A PRESENTATION
ON
LAND USE AND URBAN TRANSPORT

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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: 25.7 million (42.58%)
- State Rural Population: 34.7 million (57.42%)

**National Urban Population**
- 31.16%

**State Urban Population**
- 42.58%

*Source: Census 2011 (Provisional Figures)*
Municipal Corporations: 8
Municipalities: 159
Constituted UDAs/ADAs: 16
Designated ADAs: 113

Map of Gujarat showing the distribution of Municipal Corporations.
STATE URBAN BUDGET

Plan Outlay: Urban Development Department

(1 crore = 10 million)
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
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 & Flyovers
- 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
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 polluted cities

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
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)

- 132 Development Plans have been sanctioned by the State Government.
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%)
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
2. Town Planning Scheme (TPS)
   a) Draft TP Schemes 585  
   b) Preliminary TP Schemes 273  
   c) Final TP Schemes 268  
   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.
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)
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

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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
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.
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 JUNC

AFTER ANJALI JUNC

Centre of Excellence in Urban Transport, CEPT University
BRTS – AHMEDABAD

LAND USE CHANGES
The anticipation of Janmarg is already attracting the market front.

- **Land Development**
  - 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 construction of Janmarg is yet to be completed, the location of the railway station is significant. The project has generated interest in the development of surrounding land.
TRANSIT ORIENTED DEVELOPMENT, BRTS – SURAT

DEVELOPMENT OF EXISTING CANAL
URBAN PLAZA
‘RESTAURANT AT 30TH FLOOR
BRT INTERCHANGE CENTRE
BRTS CONTROL CENTRE
BRTS ROUTE

LINEAR CIRCULATION CONNECTING PARCEL A & PARCEL B
PUBLIC ENTRY / EXIT
OFFICE PARKING/ VISITOR’S PARKING (CAPACITY – 20 BUSES)
MID – DAY BUS PARKING (CAPACITY – 20 BUSES)
BRT INTERCHANGE
VISITOR’S PARKING
RECREATIONAL PARK
AMPHI THEATRE

PARCEL - A
TRANSIT ORIENTED DEVELOPMENT IN SURAT

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PARCEL - A
TRANSIT ORIENTED DEVELOPMENT IN 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....
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