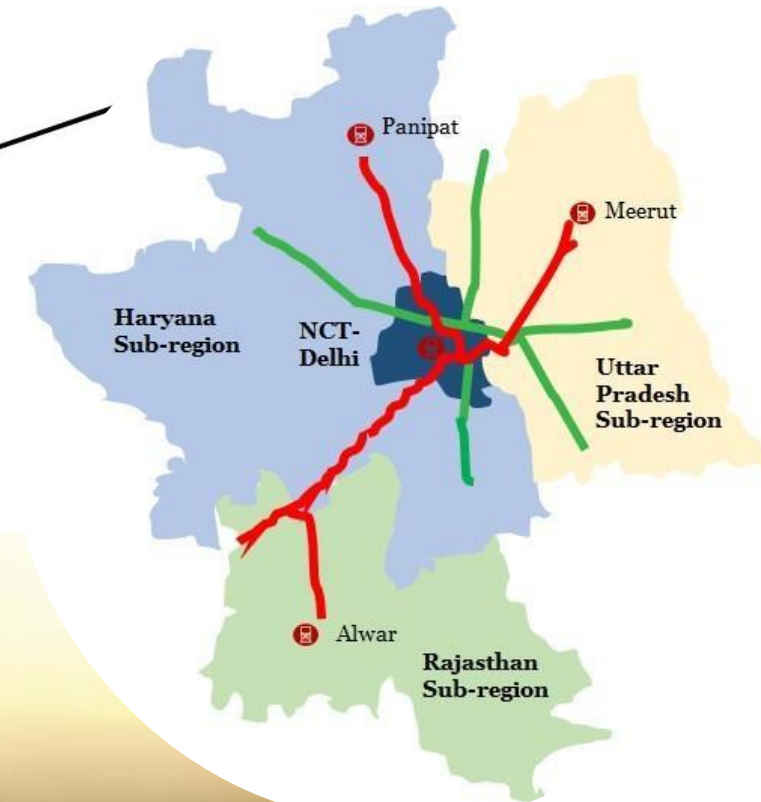




# Regional Rapid Transit System Transit Oriented Development (TOD ) & Value Capture Financing (VCF) Implementation Journey



Kochi

05.11.2022



# THE RRTS CORRIDORS

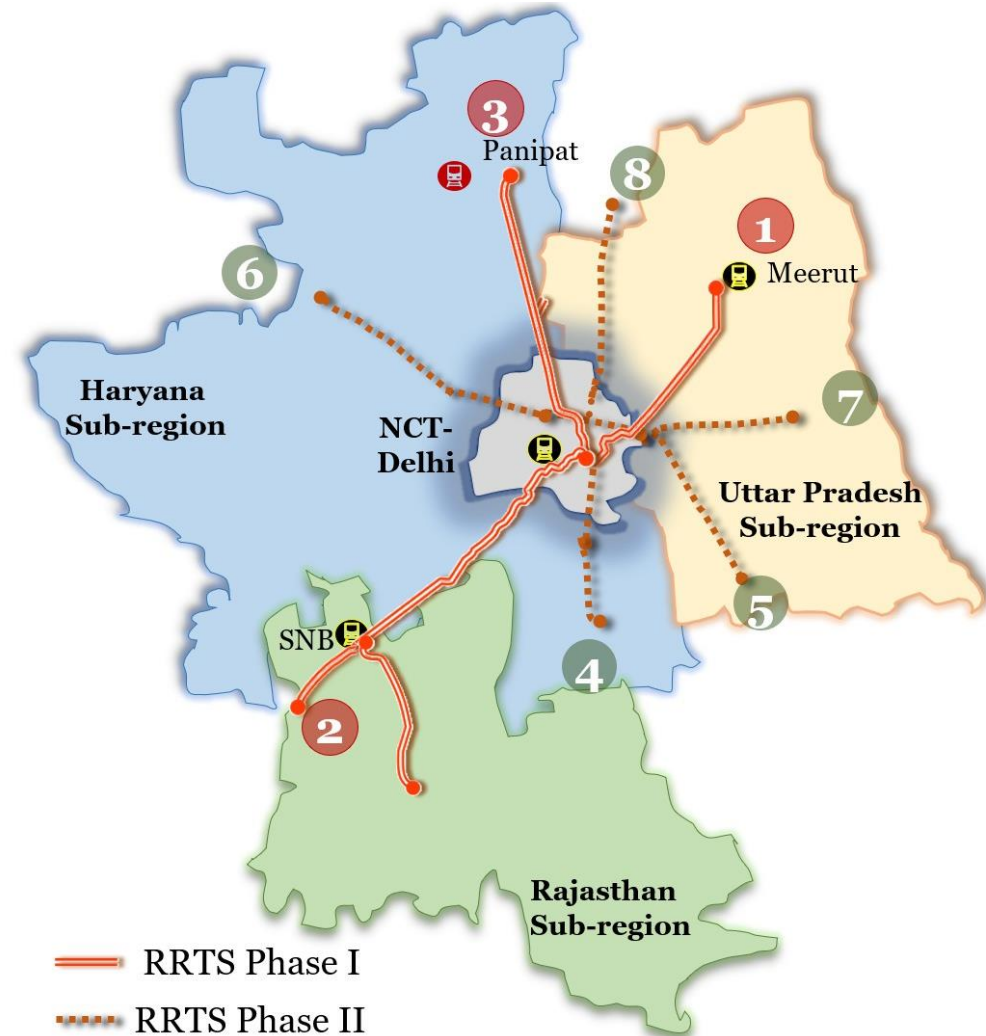
*The Functional Plan on Transport for NCR-2032 identified eight (8) RRTS Corridors for the National Capital Region*

## Prioritized Corridors: Phase I

- ✓ **Delhi-Ghaziabad-Meerut**
- ✓ **Delhi-Gurugram-Alwar**
- ✓ **Delhi-Panipat**

## Corridors planned for Phase II

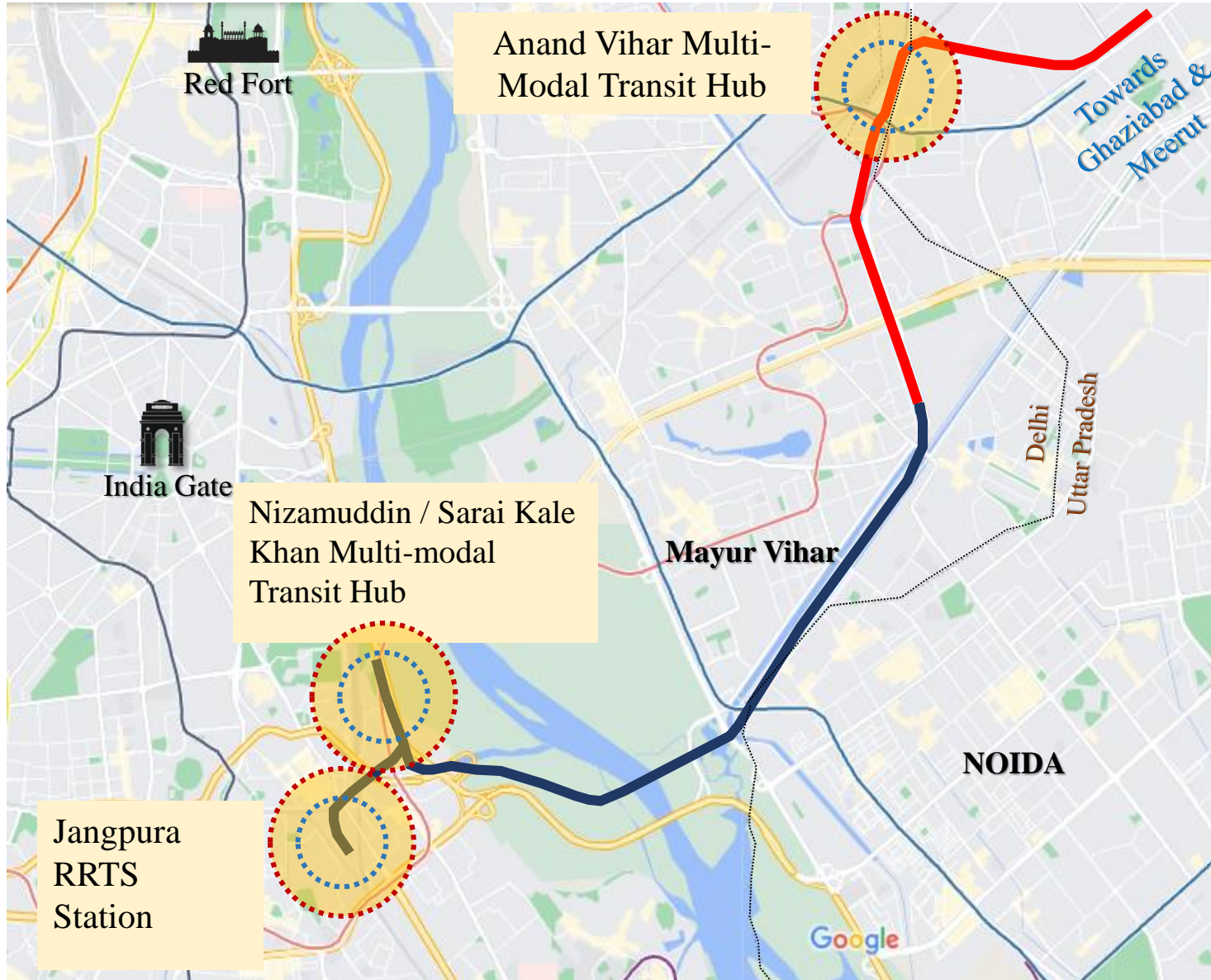
- Delhi – Faridabad – Ballabgarh - Palwal
- Ghaziabad – Khurja
- Delhi - Bahadurgarh - Rohtak
- Ghaziabad-Hapur
- Delhi-Shahadra-Baraut







# TOD Implementation in Delhi



## Delhi TOD Policy

Provides Guiding framework and principles for TOD in Delhi;

Introduced TOD as new chapter in Masterplan for Delhi 2021;

## Delhi TOD Regulations

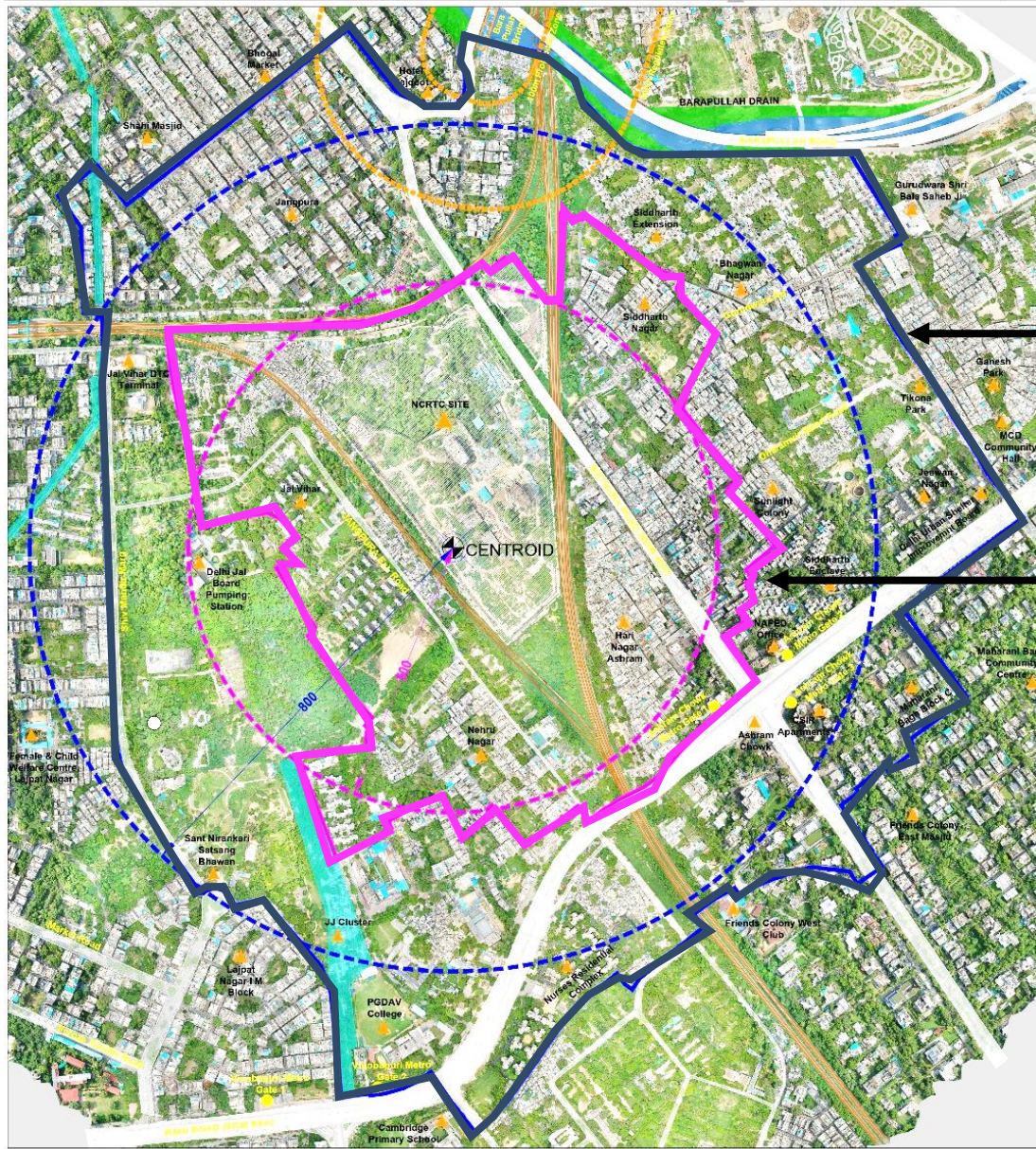
Identified nodes for pilot TOD implementation

**Draft MPD 2041**  
(under finalization)

NCRTC has been working with DDA in formulation, updation and operationalization of the TOD Policy



# TOD Implementation in Delhi



Indicative Influence Zones of the **Jangpura RRTS Station TOD Node**, under Delhi TOD Policy provisions

**Delineated TOD Planning Area** (800m from Station centroid); for preparation of Influence Zone Plan (by NCRTC)

**Delineated Intense Development Area** (500m from Station Centroid); where TOD benefits like Mixed Use and Addl. FAR shall be available

Subsequent to approval of IZP, **TOD Schemes** will be prepared for individual sites, as per guidelines laid down in the TOD Policy

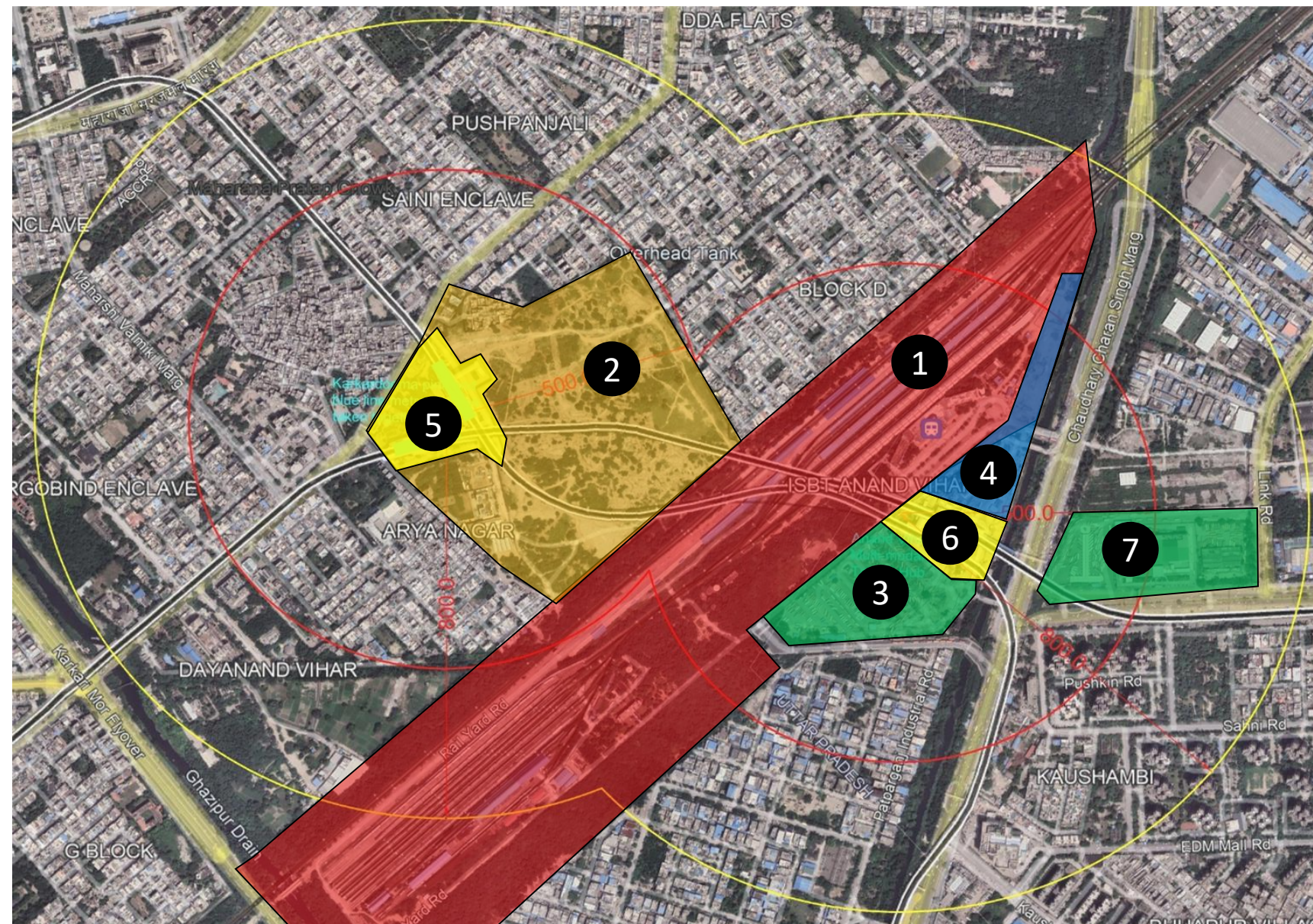
Apart from Jangpura, NCRTC is preparing the IZP for the **Anand Vihar-Karkardooma** and the **Sarai Kale Khan** TOD Nodes as well.



# TOD Implementation in Delhi

Combined indicative Influence Zones of **Anand Vihar and Karkardooma TOD Nodes**, for which **NCRTC** is preparing the **Influence Zone Plan**

1	Anand Vihar Railway Station – <b>Indian Railways</b>
2	Karkardooma TOD – <b>DDA</b>
3	Anand Vihar ISBT - <b>DTC</b>
4	Anand Vihar U/G RRTS - <b>NCRTC</b>
5	Karkardooma MRTS - <b>DMRC</b>
6	Anand Vihar MRTS - <b>DMRC</b>
7	Kaushambi ISBT - <b>UPSRTC</b>





# TOD & VCF in Uttar Pradesh

## GoUP Committee

2021

- Comprising of State Govt. Departments to review TOD & VCF proposals and provide recommendations for GoUP approval

## NCRTC

2019

- Detailed recommendations on implementation of TOD & VCF for the Delhi Meerut RRTS Corridor

## Local Authorities

2017

- Committee comprising of Development Authorities and Departments to review DPR VCF Estimates

## Detailed Project Report

2016

- TOD Zones of the RRTS project identified; VCF instruments proposed for financial sustainability

## Action on Implementation (2021 - )

### ✓ Approval of VCF Instruments

- Additional Purchasable FAR
- Special Amenity Fees
- Urban Use Charges

### ✓ Notification of the UP TOD Policy

### ➤ Operationalization of TOD (ongoing)

- Delineation & Incorporation of TOD Zones in draft Masterplans
- TOD based Zonal Development Plans, Development Control Norms

### ➤ Operationalization of VCF (ongoing)

- Amendment to Acts, Rules, etc.
- Issuance of necessary Government Orders
- Fund Flow Mechanism, Revenue Share Agreements, etc.

## Studies and Recommendations

# ***TOD & VCF in Uttar Pradesh***

Activities undertaken towards preparation of Detailed Report in TOD & VCF submitted by NCRTC to the State Government in July 2019

**Benchmarking** of VCF & TOD : National & International Case Studies

Shortlisting of **Value Capture Financing** Tools (based on precedence, ease of implementation, context)

**Delineation of Influence Zones & Special Development Areas**

**Estimation of developable areas** through GIS

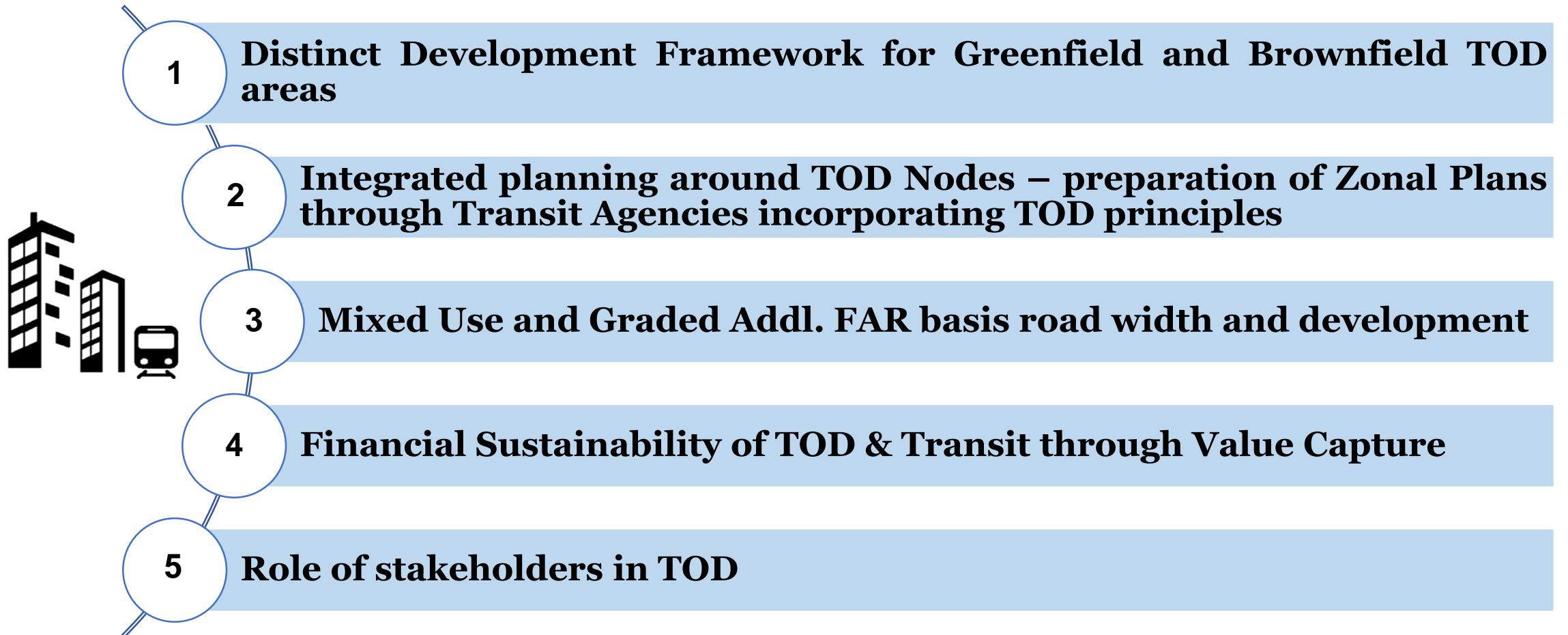
**Revenue Estimation** Scenarios from VCF

Extensive **Stakeholder Workshops** & Interactions

**Recommended Changes – Regulatory Institutional and fund flow mechanism**



NCRTC assisted GoUP in formulation of the **Uttar Pradesh Transit Oriented Development Policy, 2022**, based on the principles laid down in the **National TOD Policy, 2017**. Key aspects listed below



In line with the provisions of the UP TOD Policy, NCRTC is coordinating with Development Authorities in **delineation of the TOD Zones of the RRTS and incorporation into Masterplans (2031)** of Ghaziabad and Meerut

The ‘**TOD Zones**’ of the RRTS project include –

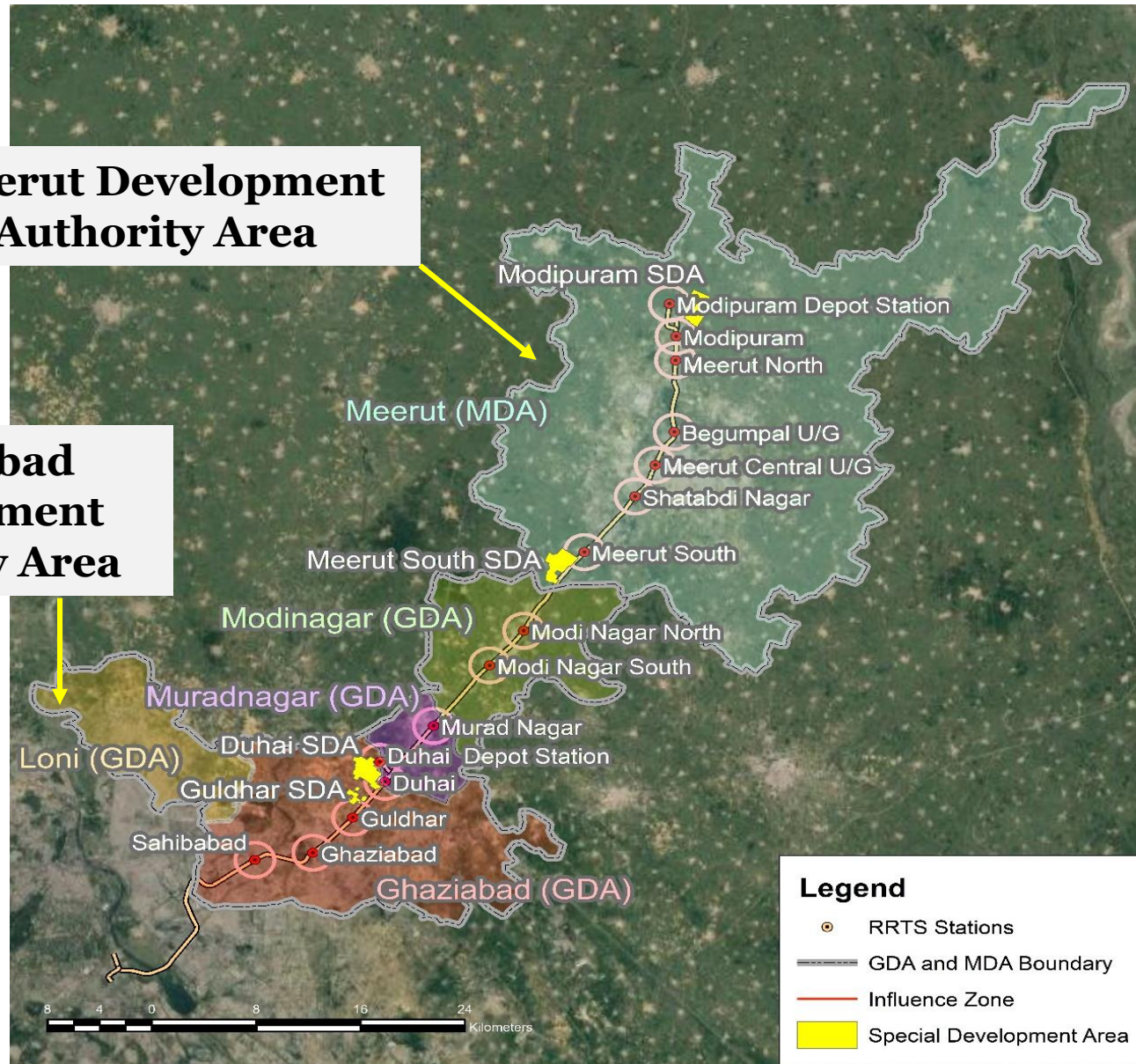
- (a) The ‘**Influence Zones**’ which are areas broadly encompassed within **1.5 km from the center of the RRTS Station** (approximately 700 hectares each) and
- (b) Four ‘**Special Development Areas**’ (**other high potential areas**) which are contiguous **green-field zones** in the proximity of the proposed RRTS Stations that provide an opportunity for **high density development following TOD principles**, proposed as extensions of the Station Influence Zones with feeder connectivity.



# TOD & VCF in Uttar Pradesh

Meerut Development  
Authority Area

Ghaziabad  
Development  
Authority Area



UP TOD Policy provides for the preparation of **TOD based Zonal Development Plans** for the TOD Zones and preparation of the ZDPs by concerned Transit Agencies for **integrated development**.

Map showing draft TOD Zones (Influence Zones and SDAs) of RRTS project as being delineated in the draft Masterplan (2031) for Ghaziabad

# TOD & VCF in Uttar Pradesh

In line with GoI's **National Value Capture Policy Framework, 2017** following instruments under implementation / proposed for RRTS financial sustainability & TOD related development / infrastructure

<i>Instrument</i>	<i>Status</i>	<i>Applicability</i>	<i>Sharing percentage</i>
<b>Additional Purchasable FAR</b>	<b>Under Implementation</b>	TOD Zones	50% - RRTS 50% - Dev. Auth.
<b>Special Amenity Fee</b>	<b>Under Implementation</b>	Development Authority Area	50% - RRTS 50% - Dev. Auth
<b>Urban Use Charges</b>	<b>Under Implementation</b>	Development Authority Area	50% - RRTS 50% - Dev. Auth
<b>Additional 1% Stamp Duty</b>	On hold for future implementation	Development Authority Area	100% - RRTS



# TOD & VCF in Uttar Pradesh

NCRTC is assisting the State Government and committees formed by it in **framing necessary amendments, rules, notifications, etc.** for implementation of the VCF instruments

VCF Instrument	Legislative Action required	Subordinate Legislation / executive action required
<ul style="list-style-type: none"><li>▪ <b>Special Amenity Fees;</b></li><li>▪ <b>Urban Use Charges</b></li></ul>	<b>Amendment to the UP- Urban Planning &amp; Development Act, 1973</b> – <ul style="list-style-type: none"><li>✓ Introduction of Definitions, Fee provisions</li><li>✓ Establishment of <b>Fund</b></li><li>✓ Provision to frame Rules &amp; Regulations</li></ul>	<ul style="list-style-type: none"><li>✓ Formulation of <b>Rules</b></li><li>✓ Notification of <b>Rates</b></li><li>✓ Issuance of necessary <b>Government Orders</b></li><li>✓ <b>Revenue Sharing</b> for VCF - Agreements</li></ul>
<ul style="list-style-type: none"><li>▪ <b>Additional FAR</b></li></ul>		<ul style="list-style-type: none"><li>✓ Notification of <b>Masterplans, Zonal Plans</b></li><li>✓ Application of TOD Policy in TOD Zones</li><li>✓ <b>Revenue Sharing</b> for VCF - Agreements</li></ul>

## Transportation – Land Use Integration

TOD aims to **integrate the planning of transit project** such as Metro and RRTS (which are funded largely by the central government & multi-lateral / bilateral agencies) and **Urban Planning & Development** (driven by the State Government or Local Authorities). Effective synergy between these two is the challenge

## Enabling Regulatory Framework for TOD & VCF

**Present urban development regulatory framework** in most States does not cater to requirements of implementing large infrastructure projects, TOD and VCF. There is a need to comprehensively define the implementation mechanism and undertake **requisite changes to Acts, Rules, Development Norms, etc.**

## Context specific solutions

Development scenario is largely varied between geographies and thus the **implementation modality for TOD / VCF needs to be designed accordingly**, keeping in view the local requirements, strengths and constraints

## Capacity Building & Knowledge Exchange

There is a requirement for **sensitization, capacity building and training of officials and stakeholders**, both at the State Government and ULB levels – to develop know-how on implementation of these aspects



*Thank you*