

NEWSPLAN



OFFICIAL NOSPLAN NEWSLETTER

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TRAFFIC SOLUTIONS – FOR FUTURE CITIES

-MULLA JAVID HUSSAIN
JNAFAU,Hyderabad

Though there are many planned and monitored for better traffic solutions in many cities across India, but still the growing demand and volume of traffic on city roads has created lot of pressure on the city administration and at the popular traffic junction across many Indian cities. The important aspect which we are missing at the junctions is the issues of bottle neck formation, improper signaling system, no time indicators and the most important thing is waste of energy and country's resources.

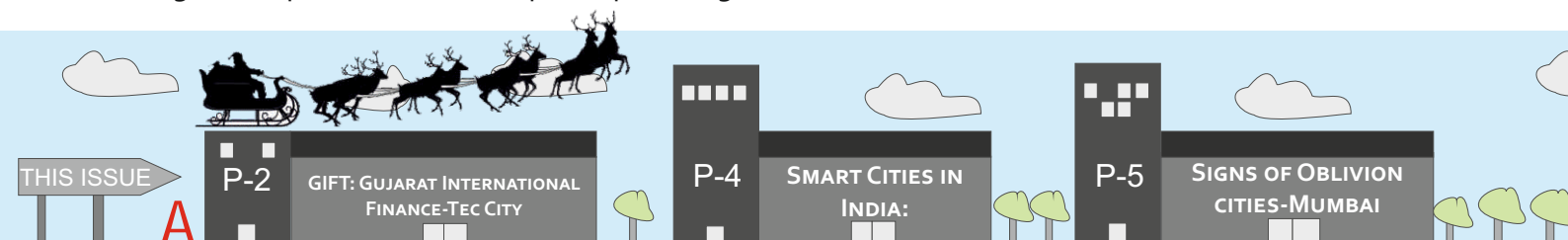
If a junction is considered in any metro cities of India, the minimum vehicle numbers would cross 500 numbers standing on the 4 sides of the road and if the vehicles are in ON condition then, it leads to the waste of petrol, diesel and other natural resources, which are not only precious but Non-renewable. Hence we must look into this aspect very seriously.

Considering the ground profile of the junction, we must plan the underpasses at all the major junction in the future cities, instead of planning for the gigantic flyovers, in cities like Hyderabad the busy junctions of JUBLEE HILLS, PARADISE CIRCLE and also other areas, has the ground profile which helps in planning a

underpass in these areas, but now things are very tight, atleast for the cities which we are planning for future and future growing cities should adopt this where ever possible, so that the traffic moves on without any stoppage and wastage of countries resources.



Cities like Bangalore is showing a great sign for the future traffic solution by constructing number of underpasses, by looking at growing number of vehicles at important junctions in the city. A proper TRAFFIC PLANNING, MONITORING AND MANAGING body with suitable budgets and authorities will help the Indian cities to grow and compete in line with the international cities, but unfortunately we are not constructing the infrastructure either for the present or for the future but for the past.



GIFT: Gujarat International Finance-Tec City

—Akshay Oza, Third Year Planning
College of Engineering, Pune

“The vision of Gujarat would be incomplete without capitalizing on the in-house financial business acumen. To tie up with technology, to create a hub complete with infrastructure, to meet the needs of modern Gujarat and modern India and to create a space in the global financial world.... that is my dream.”

—Hon'ble Prime Minister, India

Referred to as one of the most ambitious project ever taken in India, GIFT is considered to be a stride taken towards enhancing the global financial status of India in the international market. Its main aim is creating a space with high class amenities in order to entice the talent in India and similarly attract huge worldwide as well as in-house investors. GIFT is located on the banks of Sabarmati river and is about 12km from Ahmedabad International Airport, spread over an area of about 886 acres. The lead promoters of this project being Gujarat Urban Development Corporation (GUDC) and Infrastructure Leasing and Financial Services (IL&FS), it is another substantial step in encouraging private investments in development projects. It is estimated that it will generate employment of about a million through its various components like International and Domestic Finance and IT service industries. It will also have a Special Economic Zone. GIFT will also cater to the social needs of people by providing a milieu for schools, entertainment zones and even affordable housing. It doesn't even overlook the environment aspect of planning and has about 34% of open spaces along with 5% saved for social purposes (including social infrastructure and residential units). Its architecture is an amazing exhibit with all types of iconic structures like

Diamond tower, Crystal towers etc. The project focuses on transit oriented development with a suitably high FAR, and is supposed to be well connected through various transit corridors such as Metro and BRTS.



Moreover it lies along NH 8 (Delhi- Mumbai) which connects it to the political as well as financial capital of the country. With globally appraised infrastructure, GIFT has set a high standard for all the upcoming projects in India. In entirety, GIFT is the conception point for creating an augmented India with copiously enriched infrastructure.

REVAMPING THE HERITAGE OF GAYA CITY

— Anwesha Aditi,
Maulana Azad National Institute of
Technology, Bhopal

While contemplating on the internship options for my summer internship, I was sure to work on a fresh and new project. My search ultimately landed to my own city “Gaya” which holds a vast natural heritage had the twin opportunity to be selected as one of the future 100 smart cities and to be developed as a heritage city under the “HRIDAY” project.

Gaya is a city in eastern India and the administrative headquarters of Gaya district in Bihar. The city is located on the banks of river Phalgu and is in close proximity to the famous Buddhist destination “Bodhgaya”. The town is of ancient historical significance and dates back to 600



BC. It was projected to the world by Bimbisara the Fifth ruler of the Sisunaga dynasty who lived and ruled around 519 BC. Gaya finds its mention in the great epics of Ramayana and Mahabharata.

I got the privilege to work with the INTACH team from Delhi who are involved with the identification and conservation of the heritage components. I was a part of their field work which basically comprised of listing and recording the details of the heritage property while physically visiting each and every one in particular. The collected data and information was recorded in the maps approved by the town and country planning department. During the fieldwork we did a physical inspection of the property as well as communicated with the local residents which helped us to understand the physical characteristics of the property, date and style of construction, design characteristics, the brick types etc. that are relevant for recording in the format prescribed for listing. Photography was an important part of listing. This was an amazing opportunity and I am happy to contribute to my city's development

BALANCED - UNBALANCED

- Sukhveen Kaur
Guru Ramdass School of Planning
GNDU, Amritsar

Writing an article about environment is similar to writing an article about universe. To choose one topic means neglecting others, while trying to cover a numerous aspects I might have turned this article into a disaster. People today are fully aware of their surroundings, changing lifestyle and excessive use of resources. We all tend to depend on the resources for our survival on this planet and as a planner we also play with resources. Therefore, a planner can help people to use the resources in such a way that we don't destroy them or use it or manipulate to such an extent that the species on this planet suffers.

India is one of the twelve mega diversities of the world. Population is increasing at high rate, people are

moving to different places in search of better lifestyle, infrastructure, facilities, etc. There are some urban areas where the materialistic beauty has been created. On the contrary areas devoid of basic necessities and poor environment are mushrooming up, due to low purchasing power of maximum population of country. The type of environment created in both areas would create their own story e.g.:-

Mumbai have this story during monsoon season while some other urban area also suffered the same story.



Similarly the slum areas of Mumbai have clogged drains, stagnant water, overflowing manholes, etc.



Before this turns out to be a daily affair, we need to mend our ways. As a planner I feel a huge power is in my hand where planners can utilize resources to make each city worth living by maintaining a balance between nature and development.



Smart Cities in India: Is that a smart decision?

- Sankalp Shukla
B. Plan III Year, MANIT

With the new central government led by Bharatiya Janata Party (BJP) coming into power in 2014, the developing economy of India witnessed certain changes like, introduction of new policies and establishment of new goals to accomplish. The much hyped government, since the beginning of operations, introduced some contemporary ideas to mark a transition from the traditional ways of functioning, as in the United Progressive Alliance (UPA) term.

Some of the remarkable initiatives taken include e-governance, strengthening of international relations, especially with the neighbouring nations, a new ministry for entrepreneurship, etc. These clearly depict the government's interest in targeting what was previously overlooked, and not paid much heed to.

Under the infrastructure domain, the new Prime Minister, Mr. Narendra Modi, announced the establishment of smart cities, a hundred of them spread all across the country. Albeit an appreciable step, concerned with the rapid increase in urbanization (As per the McKinsey Report on India's urban awakening, in just 20 years, the urban population is expected to increase by 250 million), a whopping sum of INR 980 billion was sanctioned for this purpose. Giving a note of the desperate need of new cities in the country, these smart cities promise state of the art technology, would offer infrastructure like district cooling system, and ensure ICT integration. With a huge amount of investment involved in these lavish and exorbitant facilities, a big question arises, if living in these urban centres be affordable for a population in which nearly 300 million people are still deprived of the basic services and

about 270 million across the country earn less than INR 27. As the Indian economy still combats with the 'traditional challenges', so in order to create a niche among the other developed nations, the union government needs to be very cautious with the decisions made.

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With the flow of Smart city: GIFT city

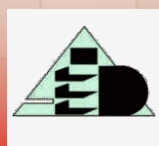
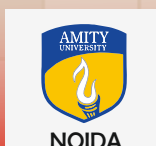
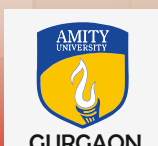
- Shreya Sinha
Amity University

"There is no logic that can be superimposed on the city, people make it and it's to them, not building".
-Jane Jacob

The question lies whether or not the concept of smart cities will be beneficial to the citizens, to the ones for whom a city is the foundation. Let's take an example of the, The GIFT (Gujarat International Financial Tech-city) built on the banks of Sabarmati banks in Gujarat. The plan, however, is for a meticulously planned metropolis complete with gleaming towers, drinking water on tap, automated waste collection and a dedicated power supply, luxuries to many Indians.

Making of this city, involves a large mass of labor, who daily commute from either Gandhinagar or Ahmedabad. There is no facility for them to live where they work, GIFT will surely attract many foreign investments but where is a city for the ones who've worked and made it.

We are moving forward to build a high tech city, with all kinds of flashing attractions in various fields but on the other hand we are diploid to the understanding that a city is a place for all classes of people. It is not wrong to build high rise fancy structures, but an urgent and first basis need is to build a place in space with a healthy environment for all these people.



KUMBH MELA: SPIRITUAL FESTIVAL OF INDIA

KUMBHMELA IS HELD IN NASHIK THIS YEAR (2015-16). THE KUMBHMELA THAT ASSEMBLES IN NASHIK IS CALLED THE SIMHASTH KUMBHMELA. THE KUMBH MELA IS A CONGREGATION OF GOD FEARING PEOPLE. WHEN PEOPLE ATTEND THIS FESTIVAL THEY SEEM TO FORGET ALL DISTINCTIONS OF CASTE, CREED, LANGUAGE OR REGION. THEY BECOME PART OF THE UNIVERSAL SOUL. IT IS GREAT EXAMPLE OF UNITY IN DIVERSITY.

UNFORTUNATELY, SOMETIMES THE CROWD AT KUMBH MELAS BECOMES UNMANAGEABLE DESPITE ELABORATE ARRANGEMENTS MADE BY THE MELA AUTHORITIES TO REGULATE THE FLOW OF PILGRIMS. DURING THE KUMBH MELA, CONGREGATION OF SUCH A HUGE GATHERING FOR A SHORT PERIOD OF TIME IMPARTS IMPACT ON THE ENVIRONMENT. THE SUSTENANCE OF WATER QUALITY OF THE RIVER DURING SUCH CONGREGATION IS AN IMPORTANT ASPECT BECAUSE EVERYBODY TAKES A DIP IN THE RIVER WATER. THE FEACES AND URINARY OF THE MASS GOES INTO THE RIVER AND CREATE RIVER POLLUTION.



PLANNING ASPECT OF KUMBH MELA

RIVER AND WATER ARE IMPORTANT RESOURCES FOR HUMAN LIFE, THE ENVIRONMENT AND NATIONAL DEVELOPMENT. PRESENTLY, NUMBERS OF RIVERFRONT DEVELOPMENT PROJECTS WERE DEVELOPED IN INDIA FOR CONSERVING WATER BODIES AND TO MAKE A CITY MORE LIVABLE AND SUSTAINABLE. KUMBHMELA IS A GLORIOUS GATHERING OF SADHUS AS WELL AS PILGRIMS AT A PLACE ON SOME SPECIFIC DAYS ALONG THE GODAVARI RIVER. THERE IS SCOPE TO PREPARE THE HOLISTIC PLANNING PROPOSALS AND ENVIRONMENTAL PLANNING.

THE RIVER GODAVARI ORIGINATES NEAR TRIMBAK IN NASHIK FLOWS TOWARDS THE EASTERN GHATS INTO THE BAY OF BENGAL. THE GODAVARI, THE LARGEST AND THE LONGEST RIVER OF SOUTH INDIA IS POPULARLY REFERRED AS TO AS THE DAKSHIN GANGA.

DEVELOPMENT IN THE RIVER CROSS SECTION OF THE GODAVARI RIVER SHOULD BE RESTRICTED AND THE SAME SHOULD NOT BE ALTERED. AS THE REDUCTION IN CROSS-SECTION OF THE RIVER CATCHMENTS AREA WILL INCREASE FLOODING AREA AND THEREBY IT MIGHT BE DANGEROUS FOR THE RESIDENTIAL AREAS ALONG THE RIVER. DEVELOPMENT IN THE CATCHMENTS AREA WILL INCREASE THE RUNOFF TOWARDS THE GODAVARI RIVER AND HENCE THE SAME SHOULD BE RESTRICTED SUCH THAT PAVED SURFACE DOES NOT INCREASE.

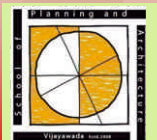


BUFFER ZONE IS NECESSARY IN BETWEEN RIVER & THE OTHER DEVELOPMENTS. ESPECIALLY THE BUFFER ZONE IS NECESSARY IN BETWEEN THE INDUSTRIAL DEVELOPMENT AND THE RIVER. THE BUFFER CAN BE PROVIDED BY PLANTING TREES TO AVOID POLLUTION FROM THE INDUSTRIAL AREA. IT IS ALSO SUGGESTED THAT A BUFFER BETWEEN THE RESIDENTIAL AREAS AND THE RIVERFRONTS IS MAINTAINED AT LEAST FOR 30 M. WHICH WILL HELP TO REDUCE THE RUNOFF TO THE RIVER.

BUILT STRUCTURES SHOULD HAVE PROPER SETBACKS FROM THE RIVER TO PROTECT ITS NATURAL ENVIRONMENT. THIS WILL ALSO HELP IN PROTECTING THE CATCHMENTS AREAS & AVOID THE FLOODS. LOW RISE AND LOW DENSITY STRUCTURE SHOULD BE PLANNED ALONG BOTH RIVER BANK.

LAND ALONG THE RIVER CAN BE ACQUIRED TO HAVE PROPER & CONTINUOUS DEVELOPMENT. IF THE LAND ALONG THE RIVER IS WILLING GIVEN BY THE LAND OWNER TO NMC, THEN NMC MAY CHANGE THE ZONE FOR THE REMAINING LAND POCKET WITH THE OWNER. THIS WILL HELP MUTUALLY.

UNAUTHORISED USE OF THE RIVERFRONT BY HAWKER'S SHOULD BE STRICTLY PROHIBITED. HAWKING ZONES ARE CREATED IN SOME SPECIFIC AREAS AND



HAWKER'S SHOULD BE ALLOWED IN THOSE AREAS ONLY. SPECIALLY DESIGNED HAWKING SHADES CAN BE GIVEN TO THE HAWKER'S TO GET UNIFORMITY IN THE DESIGN & TO HAVE VISUAL HARMONY.

TO MAKE THE RIVERFRONT DEVELOPMENT A SUCCESSFUL VENTURE CLEANLINESS OF THE RIVER WILL BE OF PRIME IMPORTANCE. HENCE THE CLEANLINESS OF THE RIVER SHOULD BE ENCOURAGED AMONGST THE NASHIK CITIZENS.

GODAVARI RIVER MOST PRECIOUS AND RECOGNIZED NATURAL RESOURCE OF NASHIK CITY. THROUGH A PLANNING PROPOSAL OFFERS A PEACEFUL NATURAL CONTRAST TO THE URBAN ENVIRONMENT.



TURN THE RIVER INTO A MAJOR ASSET TO ENHANCEMENT OF URBAN SUSTAINABLE ENVIRONMENT AND QUALITY OF LIFE. THROUGH A PLANNING PROPOSAL MAKE A NASHIK AS A VIBRANT, BEAUTIFUL AND RIVER GLORIFIED CITY.

THE TRANSIT ISSUES OF THE ECONOMIC CAPITAL

- DIPAK BADGUJAR

COLLEGE OF ENGINEERING PUNE

Mumbai, the financial capital of India and the most populous city in the country faces severe traffic problems. Recently the newly appointed government of Maharashtra sanctioned a 36 km long coastal road to decongest the town. The proposed road would run along the coast of the Arabian Sea. But to decongest the town there is a necessity to improve the public transport network in the city as well.

Mumbai is best known for its transit systems. Most of the Mumbaikars use public transport. Even though this is the case the public transport infrastructure in the city is of very low quality and there is very less coordination between the different planning agencies in the city. This is an alarming issue public faces every day. Many proposed projects for improving the public transport in Mumbai have been delayed due to some political and financial reasons

and projects that are going on are progressing with a very slow pace. Projects like the Mumbai Urban Transport Project (MUTP) which aims to improve suburban rail system and road network will not be completed within the stipulated period of completion. The Metro project is currently going on in Mumbai and its first phase has been opened for public. It is now facing the problem of increased fares and studies report that the metro will not be affordable to the public. Local trains are the lifeline of the city but it also faces the problem of fewer tracks to run, breakage of pantographs which cause collapse of the whole network for hours.

Traffic problem in Mumbai can be solved by improving suburban railway network by providing more track to run the trains, implementing elevated rail – road projects in the city, completing projects on time, providing flexible office timings to reduce the peak hour rush and the most important solution of all is providing an integrated transport network in the city which the city does not have right now.

Signs of Oblivion cities-Mumbai

Oblivion means a state of being unaware or unconscious of what is happening in and around one. Human being often goes into state of oblivion, and they do come back to normal dogmatic way of living. The speed of human being to recover from oblivion stage is incredible, and we humans often come back to who we are.



But pause for a moment and think what would happen if the cities start becoming oblivion about its life, history, culture, economy, social aspects and even the past, present and the future scenarios of the city. So in short the word that appears in your mind is CHAOS!!! Cities becomes a place of chaos. And chaos

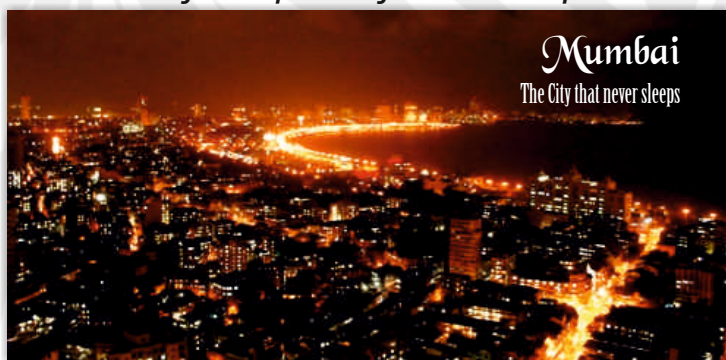


isn't a pit, chaos is a ladder. Perhaps that is what we see in today's Indian cities which are already in footsteps of becoming oblivion.

Mumbai the city that never sleeps, is a one of the most populated city of India. And speaking of number it is the 8th most populated city in the world. The city has a tremendous potential since its origin the city has and will always been in the limelight of the world. And is one the Indian city on the list of Global cities of the world. Mumbai is the wealthiest city in India. Yet it's half the population (54%) lives in slums. (World Bank Report). The city is simply in form of Black and White, one being the wealthiest city of India and having the Asia's largest slum (Dhruv). The contrasting world seen in this city is incredible, you have the world's wealthiest man living in the apartment and on the other hand poorest of poor living on the streets. Income inequality is highly seen in the city, metro becoming a rich person's transportation where as you see local train becoming a transportation option for the other half of the coin. The city has a tremendous amount of black and white throughout the city of Mumbai you will observe both the sides. Population boom and its population growth rate is almost twice then whole of Maharashtra and 2.5 times whole country. The city is in a state of trance that it needs to identify its own criteria towards its present and the future. In India development plan is one such document that helps to identify the city's existing scenario and its future self. A Development Plan is a plan for the development or redevelopment of an area within the jurisdiction of a planning authority. The DP is the most important document affecting the provision of basic services in the region under consideration. It is a map that defines which land parcels in the city would be reserved for public use. It is a document that sets the path for making Mumbai a liveable city. The last development plan for the city was created in 1981 and was adopted only thirteen years later, in 1994. Thus a new plan, which is valid for 20 years has been prepared since 2014 and will be in force till 2034. Development plan is one such tool that allows the city to be re-imagined by every single citizen. The Mumbai development plan for 2014 - 2034 will almost affect 12.5 million residents of Greater Mumbai. The plan has been embroiled in controversy since it was announced. The blueprint of the development plan was itself being criticized by different stake holders and people of the city. There are

multiple stakeholders with multiple perspective for scrapping the controversial plan. Some of the general principles are identified here are as follows.

- *Vision for 2034 DP sees Greater Mumbai as a "Competitive, Inclusive and Sustainable City" although, very little really aims towards enabling the proposed transformations. The Development Plan (DP) is planned as if for the upper and middle class and the issues of the urban poor are totally unaddressed.*
- *The DP should state clear principles and non-negotiable and make them quantifiable.*
- *The DP proposal expects to transform Greater Mumbai into a Healthy and Liveable city. However, these expectations seem to have been given a short shrift in the details.*
- *The Public Consultation that the MCGM have conducted seems to have been only a lip service and nothing more as it had no effect on the proposals made in the DP.*
- *Issues of cluster development and dilution of standards had been struck down at the ward wise public consultation however the same have continued to exist in the development plan.*
- *The planning is expected in two tiers; one the broader scale of Development Plan and the second is through the local area plans. However there is no strategy or timeline mentioned for completion of the local area plans.*



It is interesting to know that millions are living in city and few are the one who takes the calls on how the city will become and how you as citizen will live in the city. And when you find such development plans created which doesn't includes things which needed to be included on the first hand. Then the city itself starts becoming oblivion. Oblivion cities are one such next generation of cities, where the city has got no idea on how to further move on its stuck or may be it is already dead or it has reached its peak point of almost everything: Urban form, population, housing, sprawls, liveability, Environmental concerns, Gender diversity, Digital improvements, Transportation, Livelihood of people and many other aspects of the city.



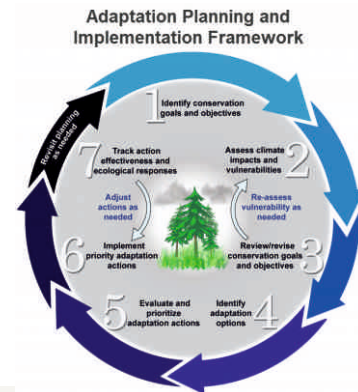
Urban Planning for Climate Changes in Smart Cities

- Amanpreet Kaur
MEPM, SPAV

In the past, scientists or climatologist thought that changes to the climate were just part of the Earth's natural climate cycle, but it is now clear that it isn't that natural. Today, most climate experts believe that human activity is the major cause of global warming and climate change. For this, the major reason is that the increase in carbon dioxide actually found during the industrialisation period and it's further increased the urbanization which has direct impact in the carbon footprint. Thus, we see that Global Warming is not something far off in the future - in fact it leads almost every living human being today. However, the point I would like emphasise here is that the manner in which Indian cities are planned and developed by its planning and development authorities have a big and decisive role to play in near future smart cities in terms of aggravating the situation or addressing it. City planners essentially deal with land cover and land use changes in the name of development which has its cascading effect on consumption and travel behaviour of the citizens. These are intricate urban relationships that affect the overall carbon emissions and energy consumptions, irrespective of the industries and their effects. There is too much

emphasis on industrial pollution and contribution to greenhouse gas effect, but too little on the role of cities and their future.

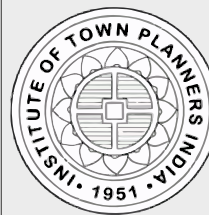
The Way Forward: Role of Planners to mitigate the Climate Change issues



Planner has the important role for making the development plan of the cities but mainly the focus has to be given on population projection, required infrastructure and allotment of land for various proposal but no focus is given to the energy consumption for the projected population, how much carbon they will consume etc. So planners can play an important role in mitigation and adaption of the climate change by incorporation of smart techniques in the development plans like the usage of the renewable energy resources, decarbonising the transport etc. should be encouraged and subsidies and incentives should be given in order to increase the usage of these technologies.



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