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Subject: MPD 2012

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U. C. Cell & Zone "J".  
Review of M.P.D-2021  
Dy. No...51...Date...07/5/12



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To,  
The Director ( Planning )  
M.P.R

Sub: Civil Societies Comments on your Master Plan.

Dear Sir,

Good Mrng!

We refer to your Public release in the national dailies as Times of India and Hindustan Times on the aforesaid.

We enclose here with our comments for your kind perusal action and discussions with us on a pre appointed date and time mutually convenient to both.

Thanking You

Yours Sincerely.

B.B.Tewari.

Advisor A-2 Block RWA Safdurjung Enclave ( Reg)

OFFICE OF THE DIR (Plg.)  
MPR/TC, D.D.A. W. DELHI-2  
Dy.No...3827...  
Dated...5/6/12... 3826

**B.B.Tewari & Team**

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Advisor- Indian Medical Association

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To

The Director (Pig) MPR,

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New Delhi - 110002

**Sub: Reference your advertisement in TOI/HT dated 02-05-2012  
Inviting Suggestions for 'Review of Master Plan for Delhi 2021'**

Dear Sir,

With due regards, I wish to propose the following suggestions in Master Plan 2021. Though

some

of them might already be there, but their non-implementation is a serious concern that the

planning department needs to foresee. Planning department need to address the UN Millennium

goals:

1. Eradicate extreme poverty and hunger

2. Achieve universal primary education

3. Promote gender equality and empower women

4. Reduce child mortality

5. Improve maternal health

6. Combat HIV/AIDS, malaria and other diseases

7. Ensure environmental sustainability

8. Develop a global partnership for development

Since, the Government of India has already signed it, it is mandatory that the Master Plan

Delhi should also address them.

1. Greenways- Roads with broader carriage ways (6 lanes) should have greenways on either

side to support heavy foliage trees and street furniture, like, in Lutyens Delhi.

2. Vegetable hats- For each sector, e.g., sector 5 in Dwarka, there needs to be a dedicated

vegetables/ fruits hat for that sector. Presently, there are none. And some vendors which

are there pay bribes to the officials for their standings. Because of this, there is a

deliberate price-hike. Or else, the citizens need to go very far that adds on to their fuel

expenses and time.

3. Rain water harvesting- Seeing the demand in water, the concept of rain water harvesting

needs to be made mandatory. No completion certificates need to be issued, unless rain

water harvesting system is in place, e.g., Tamilnadu. It should also be mandatory for the roads and other common places. Substantial amount of all the water from the common places, like, roads, etc. should be collected in the parks, etc. to enrich the ground water level in the area. Overflow could be diverted to the rain water carrying channels.

4. Sustainable- Ground coverage and FAR should be lowered to make the buildings self-sustainable

in terms of parking, etc. With almost the same area as New York (Delhi = 573 sq. miles and New York = 468.9 sq. miles), the density of New Delhi (29,689 people/ sq. mile) has already crossed the density of New York (27,147 people/ sq. mile). Do we have enough resources to feed in the extra population that comes to the city every day? What infrastructure do we have for sustainability, sewer lines, etc.? Delhi sits in Zone IV of the seismic zone. No disaster management is going to work with more and more increase in the FAR. Its time to think and then act.

5. Unauthorized colonies- These are the prodigies of political parties and thus, sources of corruption in the name of regularization that has not happened since ages. These should be regularized with all the necessary services in place. Provided services should be on a chargeable basis so that their pressure is not taken care by other section of the societies, e.g., power tariff. No future unauthorized colonies should be encouraged in future.

6. Reconstruction of residential houses- Most of the plotted development allocated by DDA has been done in 50's and 60's. Since, these constructions are 3-4 decades old, these plots have been plotted around 70- 80 odd villages of Delhi.

Some of the villages have old monuments, e.g., Nizammuddin tomb, Khirki village, Safdarjung tomb, etc. Archaeological Survey of India has given a mandatory requirement of giving permissions for reconstruction of houses located in more than 300- 500 metres of radius. The structures have gone old and weak. The FAR has gone up. The load per residential house has increased and this was done by the government.

The plots were plotted by DDA and ASI which are government bodies. Why are such rules and regulations framed to create major "chaos", thus creating inconvenience to house owners and "funnel of corruption". This directive should be IMMEDIATELY deleted from the due MCD byelaws within next 48 hours and notified to the public. For the inefficiency of government, why should local citizens, who are house owners, be penalized? Is this justice?

7. Zero commercials in residential areas- Strictly, NO commercial be permitted in residential areas in the name of mixed use. It increases the pressure on water consumption, waste water, parking and other safety issues.

8. Toilets in public places- Universally, most of the public spaces, especially, market areas do not have public facilities, like, toilets. And the ones which have are locked because they can't generate revenues through billboards. This has increased open defecation in the area, leading to various diseases, ailments and foul smell. UNMDP (United Nations Millennium Development Goals) point # 6 lays emphasis on combating malaria and other diseases. These public conveniences need to be address gender equality (UNMDP point # 3), handicapped friendly, well- lit and ventilated.

9. Puzzled parking- To make the neighborhood streets car- free, group of residential areas need to have a common structure for puzzled parking only for the residents. A wellmaintained shuttle service in the form of state-of-art rickshaw from the parking station to the neighborhood could run on a daily basis. These would make our neighborhoods safe, more playable for children, bring the street life back, save fuel, generate employment (UNMDP point # 1) and zero carbon footprint.

10. Markets turned into plazas- To make the markets more viable place, with the help of community workshops; these could be turned into plazas with sit outs, kiosks, in between amusement parks, street lights, etc. Within the plaza, regular place need to be marked

where the street vendors can park, do the sales (UNMDP # 1), leave in the night and pay the rent. Through these issues of encroachment, safety, diversity, hygiene and epidemic control could be addressed. Presently, these vendors are paying bribes to the officials for their existence.

11. Market streets- All the commercial streets, like, Yusuf Sarai market should be segregated from the main street by a buffer. This buffer could be a plant feature, solid structure, divider, pedestrian walkway, etc. In the absence of this buffer, lots of parking takes place on the main street which is very hazardous and slows the traffic.

12. OPEN Nallahs- These natural features of storm waterways and irrigation canals were used by the British to carry cusecs of water. After they left, these have become the dumping grounds of garbage. All the storm water carrying channels need to be cleaned up from source, e.g., Sardarjung Enclave Nallah. There should be no throwing of garbage in them. So that they do not turn into the dumping ground again, they need to have cycle tracks, pedestrian walkways on the sides and geriatric parks (parks for the elderly), e.g., London. Naturally flowing water from upstream would be a scenic view worth watching.

Ex- Boulder creek in Boulder, Colorado, USA.

13. Yamuna- Yamuna riverfront development is a long awaited project. Yamuna has become a dumping ground. This should be stopped and the project should start with immediate effect. There needs to be a complete ban on industrial waste being dumped in the river under the Pollution Act. Any industry violating this rule should get a warning and inspection certificate clearance from the Home Ministry. Yamuna could have a river front elevation as in Spain and London which has existed through years. Gondolas machines could be used to move people across which could create revenue and save fuel. A long corridor with various activities going on either side would have a lot of potential for investment, etc. It could also provide an identity to Delhi.

14. Dhalaos- ALL DHALAOs TO BE REMOVED WITH IMMEDIATE EFFECT. These superstructures are like menace on streets. It is not clear as to why these garbage collection huts are made so huge and gigantic. More then what the garbage is collected inside, it spreads outside. This is followed by segregation by rag pickers, dogs, pigs, etc. Kindly, demolish all the *dhalao*s in Delhi. They are very ugly- looking and center of increasing diseases, like, cholera, malaria, dengue, etc. Instead make the smaller collection points effective, so that garbage could be collected on a daily basis, then once in a while from the *dhalao*s.

15. Colored bins- At the garbage collection points, colored bins need to be introduced for various kinds of garbage- paper, organic matter, plastic, cans. Proper space need to be allocated for the bins which is covered, well- lit and maintained. Self reporting mechanism available at <http://www.mericity.in/vapp/voice/main> needs to be introduced for collection of the garbage from the sites. Daily, 3,000 tons of garbage is produced in Delhi. This needs to be converted into power and landfills. There is a shortage of 90,000 MW in the country because of which there is always a demand in tariff increment and has already reached 40%. State government need to take initiative in generating power from garbage. If, it can be done in USA/ Canada, then why not here?

16. Cycle/ state of art rickshaw tracks- For the safety of children and increase in the number of cycle users, more cycle tracks need to be incorporated within the carriage way of the streets. The same could be observed in China and in most of the developed countries, thus addressing UNMDP # 8.

17. Physically disabled crossings- Infrastructure facilities for disabled/ handicapped people needs to be taken care of in locomotion, crossing, public utilities, metros, etc. Traffic intersections should be made physically disabled friendly through slopes, etc. so

that concerned people could travel comfortably.

18. Stop signs- Intersections where there are no traffic lights should be provided with STOP signs by which the vehicles need to stop compulsorily before they could proceed.

19. Parking zone- "NO parking areas" and tow away zones need to be clearly demarcated with the help of sign boards after every 15 feet. There need to be ZERO Parking areas, like, Orchid Street in Singapore. In places, like, Connaught Place, there should be ZERO traffic with pedestrians and state-of-the-art rickshaws.

20. Broader divider lanes on the roads- Present divider lanes to be increased to 10 feet and made narrower at the intersections to accommodate the turning vehicles on the right. This would add to the ease of the traffic movement and beautification of the lanes through foliage trees, etc.

21. Pilot projects- To check the efficiency of any of the proposals, it should be experimented on a locality and then implemented further for execution, if it succeeds.

22. Connection with Metro Rail- Along with feeder cycle rickshaws and CNG buses, more DTC depots need also be encouraged with effectively designed intersections.

23. Pedestrian walkways- All the pedestrian walkways throughout the city should be leveled and made comfortable for movement. Presently, they are in a very bad shape. Either they have difference in levels or have potholes in between. Also, the difference of level between the pedestrian walkway and the road should not be more than 150 mm.

Presently, in many areas, it is more than 450 mm making it uneasy to come down or climb up, especially, for pregnant women (UNMDP # 5).

24. Streetscape- Trees with proper water collection source, street furniture and various other street enhancing features need to be incorporated in the entire city. Presently, what we see is broken tiles, no walkways, open potholes, etc.

25. Bottle necks- There are no ways to avoid traffic jams at bottle necks when a 4 lane (single- sided) road suddenly culminates into a 2 lane flyover. Proper traffic planning needs to be taken into account for these kinds of designs. Corrections could be made by proper road indications beforehand with closely spaced lines on the road, etc.

26. Open drains- Certainly, all the services need to be underground. Open drainage is very hazardous and gives encouragement to various disease, like, dengue (UNMDP # 6).

27. Road slopes- All roads need PROPER sloping, absence of which leads to potholes. When it rains, water gets clogged leading to diseases, like, dengue (UNMDP # 6).

28. Towers- Absolutely, NO radiation towers, like the ones meant for cellular companies need to be installed in residential areas. The ones already their needs to be demolished. These are the source of many hazardous diseases because of the harmful radiations, especially to unborn child (UNMDP # 5, 6, 7).

29. Electric lines- All electric lines need to be underground or covered. These have proved to be very fatal to natural habitat, like, birds. Some of them have even extinct from the universe, like, brown colored birds (UNMDP # 7).

30. Electric poles- Absolutely, NO electric pole should sit the middle of the road or a service lane as in Sec. 6 service lane of Dwarka. They restrict the smooth flow of traffic.

Thanks you in anticipation for accepting our proposal.

Yours sincerely,

B.B.Tewari & Team

Advisor A2 Block Safdurjung Enclave RWA(Reg)

Advisor- IEEMA (Apex body of Power)

Advisor- Indian Medical Association

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