

Pushpanjali Residents Welfare Association,
(Reg. No.S-27904)

A-8 Pushpanjali Farms
Bijwasan
New Delhi 110061
Tel:28062124/28063200
E-Mail: pushpanjali.bijwasan@gmail.com
Date: 26 October 2012
File Ref: Pupcor 548.doc

OFFICE OF UDM
By. No. 5357
Date 1/11/12

UDM

Director (Planning) UTTIPEC
MAG(Transport)
Delhi Development Authority
6th Floor, Vikas Minar
I.P Estate
New Delhi 110002

MD 2021 Review
[Signature]
31/10

10318
30-10-12

Copy: Hon. Minister for Urban Development, Govt. of India

Dear Sir,

post UDM

Subject: Mid-Term Review of Master Plan of Delhi –Transport/TOD Chapter

Kindly refer to our letter no. Pupcor 513.doc dated 11 November 2011 and subsequent meeting held at your request at your office chaired by Pr. Secretary-cum-Commr. (Transport). For the sake of good order please find attached a drawing submitted at this meeting showing our recommended road traffic and transport solution for sub Zone G18. This essentially requires modification of two roads planned in this area based on our review and experience of transport requirements in the local and adjoining areas of our Zone.

1. The existing road network between NH8 and Dwarka (known as Dwarka Link Rd) should be retained at 60 meters ROW instead of planned 100 meters ROW for the following reasons:

1.1 There is no need for two roads of 100 meter ROW and 80 meter ROW so close to each other feeding NH8 especially as traffic in the area will considerably reduce with proposed construction of new Western Peripheral Expressway providing direct link from Dwarka to Gurgaon and Manesar.

1.2 It is pertinent to note that the above proposed link roads connect Najafgarh, Bijwasan and Dwarka to NH8 which is currently a 60 meter ROW and will eventually expanded to 90 meter ROW. Hence feeder roads feeding the NH8 should be of lower ROW (ie. Less than 90 meter ROW) and not higher as proposed by the DDA plan. A 75 meter ROW has already been designed by UTTIPEC from NH8 to Samalkha Junction to cater for future increase in local traffic.

1.3 Even if the dual carriageway of the present 11 meters wide road each way needed to be widened to 18 meters (required for 100m ROW) this could easily be accomplished by merging the unused slip road on the airport side and part of green divider with the

Secretary UD

[Handwritten signature]
AS (UD)

[Handwritten signature]
Dir (DD)

US-I

Dwarka Link Road. Hence total ROW of road can be retained at 60 meter ROW and still cater for future traffic growth.

1.4 Additional traffic to/from Dwarka can be handled by connecting Dwarka to proposed 80 meter ROW Bijwasan-Najafgarh Road rather than increasing ROW on Dwarka Link Road. See our recommendation given in para 2 below.

1.5 If increase in ROW from 60 meters to 100 meters was carried out on the South side of Dwarka Link Rd. it will interfere with multistory housing of NSG Camp and also the MCD sanctioned houses along this side of the road. Acquisition of this land will be thus time consuming and costly for DDA.

1.6 Alternative increase in ROW on North (Airport) Side of Dwarka Link Road will be possible but this will have to be checked with airport operator DIAL. Earlier expansion of this road was found to be feasible on airport side as it was already owned by the Government.

1.7 Our Association has already filed a court case against DIAL for building ground radar structure close to the Dwarka Link Road when airport authorities were already aware that DDA proposed widening of this road in MPD 2021. This court case is pending until DDA/UTTIPEC decides which side of the link road the ROW would be increased, if at all it is required.

2. A new 30m road is proposed between Bijwasan 80 meter ROW and existing Dwarka Link Road along the North side of the Rewari Railway Line for the following reasons:

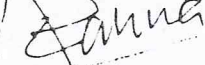
2.1 The present plan of a road on south side of Bharat Petroleum depot is not feasible as distance from depot must be at least 100 meters for safety and security reasons as per Government Regulations. We would therefore recommend this road be relocated to an area along the opposite side of the Rewari Railway line to connect Dwarka with Bijwasan-Najafgarh Road and Palam Vihar.

2.2 Traffic from Dwarka to Gurgaon is currently using Dwarka Link road because there is no proper road connection between Dwarka and Bijwasan-Najafgarh Road. Besides increasing traffic on the Link Road this traffic currently must also go through Samalkha, causing further traffic congestion, as there is no provision to turn right, towards Gurgaon, at junction with NH8. The new proposed 30 meter ROW road would solve this problem.

2.3 The current plan to have a road on South Side of IOC depot will be time consuming and costly to DDA as it involves acquiring land and demolition of sanctioned houses in the area while north of the Rewari Railway line there is still open farm land.

Thanking you for your kind consideration of this matter.

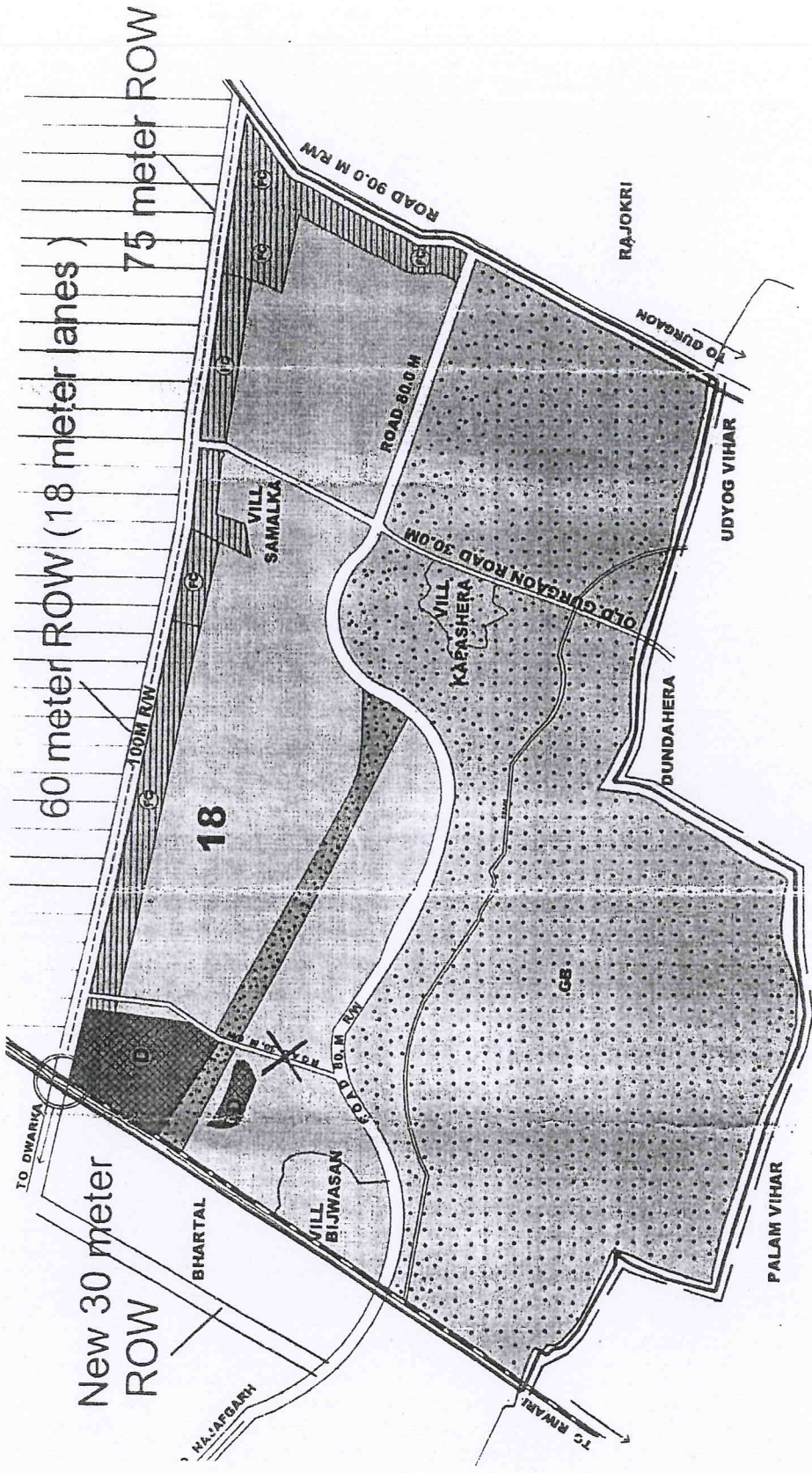
Yours faithfully,



V.K. Mahna

President

Attachments: Proposed Transport Network Plan by Pushpanjali , Bijwasan RWA



Proposed Transport Network from Pushpanjali, Bijwasan RWA