

PLACEMENT BROCHURE

2022-24



DEPARTMENT OF
TRANSPORT
PLANNING



योजना तथा वास्तुकला ववद्यालय वल्लिी
School of Planning & Architecture, New Delhi
An "Institution of National Importance" Under an Act of
Parliament (Ministry of HRD, Govt. of India)

About the School

The School of Planning and Architecture had a modest beginning in 1941 as a Department of Architecture of Delhi Polytechnic. It was later affiliated with the University of Delhi and integrated with the School of Town and Country Planning which was established in 1955 by the Government of India to provide facilities for rural, urban and regional planning. On integration, the School was renamed as School of Planning and Architecture in 1959. Recognizing the specialized nature of the fields in which the School had attained eminence, in 1979 the Government of India, through the then Ministry of Education and Culture, conferred on the School of Planning and Architecture the status of "Deemed to be a University". With this new status, the School broadened its horizon by introducing new academic and extension programs and promoting research and consultancy activities. It was recognized as "An Institute of National Importance under an Act of Parliament" in 2015.

"The School is a specialized University, the only one of its kind, which exclusively provides training at various levels, in different aspects of human habitat and environment. The School has taken lead in introducing academic programs in specialized fields both at Bachelor's and Master's level, some of which are even today not available elsewhere in India. The School, in striving for excellence, has always been in the lead in extending education and research to new frontiers of knowledge. Human habitat and environment being the basic concern of the School, the spectrum of academic programs is being continuously extended by providing programs in new fields and emerging areas for which facilities are not available, as yet anywhere else in the country"





Message from Director

The School of Planning and Architecture, Delhi (SPA D) is an apex premier educational institution imparting education at the undergraduate, postgraduate and doctoral levels in architecture, planning and allied fields. It is an Institute of National Importance under an Act of Parliament, Ministry of Education, Government of India. The school has 12 departments of studies and has been in existence for over 75 years now.

SPA Delhi has a rich legacy of nurturing creative and innovative minds who have left their indelible mark on the architecture and planning world. Our institution has always stood at the forefront of architectural and planning education in India, consistently producing graduates who excel in their fields. Our rigorous academic programmes are designed to empower students with a strong foundation in architectural and planning principles, while also encouraging them to think critically, creatively, and sustainably. Our world-class faculty members bring abundant knowledge and experience to the classroom, while preparing the students to meet the challenges of the real world. The success stories of our alumni, both in India and abroad, is a proof of our collective efforts. Many of them have gone on to become renowned architects, planners, thinkers, and leaders in their respective fields.

As the Director of the School of Planning and Architecture, Delhi, I am pleased to extend a warm and enthusiastic welcome to all potential employers and the bright minds of the architectural and planning world. I invite all recruiters to explore the talents of our students and witness the innovative solutions they can bring to your organizations. Your participation in our placement program is not just an opportunity to find exceptional talent but also a chance to contribute to the growth and development of the architectural and planning world.

Prof. Dr. Yogesh Singh
Director
and Vice-Chancellor, University of Delhi



Message from Faculty Incharge for Placement

SPA New Delhi is an institute which has always strived for excellence in teaching. The systematic exposure of our students to the strong fundamentals of various subjects enables them to align themselves in accordance with the ever-changing demands of the profession. The rigorous course work, and participation of our students in competition projects, research programmes and extracurricular activities, develop their analytical as well as leadership abilities.

The institution gives immense exposure to students to gain the best technical knowledge from experienced and specialized faculty, and also by facilitating learning through various guest lectures, seminars and workshops. The students from 10 Post-graduate programmes (Master of Urban Planning, Master of Transportation Planning, Master of Housing, Master of Regional Planning, Master of Environment Planning, Master of Architectural Conservation, Master of Urban Design, Master of Industrial Design, Master of Landscape Architecture and Master of Building Engineering and Management) and 2 Undergraduate programs in Bachelors of Architecture and Bachelors of Planning, are fully equipped to enter the profession with talent radiating from each individual. SPA New Delhi takes pride in working closely with the recruiters and constantly strives for making this interaction mutually rewarding. On behalf of SPA New Delhi, extend a very warm welcome to all the recruiters for the placements and look forward to a profound, and robust relationship.

Dr. Jatinder Kaur
Faculty Incharge (Placement), Associate Professor

Message from Head of Department

As economist Colin Clark pointed out, transport can be a maker or breaker of cities. Today, we increasingly witness transport taking centre stage in contributing towards sustainability of cities and quality of urban life. The two-year Master of Planning (with specialisation in Transport Planning) programme offered by the Department of Transport Planning prepares and sensitises students in playing a pivotal role in shaping cities and regions based on sustainable, inclusive, and smart mobility principles.

The curriculum is designed to enable learning through a wide range of theory subjects that students can apply further in field-based studies that include preparation of Outline Development Plan, Comprehensive Mobility Plan, Transport Planning/Engineering themed studies. The studios train them in design and conduct of surveys, data analysis and understanding of issues and challenges, mathematical modelling for transport demand projections using latest software, preparation of Plans/design solutions along with financial and economic implications. While the first three semesters build skills in team-work coordination and communication, the final semester puts students through the rigour of carrying out independent research. Besides the core faculty, the Department constantly invites and engages with experts from the industry and the international academia. I am confident that the skills, knowledge and values gained by our students will be an asset to any prospective employer / organisation engaged in the transport sector. The current batch of students is an enthusiastic and bright one, excelling in academic and co-curricular activities. My best wishes to them in all their future endeavours.

Dr. Chidambara

*Head & Associate Professor
Faculty-in-charge (TP), Placement
Department of Transport Planning
chidambara@spa.ac.in*



About the Department

The Department of Transport Planning is one of the department of studies for research and training in the field of urban and regional transport planning, design and management at SPA. It offers Ph.D. and Masters in Transport Planning Courses. It is the only department of its kind in the country, having trained nearly 700 professionals since its inception in 1969. The Department, over the last five decades has developed expertise in various fields of transport such as urban and regional transport planning, mobility management, land use transport planning, transport policy, public transport and NMT planning, logistics and distribution, traffic engineering and design, etc. while emphasizing on aspects of sustainability, low carbon mobility, and inclusion. The Department also offers training programmes besides conducting sponsored research activities and undertaking consultancy assignments. It has three Centres of Excellence namely Centre for Urban Freight studies, Centre for Road safety and Centre for Shared & Electric Mobility respectively. The graduands from the department are serving and hold prestigious positions in various government, private industry, thinktanks, non-profit sector, bi-lateral funding agencies and multi-lateral development banks within and outside the country.

Our Faculty



Prof. Dr. Sanjay Gupta
Professor of Transport Planning

Ph.D, M.T.P., M.Sc.
FITP, MCILT (UK), MTPS (U.K),
MWSTLUR, MIATBR, MIUT, MIRT,
MIRC

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Professor of Transport Planning

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Dr. Bhaskar Gowd Sudagani
Assistant Professor

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Dr. Pankaj Kant
Assistant Professor (Contract)

Ph.D., MSc(Eng), M.Plan, B.Arch
CIHT, AITP, CoA

pankaj179phd17@spa.ac.in

Sectors

We are trained to meet professional requirements of Town Country Planning Organizations, Development Authorities, Research Institutions, Transit Operations agencies, Multilateral funding agencies, Advisory services, fast growing Consultancy Organizations in Public and Private sector.

Focus Areas

- Comprehensive Transport studies
- Transport Modelling
- Transit System Planning Operations
- First Last Mile Connectivity
- Urban Freight Logistics
- Traffic Engineering and Road Safety
- Transport Infrastructure Design
- Sustainable, Low Carbon Mobility
- Intelligent Transport Systems
- Economic and Financial Appraisals
- Policy formulation
- Research

Previous Recruiters



Skillset

PLAN PREPARATION

Comprehensive Mobility Plans, Land Use Transport Integration, Aerotropolis Airport Planning, Urban Freight Mobility Plans, Outline Development Plans, Transport System Management Plans, Integrated Public Transport Plans

DESIGN TRAFFIC ENGINEERING

Traffic Operations, Design of Intersections, Interchanges, Roundabout Rotary, Geometric Design, Transit Facility, Bus Terminals, Integrated Freight Complex, Transport Nagar, Parking Facility, NMT Pedestrian Facility

STRATEGIES, PROJECT MANAGEMENT FEASIBILITY STUDIES

Policies Programs, Project Management, Infrastructure Development strategies, Financial appraisals, Techno Economic Feasibility Studies, Costing

Soft Skills

- Multi disciplinary professionals
- Impressive research and analytical skills
- Leaders in coordination and communication & Team Management
- Masters in adapting work culture and team management
- Swift switching; result or process oriented
 - Innovative, composed and reliable
- Amalgamated with theory, practice and confidence
 - Value of time, space, people and their ideology
- Quality service pacing with deadline
 - Passionate for growth and change

Software Skills



PTV

VISUM

PTV

VISSIM

Course Structure

The 2 years Master of Planning (M. Plan) program is designed to inculcate holistic understanding of various facets of Human Habitat Planning with specialization in Transport Planning.

The program covers identification and analysis of problems, issues and constraints in urban and regional transport planning, Design, Economics, Management and Policy interventions for Sustainable Development

Semester 01

- Planning Techniques
- Socio-economic base for Planning
- Infrastructure & Transport Planning
- Housing & Environment Planning
- Planning history & theory
- Geo-informatics in Planning
- Demography & Statistics

STUDIO

- Area Appreciation
- Site Planning
- Outline Development Plan

Semester 03

- Applied Quantitative Technique and Software Application
- Transport Infrastructure Design
- Intelligent Transport System
- Logistics and Urban Freight
- Engineering Economics
- Analytical Transport Planning
- Institutional Elective

STUDIO

- Planning Studio
- Engineering Studio

Semester 02

- Urban Transport Planning
- Public Transport Planning
- Transport Economics
- Traffic Engineering
- Road Safety and Environment
- Studio Lab

STUDIO

- Comprehensive Mobility Plan

Semester 04

- Transport Policy & Institutional Framework
- Planning and Design for Universal Accessibility
- Public Transport and City Development

STUDIO

- Research/Thesis

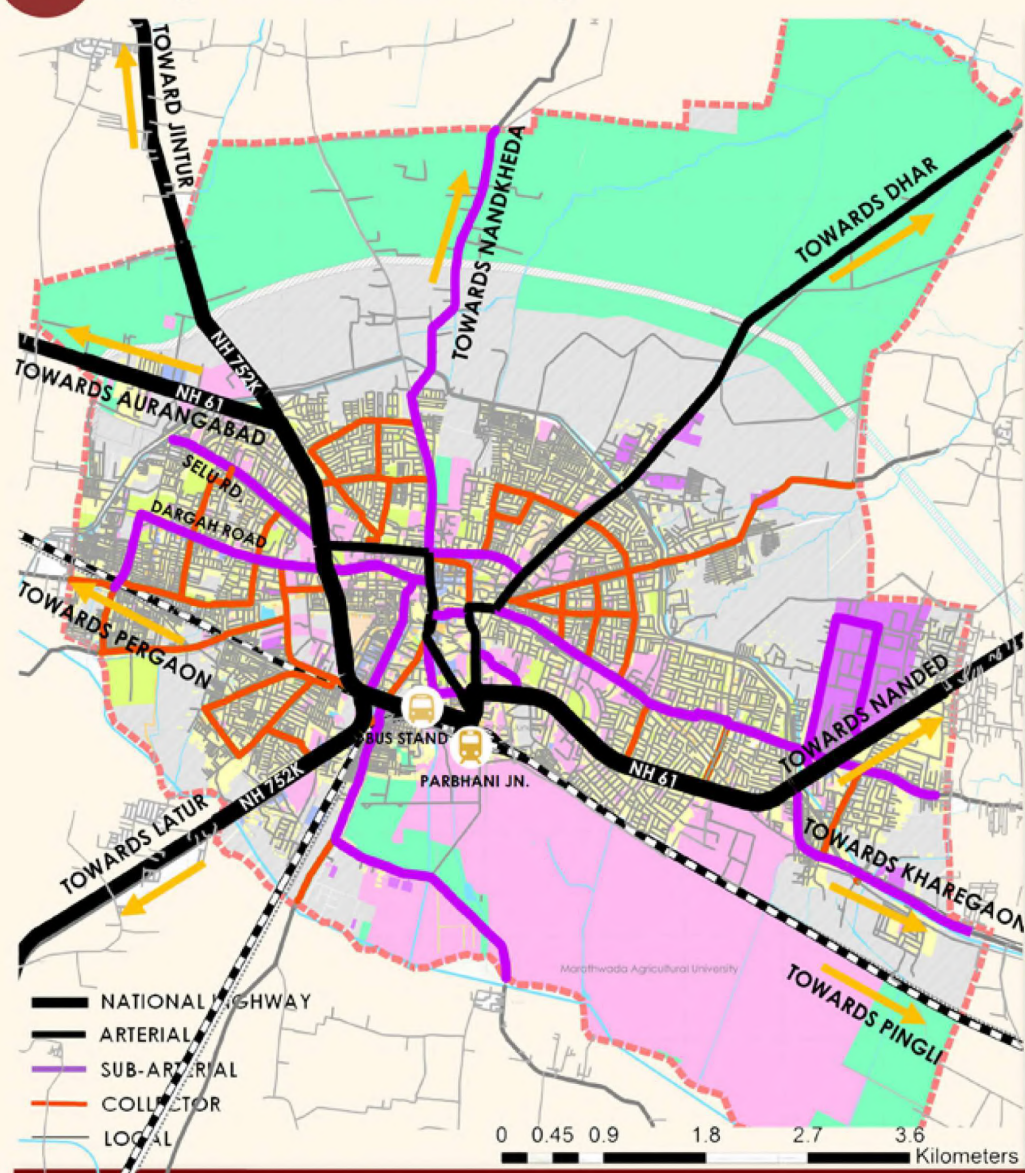
Outline Development Plan, Parbhani-2042

To study and analyze the existing city and regional connectivity of Parbhani and thereby meet the projected travel needs of people and freight.

The city of Parbhani being in the centre of the Marathwada region, has a regional connectivity network cutting across. It is located at the intersection of NH-61 (Nirmal - Kalyan) and NH-752K (Jintur-Bhalki). The two national highways connects Parbhani to the other districts in Marathwada region.

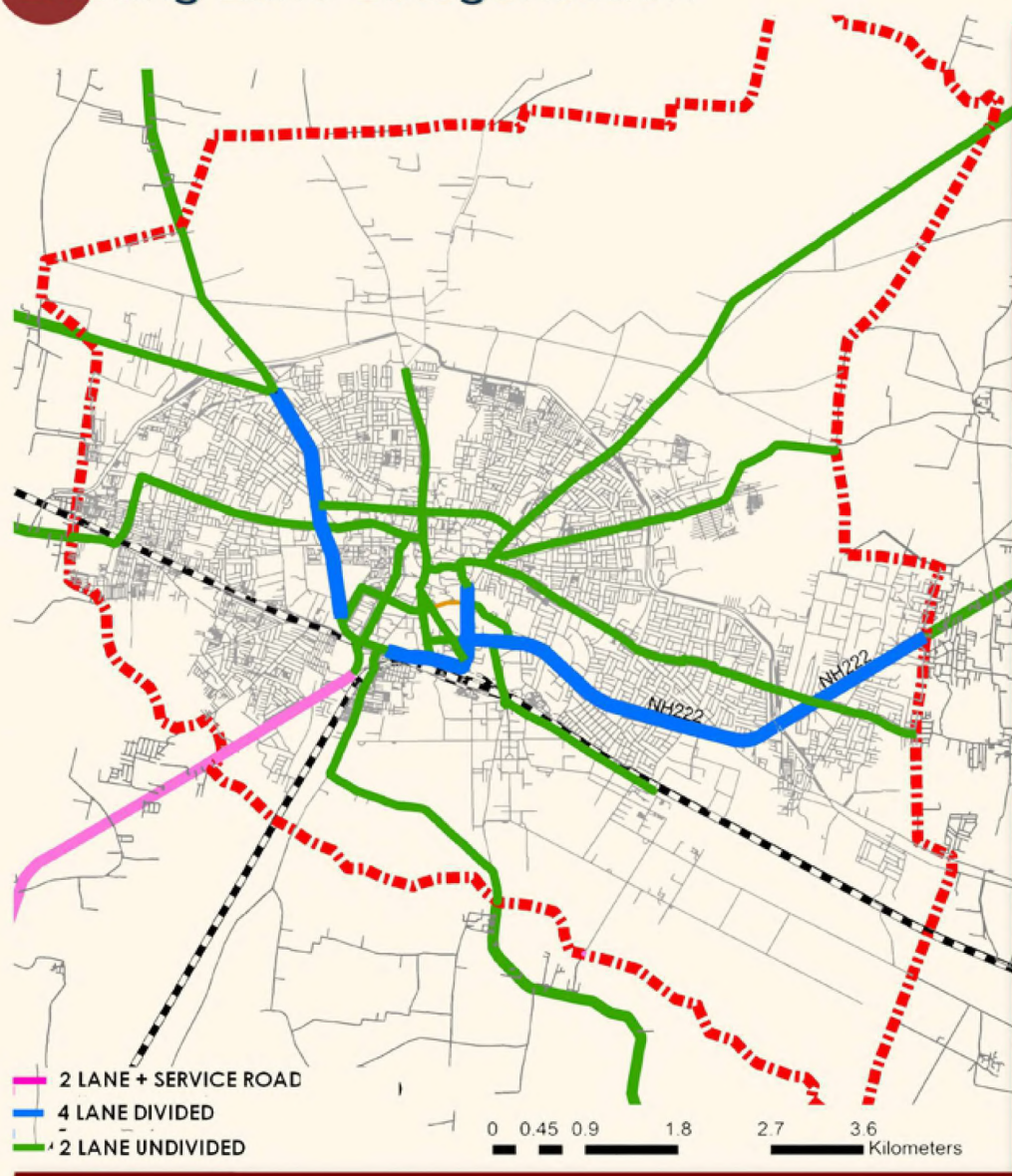
Prominently, NH-61 connects the city to Bid, Hingoli and Nanded horizontally.

Existing Road Hierarchy



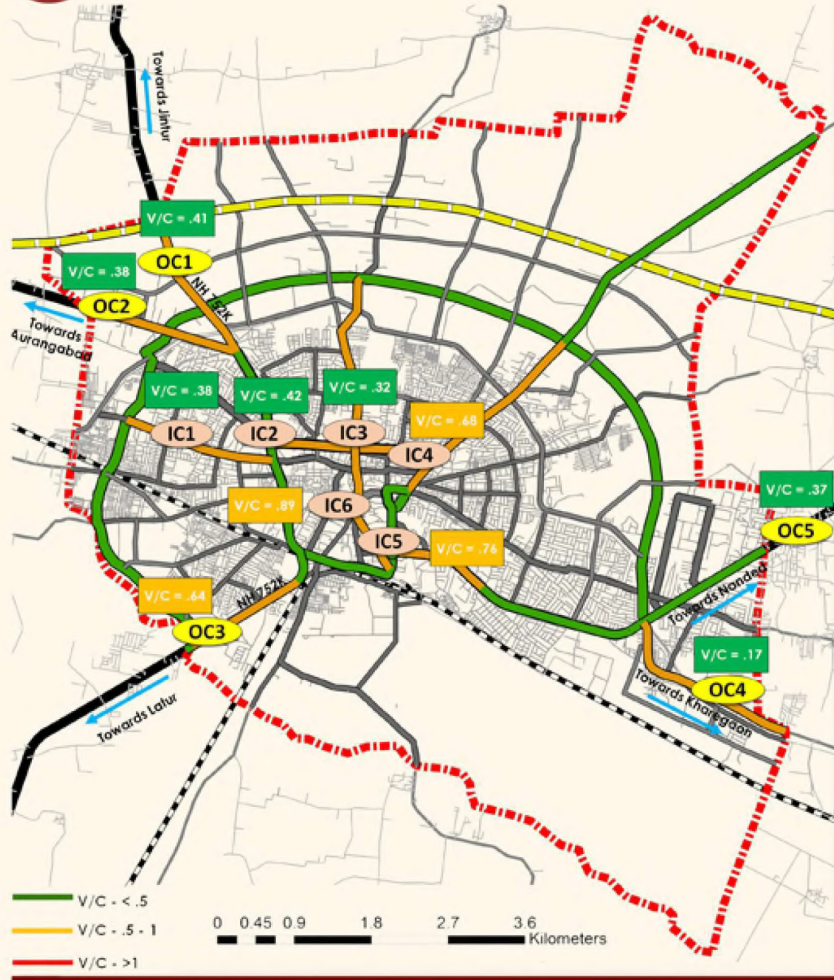
The road network of Parbhani city having semicircular ring-radial form is a major factor in governing the direction of the city. The inner ring road circumscribes city centre. NH-61 and NH-752K originating from the city centre, move in North-west and South-east direction and so does the railway line, complementing the direction of the road.

Existing Lane Categorisation

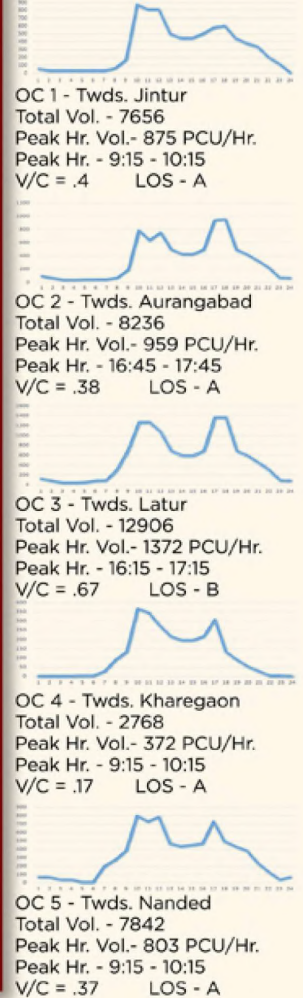
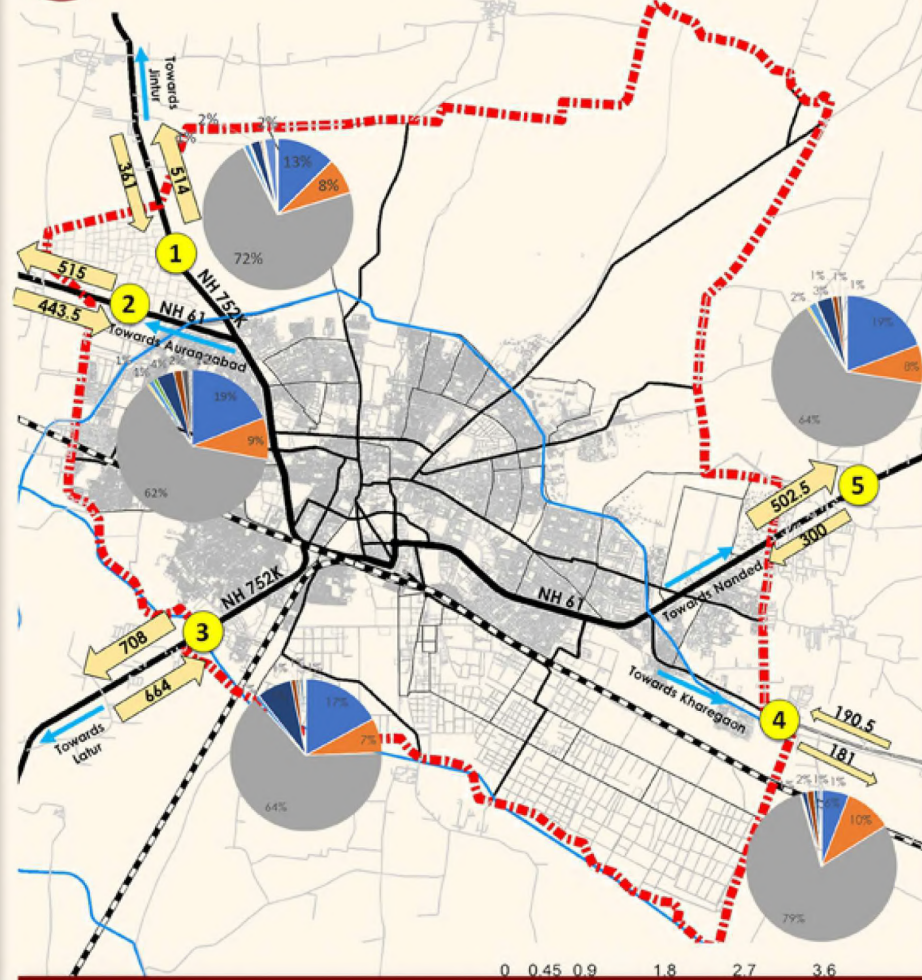


The continuity of the ring radial road pattern of Parbhani city is broken and major links are missing between inner and outer ring, as a result the arterial roads aren't connected at certain locations, diverting traffic towards the city core. The ROW of roads as per hierarchy is less than the specified value in IRC codes and therefore reduces the efficiency of the road network.

Existing V/C Ratio

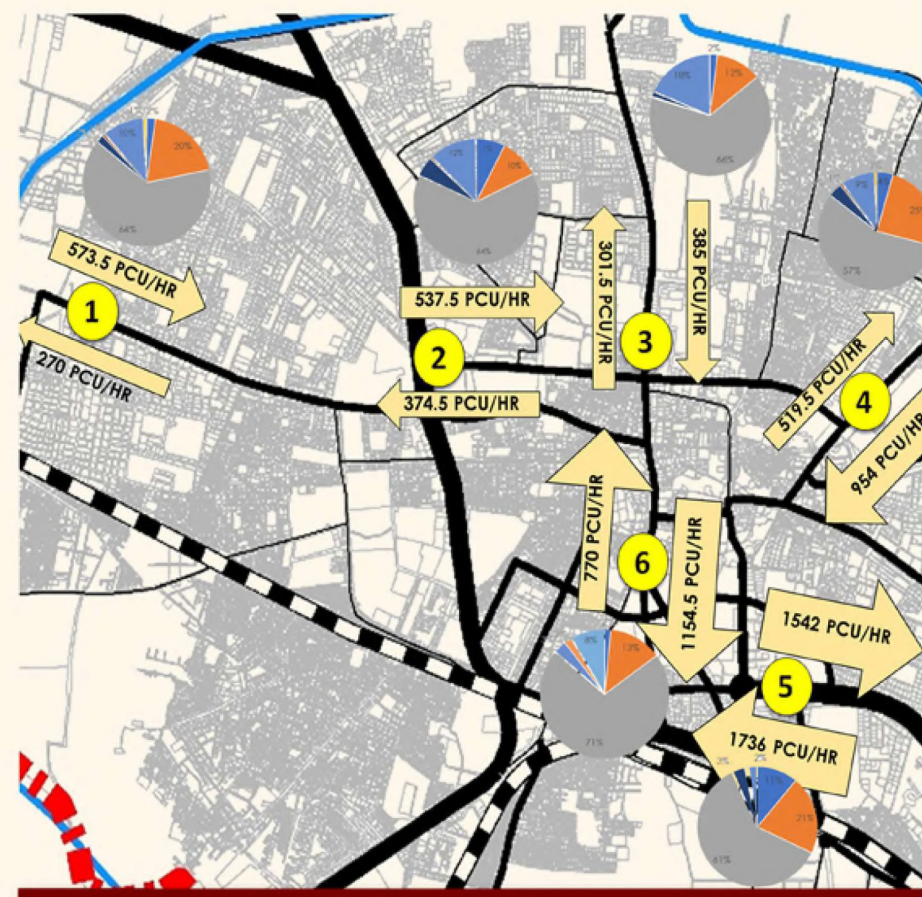


TVC at Outer Cordon Points

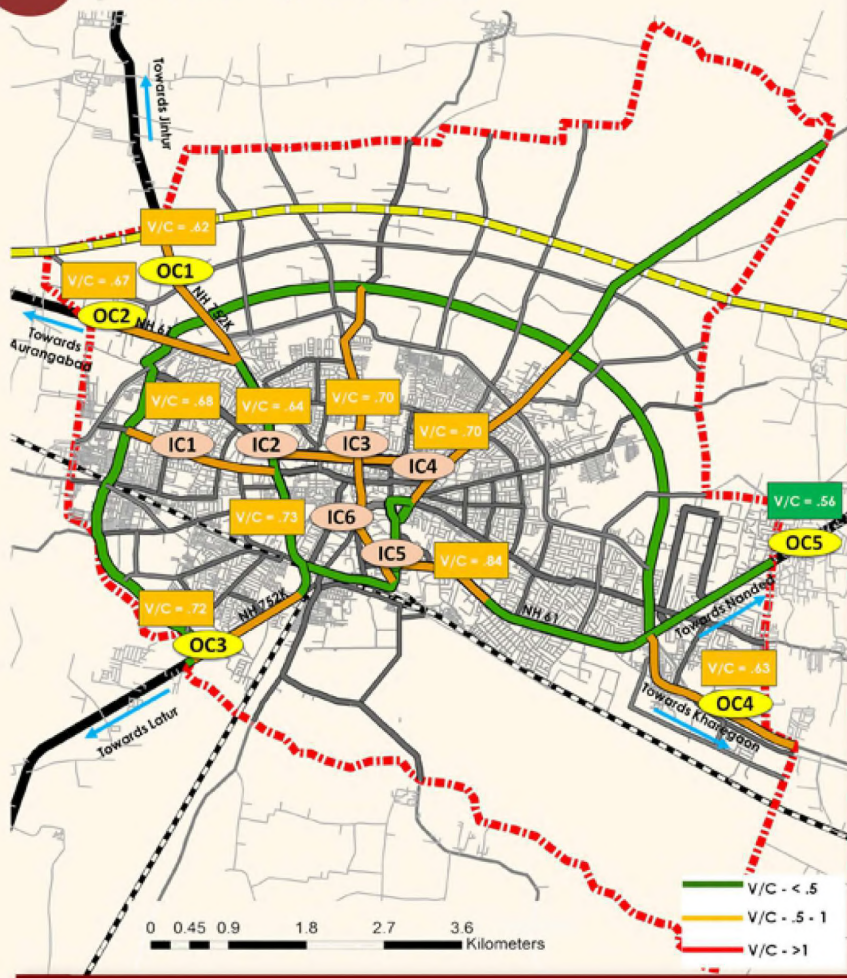


CORDON POINT	PRESENT SCENARIO (2022)			DO NOTHING SCENARIO (2042)		
	PEAK HOUR VOLUME (PCU)	V/C RATIO (2022)	LOS	PEAK HOUR VOLUME (PCU)	PROJECTED V/C RATIO (2042)	LOS
OC 1	875	0.41	A	3167	1.48	F
OC 2	958	0.38	A	3470	1.62	F
OC 3	1372	0.64	B	4967	2.32	F
OC 4	371	0.17	A	1344	0.63	B
OC 5	802	0.37	A	2905	1.36	F
IC1	824	0.38	A	1805	1.54	F
IC2	912	0.42	A	2200	1.37	F
IC3	686	0.32	A	1504	1.03	F
IC4	1473	0.68	B	3228	2.21	F
IC5	3278	0.76	C	7183	2.45	F
IC6	1924	0.89	D	4216	2.88	F

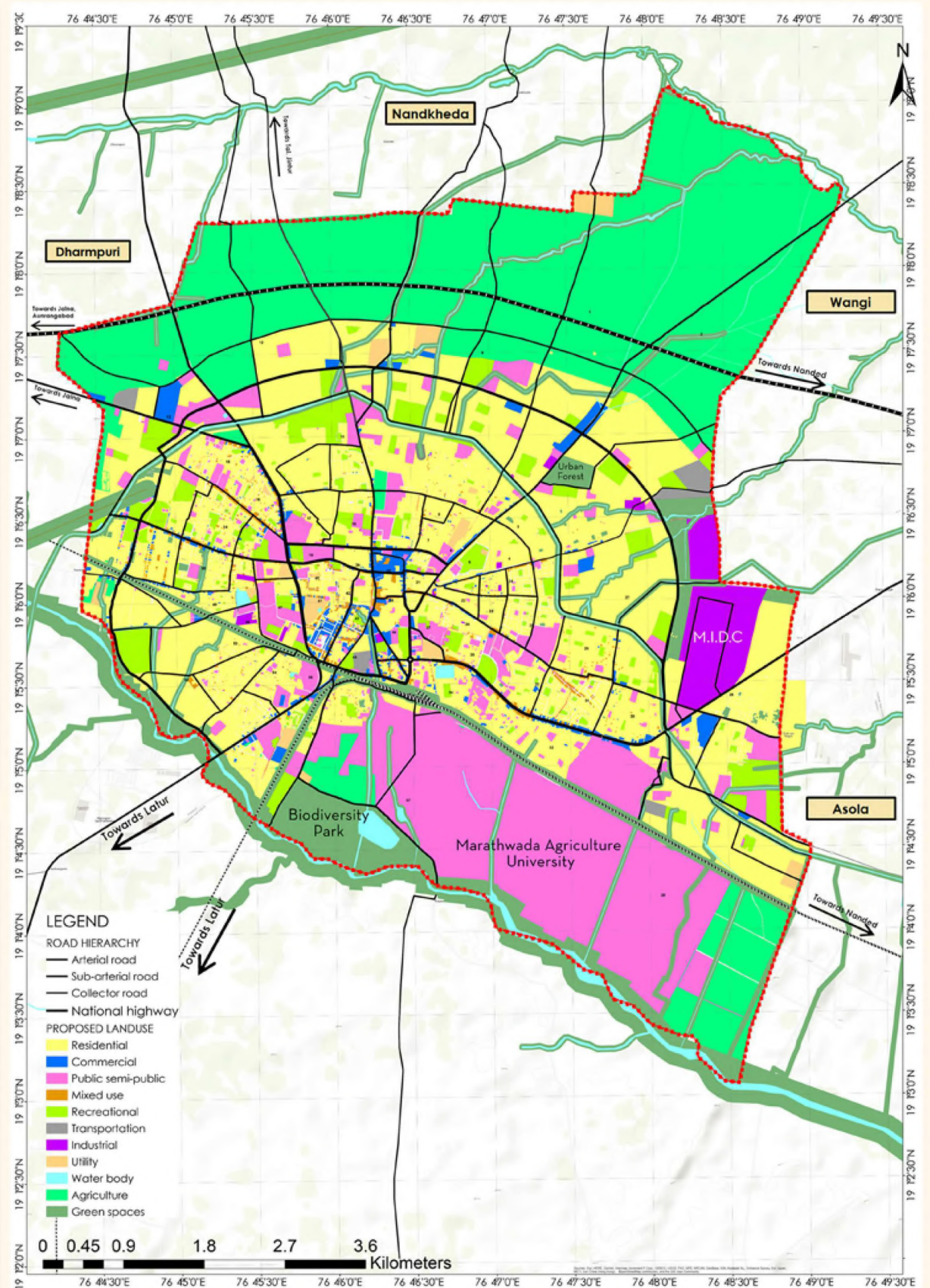
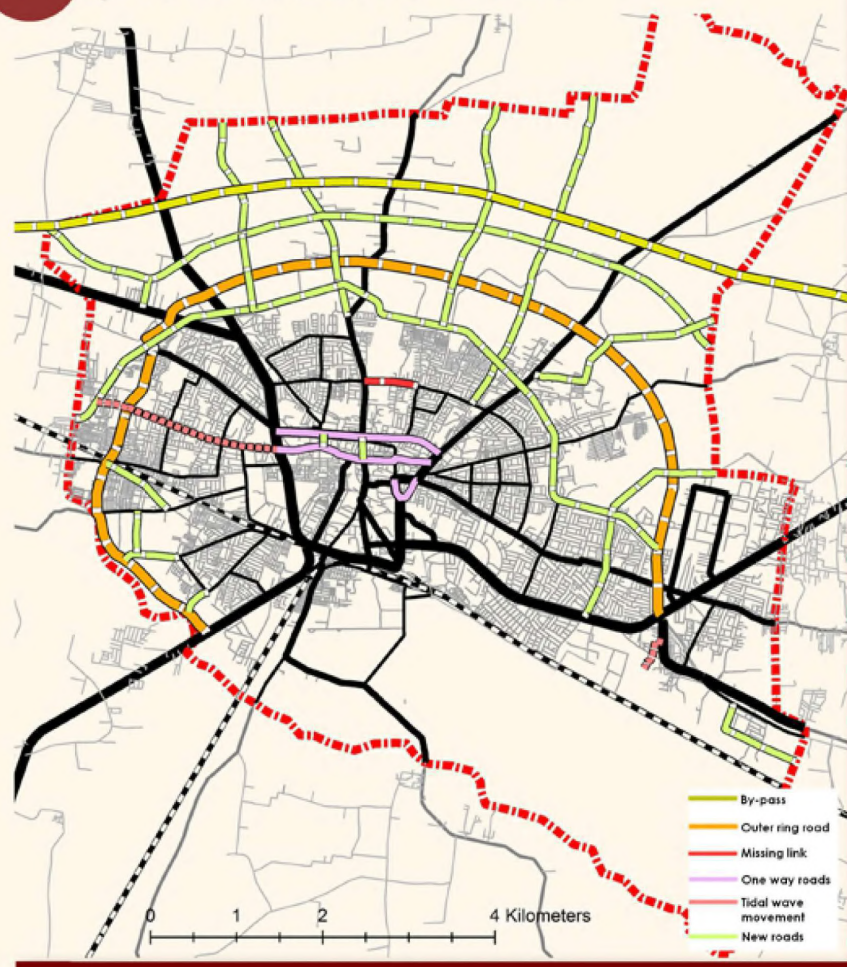
TVC at Mid-Block Points



Projected V/C Ratio



Proposed Interventions



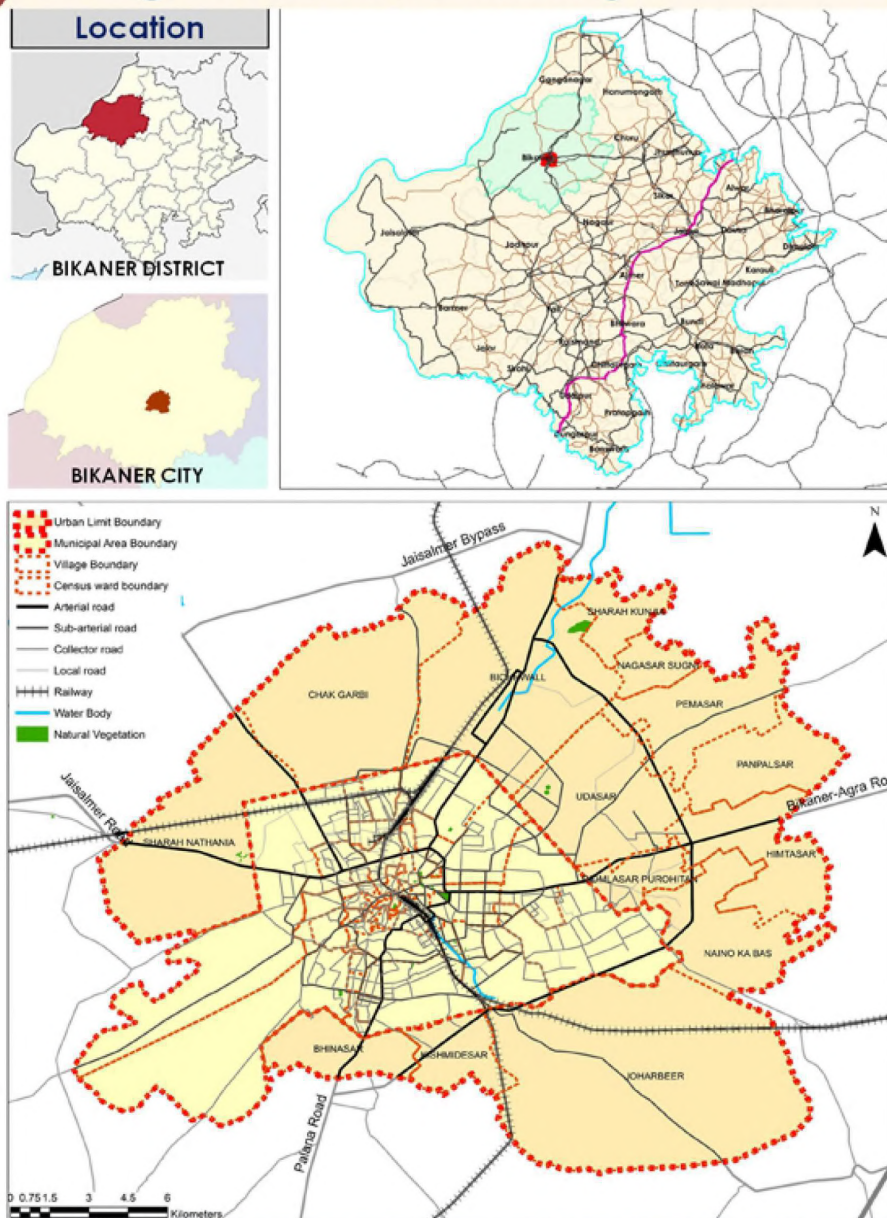
To achieve V/C ratio under 1, various interventions are proposed, namely:

- Road widening of near municipal boundary of Jintur, Aurangbad, Latur, Kharegaon and Nanded
- Introduction of Tidal wave movement on Dargah Road with 3 lane. 2 dedicated to inflow having higher PCU value in peak hour.
- 2 lane - One-way movement on District Jail Rd. and Civil Hospital Rd to regulate traffic flow.
- To decongest CBD area, traffic is segregated as per vehicles, with only IPT being allowed between 9am to 9 pm

Comprehensive Mobility Plan Bikaner- 2043

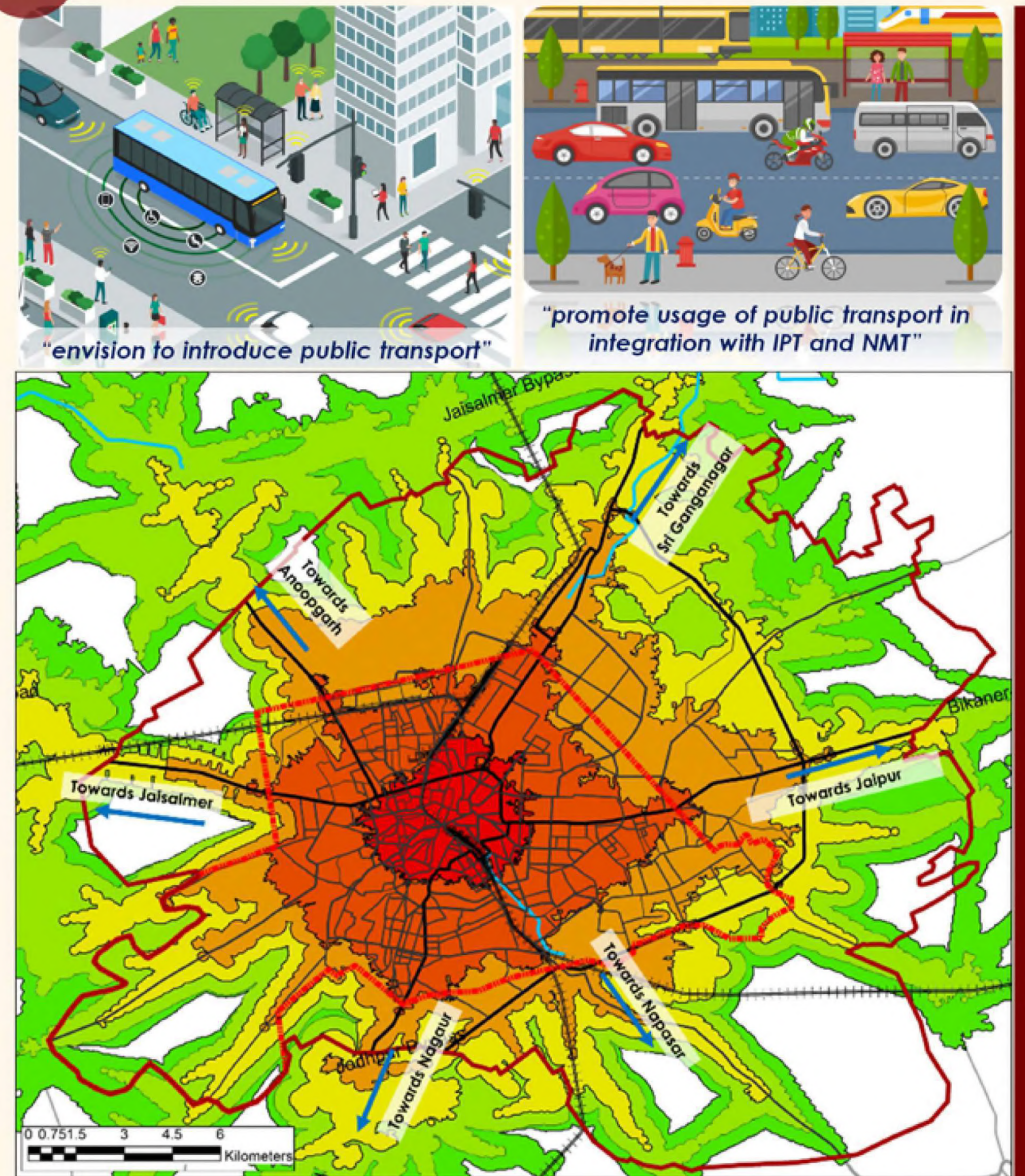
To provide improved mobility for the people of Bikaner with safe, secure, efficient, reliable transport system emphasizing the pre-eminence of public transport, non-motorized transport, & integrating the land use with transport networks.
 To understand the existing transport network, traffic characteristics, travel patterns and transport systems of Bikaner and determine issues and potentials. To develop travel demand model using 4 step transport modelling process.
 To estimate Future travel demand through Population, employment and External Traffic projection for horizon year 2043 and further development of Scenarios.

Existing Road Hierarchy



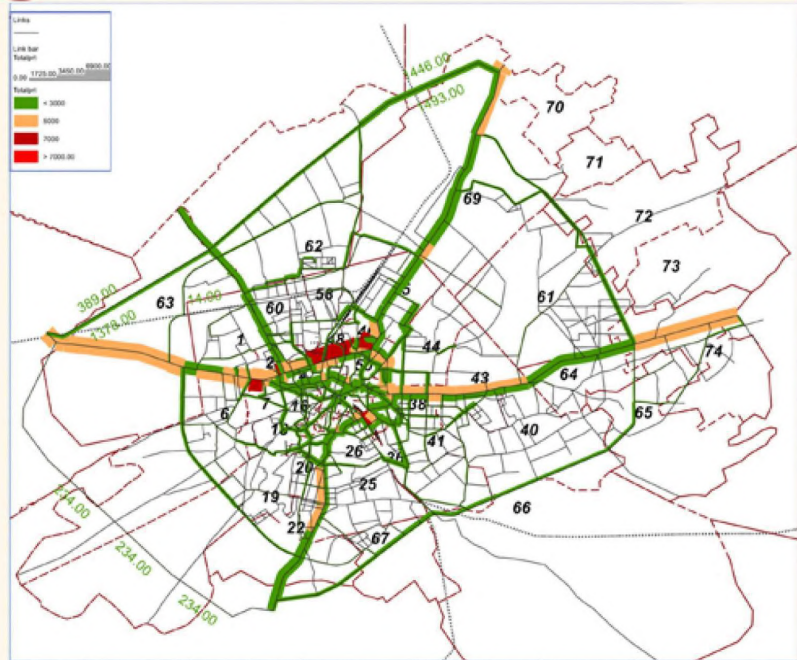
The road network of Bikaner city displays 'Ring and Radial' network pattern. The radial network is formed by the arterial roads, providing connectivity from the centre/ core to different parts of the city. Incomplete rings can be observed which are formed through sub-arterial roads. Jodhpur Bypass Road also acts as ring that allows movement of outer-city traffic such as freight and through traffic from outside the city.

Vision & Travel Time Isochrones



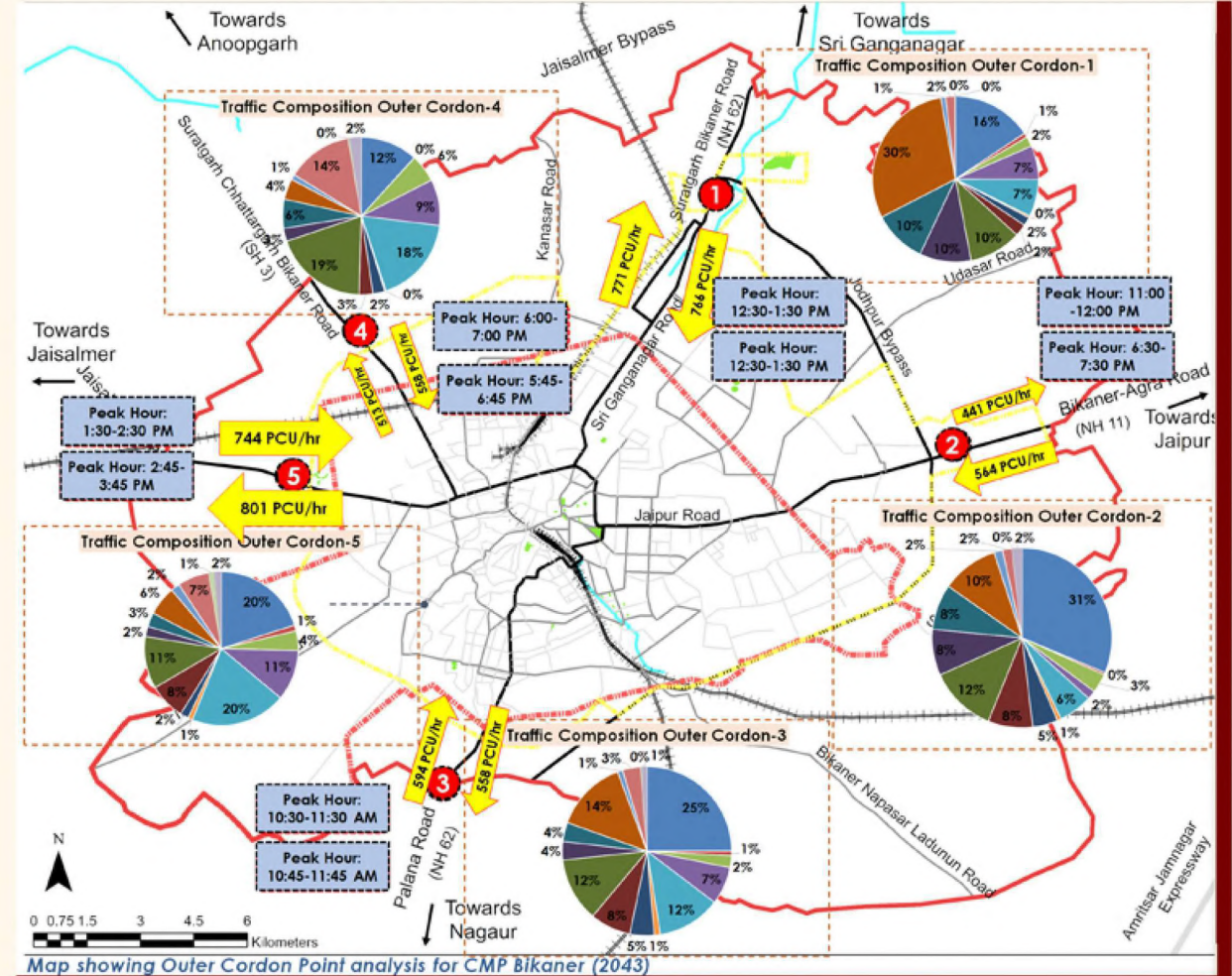
Taking Bikaner Junction as the centre point, travel time isochrone was prepared. The railway line divided the city into two part. The eastern part of the city has planned development, whereas the old city area on western, has developed organically. Maximum distance was travelled in first interval of 5 minutes in North-east direction. This in turn creates domino effect and higher distances are cover in the north east and east direction, with east and north distance being covered in 30 minutes.

Existing V/C Ratio



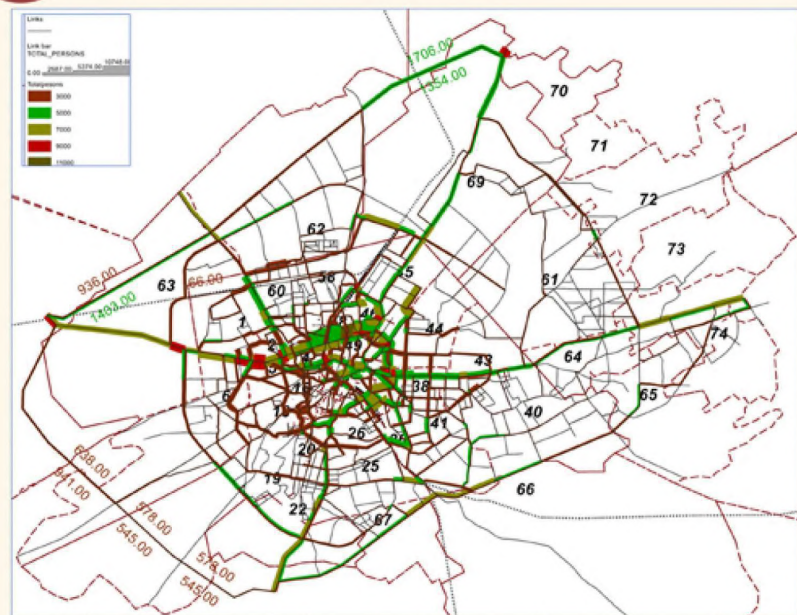
LOS	V/C Ratio	Arterial (in km)	Sub-arterial (in km)	Collector (in km)	Local (in km)	Total Length	% share
A	0 - 0.6	113.94	159.15	318.09	46.75	637.93	94%
B	0.6-0.7	8.78	3.43	1.28	0.44	13.93	2%
C	0.7-0.8	5.74	1.93	1.36	0.31	9.34	1%
D	0.8-0.9	3.01	0.45	1.28	0.34	5.08	1%
E	0.9-1	7.21	0.6	0.7	0	8.51	1%
F	>1	2	0.88	1.26	0	4.14	1%
Total		140.68	166.44	323.97	47.84	679	100%

Traffic Volume Count (TVC) at Outer Cordon Point



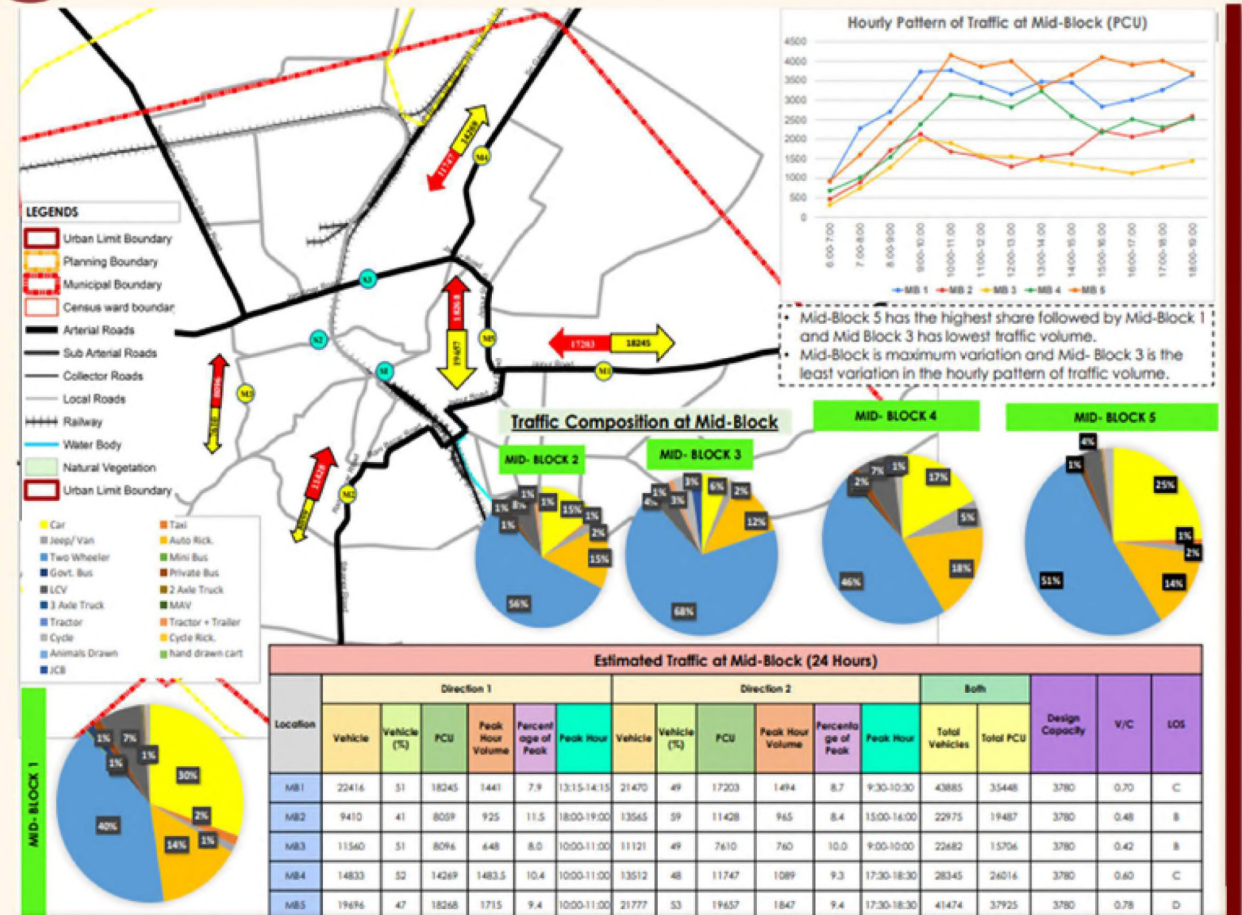
Map showing Outer Cordon Point analysis for CMP Bikaner (2043)

Projected V/C Ratio

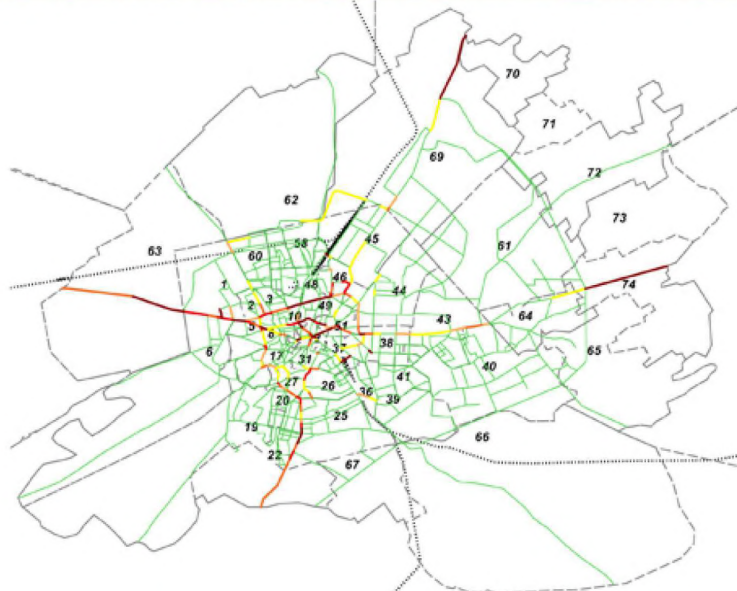


LOS	V/C Ratio	Arterial (in km)	Sub-arterial (in km)	Collector (in km)	Local (in km)	Total Length	% share
A	0 - .6	33.17	92.29	246.8	32.62	404.88	60%
B	0.6-0.7	7.77	15.54	15.87	1.25	40.43	6%
C	0.7-0.8	11.82	15.54	10.52	3.64	41.52	6%
D	0.8-0.9	16.9	4.4	2.27	10.75	34.32	5%
E	0.9-1	16.68	8.03	11.37	1.23	37.31	5%
F	>1	54.35	30.64	29.42	6.6	121.01	18%
Total		140.69	166.44	316.25	56.09	679.47	100%

Traffic Volume Count at Mid-Block Point



Projected V/C Ratio (Post Intervention)



LOS	V/C Ratio	Arterial (in km)	Arterial (in km)	Sub-arterial (in km)	Collector (in km)	Local (in km)	Total	% share
A	0 - .6	24.78	19.21	119.16	206.12	45.22	389.70	86.62
B	0.6-0.7	0.00	10.17	8.05	1.45	1.17	20.84	4.63
C	0.7-0.8	0.00	4.76	1.98	0.42	0.81	7.97	1.77
D	0.8-0.9	0.00	8.97	1.38	1.57	0.34	12.27	2.73
E	0.9-1	0.00	3.61	0.76	1.03	0.00	5.39	1.20
F	>1	0.00	10.43	1.60	1.69	0.00	13.72	3.05
Total		24.78	57.14	132.92	212.28	47.54	449.88	100.00

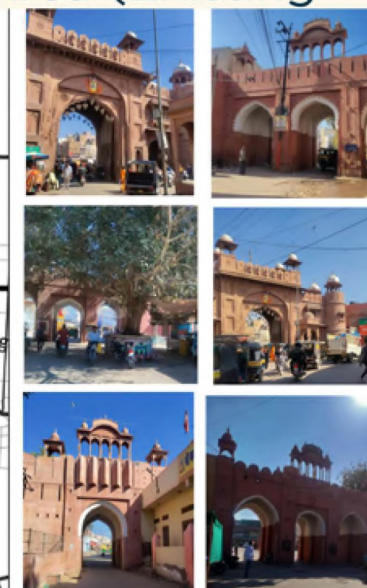
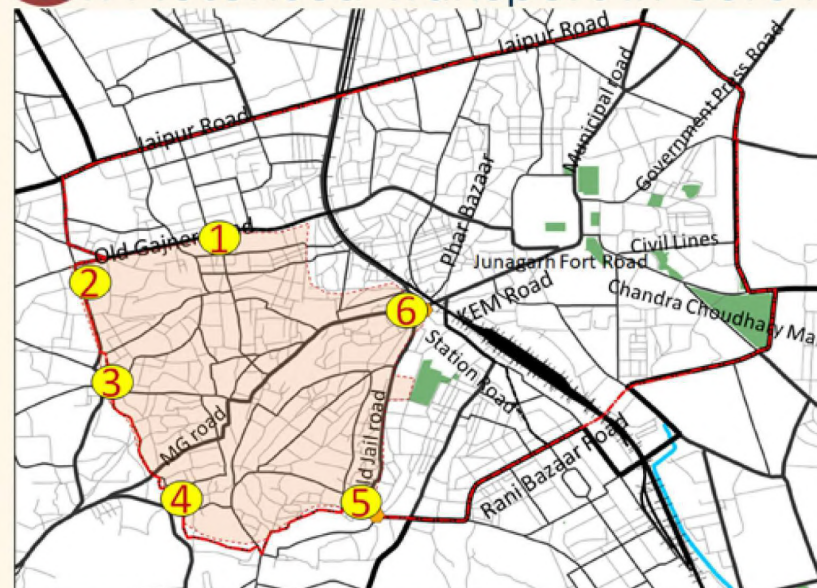
Proposed Pass. trip Assignment (2043)



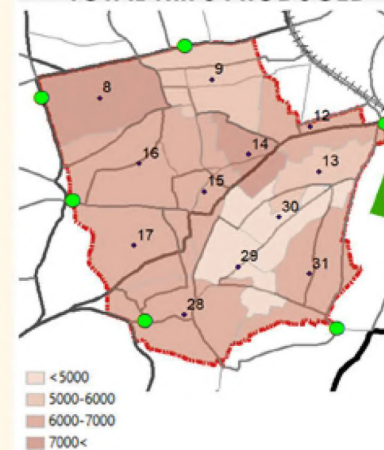
Proposed Vehicle volume for 2043 (In PCUs)



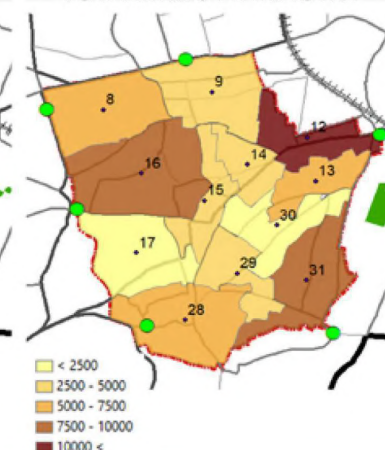
Non Motorised Transport in Core Area (Existing)



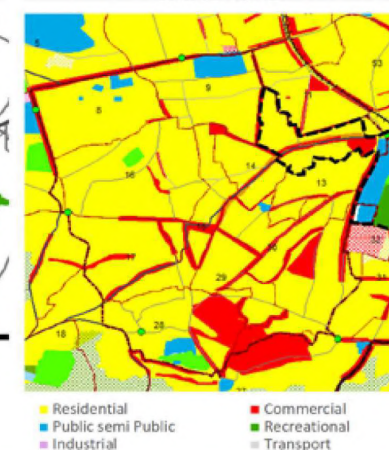
TOTAL TRIPS PRODUCED



TOTAL TRIPS ATTRACTED

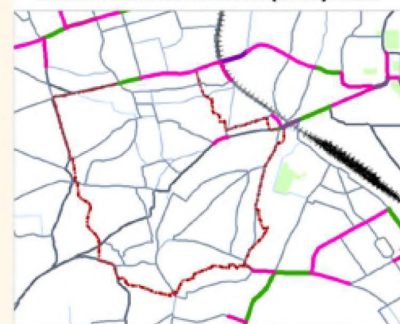


LAND USE



Promoting NMT in Core Area (Post Intervention)

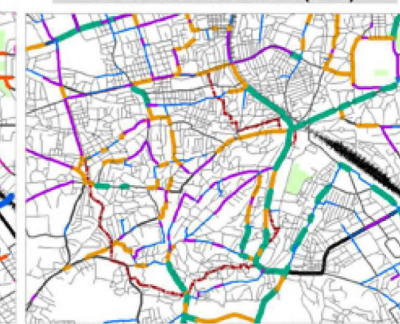
PT & IPT CORRIDOR (2043)



CYCLE TRIPS ASSIGNMENT (2043)

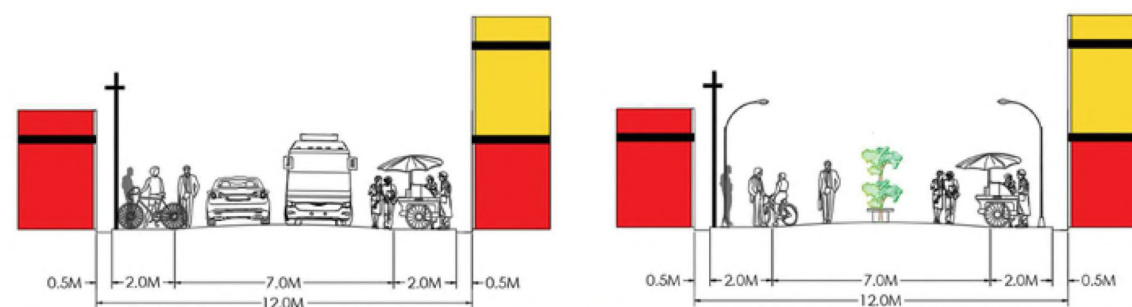


WALK TRIPS ASSIGNMENT (2043)



Existing KEM Road within core Area (2023)

Proposed KEM Road in Core Area (2043)



Walking and cycling are the two most basic modes of transport and also the most sustainable. Provision of appropriate street space and infrastructure for pedestrians can help encourage more people to use these sustainable modes of transport for short and intermediate trips.

DESIGN FOR CONNECTIVITY TO BHOGAPURAM AIRPORT, VISAKHAPATNAM 2043

SEMESTER 3 ongoing studio exercise

Students Working on Design for Connectivity to Bhogapuram Airport

Studio Cordinator: Prof. Dr. Sewa Ram
Reguar Faculty: Dr. Bhaskar Goud Sudagani
Visiting Faculty: Mr. Yash Pal Sachdeva

Aman Kumar
Aman Ullah
Rashi Sharma
Megha Narula

Chitwan S Dhakad
Dharamvir Gayen
Niket S Devkar

Suraj Singh Saini
Sudhir Kumar Verma
Nitin Kumar

Aim

To design the & establish the Road & Transit based connectivity for Bhogapuram Airport from the influence region, using the existing & proposed network system with best possible alignments.

Scope

To design the alignment with cross-sections, station footprint, Ground Access plan for proposed airport and conceptual layout of intersections and interchange with the existing or proposed road & transit system.

Map Showing Existing Landuse and Existing-Transit Connectivity



Objectives

1. To analyze the best possible routes for the development of Road based and transit based network system.
2. To provide better connectivity between proposed Bhogapuram Airport and influence area in the fastest possible way.
3. To prepare detailed design of the network system.

Aspects Covered

Road Connectivity to Bhogapuram Airport, Metro Connectivity to Bhogapuram Airport, BRT Connectivity, HSR Network, Ground Access Plan of Airport and Multimodal Integration

Map Showing Proposed Landuse and Proposed Transit Connectivity



FREIGHT MOBILITY PLAN, VISAKHAPATNAM 2043

SEMESTER 3 ongoing studio exercise

Studio Coordinator: Dr. Sanjay Gupta
 Regular Faculty: Dr. Chidambara
 Contract Faculty: Dr. Pankaj Kant

Students working on Freight Mobility Plan

Ankit Singh	Pooja Vanwe	Swapnil Mishra
Deeksha Singh	Ria P John	Swapnil Thorat
Gauri Kshirsagar	Robvin Singh	Vamshi Banoth
Magan Singh	Rupavath Gayathree	Vibhu Singh
nandini Jain	Shivansh Singh	

Aim

The aim of the study is to develop a Plan for sustainable movement of goods in Vishakapatnam.

Objectives

1. To review global best practices of planning and management strategies of urban freight.
2. To assess the characteristics of freight generating and handling areas in Vishakapatnam. & To understand the supply and demand characteristics of Freight Transport in Vishakapatnam.
3. To carry out demand forecast for Freight Transport in the city for the horizon years 2023, 2043.
4. To develop and evaluate alternate Green freight movement and handling strategies in Vishakapatnam.

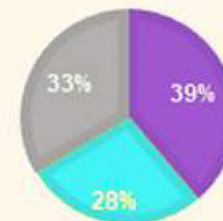
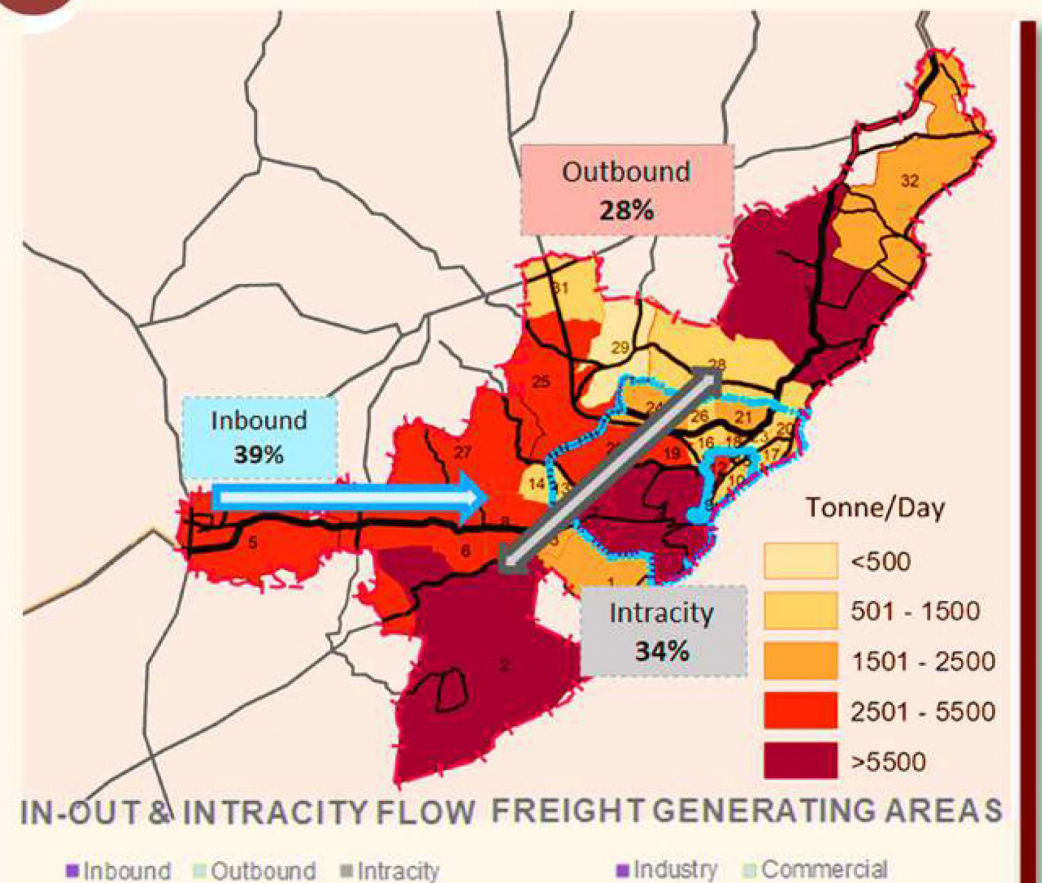
Estimated Base year Freight Generation 2023

		Inbound		Outbound		Total
		Local	Regional	Local	Regional	
Industry	Tonne	8904	27282	4487	24883	65556
	%	14	42	7	38	100
Commercial	Tonne	4659	7933	11836	755	25183
	%	19	32	47	3	100
Total	Tonne	13563	35215	16323	25638	90739
	%	15	39	18	28	100

Horizon year Freight Generation Forecast 2043

FGA	Unit	Inbound		Outbound		Total
		Local	Regional	Local	Regional	
Industry	Tonne	15047	48068	9942	42893	115950
	%	13%	41%	9%	37%	1
Commercial	Tonne	8017	13651	20368	1300	43336
	%	18%	32%	47%	3%	1
Total	Tonne	23064	61719	30310	44193	159286
	%	14%	39%	19%	28%	1

Map showing TAZ Wise Freight generation forecast 2043



Freight Movement pattern in Vizag City 2043

FGA	Unit	Inbound	Outbound	Intracity	Total
Industry	Tonne	48068	42893	24989	115950
	%	41%	37%	22%	100%
Commercial	Tonne	13651	1300	28385	43336
	%	32%	3%	65%	100%
Total	Tonne	61719	44193	53374	159286
	%	39%	28%	34%	100%

2023 Freight Trips
9537

2023 VKT
30804 KM per day

CO₂ Emissions 2023
92 Tons per day

2043 Freight Trips
15311

2043 VKT
66690 KM per day

CO₂ Emissions 2043
115 Tons per day



**Batch
(2022-24)**

13 Planners

07 Architects

04 Civil Engineers

About Us

As transport planners, we have a difficult task on our hand. We are often planning years into the future to ensure tomorrow's requirements are sufficiently met. Depending on where we work (public or private sector), we could be planning a next generation of transport systems. We could be involved in carrying out a feasibility study or engaged in government policy making.



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