

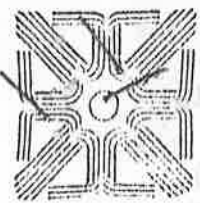
National Capital Region Planning Board
(Planning Committee)

14th Meeting
3 May 1988

MC(14)'1988

1033

Agenda & Minutes



B. N. SINGH
Chief Regional Planner
Tel. 3325400

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Acc-1033
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राष्ट्रीय राजधानी क्षेत्र योजना बोर्ड
NATIONAL CAPITAL REGION
PLANNING BOARD
7th Floor, 'B' Wing,
L.O.C. Building, Jangpeth,
शहरी विकास मंत्रालय
(Ministry of Urban Development)

SPE
20/4/88

नई दिल्ली, तारीख

Dated, New Delhi, the 19.4.1988

No. K-J4011/2/87-NCRPB (14th)

MEETING NOTICE

Subject: 14th meeting of the Planning Committee of the National Capital Region Planning Board to be held at 11.00 A.M. on May 3, 1988.

The 14th meeting of the Planning Committee of the NCR Planning Board will be held at 11.00 A.M. on May 3, 1988 in the Office of the NCR Planning Board. It is requested that you may kindly send your views on the Draft Regional Plan by April 25, 1988 for consideration in the said meeting in order to finalise the Regional Plan for being placed for consideration by the NCR Planning Board in its meeting to be held on May 17, 1988. The Agenda items together with notes for the 14th meeting are annexed. You are requested to kindly make it convenient to attend the meeting.

Encl: As above.

(B.N. Singh)
Chief Regional Planner
&
Member-Convenor.

To

1. Chairman and all Members of the Planning Committee.
2. All officers of the NCR Planning Board.

Shri S. Arunachalam,
Senior Planning Engineer, NCRP Board,
New Delhi.

1. Shri K.K. Bhatnagar,
Member Secretary,
NCR Planning Board,
New Delhi-110001
2. Shri R.L. Pardeep,
Joint Secretary (UD),
Min. of Urban Development,
New Delhi-110011.
3. Shri A.N. Mathur,
Secretary,
Town & Country Planning Deptt.,
Govt. of Haryana,
CHANDIGARH.
4. Shri P.B. Mathur,
Secretary,
Housing & Urban Development Deptt.,
Govt. of Rajasthan,
JAIPUR.
5. Shri S.D. Bagla,
Secretary,
Housing & Urban Development
Department, Govt. of U.P.,
Vikas Bhawan, Janpath,
Lucknow -226 001.
6. Shri Ganga Das,
Secretary (L&B),
Delhi Administration,
I.P. Estate, New Delhi-110002.
7. Shri Om Kumar,
Vice Chairman,
Delhi Development Authority,
Vikas Sadan, INA Colony,
New Delhi. 110023.
8. Shri E.F.M. Ribeiro,
Chief Town Planner,
Town & Country Planning Orgn,
'E' Block, Vikas Bhawan,
I.P. Estate, New Delhi-110002.
9. Shri Anil Razdan,
Director,
Town & Country Planning,
Govt. of Haryana, Sector 18-A,
Madhya Marg, Chandigarh.
10. Shri C.S. Mehta,
Chief Town Planner,
Govt. of Rajasthan, Rambagh Circle,
JAIPUR
11. Shri J.P. Bhargava,
Chief Town & Country Planner,
Govt. of Uttar Pradesh,
7, Bandaria Bagh, LUCKNOW-226001
12. Shri. Nakesh Mohan,
Economic Adviser (HUD),
Planning Commission,
Yojana Bhawan,
Sansad Marg, New Delhi-110
13. Shri S.M. PRASAD,
Dy. Director General (TP),
Deptt. of Telecommunications,
7th Floor, Sanchar Bhawan,
New Delhi-110001 Ph:384191-Off
698484-Res.
14. Shri D.P. Gupta,
Chief Engineer(Planning),
Min. of Surface Transport,
Transport Bhawan,
Sansad Marg, New Delhi-110001
15. Shri S.M. Mittal,
Executive Director (MTP),
Ministry of Railways,
2nd Floor, Rail Bhawan,
New Delhi-110001
16. Shri V.K. Sibal,
Director (Power),
Deptt. of Power,
Min. of Energy, Room No.219,
Second Floor, Shram Shakti
Bhawan, New Delhi-110001
17. Shri S.K. Sharma,
Chairman-cum-Managing Dir.,
Housing Urban Development
Corporation,
HUDCO House, Lodi Road,
New Delhi. 110003
18. Dr. S. Mudgal,
Director,
Deptt. of Environment,
Paryavaran Bhawan,
CGO Complex, Lodi Road,
New Delhi.
19. Shri B.N. Singh, (Convenor)
Chief Regional Planner,
NCR Planning Board,
New Delhi-110001.

Agenda items for the 14th meeting of the
Planning Committee to be held at 11.00 A.M.
on May 3, 1988 in the Office of the
National Capital Region Planning Board.

Agenda Item : Confirmation of the minutes of the
No. 1 last meeting held on April 4, 1988.

Agenda item : Consideration of the proposed reply
No. 2 to the Questionnaire of the Committee
on the Reorganisation of the Delhi
Set-up with reference to the National
Capital Region.

Agenda item : Consideration of the draft of the Regional
No. 3 Plan 2001 - NCR.

AGENDA ITEM NO. 1

CONFIRMATION OF THE MINUTES OF THE 13TH
MEETING HELD ON APRIL 4, 1988.

The 13th meeting of the Planning Committee was held on April 4, 1988 and the minutes of the meeting were circulated on 12.4.1988(copy enclosed for ready reference). The Planning Committee may kindly confirm the minutes.

AGENDA ITEM NO.2

CONSIDERATION OF THE PROPOSED REPLY TO
THE QUESTIONNAIRE OF THE COMMITTEE ON
THE REORGANISATION OF THE DELHI SET-UP
WITH REFERENCE TO THE NATIONAL CAPITAL
REGION.

The Government of India has constituted a Committee on the Reorganisation of the Delhi Set-up. The terms of reference of the Committee is annexed. The Committee has framed a comprehensive Questionnaire with the object of obtaining views and suggestions on a variety of issues relevant to the terms of reference of the Committee. The Questionnaire also include a reference to the National Capital Region as under :-

" National Capital Region

4.18 The National Capital Region Planning Board has been set up under an Act of Parliament with a view to ensuring coordination with the neighbouring State Governments in regard to the formulation and implementation of regional and zonal master plans. A view has been held that the arrangements in this regard do not measure upto the requirements and their impact has been minimal.

How far do you hold this view to be correct and what are your suggestions for improvement?"

2. A detailed write up is being prepared separately to indicate our views on the issue which shall be circulated before the meeting.

AGENDA ITEM NO. 3

CONSIDERATION OF THE DRAFT OF
THE REGIONAL PLAN 2001 - N C R.

Already circulated.

APPENDIX

No. U.14011/164/87-Delhi
GOVERNMENT OF INDIA
MINISTRY OF HOME AFFAIRS

NEW DELHI-110001
December 24, 1987

ORDER

WHEREAS there has been a phenomenal increase in the population in the Union Territory of Delhi and whereas there has been a multiplicity of authorities in Delhi which have in course of time tended to assume overlapping functions, and have resulted in the common man finding it increasingly difficult to avail of the services,

2. WHEREAS the need for reorganising the administrative set-up in the Union Territory of Delhi has been under consideration for some time and it has assumed urgency in recent times;

3. NOW, therefore the Government of India appoints a Committee consisting of-

- | | | | |
|-----|--|---|----------|
| (1) | Justice R.S. Sarkaria | — | Chairman |
| (2) | Shri Ramesh Chandra
former Secretary
Ministry of Urban Development | — | Member |
| (3) | Shri S. Balakrishnan,
Presently Adviser,
Ministry of Home Affairs | — | Member |

to go into the various issues connected with the administration of the Union Territory of Delhi with the following terms of reference:

- (i) To study the drawbacks, if any, in the efficient functioning of the existing administrative and municipal authorities in Delhi more specifically the Metropolitan Council, the Municipal Corporation of Delhi, the New Delhi Municipal Committee, the Cantonment Board, the Delhi Development Authority, the Delhi Electric Supply Undertaking, the Delhi Water Supply and Sewage Disposal Undertaking, the Delhi Transport Corporation, and the Delhi Milk Supply;
- (ii) to examine the nature and extent of the overlapping of functions, if any, and the difficulties experienced by the common man in his day to day dealings with such authorities;
- (iii) to make recommendations keeping in view (i) and (ii) above regarding rationalisation or reorganisation or streamlining of the administrative and municipal set-up with a view to (a) ensuring efficiency and effectiveness in the functioning of various authorities by such modifications

(iv)

In structures as may be necessary so as to have a cohesive and coordinated set-up with properly defined spheres of authority for each of them (b) avoiding overlapping of functions between various authorities by bringing about adequate decentralisation of powers and clear-cut demarcation of functions and responsibility and (c) securing all round improvement in providing services to the public and for quicker redressal of public grievances;

- (iv) to make recommendations for amendments to existing laws or enactment of a new law wherever necessary;
- (v) to make such other suggestions or recommendations as the Committee may consider necessary to secure the objective.

4. The Chief Secretary, Delhi Administration and any other person may be coopted by the Committee whenever it considers it necessary to do so;

5. The Committee is hereby authorised to receive representations or memoranda from the public and collect such information as it may consider necessary. The Committee is further authorised to obtain such information, papers or any other assistance from the Delhi Administration, Government of India or any of the authorities referred to in para 3(i) as may be required by it for the purpose of its study, and every such authority shall furnish such information, papers or other assistance as may be required by the Committee;

6. The Committee is required to submit its report to the Government of India within six months from the date of issue of this order.

Sd/-

ASHOK NATH

JOINT SECRETARY TO THE GOVT. OF INDIA

ANNEXURE TO AGENDA ITEM NO.2

CONSIDERATION OF THE PROPOSED REPLY TO THE
QUESTIONNAIRE OF THE COMMITTEE ON THE
RECOMMENDATION OF THE DELHI SET-UP WITH
REFERENCE TO THE NATIONAL CAPITAL REGION.

The National Capital Region Planning Board was constituted under the provisions of National Capital Region Planning Board Act, 1985 on March 28, 1985. During the last 3 years of its existence the Board has prepared an Interim Development Plan for the National Capital Region - 2001 followed by a Draft Regional Plan. A Draft Regional Plan was published for inviting public objections and suggestions on August 14, 1987 and the Board is in the process of finalising the Draft Regional Plan in the light of objections and suggestions received on the same. It is expected that the Regional Plan for NCR will become a statutory Plan after the Board's approval sometime by mid-1988. Under the provisions of the NCR Planning Board Act, the participating States and the Union Territory, namely U.P., Haryana, Rajasthan and Delhi would be required to prepare Sub-regional plans for their respective areas within the framework of the Regional Plan. It would thus be seen that during a short period of its existence, the Board has been able to prepare an Interim Development Plan followed by a Draft Regional Plan spelling out a policy framework for the development of the region with a view to achieving the objectives of a manageable Delhi by 2001 and ensuring harmonised and balanced development of the National Capital Region. Thus, it would not be correct to say that the arrangements in this regard do not measure up to the requirements since it is too short a period to measure the impact of the Regional Plan.

Page 6/7 as in the draft already circulated
(Underlined portions proposed to be modified)

As proposed to be modified

sector. Though, by 1981, it maintained more or less the same proportion of workforce (22.25%), it occupied the third position next to services and manufacturing other than household goods. In absolute numbers, however, the work force increased from 1.17 lakhs to 4.13 lakhs during 1951 and 1981. During 1971-81 alone, it doubled from 2.4 to 4.13 lakhs (T 6.5).

Most of the wholesale trades in Delhi were established in 19th and 20th centuries and are located in Old Delhi area, in close proximity to one another, and nearer to the railway station. The wholesale activity in the central city has concentrated in an unplanned manner resulting in congestion, encroachment on public land, traffic bottlenecks and parking problems, besides causing excessive noise in the area.

The conventional approach to solve these problems has been the shifting and relocation of wholesale trade activities from the central area, mainly to the peripheral areas of Delhi and, in some cases, even to some regional towns within the National Capital Region. The Delhi Master Plan-1981 had recommended shifting and relocation of some of the wholesale markets viz. vegetable market, grain market, steel market etc. Some of these programmes have been successfully implemented (vegetable market - Loha Mandi); some have been partially successful (cycle market); and some have failed (Food grain market). The revised Master Plan Delhi - 2001 has now again emphasised the need for decentralisation of these wholesale activities from the congested parts of the city. In the revised Master Plan of Delhi, the main emphasis has been laid on the relocation of wholesale markets in the peripheral areas of Delhi. Some of these activities which are hazardous in nature and require extensive space have been recommended to be located in the regional towns mainly the DMA towns. Keeping in view the fact that the relocation of these activities in Delhi Union Territory would further generate more employment opportunities and create congestion in the peripheral areas whereby creating a contiguous expansion, it would be appropriate that alternative sites for wholesale markets, presently located in the congested areas of Delhi and, which are proposed to be shifted from the existing sites, should not be relocated in the Delhi Union Territory, they should be developed in DMA & Priority Towns of the Region. Studies to carry out surveys and to identify such locations have now been initiated.

The major part of the commodities which are brought to Delhi are distributed outside Delhi. The percentages of exports outside Delhi, in some of the commodities like textiles and textile products, radio, T.V. parts, fruits and spices, surgical and scientific

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The major part of the commodities which are brought to Delhi are distributed outside Delhi. The percentages of exports outside Delhi, in some of the commodities like textiles and textile products, radio, T.V. parts, fruits and spices, surgical and scientific

Page 8/14 as in the draft already circulated
(Underlined portions proposed to be modified)

the national objectives of movement of bulk goods. The study conducted by Operations Research Group was required to approach this issue from the narrow angle of the regional needs only and hence they found justification for the proposed bypass only beyond 2001. The Planning Committee and the Board have considered regional bypass passing through Meerut-Hapur-Bulandshahr-Khurja-Palwal-Rewari-Rohtak and Panipat to be essential to further the objectives of an integrated and balanced development of the region, including the Delhi Urban Area. Part of this link already exists between Meerut-Hapur-Bulandshahr and Rohtak-Panipat and, new lines are to be laid between Khurja-Palwal-Rewari-Jhajjar and Rohtak of about 205 km. It is understood that the Railway Board is already preparing a Techno-Economic Feasibility Study for the new lines which would further help in establishing its need.

b) Suggested improvements

In the long term, the existing network has a number of bottlenecks which can be removed to create quite a large capacity in the rail network. The most important of them are :

i) To cater to additional passenger traffic in the existing network, the railways would be required to increase the composition of passenger trains from 12/13 coaches at present to twenty coaches. It is expected to double the carrying capacity of existing passenger trains without increasing their number.

ii) Creation of additional capacity by re-routing certain through trains like Frontier Mail.

iii) Rationalisation of movement of freight traffic to Punjab/Haryana to avoid their concentration via Delhi at present,

iv) Elimination of existing bottlenecks on short stretches by providing additional facilities such as:

- On Palwal-Faridabad-Delhi section, existing 3 lines will be converted into 4 electrified lines.

- Laying of a dedicated single Metre Gauge line from Delhi (Patel Nagar) to Rewari/Alwar. This section will not be electrified and trains will run with diesel traction on Pull-Push system.

- Addition of a line to the single line between Muradnagar and Meerut Contonment and electrifying the entire section,

(As proposed to be modified)

the national objectives of movement of bulk goods. The study conducted by Operations Research Group was required to approach this issue from the narrow angle of the regional needs only and hence they found justification for the proposed bypass only beyond 2001. The Planning Committee and the Board have considered regional bypass passing through Meerut-Hapur-Bulandshahr-Khurja-Palwal-Rewari-Rohtak and Panipat to be essential to further the objectives of an integrated and balanced development of the region, including the Delhi Urban Area. Part of this link already exists between Meerut-Hapur-Bulandshahr and Rohtak-Panipat and, new lines are to be laid between Khurja-Palwal-Rewari-Jhajjar and Rohtak of about 205 km. It is understood that the Railway Board is already preparing a Techno-Economic Feasibility Study for the new lines which would further help in establishing its need.

b) Suggested improvements

The existing network has a number of bottlenecks which can be removed to create quite a large capacity in the rail network. The most important of them are :

i) To cater to additional passenger traffic in the existing network served by loco hauled system. The carrying capacity of existing passenger trains could be substantially increased by adding to the number of coaches,

ii) Creation of additional capacity in Delhi area by re-routing certain through trains,

iii) Rationalisation of movement of freight traffic to Punjab/Haryana to avoid their concentration via Delhi at present,

iv) Elimination of existing bottlenecks on short stretches by providing additional facilities such as:

- On Palwal-Faridabad-Delhi section, an additional pair of lines shall be provided

- Laying of a single Broad gauge line from Delhi (Patelnagar) to Rewari/Alwar,

- Addition of a line to the single line between Muradnagar and Meerut Contonment and electrifying the entire section,

Page 8/15 (As in the draft already circulated)
(Underlined portions proposed to be modified)

- Quadrupling of Ghaziabad-Sahibabad section with electrification.
- Provision of an additional third line (reversible) and a fly-over at Khurja to enable traffic to move from Bulandshahr to Ghaziabad.

v) In addition, it would be necessary to develop an operating complex at Patel Nagar/Brar Square and station facilities at Safdarjung Railway Station.

iii) Proposal for Air Ways

Regional Centres are to be developed on a priority basis by inducing their growth through economic activities. It is necessary to study the possibilities of extending air services to these towns through short distance carriers.

iv) Inter-Facing

The foregoing proposals are primarily based on the inter-urban movement requirements in the Region. Another important component of transport flows is intra-urban movement. The synthesis which would be required between the two can only be achieved through a proper planning of inter-facing facilities. The two major points for consideration are:

- a) the effects of the inter-urban movements on intra-urban circulation pattern, and
- b) the consequent need for new terminals, if any.

The problem of circulation is mainly expected to be felt in Delhi rather than in other centres of the Region, because most of the other towns would be served through a bypass road (as proposed) which would mitigate the problem of through traffic. The projected daily traffic by 2001 which would use Delhi's network will be 144% more than the existing traffic:

Year	Passenger Vehicles	Buses	Goods Vehicles	Total
1987	53890	25370	77320	156580(100%)
2001	92270	42400	149500	284170(144%)

The existing outer ring and ring road in Delhi which are the main arteries for dispersal of regional traffic will not be able to effectively cope with the collection and dispersal of inter-urban traffic in the future. Similar will be the problem in rail network in catering to the needs of the future passenger and goods

As proposed to be modified
An additional pair of lines between Delhi-Ghaziabad and Khurja

v) In addition, it would be necessary to develop station facilities at Safdarjung Railway station to facilitate rerouting of certain regional trains and provision of terminal facilities at 4 locations in accordance with the Master Plan for Delhi - 2001.

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**MINUTES OF THE 14TH MEETING OF THE PLANNING COMMITTEE OF THE
NATIONAL CAPITAL REGION PLANNING BOARD HELD AT 11.00 A.M ON THE
3RD MAY, 1988 IN THE OFFICE OF THE NATIONAL CAPITAL REGION
PLANNING BOARD, NEW DELHI.**

The following members were present:

1. Shri K.K.Bhatnagar, Member Secretary,
NCR Planning Board, New Delhi -- **Chairman**
2. Shri S.M.Prasad, Deputy Director General(TP),
Department of Telecommunications, New Delhi.
3. Shri S.M.Mital, Executive Director (MTP),
Ministry of Railways, New Delhi.
4. Shri Anil Razdan, Director, Town & Country
Planning and Chief Administrator, HUDA,
Government of Haryana, Chandigarh.
5. Shri C.S.Mehta, Chief Town & Country Planner,
Government of Rajasthan, Jaipur.
6. Shri J.P.Bhargava, Chief Town & Country Planner,
Government of Uttar Pradesh, Lucknow.
7. Shri D.P.Gupta, Chief Engineer (Planning),
Ministry of Surface Transport, New Delhi.
8. Shri B.N.Singh, Chief Regional Planner,
NCR Planning Board, New Delhi **Member-Convenor**

Other participants :

1. Shri Shankar Aggarwal, Joint Secretary,
Housing & Urban Development, Govt. of
Uttar Pradesh, Lucknow.
2. Shri Sanjay P.Singh, Officer on Special
Duty (L&B), Delhi Administration, New Delhi.
3. Shri B.D.Gulati, Chief Coordinator - NCR,
Government of Haryana.
4. Shri G.D.Mathur, Commissioner-Planning,
Delhi Development Authority, New Delhi.
5. Shri J.C.Gambhir, Director (PPW), Delhi
Development Authority, New Delhi.
6. Shri R.K.Gupta, Director (TPS), Deptt. of
Telecommunications, Sanchar Bhawan, New Delhi.
7. Shri T.Gupta, Dy.Chief Engineer (C), Northern
Railway, New Delhi.

8. Shri J.L.Parashar, Town & Country Planner,
T.C.P.O., I.P.Estate, New Delhi.
9. Shri R.S.Bhatia, AEN/MTP(R), Patel Nagar,
New Delhi.

Officers of the NCR Board:

1. Shri S.Arunachalam,
Senior Planning Engineer.
2. Shri R.P.Rastogi,
Regional Planner.
3. Shri S.B.Verma,
Associate Planner.
4. Shri V.K.Thakore,
Senior Research Officer.
5. Shri Pran Nath,
Deputy Director (Admn).
6. Shri K.L.Sachar,
Finance & Accounts Officer.
7. Shri J.N.Barman,
Assistant Town Planner.
8. Shri P.Jayapal,
Assistant Town Planner.
9. Shri D.Madhu Babu,
Assistant Town Planner.
10. Shri Man Mohan Singh,
Research Officer.

The Member Secretary, welcoming the members to the 14th meeting of the Planning Committee of the NCR Planning Board stated that this meeting was specially convened to consider the written text of the Regional Plan-2001 prior to its placement before the Board for its consideration. Initiating the discussions, he added that he was grateful to the Railways, participating States and Delhi Development Authority for having made available their comments on the text. The comments of the Railways relating to the Transport Sector and Delhi Development Authority mainly to the economic profile had been included in the supplementary material and circulated to the members in this meeting. These along with the comments received from the participating states could be discussed in the meeting. Thereafter, the Agenda items were taken up for consideration.

AGENDA ITEM NO.1

CONFIRMATION OF THE MINUTES OF THE 13TH MEETING OF THE PLANNING COMMITTEE HELD ON APRIL 4, 1988.

The minutes of the meeting were confirmed.

AGENDA ITEM NO.2

CONSIDERATION OF THE PROPOSED REPLY TO THE QUESTIONNAIRE OF THE COMMITTEE ON THE RECOMMENDATION OF THE DELHI SET-UP WITH REFERENCE TO THE NATIONAL CAPITAL REGION.

The Member Secretary stated that an Annexure to Agenda Item No.2 had been circulated in the meeting for consideration of the Planning Committee.

Reacting on the proposed reply to the Questionnaire, Shri Anil Razdan, Director, Town & Country Planning, Haryana stated that it would be advisable to mention in the reply about the resource constraints for the implementation of the NCR Plan as well. He was of the view that unless very large amount of resources was made available, the plan would not take off. Shri Shankar Aggarwal Jt. Secretary, Urban Development, Government of Uttar Pradesh felt that if sufficient funds were not available, the implementing agencies would be tempted to violate the project requirements. Shri J.P.Bhargava, Chief Town & Country Planner, Uttar Pradesh also stressed the need for sufficient funds to be made available for implementation of the Plan.

Shri Anil Razdan also mentioned about the need for an unified body for integrated development of water supply, power, transport and telecommunications in the region.

Shri Sanjay P.Singh, Officer on Special Duty (L&B), Delhi Administration endorsing the views of Shri Razdan felt that there should be statutory arrangement for Plan implementation also.

Shri D.P.Gupta, Chief Engineer, Ministry of Surface Transport stressed the need for coordination of the plan implementation among the States and also the Delhi Union Territory and for making adequate provision of funds.

Shri G.D.Mathur, Commissioner-Planning, Delhi Development Authority raised the issue of coordination for implementation of the Sub-regional Plans. He stated that drawing up of programmes, regional level linkages and action plan were steps for the successful implementation of the Plan and, to monitor and coordinate the project implementation, there should be a Body.

Shri B.N.Singh, Chief Regional Planner, NCR Planning Board explained the provisions contained in the Regional Plan regarding programming and implementation of the Plan. He stated that the Chapter relating to "Strategies and Priority Areas for Development" spelt out clearly about the requirements for the

preparation of programmes, Action Plan and Project plans by each of the participating States and the Delhi Union Territory and the Central Ministries. He further stated that such programmes would be suitably phased out to be co-terminus with the five year plans to achieve the major objectives of the Plan. He added that the Regional Plan also spelt out the components both at the Regional level and also at the local level for which integrated plans and programmes could be prepared by the respective States. The Board would, however, assist the States in the preparation of project plans and also functional plans. It is expected that the Planning Cells now being created by the participating States would be responsible for drawing up complete programmes including the tasks to coordinate investments in various centres/sectors.

Reacting to the suggestions made by the members, the Member Secretary referred to Sections 17 and 19 of the NCR Planning Board Act under which Sub-regional plans were to be prepared by each participating State within the framework of the Regional Plan and approved by the Board. The master plans for regional centres and sub-regional centres would have to conform to the provisions of the Regional and Sub-regional plans, and it was expected that the State Governments would be able to revise or amend the Master Plans under the provisions of the State Act accordingly. He added that under Section 29, there was a provision for action against violation of Regional Plan and it empowered the Board to issue a notice in writing to the concerned participating States or the Union Territory to stop such violation of the Regional Plan, and in case of omission or refusal, to stop such activity, withhold such financial assistance to the concerned participating States or the Union Territory as the Board might consider necessary. However, these provisions were meant to safeguard against extreme situations because the entire process of plan preparation and its implementation was based on partnership approach and consensus decisions by the Board which had representation from participating States, Union Territory and the Central Government.

It was decided that a separate para be added in the draft circulated about the requirements of the funds and resources for the plan implementation.

AGENDA ITEM NO. 3

CONSIDERATION OF THE DRAFT OF THE REGIONAL PLAN 2001 - N.C.R.

On a suggestion made by the Member Secretary, it was considered appropriate to go through Chapter by Chapter of the text of the Regional Plan.

There were no comments on 'Introduction'.

Chapter - 1 - National Capital Region ... No comments

Chapter - 2 - Policy Zones ... No comments

Chapter - 3 - Demographic Profile 1981-2001

On the suggestion of Shri J.C.Gambhir, it was decided under Section 3.3 Strategies (iii) to delete the following sentences -

"In addition, the Master Plan has also observed that most of the wholesale markets located in the congested central part in old Delhi need to be decentralised and new wholesale markets to be located in the towns of Delhi Metropolitan Area."

- and add to the previous sentence to mean :

the period of incompatible uses to be shifted within a period of '5 to 10 years' as mentioned in the Master Plan instead of 'within a maximum period of 5 years'

Chapter 4 - Settlement System 1981 - 2001

The Committee decided that the identification and the role of Sub-regional centres should be mentioned in this Chapter suitably.

Chapter 5 - Rural Development

The Committee decided that identification of pilot projects at the block level should be mentioned as one of the recommendations.

Chapter 6 - Economic Profile 1981 - 2001

The Committee decided that the description in para 3 on page 6/7 be modified by the following paragraph as circulated and amended in the meeting :

The conventional approach to solve these problems had been the shifting and relocation of wholesale trade activities from the central area, mainly to the peripheral areas of Delhi and, in and, in some cases, even to some regional towns within the National Capital Region. The Delhi Master Plan - 1981 had recommended shifting and relocation of some of the wholesale markets viz. vegetable market, grain market, steel market etc. Some of these programmes have been successfully implemented (vegetable market - Loha Mandi); some have been partially successful (cycle market); and some have failed (Food grain market). The revised Master Plan Delhi - 2001 has now again emphasised the need for decentralisation of these wholesale activities from the congested parts of the city. In the revised Master Plan of Delhi, the main emphasis has been laid on the relocation of wholesale markets in the peripheral areas of Delhi. Some of these activities which are hazardous in nature and require extensive space have been recommended to be located in the regional towns mainly, the DMA towns. Keeping in view the

fact that the relocation of these activities in Delhi Union Territory would further generate more employment opportunities and create congestion in the peripheral areas whereby creating a contiguous expansion, it would be appropriate that alternative sites for wholesale markets, presently located in the congested areas of Delhi and which are proposed to be shifted from the existing sites, should not be relocated in the Delhi Union Territory, but they should be developed in DMA and Priority Towns of the Region. Studies to carry out surveys and to identify such locations have now been initiated.

Para (c) relating to incentives for industries outside the DMA but within the NCR on page 6/13 as reproduced below should be modified as indicated:

Existing

a) Disincentives within Delhi

An approach of disincentives to the wholesale trades which do not directly serve Delhi is proposed to be adopted. Only those wholesale trades which directly serve Delhi and are not hazardous in nature and do not require extensive space should be allowed to continue in Delhi. For the rest, alternative locations should be developed outside Delhi.

To be modified as:

An approach of disincentives to the wholesale trades which do not directly serve Delhi is proposed. Only those wholesale trades which directly serve Delhi and are not hazardous in nature and do not require extensive space may be allowed to continue in Delhi. For the rest, suitable locations should be developed outside Delhi.

c) Incentives for industries outside the DMA but within the NCR

Existing :

The towns selected for priority development should have a strong industrial content, and incentives should be given for location of large, medium and small scale industries by developing industrial estates in these towns. In addition to these towns, there should be no restrictions on the growth of industries in the Region except in the areas reserved for conservation.

To be modified as :

The towns selected for priority development should have a strong industrial content, and incentives should be given for location of large, medium and small scale industries. Industrial estates should be developed in these towns. Specific areas should be earmarked in the Region outside the D.M.A. for

relocation of non-conforming, polluting and obnoxious industries proposed for shifting in the Delhi Master Plan-2001.

The Member Secretary concluded by saying that a mention would be made that the objections raised by D.D.A. in respect of C(a) and Haryana State in respect of C(b) would be considered by the Board. These modifications shall become final after the decision of the Board on these objections.

Chapter 7 - Fiscal measures

The Committee decided that the remaining text in this Chapter be incorporated after the Committee on the rationalisation Tax structure in the NCR has finalised its recommendations on the various issues relating to tax structure. It was informed that the Committee was to meet on 6.5.1988.

Chapter 8 - Transport

The Committee decided that the proposal relating to Inner Grid and Outer Grid contained on page 8/12 reproduced below be modified as indicated :

Inner Grid

Existing :

- i) On new alignments to connect Jhajjar-Gurgaon-Faridabad and Murthal-Baghpat, and
- ii) Strengthening and widening of existing alignments on Rohtak-Sonepat-Murthal, and Baghpat-Meerut.

To be modified as :

- i) On new alignments to connect Murthal to Baghpat, and
- ii) Strengthening and widening of existing alignments on Rohtak-Sonepat-Murthal, Baghpat-Meerut and Jhajjar-Gurgaon-Faridabad.

Outer Grid

Existing :

- i) Strengthening and widening of existing alignments on Palwal-Sohana-Rewari-Jhajjar, Rohtak-Gohana-Panipat, Meerut-Hapur-Bulandshahr-Khurja-Palwal, Khurja-NCR boundary (South), and Meerut-NCR boundary (North).

To be modified as :

- i) Sohana-Rewari-Jhajjar, Rohtak-Gohana-Panipat, Meerut-Hapur-Bulandshahr-Khurja-Palwal, Khurja-NCR boundary (South), Meerut-NCR boundary (North) and Bhiwadi-Tijara-Kishangarh-Alwar.

On pages 8/14 and 8/15, portions relating to suggested improvements - paras (i), (ii), (iii) & (iv) reproduced below are to be modified as indicated :

Existing :

b) Suggested improvements

In the long term, the existing network has a number of bottlenecks which can be removed to create quite a large capacity in the rail network. The most important of them are :

i) To cater to additional passenger traffic in the existing network, the railways would be required to increase the composition of passenger trains from 12/13 coaches at present to twenty coaches. It is expected to double the carrying capacity of existing passenger trains without increasing their number.

ii) Creation of additional capacity by rerouting certain through trains like Frontier Mail,

iii) Rationalisation of movement of freight traffic to Punjab/Haryana to avoid their concentration via Delhi at present,

iv) Elimination of existing bottlenecks on short stretches by providing additional facilities such as :

- On Palwal-Faridabad-Delhi section, existing 3 lines will be converted into 4 electrified lines,

- Laying of a dedicated single Metre Gauge line from Delhi (Patel Nagar) to Rewari/Alwar. This section will not be electrified and trains will run with diesel traction on Pull-Push system,

-Addition of a line to the single line between Muradnagar and Meerut Cantonment and electrifying the entire section.

-Quadrupling of Ghaziabad-Sahibabad section, with electrification,

- Provision of an additional third line (reversible) and, a fly-over at Khurja to enable traffic to move from Bulandshahr to Ghaziabad.

v) In addition, it would be necessary to develop an operating complex at Patel Nagar/Brar Square and station facilities at Safdarjung Railway Station.

To be modified as :

i) To cater to additional passenger traffic in the existing network served by loco hauled system. The carrying capacity of existing passenger trains could be substantially increased by adding to the number of coaches.

ii) Creation of additional capacity in Delhi by re-routing certain through trains.

iii) Rationalisation of movement of freight traffic to Punjab/Haryana to avoid their concentration via Delhi at present.

iv) Elimination of existing bottlenecks on short stretches by providing additional facilities such as :

- On Palwal-Faridabad-Delhi section, an additional pair of lines shall be provided,

- Laying of a single Broad gauge line from Delhi to Rewari-Alwar,

- Addition of a line to the single line between Muradnagar and Meerut Cantonment and electrifying the entire section.

- An additional pair of lines between Delhi-Ghaziabad and Khurja.

v) Development of terminal facilities at four locations in accordance with the Master Plan for Delhi - 2001.

vi) After the implementation of the above proposals for augmentation of the rail network, the following Priority Towns and towns in the D.M.A. would not have a rail link. Studies should be carried out to ascertain justification of such rail links :

1. NOIDA
2. KUNDLI
3. BHIWADI
4. DHARUHERA

Consequent to the above proposals, the maps should also be suitably modified.

Chapter 9 - Telecommunications

The Deputy Director General (Telecommunications) presented a paper relating to the National objectives of providing telecommunication facilities for the 7th Plan and also likely broad objectives of the 8th Five Year Plan. The Committee decided that the Chapter 9 on Telecommunications be modified in the light of the proposals received from the Department of Telecommunications.

Chapter 10 - Power

The Committee decided that a reference about the supply of power through Gas Fired Turbines be made as the successful performance of gas turbines in operation had shown the advantages of minimum gestation period in its installation and relatively being non-polluting in nature.

Chapter 11 - Water Supply, Sewerage, Drainage and Solid Waste Management.

The Committee decided that this Chapter should include a reference to the existence of a number of agreements between the various State Governments for supply of water through rivers and their canal systems. The NCR occupying a special position need to be given a special consideration for its water supply requirements. The Committee felt that proposal to identify the sources of water, integrated drainage system for Delhi Metropolitan Area towns and also water supply and sanitation be mentioned for further indepth studies and drawing up suitable plans.

Chapter 12 - Education and Health

- No comments

Chapter 13 - Shelter

- No comments

Chapter 14 - Regional Landuse

- No comments

Chapter 15 - Environment & Eco-Development

- No comments

Chapter 16 - Management Structure for Plan Implementation.

The Planning Committee felt that in the proposed organisational structure for implementation of the NCR Plan, instead of a Sub-region Area Development Authority, some suitable agency such as Sub-Region Area Planning and Monitoring Organisation be proposed for the implementation of the plan.

Chapter 17 - Counter Magnet Areas

This Chapter should be modified in the light of the final findings of the Consultants, and also in consultations with the concerned State Governments.