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Seminar on Innovative Initiatives in Solid Waste Management in Urban – Rural Scenario in progress

INNOVATIVE INITIATIVES IN SOLID WASTE MANAGEMENT IN URBAN – RURAL SCENARIO

The Haryana Regional Chapter of the ITPI organized a seminar on the theme “Innovative initiatives in Solid Waste Management in Urban –Rural scenario” on 9 March 2019 at Gurugram, Haryana.

Prof. Dr. D. S. Meshram, President, Institute of Town Planners, India, who was the Chief Guest of the event, in his inaugural address mentioned that the solid waste collection, transport, and disposal is increasingly becoming critical not only for city management to keep cities clean, prevent pollution and to protect environment, but also to planners who specifically find it difficult to allocate and reserve land for landfill sites because people are not at all volunteering to allow locations of landfill sites near the places of residence, or near their work places within urbanizable limits. While *gram panchayats* are also not agreeing to accept city waste in their vicinity. World Health Organization has observed that 22 types of diseases can be prevented and controlled in India simply by improving municipal

solid waste management. However, it is no denying the fact that prevailing unhygienic conditions in our towns and cities are due to casual attitude of citizens as well as municipal authorities towards managing solid waste. Besides, lack of priority, inadequate institutional structure and lack of technical know how and paucity of funds also play major role.

As per 2011 Census, 377 million people live in 7,937 towns and urban agglomerations and generate 1,70,000 tonnes per day (tdp) and 62 million tonnes of municipal solid waste per year. Average per capita generation is of 450 grams per person per day. As per Central Pollution Control Board in 2012-2013, municipal areas generated 1,33,760 metric tonnes per day of solid wastes of which only 91,152 tdp waste is collected, and only 25,884 tpd is treated. However, it is well known fact that MSW is generally dumped in low lying urban area, and it is estimated that 1,07,876 tdp needs, 2,12,752 cubic meter space day and 776 ha of precious



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Seminar on Solid Waste Management

land every year. In the given scenario, when it is very much difficult to acquire the land. Similarly no rural areas or *gram panchayats* are ready to accept waste site from city to be located in their area. It is also interesting to note that 81 per cent of total MSW is generated in 468 Class – I cities and towns of which 35 per cent comes from metropolitan cities and waste collection efficiency range from 70 per cent and 90 per cent in major metro cities. At the same time treatment of MSW is almost absent in our country except composting and Refused Derived Fuel that too in a limited manner. While the intensity of collection and disposal of MSW is increasing with increase in population and changing life styles of the people. Thus with growth of solid wastes, the problem is becoming acute, specifically the problems of environmental pollution along with dust pollution.

Municipal solid waste includes wastes from households, industrial hazardous solid wastes, wastes from commercial and institutional establishments, market wastes, agricultural wastes, street sweeping. MSW management emphasises on four functions namely collection, transfer and transport, processing and recycling, and disposal. Therefore, MSW management calls for incorporating principles of waste minimization, recycling, integrated processing and disposal.

Composition of waste includes organic materials besides inorganic materials (non-biodegradable). While in India MSW contains 47 per cent of biodegradable, 25 per cent of non-biodegradable, 8 per cent of papers and 9 per cent of plastic with metal, glass and rags. The basic drawback of present management practices in India are (i) storage of waste at source which includes domestic, trade and institutional storage at source, littering of street, absence of storage capacity, (ii) non-existence of primary collection form door to door, (iii) no sorting of degradable and non-degradable material at source, (iv) irregular street sweeping, (v) poor secondary storage of waste, as waste deposit sites are not evenly distributed, (vi) waste transportation from waste storage to disposal point, (vii) waste processing, generally dumped in to out skirts of cities. Role of rag pickers, who while sorting the solid wastes from collection points, pick up only required materials like paper only, while someone else only collects particles of glass and litters the remaining material on road. Therefore, Prof. Dr. Meshram highlighted the need for breaking the barriers of mind of people because people in India

take it as their birth right to litter wastes at all places and expect others should clean for them.

In his address Prof. Dr. D. S. Meshram, emphatically emphasised that as it is increasingly becoming difficult to locate, find and acquire land for landfill sites, it is essential to use technology available for processing, treatment and disposal of solid waste and highlighted that three types of technologies can be very much helpful in this direction i.e. (i) thermal processing technology which operate over 200 degree centigrade temperature, incineration, pyrolysis and gasification, (ii) biological process technologies like composting, vermiculture, anaerobic digestion and bio-reactor landfills; and (iii) refused derived fuel, mechanical separation and size reduction. While concluding his address Prof. Dr. D. S. Meshram, mentioned that he is quite sure that during presentations in the Technical Session, learned speakers would throw more light on above issues.

Shri Yashpal Yadav, Commissioner, Municipal Corporation Gurugram, Guest of Honour, in his address highlighted the fact that collection and disposal of municipal solid wastes is important and critical issue for all the local bodies including Gurugram Municipal Corporation. He called on the planners' community to make provision of landfill sites in the master plans. He also mentioned that liquid and solid waste management should be dealt primarily under Waste Disposal Rules 2016. It is not only the moral duty but also the legal duty of the citizens to segregate their wastes before dumping. Besides, citizens are also required to pay user charges. He also underlined that Gurugram Municipal Corporation soon will issue notices to major generators of waste to collect and dispose their wastes or pay user charges. Gurugram Municipal Corporation is collecting e-waste in partnership with firms and firms will purchase the same at Rs 6 per kilogram. He also brought into focus the menace of construction debris or waste, for which stringent action is also required to be taken. He was very happy to announce that Basai Plant will be made operational soon.

















Shri S. D. Saini, former Chief Town Planner Haryana, and former Vice-President, ITPI, introduced the subject through a presentation made by the research team of HRC. Earlier Shri Sudhir Sigh Chauhan, Chairman Haryana Regional Chapter, ITPI, delivered the welcome address while a vote of thanks was extended by Shri Vijay Kumar, Secretary HRC, ITPI.

The inaugural session was followed by Technical Session in which presentations were made by Dr. Suneel Pandey, Director, Environment and Waste Management, TERI on the theme 'Effective Waste Management leading to Circular Economy' and Shri S. P. Singh, IAS on the topic 'Practical Aspect of Solid

Waste Management', Dr. Laxman Raghupathy, Visiting Professor TERI, University made the presentations on the subject Sustainable 'Solid Waste Management in Urban Agglomerations' and Dr. Shyamala Mani, Professor NIUA, on the theme 'Innovations in Solid Waste Management in Urban Area'.

ITPI WELCOMES TO NEW ASSOCIATE MEMBERS

Associate Members

 <p>Babita Purushottam Gadball 2018 - 101 64, Pushkaraj, Dattatray Nagar Square, behind Sakkardara Fire Brigade Station, Nagpur – 440024, Maharashtra</p>	 <p>Abhishek Kumar 2018 - 109 H. No. 52, 4th Floor, Saini Gali, Bhagwan Nagar, Maharaniabagh, New Delhi – 110004</p>
 <p>Vaishali Sanjay Fulkar 2018 - 102 107 – A, Swapnil Sphatik Apartment, near Cooperation Ground, Ramnagar, Nagpur – 440010, Maharashtra</p>	 <p>Mohd. Fahad Shahab 2018 - 110 E 9 /2, First Floor, Abul Fazl Enclave, Part – I, Jamia Nagar, Delhi – 110 025</p>
 <p>Shveta Mathur 2018 - 103 B15, Kailash Tower I, Mount Kailash, East of Kailash, New Delhi – 110 065</p>	 <p>Manthan Prafulbhai Bhandari 2018 - 111 AI – 75, Pramukh Vihar, Opp. Hotel Seven, SilvassaNaroli Road, Silvassa, Dadra & Nagar Haveli – 396230</p>
 <p>Nishant Nathani 2018 - 104 S/o Dr. R.K. Nathani PuraniGudri, Khadim Hussain Lane, Muzaffarpur– 842 002, Bihar</p>	 <p>Mayuri Dinkar More 2018 - 112 'Shilpa Appt., Flat No. 5, Shankar Seth Road, Pune – 37, Maharashtra</p>
 <p>R. Karunamoorthy 2018 - 105 No. 47, first Cross, Vallalar Nagar, Kamaraj Salai, Karaikal – 609602, Puducherry</p>	 <p>Ruchaben Rupamkumar Smart 2018 - 113 203, Parshwanath App., above SBI Hanuman Char Rasta, Gopipura, Surat – 395 001, Gujarat</p>
 <p>Priyanka Mehra 2018 - 106 8 – Baldev Park, Parwana Road, Delhi – 110 051</p>	 <p>V. L. Hinduja 2018 - 114 Sree Raghavam, Kottathala (PO), Kottarakara, Kolla – 691507, Kerala</p>
 <p>Lalhanghleri Pautu 2018 - 107 A – 2, Reed Mount, Zonuam, Aizawl, Mizoram – 796 009</p>	 <p>S. Nagaramu Yellapu 2018 - 115 C/o Ms. K. Vimala, D. No. 11-03-59, Chinna-Baratam Street, Srikakulam – 532001, Andhra Pradesh</p>
 <p>Col. Prasad P. K. 2018 - 108 HQ Chief Engineer Chennai Zone, Island Grounds, Chennai – 600009, Tamil Nadu</p>	 <p>Vishnu Ravi Moorthy 2018 - 116 "Aswathy", Sarabhi Nagar, 47, Ayothil P.O., Kollam – 691017 Kerala</p>

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Debjani Saha
2018 - 117
A4 / 4, Purbasha Housing Estate, 160,
Manicktala Main Road,
Kolkata – 700054 (West Bengal)



Pankaj Tarachand Katariya
2018 - 118
Katariya Traders Gandhi Chowk, Wani,
Distt – Yavatmal – 445304, Maharashtra



Sanil Balasaheb Shete
2018 - 119
593 'E' Ward, Shahpuri,
1st Lane, Kolhapur – 416 001,
Maharashtra



Rosy Gogoi
2018 - 120
Dr. Lucky Gogoi, Pragjyotish Apartment,
Flat No. A3A, Ananda Nagar Byelane – 3,
ABC, GS Road, Guwahati, Kamrup (Metro)
- 781005, Assam



Manishaben Natubhai Mewada
2018 - 121
287/5, Anish Apartment, Secto – 28,
Opp. Aradhana School,
Gandhinagar – 382028, Gujarat



Arundhatee Mishra
2018 - 122
D/o Shri Ajay Kumar Mishra
A – Block, Flat No. B – 102, DarulShafa,
Hazratganj, Lucknow – 226 001, (U.P.)



Amandeep Singh
2018 - 123
H. No. 16, MahantMool Singh Colony,
Debiksar Road, Amritsar – 143001,
Punjab



Sohana Debbarma
2018 - 124
Near Bhagavan Thakur Chowmuhani,
North Baramalipur, Agartala,
Tripura (W) - 799001



Lalhmangaihzuali Ralte
2018 - 125
M – 2/19, ChhingaVeng
Aizawl (near Community Hall),
Mizoram - 796001



Gayathri Viswanathan
2018 - 126
A1-104, AkshayaHalton Apartments,
Sarada Mill Road, Sundarapuram,
Coimbatore – 641024, Tamil Nadu



Ranu Kumari Tukliya
2018 - 127
D/o Shri R.L. Tukliya (Retd. STP, Ajmer)
7A 32, R.C. Vyas Colony,
Bhilwara - 311001, Rajasthan



Sakshi Bansal
2018 - 128
105, Bharatpur House,
R.B.S. Crossing Khandari,
Agra – 282 002, Uttar Pradesh



Navin Rai
2018 - 129
Plot No.20, Kazitar,
Namchi – 737126, South Sikkim



Cecilia Bora
2018 - 130
House No. 28, Banipur Path, Kailash
Nagar, Beltola, Guwahati – 781028,
Assam



Ashok Singh Rajpoot
2018 - 131
7E, Pocket – B,
Siddharth Extension,
New Delhi – 110 014



Varun Trikha
2018 - 132
B – 2/2121, Vasant Kunj,
New Delhi – 110 070



Amegh Gopinath
2018 - 133
Kshithi, Neddungottoor, Shoranur,
Palakkad (Distt.), Kerala – 679121



Pranab Jyoti Sarania
2018 - 134
Dergaon Mapbn, Golaghat,
Assam – 785614



Tarun Cherian George
2018 - 135
'Ayirookuzhivil', Pra 11, Palm Grove
Lane, Vattiyookavu
P.O. Trivandrum – 695013, Kerala



Ansu Susan Alexander
2018 - 136
'Ayirookuzhivil', Pra 11, Palm Grove
Lane, Vattiyookavu P.O. Trivandrum –
695013, Kerala

NICHE IPM 2018

Department of Architecture, Planning and Design, Lovely Professional University, Phagwara, Punjab organized Neo-International Conference on 'Habitable Environment along with International Professional Meet on 16 November 2018.

Prof. Dr. D. S. Meshram, President, ITPI, the Guest of Honour, in his address noted that Department of Planning, LPU desired him to encourage the budding planners on the future prospects of the planning profession. Accordingly, Prof. Dr. D. S. Meshram highlighted that when the ITPI was established in the year 1951 there were hardly 10 planners in the country, all of them were educated abroad. Till 1980s all the qualified planners were seeking jobs in government and the public sector. But today, the job opportunities for planners are not only limited in government and public sector but also open in private, corporate, and co-operative sectors. Besides, opportunities are available in education and research as well. He also mentioned that today we have 5,000 qualified town planners in the country while as per Census 2011, there are 7,935 towns and urban agglomerations and if only one planner is employed in a town, all of them will be getting jobs. In addition there are over 3,00,000 villages for which plans are also required to be prepared. Therefore, he called on the budding planners that their future is quite secure. But at the same time he cautioned that these are days of competition, it is really a 'survival of fittest'.

Coming back to the theme of the conference 'Habitable Environment' he raised the question whether the environment of our towns and cities is fit for quality habitation. The present government has initiated number of schemes under urban sector namely Smart City, AMRUT, HRIDAY, etc., which will definitely open up job opportunities for the planners. However, addressing and trying to solve the problem of urban planning and development through interventions of such schemes was attempted earlier. But for creating habitable environment, the towns and cities are required to be seen in totality and we should not to focus only one aspect. Because our cities and towns are face challenges of shortage of water, shortage of power, urban poverty, solid waste management, drainage and sewage, which is at present dumped into rivers converting them to polluted *nallahs*, and housing



Prof. Dr. D. S. Meshram, President ITPI, lighting the ceremonial lamp



Prof. Ashok Mittal, Chancellor, LPU felicitating Prof. Dr. D. S. Meshram,

shortage while in some of the metro cities flats remain unoccupied.

He also stated that Dr. A. P. J. Abdul Kalam, former President of India, 'A Missile Man' who developed Agni and Prithvi, and devoted his life for igniting young minds on 'Dream City of future- A Carbon Neutral City' gave the profile of his dream city, which should have population not more than 5 million, which should generate its own power through green sources, which should have vibrant



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Prof. Dr. D. S. Meshram,
President, ITPI addressing the
participants of NICHE IPM 2018

economy, where everyone has the access to clean energy, clean water, should use bio-fuel, should insist on water harvesting, with full of parks and trees because every tree is capable of absorbing 20 Kg of CO₂ every year from the atmosphere. In addition, trees have indirect positive impact on the environment cooling and shade effect. Our cities do not meet these parameters.

Earlier, Prof. Ashok Mittal, Chancellor, LPU, called on the student community to visit the LPU campus specifically to see buildings, which are under construction so that they can learn a lot because the LPU campus is the smart campus. has also impressed upon the students to visit towns and cities

not only from the point of view of tourists' interest but also see and study the various parts of town like shopping areas, residential areas, institutional areas, slums and survey these areas because these are the real life laboratories of town planning and architecture.

Earlier Shri Rajrewal, an eminent architect, delivered the key note address explaining his projects in India and abroad in order to share his experiences and expertise in planning and designing of various types of building and complexes. In this event various professionals, educationists, and researchers besides architects and planners, made their presentations.

NATIONAL URBAN POLICY FRAMEWORK 2018: COMMENTS AND SUGGESTIONS OF ITPI

The Ministry of Housing and Urban Affairs, Government of India, uploded "National Urban Policy Framework 2018" and invited suggestions, accordingly the Institute of Town Planners, India on 7th March 2019 gave Chapterwise following comments and suggestions,:

Chapter 1: New Philosophy for India's Urban Policy

The National Urban Policy Framework (NUPF) advocates a new philosophy for India's Urban Policy through Ten Urban Sutras. However, the Sutras do not appear to include two focus areas - urbanization and regional planning. It also appears to be silent on the statement of objective which defines its purpose.

Suggestions:

1.1 It is suggested that the following objective of the NUPF may be considered:

To provide an urban policy framework for state governments to prepare urban policy at the state, sub-state (regional), and local levels

1.2 Since urbanization sets the context of urban planning and development, the first suggested Sutra of India's Urban Policy Philosophy may be:

Urbanization is an opportunity for planned development

It highlights the policy thrust that urbanization is not a problem and should be harnessed for improving the quality of life of people. The State governments should set the urbanization policy, identify the state urbanization pattern and prepare the state urbanization strategy indicating investment zones, development

corridors, major infrastructure developments, settlement pattern, etc; having regard to likely investment in different sectors in the state and also environmental considerations The State Urbanization Strategy will guide further the urban planning and development initiatives at regional and local levels in the state. This strategic plan will also form a basis for reducing spatial inequalities.

1.3 The second suggested Sutra of India's Urban Policy Philosophy may be:

Integrated planning of metro-cities and their respective influence regions promotes sustainable development

Cities constitute a hierarchical system of interdependent settlements forming a region. A regional plan sets the basic parameters (e.g. population, function, economic base, etc.) for planning various cities in the region depending upon the potentials, propensities and priorities. It ensures integrated and sustainable development as also urban rural continuum. In the absence of regional approach in city planning there are problems like concentration of population for gainful employment, slum formation, congestion, and a wide gap between demand and supply of jobs, housing and services. These problems are especially true in case of metropolitan cities and can be minimized through integrated planning of metro-cities and their respective influence regions.

There are 53 metro-cities in India and their number is likely to increase to 75 by 2031.

As a policy framework each metropolitan city should be planned in the context of its influence region. Planning of these metropolitan regions, combined together will promote planned development of about 50% of the area as well as 50% of total population of the country. Planning metro-city regions be a priority as these regions are preferred areas of investment and integrated spatial planning of these regions will make the investment climate conducive. It will also be in accordance to the 74th CAA (Article 243ZE) which provides for preparation of metropolitan area plans.

Chapter 2: City Planning

The Chapter advocated for flexible process of preparing the Master Plans which have often seen as a rigid document. It also recommends that the Master Plans have to be frequently revisited with intense and frequent stakeholder consultations as well as there should be new guidelines for city planning.

Suggestions

- 2.1 The Urban and Regional Development Plan Formulation and Implementation (URDPFI) Guidelines, 2014, issued by the Government of India are the latest Guidelines which are quite dynamic and comprehensive covering all types of plans, planning processes, flexibility in plans, stakeholders' participation in planning, innovative approaches in planning, use of GIS and remote sensing in planning and spatial norms and standards. They are widely referred by the State Town and Country Planning Departments, Urban Development Authorities and Urban Local Bodies. The basic thrust of practically all Sutras is available in the URDPFI Guidelines 2014. It would not be desirable to go for altogether a new guideline.
- 2.2 NUPF envisages a single canvas for all the urban area across the country. Planning strategy of small town differs from that of a city, or that of a metro-city. The planning approach will also be different for a hill town or industrial town, therefore, it is not advisable to envisage a single canvas for all the urban areas. URDPFI Guidelines, 2014 provides the adequate framework.
- 2.3 Amending Master Plans every two years may not be practicable. URDPFI Guidelines, 2014 and all Town Planning Acts provide for revision of all plans after 5 years is quite rational and needs no change.
- 2.4 One of the important tenets of NUPF is TDR. As per visible trends, TDR is not a widely accepted practice in spite of the fact that it was introduced in the Mumbai city around four decades ago because of the better real estate market and high land value. It was not even successful in Nagpur, Aurangabad towns of Maharashtra. Similarly in rest of the country the TDR policy is almost not existent. The TDR policy may have a limited application in few large cities where land values and returns are very high.
- 2.5 The Policy envisages form based code as against conventional codes. The conventional codes have evolved over a period of decades in the country and there are no stated reasons / advantages for such a shift to form based code. As such selective application of form based code may be promoted for designated areas for redevelopment and other planned areas such as large commercial centres, high-density residential development or public building complex as per urban design considerations.
- 2.6 Master Plan is a statutory document and therefore it has a force of law for its implementation. Fluid / flexible approach to master plans which do have specific legal backing may result into more chaotic manifestation of urban spaces and human misery.

Chapter 3: Urban Economy

This chapter highlights the effects of investments and need for infrastructure development, capacity development and integration of spatial planning with economic and social planning. The formal and informal sectors of economy, which provide access to jobs and forms the economic base of cities and regions, are not discussed.

Suggestions:

- 3.1 This chapter needs to discuss the formal and informal sectors of urban economy separately.
- 3.2 In case of the formal urban economy, the focus needs to be on sectoral (industries, trade, commerce, tourism, etc.) economic policies and their land requirements having direct impact on urban and regional planning.
- 3.3 For informal sector economic activities in urban areas, there is a need to tackle this matter at three levels - regional, city and local area. At regional level, the focus needs to be providing alternative choices to migrants directed to



the mother city by strengthening several urban centres in the region with economic opportunities and access to jobs, affordable housing and transportation service. The focus at city level should be on providing a informal sector policy in the master plan specifying land assembly, spatial planning strategy, FAR incentives, mobilization of resources and public private partnership.

The focus at the local area level should be to designate sites for informal housing, in local area plans, as per policy of Housing for All and also for economic activities keeping in view the Street Vendors (Protection of Livelihood and Regulation of Street Vending) Act, 2014. This will ensure availability of land for housing the poor and also minimize the conflicts with land use and traffic, created by informal activities.

- 3.4 It is suggested that some parts of Chapter 5 dealing with informal sector and integrated approaches to poverty alleviation may be shifted to Urban Economy chapter.

Chapter 4 : Physical Infrastructure

This chapter covers water supply and solid waste management only.

Suggestion:

- 4.1 This chapter should also include infrastructure related to fire protection, power supply, communication, sanitation and area drainage and water conservation and harvesting as given in URDPFI Guidelines, 2014 of Government of India.

Chapter 5: Social Infrastructure

This Chapter discusses growth of slum / informal sector and integrated approaches to poverty alleviation, health and skill development. In a city, the social infrastructure covers:

- a) facilities such as education, healthcare, socio-cultural centres (community centre, banquet halls, crematorium, religious institutions, etc.), open spaces, parks and play grounds, and sports complexes,
- b) services including distribution services, police protection, civil defence and home guards, and safety management; and
- c) special requirements for gender sensitive planning, differently able persons and children and elderly persons as per the provision of the Rights of Persons with Disabilities Act, 2016.

Suggestions:

- 5.1 This Chapter may focus only on social infrastructure as given in a, b, c, above for providing facilities, services special gender-sensitive requirements to enable social cohesion. The rest may be shifted to Chapter 3 Urban Economy under informal sector.
- 5.2 URDPFI Guidelines 2014 (issued by Government of India), provide a full Chapter on social infrastructure and may be referred to in the policy.

Chapter 6: Housing and Affordability

Chapter emphasizes on the creation of additional dwelling units based on the relaxation of the DCRs and also through redevelopment with an objective of making the housing an affordable proposition. Some suggested additional strategies for providing housing may be considered.

Suggestions:

- 6.1 The feasibility of Introduction of Property Title Certification System like Torrens System should be explored.
- 6.2 There should be convergence with other ministries / departments providing employees housing which, wherever possible, may be accessed by others as an option to rental accommodation.
- 6.3 As a preventive measure against build-up of slums, Rent-to-Own housing option would be feasible, wherein housing stock would be initially constructed by the employer. The employee would become the 'owner' of the house as and when the full cost of the house is paid to the employer. The Rent-to-Own scheme should facilitate the employees to avail housing loan from HUDCO / HFC / FI. This could be dovetailed with the Credit Linked Subsidy Scheme (CLSS) as well.
- 6.4 A framework for regulating the real estate agents, who provide services of rental / leasing by having an on-line mechanism / portal to make available housing stock for renting may be explored with linkage to "Rent Authority" as provided in Model Tenancy Act 2015 of Ministry of Housing & Urban Affairs.
- 6.5 Cohesive Social Infrastructure facilities (as part of mixed land use) such as provision for livelihood centre and informal sector market should be provided to encourage inclusive planning and architecture in the layout plans of the urban poor affordable housing projects / schemes.

- 6.6 Condominium housing for working women for medium term accommodation may be encouraged.
- 6.7 States should adopt pre-approved building permission and layout approval system for EWS/LIG housing or exempt approval below certain built-up area/plot for reducing approval times.

Chapter 7: Transportation and Mobility

This chapter covers important issues affecting transportation and mobility aspects in urban areas of India. These include increasing motorization and its impact on congestion, pollution, social exclusion, safety, energy, etc, and also highlights the absence of policy based reforms which give priority to personalised motorised modes over more sustainable mass transport systems and the green modes such as non-motorized forms of mobility. The chapter stresses upon the need to focus on people than vehicles and recommends a strong participatory approach in transport plan formulation. It further highlights the critical role of public transport which is inclusive, comprehensive and operated within a multi-modal ecosystem. The chapter stresses upon the use of shared service platform using ITS in order to provide an end to end mobility service solution and calls for providing an enabling environment for open source data access for the benefit of researchers and policy planners. Lastly the chapter strongly recommends setting up of an institutional arrangement in form of UMTA to provide the necessary coordination between various types of transport services. However, the following suggestions may be considered:

Suggestions:

- 7.1 Transport issues needs to be considered from the earliest stages of plan-making and development proposals in urban areas so that potential impacts of development on transport networks can be addressed. All new developments that have the potential to generate significant amounts of mobility in urban areas must be decided based on traffic, social and environmental impact assessment.
- 7.2 The importance of linking land-use and urban form to transportation needs emphasis in urban policy framework of India. There is an imperative need to promote and adopt an integrated land-use transport planning approach in urban planning and development in the country.
- 7.3 A rationale multi-modal mix policy for different sized settlements needs to be evolved based on alternative analysis approach taking into account the city size and growth patterns, urban form and structure, mobility demand patterns, densities, sustainability in terms of economic, social and financial aspects, technology suitability and adaptation, etc.
- 7.4 Parking is a challenge for sustainable urban development. Adequate policies for parking supply needs to be evolved which takes into account vehicle ownership patterns and community parking facilities.
- 7.5 Mobility management strategies such as carpooling / shared mobility, flexible work schedules, etc, needs to be encouraged in large metropolitan cities to minimize peak hour congestion on the road network and avoid over emphasis on capital intensive transport supply augmentation conventional approach.
- 7.6 Urban freight planning and management is extremely a neglected aspect in Indian cities. Efforts must be made to scientifically incorporate urban freight logistics requirements for urban areas in freight master plans including city logistics practices such as urban consolidation centres, nearby delivery areas, urban logistics zones, etc. All new or expanded freight distribution centres should also make adequate provision for parking to cater for freight vehicles parking requirements.
- 7.7 Urban Transport is quite capital intensive in nature and needs innovative methods of financing for funding urban transport projects particularly through land monetisation, enhanced budgetary support from the government, and private sector participation in provisioning urban transport services.
- 7.8 There is a need to strengthen capacity building in urban transport planning and management amongst the spatial planners in the country. Centres of Excellence (CoE) needs to be set up in the premiere institutes specialising in the field of transport planning in the country with an aim for building capacity of physical planners besides undertaking research in the field of sustainable mobility solutions. These centres, with adequate funding, shall also act as regional knowledge management centres with repository of urban data, research findings, innovative solutions, etc, for informed decision making.



Chapter 9: Urban Governance

This Chapter emphasizes on decentralization of powers and functions in line with 74th CAA 1992. It also refers to multiplicity of agencies and lack of decentralization at wards / grass roots level. Further planning, management and resource raising powers are also mentioned as a point of attention along with capacity building of local institutions. The principal of subsidiarity to facilitate end user of functions is also included as a priority for state urban policy.

The document also refers to actions on priority areas covering assignment of roles and responsibility to deliberative and executive wing of city government, transparency in the information, audit and accounts, indicators to plan and measure performance, citizen centric institutional arrangements. Actions also suggest development of Standard Operating Procedures, land certification in a real-time manner with digitalized technology and review of the Model Municipal Law 2003.

The framework elaborates corrective measures to be included in the state urban policies. The unfinished agenda of 74th CAA of 1992 assumes special significance in this regard.

Suggestions

- 9.1 The short comings of implementation of provisions of 74th CAA, 1992 need actions at state level. NUPF needs to advise States as policy thrust to devolve functions to ULBs as per 12th Schedule specially (a) urban planning and regulation of land uses, (b) Constitution of Metropolitan Planning Committee (243 ZE) and (c) District Planning Committee (243 ZD) and (d) provision of wards committees (243S).
- 9.2 Tenure of Mayors/Chairpersons/Municipal Commissioners, etc, should be prescribed for a reasonably sufficient time. The tenure of Mayor/Chairperson in several states is one year whereas others have a five years period.
- 9.3 Coordination between executive and deliberative wing require special attention and necessary crosschecks and monitoring may be established with the help of a system such as Mayor in Council (like Kolkata) for Mega cities and ombudsman as suggested by XIII Finance Commission.
- 9.4 Resources from land development should also be shared with ULBs as suggested by Second Administrative Reforms Commission.
- 9.5 There is also a need to have convergence and synergy with existing schemes and programmes such as DAY-NULM, SBM, Smart

City Mission, AMRUT, etc, to implement these programmes more effectively at town level.

- 9.6 To ensure resources for capacity building 2.5% of salary budget, as included in the National Training Policy of DoPT, should be kept by ULBs for sharing of experience and expertise.
- 9.7 A system of networking among state town planning department, development authorities, ULBs and stake holders need to be evolved.

Chapter 10: Urban Information Systems

The chapter encourages the use of latest digital technology at the ULB level and E-Municipality should ensure the service delivery to the last mile connectivity. The policy is silent on the need for a repository of the data on various parameters for decision making, monitoring and evaluation.

Suggestions

- 10.1 There should be a repository of the data on various parameters wherein the performance of ULB can be ascertained.
- 10.2 It has been mentioned that Integrated Command and Control System (ICCS) being established in the Smart Cities shall facilitate effective monitoring of Infrastructure Service Delivery. ICCS must be integrated with GIS mapping to ensure spatial monitoring of the service delivery which shall help in assessing the intra city disparities in terms of access to the basic facilities and services. This should also be disaggregated to Zonal Development Plans/Local Area plans.
- 10.3 Inventory of change of land uses (CLUs) be made mandatory for every city through GIS mapping. Mobile app in this regard could be developed and promoted.
- 10.4 To promote Ease of Doing Business, all municipal services should be online and building permissions should have the provision of deemed approvals. To the possible extent, the personal interaction between / and officials of the ULBs and UDAs should be minimised. All payments also to be ensured through online mode.
- 10.5 Property Registration of cities and towns needs to be made online with the provision of legacy data and should be integrated with online building permission system. This should be eventually extended to all the statutory towns.
- 10.6 All State Town Planning Departments, Urban Local bodies and Urban Development Authorities to have dedicated urban information

cell on the lines of NIC offices in the District Headquarters and should be responsible for publishing the data handbook on yearly basis. Interface between MIS and GIS to be ensured.

Chapter 11: Environmental Sustainability

The Chapter highlights the mitigation measures for environmental degradation and immediate steps to be taken to reduce the alarming levels of pollution.

Suggestions:

- 11.1 There has to be a separate Chapter in master / development plans on Disaster Management and Climate Resilience. City level Disaster Management Agency needs to work in close coordination with the planning authorities and should have interface with the Integrated Command and Control Centre.
- 11.2 States should be advised to target the Sustainable Development Goals as well as Livability Index and should be enshrined in the Development / Master Plan making process.

12. Other Observations / Suggestions on NUPF

In addition to the above suggestions it is recommended that:

- 12.1 A Cadre of Urban Local Body professionals/ officers should be introduced considering that India has 4041 ULBs.

- 12.2 In order to anchor the planning process to research, it is proposed that linkages to higher educational institutions may be established and a center for urban studies with an outlook of cooperative federation for urban local bodies. HUDCO-HSMI, IITs, NITs, IIPs, ITPI, etc, could play a role in this academic endeavour.
- 12.3 Under Sutra # 8: Financially Self-Reliant it is suggested that a certain fixed percentage of GST revenues should be made available to each urban local body.
- 12.4 The Livability Index evolved by The Ministry of Housing and Urban Affairs to rank cities on certain parameters needs to be citizen centric and accordingly modify the index based on the feedback from people / citizens as higher ranking by citizens would have a positive impact on the real estate and flow of funds into the city.
- 12.5 The NUPF may also include few sections on the Reforms in Urban Planning/ Municipal legislation, especially in view of the reforms being undertaken by State and ULBS like E-Municipality, use of GIS and application of IT to facilitate hastening of preparation of Master Plans/Development Plans
- 12.6 A policy on reforms in planning education and research in urban sector may also be included in NUPF

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km length of road, hardly 13.1 km had to be taken possession through land acquisition process, and the rest was done through town planning schemes. Prof. Dr. Meshram while concluding his address highlighted that the ITPI is for improvement of the TPS mechanisms and for wider adoption. He also suggested certain changes and modifications in the scheme in the Urban Development Plans Formulation and Implementation Guidelines prepared in the year 1996.

Session – I on the theme “Town Planning Schemes – A tool for development” was chaired by Prof. Dr. D. S. Meshram, in which the key speakers who presented the papers were Shri Avinash B. Patil, Jt. Director, Town Planning Pune Division on the theme “Revised Version of TPS as a Tool for Development for Newly constituted ULBs – Benefits and Challenges”; Shri S. V. Surve, Ex. DDTP, Government of Maharashtra on the topic “Role and Responsibilities of Arbitrator and Tribunal of Appeal in the light of Amended Provisions of MR&TP Act”, and by Shri S. R. Bhade,

Senior Planner; and Shri B. R. Chaudhari, Associate Planner, CIDCO on the subject, “Town Planning Schemes – NAINA Experience”.

The Second Session on “Town Planning Schemes – Implementation Experiences” was chaired by Shri K. S. Akode, former President, ITPI. In this Session papers were presented by Shri Rajesh Phadke on the subject ‘Town Planning Schemes - Gujarat Experience’ written by Shri Paresh Sharma, CTP, Gujarat who could not be present due to some important assignments. Shri Vijay Goswami Metropolitan Planner, PMRDA presented the paper on “Town Planning Schemes under implementation – PMRDA Experience” followed by Shri Ganesh Ahire, Planner from HCP, Ahmedabad on the theme ‘Town Planning Schemes under implementation – Nagpur Experience’. This Session was followed by open house discussions. Earlier, the welcome address was delivered by Shri R. M. Mankar, Chairman, MRC (M) and a vote of thanks was extended by Shri Dhananjay Pawar, Secretary, MRC (M).



Institute of Town
Planner's, India

FELICITATION AND TECHNICAL WORKSHOP ON “TOWN PLANNING SCHEMES”

Maharashtra Regional Chapter, ITPI, Mumbai organized the felicitation program on 24 November 2018 at MRC (M) Building, New Mumbai for honouring Prof. Dr. D. S. Meshram on his election as President, Institute of Town Planners, India for the 17th time. Shri K. S. Akode, former President was also felicitated on this occasion.

Felicitation program was followed by the Technical Workshop on the theme “Town Planning Schemes”,

are three stages, the first stage being preparation of draft town planning scheme by LSG / UDA with public participation, while second stage caters for resolving physical planning issues by appointing a quasi – judicial officer by the state government. The third and final stage focus on financial aspects detailing sale of the developed land, betterment charges, cost of infrastructure implementation and allotment of land, among others. However, detail amendments were introduced in Gujarat Town Planning and Urban Development, 1976 for expediting the implementation of town planning schemes efficiently. In fact, the success of town planning schemes depends mainly on the involvement of all stakeholders like farmers (owners of land), developers, revenue authorities, planning authorities and government creating a win-win situation.

Prof. Dr. Meshram for successful implementation of TPS in Gujarat quoted the example of Sardar Patel Ring Road, which is the outer most ring encircling Ahmedabad having width of 60 m which was planned to reduce the traffic congestion on peripheral roads, segregate regional and urban traffic and also to increase the connectivity. SP Ring Road encompasses an area of approximately 400 sq km covering almost 56 lakh population. Ahmedabad Urban Development Authority(AUDA) developed the total length of road measuring 76 km through the combination of town planning schemes and also land acquisition method. The most important aspect of the success of the project is that AUDA developed most of the area under town planning schemes by ensuring that most part of the alignment of road passes through town planning schemes and assured owners of land that they will be allotted regular size final plots along the alignment of the road or in the close proximity of the Ring Road. Attracted by this offer land owners handed over their lands voluntarily for the development of the road and land required for 60 m right of way was taken from them by their consent without giving any financial offer. It is also noteworthy to state that out of 76.3



Prof. Dr. D. S. Meshram, President ITPI, being felicitated by MRC (Mumbai)

which was inaugurated by Prof. Dr. Meshram who in his opening address stated that even though the concept of town planning scheme originated in Maharashtra under Bombay Town Planning Act, 1915, but it is efficiently and effectively implemented in Gujarat under the Gujarat Town Planning and Urban Development, 1976. As per Bombay Town Planning Act, 1915, the Town Planning Schemes have two stages, the first being preparation of draft town planning scheme and second dealing with physical and financial aspects. While in Gujarat Town Planning and Urban Development, 1976, there

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