

Ministry of Urban Development

Swachh Bharat Mission in urban areas of the country

Minister of Urban Development Shri M.Venkaiah Naidu and Co-Chair of Bill & Melinda Gates Foundation Shri Bill Gates today discussed at length implementation of Swachh Bharat Mission in urban areas of the country. Shri Gates said that “Foundation’s cooperation with India to promote safe and sustainable sanitation services to all is one of its best partnerships”. The Foundation signed a Memorandum of Cooperation with the Ministry of Urban Development to promote sanitation services in January this year.

Shri Venkaiah Naidu informed Shri Gates that “after a slow start, all the States are now becoming pro-active to ensure cleanliness following huge enthusiasm generated among the public about sanitation in urban areas. Clean India can’t be achieved overnight but a good beginning has been made in that direction and efforts are to make Swachh Bharat Mission, a people’s movement”.

Shri Gates referred to various approaches to promote sanitation and suggested that attention needs to be paid to fecal sludge management which gives better returns in terms of health impacts. He stressed on the need to set up decentralized sludge processing facilities for processing of fecal matter. He noted that individual toilets have been built on a large scale in Africa but their usage is low and emphasized the need for reaching quality toilet technologies to the people.

Shri Gates expressed happiness with the ongoing cooperation with the Ministry of Urban Development and assured of full support to further collective goals around expanding the reach and effectiveness of safe and sustainable sanitation services to people of India.

Shri M.Venkaiah Naidu said that along with construction of individual and community toilets, the Government is focusing on solid waste and septage management. Policy initiatives for promoting procurement of energy and compost produced from municipal solid waste are at an advanced stage of consideration.

Shri Madhusudan Prasad, Secretary(Urban Development) and senior officials of the Ministry and Bill & Melinda Gates Foundation also participated in the discussion.

Look East Policy

Minister of Urban Development Shri M.Venkaiah Naidu today called for concerted efforts to fully harness the potential of North-East Region by changing the narratives attributes to the region. He referred to the challenges and opportunities for development of the region. He spoke on “Unveiling of North-East India for India’s Rise’ at a Conclave organized by a media group here today.

Shri Naidu said that “ the narratives of remoteness and poor connectivity adversely impacting the region, a vicious cycle of underdevelopment-insurgency-underdevelopment hampering growth, the region being a low equilibrium of poverty, non-development, civil conflicts and

lack of faith in political leadership etc should be turned on their heads to realise the potential of the region”.

He said that while the N-E Region is being touted as a ‘paradise unexplored’ the correct way of looking at the region is ‘prosperity to be explored’. Shri Naidu asserted that the region known as ‘black hole of business and investments’ could be converted into one of ‘hope and gateway to prosperity by fully taking advantage of the pro-active ‘Look East Policy’.

Shri Naidu noted that with diverse resource base, high literacy rates, huge hydel power potential, vast potential for promoting horticulture, floriculture, organic crops, cross border trade, North-East could be enabled to rise to its potential through necessary reforms and by promoting private investments.

Stating that to be socially and economically sustainable, India’s growth story should be inclusive, Shri Naidu said that N-E Region should be made a participant and beneficiary of India’s economic transformation.

Model State Urban Housing and Habitat Policy

Ministry of Housing and Urban Poverty Alleviation will discuss with the states the policy measures being taken by them to promote affordable housing projects for the benefit of Economically Weaker Sections (EWS) and Low Income Groups (LIG). The Ministry has organized a National Workshop on ‘Model State Urban Housing and Habitat Policy : Decisive Roadmap for Achieving Housing for All’ on October 27, 2015 in New Delhi.

Ministry of HUPA has asked the states to evolve Affordable Housing Policies to comprehensively address issues affecting creation of affordable housing stock by laying out an enabling environment for various stakeholders to participate in housing projects for EWS and LIG. Action taken in this regard and experiences of ten states in promoting affordable housing stock will be discussed at the proposed workshop.

The Governments of Andhra Pradesh and Telangana, who will give an account of the initiatives being taken by them at the workshop have proposed total waiver of Stamp Duty for affordable housing projects in respective states.

In the Draft Affordable Housing Policy of Andhra Pradesh, presented to the Ministry of HUPA, the state government has also proposed waiver of land conversion fee, infrastructure development charges, building plan approval fee, registration fee and betterment charges to promote affordable housing for EWS and LIG besides relaxation in Floor Area Ratio (FAR).

Telangana Government has also proposed similar measures. To encourage private investments in affordable housing, it has proposed twice the normal FAR besides 0.50% additional FAR for timely completion of such projects.

Both the states have proposed earmarking of 25% of government land available with urban local bodies for housing for EWS and LIG. The two states also envisaged single window clearance for approving housing projects in 60 days.

Telangana Government has also proposed in its policy, construction by state agencies of houses/flats on rental-cum-ownership basis on the lines of Singapore Model by adopting new initiatives like 'Equity Building' and 'Rent Cum Ownership' basis, especially for low income segments. Under this model, house/flat allotted to EWS/LIG household will be transferred in the name of the individual after ensuring 100% equity over a period of 10-15 years. Such individuals will have the option to sell house/flat but only to the state government agency who will then offer the same to EWS/LIG households in waiting list. Private sector also will be encouraged to build rental housing stock with appropriate government support for the benefit of migrants.

Such initiatives and experiences of other states will be discussed for the benefit of all other states and stakeholders besides the expectations of industry from affordable housing policies of States.

Under Pradhan Mantri Awas Yojana (PMAY) launched in June this year, about 2 crore houses are to be built in urban areas by the year 2022 to ensure housing for all. Out of this, 96% is meant for EWS and LIG households. Central government has proposed to extend assistance in the range of Rs.1.00 lakh to Rs.2.30 lakhs per each dwelling unit to be built under PMAY.

National Sanitation Policy of 2008

The survey conducted during 2014-15 was commissioned by the Ministry of Urban Development as required under the National Sanitation Policy of 2008.

Since the Swachh Bharat Mission is being implemented in urban areas with focus on construction of individual household, community and public toilets to eradicate open defecation and ensure door-to-door collection and disposal of municipal solid waste, all the 476 Class-1 cities have been ranked based on the data pertaining to these elements from out of the date generated in the survey. This helps in assessing the present situation in these cities so that they can undertake necessary interventions to meet Swachh Bharat Mission targets in urban areas.

Over all sanitation rankings of these cities based on a total of 100 marks assigned to different parameters covering all aspects would be announced later. The Swachh Bharat rankings are based on a total of 42 marks including 20 for open defecation indicators and 22 for solid waste management indicators.

Swachh Bharat ranking of capital cities :

S.No	Capital city	Swachh Bharat Rank
1	Bengaluru	7
2	Trivendrum	8
3	Gangtok	10
4	New Delhi Municipal	16

	Council	
5	Chandigarh	21
6	Puducherry	23
7	Agartala	32
8	Port Blair	34
9	Aizawl	35
10	Guwahaty	51
11	Kolkata	56
12	Chennai	61
13	Dimapur	76
14	Imphal	83
15	Shimla	90
16	Bhopal	106
17	Shillong	120
18	Greater Mumbai	140
19	Srinagar	152
20	Lucknow	220
21	Ranchi	223
22	Hyderabad	275
24	Raipur	293
24	Gandhinagar	310
25	Bhubaneswar	331
26	Dehradun	360
27	Jaipur	370
28	Patna	429

Swachh Bharat ranking of other major cities :

S.no	City	Swachh Bharat Rank
1	Mangalore	11
2	Madurai	20
3	Jalandhar	28
4	Pune	31
5	Kozhikode	41
6	Surat	63
7	Ahmedabad	79
8	Jamshedpur	109
9	Anantnag	115
10	Darjeeling	129
11	Tirupati	137
12	Agra	145
13	Secunderabad	191
14	Coimbatore	196
15	Visakhapatnam	205
16	Raibareilly	240
17	Kanpur	241
18	Nagpur	256
19	Vijayawada	266
20	Cuttack	296
21	Puri	298
22	Ujjain	355
23	Ludhiana	381
24	Allahabad	383
25	Gwalior	400

26	Ajmer	401
27	Udaipur	417
28	Varanasi	418
29	Jammu	427
30	Amritsar	430

Number of cities surveyed in major States include : UP (61), West Bengal (60), Maharashtra (43), MP(32), Gujarat (30), AP(30), Tamil Nadu(29), Rajasthan(28), Bihar (27), Karnataka (26), Haryana(20), Punjab(16), Telangana (11), Odisha (10), Jharkhand(10), Chattisgarh(9) and 6 each from Kerala, Uttarakhand and North-Eastern states.

Transit Oriented Development Policy (TOD)

Ministry of Urban Development has approved the Transit Oriented Development Policy (TOD) for Delhi. Minister of Urban Development Shri M.Venkaiah Naidu has cleared the Policy which is expected to recast Delhi's landscape as part of review of Master Plan for Delhi – 2021.

TOD is a key policy initiative for low-carbon, high-density, compact, mixed land use and sustainable development by minimizing travel time for citizens, promoting use of public transport, reducing pollution and congestion, creating more homogeneous neighborhoods, having work places near residences, creating public amenities within walking distances and providing safe environment through redevelopment along MRTS (Mass Rapid Transport System) corridors in the national capital.

A significantly higher FAR (Floor Area Ratio) of 400 will enable vertical construction that is required to address shortage of land availability

TOD policy shall be adopted for development within the Influence Zone (extending up to 500 metres on both sides of MRTS corridors), so that maximum number of people can live, work and find means of recreation within walking/ cycling distance of the MRTS corridors/ stations. However, TOD will not be applicable in Lutyens Bungalow Zone, Civil Lines Bungalows Area, Monument regulated zone, Zone 'O' (around river Yamuna) and Low Density Residential Area. TOD zone would comprise approximately 20% of Delhi's overall area.

The provisions of TOD Policy include:

- Development/ Redevelopment in TOD zone will be incentivized by providing significantly higher FAR of 400 on the entire amalgamated plot being developed/ redeveloped. However, these higher norms can be availed only for plots of area of 1 Ha or more for which a comprehensive integrated scheme has to be prepared. In contrast, the minimum scheme area for undertaking redevelopment outside TOD zone is 4 Ha. Within an approved scheme area in TOD Zone, development can be taken up

in phases for minimum plot size of 3,000 m² at a time. Minimum scheme area for development by Mass Rapid Transit System (MRTS) agencies such as DMRC, Rapid Rail Transit System (RRTS) and Railways will be 3,000 m².

- Additional FAR may be availed only through Transferable Development Rights (TDR), for schemes larger than 1 Ha.
- Entire approved layout plan of a scheme will be included in influence zone if more than 50% of the plan area falls inside the influence zone.
- It will be mandatory to use a minimum of 30% of overall FAR for residential use, a minimum of 10% of FAR for commercial use and a minimum of 10% of FAR for community facilities. Utilization of remaining 50% FAR shall be as per the land use category designated in the Zonal Plan. For example, in residential use zone, of the remaining 50% of overall FAR, at least 20% will be for residential use and other uses are permitted up to 30%. Similarly in commercial use zone, of the remaining 50% of overall FAR, at least 40% will be for commercial use and other uses are permitted up to 10%.
- There shall be a mix of Housing types for a wide range of income brackets within communities with shared public spaces/ greens/ recreational facilities/ amenities, which will minimize gentrification and create more community oriented developments.
- The mandatory residential component covering 30% FAR shall wholly comprise of units of 65 m² area or less. Out of these half of the FAR, i.e. 15% of the total FAR, has to be used for units of size ranging between 32-40 m². Over and above this, an additional mandatory FAR of 15%, i.e. FAR of 60 has to be utilized for Economically Weaker Sections (EWS). The size of EWS units will range between 32-40 m². This is a significant pro-poor and pro middle class measure which will further the objectives of 'Housing For All' Mission.
- For example, in a 1 Ha (10,000 m²) plot, the permissible FAR of 400 amounts to 40,000 m². Out of this, it will be mandatory to provide 30% i.e. 12,000 m² for units of 65 m² area or less. Out of this 12,000 m², 50% i.e. 6,000 m² has to be used for units ranging between 32-40 m². Over and above these, it shall be mandatory to use 15% of permissible FAR i.e. $40,000 \times 0.15 = 6,000$ m² for EWS units ranging between 32-40 m². Thus, in a TOD development/ redevelopment on 1 Ha area, 18,000 m² (45%) of built up area has to be used for providing housing units for the poor and middle class.
- 20% of land shall be used for roads/ circulation areas. 20% area for green open space shall be kept open for general public use at all times. Further, 10% area of green area may be for exclusive use.
- MRTS agencies have been exempted from providing the mandatory 30% residential component which is part of the TOD norms applicable to all other Developer Entities (DEs).

- Computerized single window clearance system shall be adopted for approval of TOD projects.
- Increase in safety especially for women and children using public transport or walking at night shall be facilitated through changes in key Development Code aspects such as revised setback norms, dispensing with boundary walls, having built-to-edge buildings with active frontages which provide ‘eyes-on-the-street’, etc.
- DDA will notify the regulations containing the details for operationalisation of TOD policy.

Smart Cities

In recent times, no other scheme or idea has stirred the imagination of the people as much as smart cities initiative, ever since it was first mentioned by our leader Shri Narendra Modi, during Lok Sabha election campaign.

It is an idea whose time has come in our county and cannot be stopped.

Literature on smart cities has different definitions. We are keen to have own version of smart cities keeping in view the contemporary problems in urban areas and emerging challenges like reducing carbon emissions.

Contemporary issues in urban areas being – urban mobility problems, inadequate water and power supply, solid waste management, sanitation, lack of equity in access to resources like land and public spaces, shrinking availability of land and above all, poor urban governance.

Urban areas being the seat of industrial, business and other economic activities and coupled with high density of population, reducing adverse impact on environment through rising pollution and carbon emissions is the major emerging challenge.

All those living in urban areas and in particular, the young, just born and still to be borne have a fundamental right to a clean environment.

Youth and still to be borne also have a right to livelihood opportunities in urban areas. This is particularly so because urban areas are seen as islands of opportunities. It is in this context that our smart cities have a futuristic dimension.

Broadly, under smart cities initiative is to strengthen physical, social, economic and institutional infrastructure for better living.

In other words, we intend to promote ‘walk to work living’, use of public transport instead of private transport, easy access to educational, health and recreational facilities, 24 x 7 water and power supply, cleanliness, participatory, citizen centric and responsive governance through adoption of ICT platforms, reduced energy consumption etc.

In nutshell, our smart cities shall be financially and ecologically sustainable so that future generations are not deprived of their right to quality living.

I know, it is easier said than done. In my view, what is more fundamental to better urban planning and management is ‘smart leadership’. We need leadership in urban areas who can adopt realistic approach towards collection of taxes and recovery of cost of utilities and ensure effective urban governance.

Being aware of the magnitude of the challenge of ensuring a turn around in our urban planning and governance to make urban areas as growth engines, soon after assuming office, I have convened a National Conclave of Urban Development Ministers. After two days of intense deliberations, for the first time, a National Declaration was adopted under which states have committed to implement a set of 25 identified urban reforms.

Further to the exhortations of our Prime Minister on converting growing urbanisation into an economic opportunity, a new consciousness has just begun to take roots. We need to take this forward to realize desired outcomes.

Smart cities do not just mean building sky scrapers, constructing glossy buildings and constructing wide roads for private vehicles to zoom up and down.

On the other hand, we need to usher in new mindsets and governance approaches for better management of limited resources to realize ‘inclusivity’ and ‘sustainability’.

In my view, a smart city is not one where everyone prefers to own a car but one where even a car owner prefers to use public transport. In Barcelona, over 80% use public transport while in Atlanta, it is the reverse. With similar population size, adverse impacts of Atlanta on environment are five times that of Barcelona.

Regarding operational principles of building smart cities, we are looking at different ways of doing so. One is Retrofitting. Under this, infrastructure deficiencies will be addressed, like building and widening of roads, laying water and electricity lines, providing public spaces, promoting cycling, replacing halogen lights with LED bulbs, promoting solid waste management etc.

The second way is Redevelopment under which identified areas would be rebuilt when the existing conditions are just not amenable to improvement through retrofitting.

The third component being building new cities like the GIFT city and Dholera smart city in Gujarat.
