



सत्यमेव जयते

GOVERNMENT OF GUJARAT

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A PRESENTATION ON LAND USE AND URBAN TRANSPORT

By

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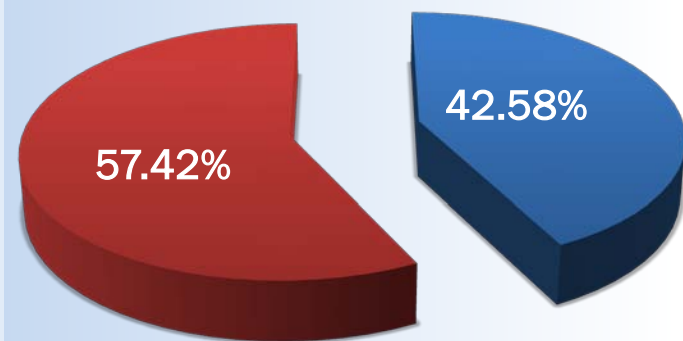
URBAN DEMOGRAPHIC PROFILE

- Gujarat : One of the Most Urbanized States in the Country.**
Accounts for 6% of the total geographical area of the Country
Around 5% of the Country's population of 1.21 billion.

Total Population of Gujarat
State Urban Population

60.4 million
25.7 million (42.58%)

■ Gujarat Urban Population
■ Gujarat Rural Population

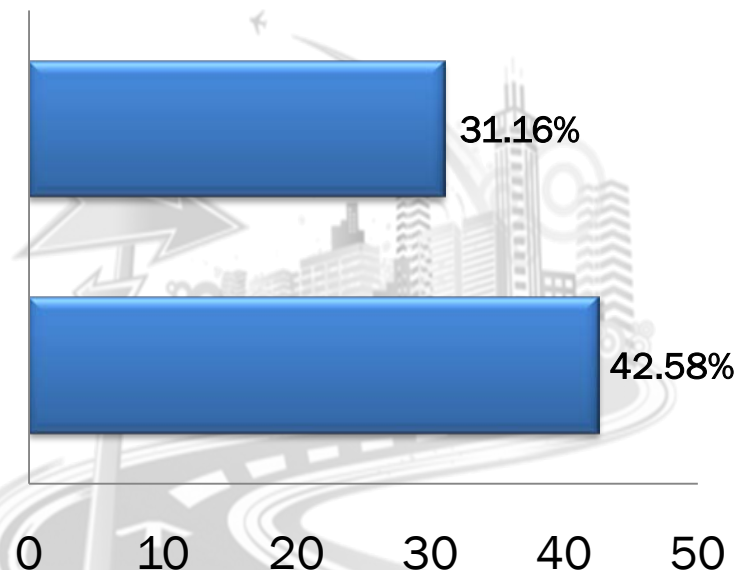


National Urban Population

31.16%

State Urban Population

42.58%



Source : Census 2011 (Provisional Figures)

URBAN PROFILE

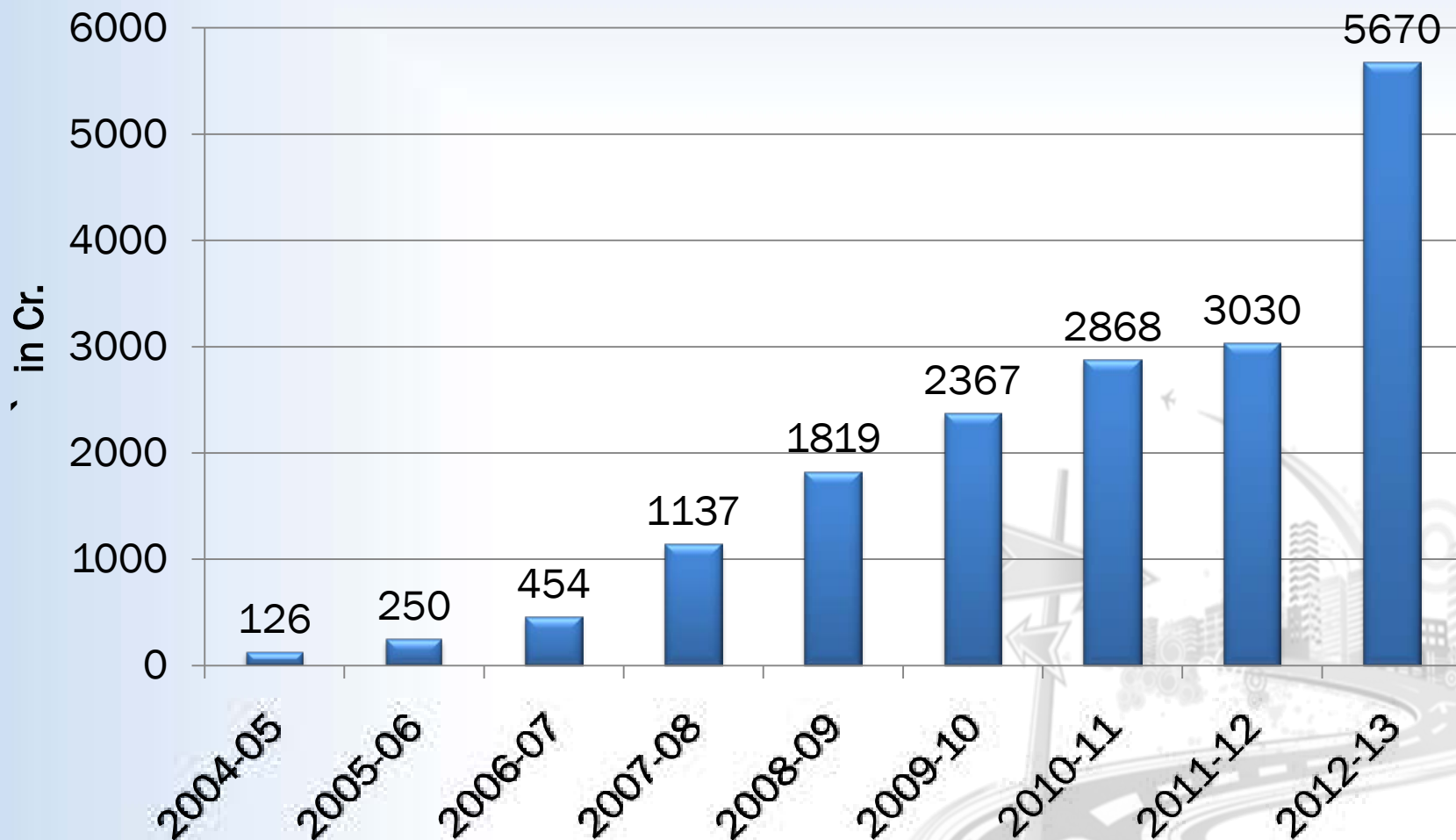


Municipal Corporations	: 8
Municipalities	:159
Constituted UDAs/ADAs	: 16
Designated ADAs	:113



STATE URBAN BUDGET

Plan Outlay: Urban Development Department



(1 crore = 10 million)

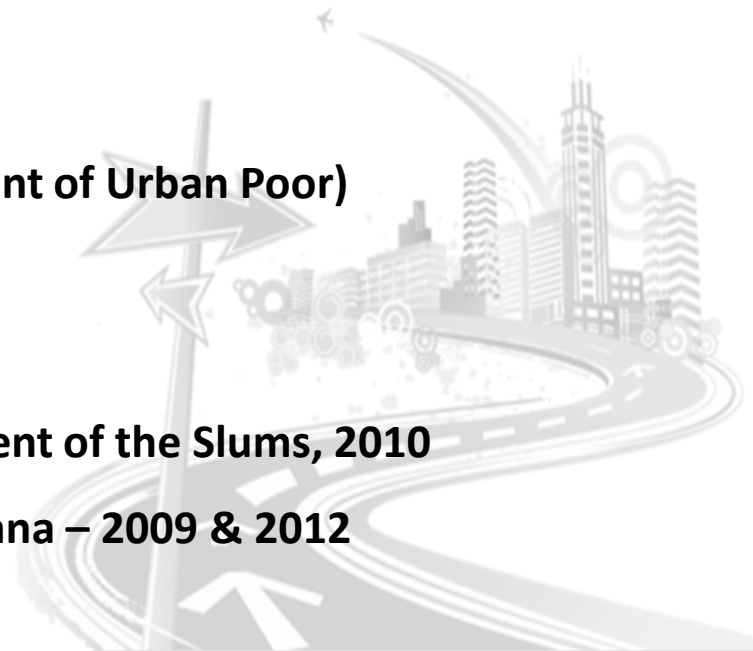
GUJARAT URBAN DEVELOPMENT MODEL

VISION

**Creating Clean , Green, Efficient,
Vibrant, Productive and Sustainable Cities
within a reasonable time-frame**

with due thrust on People's Participation and Public-Private Partnership

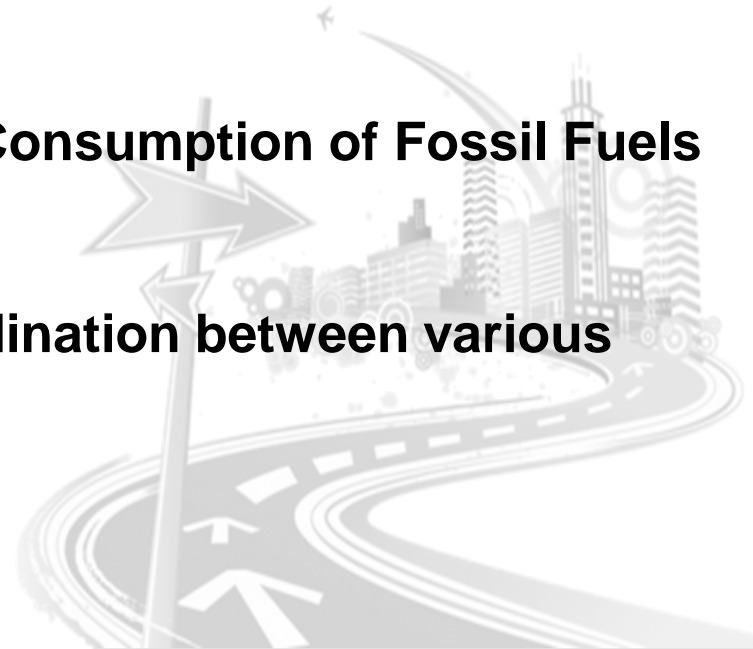
- Vision outlined in Urban Year-2005
- Pro-active participation in JnNURM
- Garib Samrudhi Yojana -2007 & 2012 (Empowerment of Urban Poor)
- Nirmal Gujarat Campaign – 2007
- Regulation for Residential Township, 2009
- Regulation for the Rehabilitation and Redevelopment of the Slums, 2010
- Swarnim Jayanti Mukhya Mantri Shaheri Vikas Yojana – 2009 & 2012



URBAN TRANSPORTATION IN INDIA

CHALLENGES IN OUR CITIES:

- **Rapid Increase in Transport Demand due to Growing Urbanization & Motorization**
- **Large Share of Private Vehicles – Increasing Car Ownership**
- **Common Trends : Focus on vehicles -More Roads & Fly–overs**
- **Inadequate Investment in the Sector**
- **Land Acquisition is difficult**
- **Rise in Congestion, Pollution and Consumption of Fossil Fuels**
- **High Cost of Services**
- **Lack of Integrated Planning / Coordination between various agencies**



URBAN TRANSPORTATION IN INDIA

In Gujarat cities, transportation issues are yet to reach critical level

- *Ahmedabad & Surat with 6 & 4.5 ml popln. are still 20 minute cities*
- *Road fatalities are about 200 per year; comparable with international standards*
- *In 7 years, Ahmedabad moved from 3rd rank to 66th rank in terms of most*

PLANNING IS OUTCOME BASED. PLANS ARE IMPLEMENTED

- ***Development Plans & Town Planning Schemes***
 - *Undertaken with high frequency large area coverage – Innovations*
 - *Compact cities, Mixed Use Zoning, Fully developed Network*
 - *Development follows Planning*
 - ***Urban Transport Planning & Management under Urban Development Department & Municipal Corporations***
 - *Transit Programme – Integrated with land, inclusive, multi-modal*
 - *DP & IMP Simultaneous Planning by single authority (Ongoing)*
- 

TOWARDS INTEGRATED APPROACH

KEY ELEMENTS:

- **Integrated Urban Land Use and Transport Planning Act**
- **Priority to Public Transport Infrastructure, Non-motorised Transport (NMT) and Pedestrians**
- **Door to Door Approach**
- **Traffic Management / Road Safety**
- **Demand Management**
- **Coordination among Fragmented Institutions**
- **Increasing Financial Mechanisms and Resources**
- **Public Private Partnership Approach**



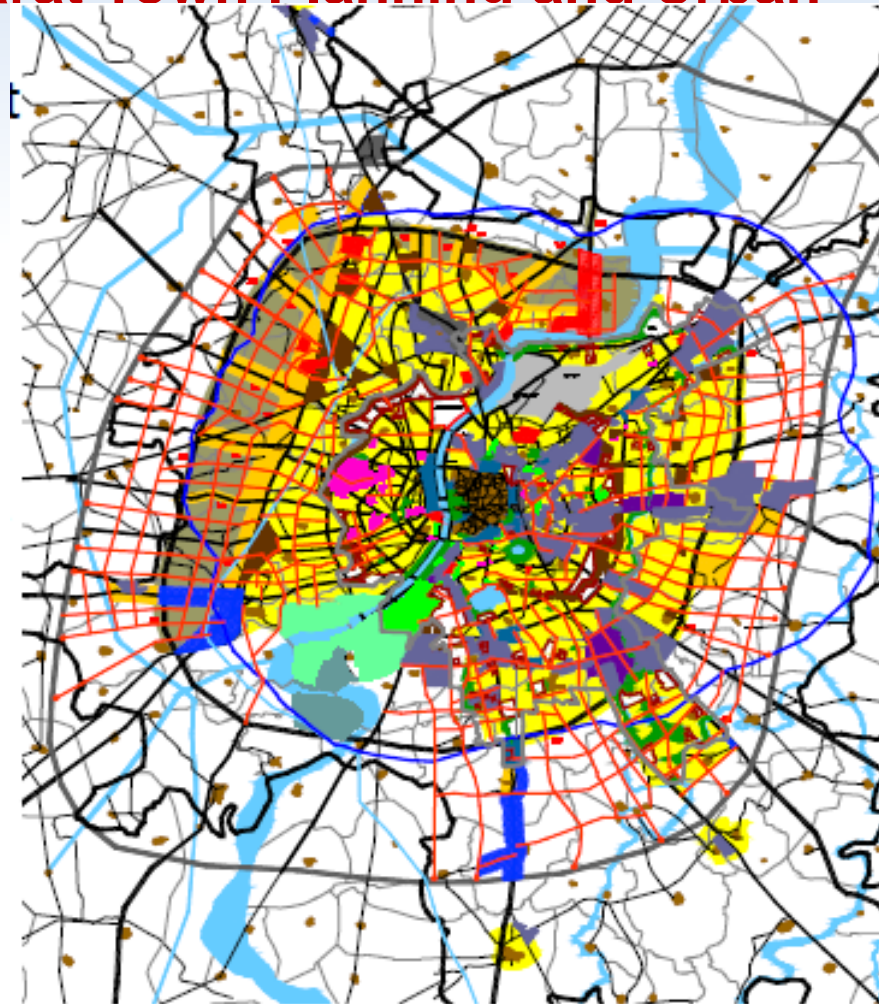
GUJARAT – LAND MANAGEMENT PROCESS

Two Stage Process under the Gujarat Town Planning and Urban Development Act (GTPUD), 1976

1. Development Plan (DP)

➤ Provides Overall Development Framework

- Overall Direction of Urban Expansion
- Landuse Zoning
- City level road network
- City Level Infrastructure (Utilities & Amenities)
- Reservations of Land for other Public Purposes
- Reservations of Land for Housing for Urban Poor.
- Transport Planning
- Development Control Regulations (DCRs)



Development Plan of Ahmedabad

➤ **132 Development Plans have been sanctioned by the State Government.**

GUJARAT – LAND MANAGEMENT PROCESS

2. Town Planning Scheme (TPS)

- **A land readjustment tool to adapt land for urban use**
 - Reconstitution of land holdings
 - Appropriation of land for public uses without acquisition
 - Local level road network
 - Local level social and physical infrastructure
 - Land Bank for Urban Poor
 - Infrastructure Cost Recovery
 - Land appropriation compensation adjusted against land value increments due to infrastructure provision
 - Land for Financing of infrastructure (15%)

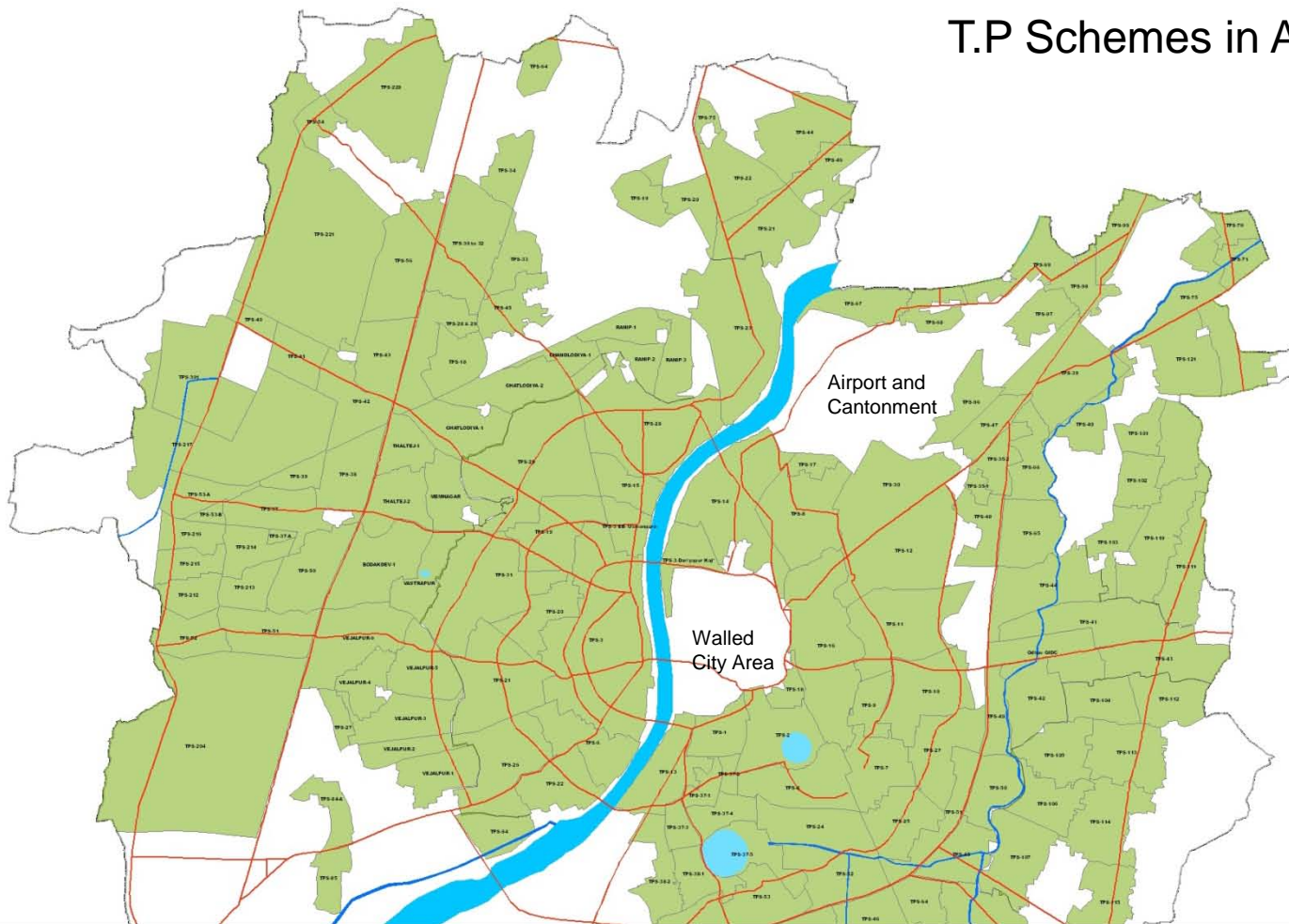


**Before
Town Planning Scheme**



After

T.P Schemes in Ahmedabad



Around 63% of the total area of AMC is under Town Planning Schemes.

Area Planned is more than area developed

GUJARAT – LAND MANAGEMENT PROCESS

TOWN PLANNING SCHEMES

- All public roads are planned as part of network
- All areas have low income settlements planned (EWS Provision)
- Facilities & Amenities are provided
- Land for commercial – Urban Infrastructure Fund
- Appropriation of land for public uses without acquisition



GUJARAT – LAND MANAGEMENT PROCESS

2. Town Planning Scheme (TPS)

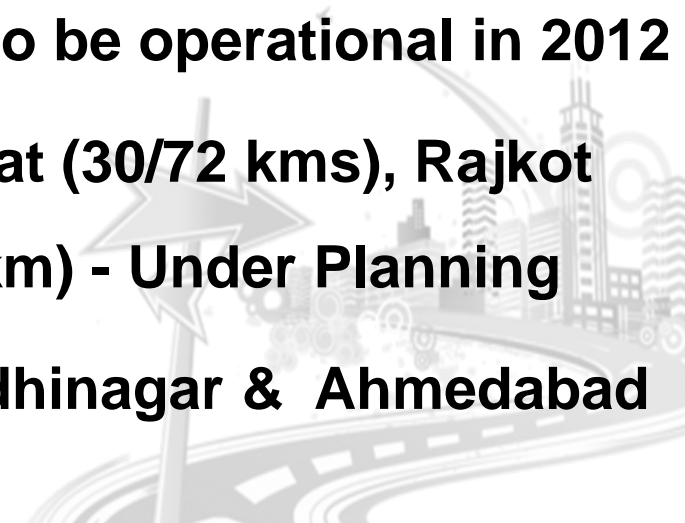
a) Draft TP Schemes	585
b) Preliminary TP Schemes	273
c) <u>Final TP Schemes</u>	<u>268</u>
Total TP Schemes	1126

➤ Land Area for Public Purposes

- Appropriation of land for public uses : 40-45%
(Maximum Permissible)
- **Road Network** : **20%**
- Local level social and physical infrastructure : 10%
- Land for Economically Weaker Section Housing : 10%
- Land Bank for Financing of infrastructure : 05-10%

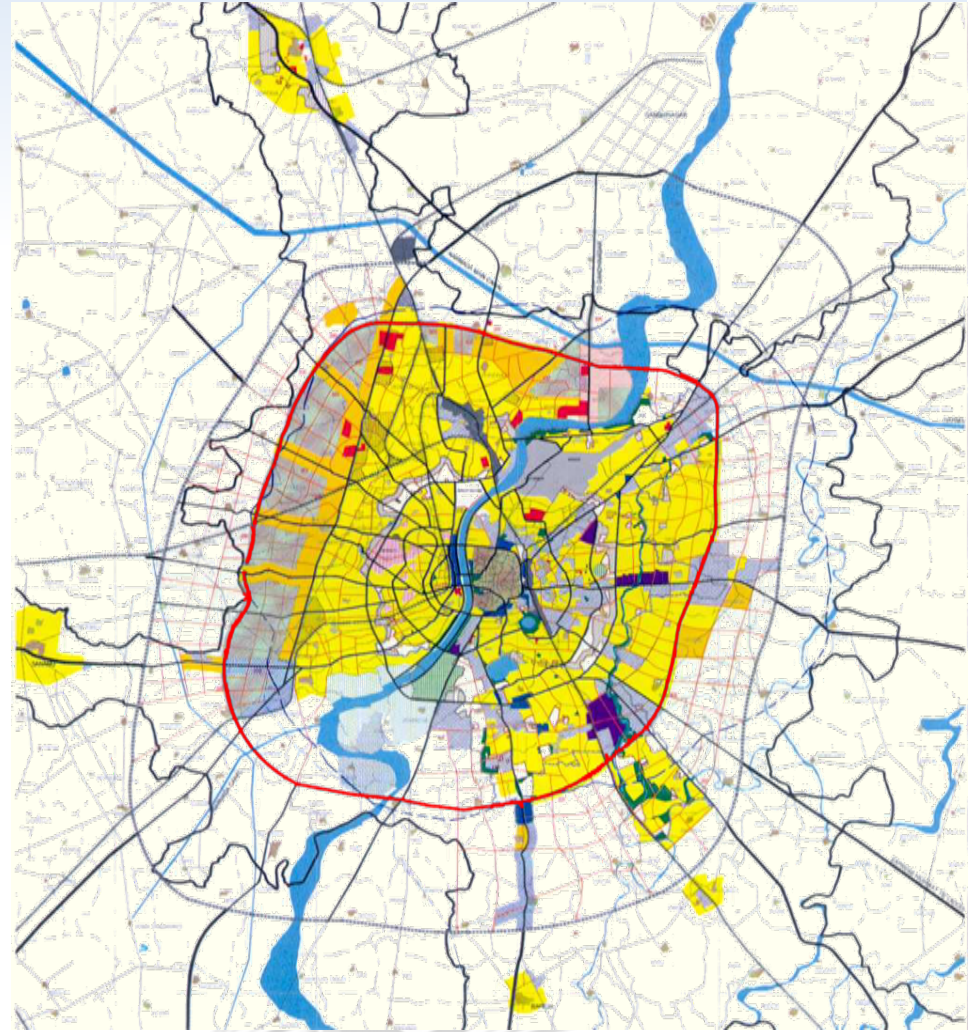
- State Government has also undertaken 10 Sub-Regional Plans on the coastal areas for balancing land-use pattern due to huge industrial investment.

GUJARAT – SUCCESS STORIES

1. **Sardar Patel Ring Road, Ahmedabad Urban Development Authority (Auda)**
 2. **Outer Ring Road, Surat Urban Development Authority (Suda)**
 3. **Bus Rapid Transit System (BRTS) - Ahmedabad (130km)**
 - 51 kms operational ; 33 kms to be operational in 2012
 4. **Bus Rapid Transit System in Surat (30/72 kms), Rajkot (11/52kms) and Vadodara (25/52km) - Under Planning**
 5. **Metro Rail System between Gandhinagar & Ahmedabad (Under Planning)**
- 

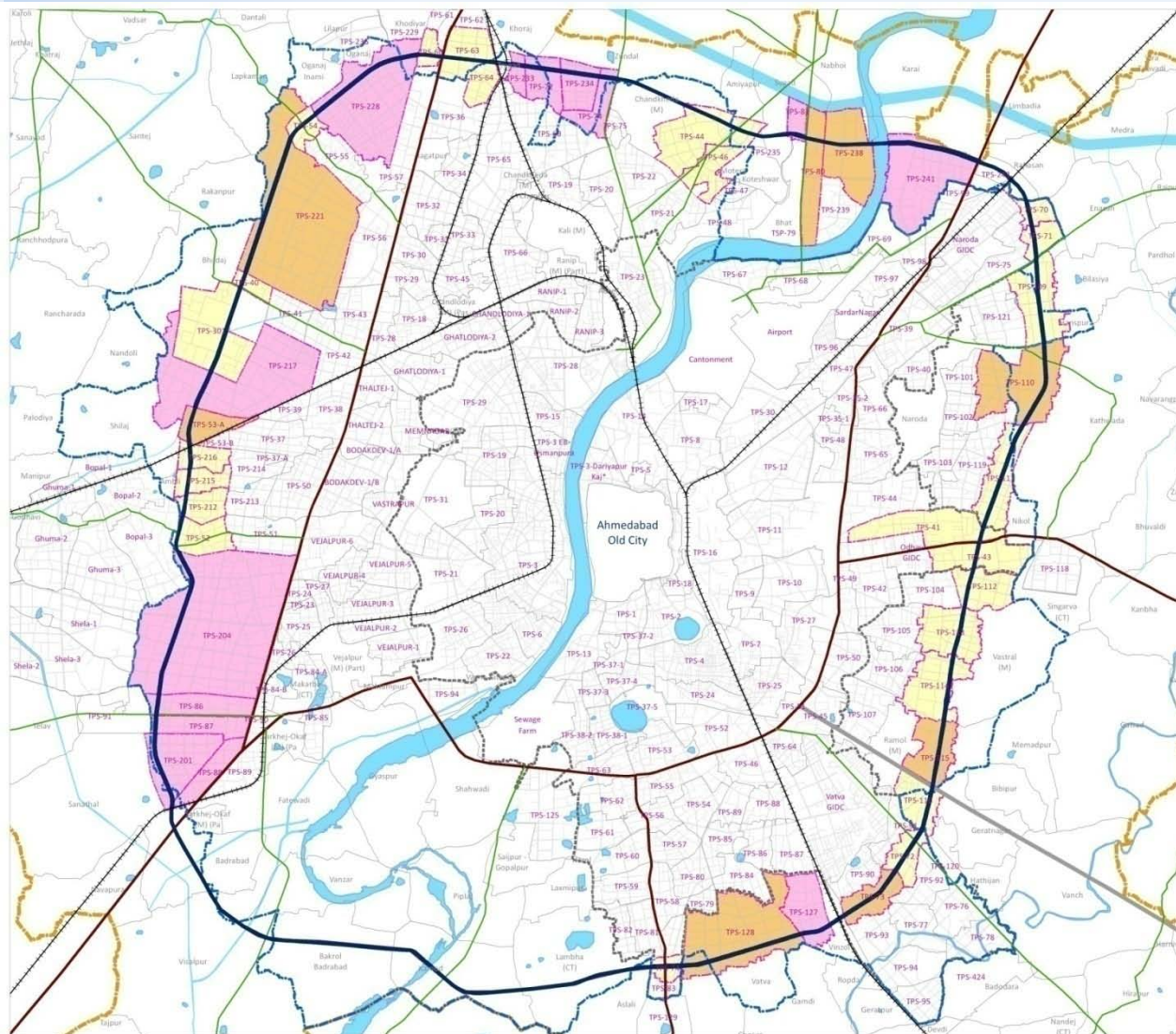
SARDAR PATEL RING ROAD – AHMEDABAD

- The **Outer Most Ring Road** encircling Ahmedabad Urban Agglomeration was conceptualized in the Revised Development Plan of 2012 of AUDA to :
 - Reduce traffic congestion on arterial and peripheral roads of Ahmedabad
 - Segregate regional and urban traffic
 - Increase connectivity of Ahmedabad city areas to the region
 - Guide the development and expansion of Ahmedabad
- Implementation of the Road even before the Development Plan was sanctioned.



SARDAR PATEL RING ROAD – AHMEDABAD

T P Schemes forming Ring Road



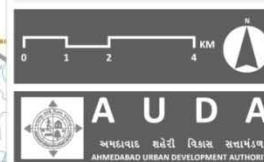
Temporal Preparation of TPSchemes

Legend

Draft TPS forming Ring Road

- Up to 2006
- 2006 to 2008
- 2008 on Wards
- SP Ring Road
- Expressway
- National Highway
- State Highway
- TPS Road
- Railway
- Wall City
- OLD AMC Boundary
- New AMC Boundary
- AUDA Boundary
- River & Waterbody

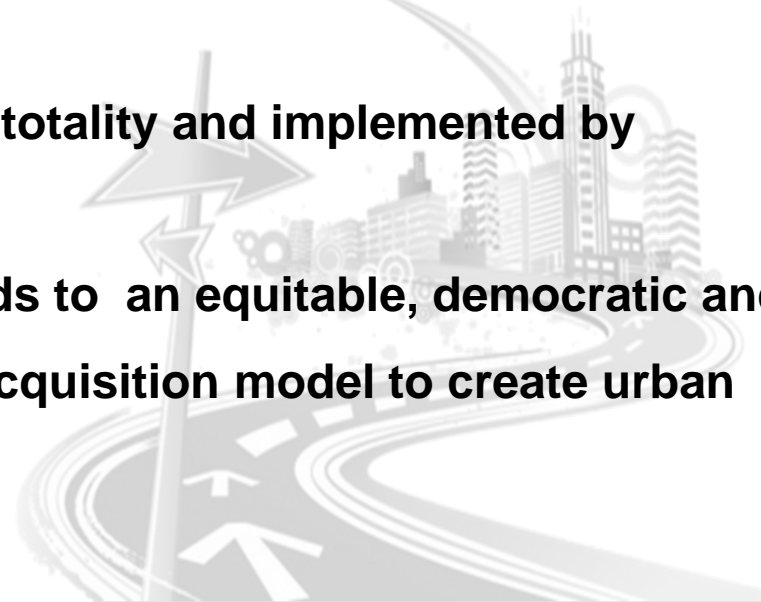
	Total no of T P Scheme	Up to 2005	2006 to 2008	2009- 2012
Nos	46	20	14	12
ARE				
A in		1326	3348	3354.9
Ha	9215	.15	.3	4



SARDAR PATEL RING ROAD – AHMEDABAD

KEY LEARNINGS :

- Participatory approach resulted in creation of urban infrastructure in a rapid and efficient manner
- Strong political and administrative leadership
- Professional approach to planning and implementation of infrastructure projects
- Efficient project management facilitates timely implementation of large scale city infrastructure projects
- Such projects should be conceptualized in totality and implemented by scaling up through stages
- Land development through TP Scheme leads to an equitable, democratic and fair mechanism as compared to the Land Acquisition model to create urban infrastructure



OUTER RING ROAD – SURAT

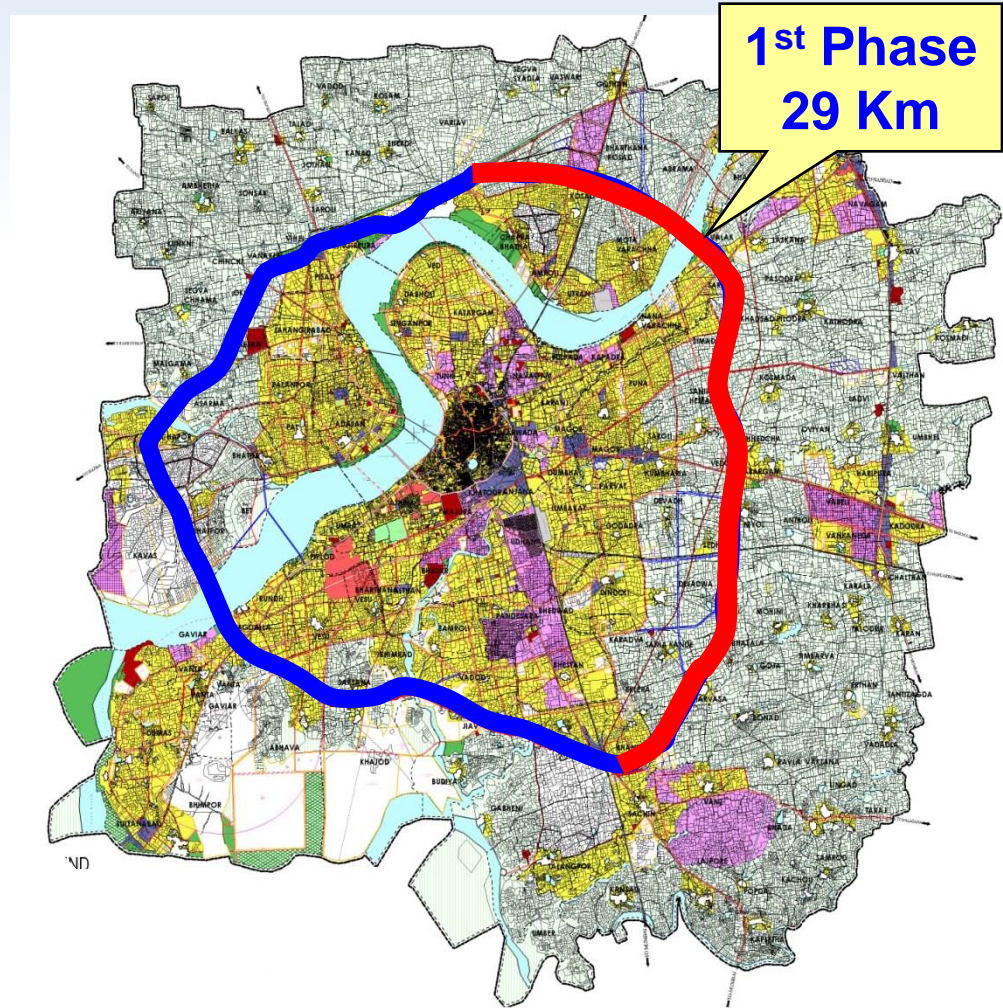
➤ Keeping the future expansion of Surat – one of the fastest growing city in the State, a **90 mts wide 66 Km long Outer Ring Road** planned on the periphery of the city to:

- Provide easy access to all parts of the city.
- Connectivity to the twin cities of Surat and Navsari in future.

➤ **Project Phasing :**

- Phase 1: Length of New road (passing through agricultural zone) : 29 Km
- Phase 2: Length of existing (NH/SH) Road on the 60 mts wide DP road : 37 Km

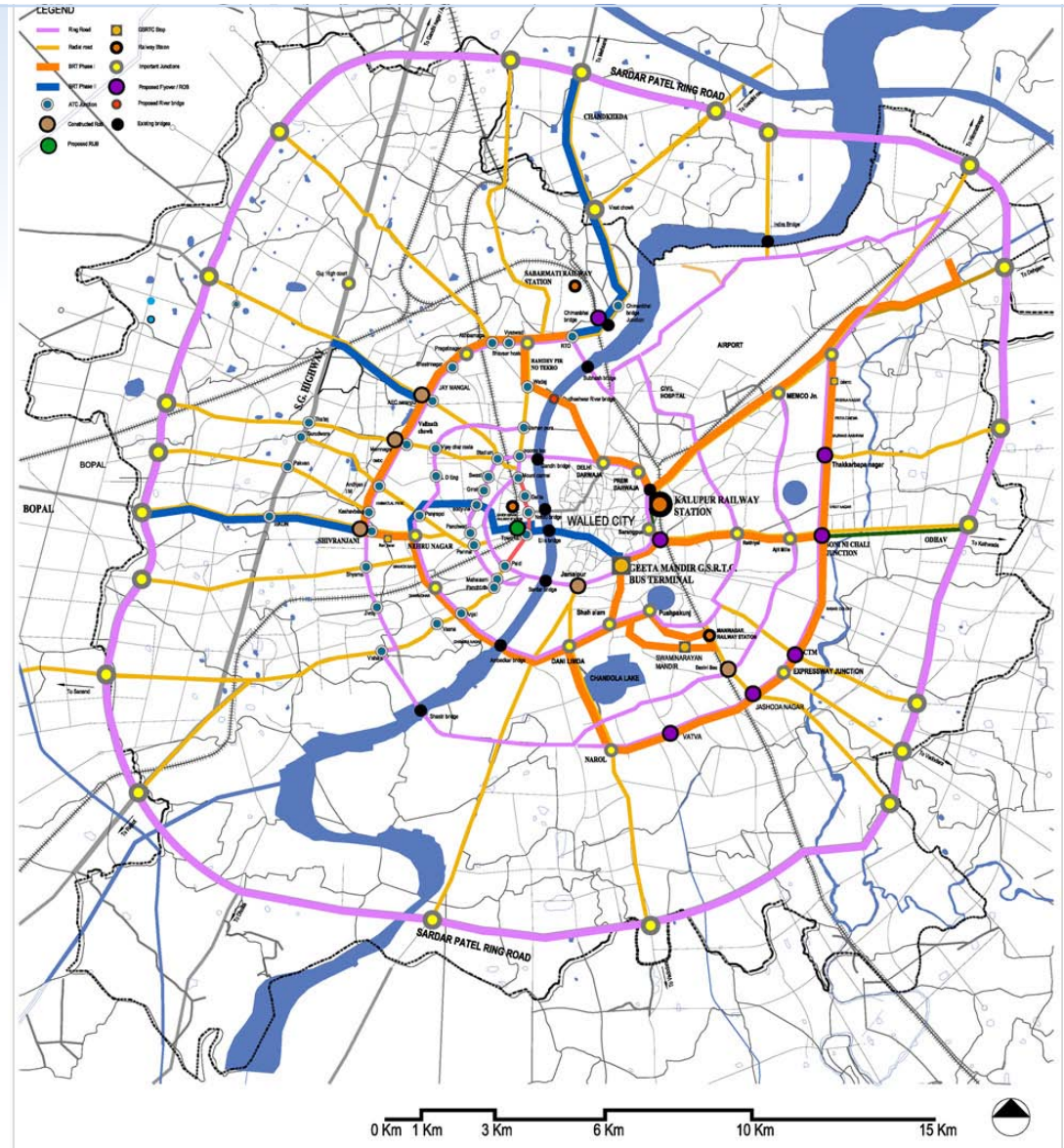
➤ Land for Phase 2 to be acquired by preparation of Town Planning Schemes.



BRTS – AHMEDABAD



**Internationally Acclaimed
Best Mass Transit System -
Janmarg - BRTS Ahmedabad**



BRTS – AHMEDABAD

LAND DEVELOPMENT



- Densification started along BRTS corridors
- Proposal to increase FSI along BRTS corridors to 2.4 or higher
- Buffer of 250-300m from BRTS corridors



IMPACT OF JANMARG

Area development



BEFORE AKHABANAGAR



AFTER AKHABANAGAR



BEFORE ANJALI JUNG

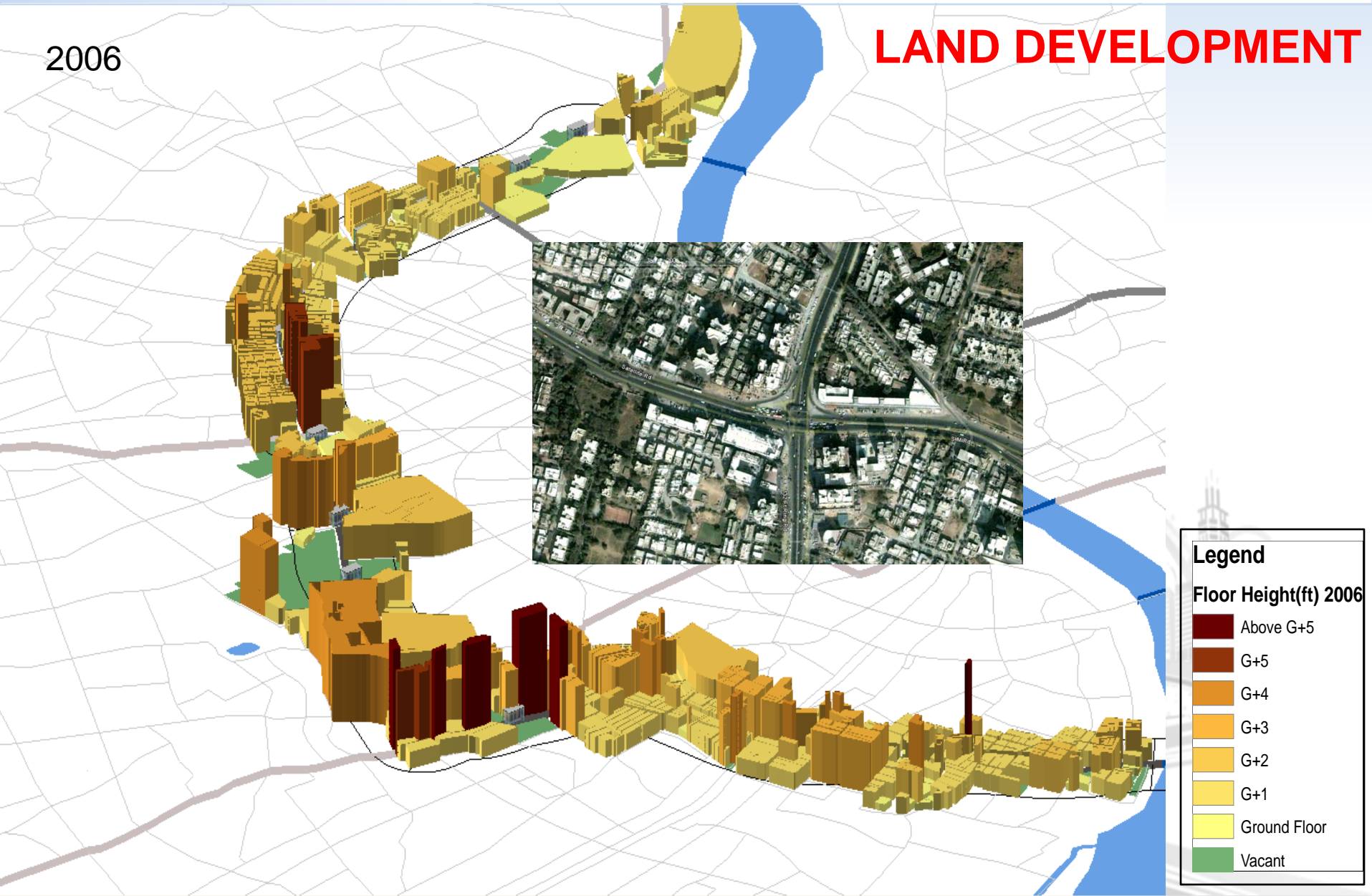


AFTER ANJALI JUNG

BRTS – AHMEDABAD

2006

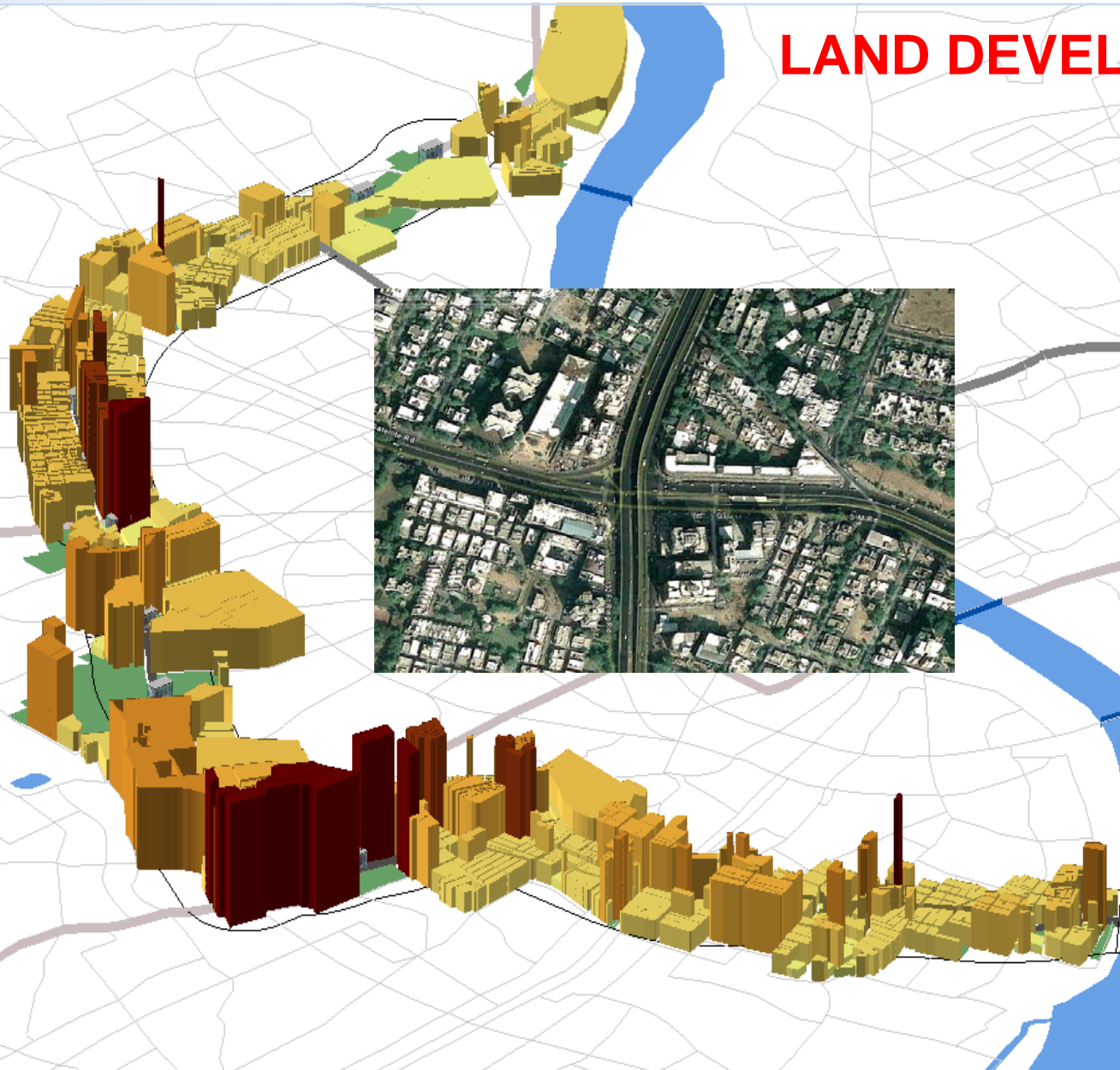
LAND DEVELOPMENT



BRTS – AHMEDABAD

2010

LAND DEVELOPMENT



Legend

Floor Height(ft) 2010

- Above G+5
- G+5
- G+4
- G+3
- G+2
- G+1
- Ground Floor
- Vacant

BRTS – AHMEDABAD



Image © 2010 GeoEye

LAND USE CHANGES

2008 Google

IMPACT OF JANMARG

Land Development

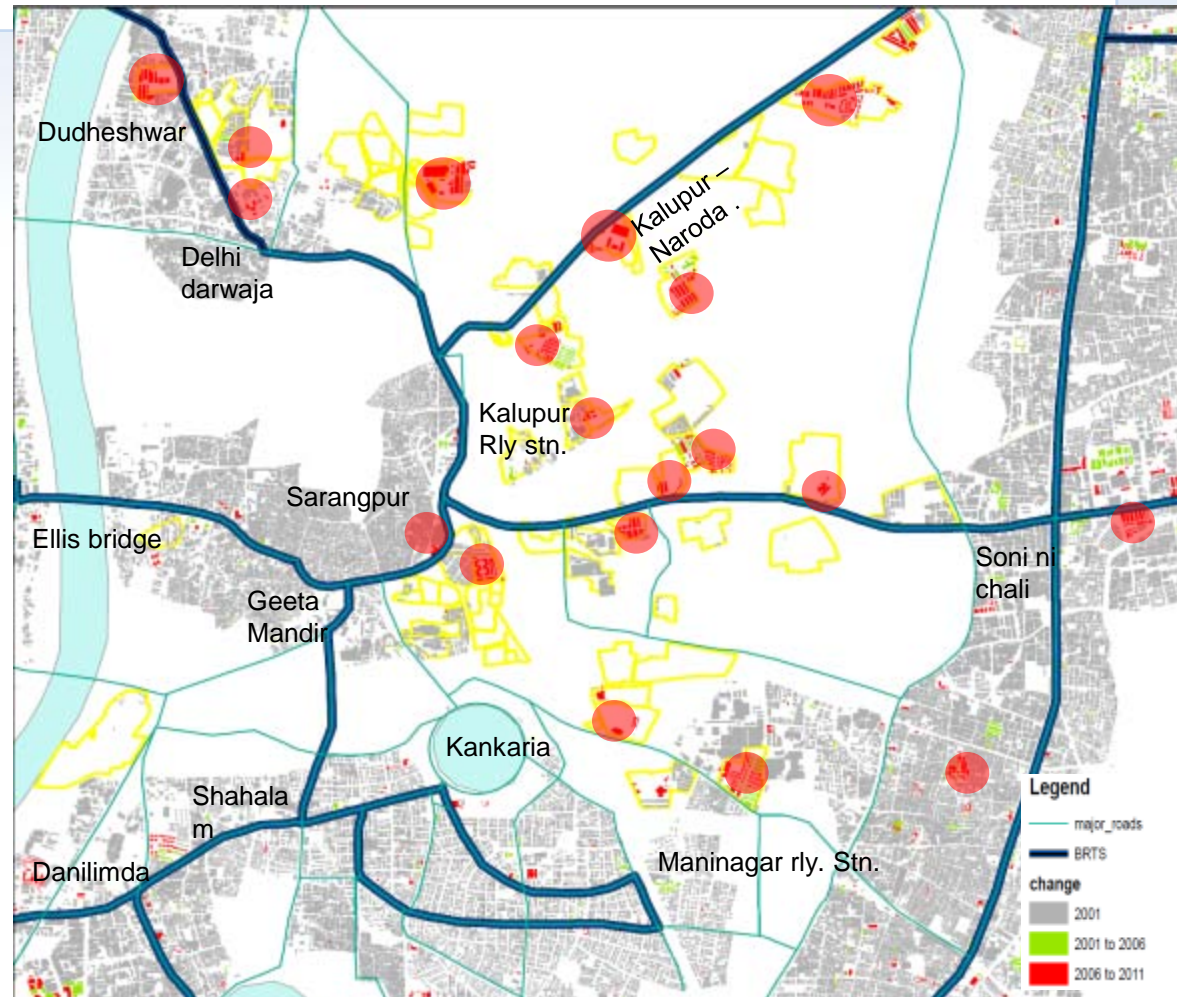
- The anticipation of Janmarg is already attracting

4.12 sqkm - Closed mill land available along BRTS Corridor

1.08 sq. km. – Observed redevelopment (25%)

No of new buildings in mill land 370

- Although the



Housing Market



Infrastructure



Social Space



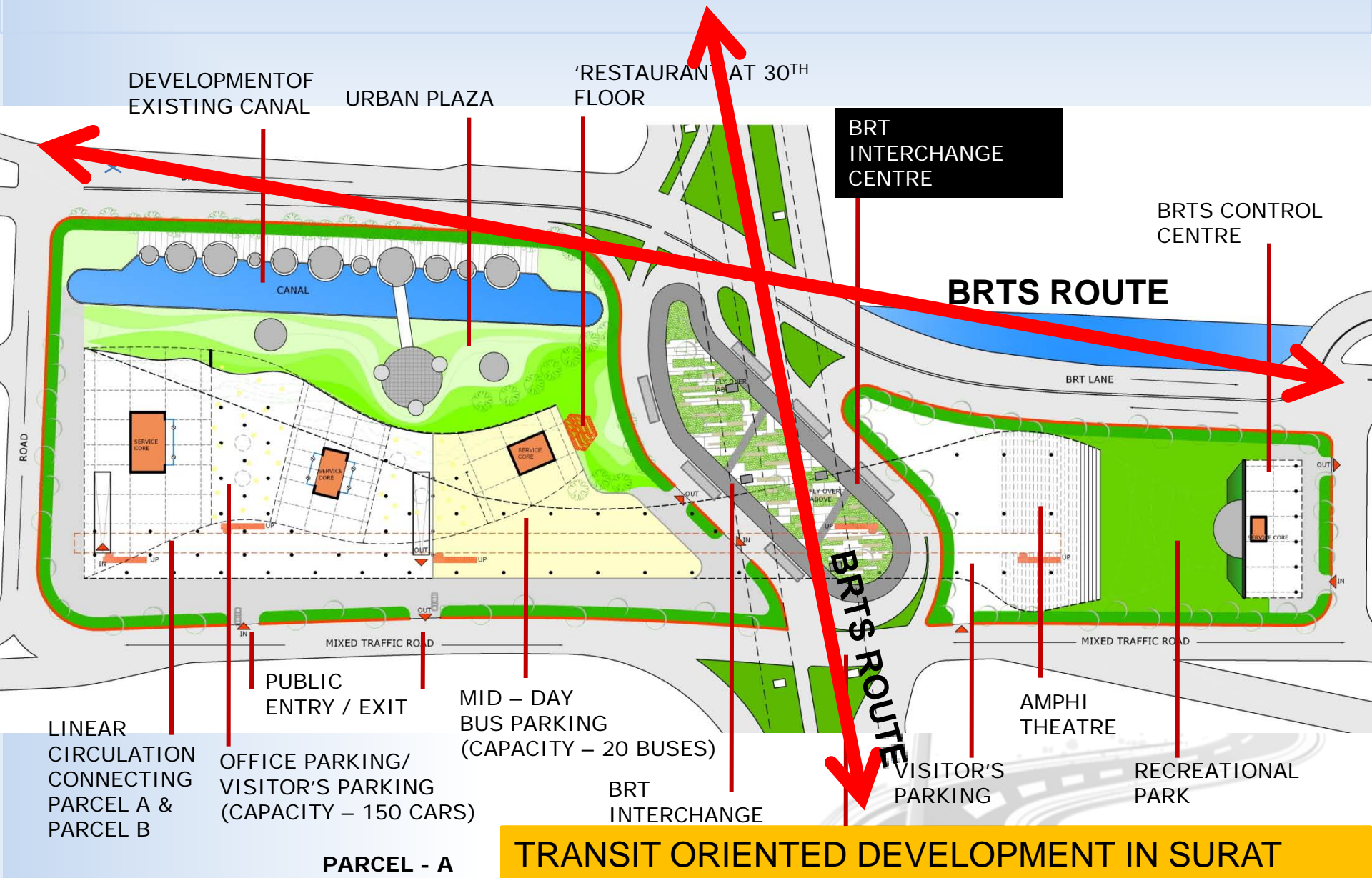
EWS housing



Source: CEPT University

Centre of Excellence in Urban
Transport, CEPT University

TRANSIT ORIENTED DEVELOPMENT, BRTS – SURAT



TRANSIT ORIENTED DEVELOPMENT, BRTS – SURAT

The HUB is envisioned as an extraordinary example of public places that our cities ought to have - an **efficient & harmonious co-existence** of diverse kind of **commercial and recreational activities** addressing the needs of people **across the economic and social classes**.

There would be **office spaces, brand retails, public plaza, daily convenient shopping, food court, and cinema halls** – all packed into an area spanning over 2 hectares of space right in the heart of the city.

What's more, there is one thing that makes it so easily accessible for citizens.... the BRTS....



BRTS – AHMEDABAD

SUCCESS FACTORS :

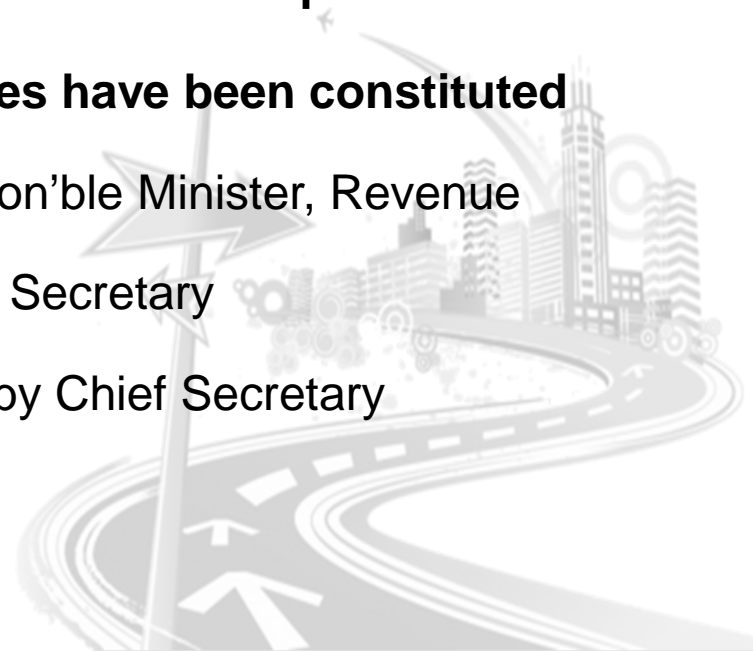
- Leadership - Political will and support
- Ownership – Ahmedabad Municipal Corporation (AMC)
- Partnerships with Institutions, Media, People
- Pragmatic Approach:
 - BRT – A Programme and not a Project
 - Comprehensive Planning
 - Contextual Sustainable Design
 - Safety, Reliability, Comfort and Speed
 - Branding Strategies



BRTS works in Surat, Rajkot and Vadodara under progress.

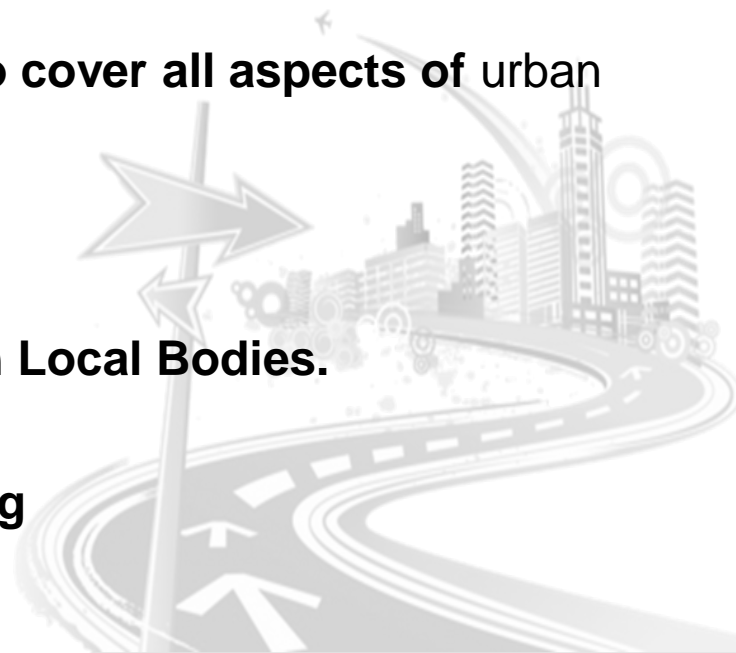
METRO RAIL - AHMEDABAD

- SPV named, '**Metro link Express for Gandhinagar & Ahmedabad (MEGA) Co. Ltd.**' as a Project Development Agency incorporated.
- Draft DPR prepared by DMRC.
- Route finalization under active consideration of the Government.
- Concept of '**Integrated Mobility**'
- **Multi-modal Transport Authority and Technical Cell set up in GUDC Ltd.**
- **To expedite the project following Committees have been constituted**
 - High Powered Committee chaired by Hon'ble Minister, Revenue
 - Monitoring Committee chaired by Chief Secretary
 - Technical Advisory Committee chaired by Chief Secretary



THE WAY FORWARD

- Setting up of **Unified Metropolitan Transport Authority (UMTA)**
- **Unlocking/ Capture the Value of Land** to fund urban transportation projects in future.
- **Encourage Transport-led Development** in our cities.
- **Comprehensive Urban Transportation Act** to cover all aspects of urban transport is essential.
- **Comprehensive Mobility Plans** for all Urban Local Bodies.
- **Institutional and Individual Capacity Building**



THANK YOU

