



**Indian Railways Station Development
Corporation Limited**

**Redevelopment of Anand Vihar Railway Station on
PPP mode**

Project Information Document



October 2015

Delhi Integrated Multi-Modal Transit System Limited



We help people move

1 INTRODUCTION

1.1 Background

1.1.1 About Delhi

Delhi covers an area of 1482 sq.km out of which approximately half the area is already urbanized. The presence of places of national importance and the presence of the governing body in the capital helps the overall development of Delhi as a city.

The Population of Delhi according to the 2011 census stands at 1.67 Crore, an increase from figure of 1.39 Crore in 2001 census, making it the 18th most populated state in India. The density of population per sq. Km. is about 11000 which is considerably higher than any other state. The decadal growth of population for Delhi was 20.96% in 2001-2011. The city currently is dealing with issues like pollution and population density that have gone up considerably in recent times. Per capital income for the year 2011-12 is estimated as Rs 1.75 Lakhs which is one of the highest in India

There has been a drastic change in the rural urban composition of the city with urban areas increasing at a tremendous rate. The urban areas in Delhi have increased from 46% in 1991 to more than 75% in 2011. In the last decade, Delhi has seen substantial development (like, development at Dwarka, Rohini, Jasola) and there is limited space available for further land use growth in Delhi.

The share of population of Delhi has increased at a faster rate as compared to other sub-regions of NCR. Migration has played an important role in the growth in population of Delhi.

1.1.2 Connectivity of Delhi with National Capital Region

1.1.2.1 Existing Road Network

The existing transport network in National Capital Region is 'radial' in nature with primary national highway system of five roads converges into Delhi (NH-1, 2, 8, 10 & 24) and one (NH-58) at the immediate outskirts.

1.1.2.2 Rail connectivity

The rail transport is one of the key transport linkages in Delhi. A large number of people travel to and also from here for personal or commercial reasons.

Delhi serves as a focal point and key junction of connectivity for Northern region to the rest of the country. It has a good rail network system with 10 rail corridors converging into Delhi. A large number of long distance passenger trains, commuter suburban trains and goods trains move into and out of Delhi.

Delhi has seen tremendous growth in infrastructure since the last two decades, significant of which has been in the trans-Yamuna area. The rapid growth of this area created infrastructural challenges with increasing passenger load and the inability of the existing railway stations in Delhi (Old Delhi, New Delhi and Hazrat Nizamuddin) to handle the rush, especially from the trans-Yamuna area and its surrounding areas (Ghaziabad, Noida, Vaishali, Indirapuram, etc). This was recognized by the Northern Railways and with an objective to develop one major railway terminal in the trans-Yamuna region, in 2003, Anand Vihar was chosen as the site for a new mega railway station in East Delhi.

1.1.3 Master Plan of Delhi

Anand Vihar serves as a key junction joining whole of eastern region including Uttar Pradesh and Uttaranchal to Delhi. Due to increase in pressure on infrastructure in Delhi because of large migrant population that is growing rapidly there are plans to develop settlements outside Delhi and connect them via a better transport system.

Master Plan for Delhi 2021 defines the role of railways in terms of:

“At present there are 43 railway stations in Delhi. The total passengers catered to at these stations in 2001 are 12.08 lakh/day including about 9.06 lakh commuters. Out of these stations, major stations catering more than 1.0 lakh passengers per day are:

- *Delhi Junction 2.72 lakh*
- *New Delhi 3.19 lakh*
- *Nizamuddin 1.28 lakh*
- *Sadar Bazar 1.00 lakh*

Five directional Metropolitan Passenger Terminals (MPT) have been proposed to decongest the central area. These are:

- *AnandVihar, East Delhi*
- *Bhartal in Dwarka, South-West Delhi*
- *HolambiKalan in Narela, North Delhi*

- TikriKalan, West Delh
- HazratNizamuddin, South West Delhi

It is proposed to integrate the Inter State Bus Terminus with Delhi main railway station and the land should be made available by the shifting the IP University to the new campus.”

1.2 Background on Project and its Partners

1.2.1 Background

Ministry of Railways (MOR) has decided to develop/redevelop certain identified railway stations (hereinafter referred to individually as the “Project” and collectively as “**Projects**”) across India through a Special Purpose Company named as ‘Indian Railway Stations Development Corporation Limited’ (hereinafter referred to as “IRSDC” or “Authority”) established under Companies Act, 1956 with equity participation of Ircon International Limited (IRCON) and Rail Land Development Authority (RLDA) for undertaking the Projects. IRCON is a Public Sector Undertaking under Ministry of Railways with vast national and international experience of infrastructure projects as well as development of commercial, institutional, industrial and residential properties and whereas RLDA has the statutory mandate for commercial development of the identified surplus railway land and airspace at stations assigned to it by MOR across all zonal railways.

IRSDC was incorporated with registrar of companies on 12.04.2012 with permission to commence the business on 09.05.2012. The main objectives of IRSDC are:

- To develop/ re-develop the existing/new railway station (s) which will consist of upgrading the level of passenger amenities by new constructions/renovations including re-development of the station buildings, platform surfaces, circulating area, etc., to better standards so as to serve the need of the passengers.
- To undertake projects for development of real estate on Railway/ Government land and its commercial utilization as may be required in connection with development of railway stations.
- To undertake projects including planning, designing, development, construction, improvement, commissioning, operation, maintenance, and financing of projects and various services relating thereto including marketing, collecting revenues, etc. relating to railway stations and railway infrastructure and all matters relating thereto.

- To carry on any railway infrastructure work including development of railway stations on Build-Operate-Transfer (BOT), Build-Own-Operate-Transfer (BOOT), Build-Lease-Transfer (BLT), etc. or otherwise or any other scheme or project found suitable in and related to the field of railway station infrastructure projects and other ancillary fields that may be assigned to or secured by the Company on its own or through its holding company or subsidiary(ies) including financing of those projects and their services including commissioning, operation, maintenance, etc., as well as marketing, collecting revenues, etc.

1.2.2 Redevelopment works at Anand Vihar Railway Station

As a part of the aforesaid mandate, IRSDC seeks the participation of a private entity for the Redevelopment of Anand Vihar Railway Station including *inter alia* all works related to, or incidental to, or required to be undertaken upon the project site in accordance with the provisions of the Development Agreement, and Applicable Laws, including the commercial development, redevelopment and station development, as required to be undertaken (the “**Project**”) on Design, Build, Finance, Operate and Transfer (the “**DBFOT**”) basis, and has decided to carry out the bidding process for selection of a private entity as the bidder to whom the Project may be awarded. Brief particulars of the Project are as follows:

Name of the Project	Indicative Project Cost (In Rs. cr.) (Cost excluding commercial development)
Redevelopment of Anand Vihar Railway Station	Rs. 200 Crores

The work will be carried out by leveraging the Real estate potential of the identified Railway land.

1.3 Purpose and scope of this Document

This Marketing Plan document provides details on the project related to redevelopment of station requirement, information of project structure, mode and concession period. The document also gives information about the land available for commercial development, applicable norms and bye-laws and overall commercial potential of the project.

2 PROJECT AND SITE APPRECIATION

2.1 Anand Vihar Railway Station

The Project Site is located in eastern quadrant of Delhi, within Planning Zone (Division) 'E' of the NCT, as per the Delhi Development Authority. It lies in proximity of one of the eminent inter-state bus terminals of the city viz. *Anand Vihar ISBT*, catering to a vast citywide population traveling towards the states of Uttar Pradesh, Uttarakhand and Madhya Pradesh. Recently, Northern Indian Railways has commenced operations of the AnandVihar Railway Station in 2010.

The Anand Vihar Railway Station is located adjacent to the Anand Vihar Metro Station and Anand Vihar ISBT, making this area the hub of inter-modal transport in East Delhi; the passengers can easily travel to any part of Delhi alighting from the Anand Vihar Railway Station and availing the city bus services or metro.

Figure 1: Existing Project Site



Figure 2: Anand Vihar Station Building

Anand Vihar Railway Terminal is under the administrative control of the Delhi Division of the Northern Railway zone of the Indian Railways. This station was officially inaugurated on 19 December 2009. The terminal is one of the largest railway stations and will cater to all East-bound trains from Delhi after the second phase becomes operational.

The railway terminal is integrated with the Anand Vihar Inter State Bus Terminal (Vivekanand Bus Terminal) and the Anand Vihar Metro station, thus transforming it into a major transportation hub of Delhi.

There are presently three platforms in Anand Vihar Railway Terminal and two platforms at Anand Vihar Halt which is used for EMU's and also for the passage of long distance trains (such as Sealdah Rajdhani) that do not stop here. The EMU's connect major sub urban towns around Delhi, such as Ghaziabad, Bareilly, Aligarh, Meerut, Saharanpur etc.

There are two subways that connect the platforms of Anand Vihar terminal. The platforms of the Halt are not well integrated with the terminal, causing inconvenience to the passengers. The access to these platforms from the Terminal is through a broken paved path that crosses the tracks. Residents of residential colonies beyond the Railway Station also use this path as a shortcut to reach Road no. 56, the metro station or the ISBT.



Figure 3: Anand Vihar Station



2.1.1 Phases of Development

Phase-I of the Ground + two-storey Anand Vihar railway station was commissioned on 19 December 2009 with three platforms, coach maintenance yard and feeder lines to the Sahibabad Junction.

However regular trains from the station started on 10 March 2010. Gradually some more trains were shifted from New Delhi and other stations to Anand Vihar. A number of EMUs of the Delhi Suburban Railway pass through the station. Along with that several special trains are run from the station to accommodate the heavy rush of passengers.

In the phase II the number of platforms are proposed be increased to seven in total and the terminal will have a capacity to handle over three lakh passengers and as many as 270 trains daily and a new Passenger Reservation system (PRS) with world class facility. Phase II of the Anand Vihar makeover involves linking of this terminal with the original Anand Vihar station (Station code: ANVR) which is a roadside station comprising two platforms serviced by only sub-urban trains.

3 PASSENGER GROWTH AND DEMAND ASSESSMENT

3.1 Traffic Analysis Report Background

This chapter briefly discusses the passenger growth and traffic demand assessment numbers for the station in the future years to come.

3.2 Demand Assessment

3.2.1 Passenger Load at Station

Based on growth rates estimation, station pax load for the forecast years at Anand Vihar station is presented in the tables below. The total passenger load and footfall at the station have been computed for both Anand Vihar Terminal and Halt Stations. Total footfalls include all passengers, visitors, staff and vendors.

The Halt Station includes platforms for EMU and through trains.

Table 3-1: Total Pax load at Anand Vihar Station (Terminal + Halt station)

Year	Station PAX load	
	Pax/day	Peak pax
2013	76,110	8,372
2019	97,291	10,702
2025	123,549	13,590
2032	163,228	17,955
2038	206,336	21,372

Table 3-2: Total Footfall at Anand Vihar Station (Terminal + Halt station)

Year	Station Footfall	
	Pax/day	Peak pax
2013	95,137	10,465
2019	118,412	13,025
2025	147,008	16,171
2032	189,764	20,874
2038	235,849	24,618

The maximum train handling capacity of the station has been taken into account for estimating the ultimate handling capacity (pax) of the station. Currently, on an average Anand Vihar station handles 14 trains /day. It is expected that to decongest New Delhi and Old Delhi station, trains would be diverted at Anand Vihar Station. At present there are 3 platforms for the main station and 2 platforms for the halt (EMU) station. A total of 11 platforms have been planned as future expansion.

As per the assessment done by railway experts, total 118 trains could be handled at Anand Vihar in peak situation. The peak hour handling capacity on the all tracks will be 11 trains/hour in each direction. As per this capacity, station will be able to service passenger load up to year 2038. The details of the peak PAX and the ultimate PAX handling capacity of the station is presented in table below:

Table 3-3: Maximum Train Handling PAX Capacity

Train Category	Pax/hr	Pax/day
Long Haul	3,257	47,991
EMU	5,011	57,570
Terminating	13,104	104,832
Ultimate peak capacity of station	21,372	
Ultimate/day capacity of station		210,393

4 AREA FOR COMMERCIAL DEVELOPMENT

4.1 Commercial plot areas

The commercial plot areas that would be given to the developer for commercial development and operations have been marked as shown in the following figure. The detailed drawing is also attached as an annexure to this report.

As shown in the figure, 3 plots have been carved out for commercial development with approximate areas of 47,750sqm, 10,160sqm and 18,600sqm respectively.

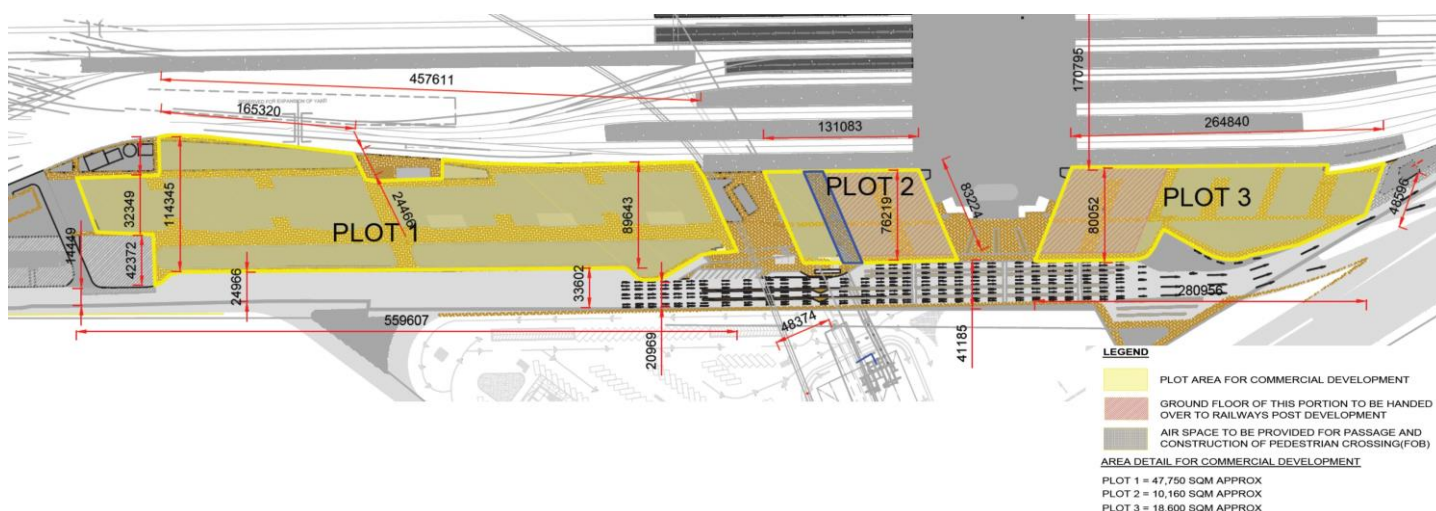


Figure 4-1: Location of possible commercial sites

4.2 Development Strategy

4.2.1 Estimation of Commercial Development

With availability of FSI of 1 for the entire 56.7 hectare of plot, the construable area in terms of Master Plan Development (MPD) 2021 guidelines is 5.67 lakhs sqm. Out of the total 5.67 lakhs sqm, 30% can be used for commercial purposes i.e. 1.701 lakhs sqm based on MPD 2021 guidelines. The table below presents the estimation of total area that can be developed for commercial purposes as per the MPD 2021 guidelines:

Table 4-1: Permissible area for commercial development as per MPD 2021

Particulars	Permissible FAR	Area
Total Land at Anand Vihar Station		56.7 hectares (61,03,131sqft)
Area under building (Passenger accommodation + Commercial usage)	30% of total land	18,30,939 sqft
Floor area that can be utilized for Passenger Accommodation	15%	

4.2.2 Impact of ToD guidelines

Ministry of Urban Development (Delhi Division) has made certain modifications in the Master Plan for Delhi – 2021 with effect from the date of publication of the Notification in the Gazette of India, i.e. 14th July, 2015. In the said Notification, Clause 3.3.2 – Policy for Development Scheme concept of Transit Oriented Development is included. The policy guidelines for TOD indicate that an FAR of 2.5 to 4 may be permitted. However the detailed regulations and implementation mechanism regarding the TOD policy are yet to be finalized by DDA. The policy guidelines also mention that the increased FAR for identified TOD areas shall be permitted by DDA on a case to case basis, based on the proposals and site conditions.

Since implementation mechanism of this TOD Policy is not yet firmed up and is still to be published, it is pertinent to understand the possible issues and site specific impediments.

Any increase in FAR/ FSI approved by the authorities, shall be dealtwith as per the current provisions under approved Model Development Agreement which would be part of RFP document.

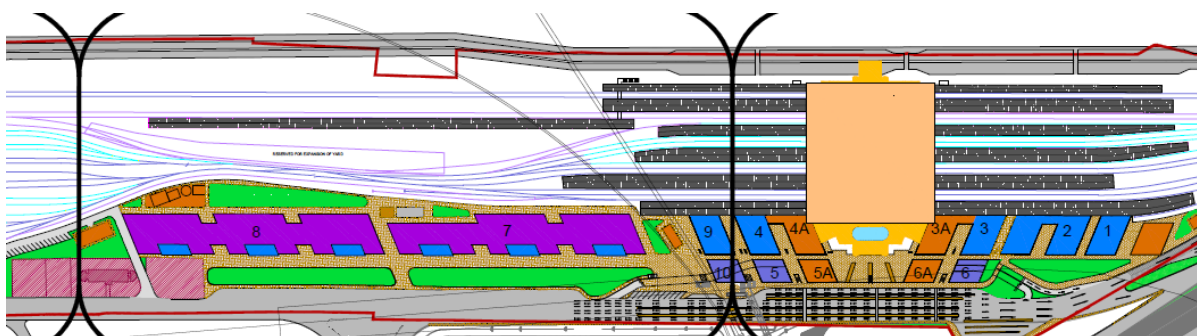
4.2.3 Indicative Product Mix

Based on broad level assessment an indicative product mix is provided; a product-mix consisting of retail, office and hotel may be possible. The developer shall be free to develop as per his assessment under the applicable norms and bye-laws.

The table below provides the broad details of the product mix and their respective areas and use

Table 4-2: Commercial Area Statement

Building No.	Floors	Total Built-Up (Sqft)			
		Hotel (sqft)	Retail (sqft)	Office (sqft)	
1	G+9	88479	24,031		1,12,511
2	G+5		92,490	36,996	1,29,486
3	G+5		10,923	39,324	50,247
4	G+5		10,923	39,324	50,247
5	G+1		6,379	-	6,379
6	G+1		6,379	-	6,379
7	G+9		3,51,421	2,98,708	6,50,130
8	G+7		3,82,716	2,29,630	6,12,346
9	G+5		54,617	10,923	65,540
10	G+1		12,757	-	12,757
3A	G+5		12,119	48,477	60,597
4A	G+5		12,119	48,477	60,597
5A	G+1		6,379	-	6,379
6A	G+1		6,379	-	6,379
Total (sqft)		88,479	9,89,633	7,51,860	18,29,973

Figure 4-2: Location of Buildings as per designed Master Plan


The areas shown above are the Built-Up area as per the Master Plan of Delhi 2021.

Table 4-3: Summary of Built-Up area and Super Built-Up area

Commercial Component	Built-Up (sqft)
Economy Hotel	88,479
Retail Space	9,89,633
Office Space	7,51,860

Total Commercial

18,29,973

4.3 Envisaged Project Structure

The developer shall develop the entire project including the station redevelopment and commercial development. The developer shall be responsible for station operations for a period of 5 years post construction. After 5 years the station operations shall revert to Indian Railways. The commercial area is envisaged to be operated by the developer for a concession period of 45 years (including construction period). For detailed terms and conditions of the concession please refer to RFP documents.