

ई-मेल / महत्वपूर्ण

प्रेषक,

नितिन रमेश गोकर्ण,

अपर मुख्य सचिव,

उत्तर प्रदेश शासन।

सेवा में,

उपाध्यक्ष,

1. वाराणसी, प्रयागराज, कानपुर, लखनऊ, आगरा, मेरठ, गोरखपुर, गाजियाबाद, बरेली मुरादाबाद, मुजफ्फरनगर, अलीगढ़, झाँसी, फिरोजाबाद-शिकोहाबाद, रामपुर सहारनपुर, मथुरा-वृन्दावन, एवं हापुड़-पिलखुवा विकास प्राधिकरण।

जिलाधिकारी/अध्यक्ष,

2. नियंत्रक प्राधिकारी, विनियमित क्षेत्र, शाहजहाँपुर, जनपद शाहजहाँपुर।

आवास एवं शहरी नियोजन अनुभाग-3

लखनऊ: दिनांक: 10 अक्टूबर, 2023

विषय:- वित्त मंत्रालय, भारत सरकार द्वारा निर्गत नगर योजना सुधारों से संबंधित Clarification under guidelines "Scheme for special Assistance to States for Capital Investment 2023-24"-Part-III (Urban planning Reforms)-reg के प्राविधानों को महायोजना (प्रारूप) में सम्मिलित कराये जाने के संबंध में।

महोदय,

कृपया वित्त मंत्रालय, भारत सरकार द्वारा निर्गत नगर योजना सुधारों से संबंधित दिशा-निर्देशों के अन्तर्गत Integrating Essential Components in Master Plans के प्राविधानों को महायोजना (प्रारूप) में सम्मिलित कराये जाने संबंधी शासन के पत्र संख्या-आई/369179/2023-8-3099/369/2023 दिनांक 16.08.2023 का संदर्भ ग्रहण करते हुए Clarification under guidelines "Scheme for special Assistance to States for Capital Investment 2023-24"-Part-III (Urban planning Reforms)-reg संबंधी आवासन एवं शहरी कार्य मंत्रालय, भारत सरकार के पत्र संख्या-के-14011/24/2023-अमृत-11ए दिनांक 27.09.2023 (छायाप्रति संलग्न) का अवलोकन करने का कष्ट करें।

2- उल्लेखनीय है कि शासन के उक्त पत्र दिनांक 16.08.2023 द्वारा विकास क्षेत्र/विनियमित क्षेत्र के लिए तैयार किये जा रहे महायोजना (प्रारूप) में भारत सरकार द्वारा निर्गत "Scheme for Special Assistance to States for Capital Investment 2023-24"-Part-III (Urban Planning Reforms) के उक्त प्राविधानों को विस्तृत रूप से पृथक-पृथक अध्याय के रूप में सम्मिलित किये जाने के निर्देश दिये गये हैं।

3- अवगत कराना है कि आवासन एवं शहरी मामले मंत्रालय, भारत सरकार के उक्त पत्र दिनांक 27.09.2023 द्वारा जारी किये गये "Scheme for special Assistance to States for Capital Investment 2023-24"-Part-III (Urban planning Reforms) के अन्तर्गत Integrating essential components in Master Plan घटक में नियोजन से संबंधित निम्नलिखित बिन्दुओं को राज्यों की कार्य योजना में दर्शित किये जाने की अपेक्षा की गई है :-

- (1) Comprehensive Mobility Plan(CMP)/Transportation Plan
- (2) Economic Plan
- (3) Plan for Blue-Green Infrastructure
- (4) Transit Oriented Development (TOD)

I/404193/2023

भारत सरकार के उक्त पत्र दिनांक 27.09.2023 द्वारा निर्गत Clarification में उल्लिखित उक्त बिन्दुओं के अन्तर्गत कार्य योजना/कार्यवाही का भी उल्लेख किया गया है।

4- पूर्व में अवगत कराया गया है कि भारत सरकार द्वारा निर्गत किये गये उक्त दिशा-निर्देशों के अन्तर्गत राज्य के 05 लाख से अधिक जनसंख्या वाले नगरों की महायोजना प्रारूप तैयार करते समय 04 घटकों यथा (I) Transportation network/mobility plan (II) Blue and Green infrastructure (III) Economic Planning (IV) Land use plan में से किन्हीं 3 घटकों को महायोजना प्रारूप में सम्मिलित किये जाने पर राज्य को प्रोत्साहन धनराशि के रूप में रू0 50 करोड़ प्रति शहर उपलब्ध कराये जाने की व्यवस्था है।

5- इस संबंध में मुझे यह कहने का निदेश हुआ है कि कृपया शासन के उक्त पत्र दिनांक 16.08.2023 द्वारा दिये गये निर्देशों के अनुक्रम में नगरों के विकास क्षेत्र/विनियमित क्षेत्र के लिए तैयार किये जा रहे महायोजना (प्रारूप) के अन्तर्गत "Scheme for special Assistance to States for Capital Investment 2023-24"-Part-III (Urban planning Reforms) के उक्त 4 घटकों से संबंधित अध्यायों में भारत सरकार के उक्त पत्र दिनांक 27.09.2023 द्वारा जारी किये गये Clarification under guidelines "Scheme for special Assistance to States for Capital Investment 2023-24"-Part-III (Urban planning Reforms)-reg के प्राविधानों को यथा-स्थान निर्धारित समय सीमा के अन्तर्गत सम्मिलित किया जाना सुनिश्चित करें ताकि इस संबंध में प्राविधानित धनराशि राज्य सरकार को प्राप्त हो सके।

संलग्नक: यथोक्त।

भवदीय,
Signed by नितिन रमेश
गोकर्ण
Date: 16/09/2023 (नितिन रमेश गोकर्ण) 10:15:53
Reason: Approved
अपर मुख्य सचिव

प्रतिलिपि निम्नलिखित को सूचनार्थ एवं आवश्यक कार्यवाही हेतु प्रेषित:-

1. सचिव, आवासन और शहरी कार्य मंत्रालय, भारत सरकार, नई दिल्ली-110011
2. अपर मुख्य सचिव, वित्त विभाग, उ0प्र0 शासन।
3. आयुक्त, वाराणसी, प्रयागराज, कानपुर, लखनऊ, आगरा, मेरठ, गोरखपुर, बरेली, मुरादाबाद, अलीगढ़, झांसी एवं सहारनपुर मण्डल, उत्तर प्रदेश।
4. निदेशक (अमृत) अमृत प्रभाग, आवासन एवं शहरी मामले मंत्रालय, निर्माण भवन, नई दिल्ली।
5. मुख्य नगर नियोजक, नगर एवं ग्राम नियोजन संगठन, भारत सरकार, नई दिल्ली।
6. मुख्य नगर एवं ग्राम नियोजक, नगर एवं ग्राम नियोजन विभाग, उ0प्र0 लखनऊ।
7. निदेशक, आवास बन्धु, उ0प्र0 लखनऊ को इस निर्देश के साथ कि कृपया शासनादेश की प्रति आवास एवं शहरी नियोजन विभाग की वेब साइट पर तत्काल अपलोड कराने का कष्ट करें।
8. गार्ड फाईल।

आज्ञा से,
नितिन रमेश गोकर्ण
अपर मुख्य सचिव

No.K-14011/24/2023-AMRUT-IIA
Government of India
Ministry of Housing & Urban Affairs
(AMRUT Division)

Nirman Bhawan, New Delhi
Dated: 27th, September, 2023

To,

Principal Secretaries/Secretaries (Finance)/ (Urban Development)
All State Governments

Sub: Clarification under guidelines "Scheme for Special Assistance to States for
Capital Investment 2023-24"- Part-III (Urban Planning Reforms) – reg

Sir/Madam,

I am directed to refer to DoE's letter dated 19th June,2023 on the subject cited above and to say that the following clarifications are hereby issued under the supplementary Guidelines on the "Scheme for Special Assistance to States for Capital Investment for F.Y. 2023-24"-Part-III (Urban Planning Reforms):

Integrating essential components in Master Plan

Under this component following aspects of planning need to be indicated in the action plan of the States:

1. Comprehensive Mobility Plan (CMP)/ Transportation Plan

Prepare a transit plan with public transportation modes such as buses, metro, etc.

Steps envisaged are as below:

- a) Identify important destinations of the city
- b) Link these destinations to transit corridors for buses and plan for routes of buses on these corridors
- c) Estimate the number of buses required (40 buses per 1 lakh population)
- d) Plan periodicity of bus stops. Identify possible locations of bus depots near important destinations
- e) Converge the mobility planning of different modes (Multi Modal Integration)
- f) Plan for EV charging points for electric mobility
- g) Plan for seamless access through clean execution of footpaths has to be put in place
- h) Identify dark spots of areas near/ on and prepare a proper lighting plan for ensuring safe access, especially focusing on gender sensitivity
- i) Plan for easy access for buses/ trains at bus stops/ bus depots/ railway stations for differently abled
- j) Studying the old city transit patterns and ensuring priority for public transit in old city and segregating streets for public transit only, to avoid congestion

- k) Parking to encourage private parties to execute infrastructure for parking through proper pricing, based on level of demand
- l) Identification of where-how-when of parking in the city. Plan steps for what will make it financially viable for private participation
- m) Integration of paratransit such as bike, auto, taxis for last mile connectivity
- n) Identification important road crossings and marking of road junctions with appropriate
- o) Identifying vulnerable subways and elevated roads/ over bridges, and making strategies to activate them



Figure 1 Haphazard parking in the country

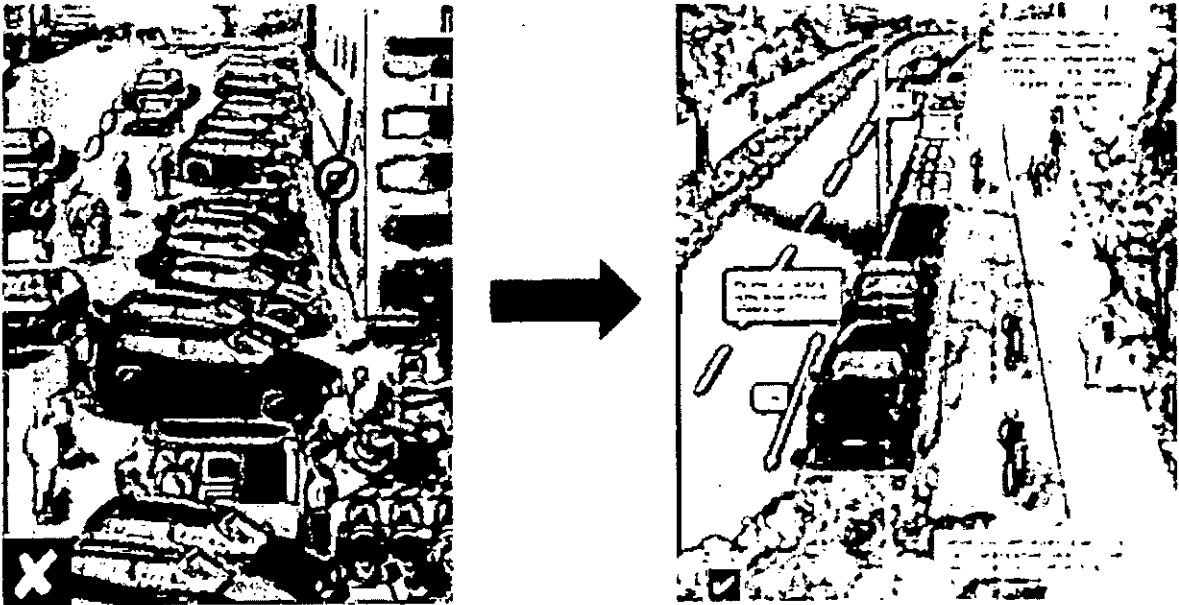


Figure 2 Cities to demarcate, price and control parking on Streets.



Figure 3 Pedestrianized Church Streets in Bangalore



Figure 4 Removal of vehicular traffic at MG Marg in Gungtok for creating a more pedestrian friendly environment

2. Economic Plan

Steps envisaged to prepare an economic plan are:

- a) Cities are labour markets. Identifying the economic nodes of the cities-commercial areas such as markets, vending spaces, industrial estates, goods transport nodes and wholesale markets (logistic hubs), intercity transport nodes, etc.
- b) Regular markets to be planned for pedestrianization and non-vehicular mobility
- c) Logistic hubs to be clearly demarcated and byelaw provisions for creating storage infrastructure such a go-downs, cold storages, etc.
- d) Plan for connecting various economic nodes for affordable mobility to be put in place
- e) Plan for workers' housing near the manufacturing hubs, with complete social and health infrastructure such as schools, colleges, universities, hospitals, etc.
- f) Widening of carriage ways and strengthening of them, to cater to heavy vehicular movement near the logistic and manufacturing hubs
- g) Clear delineation of cycle and pedestrian paths to provide for safe mobility of workers
- h) Plan for removing inefficiencies
- i) Identification of food streets, hawker space, vending zone, and shifting of old markets – Retrofitting to improve them
- j) Customized plan for solid waste management for each for these



Figure 5 Vibrant food vending zone created in Hyderabad

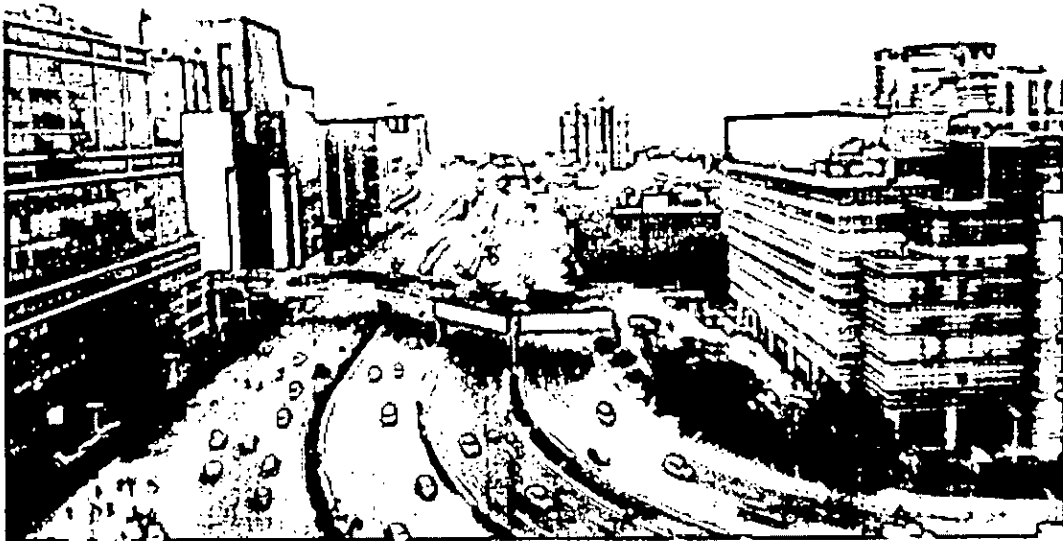


Figure 6 Densification around DLF Cyber City in Gurugram -- Its development as a corporate hub serving as a driver

3. Plan for Blue-Green Infrastructure

Drainage plan of cities to be made. Steps envisaged are as below:

- a) Map all waterbodies of the city (all wards)
- b) Map the areas prone for flooding based on past experiences
- c) Contour survey of the city drainage pattern to be done
- d) Areas below the level of riverbed near the river to be clearly demarcated and plan for pumping out water through an independent energy sourced pump infrastructure to be put in place

Flood mitigation plan is to be made based on the drainage plan. Steps envisaged are as below:

- a) Map the existing stormwater drain channels and sewerage infrastructure
- b) Analyze the gaps of lack of drainage, obstacles, and embankments
- c) Evacuation points to receive water to be identified and prepared – Plan for evacuation points to be prepared
- d) Plan for inter-linking of waterbodies to be part of the master plan
- e) Reverse bores for harvesting stormwater within the channels and on sides of the road
- f) Demarcation of high flood level around the waterbodies to be done for awareness and action
- g) Under bridges/ under passes in a city function as water channels during heavy rains – An intelligent system enabled through CCTV surveillance linked to operation of pumps to bail-out water, to be planned
- h) Plan for listing of all the manholes in the vulnerable flood-prone areas to be mapped and cleaned before monsoon
- i) Plan for increasing the capacity of waterbodies through desilting and cleaning of water inlet and outlet channels to be put in place
- j) Creation of low-cost least space wells (2x2 ft) for harvesting rainwater to recharge shallow aquifers
- k) Plan for a comprehensive pre-monsoon preparation plan

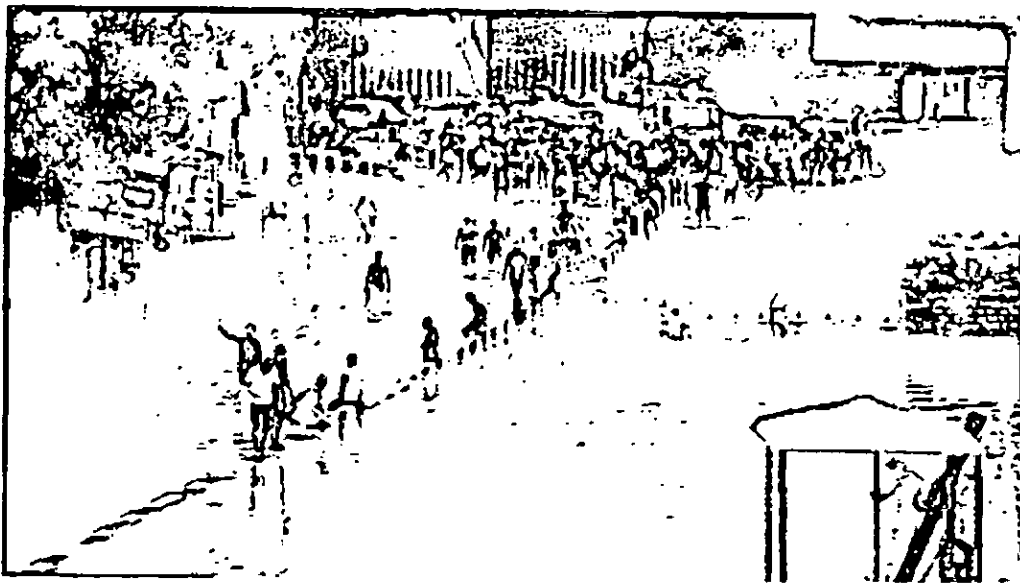


Figure 7 Flooding in Delhi (1)



Figure 8 Flooding in Delhi (2)

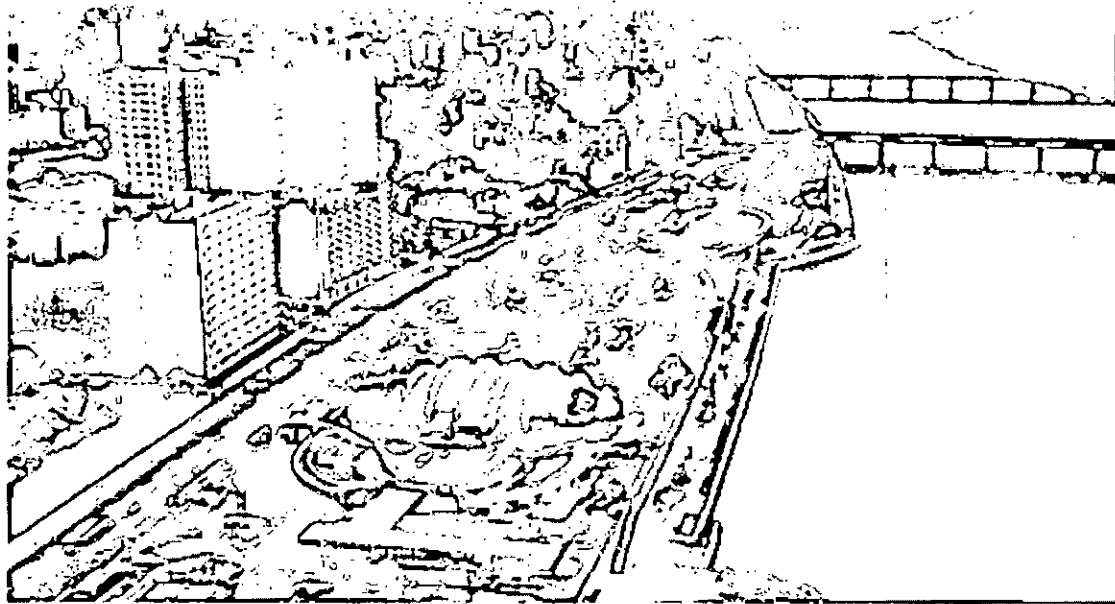


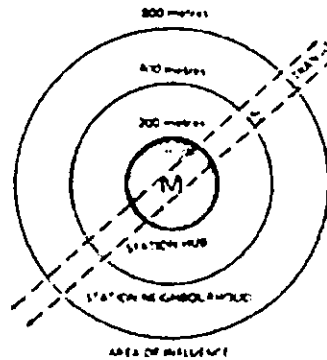
Figure 9 Sabarmati Riverfront with adjacent landscaping in Ahmedabad



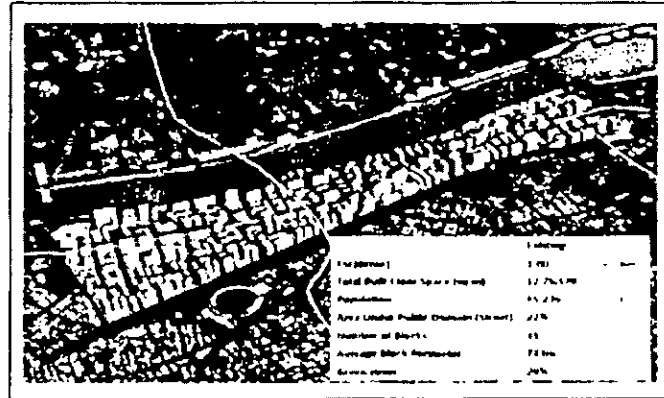
Figure 10 Planning and Designing with Nature

4. Transit Oriented Development (TOD):

Delineation of TOD Area - Delineation of an area for Transit Oriented Development (TOD) essentially involves, identification of a node (Station or Bus Depot) located on the nodes of a transit corridor. It could be 100/ 200 / 500 meters in a circumference around a node.



Formulation of Local Area Plans (LAPs)- In order to formulate a LAP (brown field)/ Town Plan (TP) (Green field), it is essential to precisely identify the plots within the area, existing roads/streets, estimate existing FSI and survey the usage pattern.

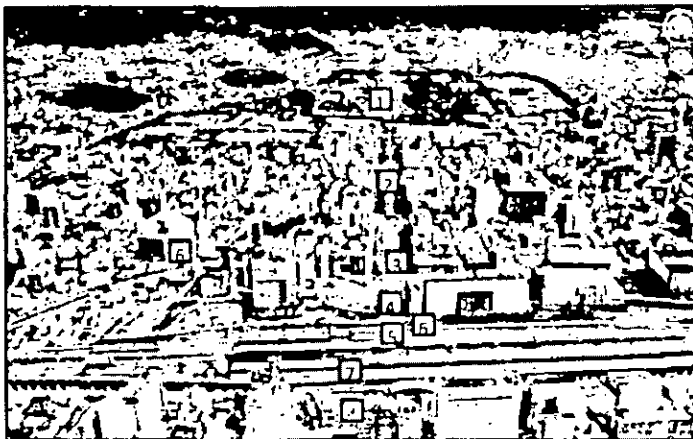


Study of the Block size- A study on the distance between two streets to access the transit corridor.

Transformation to new streets - Analyse the possibilities of existing spaces to be transformed to new streets, with an estimation of the possible width (both types either complete pedestrian type or street with footpath and carriage way on either sides). Street spaces carved out of private plot to be surrendered to authority for making new streets. This provision is to be enabled through policy incorporation of TOD bye-laws.

Categorising Redevelopment - Identify public land or spaces for categorising redevelopment, creating open spaces for people friendly ease of access to the transit node/corridor.

Parking - Formulate a plan for private parking near to the transit node in a systematic manner to avoid clutter of vehicles in the access path to the transit node. Ensure restructuring of the area for private parking on one side of each transit node. Overall parking management area to be delineated.

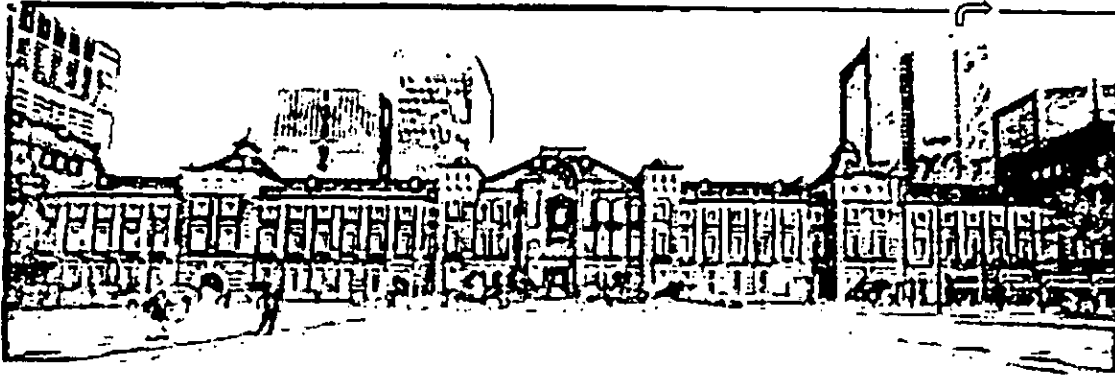


Surrounding area of

Himaji Station, Japan

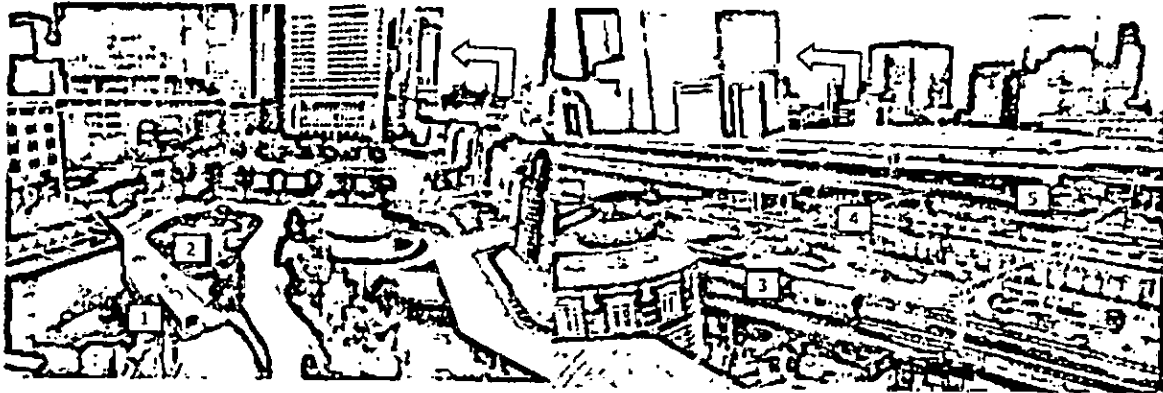
1. Himaji Castle.
2. Otemae Street (60 mt).
3. Bus.
4. Taxi.
5. Express Train.
6. Metro.
7. Bullet Train.
8. Pickup & Drop for Pvt. Vehicles

Enhance FSI - enable multiple uses of land by making provisions for high density development such as residential, commercial or institutional.



Tokyo Station, Japan- TDR of Station Building sold to Real Estate Developer

Multimodal Integration - The influence area should have high quality integrated multimodal transport system for the optimum use of the facilities by the residents/users. The system should have seamless physical connectivity, information integration and fare integration across modes so that the first and last mile connectivity does not become a bottleneck in the use of public transit systems by the citizens.



Note: Multimodal Integration:-1. Bus 2. Taxi 3. Metro Train 4. Express Train 5. Bullet Train (HSR)

Pedestrian - A plan for seamless pedestrian accessibility in terms of footpath on the existing or new street to be ensured including street lighting, amenities, toilets, convenience shops, street furniture etc.



Note:- Otemae Street Himeji Japan

Frontage - Active frontage to be promoted
Mixed Land Use - Developing green spaces so that it becomes a place for convergence of people. Small green patches to be proposed in mixed land use development.



The successful model of Ahmedabad LAP is at Annexure-I for ready reference.

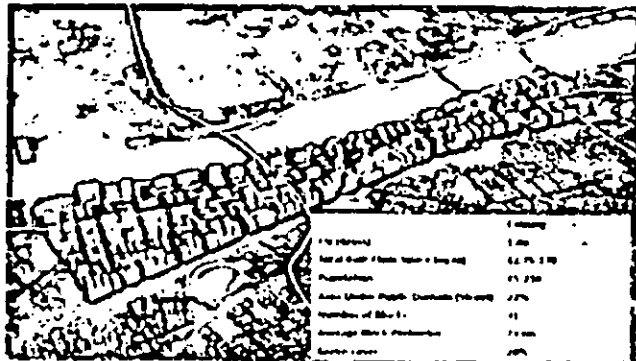
Annexure-I

Successful Model of Ahmadabad

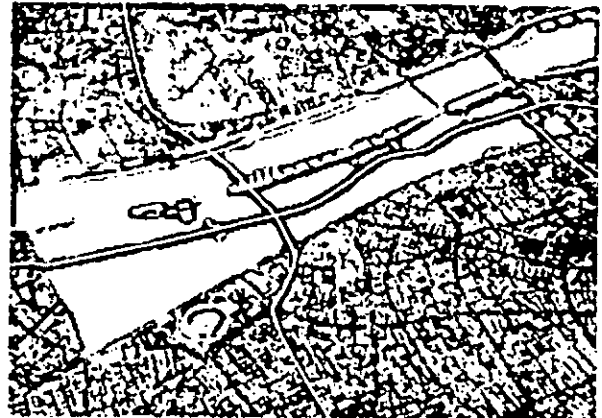
The Ahmedabad Urban Development Authority and the Ahmedabad Municipal Corporation are developing a plan to meet this challenge



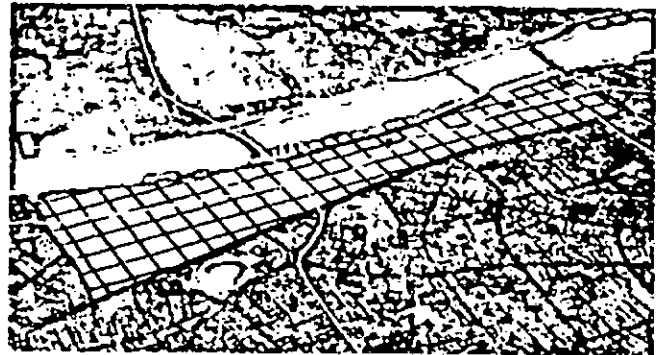
Ahmedabad's hub after a couple of decades



Establishing a blank slate...

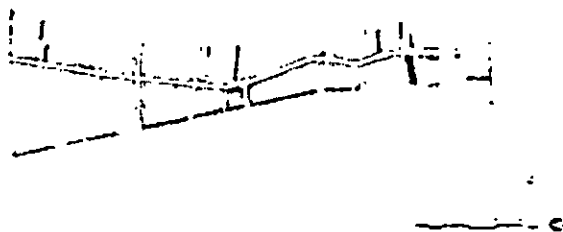


...build a new grid of streets...

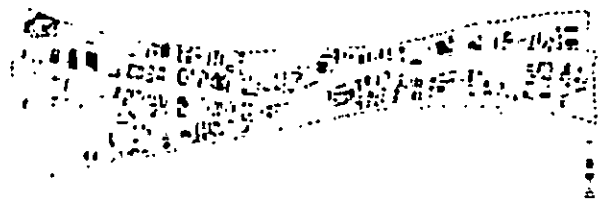


Development of strategy that work around all present constraints!, Not a strategy that swipes or wishes constraints away!

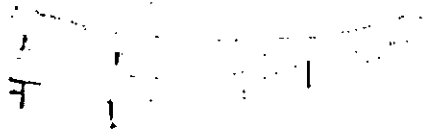
Step 1: Executing street/street widening proposals already included in Ahmedabad's latest Development Plan



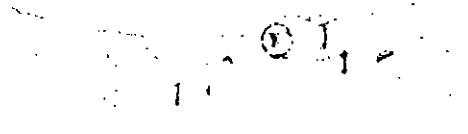
...building types, building footprints, plot boundaries...



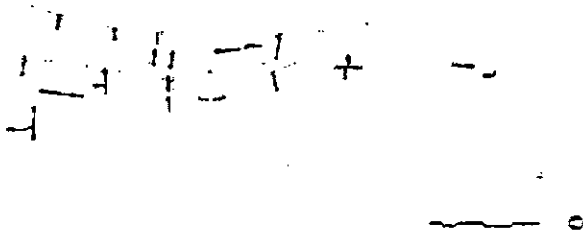
Step 2: Converting existing private streets to public streets



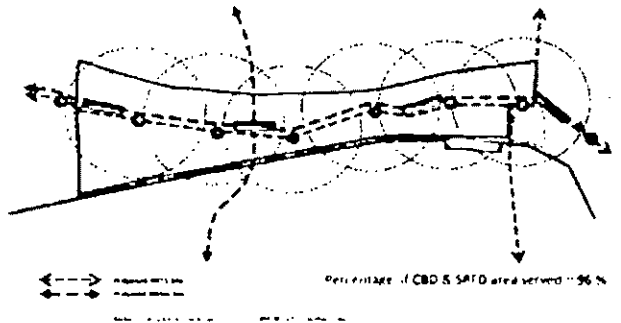
Step 3: Converting 'set-backs' (plot margins; open spaces) into public streets



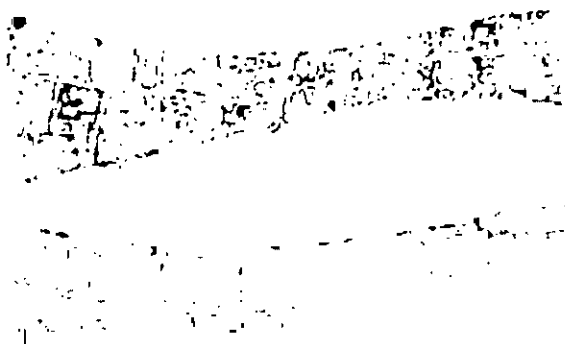
Step 4: Demarcating future street appropriations; to be appropriated when the plots come up for redevelopment



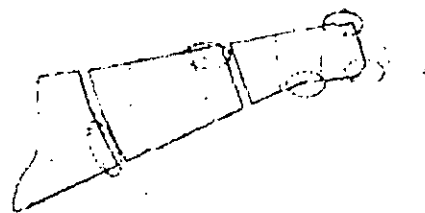
Making Ashram Road a pedestrian friendly public transport spine



Present green cover; shaded streets

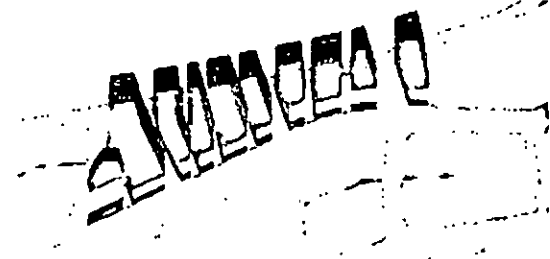
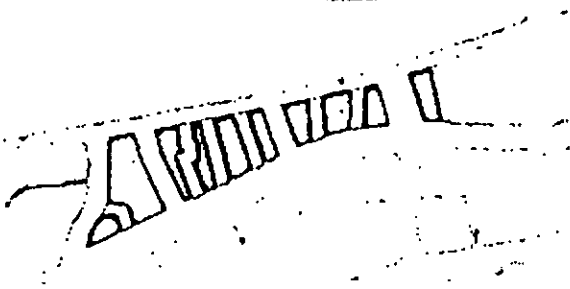


Merging small plots with large; rationalizing boundaries



Allowing full coverage of ground in remaining land

Maximum permissible FSI 5.4



5. This issues with the approval of Competent Authority.

Yours faithfully,

A handwritten signature in black ink, appearing to read 'Isha Kalia'.

(Isha Kalia)
Director (AMRUT)