A PRESENTATION ON
TRANSIT ORIENTED DEVELOPMENT

By
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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.

Source: Census 2011 (Provisional Figures)
URBAN PROFILE

Municipal Corporations: 8
Municipalities: 159
Constituted UDAs/ADAs: 16
Designated ADAs: 113
TRANSIT ORIENTED DEVELOPMENT & USE OF DP/TP
FEW SUCCESS STORIES OF GUJARAT

1. Sardar Patel Ring Road, Ahmedabad Urban Development Authority (AUDA)-Completed
2. Outer Ring Road, Surat Urban Development Authority (SUDA) in Progress
3. Bus Rapid Transit System (BRTS) - Ahmedabad
4. Bus Rapid Transit System in Surat, Rajkot
5. Metro Rail Project of Ahmedabad – Gandhinagar
6. Proposed Metro Rail Project in Surat
Two Stage Process under the Gujarat Town Planning and Urban Development Act (GTPUD), 1976

1. Development Plan (Master Plan)
   - Provides Overall Development Framework
     - Overall Direction of Urban Dev
     - Land use Planning & Zoning
     - Urban Mobility & Road network
     - City Level Infrastructure (Public Utilities & Amenities)
     - Demarcation for Public Purposes including Housing for Urban Poor.
     - Urban Transport Planning
     - Development Control Regulations (DCRs) For Building Plans
     - DP TO BE REVISED EVERY 10 YEARS

- 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%)
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 Given Back to Owners As Final Plots
  - Appropriation of land for Public Purposes
    (Maximum Permissible Upto 50%)
    - Road Network : 15-20%
    - Local level social and physical infrastructure : 05-10%
    - 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 Proper Land-Use & Industrial Investment in Ports
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.
T P Schemes forming Ring Road

<table>
<thead>
<tr>
<th>Total no of TP Scheme</th>
<th>Up to 2005</th>
<th>2006 to 2008</th>
<th>2009-2012</th>
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</thead>
<tbody>
<tr>
<td>Nos</td>
<td>46</td>
<td>20</td>
<td>14</td>
</tr>
<tr>
<td>AREA (km²)</td>
<td>1326</td>
<td>3348</td>
<td>3354.9</td>
</tr>
<tr>
<td>Acre (Hectare)</td>
<td>9215</td>
<td>.15</td>
<td>.3</td>
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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.

**FINANCE BY SALE OF FSI**

**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 Using Town Planning Schemes.
Internationally Acclaimed Best Mass Transit System - Janmarg - BRTS Ahmedabad
BUS RAPID TRANSIT SYSTEM – 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 Project of Ahmedabad & Gandhinagar

- SPV - 'Metro link Express for Gandhinagar & Ahmedabad (MEGA) Co.
- Metro/BRTS Routes Are Part of Development Plan (2022) of the City
- The Proposed Routes Are Notified in Advance as per Mobility Plan
- 250 Meters of Both Side of BRTS/Metro Routes is Declared as High Density Corridors with FSI of 4 (Regular is 1.8).
- On BRTS/Metro Routes Additional 2.2 FSI To Be Purchased From ULB
- Income from Sale of FSI/Concessions to be Part of Transport Fund
- The Sale of Additional FSI To Be Used for Financing of These Projects
- Unlocking/ Capture the Land Value on Transit for Part Financing
- Multi-modal Affordable Transport Authority is Set Up in GUDC
THANKS