

REPORT ON WEBINAR

ORGANISED BY KARNATAKA REGIONAL CHAPTER, BENAGALORE

A technical webinar was organized by the Chairman S. B. Honnur **KARNATAKA REGIONAL CHAPTER, BENAGALORE** on 13-9-2020 with the support of Institute of Town Planners, India New Delhi. During the webinar it was deliberated on two important issues. The chief guest was Dr. D. S. Meshram, President, ITPI, New Delhi and two guest of honors: Shree Pradeep Kapoor, Secretary General, ITPI, New Delhi, and Shree L. Shashikumar, Director of Town and Country Planning, Government of Karnataka. The webinar has witnessed good number of attendees and was great success.

1.BUS TO BRTS – A path towards Sustainable Mobility Hubli-Dharwad BRTS by : Prof. Shivanand Swamy, CEPT University, Ahmedabad.

*The Hubli-Dharwad BRTS project is conceived by Miss. V. Manjula, Additional Chief Secretary to government of Karnataka and Commissioner, DULT. was instrumental in implementation of the Sustainable Urban Transport Project (SUTP) of the Ministry of Housing and Urban Affairs (MoHUA), Government of India and the World Bank. HDBRTS Company is the special purpose vehicle (SPV) established for managing the operations of HDBRTS and the operations are carried out by NWKRTC. The system branded as **CHIGARI** was inaugurated by Shri Venkaiah Naidu, Hon'ble Vice President of India on 2nd Feb 2020. trials were initiated on 2nd October 2018. The project*

planning and design is done by the Centre of excellence in Urban Transport, CEPT University.

The pace of urbanisation in India continues to be rapid putting severe pressure on the infrastructure systems and environment. The problems of congestion, air quality deterioration, high GHG emissions, increasing accidents resulting significant economic and life losses. To tackle this, many cities have embarked on building high – cost rail based systems (Metro). While these are attractive, high capacity systems, their relevance arise only when cities already have a large bus systems carrying at least a million passengers daily.

It is also seen that in many cities bus systems are losing ridership and gain in personalized vehicals. The issues pertain to the quality and quantity of bus service provided, last/first mile connectivity etc., Further with increasing motorisation, the demand for road space is also on the rise. This severely affect the on-road performance of the buses as well as that of personalised vehicles. Hence it is recommended that buses are given priority on-street through BRTS or Bus-Way development. It is also desirable that when the new roads are developed, 9 meters in the middle should be reserved for public transport.

Developing public transport should include development of complete bus eco-system. This would include bus infrastructure (terminals, depot/workshops, interchanges, foot paths, bicycle lanes (where ever feasible/necessary), parking management, feeders, TOD).

Therefore, cities must adopt vision-led approach and take city-region perspective, adopt long-term horizon, integrate landuse-transport,

comprehensively covers all aspects of mobility including demand management, integrated multi-modal systems with focus on safety, security, gender, affordability and environment.

2. Managing and steering India's Cities and Towns: Moving beyond the Master Plan Tools: by Dr. Anjali Karol Mohan, Practicing Urban and Regional Planner.

Cities in India are planned through Master Plans /development plans. These tools are being increasingly — Bangalore, Mumbai, Goa are all examples —contested in the courts, apart from being questioned on their failures. There is enough scholarship to evidence the failure of master planning tools to effectively steer and manage cities in India. For the average citizen, the chaotic state of our cities is evidence enough. Given that the attendees for this webinar were Town Planners from across the country (with perhaps a majority from Karnataka), many working in government planning offices, I decided to title my talk 'Managing and Steering India's Cities and Towns: Moving beyond the Master Plan Tool.' The objective was to communicate the need for looking beyond Master Plans, thereby reiterating the inefficacy of this tool, in its present form.

Master Plans in the country are prepared as per the provisions of Town and Country Planning Acts of various states. To begin with, these Acts in themselves are archaic and colonial legacies and taking the example of the Karnataka Town and Country Planning Act, 1961 that describes (and not defines) a Master Plan as a series of maps and documents indicating the manner in which the development and improvement of the entire planning

area (as against the municipal area), within the jurisdiction of the planning authority (as against the municipality) are to be carried out and regulated. Such a plan includes proposals for the land use zoning, accompanying zoning regulations, emphasizing street patterns (as against mobility), areas reserved for parks playgrounds and other recreational uses (as against a deeper ecological accounting) amongst others. What is missing in these acts is, for instance, an acknowledgment of mixed land-use, concepts of mobility, an acknowledgement of commons, valleys, lakes watersheds and other ecological layers that assume critical importance in today's overarching goals of enhancing resilience. Prepared typically by development authorities (a parastatal form of organisation), the Master Plans are neither democratically routed in a citizen centric process or elected governments such as the municipalities, nor do they align within a larger level regional / policy framework.

Once the plans are prepared, the implementation of it is relegated to the municipalities who were never involved in the process. Consequently, there is poor ownership of the plan which, in-turn, has a negative impact on the implementation of the plan. The planning profession in India is need for a major leap forward. Indian cities and their evolving dynamics call for a rooted urban practice, one that is FROM the city rather than ABOUT the city. How to we move towards such a practice / approach that is 'From the City' as against being 'About the City'

While an obvious answer is a rehauling of the statutory frameworks, and the states need to do this on a war footing, I argue for the following four :

1. Institute multi-scalar spatial planning frameworks where Regional Plans — City / Municipal Plans (current Master Plans) — lower plans (sub-municipal — ward plans) are nested and dovetailed. Currently, while some states have provisions for the higher order regional plans, the sub-municipal plans are missing almost in all geographies. The 74th CAA, 1992 makes provisions for instituting this multi-scalar spatial planning framework, although the implementation of these provisions, across states has been tardy, to say the least. In this context, while it is critical to establish and operationalize the missing links — regional plans and sub-municipal plans, equally critical is the need to define the nature of these plans. At the regional scale, the recommendation is for a resource plan, one that is cognizant of the natural resource base of the region, a socio-economic cum spatial plan (land-use plan) at the city level, one that derives from a similar effort at the sub-municipal level.
2. Converging Spatial (Land-Use) with socio-cultural and political planning: Planning methods and pathways are embedded overtly in a technocratic conception of spatial planning. While a land-use plan in much needed, zoning land and framing attendant regulations should necessarily be informed by a social-cultural and economic analysis, one that is not devoid of political moorings. The latter is critical. While the convergence of spatial and socio-cultural and political analysis is advocated at the municipal level, the foundation for such an analysis lies at the sub-municipal level. By extension, the sub-municipal level planning will necessarily be informed by the socio-cultural and political dynamics at that scale. It will involve multiple stakeholders and their requirements and perspectives. Spatial planning will be informed by these conversations and ensuing dynamics of employment, livelihoods and other associated everyday practices.
3. The two recommendations above can only be operationalized through a re -imagined planning education. The reimagination will require a move away from the current technocratic approach to one that is embedded within the larger context of urban studies and humanities

4. The final recommendation on securing Master Plan budget allocations. There are no budgets for implementing the Master Plan. There are provisions for implementing departmental programmes and projects, many of which are conceived independent of the Master Plans. There are two ways to address this anomaly. The state machinery can either ensure that the programmes of the line departments or the different arms of the state should necessary align with the Master Plan. Alternatively, it can make provisions for a Master Plan Budget that then dictates alignment of implementation.

Finally, and to conclude, while the Master Planning processes as well as its positioning requires a major overhauling, this rehaul should begin by a shift in semantics — from a Master Plan (connoting an image of a master on a pedestal) to a simple humble City Plan. A collaborative, cohesive and coordinated that culminates into a city plan at the city scale is the need of the hour.

Conclusion:

Though the concept of Master Plans in India limited to land use / physical development Plan needs to be relooked within the provisions of Planning Legislations. The Institute of Town Planners India has been constantly reviewing such issues to better the legal documents. The RDPFI guidelines of the institute has comprehensively addressed many standards of plan preparation. The planning norms, Master plans and the planning initiatives do not lack foresightedness with respect to accessibility in Cities, there is a need to endorse more micro level planning approaches within the frame work of legally approved Master Plans and the legacy of indian planning to which the walkable city concept resembles the urban complexes.

Mixed land use development is predominant in city core and the Indian cities have legacy of mixed land use characteristics and the required provisions in the Town and Country Planning Act. This may reduce unwarranted mobility or number motor trips. The endorsement of mixed use development, installment of pedestrian infrastructure, non-motorised transport zones, enhancing the principles of walkability, improving public transport and allied infrastructures. With the motivation that the streets belong more the pedestrians and less to the cars and the concept endorses widening of pedestrian walkways by narrowing the right of way for personalized vehicular traffic and this concept can turn in out to be an exciting prospect of today's need for de-carbonising our cities. It is our firm conviction that the **'Master Plans cannot be substituted'** but constant and coordinated efforts to review the provisions at various levels of planning for a healthy and walkable communities is required.

On securing Master Plan budget allocations, there are no budgetary allocations for implementing the Master Plan. Though the Master Plan suffers from budgetary support needs coordinated efforts to mobilise the resources at micro level planning through various schemes and off course the Master Plan proposals are also enforced by planning permissions in the long run.

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