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आज़ादी का
अमृत महोत्सव



GOVERNMENT OF INDIA
MINISTRY OF HOUSING AND URBAN AFFAIRS



GATI SHAKTI MASTER PLAN AND THE CITY REGIONS OF JAMMU AND KASHMIR

**NEED TO THINK ABOUT THIRD SPATIAL
LAYER**

IFTIKHAR AHMAD HAKIM

CHIEF TOWN PLANNER, KASHMIR

ADMINISTRATION IN IMPLEMENTATION OF PM GATI-SHAKTI

Role of UT Government

- **For providing the single platform with respect to infrastructure which is spread across various Agencies/ Departments/ States, PM Gati-Shakti shall provide coordination between various Central Ministries/ Departments with various UT/ State Governments/ Departments, coordination between various Departments within a UT/ State, coordination between various Departments of a State/ UT with various Departments of another State/ UT for effective infrastructure creation and future planning.**
- **PM Gati-Shakti State/ UT Master Plans therefore bears significance for providing multi-modal connectivity infrastructure for various economic zones in the UT.**
- **Framing PM Gati-Shakti Master Plan for JK, and constitution of Committees i.e. EGoS, NPG, TSU in the Industries Department of UT.**

THE ROLE OF CITIES: AGGLOMERATION ECONOMIES

- In the development process of countries, cities account for ever-increasing share of national income. Urban areas generate 55 percent of gross national product (GNP) in low income countries, 73 percent in middle-income countries, and 85 percent in high-income countries.
- The growth sectors of economy – manufacturing and services – are concentrated in cities, where they benefit from agglomeration economies and ample markets for inputs, outputs, and labour, and where ideas and knowledge are rapidly diffused.
- Why do firms locate in large metropolitan areas where the cost of living is twice as high as it is in smaller urban areas? The answer lies in the fact that these high costs are offset by economic benefits cities offer – benefits as a result of agglomeration economies.

SUSTAINABLE AGGLOMERATIONS

- Urbanization is one of the major drivers of the process of development in the contemporary world with the city regions playing extremely significant role.
- The predicament of uneven spatial development is dramatically expressed in the observation that 50% of global GDP today is produced by 15% of the world's people. Conversely poorer half of the world produces 14% of global GDP.
- *The policy issue before the state is to create and sustain the agglomerations without which they can never hope to enter into the higher ranks of global economy ensuring that income disparities remain well within limits of socially just and politically tolerable.*

SCHOLARSHIP ON GLOBAL CITY REGIONS

There are now more than 300 city-regions around the world with populations greater than one million. At least twenty city-regions have populations in excess of ten million. They range from familiar metropolitan agglomerations dominated by a strongly-developed core such as the London region or Mexico City, to more polycentric geographic units as in the cases of the urban networks of the Randstad or Emilia-Romagna.

REEMPHASIZING THE ROLE OF CITIES

This can be done by reemphasizing the role of city regions.

In Jammu and Kashmir this has been done through the J&K Metropolitan Region Development Authorities.

CITY REGION OR METROPOLITAN REGION: AS THE UNIT FOR CONVERGENCE

- **Cities in any Country or State do not work in isolation. A city is dependent on its region and the region is also dependent on the city. There are economic, culture and eco-system dependencies of the city on the region and vice-versa. The region comprises the mother city and the country side or mix of country side and towns providing lower order services and institutions.**
- **The economic development of the State is directly dependent on the economic development of its cities which in turn is directly dependent on the economic development of the city region.**
- **The institutions responsible for facilitating the economic development of these cities are entrenched in the archaic structure of 1970's resulting in the sluggish economic growth and serious infrastructure crisis for these cities.**

J&K FOCUSSES ON CITY REGIONS

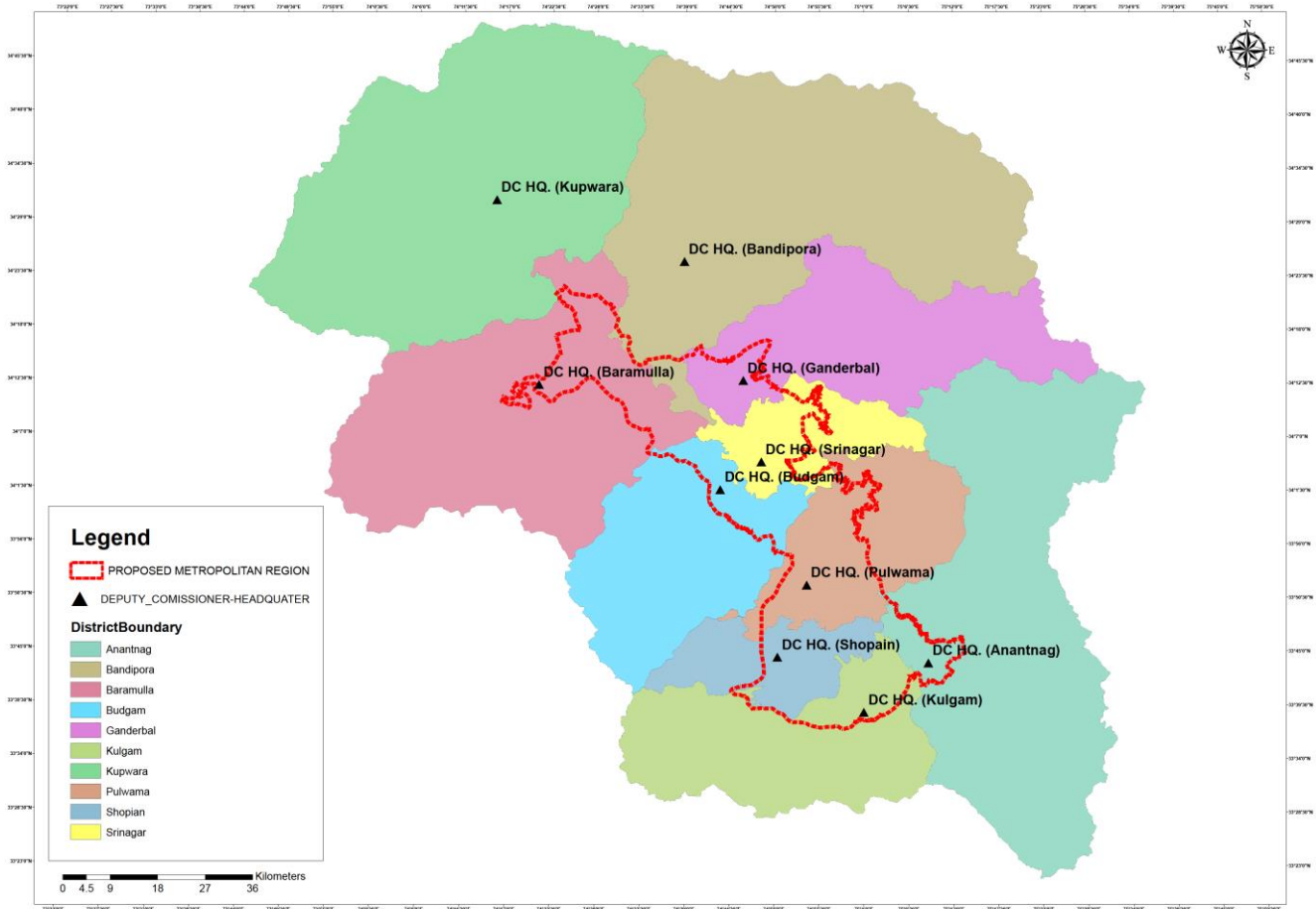
In order to overcome this problem the State has enacted a new legal frame work in the form of “J&K Metropolitan Development Region Development Authority Act 2018” which has been effective since December 2018. *Subsequently, two umbrella Authorities—“Jammu Metropolitan Region Development Authority” and “Srinagar Metropolitan Region Development Authority”—have been set up to provide an integrative framework for the purpose of planned development of these regions.*

OBJECTIVE OF THE AUTHORITY:

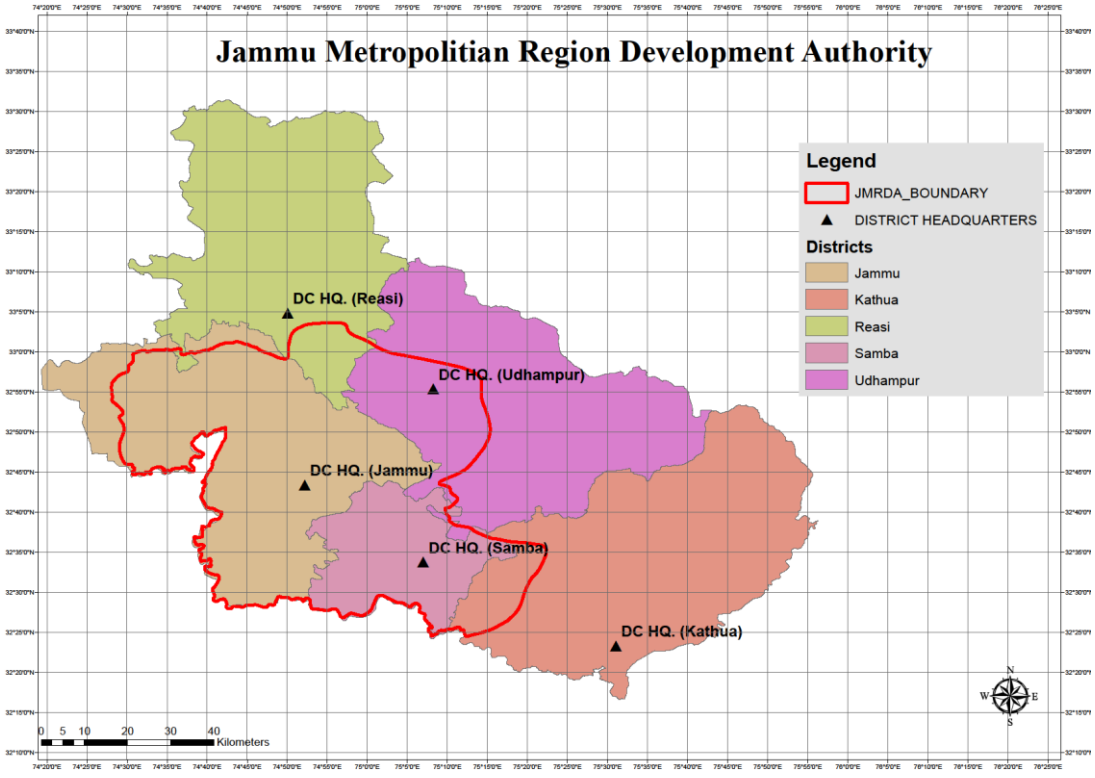
The main object of the Authority shall be the development of the Metropolitan Region according to the development Plan and for that purpose, the functions of the Authority shall be to:-

- Preparation of Infrastructure Development Plan. (Section 15 of JKMRD Act)
- Preparation of Annual Plan for Infrastructure Development (Section 16 of JKMRD Act).
- Formulation of Mobility Management Plan for the Metropolitan Region (Section 17 of JKMRD Act).
- To Operate a city bus service within the Metropolitan Region
- Formulation of a Plan for Sustainable Management of Urban Environment (Section 19 of JKMRD Act).

SRINAGAR METROPOLITAN REGION DEVELOPMENT AUTHORITY



JAMMU METROPOLITAN REGION DEVELOPMENT AUTHORITY



INFRASTRUCTURE DEVELOPMENT PLAN [IDP]

- The Chief Executive Officer shall prepare an Infrastructure Development Plan [IDP] for the Metropolitan Region provided that such IDP shall be in conformity with the Development Plan(s).
- The IDP shall describe and detail out the infrastructure development works and amenities required for the maintenance of a reasonable standard of livability in the Metropolitan Region or part thereof. including but not limited to—
 - ❖ roads, water supply,
 - ❖ sewerage disposal,
 - ❖ storm water drainage,
 - ❖ electricity,
 - ❖ solid waste management,
 - ❖ public transportation,
 - ❖ parking and other amenities

MOBILITY MANAGEMENT PLAN [MMP]

The Chief Executive Officer shall prepare a Mobility Management Plan for managing mobility in the Metropolitan Region which shall include—

- (a) measures for improvement of road junctions, construction of roads, bridges, pedestrian footpaths, subways,
- (b) Measures for enhancing safety of life and prevention of accidents on public roads;
- (c) Measures in regard to public transportation, mass transportation, integrated multi-modal transportation, bus shelters, parking and their improvement;
- (d) measures to regulate parking, traffic, installation of traffic signals and the transit of vehicles, including its speed, form, construction, weight, size or laden with such heavy or unwieldy objects, as may be likely to cause injury;
- (e) Measures to regulate access to premises from any particular public street carrying high speed vehicular traffic; and
- (f) such other measures, as may be required for managing mobility in the Metropolitan Region.

RECOMMENDATIONS

- **In view of the above I will recommend that the City/City region should be a layer created in the Gati Shakti for the better planning of the city and city regions.**
- **This should be both from the infrastructure development perspective as well as from the reductions of the income disparities.**

Thanking you