

BEFORE THE NATIONAL GREEN TRIBUNAL
AT PRINCIPAL BENCH, NEW DELHI

ORIGINAL APPLICATION NO: 763 OF 2024

IN THE MATTER OF :

Sidhartha Extension Pocket C

Residents Welfare Association (Regd.) Applicant.

Versus

National Capital Region Transport Corporation & Ors.

.... Respondents

INDEX

ADDITIONAL DOCUMENTS

(IN COMPLIANCE OF ORDER DATED 15.07.2024)

S. No.	Particulars	Pg. No.
1.	<u>Annexure P – 4 (Colly)</u> Copy of the Writ Petition No. 11740 / 2023 filed by the Applicant before the Hon'ble Delhi High Court along with Documents	1 - 99
2.	<u>Annexure A – 5</u> Copy of the Final Order Dated 15.09.2023 passed in Writ Petition No. 11740 / 2023 by the Hon'ble Delhi High Court.	100 - 109

Place : New Delhi

Date : 30.09.2024

Through :



Nalin Tripathi, Advocate [D-994 / 94]

NT LAW CONSULTANTS & CO.

7 / 37 - B, (L.G.F.) JANGPURA - B,

New Delhi-110014, Ph. 011- 49872668,

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IN THE HIGH COURT OF DELHI AT NEW DELHI
[Extra Ordinary Writ Jurisdiction]

[Public Interest Litigation]

WRIT PETITION (CIVIL) No. _____ OF 2023

In The Matter of Public Interest Litigation:

Sidhartha Extension Pocket C
Residents Welfare Association (Regd.) & Anr.

.... Petitioners.

Versus

Union of India & Ors.

.... Respondents

I N D E X

S. No.	PARTICULARS	PAGES
1.	Urgent Application	1
2.	Notice Of Motion	2
3.	Court Fees	3
4.	Memo Of Parties	4-5
5.	Synopsis & List of Date	6-9
6.	Writ Petition Under Article 226 Of The Constitution Of India For Issuance Of An Appropriate Writ, Order, Or Direction Commanding The Respondents Toimplement The Original Plan I.E. Option 1 And Thereby	10-30

	Directing The Respondent No. 3 To Construct The Viaduct By-Passing The Pocket C Siddhartha Extension, New Delhi, along with affidavit.	
7.	<u>Annexure P – 1 (Colly)</u> The copy of the Registration Certificates.	31-31A
8.	<u>Annexure P – 2</u> The copy of the Original Plan of the Delhi-Ghaziabad-Meerut RRTS Project.	32-36
9.	<u>Annexure P – 3</u> The copy of the Details and salient features of the proposed Delhi-Ghaziabad-Meerut RRTS Project.	37-56
10.	<u>Annexure P – 4</u> The copy of the EIA Report 2020.	57-61
11.	<u>Annexure P – 5</u> The Copy of the Techno-Economical Comparison of Alternate Option.	62-66
12.	<u>Annexure P – 6</u> The Copy of the RTI Reply dt. 14.03.2023.	67-69 A
13.	<u>Annexure P – 7</u> The Copy of the Table 2 showing Cost Comparison of Alternate Option.	70-70 A
14.	<u>Annexure P – 8</u> The Copy of the RTI Reply dt. 10.08.2023.	71-75
15.	Application Under Section 151 C. P. C for Grant Of Ex-Party /Ad-Interim Stay There By Restraining Respondent No. 3 From Carrying Out Construction Of RRTS Project At Siddhartha Extension Pocket C, along with Affidavit	76-82

16.	Application u/s 151 C.P.C. for Exemption from Filing Certified Copy / Fair / Original Annexure, along with Affidavit.	83-87
17.	Vakalatnama along with Board of Resolution	88-91
18.	Proof of Service	92

Place : NEW DELHI
Dt. 18.08.2023

Through :

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.... Respondents

URGENT APPLICATION

Sir,

Kindly treat the accompanying application as urgent in accordance with the High Court Rules and Orders.

The Grounds of Urgency are :-

1. That urgently restrain respondent no. 3 from carrying out any construction activity in Siddhartha Extension, Pocket C, New Delhi – 110014, during the pendency of the present Writ Petition.

Place : NEW DELHI

Dt. 18.08.2023



Through :

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In The Matter of Public Interest Litigation:**Sidhartha Extension Pocket C****Residents Welfare Association (Regd.) & Anr.**

.... Petitioners.

Versus**Union of India & Ors.**

.... Respondents

To,

The Standing Counsel,

Municipal Corporation of Delhi

Notice of motion

Take notice that above-mentioned application is likely to be listed on 05/09/2023 or any other subsequent date there to.

Place : NEW DELHI

Dt. 18.08.2023

Through :

Nalin Tripathi, Advocate [D-994/94]

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IN THE HIGH COURT OF DELHI AT NEW DELHI

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.... Petitioners.

*Versus***Union of India & Ors.**

.... Respondents

Court Fees**:: Online Payment Acknowledgement**

Online Reference No	DLOCF1221771001052430823180107
Location	DELHI
Court Fee UIN	DLCT3100H2303S690
Payment Mode	UPI
Amount	170
Bank Name	8527757231@paytm
Payment Reference	pay_MWg0zd634oVZGA
Payment Status	Transaction Success

This is not a Court Fee Receipt, it is just a Payment Acknowledgement.

This is a system generated receipt.

IN THE HIGH COURT OF DELHI AT NEW DELHI

[Extra Ordinary Writ Jurisdiction]

[Public Interest Litigation]

WRIT PETITION (CIVIL) No. _____ OF 2023

In The Matter of Public Interest Litigation:**Sidhartha Extension Pocket C****Residents Welfare Association (Regd.) & Anr.**

.... Petitioners.

Versus**Union of India & Ors.**

.... Respondents

MEMO OF PARTIES**1. Sidhartha Extension Pocket C****Residents Welfare Association (Regd.)**

Through : its President – Mr. Padma Mahapatra

Office At : Porta Cabin Gate No. 3, Pocket C

Siddhartha Extension, New Delhi – 110014

2. Siddhartha Extension Senior Citizens'**Welfare Forum (Regd.)**

Through : its President – Mr. M. M. Gupta

Office At : Porta Cabin Gate No. 3, Pocket C

Siddhartha Extension, New Delhi – 110014 Petitioners.

Versus**1. Union of India**

Through : General Manager, Ministry of Railways

Rail Bhawan, New Delhi-110001.

Email – UOIHDC@GMAIL.COM

Through Standing Counsel – Mr. Jagjit Singh, Adv

Email – jagjitsinghadvocate@yahoo.co.in

2. Union of India

Through its : Secretary,
Ministry of Housing & Urban Affairs
Nirman Bhavan, Maulana Azad Road,
New Delhi-110001.
Email - UOIDHC@GMAIL.COM

3. National Capital Region Transport Corporation

Gati Shakti Bhavan, I.N.A.
New Delhi-110023.
Through : its Designated Standing Counsel-Mr. Rajesh Katyal,
Email Id : rajeshlawyer@yahoo.co.in, rajeshlawyer53@gmail.com

4. Delhi Development Authority,


4, Mahatma Gandhi Road, IP Estate,
New Delhi, Delhi 110002.
Email ID : ddachamberhc@yahoo.com

5. Municipal Corporation of Delhi

Through it Designated Standing Counsel
E-1 Block, 17th Floor, Dr. Shyama Prasad Mukherjee,
Civic Centre, Jawaharlal Nehru Marg, New Delhi - 110002
Email ID : clomcdhq@gmail.com Respondents

Place : NEW DELHI
Dt. 18.08.2023

Through :


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7 / 37-B, Jangpura - B, New Delhi.
Ph. 011-49872668, (M) 9810036122.
Email : legal_ntlaw@yahoo.com

SYNOPSIS CUM LIST OF DATES

In order to build Regional Rapid Transit System (in short here-in-after to be referred to as **RRTS**) respondent no. 1 approved a plan for constructing Delhi–Meerut Regional Rapid Transit System which is 82.15 km (51.05 miles) semi High Speed Rail corridor which will connect Delhi, Ghaziabad and Meerut.

RRTS project is being implemented by respondent no. 3 (in short here-in-after to be referred to as **NCRTC**) which is a joint sector company of Government of India (controlled by Ministry of Housing & Urban Affairs i.e. respondent no. 2) and State Governments of Delhi, Haryana, Rajasthan and Uttar Pradesh.

Perusal of the original plan, as approved by respondent no. 1, reveals that Siddhartha Extension did not fall within the alignment line of Delhi-Ghaziabad-Meerut RRTS, however, it has recently come to the knowledge of the residents of the Siddhartha Extension that NCRTC has varied the original plan and now intends to build a viaduct passing through Siddhartha Extension to connect to the stabling yard at Jangpura, without any approval from the respondent no. 1 (Ministry of Railways).

As per the policy respondent no. 3 being the implementing agency is duty bound to have a transparent approach with the Project Affected Families (in short here-in-after referred to as **PAF's**) but astonishingly respondent no. 3 does not share any information with the petitioners and in order to get true and correct information about the project the petitioners have to file a

RTI and based on its reply it has come to the knowledge of the petitioners that respondent no. 3 does not have any record indicating that the respondent no. 1 has approved option 3 which is being implemented by respondent no. 3.

It is a matter of record that as per the original plan (Option I) the alignment is by-passing Siddhartha Extension Pocket C flats and it clearly reveals that Siddhartha Extension colony is not getting affected; however, RTI reply dt. 31.03.2023 further reveals that the reason for rejection of option 1 is techno commercial feasibility. On the contrary the perusal of 'Cost Comparison of Alternate Options' reveals that Option 1 is 675 M in length and the estimated cost is Rs. 7872 Lakhs; whereas option 3 is 565 M in length and the estimated cost is Rs, 4365 Lakhs i.e. a difference of 110 M length and Rs. 3507 Lakhs.

It is evident that respondent no. 3 though only an executing agency, has been working in a completely autocratic manner and has miserably failed to appreciate that residents of Siddhartha Extension are not encroachers / occupants of any unauthorized colony. Petitioners and their members therefore expect the respondents to consider the safety and convenience of the residents of Siddhartha Extension. Residents do have a valuable right to property enshrined under Article 300A of the Constitution of India and Respondent no. 3 cannot be permitted to infringe upon the legal rights of the residents, that too without following the due process of law.

Further it would here be pertinent to mention that respondent no. 4 i.e. DDA nearly 40 years ago, under its Self

Financing Scheme (SFS) carved out a colony named Siddhartha Extension comprising of nearly 1000 flats, which were initially on lease for a period of 99 years, but later on many flats have been converted from leasehold to freehold.

That as per SFS scheme the allottee of the flats in Siddhartha Extension have not only been charged qua the land on which their flat has been built, but have been charged for every inch of land that forms part of Siddhartha Extension and as owners residing in Pocket C, Siddhartha Extension are the joint owners of entire land comprised in Pocket C Siddhartha Extension; be it the land on which respective apartments have been constructed, road, park or other common space.

Perusal of the EIA Report 2020, reveals that National Policy of Right to Fair Compensation and Transparency in land Acquisition, Rehabilitation and Resettlement Act, 2013 is applicable to the RRTS project, yet respondent no. 3 is acting in complete violation / disregard of the Resettlement Action Plan and also The National Rehabilitation and Resettlement Policy, 2007, which is always based on the principle that it will take into account ways of avoiding or minimizing the impacts wherever possible by exploring other alternative project designs, unless the displacement is unavoidable; ironically in the present case respondent no. 3 admittedly have an alternative option available which is also the only approved plan, but respondent no. 3 has without any logical reason dropped the same, without any consultation from the petitioners / its members (directly affected persons) .

Thus the petitioners and their members feel that due to short-sightedness of respondent no. 3 and as a result of the illegal acts of the respondents, a Death Trap is sought to be constructed for residents of Pocket C Siddhartha Extension; besides that in view of the serious harm [both physically as also financially] that is likely to be caused, to the members of the petitioners, the residents being left with no alternative, decided in their General Body Meeting dt. 16.07.2023 to approach the Hon'ble Court seeking restraint orders against respondents from opting option 3. When the original plan i.e, option 1. is available to the respondent no. 3.

August, 2023 Hence the present Public Interest Litigation.

Pathy

IN THE HIGH COURT OF DELHI AT NEW DELHI

[Extra Ordinary Writ Jurisdiction]

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WRIT PETITION (CIVIL) No. _____ OF 2023

In The Matter of Public Interest Litigation:
_____**1. Sidhartha Extension Pocket C****Residents Welfare Association (Regd.)**

Through : its President – Mr. Padma Mahapatra

Office At : Porta Cabin Gate No. 3, Pocket C

Siddhartha Extension, New Delhi – 110014

2. Siddhartha Extension Senior Citizens'**Welfare Forum (Regd.)**

Through : its President – Mr. M. M. Gupta

Office At : Porta Cabin Gate No. 3, Pocket C

Siddhartha Extension, New Delhi – 110014

.... Petitioners.

Versus**1. Union of India**

Through : General Manager, Ministry of Railways

Rail Bhawan, New Delhi- 110001.

Email - UOIHDC@GMAIL.COM

Through Standing Counsel - Mr. Jagjit Singh, Adv

Email - jagjitsinghadvocate@yahoo.co.in

2. Union of India

Through its : Secretary,

Ministry of Housing & Urban Affairs Nirman

Bhavan, Maulana Azad Road, New Delhi-110001.

Email - UOIHDC@GMAIL.COM

3. **National Capital Region Transport Corporation**

Through : its Managing Director,

Gati Shakti Bhavan, I.N.A. New Delhi-110023.

Through : its Designated Standing Counsel-Mr. Rajesh Katyal,

Email Id : rajeshlawyer@yahoo.co.in, rajeshlawyer53@gmail.com

4. **Delhi Development Authority**

4, Mahatma Gandhi Road, IP Estate,

New Delhi, Delhi 110002.

Email ID : ddachamberhc@yahoo.com

5. **Municipal Corporation of Delhi**

Through its : Commissioner

E-1 Block, 17th Floor, Dr. Shyama Prasad Mukherjee,

Civic Centre, Jawaharlal Nehru Marg,

New Delhi - 110002 - Email - clomcdhq@gmail.com Respondents

WRIT PETITION UNDER ARTICLE 226 OF THE
CONSTITUTION OF INDIA FOR ISSUANCE OF AN
APPROPRIATE WRIT, ORDER, OR DIRECTION
COMMANDING THE RESPONDENTS TO IMPLEMENT
THE ORIGINAL PLAN I.E. OPTION 1 AND THEREBY
DIRECTING THE RESPONDENT NO. 3 TO CONSTRUCT
THE VIADUCT BY-PASSING THE POCKET C
SIDDHARTHA EXTENSION, NEW DELHI

To,

Hon'ble The Chief Justice & His Companion Justices,
of the Hon'ble High Court of Delhi, At New Delhi.

The petitioners

Most Respectfully Sheweth

1. That petitioner no. 1 is a society registered under the Societies Registration Act, 1860 and has been working for the welfare of its members / residents of Pocket C Siddhartha Extension, New Delhi (in short here-in-after referred to as **SERWA**) and petitioner no. 2 is registered society working for the welfare of Senior Citizens residing in Pocket C, Siddhartha Extension. Copy of registration certificates are annexed as **Annexure P – 1 (Colly)**. The petitioners on behalf of the residents of Siddhartha Extension, Pocket C are filing the instant Public Interest Litigation under article 226 of the Constitution of India, since the residents of the Siddhartha Extension, Pocket C, are anguished by the acts / deeds of respondent no. 3 as respondent no. 3 without due approval from respondent no. 1, has been working in a complete autocratic manner by constructing a viaduct for stabling yard which is crossing Pocket C, Siddhartha Extension thereby displacing many families and has further miserably failed to consider the pain and agony of the residents of Pocket C, Siddhartha Extension. That petitioner have no personal interest in the litigation and neither myself nor anybody in whom the petitioner is interested would in any manner benefit from the relief sought in the present litigation save as a member of the General Public. That further it is stated that the petitioner herein is not guided by self-gain or for gain of any other person/institution/body and that there is no motive other than of public interest in filing the instant PIL.

2. That since the petitioners are societies registered for the welfare of its members / residents of Pocket C Siddhartha Extension, New Delhi, have first hand information of the Regional Rapid Transit System (in short here-in-after to be referred to as **RRTS**) as the RRTS project is affecting Siddhartha Extension, Pocket C, since the executing authority of RRTS

project i.e., respondent no. 3 is trying to construct a viaduct for stabling yard at Jangpura which is crossing Pocket C, Siddhartha Extension. Moreover, since the proposal of respondent no. 3 of constructing a viaduct crossing the society was objected by the residents of the society, the petitioners through it's representatives inquired about the said project being carried out by respondent no.3. Further the petitioners have also given various representation to the respondents and have asked the respondent no. 3 to continue with the original plan, which was approved by respondent no. 1 as in the said option the viaduct for stabling yard was being constructed by-passing Siddhartha Extension, Pocket C and in order to get the said fact before the concerned authorities the petitioners have also made many representations, but unfortunately the request no action has been taken by the concerned authorities till date.

3. That it is stated that the present petition is preferred for the well-being of the residents of Siddhartha Extension, Pocket C since by way of the instant petition the petitioner is challenging the acts of respondent no. 3 as even though they are only an executing agency, respondent no. 3 is acting in an autocratic manner and completing the said project without proper approvals from relevant authorities. Further as stated above since the petitioners are society registered for the welfare of its members / residents of Siddhartha Extension, Pocket C hence is approaching this Hon'ble Court by filing the instant PIL.

4. That respondent no. 1 is the Ministry of Railways, who have launched the **RRTS** project for constructing Delhi–Meerut Regional Rapid Transit System semi High Speed Rail corridor which will connect Delhi, Ghaziabad and Meerut; respondent no. 2 i.e., Ministry of Housing & Urban Affairs and respondent no. 3 is controlled by respondent no. 2; respondent no. 3 i.e., National Capital Region Transport Corporation (in short here-in-after referred to as *NCRTC*) is joint sector company of Government of India (controlled by Ministry of Housing Affairs i.e. respondent no. 2) and State Governments of Delhi, Haryana, Rajasthan and Uttar Pradesh and at present NCRTC has been given the duty to implement the RRTS project in Delhi; respondent no. 4 i.e., Delhi Development Authority (DDA) is responsible for planning, development and construction of Housing Projects, Land Management etc within the territory of Delhi and respondent no. 4 under its Self Financing Scheme (SFS) carved out a colony named Siddhartha Extension, where the respondent no. 3 is intending to construct a viaduct for stabling yard, for RRTS project; respondent no. 5 i.e., Municipal Corporation of Delhi is a civic body, to whom the DDA has handed over municipal services viz maintenance of parks, drainage, roads, street lights etc. Thus, all the above-named respondents are proper and necessary parties to the instant petition. That the respondents as stated above are State and/or its instrumentalities and hence covered within the definition of State as defined under Article 12 of the Constitution of India. Further it is stated that since all the prayer sought by way of the instant petition are all in control of

the above-named respondents, there are no other necessary parties that are likely to be affected by the orders passed in the instant Writ Petition.

5. That as stated above the petitioners herein are society registered for the welfare of the residents of Siddhartha Extension, Pocket C, having its office at Porta Cabin Gate No. 3, Pocket C Siddhartha Extension, New Delhi – 110014 and petitioner no. 1 has 5 executive members and the petitioner no. in the present petition is being represented by its president Mr. Padma Mahapatra and petitioner no.2 has 8 executive members and the petitioner no. 2 in the present petition is being represented by its president Mr. M.M. Gupta. Further the petitioners undertakes and state that the petitioners are competent enough to pay the costs, if any, imposed by this Hon'ble Court.

6. That it would here be pertinent to mention that in order to build Regional Rapid Transit System (RRTS) respondent no. 1 approved a plan for constructing Delhi–Meerut Regional Rapid Transit System which is 82.15 km (51.05 miles) semi High Speed Rail corridor which will connect Delhi, Ghaziabad and Meerut.

7. That as a matter of fact respondent no. 4 i.e. DDA nearly 40 years ago, under its Self-Financing Scheme (SFS) carved out a colony named Siddhartha Extension comprising of nearly 1000 flats, which were initially on lease for a period of 99 years, but

later on as per the prevailing policy, upon payment of premium, lease rent, and other charges, the said flats have been converted from leasehold to freehold.

8. That as per SFS scheme the allottee of the flats in Siddhartha Extension have not only been charged qua the land on which their flat has been built, but have been charged for every inch of land that forms part of Siddhartha Extension and as such the allottees / their successors, executors and assigns / owners residing in Pocket C, Siddhartha Extension are the joint owners of entire land comprised in Pocket C Siddhartha Extension; be it the land on which respective apartments have been constructed, road, park or other common space.

9. That perusal of the original plan, as approved by respondent no. 1, reveals that Siddhartha Extension did not fall within the alignment line of Delhi-Ghaziabad-Meerut RRTS. The copy of the original plan is annexed as **Annexure P – 2**; the details and salient features of the proposed Delhi-Ghaziabad-Meerut RRTS project are annexed as **Annexure P – 3**.

10. That the perusal of the EIA Report 2020, reveals that National Policy of Right to Fair Compensation and Transparency in land Acquisition, Rehabilitation and Resettlement Act, 2013 is applicable to the said project. Copy of the EIA Report 2020 is annexed as **Annexure P – 4**.

11. That the residents of Siddhartha Extension are not opposed to the public project sought to be executed for public good. And as per the original plan approved by respondent no. 1, Pocket C Siddhartha Extension did not fall in the alignment line of the said project; however, it has recently come to the knowledge of the residents of the Siddhartha Extension that NCRTC has varied the original plan and now intends to build a viaduct passing through Siddhartha Extension to connect to the stabling yard at Jangpura, without any approval from the respondent no. 1 (Ministry of Railways).

12. That it is a matter of record that as per the original plan (Option I) the alignment is by-passing Siddhartha Extension Pocket C flats and it clearly reveals that Siddhartha Extension colony is not getting affected; however, this option is being rejected by Respondent No. 3 on flimsy ground that it is not '*Techno-Economical*' for which they have no approval from Respondent No. 1.

It is surprising that in a project of approximately Rs. 30,000 crores, few crores cost impact cannot be a matter of concern as while executing such projects the aim of the government is make attempt to design the project in such a manner so as to minimize land acquisition & resettlement. The Techno-Economical Comparison of Alternate Option is annexed herewith as Annexure P -5.

13. That the Resettlement Action Plan (in short here-in-after called RAP) is always based on the principle that it will take into account ways of avoiding or minimizing the impacts wherever possible by exploring other alternative project designs, unless the displacement is unavoidable; and admittedly alternative available in this case is the only approved plan, but respondent no. 3 has without any logical reason dropped the same, without any consultation from the petitioners / its members (directly affected persons) .

14. That The National Rehabilitation and Resettlement Policy, 2007 (in short here-in-after referred to as **NRRP**, 2007) was adopted by the Government of India on 31 October 2007 to address development-induced resettlement issues. The NRRP stipulates efforts should be made to minimize displacement and to **promote**, as far as possible, non-displacing alternatives.

15. That thus when Option 1 is available which does not displace the inhabitants of planned development of Delhi, then the said option cannot be left out just because it is nearly 35 crores more expensive than other options, needless to mention that for which there is no approval by the respondent no. 1.

16. That as per the policy respondent no. 3 being the implementing agency is duty bound to have a transparent approach with the Project Affected Families (in short here-in-after referred to as **PAF's**) but it is astonishing that respondent no. 3 firstly does not consider the petitioners and their members

as PAF's and further they are not transparent in their functioning as the respondent no. 3 does not share any information with the petitioners and hence RTI was filed on 01.03.2023 by the then President of petitioner no. 1 and the reply of respondent no. 3 is alarming. Copy of the RTI reply dt. 14.03.2023 is annexed as **Annexure P – 6.**

The respondent no. 3 does not deny that there are 3 options in respect of the alignment plan of connecting line between Sarai-Kale Khan and Jangpura; but astonishingly they say that they do not have records qua option 1 & option 2.

The RTI reply further shows that as per respondent no. 3 they do not have any record indicating that the respondent no. 1 has approved option 3.

The RTI reply dt. 31.03.2023 further reveals that the reason for rejection of option 1 is techno commercial feasibility. On the contrary the perusal of 'Cost Comparison of Alternate Options' reveals that Option 1 is 675 M in length and the estimated cost is Rs. 7872 Lakhs; whereas option 3 is 565 M in length and the estimated cost is Rs, 4365 Lakhs i.e. a difference of 110 M length and Rs. 3507 Lakhs. Copy of the Table 2 showing Cost Comparison of Alternate Options is annexed as **Annexure P – 7.**

17. Further a RTI application was filed by petitioner no. 2, and the reply dt. 10.08.2023 by respondent no. 3, to the said RTI speaks for itself that the executing agency is acting in a most casual and autocratic manner, thereby compromising / sacrificing

the safety of the inhabitants of the locality, without any actual study, documents and approval from respondent no. 1. Copy of the RTI Reply dt. 10.08.2023 is annexed as **Annexure P – 8**.

18. That it is thus evident that respondent no. 3 though only an executing agency, has been working in a completely autocratic manner and has miserably failed to consider the pain and agony of the residents of Pocket C, Siddhartha Extension and hence have failed to consider the options of constructing a viaduct for stabling yard, by-passing the residential colony, which is a part of planned development of Delhi.

Respondent no. 3 has failed to appreciate that residents of Siddhartha Extension are not encroachers / occupants of any unauthorized colony. Petitioners and their members therefore expect the respondents to consider the safety and convenience of the residents of Siddhartha Extension. Residents do have a valuable right to property enshrined under Article 300A of the Constitution of India and Respondent no. 3 cannot be permitted to infringe upon the legal rights of the residents, that too without following the due process of law.

Respondent no. 3 has failed to appreciate that today they might be considering option 3 to save Rs. 35 crores, but it cannot be ruled out that the said option could prove out to be extremely hazardous and life threatening for minimum of 104 flats; on the contrary if option 1 is implemented precious lives of innocent residents (mostly senior citizens, ladies and children) of Pocket C

Siddhartha Extension, would be safeguarded. Few examples giving apprehension in the minds of the residents are as follows –

- 12.07.2009
“In a gruesome mishap, part of the Delhi Metro segment under-construction collapsed in Zamroodpur, close to Kailash Colony, South Delhi, killing five labourers and injuring 15 others.” This was when it was on a main road, whereas the proposed viaduct is within Pocket C Siddhartha Extension.
- 10.01.2023
“The Karnataka High Court on January 13 took suo-motu cognisance of the metro pillar collapse in Bengaluru in which a mother and her toddler son were killed. The high court raised concerns about “safety measures prescribed while undertaking such construction work” in Bengaluru.” Thus when construction activity of such a nature can be hazardous on main roads, then just imagine, if any such incident occurs, during construction of viaduct within Pocket C, how many lives would be lost.
- 17.02.2023
“Metro pillar shuttering collapsed in Delhi; car crushed, 2 injured in Haiderpur Badli, Delhi”

19. That in addition to the eminent threat to the life of the residents of the Pocket C Siddhartha Extension, there are many other inconveniences that the residents will have to face for a considerable amount of time, because of the construction of viaduct crossing Pocket C Siddhartha Extension, as due to the construction a lot of noise and air pollution would be caused leading to inconvenience to the residents of the society; further it is a known fact that construction of a viaduct would require putting a lot of hazardous infrastructure, heavy machinery in residential area, thereby disturbing the scarce amenities like approach road, parking etc.

20. That further it would here be pertinent to mention that as a matter of fact as per respondent no. 1's own guidelines as also approved by the Hon'ble Apex Court at least 30 meter margin on either side of track is to be kept vacant safety zone, thus considering the said regulation respondent no. 1 has approved option no.1 which was by-passing Siddhartha Extension, Pocket C, as that option had taken into account the safety zone. However respondent no. 3 without prior approval of respondent no. 1 derailed from the original plan and initiated option no. 3 which is affecting the inhabitation of Siddhartha Extension Pocket C and this was done solely to save certain amount of money. Therefore it is most humbly submitted that the respondent no. 3 in order to save 35 crores is ready to ignore all safety regulations and is also ready to endanger the life and liberty of the inhabitants of the locality.

21. That though the Petitioners are entitled to use the servient heritage without being deprived of their right in any way, but the option chosen by respondent no. 3, to construct a viaduct crossing Pocket C Siddhartha Extension is contrary to their own scheme, specially when the alternate option of by-passing the colony without causing any impairment to the residents of the colony, risk to their lives and property is approved by the respondent no. 1, after accepting technical feasibility report and for which financial approval is also given by the respondent no. 2.

22. That the petitioners and their members feel that due to short-sightedness of respondent no. 3 and as a result of the illegal acts of the respondents, a Death Trap is sought to be constructed for residents of Pocket C Siddhartha Extension; besides that in view of the serious harm [both physically as also financially] that is likely to be caused, to the members of the petitioners, the residents being left with no alternative, decided in their General Body Meeting dt.16.07.2023 to approach the Hon'ble Court seeking restraint orders against respondents from opting option 3. When the original plan i.e, option 1. Is available to the respondent no. 3.

23. That the petitioner hence files the instant petition on the following amongst many other –

GROUND

A) **BECAUSE** respondent no. 3 in an arbitrary manner, is attempting to vary the original plan and is intending to build a viaduct passing through Pocket C Siddhartha Extension, to connect to the stabling yard at Jangpura, without any approval from the Ministry of Railways, contrary to the plan approved by respondent no. 1.

B) **BECAUSE** the fact that original plan (a approved by respondent no. 1) clearly indicates that Siddhartha Extension

does not fall within the alignment line of Delhi-Ghaziabad-Meerut RRTS, thus respondent no. 3 is trying to act in violation of the original plan, thereby impairing the legal rights of the residents of Siddhartha Extension.

C) **BECAUSE** when as per the original plan (Option I) the alignment is by-passing Siddhartha Extension Pocket C then rejection of this option by respondent no. 1 on the ground that other alternative is '*Techno-Economical*' is absolutely not logical, specially when the plan as propose by respondent no. 3 has no approval for the same.

D) **BECAUSE** respondent no. 3 has been working in a completely autocratic manner and has miserably failed to consider the pain and agony of the residents of Pocket C, Siddhartha Extension and hence have failed to consider the options of constructing a viaduct for stabling yard, by-passing the residential colony, which is duly approved by respondent no. 1 after accepting technical feasibility report and for which financial approval is also given by the respondent no. 2.

E) **BECAUSE** acts of respondent no. 3 is in violation of the Resettlement Action Plan as RAP is always based on the principle that it will take into account ways of avoiding or minimizing the impacts wherever possible by exploring other alternative project designs, unless the displacement is

unavoidable and in the instant case the alternate option (Option 1) is duly approved by the respondent no. 1, yet respondent no 3 is rejecting the same.

F) **BECAUSE** it is a matter of record that an alternate option i.e., Option No. 1 as mentioned in the original plan, is available with the respondent no. 3, yet the same is not being implemented on the ground that it is not '*Techno-Economical*' though admittedly they have no records for the same.

24. That the petitioners craves the liberty of this Hon'ble Court to take such other additional grounds (if necessary).

25. That the petitioners have made several representations but of no avail, hence there is no equal & efficacious remedy for redressal of the grievances than to file the present petition.

26. That the present petition is bonafide and is filed in the Interest of Justice.

27. That the petitioners have not filed any other or similar petition either before this Hon'ble Court or before the Hon'ble Supreme Court of India.

PRAYER

It is therefore, most humbly prayed that in the peculiar facts and circumstances of the present case, this Hon'ble Court may graciously be pleased to:

A. Pass an appropriate writ / order / direction, in the nature of mandamus commanding the respondents 2 – 3, to implement the original plan i.e. Option 1 and thereby directing the respondent no. 3 to construct the viaduct by-passing the Pocket C Siddhartha Extension, New Delhi.

B. Pass such further order (s) / directions(s) as this Hon'ble Court may deem fit and proper in the facts and circumstances of the case and the Interest of Justice.

New Delhi.
Date : 18/08/23


[Petitioner No.1]


[Petitioner No. 2]

For Residents Welfare Association,
Siddharth Extension Pocket C (RWA-Side)


Secretary


President


President



(PRESIDENT)
SIDDHARTH EXTN., SENIOR CITIZENS
WELFARE FORUM (Regd.);
(Regn No. 5/865/Dist. South/2012
PORTA CABIN (Near Gate No. 3)
SIDDHARTH EXTENSION POCKET 'C'
NEW DELHI-110014

Through :

Nalin Tripathi, Advocate [D-994/94]
NT LAW CONSULTANTS & Co.
7 / 37 - B, Jangpura - B, New Delhi.
Ph. 011-49872668, (M) 9810036122.
Email : legal_ntlaw@yahoo.com

IN THE HIGH COURT OF DELHI AT NEW DELHI
[Extra Ordinary Civil Writ Jurisdiction]

[Public Interest Litigation]

WRIT PETITION (CIVIL) No. _____ OF 2023

IN THE MATTER OF :

**Sidhartha Extension Pocket C
Residents Welfare Association (Regd.) & Anr.**

.... Petitioners.

Versus

Union of India & Ors.

.... Respondents

A F F I D A V I T

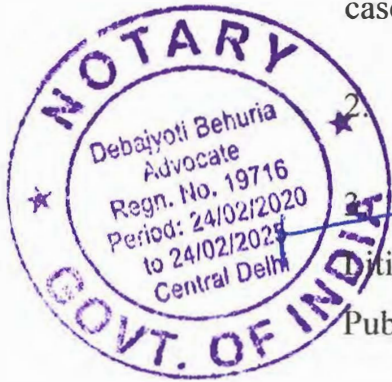
I, Padma Mohapatra s/o Surya Narayan Mohapatra aged about 46 years, r/o 84 B, Pocket C, Siddhartha Extension, New Delhi, do hereby solemnly affirm and state on oath as under :

1. That the deponent being the President of Petitioner No. 1 society is well conversant with the facts and circumstances of this case and hence competent to swear this affidavit.

2. I have filed the present petition as a Public Interest Litigation.

3. I have gone through the Delhi High Court (Public Interest Litigation) Rules, 2010 and do hereby affirm that the present Public Interest Litigation is in conformity thereof.

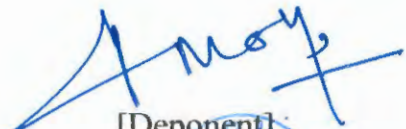

4. I/petitioner have no personal interest in the litigation and neither myself nor anybody in whom the petitioner is interested would in any manner benefit from the relief sought in the present



litigation save as member of the General Public. This petition is not guided by self-gain or gain of any person. institution, body and there is no motive other than of public interest in filing this petition.

5. I have done whatsoever inquiry / investigation, which was in my power to do, to collect all data / material which is available and which was relevant for this court to entertain the present petition. I further confirm that I have not concealed in the present petition any data / material / information which may have enabled this court to form an opinion whether to entertain this petition or not and / or whether to grant any relief or not.

I Identified the deponent who has signed in my presence.

[Deponent] 


VERIFICATION :

Verified at New Delhi on the 18 day of August, 2023 that the contents of paras 1 & 5 of this affidavit are true and correct to the best of my knowledge & belief and nothing material has been concealed therefrom.



18 AUG 2023

(Deponent) 


CERTIFIED THAT THE DEPONENT
Shri/Smt./Km..... Rudra Mohapatra
S/o, W/o R/o..... R. Mohapatra
Identified by Shri/Smt..... Nalin Tripathi, J.A.
Has solemnly affirmed before me at
Delhi on..... 18 / 08 / 2023 at Sl. No..... 60
That the contents of the affidavit which
have been read & explained to him/her
are true & correct to his/her knowledge
18 AUG 2023

NOTARY

IN THE HIGH COURT OF DELHI AT NEW DELHI
[Extra Ordinary Civil Writ Jurisdiction]

[Public Interest Litigation]

WRIT PETITION (CIVIL) No. _____ OF 2023

IN THE MATTER OF :

**Sidhartha Extension Pocket C
Residents Welfare Association (Regd.) & Anr.**
..... Petitioners.

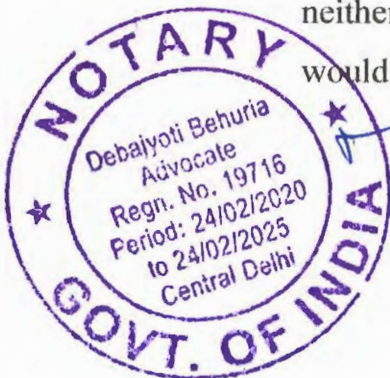
Versus


Union of India & Ors. Respondents

A F F I D A V I T

I, M.M. Gupta s/o Late H.S. Gupta aged about 76 years, r/o 213 – D, Pocket C, Siddhartha Extension New Delhi, do hereby solemnly affirm and state on oath as under :

1. That the deponent being the President of Petitioner No. 2 society is well conversant with the facts and circumstances of this case and hence competent to swear this affidavit.
2. I have filed the present petition as a Public Interest Litigation.
3. I have gone through the Delhi High Court (Public Interest Litigation) Rules, 2010 and do hereby affirm that the present Public Interest Litigation is in conformity thereof.
4. I/petitioner have no personal interest in the litigation and neither myself nor anybody in whom the petitioner is interested would in any manner benefit from the relief sought in the present




 (Plt. Petitioner)
 SIDHARTHA EXTENSION RESIDENTS WELFARE ASSOCIATION
 (Plt. Petitioner)
 213 D Pocket C
 Siddhartha Extension Pocket C
 New Delhi - 110014

litigation save as member of the General Public. This petition is not guided by self-gain or gain of any person. institution, body, and there is no motive other than of public interest in filing this petition.

5. I have done whatsoever inquiry / investigation, which was in my power to do, to collect all data / material which is available and which was relevant for this court to entertain the present petition. I further confirm that I have not concealed in the present petition any data / material / information which may have enabled this court to form an opinion whether to entertain this petition or not and / or whether to grant any relief or not.

I Identified the deponent who has signed in my presence.

[Signature]

[Deponent]

(PRESIDENT)
SIDHARTHA EXTN., SENIOR CITIZENS WELFARE FORUM (Reqd.);
(Regn No. 5/865/Distr. South/2012
PORTA CABIN (Near Gate No. 3)
SIDHARTHA EXTENSION, POCKET 'C'
NEW DELHI-110014

VERIFICATION :

18 AUG 2023

Verified at New Delhi on the 18 day of

August, 2023 that the contents of paras 1 & 5 of this affidavit are true and correct to the best of my knowledge & belief and nothing material has been concealed therefrom.

[Signature]

(Deponent)

(PRESIDENT)
SIDHARTHA EXTN., SENIOR CITIZENS WELFARE FORUM (Reqd.);
(Regn No. 5/865/Distr. South/2012
PORTA CABIN (Near Gate No. 3)
SIDHARTHA EXTENSION, POCKET 'C'
NEW DELHI-110014



I Identified the deponent who has signed in my presence.

CERTIFIED THAT THE DEONENT

Srnl/Smt./Kin..... *M.M. Gupta*
S/o, W/o R/o..... *M.H.S. Gupta*

Identified by Srnl/Smt..... *Nalin Tripathi, JPO*
Has been read & explained to him/her (at Delhi on..... 18 AUG 2023) as St. No..... (63)

That the contents of the affidavit which have been read & explained to him/her are true & correct to his/her knowledge

NOTARY



31

CERTIFICATE OF REGISTRATION
Under Societies Registration Act XXI of 1860

Regn. No. S/ 865 /Distt. South/2012

I hereby certify that **SIDHARTHA EXTENSION SENIOR CITIZENS WELFARE FORUM** located at H.NO. 213 D POCKET-C SIDHARTHA EXT. NEW DELHI has been registered under Societies Registration Act 1860.

Given under my hand and seal at Delhi on this 30 day of April Two thousand ~~Eleven~~ Twelve.

Fee of Rs. 50/-

SEAL



2203/11
REGISTRAR OF SOCIETIES
SOUTH DISTRICT
GOVERNMENT OF NCT OF DELHI

This document certifies registration under the Society Registration Act, 1860. However, any Govt. department or any other association / person may kindly make necessary verification (on their own) of the assets and liabilities of the society before entering into any contract / assignment with them.

True copy:-

[Signature]
(PRESIDENT)
SIDHARTHA EXTN., SENIOR CITIZENS
WELFARE FORUM (Regd.);
(Regn No. 51806/Distt. South/2012
PORTA CABIN (Near Gate No. 3)
SIDHARTHA EXTENSION, POCKET 'C'
NEW DELHI-110014

TRUE COPY



CERTIFICATE OF REGISTRATION

Under Societies Registration Act XXI of 1860

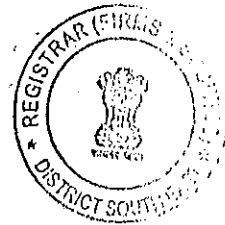
Regn. No. S-E / 1666 / Distt. South East /2019

I hereby certify that "SIDDHARTHA EXTENSION
POCKET C RESIDENTS WELFARE ASSOCIATION" located
at PORTA CABIN, NEAR GATE NO-3, POCKET-C,
SIDDHARTHA EXTENSION, NEW DELHI-110014. has
been registered under Societies Registration
Act 1860.

Given under my hand and seal at Delhi on
this 24th Day of September, Two Thousand Nineteen.

Fee of Rs. 50/-

SEAL
Registrar of societies
Delhi



Alam F. Khan

REGISTRAR OF SOCIETIES
SOUTH - EAST DISTRICT
GOVERNMENT OF NCT OF DELHI

**This document certifies registration under the Society Registration Act, 1860. However, any Govt. department or any other association / person may kindly make necessary verification (on their own) of the assets and liabilities of the society before entering into any contract.*

Annexure 36-2

32

Resettlement Plan

March 2020

**India: Delhi–Meerut Regional Rapid Transit System
Investment Project**

Prepared by the National Capital Region Transport Corporation (NCRTC), Government of India
for the Asian Development Bank.

TRUE COPY

I. PROJECT DESCRIPTION

A. Introduction

1. National Capital Region Transport Corporation (NCRTC)- a Joint Sector company of Government of India and States of Delhi, Haryana, Rajasthan and Uttar Pradesh is developing a rail based suburban transport system i.e. Regional Rapid Transit System (RRTS) for National Capital Region (NCR). The objective is to provide continuous availability of affordable, reliable, safe, secure and seamless transport system in the urban agglomeration of Delhi, Ghaziabad, and Meerut so as to reduce the accidents, pollution, travel time, energy consumption and anti-social incidents as well as to control urban development and land use for sustainability and regional development.

2. Efficient movement of people and goods within the NCR is a primary concern for the planned development of the NCR. The existing transport system within the region, consisting of a variety of modes like private and public road transport, suburban rail system and RRTS rail, is inadequate and there is urgent need to enhance the regional transport system.

3. The proposed RRTS is based on the recommendation of 'Integrated Transport Plan for NCR' with perspective year 2032 which emphasizes the need for development of settlements outside the National Capital Territory (NCT) Delhi, providing inter-connection between Delhi and settlements and relieving pressure on the existing transport routes converging at NCT-Delhi. A total of 8 RRTS corridors linking Delhi to surrounding cities have been proposed, out of which the Delhi-Ghaziabad-Meerut have been taken up for implementation in the first phase.

4. The Goal is to offer a rail based Sustainable Urban Transport System, Smart and Healthy Cities to increase the quality of life and better access to goods, services, creating employment opportunities and sustainable development, climate change mitigation resulting in a livable city environment i.e. health supportive environment with more allocation of road space to people rather than vehicles.

B. Project Description

5. Delhi – Ghaziabad – Meerut RRTS corridor is identified as one of the prioritized corridor. The Detailed Project Report (DPR) for this corridor has been prepared by Delhi Integrated Multi Modal Transit Systems (DIMTS), a joint venture of Govt. of Delhi and IDFC (a financial institution promoted by Government of India) in 2017. The National Capital Region Transport Corporation (NCRTC), New Delhi is the implementing agency, with its head quarter at New Delhi.

6. The proposed RRTS (Delhi-Ghaziabad-Meerut) corridor will be a double line standard gauge, rapid railway system, built on elevated viaducts and going underground in heavily populated areas. As per the final alignment, out of total length of 82.15 Km, 14.15 Km is in underground section and balance 68 Km is in elevated section. The alignment from Sarai Kale Khan to Sahibabad, mostly in elevated section and partially in underground section, is off the main road. The alignment from Ghaziabad RRTS station to Shatabdinagar RRTS station is elevated viaduct on the median of Ghaziabad-Meerut highway (erstwhile NH-58). The alignment from Shatabdinagar to Begumpul is in underground section and beyond Begumpul upto Modipuram Depot it is in elevated section on the median of road. One stabling yard near Sarai Kale Khan (Jungpura) and two maintenance depots, one main depot at Modipuram and another auxiliary depot at Duhai have been planned. The proposed stabling yard and the depots will be constructed at grade. The details are given below in **Table -2**.

Table 2: Details of Proposed Delhi-Ghaziabad-Meerut RRTS

Name of Corridor	Length in Km			Number of Depot	Total Stations		
	Elevated	Under Ground	Total		Elevated	Under ground	Total
Delhi-Ghaziabad-Meerut RRTS	68	14.15	82.15	2+1 (stabling yard)	17	5	22

Source: Detailed Project Report, NCRTC

7. To ease the traffic movement during construction, the NCRTC has started strengthening and blacktopping of the national highway erstwhile 58 at the location where the RRTH alignment is placed on the median of the road. As on date 9.7 kms in Ghaziabad section has already completed and the remaining 30 kms in Meerut section will be initiated soon. A due diligence report for this road strengthening and blacktopping has been prepared confirming using of existing RoW without any impact on private properties. A Social Safeguard Due Diligence report (SSDR) has been appended to this RP as **Appendix – 10**.

8. This RP for Delhi-Ghaziabad-Meerut RRTS project is prepared based on the detailed design report prepared by NCRTC. The RP complies with the applicable State Government, Government of India legal framework and ADB Safeguard Policy Statement (2019). Under this project 571 households (3,997 persons) will be significantly affected as they are either losing shelter or losing more than 10% of their productive assets, and therefore the project is considered as Category 'A' for Involuntary Resettlement (IR) as per the ADB Safeguard Policy Statement (SPS 2009). Since, the project is falling in the urban area and no indigenous community are affected the project is categorized as category 'C' for Indigenous People as per SPS. A list of project-affected villages is given in **Table 3**.

Table 3: List of Project Affected Settlements

S.No.	Name of the Village/Town	Name of Block	Name of District	Name of State	Chainage Kilometer	
					From	To
1	Sarai Kale Khan (Bus stand)	Sidharth Nagar 56	South East Delhi	Delhi	1+450	1+500
2	Kilokari Village	-	South East Delhi	Delhi	1+742	1+766
3	Chak Chilla	-	South East Delhi	Delhi	3+770	3+970
4	Ashok Nagar	New Ashok Nagar-4	South East Delhi	Delhi	4+650	5+800
5	Kalyanpuri	Kalyanpuri	South East Delhi	Delhi	8+950	9+000
6	Anand Vihar (UPSRT)	Anand Vihar	East Delhi	Delhi	12+700	12+750
7	Kondli Khicharipur	Khicharipur-1	Sout East Delhi	Delhi		
8	Sahibabad Site-4	Sahibabad	Ghaziabad	Uttar Pradesh	16+150	19+200
9	Prahladpur	Sahibabad	Ghaziabad	Uttar Pradesh	17+000	17+050

¹ According to ADB Safeguard Policy Statement (SPS-2009), Involuntary Resettlement Category A: Significant means 200 or more affected people will experience major impacts, which are defined as (i) being physically displaced from housing, or (ii) losing 10% or more of their productive assets (income generating). Involuntary Resettlement Category B: Not Significant include involuntary resettlement impacts that are not deemed significant as per the ADB Operational manual Involuntary Resettlement Category C: No involuntary resettlement impacts. A resettlement plan is required in case of both category A and B project.

35

S.No.	Name of the Village/Town	Name of Block	Name of District	Name of State	Chainage Kilometer	
					From	To
10	Vasundara	Vasundhara Ward -61	Ghaziabad	Uttar Pradesh	18+450	22+300
11	Bohanja	Ghaziabad	Ghaziabad	Uttar Pradesh	23+450	23+850
12	Guldhar	Ghaziabad	Ghaziabad	Uttar Pradesh	27+950	28+150
13	Duhai	Duhai-46	Ghaziabad	Uttar Pradesh	31+800	32+200
14	Ukhlarsi	Murad Nagar	Ghaziabad	Uttar Pradesh	38+100	38+150
15	Muradnagar	Murad Nagar	Ghaziabad	Uttar Pradesh	38+100	38+300
16	Gang Nagar	Murad Nagar	Ghaziabad	Uttar Pradesh	38+850	39+800
17	Pawanpuri	Murad Nagar	Ghaziabad	Uttar Pradesh	39+800	39+850
18	Modibagh	Modinagar	Ghaziabad	Uttar Pradesh	44+850	45+001
19	Modinagar	Modinagar	Ghaziabad	Uttar Pradesh	44+950	49+050
20	Aminagar/ Bhurbarai	Meerut	Meerut	Uttar Pradesh	57+250	57+400
21	Partappur	Meerut	Meerut	Uttar Pradesh	58+500	60+000
22	Rithani	Meerut	Meerut	Uttar Pradesh	61+500	63+600
23	Hafizabad Mewla (TP Nagar)	Meerut	Meerut	Uttar Pradesh	62+400	65+600
24	Mohkampur Phase-2	Meerut	Meerut	Uttar Pradesh	63+450	63+600
25	Meerut Khas (RK Puram)	Meerut	Meerut	Uttar Pradesh	65+250	68+950
26	Meerut Cantt/Bainsali	Meerut	Meerut	Uttar Pradesh	68+700	68+950
27	Begum pul	Sadar	Meerut	Uttar Pradesh	69+850	70+300
28	MES Colony	Sadar	Meerut	Uttar Pradesh	71+150	72+150
29	Roshanpur Dauri	Daurala	Meerut	Uttar Pradesh	74+750	74+900
30	Mukarrabpur Palheda	Daurala	Meerut	Uttar Pradesh	76+550	76+850
31	Siwaya Jamalullapur	Daurala	Meerut	Uttar Pradesh	80+200	80+650
32	Duhai	Rajapur	Ghaziabad	Uttar Pradesh	Duhai Depot	
33	Bhikkanpur	Rajapur	Ghaziabad	Uttar Pradesh	Duhai Depot	
34	Basantpur Sainthli	Murad Nagar	Ghaziabad	Uttar Pradesh	Duhai Depot	
35	Daurala	Daurala	Meerut	Uttar Pradesh	Modipuram Depot	

Source: Census Survey,

9. Delhi-Ghaziabad-Meerut RRTS corridor originating from Sarai Kale Khan in Delhi ends at Modipuram in Uttar Pradesh. The location map of the project corridor is given in **Figure-1**.

C. General Profile of the Project Area

10. The National Capital Region (NCR) is a multi-state region with Delhi as its centre. It covers an area of 58,332 sq. km spreading over four states of Haryana, Rajasthan, Uttar Pradesh and the National Capital Territory (NCT) of Delhi. The total population of NCR region is 460.69 lakhs (as per Census 2011) and is projected to be 641.38 lakhs by 2021. It is also a high growth, large investment region, consisting of several large and small cities with high movement of people and goods within the region. The description of project states is given below.

yard is given in **Figure-1**.

Figure 1: Location Map of Proposed alignment from Sarai Kale Khan station to Jangpura and Stabling Yard (Option-3)



Source: PMO, NCRTC New Delhi

11. The entire line lies in two blocks of South East Delhi namely Bhogal and Nizamuddin and the stabling yard comes under Jangpura.

C. Corridor of Impact (Col)

12. Based on the technical review of pillar construction methods and assessment of minimum operational requirements, 10.50 meters wide corridor i.e shadow of viaduct as operational area and 5 m either side from the edge of the viaduct due to safety reason thus totaling to 20.5 m as "Corridor of Impact" (Col). However, for founding level acquisition is considered for 8 m width. For the stabling yard component, the major area of impact is limited to the premises of an abandoned factory, which is a government land parcel already allotted to NCRTC. All government land required for the project is available in principle.

D. Minimizing Resettlement

13. During the finalization of the alignment of the connecting line, various alternate alignment options were explored so as to minimize the adverse impact on land acquisition and resettlement. Due to highly developed highways and railway line network along with continuous habitation around Jungpura area, the connecting line will mandatorily pass through

Annexure P-3

Environmental Impact Assessment

37

May 2020

India: Delhi–Meerut Regional Rapid Transit System
Investment Project

Main Report

Prepared by the National Capital Region Transport Corporation for the Asian Development Bank.

SESCF copy

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TABLE OF CONTENTS

	Page
EXECUTIVE SUMMARY	i
I. INTRODUCTION	1
A. Background	1
B. Nature, Size and Location of the Project	1
C. Project Proponent	4
D. Environmental Categorization	4
E. EIA Preparation and Objectives of the EIA	5
F. Scope and Methodology of the EIA Study	5
G. Extent of EIA	6
H. Structure of the EIA Report	7
II. POLICY, LEGAL AND ADMINISTRATIVE FRAMEWORK	7
A. The National (India) Environmental Laws and Regulations	7
B. ADB's Safeguard Policy Statement and Requirements	14
C. Applied Standards	15
D. International and Regional Agreements and Conventions	15
III. DESCRIPTION OF THE PROJECT	16
A. Rationale and Project Settings	16
B. RRTS Project	18
C. Description of the Project Corridor	19
D. Planning and Design Criteria for Stations	23
E. Construction Methodology	32
F. Water for Construction	32
G. Construction Camps	32
H. Land Requirement	32
I. Cost Estimate	33
J. Implementation Plan and Schedule	33
K. Associated Works	33
IV. DESCRIPTION OF THE ENVIRONMENT	33
A. Physical Environment	36
B. Ecological Environment	60
C. Socio-economic Environment	65
V. ANTICIPATED IMPACTS AND MITIGATION MEASURES	79
A. Methodology	79
B. Impacts on Physical environment	90
C. Impacts on Biological environment	102
D. Impacts on Social Environment	106
E. Induced and Cumulative Impacts	144
F. Expected Benefits from the Project	146
VI. ANALYSIS OF ALTERNATIVES	147
A. Introduction	147
B. "With" and "Without" Project Scenario	147
C. Alternative Modes of Transport System	148
D. Alternatives of RRTS Alignment and Facilities	148

III. DESCRIPTION OF THE PROJECT

A. Rationale and Project Settings

50. Delhi, the National Capital of India is a city that bridges two different worlds. Old Delhi, once the capital of Islamic India, is a labyrinth of narrow lanes lined with crumbling havelis and formidable mosques. In contrast, the imperial city of New Delhi created by the British Raj is composed of spacious, tree-lined avenues and imposing government buildings. Delhi has been the seat of power for several rulers and many empires for about a millennium. Many a times the city was built, destroyed and then rebuilt here. Interestingly, several Delhi's rulers played a dual role, first as destroyers and then as creators. The governments created the National Capital Region covering the neighboring states of Haryana, Uttar Pradesh and Rajasthan. In order to improve mobility within this region the present project has been conceptualized. Delhi is located in Northern India between the latitudes of 28°24'17" and 28°53'00" North and longitudes of 76°50'24" and 77°20'37" East. Delhi shares borders with the States of Uttar Pradesh and Haryana. Delhi has an area of 1,483 sq. kms. Its maximum length is 51.90 kms and width is 48.48 kms. As per census 2011, Delhi has population of 1.67 crores² and it is expected grow at the rate of 20.96% per decade. It has population density of 11297 persons per sq. km. It has literacy rate of 86.34% and sex ratio of 866 females per 1000 males.

51. Ghaziabad, a city of Delhi NCR, is located in the western part of Uttar Pradesh State sharing the borders with the National Capital Territory of Delhi. It is the district headquarters of Ghaziabad District. Owing to its proximity to Delhi, and good connectivity, it is one of the important and fast developing cities in the State of Uttar Pradesh and as well as in the National Capital Region. Geographically, Ghaziabad is situated at 28°40' N latitude and 77°25' E Longitude. Ghaziabad is situated at about 20 km east of Delhi, and 432 km west of the State Capital, Lucknow. As per the census of 2011 the population of Ghaziabad city is 1648643 and that of Ghaziabad district is 4681645. The alarming feature of Ghaziabad district is the decadal population growth, which is around 40.66%, which is more than twice the decadal growth of India (17.64). The initial provisional data released by census India 2011, shows that density of Ghaziabad district for 2011 is 3,971 people per sq. km. Ghaziabad district administers 1,179 square kilometers of areas. Average literacy rate of Ghaziabad in 2011 were 78.07%. If things are looked out at gender wise, male and female literacy were 85.42% and 69.79% respectively.

52. Similarly, Meerut lies between 28°57' to 29°02'N latitude and 77°40' to 77°45'E longitude in the Indo- Gangetic plains of India. The city lies 70 km northeast of the national capital New Delhi, and 453 km northwest of the state capital Lucknow. The city covers an area of about 172 km² (66 sq. mi) while the total metropolitan area is 198 km², third largest in Uttar Pradesh after Lucknow and Kanpur. As per the census of 2011, the population of Meerut city is 1305429 and that of Meerut district is 3443689. The initial provisional data released by census India 2011, shows that density of Meerut district for 2011 is 1,346 people per sq. km. Meerut district administers 2,559 square kilometers of areas. Average literacy rate of Meerut in 2011 were 72.84%. If things are looked out at gender wise, male and female literacy were 80.74% and 63.98%, respectively.

53. The rapid industrial and commercial development coupled with the rise in population in the recent past has contributed to a large-scale increase in traffic on the city roads. This increasing intensity of traffic has resulted in the manifestation of a number of problems like congestion, delay,

² 1 crore = 10 million

40

accidents, pollution etc., which pose a potential threat to the economic vitality, and productive efficiency of the city.

54. The other two important towns i.e. Muradnagar and Modinagar are also present en- route of RRTS Corridor. Muradnagar and Modinagar are towns under municipal board of Ghaziabad district, Uttar Pradesh located 28°78' N and 77°50' E and 28°50' N and 77°35' E; respectively.

55. The NCR is well connected to the rest of the country by road, railway and air network. Travel needs in the city are catered to by a variety of transport modes. These include Metro rails, city buses, mini buses run by private operators, autorickshaws, private and radio taxi services and in the form of Intermediate Public Transport and personalized modes such as cars, two-wheelers and cycles.

56. The City of Delhi has been experiencing an explosive growth in number of registered vehicles. The number of registered vehicles in the city has increased from 529566 in 2013 to 10756768 in 2018. 2-wheelers account for around 64.68% and Cars/ Jeeps around 29% of total vehicles registered. All these above have caused the shortage in the road space for movement & parking of vehicles, space for non-motorized vehicles and Pedestrians. This is also contributing substantially to the increased level of dust, air and noise pollution due to more time spent on the travel time. The increase in road area also needs frequent time to time maintenance for the good ride quality and less wear and tear of the road user vehicles but this maintenance is not always happening due to various factors like fewer funds, climate, traffic, other infrastructure works on the road like laying of cables etc., and other social events.

57. The current concerns include continuous expansion of urban areas and conversion of outer green spaces into urban dwellings. Space for allocation of roads is limited and more so for non-motorized transport and pedestrians. On the other hand the number of vehicles is growing rapidly resulting in urban transport related stresses and problems such as increased road accidents, increased travel time due to traffic congestion, increased fuel consumption, emissions and vehicle operating costs and increased infrastructure maintenance costs. Negative social impacts due to unlimited expansion of urban areas comprise reduced affordability of housing and land due to excessive increase in the real estate prices. This in-turn results in unauthorized construction and slums on one side and high prices of real estate on the other causing a huge disparity in social groups.

58. The mass transport system proposed under the project will help address problems of transport related stresses and ease mobility of people between the national capital region and neighboring urban centers.

59. The goal is to offer a rail based Sustainable Urban Transport System, Smart and Healthy City to increase the quality of life and better access to goods, services, creating employment opportunities and sustainable development, climate change mitigation resulting in a livable city environment i.e. health supportive environment with more allocation of road space to people rather than vehicles so as to make people include walk and cycle in their daily routines during course of transit for their healthy life.

60. The main objective of this project is to provide availability of affordable, reliable, safe, secure and seamless transport system in the urban agglomeration of so as to reduce the accidents, pollution, travel time, energy consumption and anti-social incidents as well as to control urban development and land use for sustainability and regional development.

18

61. The aims of a RRTS project are to: (i) mitigate climate change and pollution (air and noise) by providing more environmentally sustainable transport means, (ii) contribute to the economic growth by reducing urban congestion and thus increasing labour productivity and (iii) improve the livelihood of socially disadvantaged population by enhancing their mobility and thus their access to education, jobs and other services.

62. RRTS systems have an advantage over other modes because they provide higher carrying capacity, faster, smoother, and safer travel, occupy less space, and are non-polluting and energy-efficient. To summarise the benefits, a RRTS rail system:

- (i) Requires 1/5th energy per passenger km compared to road-based system
- (ii) Causes no air pollution in the city
- (iii) Occupies no road space if underground and only about 2 metres width of the road if elevated
- (iv) Carries same amount of traffic as 5 lanes of bus traffic or 12 lanes of private motor cars (either way)
- (v) Is more reliable, comfortable and safer than road based system
- (vi) Reduces journey time by anything between 50% and 75% depending on road conditions.
- (vii) Weather proof transportation system.

B. RRTS Project

63. NCR has good transportation system but has not been able to keep pace with rising demand. The public transport system is served by Metro rail network of DMRC, City Buses, Mini Buses, Tata Magics, three-wheeler (autos), radio taxi and private rented cab services. The carrying capacity of the bus and rail system has increased considerably but has been always on lower side than what is needed. Therefore, Governments of NCR has decided to provide a rail based high capacity and high quality i.e. faster, reliable, comfortable Mass Transport System in its capital city of India and its neighbouring regions. This project is part of the Integrated Transportation Plan for NCR and will aim for Climate change Mitigation and healthy city. The project will construct RRTS rail corridors in two phases. The total length of proposed RRTS network is 351.15 km for the first phase. The detail of proposed RRTS lines and phases is given in below Table 5 and shown in Figure 3.

Table 5: Total Network and Phase wise Implementation Plan for RRTS

S.No	Description	Length	Phase
First Phase			
1	Delhi-Sonipat-Panipat	105	I
2	Delhi-Ghaziabad-Meerut	82.15	I
3	Delhi-Gurugram-Rewari-Alwar	164	I
Second Phase			
4	Delhi-Faridabad-Ballabgarh-Palwal	-	II
5	Ghaziabad-Khurja	-	II
6	Delhi-Bahadurgarh-Rohtak	-	II
7	Ghaziabad-Hapur	-	II
8	Delhi-Shahdara-Baraut	-	II

4/2

Figure 3: Route wise description of RRTS Project



Source: NCRTC.

C. Description of the Project Corridor

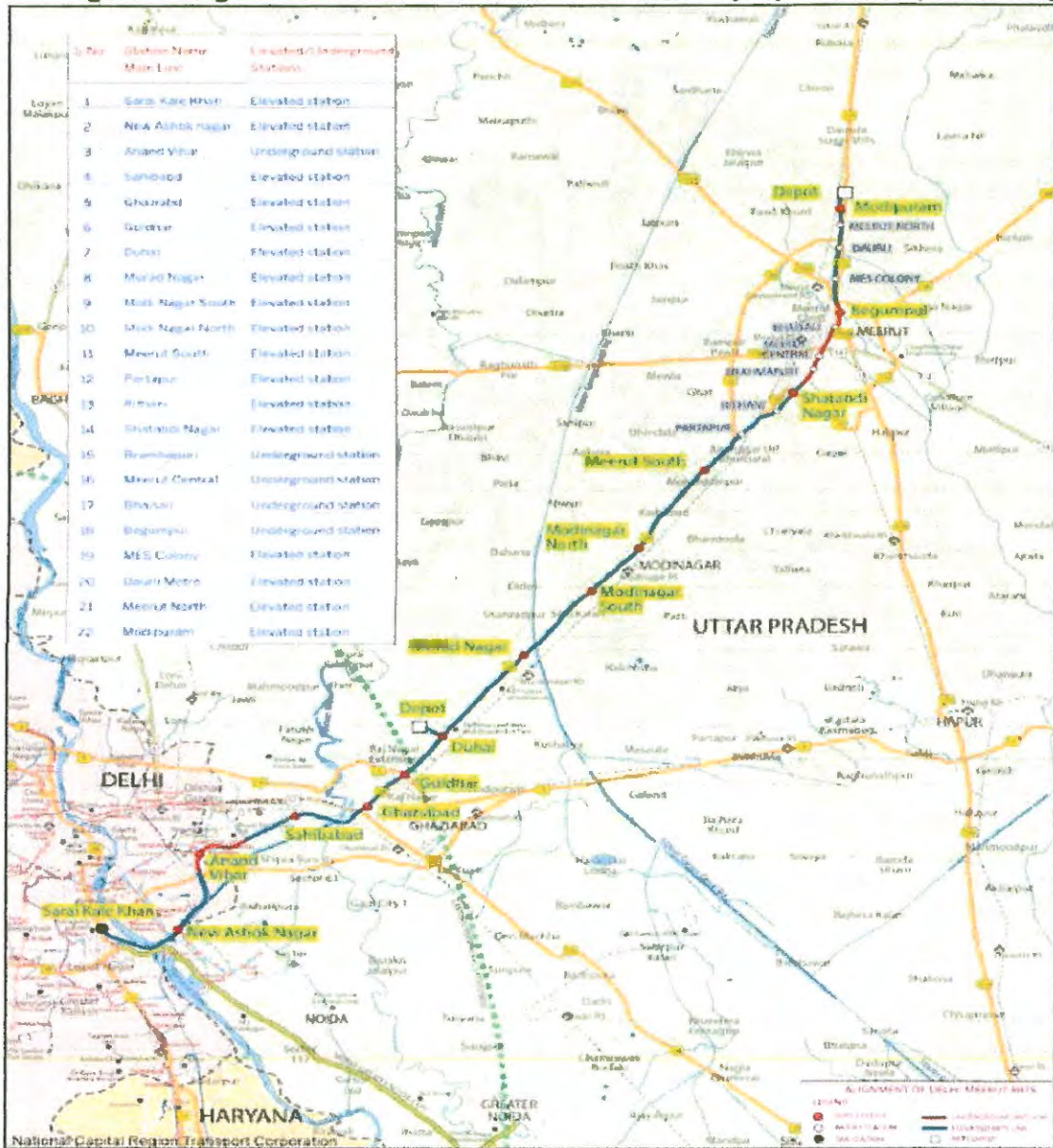
64. The Project involves construction of RRTS line of 82.15 km with 24 stations. This RRTS corridor originates from an integrated terminus station at Sarai Kale Khan in Delhi, which is also the originating station for other two corridors and ends at Modipuram in Uttar Pradesh. This corridor will have elevated section of 68 km and underground section of 14.15 km. Out of total 24 of stations 17 stations are elevated, 2 at grade (at Duhai and Modipuram maintenance depots) and 5 stations are underground. Project is expected to serve more than 7,42,332 daily commuters by 2024 and 11,35,530 daily commuters by the end of 2041. Table 6 shows the structural details and Figure 4 shows the alignment of proposed RRTS for ADB Financing.

Table 6: Structural description of RRTS corridor

Name of RRTS Corridor	Total Stations				Length in km		
	Elevated	Underground	At grade	Total	Elevated	Underground	Total
Delhi-Ghaziabad-Meerut	17	05	2	24	68	14.15	82.15

Source: Detailed Project Report.

Figure 4: Alignment of Delhi-Ghaziabad-Meerut RRTS proposed for ADB funding



Source: Detailed Project Report.

65. Delhi-Ghaziabad-Meerut RRTS will have 6 cars/train, with headway of 10 minutes in 2024. The number of cars per train will be increased in subsequent years as per the ridership requirements. The RRTS will have average trip length of 31.6 km and 32.9 km for the planning years 2031 and 2041 respectively.

66. The modern aluminum/Stainless Steel rolling stock will have 3.2m width transverse seating arrangement. Seating arrangement will be 2 + 2 airline style with 3 persons per sq m standing. Business class accommodation will be provided (one coach in each train). The RRTS will have a design speed of 180 kmph and maximum operational speed will be 160 kmph. Delhi-

64

Ghaziabad-Meerut RRTS comprises of elevated, at grade and underground sections as per the details given in Table 7.

Table 7: Details of RRTS Stations

S.No.	Name of the Stations	Chainage (in km.)	Type of Station
1	Sarai Kale Khan (Terminus station)	0.45	Elevated
2	New Ashok Nagar	5.61	Elevated
3	Anand Vihar	12.85	Underground
4	Sahibabad	18.59	Elevated
5	Ghaziabad	23.72	Elevated
6	Guldhar	27.06	Elevated
7	Duhai	32.11	Elevated
8	Murad Nagar	38.21	Elevated
9	Modi Nagar(North)	45.09	Elevated
10	Modi Nagar(South)	48.89	Elevated
11	Meerut South	58.15	Elevated
12	Partapur	59.85	Elevated
13	Rithani	61.65	Elevated
14	Shatabdi Nagar	63.45	Elevated
15	Bramhpuri	65.46	Underground
16	Meerut Central	67.44	Underground
17	Bhaisali	68.84	Underground
18	Begampul	70.08	Underground
19	Mes Colony	72.1	Elevated
20	Daurli	74.74	Elevated
21	Meerut North	76.75	Elevated
22	Modipuram	80.4	Elevated
23	Duhai	Depot Station	At Grade
24	Modipuram	Depot Station	At Grade

Source : Detailed Project Report and addendum to DPR

67. The salient features of the proposed RRTS Project are discussed in below section.

Gauge (Nominal):	1435 mm
Route Length:	82.15 km (68 km Elevated and 14.15 km Underground),
Number of Stations:	24 (17 Elevated, 2 at Grade and 5 Underground)
Diameter of each pier	2m (generally)
Distance between piers	34m (generally)

Train Speed

a. Design Speed	180 kmph
b. Maximum Operating Speed	160 kmph

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22

Traction Power Supply:

- | | |
|----------------------------|--|
| a. Traction System Voltage | 25 KV AC |
| b. Current Collection | Overhead Electric Traction |
| c. Receiving Sub Stations | Total 5 power substations, (i) Maharani Bagh near Sarai Kale Khan, (ii) Kharela village, Ghaziabad, (iii) Muradnagar, (iv) Shatabdinagar and (v) Modipuram |

Rolling Stock:

- | | |
|---|--------------------|
| a. 22m long and 3.2m Wide Rolling Stock with Stainless Steel Body | |
| b. Seating Arrangement | 2 +2 airline style |
| c. Capacity of 12 Coach Unit
With 3 Standees / Sqm. | 2116 |

Maintenance Facilities:

Two Maintenance depots at Duhai and Modipuram

Signalling, Telecommunication and Train Control:

- | | | | |
|---|--|---|--|
| (i) Type of signalling | ERTMS-LEVEL-II which includes ATP (Automatic Train Protection), ATO (Automatic Train Operation) and ATS (Automatic Train Supervision) sub-systems using radio communication between Track side and Train. | | |
| (ii) Telecommunication | <table border="0"> <tr> <td>i. Integrated System with Optic Fibre cable, SCADA, Train Radio, PA system etc.</td> </tr> <tr> <td>ii. Train information system, Control telephones and Centralized Clock System.</td> </tr> </table> | i. Integrated System with Optic Fibre cable, SCADA, Train Radio, PA system etc. | ii. Train information system, Control telephones and Centralized Clock System. |
| i. Integrated System with Optic Fibre cable, SCADA, Train Radio, PA system etc. | | | |
| ii. Train information system, Control telephones and Centralized Clock System. | | | |

Fare Collection:

Automatic Fare Collection System with POM and Smart Card etc.

Structure:

- (i) For elevated section –

Viaduct: Generally Precast Post-tensioned segmental Box girder on Single cast in situ 2 m (generally) diameter RCC pier with pile foundations(well foundations for major river crossing) , Steel structure for special spans crossing railway lines/metro lines/highway.

- (ii) For Underground section

Twin tunnels of 6.5 m finished diameter constructed with tunnel boring machine

- | | |
|-------|---|
| (i) | Stations |
| (ii) | Elevated - Structure on columns with concourse and platforms |
| (iii) | Underground – Constructed with cut and cover method with concourse and platform levels. |

- | | |
|-----|---|
| (a) | Track Gauge- Standard Gauge (1,435 mm) [SEP] |
| (b) | Traction - 25 KV AC through an OHE |
| (c) | Signalling – ERTMS-Level -II |
| (d) | Bulk of the telecommunication network is proposed with optical fiber cable system. In addition, mobile radio communication system having minimum 8 logical channels is proposed for on-line emergency communication [SEP] |
| (e) | Passenger announcement system will be linked to Signaling System for automatic train actuated announcements. [SEP] |

4/16

- (f) Passenger Information Display System will be located at convenient locations at all stations to provide bilingual visual indication of the status of the running trains and will typically indicate information such as destination, arrival/departure time, and also special messages in emergencies. [SEP]
- (g) Passenger handling facilities comprise of stairs/escalators, lifts and ticket gates required to process the peak traffic from street to platform and vice-versa [SEP]
- (h) Centralized clock system to ensure accurate display of time through a synchronization system of slave clocks driven from a Master Clock at the operation control center. [SEP]
- (i) The CCTV system will provide video surveillance and recording function for the operations to monitor each station. The monitoring shall be possible both locally at each station and remotely from the Operation Command Center (OCC). [SEP]
- (j) Automatic Fare Collection system will be in place. At all stations, two Passenger Operated Machines (Automatic Ticket Vending Machines) each have been proposed. [SEP]
- (k) The trains will have 6 coaches, to begin with and will have a crush carrying capacity of 1058 passengers. [SEP]
- (l) Platform Screen Doors (PSD) at all stations.

D. Planning and Design Criteria for Stations

4.1 Design Criteria

68. The system will be standard gauge 1435mm, having overhead electrified track. Standard gauge permits adoption for sharper curves as compared to broad gauge that requires more land acquisition along alignments. Standard gauge also allows "off-the-shelf" rolling stock, subject to constant upgrades and promotes India's export of technology to other countries that uses standard gauge.

69. Tracks will be ballastless³ on viaducts and tunnels and ballasted in depots. Washing pit area in depot will have ballastless track. Ballasted track in depots will be provided at other than washing and inspection lines. This will be with PSC sleepers, 60kg rail with elastic fastening system. Rails will be 60 Kg/m head hardened rails for main line and 60 kg normal rails for depot track. Spacing of sleepers on those tracks can be 65 cm from centre of sleeper to centre of adjacent sleeper. Due to higher speed in RRTS, track will be different than metro system and will be finalised at detail design stage.

70. Based on international experience, a track centre distance of 4.5 m is proposed. This is suitable for tangent track only. On curves, the track centre distance has to be increased suitably. This will however depend on rolling stock characteristics and further decided at the time of detail design.

³ Ballast is a layer of crushed rocks that is laid on the trackbed. The sleepers (railroad ties) are laid on the ballast layer. The ballast is also packed in between, below, and around the ties to: bear the load of the sleepers; facilitate drainage of water; and control vegetation growth that might interfere with the track structure. In ballastless tracks the sleepers are cast on a concrete bed instead of the layer of rocks. Ballastless tracks are commonly used in metro line that are elevated or underground.

4/18

Figure 7: Typical Twin Bore Single Track Tunnels

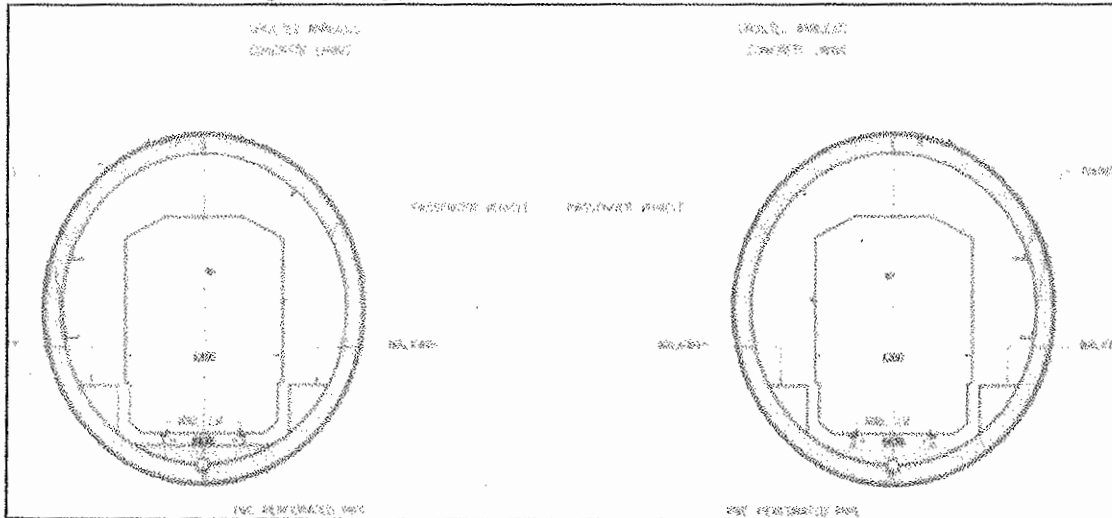
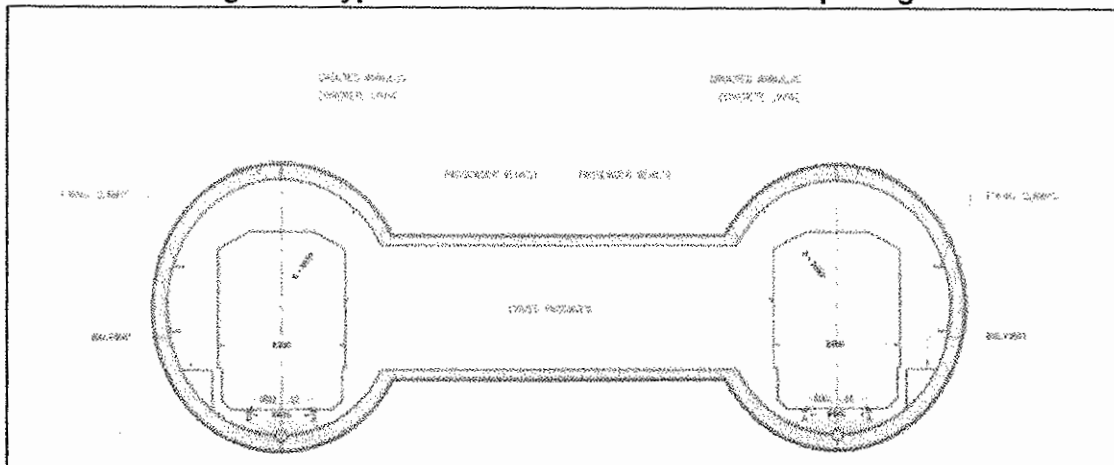


Figure 8: Typical tunnel cross-section at cross passage



73. Automatic train protection and automatic subsystem will be installed to provide high level of safety for trains running at close headway to ensure continuous and safe separation, eliminate accidents due to driver error, maintain safe speeds, optimize speed, maximize turn-around, and monitor trackside and train-borne equipment to enable on-time preventive maintenance.

74. Telecommunication and transmission media will include fiber optic system as the main telecommunication bearer, telephone exchange, mobile radio, passenger announcement system, passenger information display, closed circuit television, and network management system to diagnose communication faults.

75. Automatic fare collection allowing for smart card for multiple journeys and contact less smart token for single journey.

76. The rolling stock will have an aluminum/stainless steel bodies and equipped with air springs and vertical hydraulic damper to maintain level at all possible loadings, smoother ride,

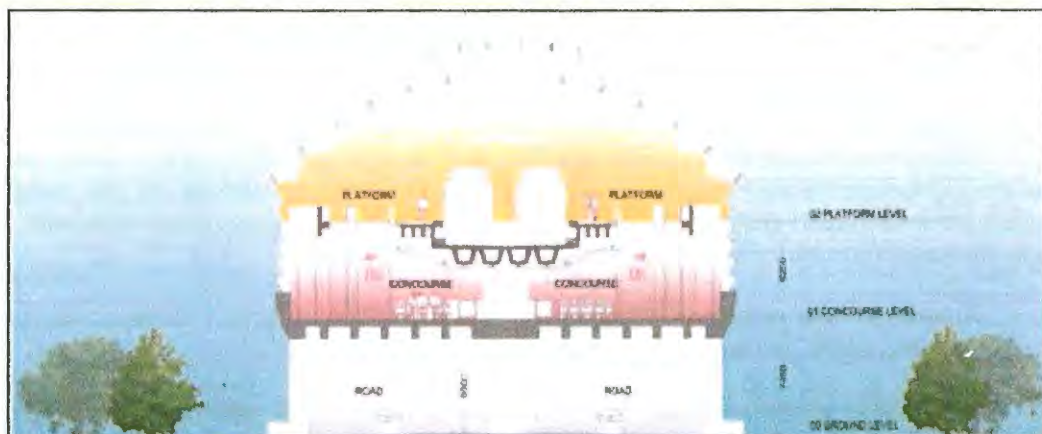
and minimize vibration and noise. Automatic doors, air-conditioning, emergency detrainment door, communication, passenger safety (fire retarding material, emergency door, crash worthiness, gangways, and continuous automatic train protection).

77. The stations are divided into public and non-public areas. Further, the public area is further subdivided into paid and unpaid areas. Based on this classification, the platform level will have adequate assembly space for passengers for both normal operating conditions and a recognized abnormal scenario. Station dimensions shall be designed to meet the NFPA 130 standard. Deviations from NFPA standard shall be proven by local authorities under responsibility of the System Consultant. From the construction point of view international standards reflecting fire resistance rates and ratings for specific technical room shall be obeyed. The platform level at elevated stations is determined by a critical clearance of 6.2 m above the concourse level. The concourse level is 7.45 m above ground level. This would make the platform level in an elevated situation at least 13.65m above ground.

78. Elevated Stations in the middle of the Road eliminates the need for acquiring land and at the same time necessitate alternative approaches for access, drop off, parking facilities and commercial/ retail areas. In designing for the stations on the road median adequate clearance of structural system is kept the road level. As in the case above the concourse level is connected with either sides of the road via foot over bridges wherever the site conditions permit. The stations that follow such a typology are: New Ashoknagar, Ghaziabad, Guldhar, Duhai, Muradnagar, Modi Nagar (North), Modinagar (South), Meerut South, Partapur, Rithani, Shatabdinagar, MES Colony, Daurli, Meerut North and Modipuram.

79. Elevated Stations on the side of the Road may have 3 levels- Ground, Concourse and Platform levels. The ground level has been designed to incorporate retail areas. The first benefit of incorporating a commercial aspect is that the developers can increase ridership by providing world-class retail outlets and also increase the rate of return on investment via rents on the facility. Secondly if the existing shop owners in the vicinity, which are prolific in the region, be convinced to organize themselves within the station complex, land acquisition may be simplified. The concourse level is made accessible from across the far side of the road via foot over bridges. In designing the foot over bridges, care has been taken to make universal accessibility mandatory via elevators. Stairways have been made wide enough (4.8m clear) to cater to incoming passenger loads. The stations that follow such a typology is: Sahibabad.

Figure 9: Typical Cross Section of Elevated Stations at Middle of road



80. The concourse contains automatic fare collection system in a manner that divides the concourse into distinct areas. The 'unpaid area' is where passengers gain access to the system, obtain travel information, and purchase tickets. On passing through the ticket gates, the passenger enters the 'paid area', which includes access to the platforms.

- (i) The arrangement of the concourse is assessed on a station-by-station basis and is determined by site constraints and passenger access requirements. However, it is planned in such a way that maximum surveillance can be achieved by the ticket hall supervisor over ticket machines, automatic fare collection (AFC) gates, stairs and escalators. Ticket machines and AFC gates are positioned to minimize cross flows of passengers and provide adequate circulation space.
- (ii) Sufficient space for queuing and passenger flow has been allowed at the ticketing gates.
- (iii) Station entrances are located with particular reference to passenger catchment points and physical site constraints within the right-of-way allocated to the MRTS.
- (iv) Office accommodation, operational areas and plant room space is required in the non-public areas at each station.
- (v) The DG set, bore well pump houses and ground tank would be located generally in one area on ground.
- (vi) The system is being designed to maximize its attraction to potential passengers and the following criteria have been observed:
 - (a) Minimum distance of travel to and from the platform and between platforms for transfer between lines.
 - (b) Adequate capacity for passenger movements.
 - (c) Convenience, including good signage relating to circulation and orientation.
 - (d) Safety and security, including a high level of protection against accidents.

81. Passenger handling facilities comprise of stairs/escalators, lifts and ticket gates required to process the peak traffic from street to platform and vice-versa (these facilities must also enable evacuation of the station under emergency conditions, within a set safe time limit). The numbers and sizes of staircases/escalators are determined by checking the capacity against AM and PM peak flow rates for both normal and emergency conditions such as delayed train service, fire etc. In order to transfer passengers efficiently from street to platforms and vice versa, station planning has been based on established principles of pedestrian flow and arranged to minimize unnecessary walking distances and cross-flows between incoming and outgoing passengers.

82. Design features and facilities that are gender friendly and facilitate ease of use by the elderly and disabled include:

- (i) elevators and ramps for use by passengers on wheelchairs
- (ii) Stations, pick-up and drop-off areas are lit, and with tactile paving;
- (iii) One coach reserved for women; and 4 seats reserved in each coach, with additional seats reserved for pregnant women, care givers, elderly, differently-abled, indicated with signage.
- (iv) separate toilets for men and women in stations
- (v) CCTV cameras installed to monitor coaches and public areas of all stations, pick-up and drop-off areas
- (vi) Information on helpline numbers, emergency button, intercom in each coach, and gender-specific audio/video/visual bilingual messages disseminated in all coaches and stations

4.2 Typical Underground Stations

83. In order to ensure economy in construction and material cost an 'Island' platform is the best option for underground stations, wherein the platform lies in the centre and the track lines bifurcate to either sides of the platform and join together again at the other end. The track line moves in two separate tunnels of 6.5 meter finished diameter. The rail level for these stations is about 15m below ground level. Wherever these stations are under open ground or on the side of the main thoroughfare they have been designed to maximize natural light and ventilation on concourse by using skylights and ventilation shafts. The stations that follow 'Island' typology are: Anand Vihar and Begumpul. Another type of typology is Under-ground stations with Two side platforms. The stations that follow such a typology are: Bramhapuri, Meerut Central and Bhaivali.

84. The typical underground station is a two-level station with platforms at the lower level and concourse on the upper level, refer Figure 10. The upper level will have all the passenger amenities, ECS plant rooms, electrical and S&T equipment rooms, station operation areas such as Station Control Room, Station Master's Office, Waiting Room, Meeting Room, UPS and Battery Room, Signalling and Train Crew Room, Train Crew Supervisor's Office, Security and Station Store Room, Staff Toilets, etc. Lower level has platforms, tracks, seepage sump, pump room, and similar ancillary spaces beyond the platforms on either side.

85. Ventilation shafts, equipment hatch, entrances, and chillier plants for ECS plant are above ground structures associated with the underground station and are being provided on the open spaces by the roadside acquired land. Generally, four entrances have been provided to the station, two at each end (one each from either side of the road). Two emergency staircases are also being planned in the traffic islands. Other above ground structures are suitably located near the station. The station accommodations are provided in Table 8 below.

Table 8: Station Facilities

1. Station Control Room	2. Cleaner's Room
3. Station Master's Office	4. Security Room
5. Information & Enquiries	6. First Aid Room
7. Ticket Office	8. Miscellaneous Operations Room
9. Ticket Hall Supervisor & Excess Fare Collection (Passenger Office)	10. Platform Supervisor's Booth
11. Cash and Ticket Room	12. Traction Substation (alternate Stations)
13. Staff Area	14. Fire Tank and Pump Room
15. Staff Toilets	16. Commercial Outlets and Kiosks
17. Station Store Room	18. UPS and Battery Room
19. Refuse Store	20. Signalling / Communication Room
21. Public Toilets	22. Auxiliary sub-station
23. Electrical switch room	
Additional Accommodation in Under Ground Stations	
24. Environ control system plant room	25. Tunnel ventilation system plant rooms
26. Inert gas room	27. Inert gas room

52

28. CDMA /Gas room	29. DB Panel room
30. Sewage/ seepage tanks and pump rooms	31. Chiller plant room
32. Pump room	

Source: Detailed Project Report

Figure 10: Typical Cross Section of Underground station with island platform



Source: Detailed Project Report and addendum to DPR

86. Most of the underground section in proposed Delhi-Ghaziabad-Meerut RRTS pass through densely populated area with limited space on the road therefore NATM, cut and cover or Tunnel Boring machine method is recommended for the most of this section. It is the situation with the stations therefore most of the stations are also recommended to be done with the same method.

4.3 Platforms

87. Stations and platforms should be designed to accommodate 12 coach trains even though this length may not be needed to start with. This is because once the RRTS system is operational; it will be virtually impossible to carry out any expansion of the structures while maintaining train services at the same time. The width of the station platform shall be designed as per the peak load

4.4 Maintenance Depot

88. Various locations for RRTS depots have been analysed and it is proposed to provide the Car maintenance depots at Duhai and Modipuram, on the private lands identified by NCRTC. The land being acquired for depots are agricultural lands. The proposed location of depots is shown in Figure 11 and Figure 12 (on google map image).

89. It is proposed to establish depots- cum- workshop with following functions:

- (i) Major overhauls of all the trains.
- (ii) All minor schedules and repairs.
- (iii) Lifting for replacement of heavy equipment and testing thereafter.
- (iv) Repair of heavy equipments.

54

4.5 Power Requirements and Sources of Power

90. Electricity is required for operation of RRTS system for running of trains, station services (e.g. lighting, lifts, escalators, signalling & telecom, fire fighting etc) and workshops, depots & other maintenance infrastructure within premises of RRTS system. The power requirements of a RRTS system are determined by peak-hour demands of power for traction and auxiliary applications.

91. The Delhi-Ghaziabad-Meerut RRTS will have 25KV, 50 Hz power supply for traction. The power will be supplied to the rolling stock through a flexible catenary in elevated sections and a flexible/rigid catenary in underground sections as per speed allowed for RRTS in tunnel. Sectioning posts and sub sectioning posts will be located at appropriate intervals. Suitable measures will be incorporated to mitigate the effects of EMI and EMC caused by the 25 KV single-phase power supply. Total 5 power substations are proposed for the RRTS project at (i) Maharani Bagh near Sarai Kale Khan, (ii) Kharela village, Ghaziabad, (iii) Muradnagar, (iv) Shatabdinagar and (v) Modipuram. Area required for each substation is 4000 sqm.

92. Auxiliary power will be required for station illumination, lifts & escalators, water coolers, fire fighting system, ventilation and air conditioning, maintenance depots and for operating systems like equipment like S&T, Ticketing, and Communications etc. All elevated stations and depots will be provided with solar panels with net metering with the grid supply. This will help in achieving net zero energy concepts, which implies that most of the auxiliary power requirement will be met through solar energy. To supplement the additional power requirement, auxiliary power will be taken from the 33kv three-phase supply in sub stations and stepped down to 415 V AC.

93. Broad estimation of traction power demand is made based on the following principles:

- (i) The system should be capable of running up to 12 car trains per hour with a headway of 4 mins during peak hour. During emergencies system should be able to run 12 car trains at headway of 2 mins for short duration. This number has been arrived at from the operations study.
- (ii) Specific energy consumption of rolling stock – 65 KWh/1000 GTKM.
- (iii) Regeneration by rolling stock – 15%.
- (iv) Duhai depot will need about 2 MW power for OHE lines, while Modipuram depot will need 1 MW.
- (v) There will be 5% energy losses and 0.85% power factor for the traction supply
- (vi) The system will be designed for peak hour demand in the year 2041. The actual power drawn from the grid may be less in the initial years, but the equipment design and capacity will be for the ultimate peak hour demand.

94. Keeping in view of the train operation plan and demand of auxiliary and traction power, power requirements projected, are summarized in Table 9 below:

Table 9: Power Demand Estimation (MVA)

Corridor	Load	Year		
		2024	2031	2041
Delhi-Ghaziabad-Meerut RRTS	Traction	61.50	92.10	122.90
	Auxiliary	36.73	44.21	47.42
	Total	98.23	136.30	170.31

E. Construction Methodology

95. The project involves construction of elevated and underground section. Construction of the viaduct is proposed to be done by segmental launching method. In this type of construction, the span of box / single deck is casted in the casting yard in the segment length of about 3m. These segments are transported to the site and segments are assembled on site into the span. The standard spans will be 28 to 34 m. The viaduct superstructure will be supported on single cast-in-place RC pier. The shape of the pier follows the flow of forces. For the standard spans, the pier gradually widens at the top to support the bearing under the box webs. At this preliminary design stage, the size of pier is found to be 2.0 m diameter of circular shape for most of its height so that it occupies the minimum space at ground level where the alignment often follows the central verge of existing roads. The orientation and dimensions of the piers for the continuous units or steel girder (simply supported span) have to be carefully selected to ensure minimum occupation at ground level traffic. Since the vertical and horizontal loads will vary from pier to pier, this will be catered to by selecting the appropriate structural dimensions.

F. Water for Construction

96. Wherever available, water requirement for construction and operation of RRTS rail will be met through the municipal water supply. In case use of ground water required, necessary permits will be obtained from CGWA.

G. Construction Camps

97. The Contractors engaged by NCRTC will establish construction camps. Locations of the camps will be finalized after mobilization of contractor and in consultation with NCRTC and the civic bodies. The construction camps shall be set up by the respective contractors for which land will also be arranged by themselves outside the RRTS alignment. The contractor will not be permitted to set up camp for his workmen etc. in the area provided by NCRTC for casting yard/batching plant. However, the contractors are required to follow all the prevailing regulation including requirements of the ADB's SPS in setting up/maintenance of their construction camp and it shall be done as per the approval of the concerned authorities. The contractor will also be required to consider the existence of environmentally and socially sensitive receptors when selecting the location of the camps.

H. Land Requirement

98. As per the land acquisition proposal prepared by NCRTC, the total land required for various components of the project is estimated as 170.194ha out of which 157.145ha land will be Permanent and 13.049ha land will be temporary. About 130ha land will be required for depots and rest along the linear strip for stations and running section of the project alignment. Table 10 presents the details of tentative land acquisition.

Table 10: Details of land requirement for Delhi-Ghaziabad-Meerut RRTS

Sl. No.	Type of Ownership	Area (Hectare)	%	HH	%
1	Private Revenue	138.297	81.26	477	81.54
2	Government Land	15.269	8.97	0	0.00
3	Govt. Land on Lease	0.427	0.25	92	15.73
4	Govt. Land (License given by GDA)	2.344	1.38	16	2.74
5	Religious	0.657	0.39	0	0.00

56

Sl. No.	Type of Ownership	Area (Hectare)	%	HH	%
6	Community	0.151	0.09	0	0.00
7	Other (Temporary Acquisition Govt. Land)	13.049	7.67	0	0.00
Total		170.194	100.00	585	100.0

Source: SIA.

I. Cost Estimate

99. The total capital cost of the Delhi-Ghaziabad-Meerut RRTS corridor is estimated as Rs 208380 million at 2016 price level. This cost excludes applicable Taxes & Duties and escalation. The estimated completion cost including all taxes, duties, escalation is Rs 302740 million.

J. Implementation Plan and Schedule

100. Delhi-Meerut RRTS corridor is proposed to be commissioned in stages without waiting for complete corridor to be commissioned in one go. Considering priorities of project purpose, traffic forecasts and effective project execution, project shall be commissioned in following stages.

- (i) Stage 1: Sahibabad – Duhai (17 kms) (including Duhai Depot) ^[SEP]
- (ii) Stage 2: Sarai Kale Khan- Sahibabad and Duhai to Meerut (South) - 42 km ^[SEP]
- (iii) Stage 3: Meerut South – Modipuram including Modipuram depot (23 kms) ^[SEP]

101. The project will be implemented by adopting a mix of item rate and EPC contracts. There will be several packages for different components such as civil works contracts, system contracts, rolling stocks etc. It is estimated that project will be implemented over a period of 6 years from the date of commencement. The operation of first phase is expected to start by March Year 2023.

K. Associated Works

102. For facilitating the construction of RRTS, many associated works such as relocation of transmission lines, electrical installations, water/sewer/drainge lines etc. are required. This are included in the project design as part of the project.

IV. DESCRIPTION OF THE ENVIRONMENT

103. The collection of current baseline information on biophysical, social, and economic aspects of the project area provides an important reference for conducting an EIA. The description of environmental settings includes the characteristic of area in which the project activities would occur and likely to be affected by project related impacts. Compiled existing baseline conditions include primary data on air quality, water quality, noise, soil, ecology and biodiversity, and socio-economic aspects. Secondary data were also collected from published source and various government agencies.

104. The data on water, air, noise quality and biodiversity were collected through field monitoring. Locations of the sampling were selected with due consideration to environmental sensitivity along the project line alignment and as agreed upon with the client. The sampling was carried out at multiple locations representing different land uses i.e. institutional, residential and silent zone. The environmental monitoring was carried out by NABL accredited laboratory "Research Institute of Material Science Pvt. Ltd.", Delhi in the month of November-December

Resettlement Plan (Draft)**India: Delhi–Meerut Regional Rapid Transit
System Investment Project**

Addendum to Resettlement Plan – Proposed Stabling Yard at Jangpura including
Connecting Line from Sarai Kale Khan RRTS station

Last updated in March 2022

Prepared by the National Capital Region Transport Corporation (NCRTC), Government of
India the Asian Development Bank.

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A. Project Description

1. National Capital Region Transport Corporation (NCRTC) - a Joint Sector company of Government of India and States of Delhi, Haryana, Rajasthan and Uttar Pradesh, is developing a rail based suburban transport system i.e., Regional Rapid Transit System (RRTS) for National Capital Region (NCR). The goal is to offer a rail based Sustainable Urban Transport System, to increase the quality of life of the citizens of National Capital Region (NCR) and provide them better access to goods and services. It is also aimed at creating employment opportunities and sustainable development, climate change mitigation resulting in a livable city environment i.e., health supportive environment with more allocation of road space to people rather than vehicles.
2. The proposed Project includes the stabling yard complex including various structures such as staff quarters, OCC & BCC, a passenger station at Jangpura and the connecting line from Sarai Kale Khan station to stabling yard (1.35 km) on elevated viaduct. This connecting line is an extended part of Delhi-Ghaziabad-Meerut RRTS corridor. The stabling yard will serve as a yard for stabling of RRTS trains and minor maintenance facilities for Rapid Rail Transit System.
3. This resettlement-planning document is for the proposed stabling yard and the connecting line from Sarai Kale Khan station to stabling yard and to be treated as an addendum to the main Delhi-Ghaziabad-Meerut RRTS corridor RP. The RP of Delhi -Ghaziabad-Meerut has already been finalized by NCRTC, reviewed & accepted by ADB.

B. Scope of Land Acquisition and Resettlement

4. As per the technical design, the stabling yard and the connecting line alignment of 1.35 km will be constructed mostly on government land. The proposed stabling yard and connecting line is designed such that no land acquisition from private owners is required.
5. The land acquisition and resettlement impact assessed through project census survey includes acquisition of government land and 09 private structures. It was found that 0.0432 hectares of government land has 3 households as occupancy tenants on connecting line SKK to Jungpura and 08 individual flats owned by 08 households in an apartment/building will be affected as falling within the corridor of impact i.e 5m either side of the viaduct due to safety reasons. These 08 individual flats needs to be purchased/acquired or temporarily shifted as per wish of flat owners. One temporary structure, open from three side belong to Resident Welfare Association (RWA) will also be affected. In addition to 9 private structures, there are 5 public properties (Annexure-5) also affected due to the proposed alignment. The impact is found significant because all 08 households will be physically displaced/temporarily shifted. The summary findings are presented in the following Table.

Table 1: Summary Project Impacts

Impact	Unit/Number
Government Land Acquisition with Occupancy Tenants (hectare)	0.0432
Government Land Acquisition (hectare)	18.9621
Affected Households	11

Impact	Unit/Number
A. Physically Displaced Households	08
B. Economically Displaced Households (Occupancy Tenants)	03
C. Structure Affected	9*
D. Significant Impact (Households)	08
Total Affected Persons	69
Total Significantly Affected Persons	36
Vulnerable Households	0
Affected Public/Government Properties	05

* Out of 9 structures, 8 are privately owned and one is owned by RWA.
Source: Census Survey, 3-9 December 2020

C. Socio-economic Information and Profile

6. The project will impact 11 households and 69 DPs, which includes 37 male (53.6%) and 32 female (46.4%). The average household size is found 6 due to some large joint families. The sex ratio among the DPs is 865. 89% of the DPs belong to general category of caste and only 11% to Other Backward Class (OBC). Majority of DPs are Hindu by religion and only 11% are Sikh. Not a single DP is found vulnerable.

D. Stakeholders Consultation and Participation

7. Public consultations were conducted at two locations attended by 20 persons (17 male and 3 female) in the project to ensure peoples' participation during the project census survey. Aiming at promotion of public understanding and fruitful solutions of developmental problems such as local needs and problem and prospects of resettlement, various sections of DPs and other stakeholders were consulted through focus group discussions and individual interviews. A plan for additional rounds of consultations with DPs and other stakeholders is included in the RP, which will form part of the further stages of project preparation and implementation. The Resettlement Implementing Support Agency (RISA), already hired for entire alignment of Delhi-Ghaziabad-Meerut RRTS will be entrusted with the additional task of conducting these consultations during RP implementation, which will involve disclosure on compensation, assistance options, and entitlement package and income restoration measures suggested for the project.

8. To keep more transparency in planning and for further active involvement of DPs and other stakeholders, the project information will be disseminated through disclosure of resettlement planning documents. The Implementing Agency (IA) will provide relevant resettlement information, in a timely manner, in an accessible place and in a form and language(s) understandable to displaced persons and other stakeholders.

E. Legal Framework

9. The legal framework and principles adopted for addressing resettlement issues in the Project have been guided by the existing legislation and policies of the Government of India (GoI), the Government of Delhi, NCRTC and Asian Development Bank. Prior to the preparation of the RP, a detailed analysis of the existing national and state policies was undertaken and an entitlement matrix has been prepared for the project. This RP is prepared based on the review and analysis of all applicable legal and policy frameworks of the country and ADB policy requirements. The gaps between the policies have been identified and addressed to

ensure that the RP adheres to the SPS (2009) requirements. This addendum to RP is compliance with the RF and Entitlements adopted for the main RP.

10. All compensation and other assistances will be paid to all DPs prior to their displacement. After payment of compensation, DPs would be allowed to take away the materials salvaged from their dismantled houses and no charges will be levied upon them for the same. The value of salvaged materials will not be deducted from the overall compensation amount due to the DPs.

F. Entitlements, Assistance and Benefits

11. Private property will be directly purchased from the owners as per the policy for direct purchase of private land by NCRTC through negotiation. In case of failure of negotiation in direct purchase of land/structure, the required land/structure would be acquired as per the provisions of RFCTLARR 2013 Act. For titleholders in case of land acquisition, the date of publication of preliminary notification for acquisition under section 11 of the RFCT in LARR Act – 2013 will be treated as the cut-off date. The government land with occupancy tenants required for the project will be acquired in accordance with the provisions laid down in the entitlement matrix. Titleholders with land only are not found affected. Whereas the non-titleholders are not found during census survey. However, any non-titleholder who settles in the affected areas after the cut-off date i.e. 3 December 2020 (start date of census survey) will not be eligible for compensation. They, however, will be given sufficient advance notice, requested to vacate premises and dismantle affected structures prior to project implementation. Their dismantled structures materials will not be confiscated, and they will not pay any fine or suffer any sanction.

G. Relocation of Housing and Settlements

12. There are 8 titleholder households who will be losing their shelter (individual flats) and therefore, require relocation/temporary shifting. The IA will provide adequate and appropriate cash compensation at full replacement cost to the titleholders for their lost structures including eligible relocation assistance.

H. Income Restoration and Rehabilitation

13. The project impact reveals that there is no impact on livelihood of DPs due to loss of land and residential structures. The entitlement proposed for the project has adequate provisions for restoration of livelihood of the affected communities if found in any case.

I. Resettlement Budget and Financing Plan

14. The resettlement cost estimate for this project includes eligible compensation, resettlement assistance and support cost for RP implementation. The support cost, which includes staffing requirement, monitoring and reporting, involvement of RISA in project implementation and other administrative expenses are part of the overall project cost. Contingency provisions have also been made to take into account variations from this estimate. The total budget for the proposed project RP is Rs. 273.14 million.

J. Grievance Redressal Mechanism (GRM)

15. A two-tier Grievance Redressal Committee (GRC) has been established at the

headquarter level and at PMO level with the primary objective of providing a mechanism to mediate conflict and cut down on lengthy litigation. It will also provide people, who might have objections or concerns about their assistance, a public forum to raise their objections and through conflict resolution, address these issues adequately.

K. Institutional Arrangement

16. The Executing Agency (EA) for the project is India's Ministry of Housing and Urban Affairs (MoHUA) acting through the National Capital Region Transport Corporation (NCRTC). NCRTC- the Project Implementation Unit (PIU) has already set up the Project Management Office (PMO) at Delhi, headed by Chief Project Manager (CPM) assisted by Deputy Project Managers. This office will be functional for the whole Project duration. The PIU has engaged a resettlement implementation support agency (RISA) for supporting it in implementation of RP.

L. Implementation Schedule

17. Implementation of RP mainly consists of compensation to be paid for affected structures and rehabilitation and resettlement activities. The time for implementation of resettlement plan will be scheduled as per the overall project implementation. The civil works in the sections where land acquisition and resettlement is involved will only commence after all compensation has been paid and relocation has been completed for project and rehabilitation measures are in place.

M. Monitoring and Reporting

18. RP implementation for the project by the RISA will be closely monitored by the IA. Keeping in view the significance of resettlement impacts of the overall project, the monitoring mechanism for this project will have both internal monitoring by PMO and external monitoring by an independent external monitoring consultant. PMO responsible for supervision and implementation of the RP will prepare monthly progress reports on resettlement activities and submit to PIU. PIU will submit semi-annual RP monitoring reports to ADB to determine whether resettlement goals have been achieved, more importantly whether livelihoods and living standards have been restored/ enhanced and suggest suitable recommendations for improvement.

Annexure P-5

Resettlement Plan (Draft)

62

India: Delhi–Meerut Regional Rapid Transit
System Investment Project

Addendum to Resettlement Plan – Proposed Stabling Yard at Jangpura including
Connecting Line from Sarai Kale Khan RRTS station

Last updated in March 2022

Prepared by the National Capital Region Transport Corporation (NCRTC), Government of
India for the Asian Development Bank.

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settlement only on the lines of all mass transport systems all over world including metro lines to serve the purpose. Sarai Kale Khan is common point for operation of all the three envisaged RRTS corridors namely Delhi-Meerut, Delhi-SNB and Delhi-Panipat and all the corridors are originating on elevated station only, therefore connecting Sarai Kale Khan to Jangpura stabling yard through viaduct is only technical option.. A length of 110 m of viaduct will pass through Sidhartha extension colony. Options study through/along Sidhartha Extension are described in the **Table 3**.

Table 3: Comparison of Alignment options for connecting line (viaduct) from Sarai Kale Khan Station to Jangpura Stabling Yard

Main Feature	Merits	Demerits	Final Decision	Reason for acceptance/ Rejection
Alignment Option-1				
By passing Siddhartha Extension Colony	Siddharth extension colony is not getting affected.	<p>This Alignment will have following disadvantages/technical issues:</p> <p>50 m span over Barapulla flyover is having sharp horizontal curve of 145 m. As per SoD the minimum radius of horizontal curve for the depot/stabling yard should not be less than 300m. Therefore, the alignment is technically not feasible.</p> <p>Further, the alignment will have a 122 m span viaduct with 65-degree skew angle at railway crossing. Out of 122 m span, 50 m length is on curve of 150m radius and 72 m length is straight. Due to space constraint, launching and movement of construction machinery and materials, 122 m single span viaduct is not possible.</p> <p>The feasibility of construction of an intermediate pier in the space available between the running tracks is also explored and found not feasible due to (i) OHE traction lines of 25 KV for Delhi Agra main line is a hinderance in mobilization of construction machinery in the intermediate space (ii) Construction will require block periods and shutdowns which will not permitted by railway.</p> <p>This alignment will be costlier due to additional requirement of 101 m span of viaduct on this alignment which can be avoided by choosing option II alignment.</p> <p>Parapet of RRTS viaduct is at a close proximity of 3m from G+4 building (near Barapulla Flyover).</p>	Not recommended	The alignment is costlier, difficult to construct and technically not feasible. Therefore, cannot be selected.
Alignment Option-2				
Inside Siddharth	Geometry of alignment is	24 no Flats inside Siddharth extension colony is getting affected.	Earlier recommended.	The radius of curve is 702.5

64

Main Feature	Merits	Demerits	Final Decision	Reason for acceptance/ Rejection
Extension colony affecting 24 no Flats	made smooth.	Alignment inside Siddharth extension colony is having horizontal curve of radius 702.25 m. The chances of wear and tear increase with reduction of radius.	It has been further improvised for option-III.	m which is more than compared to minimum technical requirement of 300m. 24 Numbers of flats would be affected inside Siddharth Extension which will have higher cost of compensation as well as higher number of displacements. Hence not selected.
Alignment Option-3				
Inside Siddharth Extension colony affecting 8 numbers of Flats	Number of affected flats are reduced to 8 number from 24 numbers. Thus, 16 number affected flats are being saved inside Siddharth Extension. Geometry of alignment is improvised to make it further smooth.	8 numbers of Flats inside Siddharth extension colony is getting affected	Recommended	The radius of curve is 1500m which will ease out the vibration and noise. At the same time, it will affect only 8 no. of flats inside Siddharth Extension which will have lower cost of compensation, lesser pollution and lower number of displacements. Hence found most suitable and selected for construction.

Source: PMO, NCRTC New Delhi

14. The above table shows that Option-III was preferred over other options to avoid resettlement impact on 16 residential flats of Siddhartha Extension. The alignment of the connecting line was finalized after considering merits and demerits of various alignment options. Due to the short distance between Sarai Kale Khan station and stabling yard, the alignment options are very limited and the final alignment passing through Sidharatha extension is the best possible technical option and thus acquisition of 8 residential flats is inevitable due to safety reasons. The comparison of plans showing option-3 (new alignment) and option-1 (old alignment) at Siddharth Extension and the design of the preferred alignment is given in figure- 2, 3 and 4.

65

Figure 2: Plan Showing Alignment of Siddharth Extension-New Alignment Proposed

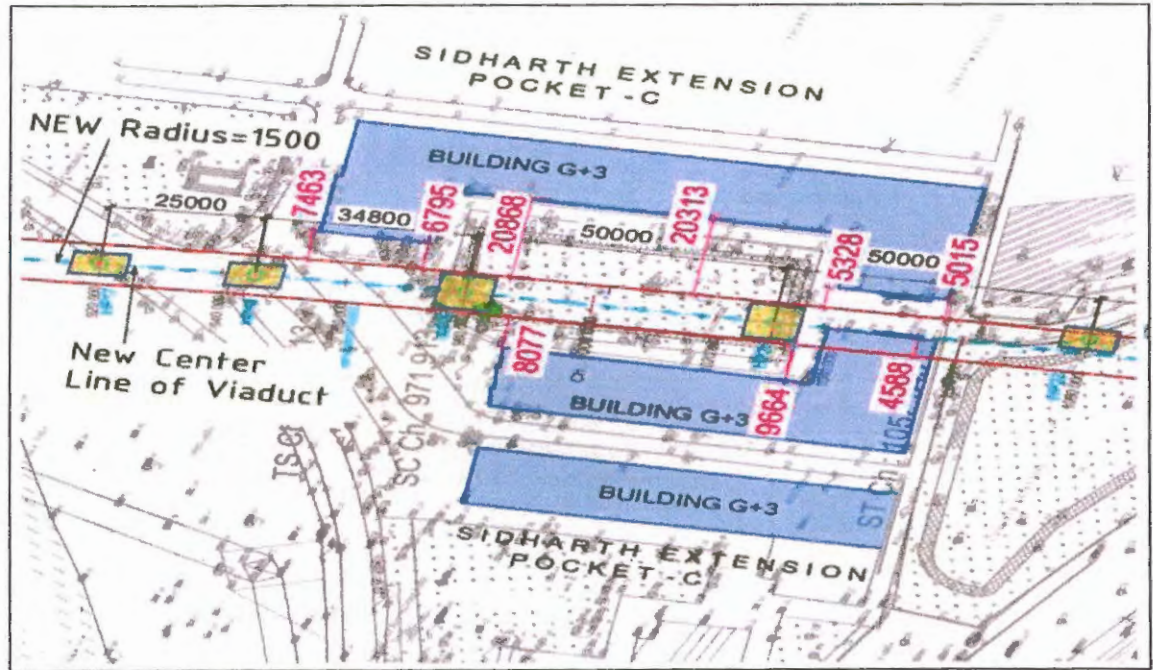


Figure 3: Plan Showing Alignment of Siddharth Extension-Old Alignment

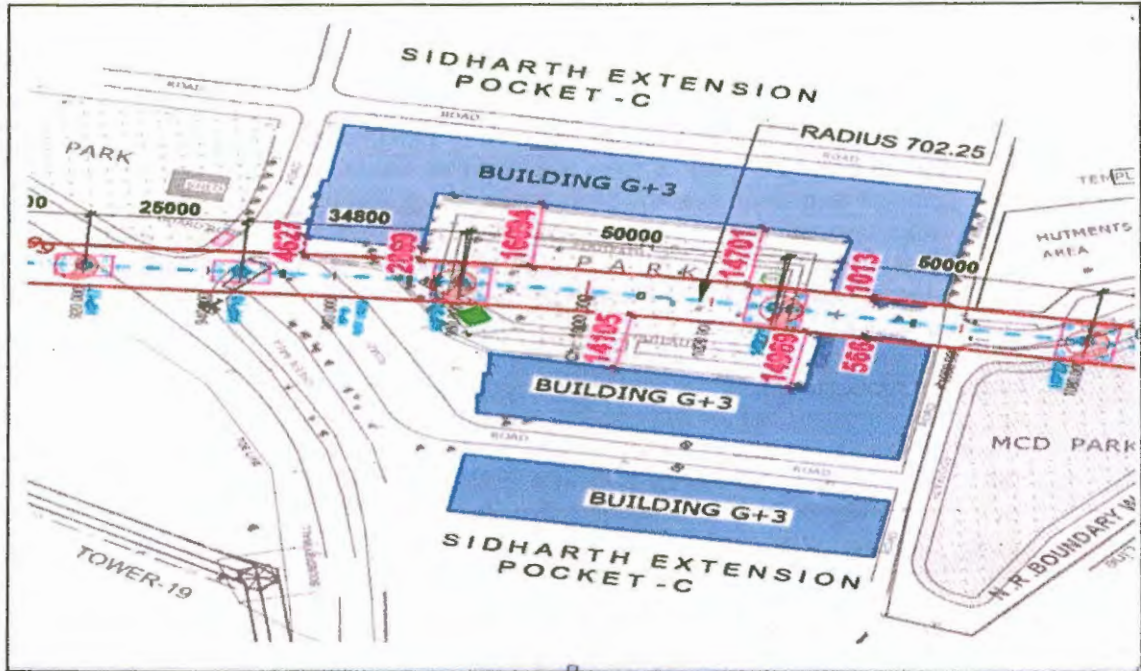
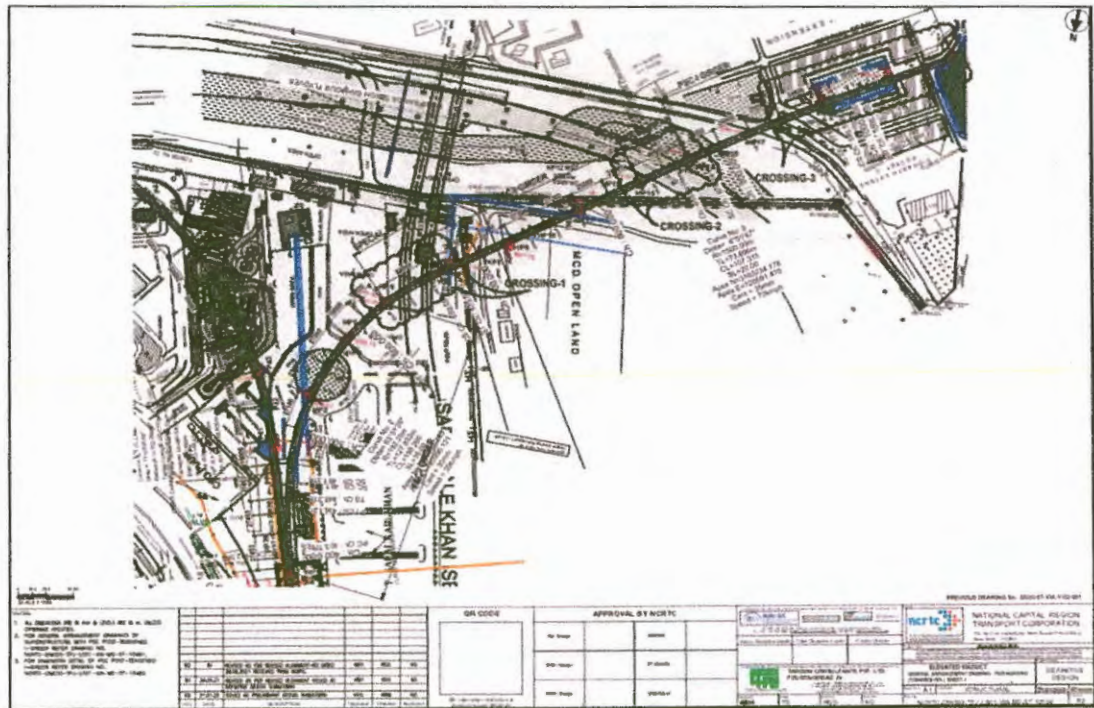


Figure 4: New Alignment Option-III



No: NCRTC/CO/RTI/CPIO/380

Dated: 14.03.2023

Mr. Kamlesh Kr Raghuvanshi
Siddhartha Extension Pocket-C Residents Welfare Association (SERWA)
Porta Cabin, Siddhartha Extension,
New Delhi-110014
Mob: +91-9810298704

Annexure-6

Sub: Information under Right to Information Act 2005

Ref: (i) RTI Application dated 13.01.2023 received in NCRTC on 18.01.2023
(ii) CPIO reply vide letter no. NCRTC/CO/RTI/CPIO/380 dated 14.02.2023

In reference to RTI reply dated 14.02.2023 and upon submission of requisite fee (Rs. 30) by the applicant for providing documents; the following documents are provided to the applicant: -

- Copy of consultant report for assessment of alignment options containing 07 pages as Annexure-I (refer to RTI reply point no. ii.)
- Copy of DDA Letter and SDMC NOC containing 08 pages as Annexure-II (refer to RTI reply point no. iii.)

Vishal D. Yagyik
14/3/23

(Vishal D. Yagyik)

Central Public Information Officer

colony affecting 24 nos. Flats		pollution along with wear & tear as compared to Option 3		Although it is technically feasible as compared to Option 1 but it has been further improvised to Option 3.
ALIGNMENT OPTION 3				
Inside Siddhartha Extension colony affecting 8 nos. of Flats	<ul style="list-style-type: none"> i. The alignment passing through Pocket-C is almost straight (Radius 1500 m) ii. Shortest alignment iii. Generation of noise due to straight alignment is minimal. 		Recommended	<p>This option is technically viable. Besides this alignment has least resettlement impact as compared to Option 1 and Option 2.</p> <p>Hence found most suitable thus, selected for construction.</p>

TABLE 2: COST COMPARISON OF ALTERNATE OPTIONS

OPTIONS	TOTAL LENGTH (M)	CURVE RADIUS (M)	CONFIGURATION WISE VIADUCT LENGTH BREAKUP				TOTAL COST (LAKHS)
			VIADUCT WITH PSC I GIRDERS (M)	VIADUCT WITH STEEL SPAN LENGTH (BARAPULLAH) (M)	VIADUCT WITH STEEL/CLC SPAN LENGTH (RAILWAY CROSSING) (M)	VIADUCT WITH STEEL SPAN LENGTH (SIDDARTHA EXTENSION) (M)	
1	675	145.5	503	50	122	-	7872
2	563	702.25	353	40	70	50x2	4355
3	565	1500	355	40	70	50x2	4365

Note: Length considered for cost comparison is as per the sketch below (passing/by-passing through Siddhartha Extension Pocket-C, only)

68 A

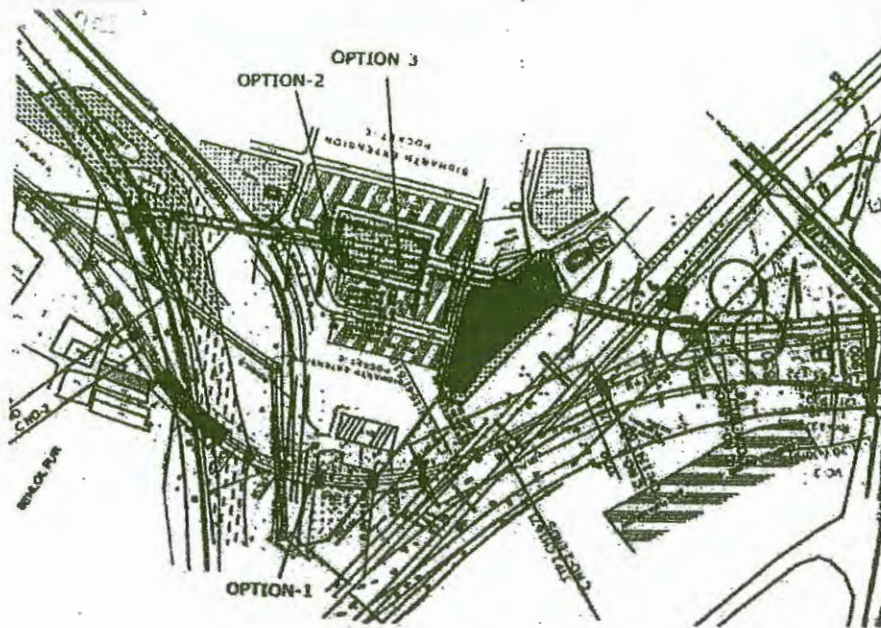
Colony affecting 24 nos. flats		Pollution along with wear & tear as compared to Option 3		Although, it is technically feasible as compared to Option 1 but it has been further improvised to Option 3.
ALIGNMENT OPTION 3				
Inside Siddharth Extension colony affecting 8 nos. Of Flats		i. The alignment passing through Pocket-C is almost straight (Radius 1500 m) ii. Shortest alignment iii. Generation of noise due to straight alignment is minimal		Recommended This option is technically viable. Besides this alignment has leave

Table 2 : Cost Comparison of Alternate Options

Options	Total Length (M)	Curve Radius (M)	Configuration wise Viaduct Length Breakup				Total Cost (Lakhs)
			Viaduct with PSC I Girders (M)	Viaduct with steel span length (Barapullah) (M)	Viaduct with Steel/CLC Span Length (Railway Crossing) (M)	Viaduct with steel span length (Siddhartha Extension) (M)	
1	675	145.5	503	50	122	-	7872
2	563	702.25	353	40	70	50x2	4355
3.	565	1500	355	40	70	50x2	4365

Note : Length Considered for cost comparison is as per the sketch below (passing / by-passing through Siddhartha extension Pocket – C, Only)

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3. CONCLUSION

The above analysis shows that Option 3 is preferred over other options techno-economically. The alignment of the connecting line has been finalized after considering merits and demerits of various alignment options. Due to the short distance between Sarai Kale Khan station and stabling yard, the alignment options are very limited and the alignment, i.e. Option 3, passing through Siddhartha extension is the best possible techno-economical option.

3. CONCLUSION

The above analysis shows that option 3 is preferred over other options techno economically. The alignment of the connecting line has been finalized after considering merits and demerits of various alignment options. Due to the short distance between Sarai kale Khan station and stabling yard, the alignment options are very limited and the alignment, i.e. Option 3, passing through Sddhartha Extension is the best possible techno-economical option.

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colony affecting 24 nos. Flats		pollution along with wear & tear as compared to Option 3		Although it is technically feasible as compared to Option 1 but it has been further improvised to Option 3.
ALIGNMENT OPTION 3				
Inside Siddharth Extension colony affecting 8 nos. of Flats	<ul style="list-style-type: none"> i. The alignment passing through Pocket-C is almost straight (Radius 1500 m) ii. Shortest alignment iii. Generation of noise due to straight alignment is minimal. 		Recommended	<p>This option is technically viable. Besides this alignment has least resettlement impact as compared to Option 1 and Option 2.</p> <p>Hence found most suitable thus selected for construction.</p>

TABLE 2: COST COMPARISON OF ALTERNATE OPTIONS

OPTIONS	TOTAL LENGTH (M)	CURVE RADIUS (M)	CONFIGURATION WISE VIADUCT LENGTH BREAKUP				TOTAL COST (LAKHS)
			VIADUCT WITH PSC I GIRDERS (M)	VIADUCT WITH STEEL SPAN LENGTH (BARAPULLAH) (M)	VIADUCT WITH STEEL/CLC SPAN LENGTH (RAILWAY CROSSING) (M)	VIADUCT WITH STEEL SPAN LENGTH (SIDDARTHA EXTENSION) (M)	
1	675	145.5	503	50	122	-	7872
2	563	702.25	353	40	70	50x2	4355
3	565	1500	355	40	70	50x2	4365

Note: Length considered for cost comparison is as per the sketch below (passing/by-passing through Siddhartha Extension Pocket-C, only)

Typed copy of the Annexure P - 7

70 A

Colony affecting 24 nos. flats		Pollution along with wear & tear as compared to Option 3		Although, it is technically feasible as compared to Option 1 but it has been further improvised to Option 3.
ALIGNMENT OPTION 3				
Inside Siddharth Extension colony affecting 8 nos. Of Flats		i. The alignment passing through Pocket-C is almost straight (Radius 1500 m) ii. Shortest alignment iii. Generation of noise due to straight alignment is minimal		Recommended This option is technically viable. Besides this alignment has leave

Table 2 : Cost Comparison of Alternate Options

Options	Total Length (M)	Curve Radius (M)	Configuration wise Viaduct Length Breakup				Total Cost (Lakhs)
			Viaduct with PSC I Girders (M)	Viaduct with steel span length (Barapullah) (M)	Viaduct with Steel/CLC Span Length (Railway Crossing) (M)	Viaduct with steel span length (Siddhartha Extension) (M)	
1	675	145.5	503	50	122	-	7872
2	563	702.25	353	40	70	50x2	4355
3.	565	1500	355	40	70	50x2	4365

Note : Length Considered for cost comparison is as per the sketch below (passing / by-passing through Siddhartha extension Pocket – C, Only)

TRUE TYPED COPY

No: NCRTC/CO/RTI/CAPIO/406

Dated: 10-08-2023 गति से प्रगति

Mr M.M Gupta
Sidhartha Extension Senior Citizen's Welfare Forum,
Porta Cabin Near Gate No 3, Pocket 'C'
Sidhartha Extension,
New Delhi - 110014

Annexure P-8

Sub: Information under Right to Information Act 2005

Dear Sir

1. Date Wise Event:

- RTI Registration No. : SSWF/SID.EXTN/2022/193
➤ Date of Application : 10.07.2023
➤ Date of receipt of application in NCRTC : 12.07.2023

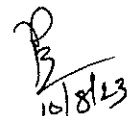
2. The information sought by the applicant and the reply of deemed PIO is as under:

S no	Information sought by the applicant	Reply of deemed PIO
i)	<p>You were requested to provide PERT CHART for stabling yard at Jangpura and Sarai Kale Khan RRTS section, vide para-8 of RWA, Siddhartha Extension letter no. SERWA/ NCRTC/ RTI/ 23/011 Dated 1.03.23 which has not been provided vide your letter No. NCRTC/CO/RTI/CPIO/380 dated 31.3.23. Please provide the following information:</p> <p>a). Reasons for not providing the PERT CHART to the effected organisations as per your records.</p> <p>b). Provide PERT CHART copy now.</p> <p>c). In case the PERT CHART is not available, provide reasons for the same as per your records and provide PERT CHART containing work/date and time/scope of work etc., for the aforesaid section.</p>	<p>The details sought in this point cannot be shared at this moment and will be shared with the residents of Pocket C well in advance before the start of construction activity inside pocket C Siddhartha Extension.</p>
ii)	<p>Please refer para 1.1 of your letter NO. NCRTC/DM/ALLIGN- NOTIFI/80 Dated 04.09.20. As per letter 20 meter distance, on either side of RRTS alignment (Elevated Viaduct) is to be ensured for safety of RRTS corridor and</p>	<p>The point is to be read in totality, 20 meter distance on either side of the RRTS alignment is of regulation for the construction of building or any other development above the RRTS alignment</p>

10/8/23

S no	Information sought by the applicant 107	Reply of deemed PIO 79
	is required to be implemented. Please inform the reasons as per your records for not ensuring the same for the existing DDA flats in Siddhartha Extension, Pocket 'c' resulting in compromising the safety of residents including senior citizens, women and children occupying the flats.	or any land within 20 m of either side of RRTS alignment for facilitating construction of RRTS corridor/ensuring safety of RRTS corridor. However point 1.1.5 of the referred section states "Once the alignment is finalized and there is no scope of change in alignment, NOC be issued in case proposed construction is away by 5 meter or more from the edge of the RRTS alignment/structure for safety reason".
iii)	Please refer para 4.1.1 (page 194-195) of your report Environment Impact Assessment updated march, 2020. Please provide approval letter along with details for noise barrier, MSS in track, utility diversions plan.	Details of Noise Barrier are given in Appendix 4 of the approved Environment Impact Assessment report, March 2023 which is already in public domain and can be downloaded from NCRTC website.
iv)	As per appendix 5 of Resettlement Plan updated March, 2022, land being used by you is shown as barren and park and name of the owner has been indicated as SDMC. Please provide copy of the document/maps etc. establishing title of the land (owner) to be of SDMC, as stated by you and the land being barren.	No such document is available. Please reach out at the concern department.
v)	Please provide copy of Govt. of India letter for authorizing change in original plan and authorizing Option 3 as brought out in para 14 of your Resettlement Plan, updated March, 2022.	No such document available with this office.
vi)	Please provide copy of approved final Resettlement Plan/Restoration Plan for Siddhartha Extension, Pocket 'c'. Please note, you had shown a video for the same during briefing but approved copy has not been provided, in spite of repeated requests.	Addendum to Resettlement Plan (Feb-2023) for Proposed Stabling Yard at Jangpura including Connecting Line from Sarai Kale Khan RRTS Station can be downloaded from NCRTC website.
vii)	Please refer your letter No. NCRTC/CPM/D/SID EXTEN/2019/97/2190 dated 15.09.21 (Para 2 of enclosed record, Minutes of discussions). Kindly provide copy of the study by third party, its report, and intimate the reasons as per your records for not providing the report till date.	No such study has been conducted. "M/S Neeraj Kapoor" was engaged to carry out the real estate projection of Sidhartha Extension but later NCRTC discontinued the service as the firm did not show interest to undertake the work.
viii)	DDA has intimated to you vide letter No.F.32/78)19/IL/170 Dated 06.02.20 that the land within gated DDA Colony, Sidhartha Extension Pocket 'C' Is under jurisdiction of SDMC and has not mentioned regarding title (ownership)	No such record is available with this office. You may approach the concerned department for the same.

72



TRUE COPY

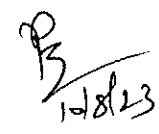
S no	Information sought by the applicant 108	Reply of deemed PIO 80
	<p>of the land. Cost of the land including development charges are Included In cost of the flats. Free Hold Status is also being granted to flat owners by DDA, as on date, after depositing prescribed amount and the land has been transferred to flat owner (Residents) on 99 years lease by DDA. In such case, your presumption regarding the ownership (title) of the land being with SDMC is wrong. Please provide copies of Revenue Department records and related documents, establishing ownership of land based on which you have carried out change of options from 1 to 3.</p>	
ix)	<p>Kindly provide copy of lease deed and MOA as per para 5(m) of SDMC letter No.AO/C&E/SDMC/2021/D-497 Dated 30.11.21.</p>	<p>The letter referred to SDMC is not available with this office.</p>
x)	<p>Please refer your letter No. NCRTC/CPM/D/SIDDHARTH EXT./2019/97/3214 Dated 28.11.22(Sr.No.2 of response matrix) you have informed that communication remain a confidential matter between NCRTC and individual flat owners. In this respect, please provide following information:</p> <p>a). NCRTC is only project implementing agency and cannot have confidential communication with individuals and is bound by law to provide details. Please intimate authority on record for authorising such confidential communication. Kindly provide copy of authority letter.</p> <p>b). Provide File No. and copy of docket sheet of confidential file.</p> <p>c). Provide name and designation of the officer holding the confidential file along with date of opening the file.</p> <p>d). Confirm that the confidential file is being held as per the provisions of Official Secret Act.</p> <p>e). Provide details of file handing/taking over of the file since opening the file.</p>	<p>As per RTI act, documents pertaining to individuals cannot be shared.</p>

73

[Handwritten signature]
10/11/23

74

S no	Information sought by the applicant	Reply of deemed PIO
	f). Provide copy of the enclosures/notes in file which have not been marked as CONFIDENTIAL	
xi)	<p>please refer Supreme Court Orders in Civil Appeal Nos.5006- 5010 of 2022 in Union of India v/s Ramchandra & others. Hon'ble Supreme Court has clearly ruled that 30 meters of land on both sides of railway line is restricted area for safety. Please Intimate, reasons on record, for not following hon'ble supreme court ruling. Kindly provide copy of document/approval/Govt. of India letter etc., authorising NCRTC to leave only 5 meters of land/distance from dwelling units, as suggested in your reports. Please provide copy of Indian/International standards being implemented by you.</p>	<p>RRTS is different from Indian Railway. RRTS runs either on a viaduct or tunnel which is out of bound /inaccessible for general public unlike railway line which runs at grade.</p> <p>There are no specific norms mandating a distance of 30/50 meters for keeping the MRTS/RRTS Elevated Viaduct.</p>
xii)	<p>Please refer para 2(14) of your letter No. NCRTC /CO/RTI/ CPIO/380 Dated 31.3.23. You have provided wrong information, in as much as, your letter No. NCRTC/GGM- CIVIL/DBR/08 Dated 16.05.18 and Ministry of Railways (Railway Board) letter No.2018/PROJ/NCRTC/DBR/30/5 Dated 22.6.18 approving DBR of NCRTC for viaducts, version 3 (May, 2018) of Delhi-Meerut corridor of Regional Rapid Transit System (copy not addressed to Ministry of Housing and Urban Affairs). You have approached Ministry of Railways for various amendments/approvals which have been granted by them for which you have posted many letters on your site. Copies of these letters have not been marked to Ministry of Housing and Urban Affairs. You have informed. that ministry of housing and urban affairs has approved the project. Please provide copies of relevant documents/GOI letters in support of your information.</p> <p>Please also intimate reasons on record for not addressing letter posted on site to Ministry of Housing and Urban Affairs, if they are sole ministry for the project.</p>	<p>The information provided by CPIO is correct and in order.</p>
xiii)	<p>As per NCRTC design basic reports for via-ducts Version 03- May 2018 para 4, clearance from Road Traffic, Railway Crossing and Rolling Stock is only</p>	<p>There is no such letter available with this office.</p>



S no	Information sought by the applicant	Reply of deemed PIO
	mentioned. Please provide copy of Govt./Ministry of Railways letter authorising policy for clearance from DDA Residential Flats/Colony.	
xiv)	Please refer Ministry of Railways letter No.2018 /Proj/NCR/ 14/1 Pt dated 11.05.20 giving procedure January, 2020. As per para 1, RRTS is being constructed and operated within the legal cover of Metro Railway Act. Please inform provisions in the Act authorising NCRTC to pass Elevated Viaduct from above the DDA residential colony, Siddhartha Extension Pocket 'C' and clearance required as per the Act. Please also provide copy of the relevant portion of the Act and relevant letters/documents on the subject.	Metro Railway act is in public domain and can be downloaded from the internet.
xv)	As per para 4 of the letter referred in para 14 above, condonations are required to be made by Ministry of Railways. Please confirm that change from Option 1 to Option. 3 has been condoned by Ministry of Railways and provide relevant documents in support of the same. Kindly intimate reasons on record for not obtaining condonation till date and not following Govt. Orders.	Finalization /approval of alignment do not fall in the ambit of Indian Railways except for that part of alignment which is crossing Indian Railways Land.

75

3. **Right of Appeal:**

If applicant is not satisfied with the information provided by CPIO, he can file an appeal to the 1st Appellate Authority within 30 days of the receipt of this letter in terms of Section 19 (1) of the Right to Information Act, 2005. Particulars of 1st Appellate Authority are as under:

Sh. Manoj Singh
GGM/HR & Appellate Authority
National Capital Region Transport Corporation Ltd,
GatiShakti Bhawan,
INA, New Delhi- 110023

Pagyal
4/8/23

(Vishal D. Yagyik)
 Central Public Information Officer

IN THE HIGH COURT OF DELHI AT NEW DELHI

[Extra Ordinary Writ Jurisdiction]

[Public Interest Litigation]

C.M. No. _____ of 2023

In Re :

WRIT PETITION (CIVIL) No. _____ OF 2023

In The Matter of Public Interest Litigation:**Sidhartha Extension Pocket C****Residents Welfare Association (Regd.) & Anr.**

.... Petitioners.

Versus**Union of India & Ors.**

.... Respondents

APPLICATION UNDER SECTION 151 C. P. C
FOR GRANT OF EX-PARTY /AD-INTERIM STAY
THERE BY RESTRAINING RESPONDENT NO. 3 FROM
CARRYING OUT CONSTRUCTION OF RRTS PROJECT
AT SIDDHARTHA EXTNSION POCKET C

The Applicant / Petitioner -

Most Respectfully Submits :

1. That the applicants / petitioners have filed the accompanying Writ Petition u/s 226 of the Constitution of India, since the residents of the Siddhartha Extension, Pocket C, are anguished by the acts / deeds of respondent no. 3 as respondent no. 3 without due approval from respondent no. 1, has been working in a complete autocratic manner as respondent no. 3 is

trying to construct a viaduct for stabling yard at Jangpura which is crossing Pocket C, Siddhartha Extension thereby displacing many families and has further miserably failed to consider the pain and agony of the residents of Pocket C, Siddhartha Extension.

2. That the applicants / petitioners, seeks to rely upon the facts as stated in the accompanying petition, which are not reproduced herein for the sake of brevity and the petitioner crave leave of this Hon'ble Court, to refer and rely upon the contents of the accompanying petition, at the time of hearing of the instant application.

3. That it would here be pertinent to mention that in order to build Regional Rapid Transit System (RRTS) respondent no. 1 approved a plan for constructing Delhi-Meerut Regional Rapid Transit System which is 82.15 km (51.05 miles) semi High-Speed Rail corridor which will connect Delhi, Ghaziabad and Meerut. Perusal of the original plan, as approved by respondent no. 1, reveals that Siddhartha Extension, Pocket C did not fall within the alignment line of Delhi-Ghaziabad-Meerut RRTS. However, it has recently come to the knowledge of the residents of the Siddhartha Extension that respondent no. 3 who is the executing agency of the RRTS project has varied the original plan and now intends to build a viaduct passing through Siddhartha Extension to connect to the stabling yard at Jangpura, without any approval from the respondent no. 1 (Ministry of Railways).

4. That it is a matter of record that as per the original plan (Option I) the alignment is by-passing Siddhartha Extension Pocket C flats and it clearly reveals that Siddhartha Extension colony is not getting affected; however, this option is being rejected by Respondent No. 3 and the RTI reply dt. 31.03.2023 further reveals that the reason for rejection of option 1 is techno commercial feasibility. On the contrary the perusal of 'Cost Comparison of Alternate Options' reveals that Option 1 is 675 M in length and the estimated cost is Rs. 7872 Lakhs; whereas option 3 is 565 M in length and the estimated cost is Rs, 4365 Lakhs i.e. a difference of 110 M length and nearly Rs. 35 Crores.

5. That thus it is evident that respondent no. 3 though only an executing agency, has been working in a completely autocratic manner and has miserably failed to consider the pain and agony of the residents of Pocket C, Siddhartha Extension and hence have failed to consider the options of constructing a viaduct for stabling yard, by-passing the residential colony, which is a part of planned development of Delhi.

6. Further it is most humbly submitted before this Hon'ble Court that Respondent no. 3 has failed to appreciate that residents of Siddhartha Extension, Pocket C are not encroachers / occupants of any unauthorized colony. Petitioners and their members therefore expect the respondents to consider the safety and convenience of the residents of Siddhartha Extension. Residents do have a valuable right to property enshrined under

Article 300A of the Constitution of India and Respondent no. 3 cannot be permitted to infringe upon the legal rights of the residents, that too without following the due process of law.

7. That further it would here be pertinent to mention that respondent no.3 is beginning to start the construction work in Siddhartha Extension, Pocket C as respondent no. 3 has now asked 8 residents of the affected block to vacate the premises so that the said block can be demolished and the construction of viaduct connecting the stabling yard can be initiated.

8. Thus applicants / petitioners being aggrieved by the actions of respondent no. 3 have approached this Hon'ble Court by involving the Writ Jurisdiction and by way of the present application seeks the indulgence of this Hon'ble Court, that during the pendency the respondent no. 3 be restrained from carrying out any construction at Siddhartha Extension, Pocket C, as if the respondent no. 3 is allowed to carry out construction at Siddhartha Extension, Pocket C the accompanying Writ Petition would become infructuous. Moreover, since the petitioners have a good prima facie case on merits if the respondent no. 3 is not restrained from carrying out the construction and the petitioners later succeeds in the accompanying Writ Petition, then in that case public money used in construction would be wasted.

9. That there is every likelihood of the petitioners succeeding in the accompanying Petition, as they have a good prima facie case on merits, and the balance of convenience also lies infavour of the petitioners.

PRAYER

In the peculiar facts and circumstances of the present case, the applicants / petitioners prays that this Hon'ble Court may graciously be please to allow the instant application and -

(i) By way of ex-party, ad-interim stay, restrain respondent no. 3 from carrying out any construction activity in Siddhartha Extension, Pocket C, New Delhi – 110014, during the pendency of the present Writ Petition.

(ii) pass such further order(s) / direction(s) as this Hon'ble Court may deem fit and proper in the Interest of Justice.

Place : New Delhi.

Dt. 78 .08.2023



[Applicant No. 1]

Handwritten signature of Applicant No. 2
(PRESIDENT)
SIDHARTHA EXTN., SEWGA CITIZENS
WELFARE FORUM (Regd.)
(Regn. No. 51993/01st. South/2012
PORTA CABIN (Near Gate No. 3)
SIDHARTHA EXTENSION, POCKET 'C'
NEW DELHI-110014

[Applicant No. 2]

Through :

Nalin Tripathi, Advocate [D-994/94]
NT LAW CONSULTANTS & Co.
7 / 37 - B, Jangpura - B, New Delhi.
Ph. 011-49872668, (M) 9810036122.
Email : legal_ntlaw@yahoo.com

116
IN THE HIGH COURT OF DELHI AT NEW DELHI
[CIVIL WRIT JURISDICTION]

88
81

C. M. No. _____ of 2023

IN

WRIT PETITION (CIVIL) No. _____ OF 2023

IN THE MATTER OF :

**Sidhartha Extension Pocket C
Residents Welfare Association (Regd.) & Anr.**

.... Petitioners.

Versus

Union of India & Ors.

.... Respondents

A F F I D A V I T

I, Padma Mohapatra s/o Surya Narayan Mohapatra aged about 46 years, r/o 84 B, Pocket C, Siddhartha Extension, New Delhi, do hereby solemnly affirm and state on oath as under :

1. That the deponent being the President of Petitioner No. 1 society is well conversant with the facts and circumstances of this case and hence competent to swear this affidavit.

2. That the accompanying Petition / Application has been drafted under my instructions and I gone through the same and I state that contents of the same are true and correct to the best of my knowledge & information, which I believe to be true and that nothing material has been concealed therefrom.




(Deponent)

For Residents Welfare Association,
Siddharth Extension Pocket C (RWA-Sidex)

Secretary

Secretary

President

VERIFICATION :

Verified at New Delhi on the 18 day of August, 2023 that the contents of paras 1 & 2 of this affidavit are true and correct to the best of my knowledge & information.

18 AUG 2023

I identified the deponent who has signed in my presence.



(Deponent)

For Residents Welfare Association,
Siddarth Extension Pocket C (RWA-Sidex)

Treasurer

Secretary

President



CERTIFIED THAT THE DEPONENT
Shri/Smt./Km. Rudra Mohapatra
S/o, W/o R/o R. Mohapatra
Identified by Shri/Smt. Nalin Jaisankar, Jr
Has solemnly affirmed before me at
Delhi on 18 as SI. No. 18
That the contents of the affidavit which
have been read & explained to him/her
are true & correct to his/her knowledge

18 AUG 2023

NOTARY

118
IN THE HIGH COURT OF DELHI AT NEW DELHI
[Extra Ordinary Writ Jurisdiction]

90
83

[Public Interest Litigation]

C. M. No. _____ of 2023

IN

WRIT PETITION (CIVIL) No. _____ OF 2023

In The Matter of Public Interest Litigation:

Sidhartha Extension Pocket C
Residents Welfare Association (Regd.) & Anr.... Petitioners.

Versus

Union of India & Ors. Respondents

APPLICATION UNDER SECTION 151 C.P.C FOR
EXEMPTION FROM FILING CERTIFIED / ORIGINAL
DOCUMENTS / ANNEXURES

That the applicant / plaintiff above named :

MOST RESPECTFULLY SHEWETH :

I. That petitioner no. 1 is a society registered under the Societies Registration Act, 1860 and has been working for the welfare of its members / residents of Pocket C Siddhartha Extension, New Delhi (in short here-in-after referred to as SERWA) and petitioner no. 2 is registered society working for the welfare of Senior Citizens residing in Pocket C, Siddhartha Extension. The petitioners on behalf of the residents of Siddhartha Extension, Pocket C are filing the instant Public Interest Litigation under article 226 of the Constitution of India, since the residents of the Siddhartha Extension, Pocket C, are

anguished by the acts / deeds of respondent no. 3 as respondent no. 3 without due approval from respondent no. 1, has been working in a complete autocratic manner by constructing a viaduct for stabling yard which is crossing Pocket C, Siddhartha Extension thereby displacing many families and has further miserably failed to consider the pain and agony of the residents of Pocket C, Siddhartha Extension. That further it is stated that the petitioner herein is not guided by self-gain or for gain of any other person/institution/body and that there is no motive other than of public interest in filing the instant PIL.

2. That the Applicant / Petitioner craves leave of this Hon'ble Court to refer and rely on the contents of the accompanying petition for the purposes of this Interlocutory Application and the same are not reproduced herein for the sake of brevity.

3. That the original copy of the annexure/documents are in the custody of the respondent No. 3, the applicants seeks leave of this Hon'ble Court for exemption from filing the original documents at the time of filing of accompanying Petition and undertakes to file the original documents before the settlement of the issue or as and when directed by this Hon'ble Court.

P R A Y E R

It is, therefore, most humbly prayed that this Hon'ble Court may graciously be pleased to –

85

- i. Exempt the applicant / petitioner from filing the original annexure /documents with the instant application.
- ii. Pass any further other order(s) or direction(s) as this Hon'ble court may deem fit and proper in the Interest of Justice.

Place : New Delhi

Date : 18/8/23

Through :

Nalin Tripathi, Advocate [D-994/94]
NT LAW CONSULTANTS & CO.
7/37- B, Jangpura B, New Delhi -14.
Ph. 011 - 49872668 ; 9810036122
Email : nalin_ntlaw@yahoo.co.in

121
IN THE HIGH COURT OF DELHI AT NEW DELHI
[CIVIL WRIT JURISDICTION]

93
86

C. M.No. _____ of 2023

IN

WRIT PETITION (CIVIL) No. _____ OF 2023

IN THE MATTER OF :

**Sidhartha Extension Pocket C
Residents Welfare Association (Regd.) & Anr.**

.... Petitioners.

Versus

Union of India & Ors.

.... Respondents

AFFIDAVIT

I, Padma Mohapatra s/o Surya Narayan Mohapatra aged about 46 years, r/o 84 B, Pocket C, Siddhartha Extension, New Delhi, do hereby solemnly affirm and state on oath as under :

1. That the deponent being the President of Petitioner No. 1 society is well conversant with the facts and circumstances of this case and hence competent to swear this affidavit.
2. That the accompanying Petition / Application has been drafted under my instructions and I gone through the same and I state that contents of the same are true and correct to the best of my knowledge & information, which I believe to be true and that nothing material has been concealed therefrom.




(Deponent)
For Residents Welfare Association,
Siddhartha Extension Pocket C (RWA-Sidex)

 Secretary

 President

VERIFICATION :

Verified at New Delhi on the 18 day of August, 2023 that the contents of paras 1 & 2 of this affidavit are true and correct to the best of my knowledge & information.

18 AUG 2023



[Signature]
(Deponent)
For Residents Welfare Association,
Siddarth Extension Pocket C (RWA-Sidex)

[Signature] Secretary
[Signature] President



CERTIFIED THAT THE DERONENT
Shri/Smt./Km..... *Judhaya Mahapatra*
S/o, W/o R/o..... *N. Mahapatra*

Identified by Shri/Smt..... *Nalini Tripathi, pu*
Has solemnly affirmed before me at
Delhi on..... as Sl. No..... *(61)*
That the contents of the affidavit which
have been read & explained to him/her
are true & correct to his/her knowledge

18 AUG 2023

[Signature]
NOTARY

[Signature]
I identified the deponent who
has signed in my presence.

IN THE HIGH COURT OF DELHI AT NEW DELHI
[CIVIL WRIT JURISDICTION]

WRIT PETITION (CIVIL) No. _____ OF 2023

IN THE MATTER OF :

**Sidhartha Extension Pocket C
 Residents Welfare Association (Regd.) & Anr. Petitioners.**

Versus

Union of India & Ors. Respondents.

KNOW ALL to whom this present shall concern that I Padma Mahapatra President of Petitioner No. 1; M.M. Gupta President of Petitioner No. 2 the above-named petitioners do hereby appoint –



Nalin Tripathi Advocate [D-994 / 1994]
 Nishank Tripathi Advocate [D-4485/2021]
 Nischal Tripathi Advocate [D-4384/2023]

NT LAW CONSULTANTS & CO.
 7/37-B, LGF Jangpura - B, New Delhi - 14.
 Phone : . 011- 49872668; (M) 9810036122.
 Email : legal_ntlaw@yahoo.com

(Herein after called the advocate/s) to be my / our Advocate in the above-noted case and I / We authorize him / her :-

To act, appear and plead in the above-noted case in this Court or in any other Court in which the same may be tried or heard and also in the appellate Court including High Court subject to payment of fees separately for each court by me / us.

To sign, file, verify and present pleadings, appeals cross-objections or petitions for executions, review, revision, withdrawal, compromise or other petitions or affidavits or other documents as may be deemed necessary or proper for the prosecution of the said case in all its stages subject to payment of fees for each stage.

To file and take back documents, to admit and or deny the documents of opposite party.

To withdraw or compromise the said case or submit to arbitration any differences or disputes that may arise touching or in any manner relating to the said case.

To take execution proceedings, deposit, draw and receive money, cash and grant receipts hereof and to do all other acts and things which may be necessary to be done for the progress and in the course of the prosecution of the said case.

To appoint and instruct any other legal practitioner authorizing him to exercise the power and authority hereby conferred upon the advocate whenever he may think fit to do so and to sign, the power of attorney on our behalf.

And I / we undersigned do hereby agree to ratify and confirm all acts done by the Advocate or his substitute in the matter as my/ our own acts, as if done by me/ us to all intents and purposes.

And I / we undertake that I / we or my / our duly authorized agent would appear in Court in all hearings and will inform the Advocate for appearance when the case is called.

And I / we undersigned do hereby agree not to hold Advocate or his substitute responsible for the result of the said case. The adjournment costs whenever ordered by the Court shall be of the Advocate which he shall receive and retain for himself.

And I / we the undersigned do hereby agree that in the event of the whole or part of the fee agreed by me / us to be paid to the Advocate remaining unpaid he shall be entitled to withdraw from the prosecution of the said case until the same is paid up. The fee settled is only for the above case and above Court. I / we hereby agree that once the fee is paid, I / we will not be entitled for the refund of the same in any case whatsoever and if the case prolongs for more than 2 years the original fee shall be paid again by me / us.

And I / we the undersigned agree that I / we shall not claim any compensation, nor the Advocate shall be liable for any compensation if he / she fails to appear in the court or fail to conduct or withdraws from the case due to non-payment of fee as per settlement or for reason of request / call given by Bar Association / or Council.

IN WITNESS WHEREOF I / we do hereunto set my / our hand to these presents the contents of which have been understood by me / us on this 18 day of August 2023.

Accepted subjected to the terms of the fees.

I identified my Client
Signature *[Signature]*

[Signature]

Advocate

[Signature]

Client

[Signature]

Client

(PRESIDENT)
SIDHARTHA EXTN., SENIOR CITIZENS
WELFARE FORUM (Regd.);
(Regn No. 5/865/Distr. South/2012
PORTA CABIN (Near Gate No. 3)
SIDHARTHA EXTENSION, POCKET 'C'
NEW DELHI-110014



For Residents Welfare Association,
Siddarth Extension Pocket C (RWA-Sidex)

[Signature] Secretary
[Signature] President

Ref.No. SERWA/NCRTC/2023/07-05

Dated : 12.08.23

TO WHOM IT MAY CONCERN**RESOLUTION**

The General body of SIDHARTHA EXTENSION POCKET-C RESIDENTS WELFARE ASSOCIATION (SERWA) in its meeting held on 16th July, 2023, minutes circulated vide No.SERWA/GBM/2023/07-04 Dated 18.07.23, unanimously resolved that SERWA will file case against NCRTC w.r.t, proposed construction of viaduct/pillars within the society.

As per the above decision, the President is hereby authorised to represent SERWA and to sign and execute any/all document concerning thereof.



(PRAMOD MEHTA)
GENERAL SECRETARY

For Residents Welfare Association
Sidhartha Extension Pocket C (RWA-Sidex)

Treasurer

Secretary

President

90

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SIDHARTHA EXTENSION SENIOR CITIZENS' WELFARE FORUM (REGD.)

Porta Cabin Near Gate No.3, Pocket 'C', Sidhartha Extension, New Delhi-110014

(Regn No. S 865 Distt. South 2012) (Niti Avog Regn. No. DL 2021 028999)

Ref. No. SSWF/SID.EXTN./2022/

Date : 14-08-2023

President

M.M.Gupta
213-D (9312229681)

Vice-President

Mrs. Indra Dhall
12-B (9818136328)

Secretary

V.D. Sharma
217-A (9650855744)

Jt. Secretary

Sh. S.K. Bangia
42-A (8800448488)

Treasurer

M.C. Gupta
212-B (9810854275)

Executive Members

Elected

Sh. Shyam Singh,
167-D (9873283447)

Sh. O.P. Mittal
5-A (9899650343)

Y.P. Anand
222-A (9810416872)

Sh. S.P. Kapur
212-A (9971336254)

Sh. H.S. Panchal
E-34 S.Ngr(9643666252)

Mrs. Manju Aggarwal
52-A (9868142971)

Mrs. Vijay Malhan
131-D (9811670023)

Sh. P.K.Saha,
215-A (9899453289)

Co-opted

Surjit Singh
86-B (9878608498)

Adviser

Sh. M.L. Ahuja,
197-A (9811207228)

Ex-Officio

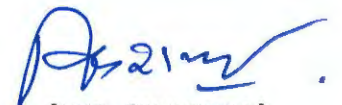
S.P. Gupta
34-C (9312213869)
Ex. President

TO WHOM IT MAY CONCERN

91

RESOLUTION

The Executive body of SIDHARTHA EXTENSION SENIOR CITIZENS WELFARE FORUM (REGD)., in its meeting held on 12th August, 2023 unanimously resolved that in the matter of any court case pertaining to NCRTC, the President is hereby authorised to represent the Forum and to sign and execute any/all document concerning thereof.



(V.D. SHARMA)

GENERAL SECRETARY

SIDHARTHA EXTENSION SENIOR CITIZENS' WELFARE FORUM (REGD.);
WELFARE FORUM (Regd.);
(Regn No. S/865/Distt. South/2012
PORTA CABIN (Near Gate No. 3)
SIDHARTHA EXTENSION, POCKET 'C'
NEW DELHI-110014

Our Motto '*LIVE AND LEAD HEALTHY MEANINGFUL LIFE TOGETHER*'

Phone : 9312229681

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Advance service of the W.P.C. No. /2023 in the matter of Sidhartha Extension Pocket C Residents Welfare Association (Regd.) & Anr. Vs Union of India & Ors., Delhi High Court for 05.09.2023

From: Nalin Tripathi (legal_ntlaw@yahoo.com)

To: uoidhc@gmail.com; jagjitsinghadvocate@yahoo.co.in; rajeshlawyer@yahoo.co.in; rajeshlawyer53@gmail.com; ddachamberhc@yahoo.com; clomcdhq@gmail.com

Date: Saturday, 2 September, 2023 at 10:59 am IST

Dear Sir / Madam

Please find attachment of the Writ Petition Civil No. /2023 in the matter of Sidhartha Extension Pocket C Residents Welfare Association (Regd.) & Anr. Vs Union of India & Ors., Delhi High Court for 05.09.2023 on behalf of the Respondent No. 1 & 2 - Union of India - Ministry of Railways & Ministry of Housing & Urban Affairs, Respondent No. 3 - National Capital Region Transport Corporation, Respondent No. 4 - Delhi Development Authority, Respondent No. 5 - Municipal Corporation of Delhi.

Warm Regards,

Ntripathi

(Nalin Tripathi)

Advocate for Petitioners

7/37 - B, Jangpura - B, New Delhi - 110014

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SERWA Writ.pdf
8MB



* **IN THE HIGH COURT OF DELHI AT NEW DELHI**
Reserved on: 05th September, 2023
Pronounced on: 15th September, 2023

+ **W.P.(C) 11740/2023 & CM APPL. 45840/2023, CM APPL. 45841/2023**

SIDHARTHA EXTENSION POCKET C RESIDENTS WELFARE ASSOCIATION & ANR. Petitioners

Through: Mr. Kirti Uppal, Sr. Advocate with Mr. Nalin Tripathi and Mr. Nischal Tripathi, Advocates.

versus

UNION OF INDIA & ORS. Respondents

Through: Mr. Piyush Beriwal, Ms. Anandita Aggarwal and Ms. Disha Chaudhary, Advocates.

Mr. Siddharth R. Gupta, Advocates.

Mr. Sanjay Katyal, SC, DDA with Mr. Nihal Singh, Advocates.

Ms. Beenshaw N. Soni, SC, MCD with Ms. Mansi Jain and Ms. Ann Joseph, Advocates.

Mr. Rajesh Katyal, Standing Counsel with Ms. Parina Katyal, Advocate for R-3.

CORAM:
HON'BLE THE CHIEF JUSTICE
HON'BLE MR. JUSTICE SANJEEV NARULA

J U D G M E N T

SANJEEV NARULA, J.

1. Voicing the collective concerns of the residents of Pocket C, Siddhartha Extension, New Delhi, their Resident Welfare Association, and Senior Citizens Welfare Forum have brought forth the instant Public Interest



Litigation. At the core of their grievance, lies the decision-making process surrounding the route alignment of the Delhi-Meerut Regional Rapid Transport System [“RRTS”]. Designed as a semi high-speed rail corridor, the RRTS aims to establish connectivity between Delhi, Ghaziabad, and Meerut. The Petitioners argue that authorities’ decision to abandon the initial route plan, referred to as Option 1, in favour of an alternate route – Option 3, is arbitrary, lacks proper justification, and poses adverse consequences for the well-being and quality of life of the residents of Siddhartha Extension.

The Petitioners’ grievance

2. Mr. Kirti Uppal, Senior Counsel, presented the following arguments on Petitioners’ behalf:

2.1. The Petitioners’ opposition is not against the public project itself, which is ostensibly designed to serve the greater good. Rather, they are aggrieved with the deviation from originally planned route, which had also been endorsed by Respondent No. 1 [Ministry of Railways, Union of India], and did not include Siddhartha Extension in the Delhi-Ghaziabad-Meerut RRTS alignment. Respondent No. 3 – the National Capital Region Transport Corporation [“NCRTC”], has unilaterally altered this plan to include a viaduct that would pass directly through Siddhartha Extension, connecting the stabling yard at Jangpura, New Delhi. This new route has been adopted without the requisite approval from Respondent No. 1.

2.2. NCRTC, as the agency responsible for executing the project, owes a duty of transparency to the Project Affected Families. Despite this obligation, they have failed to disseminate any information pertaining to the revised plan to the affected residents. Compelled by this lack of



communication, the Petitioners resorted to filing a request under the Right to Information Act, 2005 [“RTI”]. The response to the RTI request revealed that there is no recorded evidence indicating the rationale for NCRTC to opt for Option 3, in place of Option 1, or whether Respondent No. 1 ever granted an approval for this substantive change in the project’s alignment.

2.3. The RTI response merely cites techno-commercial infeasibility for preferring Option 3. However, Option 1, which avoids traversing Pocket C of Siddhartha Extension, is more economical. According to the cost comparison of the alternates, Option 1, with a span of 675 meters, comes with an estimated cost of Rs. 7872 lakhs. In contrast, Option 3, covering a shorter distance of 565 meters, is estimated to cost Rs. 4365 lakhs. Thus, Option 1 is not only less intrusive to the residential area, but also more financially prudent, offering substantial savings without compromising the project’s objectives.

2.4. The rights of the colony’s residents to safety, convenience, and property must not be disregarded. Invoking Article 300A of the Constitution of India, 1950, Mr. Uppal asserted that residents have a protected legal right to their properties. As such, NCRTC should be precluded from encroaching upon these rights, without adhering to the due process of law. This stance is in keeping with the broader principle that even public projects must respect individual rights and liberties.

2.5. Financial considerations aside, Option 1 is still the most viable route for the RRTS. While this option may be nearly Rs. 35 crores more expensive than the alternatives, it offers the distinct advantage of not displacing residents or disrupting the planned development of Delhi. The extra cost should be weighed against the potential social and human impact, making



Option 1 as the most socially responsible choice.

2.6. Beyond the potential infringement of property rights, if Option 3 is proceeded with, the resultant risks to residents' quality of life and safety, would be manifold. Construction under this plan would inevitably result in noise and air pollution, making daily life intolerable for residents. Additionally, the placement of hazardous infrastructure and heavy machinery in a residential zone would not only pose a safety threat, but would also disrupt essential amenities, such as access roads and parking facilities. Given that a less disruptive and more resident-friendly option exists, the Respondents must be directed to consider designs that minimize these negative impacts.

Submissions on behalf of NCRTC

3. Mr. Rajesh Katyal, counsel for NCRTC, strongly opposed the maintainability of the present petition by raising following counter-arguments:

3.1. The RRTS project is periodically undergoing scrutiny of the Supreme Court in W.P. (C) 13029/1985 titled *M.C. Mehta v. Union of India*. Citing multiple orders passed in the afore-noted case, Mr. Katyal underscored the Supreme Court's recognition of the project's significance and its explicit directives to expedite construction. Any judicial intervention at this juncture could disrupt the project's timeline and set a precedent for future delays.

3.2. On merits, he contended that the impugned decision to forego Option 1 is underpinned by sound and rational reasoning. In the absence of any demonstrable arbitrariness or unreasonableness in the decision-making process, this Court should abstain from entertaining the petition at hand.



Reliance was placed upon *Jayabheri Properties Private Limited Ors. v. State of Andhra Pradesh and Ors.*¹

3.3. Respondent No. 1 has no authority in finalization of the RRTS alignment and thus, no approval was required for modification of proposed routes.

Analysis and findings

The RRTS project

4. The Delhi-Ghaziabad-Meerut RRTS corridor has received government approval through a sanction order dated 07th March, 2019, with a total project cost of approximately Rs. 30,270 crores. Construction work commenced in June 2019 and has been progressing on schedule. The priority section of this corridor is set to be operational by early 2023, while full commissioning is targeted for 2025. Importantly, the project is substantially funded to approximately 60% of the total cost. Currently, the NCRTC has mobilized a workforce of over 14,000 professionals, who are diligently working around the clock to ensure timely completion. The RRTS corridor is not merely a transport project, but also a significant initiative in environmental sustainability. According to the Detailed Project Report for the RRTS corridor, it is estimated that the system will reduce 60,000 tonnes of particulate matter, 4,75,000 tonnes of nitrogen oxides, 8,00,000 tonnes of hydrocarbons and carbon monoxide, annually. Moreover, the RRTS is expected to contribute significantly to reducing pollution levels by augmenting the modal public transportation share, thereby decreasing the number of vehicles on the roads. Additionally, the efficient electric

¹ (2010) 5 SCC 590.



operation of the RRTS will further reduce both air and noise pollution.

Thorough evaluation by a team of experts

5. NCRTC's deliberations on feasibility of the proposed alignment options are as follows:

“ *Table 3: Comparison of Alignment options for connecting line (viaduct) from Sarai Kale Khan Station to Jangpura Stabling Yard* ”

<i>Main Feature</i>	<i>Merits</i>	<i>Demerits</i>	<i>Final Decision</i>	<i>Reason for acceptance/ Rejection</i>
<i>Alignment Option-1</i>				
<i>By passing Siddhartha Extension Colony</i>	<i>Siddharth extension colony is not getting affected</i>	<p><i>This Alignment will have following disadvantages/ technical issues:</i></p> <p><u>50 m span over Barapulla flyover is having sharp horizontal curve of 145 m. As per SoD the minimum radius of horizontal curve for the depot/stabling yard should not be less than 300m. Therefore, the alignment is technically not feasible.</u></p> <p><u>Further, the alignment will have a 122 m span viaduct with 65-degree skew angle at railway crossing. Out of 122 m span, 50 m length is on curve of 150m radius and 72 m length is straight. Due to space constraint, launching and movement of construction machinery and materials, 122 m single span viaduct is not possible.</u></p> <p><i>The feasibility of construction of an intermediate pier in the space available between the running tracks is also explored and found not feasible due to (i) OHE</i></p>	<i>Not recommended</i>	<i>The alignment is costlier, difficult to construct and technically not feasible. Therefore, cannot be selected.</i>



		<p>traction lines of 25 KV for Delhi Agra main line is a hinderance in mobilization of construction machinery in the intermediate space</p> <p>(ii) Construction will require block periods and shutdowns which will not permitted by railway.</p> <p><u>This alignment will be costlier due to additional requirement of 101 m span of viaduct on this alignment which can be avoided by choosing option II alignment.</u></p> <p>Parapet of RRTS viaduct is at a close proximity of 3m from G+4 building (near Barapulla Flyover).</p>		
Alignment Option-2				
Inside Siddharth Extension colony affecting 24 no Flats	Geometry of alignment is made smooth	<p>24 no Flats inside Siddharth extension colony is getting affected.</p> <p>Alignment inside Siddharth extension colony is having horizontal curve of radius 702.25 m. The chances of wear and tear increase with reduction of radius.</p>	<p>Earlier recommended.</p> <p>It has been further improvised for option- III.</p>	<p>The radius of curve is 702.5 m which is more than compared to minimum technical requirement of 300m. 24 Numbers of flats would be affected inside Siddharth Extension which will have higher cost of compensation as well as higher number of displacements. Hence not selected.</p>
Alignment Option-3				
Inside Siddharth Extension colony affecting 8 numbers of Flats	Number of affected flats are reduced to 8 number from 24 numbers. Thus, 16 number affected flats	8 numbers of Flats inside Siddharth extension colony is getting affected	Recommended	<u>The radius of curve is 1500m which will ease out the vibration and noise. At the same time, it will affect only 8 no. of flats inside Siddharth</u>



	<p><i>are being saved inside Siddharth Extension.</i></p> <p><i>Geometry of alignment is improvised to make it further smooth.</i></p>		<p><u><i>Extension which will have lower cost of compensation, lesser pollution and lower number of displacements. Hence found most suitable and selected for construction.</i></u></p>
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[Emphasis Supplied]

6. The potential alignment options for the concerned viaduct propose the following: (a) bypassing Pocket C of Siddhartha Extension (Option 1), or (b) running through Pocket C of Siddhartha Extension, impacting 24 flats (Option 2), or (c) cutting through Siddharth Extension colony and affecting 8 flats. As can be seen from the above excerpt, these alignment options for the RRTS have undergone rigorous evaluation process by a team of domain experts. As per their evaluation, Option 3 not only minimizes the number of flats affected, but also presents a cost-effective approach when compared to Options 1 and 2. Importantly, the positioning of pillars in Option 3 has been carefully planned to ensure non-interference with roadways or other easement rights like parking and free spaces. It also minimizes the impact on local residents by affecting the least number of flats, and offers the most technically feasible and economically prudent route. Given the considerations outlined above, it is clear that NCRTC's decision to forego Option 1 is anchored in valid technical and social considerations. The chosen alignment is not an arbitrary decision, but one steeped in technical viability, cost-efficiency, and broader societal gains.



Public interest

7. Public interest stands at the forefront of this project, given its significant benefits such as reducing air pollution, alleviating traffic congestion, and offering a more efficient transportation system. Additionally, the project promises substantial environmental benefits, as indicated by the Detailed Project Report, including significant reductions in annual emission rates of particulate matter, nitrogen oxide, hydrocarbons, and carbon monoxide. Thus, in the act of balancing individual property rights and overarching public interest, the latter must take precedence. The scale tips in favour of a solution that serves the larger community, and ensures the most efficient use of public resources.

Safety measures

8. It is also worth noting that NCRTC is not a novice in the field, but is a specialized government entity with extensive experience in executing complex and heavy infrastructure projects. They have a robust safety mechanism in place to monitor, supervise, and direct construction activities. This adds an additional layer of assurance that construction will be conducted in a manner that prioritizes both, safety and environmental concerns. NCRTC has demonstrated a commitment to mitigating the impact of construction on the well-being of Siddhartha Extension residents; they have devised a comprehensive approach to construction that would ensure speed and safety. The construction within the society's boundaries is scheduled with additional resources to ensure its expeditious completion. Before the initiation of construction activities, proper road diversions will be



established and managed by trained and experienced traffic marshals. This will separate construction-related vehicular activity from general traffic, thereby reducing the likelihood of congestion and accidents. During the construction phase, stringent safety measures will be in place: the worksite will be fully enclosed by high barricades and will be monitored by security personnel to restrict unauthorized entry. Upon completion of the construction, NCRTC has committed to restoring the site to its original state, supplemented by modern amenities for the residents. This restoration will take place before the site is handed back to the respective governing agency.

9. Therefore, NCRTC has strategically planned allocation of resources to expedite the completion of the project as swiftly as possible. These are not merely preventive measures, but a proactive strategy aimed at safeguarding the general public from construction-related hazards. In sum, these measures demonstrate NCRTC's conscientious approach to balancing the imperatives of public infrastructure development with the everyday lives and concerns of affected residents.

10. Dismissed, along with pending applications.

SANJEEV NARULA, J

SATISH CHANDRA SHARMA, CJ

SEPTEMBER 15, 2023/as