vikas Minar, DDA, I.P. Estate, New Delhi-110002.

~~Encl:- RTI application.~~

Asst. Director (Plg.) Zone E & O

Copy to :-

1. Dy. Director (Plg.), MP&DC, 6th Floor, Vikas Minar, New Delhi-110002.
2. Dy. Dir. (LM), East Zone, Barrack no.-6, Vikas Kuteer, New Delhi-110002 along with RTI application with the request to provide information directly to the applicant under intimation to this office.

SANDEEP DIKSHIT

Member of Parliament

(Lok Sabha)

Ref. No: MP/SD/03/12/



C-1/16, Pandara Park,

New Delhi - 110003

Ph - 23782963, 23782965

June 19, 2012

I am enclosing a representation of New Ashok Nagar united Development Federation, A-130, New Ashok Nagar, Delhi-110096, regarding construction of 7.50 m. wide road along left bank of along left bank Parallel road on Hindon Canal for which they have requested funds for construction of the said parallel roads.

The U.P. Irrigation Department has given an estimate of Rs.279.04 lakhs

I will be grateful if you would kindly get their request examined in view of the details mentioned and approve funds for the construction of the parallel road. The funds are to be placed at the disposal of U.P. Irrigation Department under whose jurisdiction the canal lies.

With regards

Yours sincerely,

(Sandeep Dikshit)

Shri Raj Kumar Chauhan,
Hon'ble Minister of P.W.D.
Government of NCT of Delhi,
Delhi Sachivalaya,
New Delhi-110002.

प्रधान कार्यालय-

सी-492 न्यू अशोक नगर
दिल्ली-96

दूरभाष-22717232 9311222913

सम्बन्धित संस्थायें:-

1. न्यू अशोक नगर कल्याण समिति
ब्लॉक ए पंजीकरण नं० एस 9975 '79

2. न्यू अशोक नगर विकास समिति
ब्लॉक ए, एक्ट दिल्ली-96
पंजीकरण सं० एस 18589

3. रेजीडेन्ट्स वेलफेयर एसो०
बी ब्लॉक न्यू अशोक नगर
पंजीकरण सं० 36923

4. न्यू अशोक नगर रेजीडेंट वेलफेयर
एसोसिएशन सी ब्लॉक
पंजीकरण सं० 16022

5. विकास सुधार समिति
ब्लॉक सी-2 न्यू अशोक नगर
पंजी० सं० एस 20475

6. न्यू अशोक नगर डी ब्लॉक आवास
सुधार समिति दिल्ली 96
पंजीकृत नं० 18920

7. न्यू अशोक नगर ब्लॉक ई एवं ई डी
डवलपमेंट एसोसिएशन (पंजी०)
पंजीकरण सं० एस 13281

पूर्वांचल युवा सहकार मंच
न्यू अशोक नगर
पंजी० सं० एस 33936

9. न्यू अशोक नगर विकास समिति
ब्लॉक ए एक्ट पंजी० 54076

10. रेजीडेन्ट्स वेलफेयर एसोसिएशन
बी 1 ब्लॉक न्यू अशोक नगर
पंजी० सं० 35289

पत्राक न्यू अ० न० यू० ड० फौ०/दिल्ली

दिनांक

22 May 2012

Dr. A.K. Walia
Minister for Urban Development, Health and Revenue
Government of NCT
New Delhi 110002

Subject: Construction of 1.7 Km (Km 11.6 to Km 13.3) on Parallel Hindon Cut Canal of 7.5m width at New Ashok Nagar and Two Lane Bridge 12.53Km on the said Canal

Respected Dr. Walia:

We in New Ashok Nagar would like to thank you for the kind visit to this area on ~~Monday~~ ^{Friday} 11 May 2012. This was your first visit here after resuming charge as Urban Development Minister.

We are grateful to you for considering our request for revival of your approval for construction of the 1.7Km road and bridge on the New Ashok Nagar stretch of the parallel Hindon Cut Canal in your earlier innings as UD Minister.

We have since met the officials of UP Irrigation Department to follow up on the paperwork for revival of proposal. It gives us great pleasure to report that UP Irrigation is agreeable to revival of the earlier proposal after considering completed constructions in the intervening period after the proposal date and cost escalation. They will take up the matter with NCT Government along with the other proposal of the Dallupura road along the parallel cut canal as approved in your visit to the area on ~~Monday~~ ^{Friday} 14 May, 2012 when the Hon'ble Deputy Speaker and Area MP were also present.

Thus the proposal now is to extend the proposed Dallupura road to the Metro Station through New Ashok Nagar to cover the full stretch of the parallel Hindon Cut Canal.

Benefits of the 1.7Km Road.

The proposed 1.7Km section at New Ashok Nagar will give relief to the congested existing 13 metre road. It will give the solution of the debate on the DDA 45 metre Master Plan Road which is not feasible.

UP Irrigation has agreed to build the Road
Estimate at Serial No (3) may be

Abhinav
11/5/2012

(6)

Further, the UP Irrigation wall along the parallel Cut Canal has become a big dumping ground for garbage which is flowing into the canal itself. The wall is the source of health hazard to the local population. It is broken at many places and is not serving the original purpose.

Technical Proposal

We are attaching the correspondence by UP Irrigation with your kind self on the subject. Items 2 and 3 in the correspondence cover the 1.7Km road and the bridge totalling to a cost estimate of Rs. 4.47 crores. Items 4(a) and 4(b) covering bridge at 13.1KM is not so important now since the two bridges are already constructed in the period after the date of the proposal. Further, item 1 covering Ghat totaling to Rs. 83.04 lakhs on Hindon Cut Canal is not in the essential category and can be considered separately. Thus the request is only for items 2 and 3 where sum involved is not large but benefit is considerable since investment is on missing link with Metro.

Our request is that our application may be recommended to the UP Irrigation who will then put up a formal proposal to Govt. of NCT for the entire length of parallel Hindon Cut Canal to Dallupura as well as New Ashok Nagar Metro for release of funds by your government.

Looking forward to your help as always.

Yours faithfully



K K Singh
(President)

प्रेषक,

अधिशाली अभियंता,
हैड वर्क्स खण्ड आगरा नहर,
ओखला, नई दिल्ली-25

प्रेषित,

निजी सचिव,
मा० मंत्री जी
वित्त, योजना एवं यू०डी०
दिल्ली सरकार, नई दिल्ली

पत्रांक

/हैवस/

दिनांक

विषय-

परियोजना प्राक्कलनों के विरुद्ध वांछित धनराशि उपलब्ध कराये जाने के संबंध में ।

संदर्भ-

ओ०एस०डी० मा० मंत्री जी वित्त, योजना एवं यू०डी० के पत्रांक-एफ०एम०एण्ड यू०डी०/2010 /352 -354 दिनांक 10.05.2010

महोदय,

उपरोक्त विषयक संदर्भित पत्र का अवलोकन करने का कष्ट करें । इस संबंध में अवगत कराना है कि दिनांक 11.05.2010 को मा० श्री ए०के०वालिया, मंत्री वित्त, योजना एवं यू०डी० द्वारा स्थलीय निरीक्षण कर, क्षेत्रीय जनप्रतिनिधियों एवं जनता की माँग को दृष्टिगत रखते हुए निम्न कार्यों के परियोजना-प्राक्कलन (दिल्ली सरकार की सहमति एवं प्रस्तावित परियोजना कार्यों हेतु सिंचाई विभाग उ०प्र० को निक्षेप-मद में वांछित धनराशि उपलब्ध कराने के उद्देश्य से) शीघ्र उपलब्ध कराने की वांछना की गई है ।

क्रम सं०	कार्य का नाम	अनुमानित लागत (लाख रु०)
1	Estimate for constructing Ghat between Km. 12.200 & 12.800 Km. left bank of Hindon Cut Canal	85.04
2	Estimate for construction of bridge on Parallel Hindon Cut Canal at Km.12.530 near New Ashok Nagar, New Delhi.	167.80
3	Estimate for construction of 7.50m wide road along left bank of Parallel Hindon Cut Canal from, Km.11.600 to Km. 13.300	279.04
4 A	Estimate for Construction two lane bridge on Hindon Cut Canal at Km. 13.100 Near Ashok Nagar, New Delhi.	230.89
B	Estimate for construction four lane bridge on Parallel Hindon Cut Canal Km. 13.100 Near Ashok Nagar, New Delhi.	225.43
		456.37

उपरोक्त क्रम संख्या 1 से 3 तक प्रस्तावित/माँग संबंधी कार्यों के परियोजना-प्राक्कलन तैयार कर प्रेषण के साथ-साथ क्रम संख्या 4 A, B पर उल्लिखित कार्यों हेतु समय-समय पर दिल्ली सरकार के संबंधित अधिकारियों को लिखे गये अनुरोध पत्रों

द्वितीय क्रम में एका प्रायकलन Estimate for Construction Two lane Bridge on Hindon
Cut Canal at Km 13.100 Near Ashok Nagar for Rs. 230.89 Lacs & Estimate for Construction
four lane bridge on P.H.C.C. at Km 13.100 Near Ashok Nagar for Rs. 254.81 lacs. अथवा
कुल अनुमानित रु. 485.70 लाख का अनुमान एवं प्रस्तावित
का निर्माण एवं मरम्मत उपलब्ध कराने हेतु प्रेषित है।

अतदीय,

संलग्नक - उपरोक्तानुसार।

- 1- Drawing
- Estimate

अधिशारी अभियन्ता

प्रमाणित 2670 हे.व.सं०/तदिनांक 10-09-08

प्रतिलिपि निम्नलिखित को सूचना एवं आवश्यक कार्यवाही हेतु प्रेषित -

1. निजी सचिव, माननीय मंत्री लोक निर्माण विभाग एवं शहरी विकास (P.W.D. & U.D.) दिल्ली।

2. प्रमुख सचिव (सिंचाई), उत्तर प्रदेश शासन, लखनऊ।

3. निजी सचिव, अध्यक्ष राज्य समुदाय विकास बोर्ड, नई दिल्ली।

4. निजी सचिव, प्रमुख सचिव, शहरी विकास विभाग 9 वां तल (9th level), दिल्ली
सचिवालय, नई दिल्ली।

5. मुख्य अभियन्ता (सिंचाई), सिंचाई विभाग, उ० प्र० मंडल।

6. अधीक्षण अभियन्ता, तृतीय मंडल सिंचाई कार्य, शहर।

7. अधीक्षण अभियन्ता, एम-11, लोक निर्माण विभाग, दिल्ली।

8. अधिशारी अभियन्ता, पी० डब्ल्यू० डी०-3० (GOD) नगर क्षेत्रों के पास,
नई दिल्ली- 110009।

9. उपनिदेशक, शहरी विकास विभाग, दिल्ली।

10. अधिशारी अभियन्ता, शहरपुर, एम-12, लोक निर्माण विभाग, दिल्ली सरकार।

11. श्री जयराम लाल वर्मा, सहायक अभियन्ता, हैड ऑफ सहायक नगर और ओरला,
नई दिल्ली।

संलग्नक - उपरोक्तानुसार।

अधिशारी अभियन्ता