

जेल विभाग
मंत्रालय, वल्लभ भवन, भोपाल
भोपाल, दिनांक 10 अगस्त 2018

क्र. एफ-03-02-2018-तीन-जेल.—कारागार अधिनियम, 1894 (1894 का 9) की धारा 3 के खण्ड (1) तथा मध्यप्रदेश प्रिजन्स रूल्स, 1968 के नियम 3 द्वारा प्रदत्त शक्तियों को प्रयोग में लाते हुए राज्य सरकार, एतद्द्वारा, खुली कॉलोनी इन्दौर, सागर तथा जबलपुर को इस आदेश के जारी होने की तारीख से खुली जेल, इन्दौर, सागर तथा जबलपुर के रूप में घोषित करती है।

मध्यप्रदेश के राज्यपाल के नाम से तथा आदेशानुसार,
अजय नथानियल, अवर सचिव.

धार्मिक न्यास एवं धर्मस्व विभाग
मंत्रालय, वल्लभ भवन, भोपाल
भोपाल, दिनांक 13 अगस्त 2018

इस विभाग की अधिसूचना क्रमांक एफ-3-3-2000-छै, दिनांक 29 जून 2000 द्वारा गठित मंदिर का कार्यकाल समाप्त हो जाने के कारण समिति को अधिक्रमित करते हुये, राज्य शासन, भोपाल, सीहोर तथा रायसेन जिलों में स्थित मंदिरों की व्यवस्था एवं मरम्मत तथा निगरानी के लिए आदेश के मध्यप्रदेश राजपत्र में प्रकाशन के दिनांक से तत्काल प्रभाव से अधिकतम तीन (3) वर्ष के लिये निम्नानुसार मंदिर समिति गठित करता है अर्थात्:—

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|------------------------------------|---|-----------------|
| 1. आयुक्त, भोपाल संभाग भोपाल | — | अध्यक्ष |
| 2. संयुक्त आयुक्त (विकास) | — | सचिव |
| संभागीय आयुक्त कार्यालय,
भोपाल. | | तथा कोषाध्यक्ष. |

अशासकीय सदस्य

- | | |
|---------------|-------------------------------|
| 1. जिला भोपाल | श्री रमेश शर्मा (गुट्टू भैया) |
| | स्टेशन रोड भोपाल. |

- | | |
|----------------|--|
| 2. जिला रायसेन | स्वामी नवीनानंद दाहोद आश्रम मंडीदीप
जिला रायसेन. |
| 3. जिला रायसेन | श्री चन्द्रप्रकाश शर्मा (आचार्य) शास्त्री
वार्ड नं. 14 राहुल नगर, रायसेन. |
| 4. जिला सीहोर | श्री जगदीश प्रसाद शर्मा, शास्त्री कालोनी
नसरुल्लागंज जिला सीहोर. |

2. समिति भोपाल, सीहोर तथा रायसेन जिलों में स्थित मंदिरों की व्यवस्था एवं मरम्मत के लिये उत्तरदायी रहेगी. उक्त समिति शासन द्वारा समय-समय पर दिये जाने वाले अनुदानों का उचित उपयोग तथा उसके लेखों का सही हिसाब किताब रखने के लिए भी उत्तरदायी रहेगी.

3. उक्त समिति अपना कार्य शासन द्वारा अनुमोदित कार्य नियमावली के अनुसार करेगी.

मध्यप्रदेश के राज्यपाल के नाम से तथा आदेशानुसार,
किरण मिश्रा, उपसचिव.

नगरीय विकास एवं आवास विभाग
मंत्रालय, वल्लभ भवन, भोपाल
भोपाल, दिनांक 14 अगस्त 2018

क्र. एफ-3-19-2018-अठारह-5.—राज्य शासन, एतद्द्वारा, “पारगमन उन्मुख विकास नीति-2018” टी.ओ.डी. (Transit Oriented Development/TOD) पॉलिसी-2018 को तत्काल प्रभाव से लागू करती है. उक्त पॉलिसी का अवलोकन www.mpurban.gov.in वेबसाइट पर किया जा सकता है.

(Link “<http://www.mpurban.gov.in/actrules.asp?id=2>”)

मध्यप्रदेश के राज्यपाल के नाम से तथा आदेशानुसार,
शुभाशीष बैनर्जी, उपसचिव.

राजस्व विभाग
मंत्रालय, वल्लभ भवन, भोपाल
भोपाल, दिनांक 16 अगस्त 2018

एफ-2-9-2018-सात-शा-6.—मध्यप्रदेश भू-राजस्व संहिता, (संशोधन) अधिनियम, 2018 (क्रमांक 23 सन् 2018) की धारा 1 की उपधारा (2) द्वारा प्रदत्त शक्तियों को प्रयोग में लाते हुए, राज्य सरकार, एतद्द्वारा, 25 सितम्बर, 2018 को, उस तारीख के रूप में नियत करती है, जिसको कि उक्त अधिनियम प्रवृत्त होगा.

मध्यप्रदेश के राज्यपाल के नाम से तथा आदेशानुसार,
हरि रंजन राव, प्रमुख सचिव.

Transit Oriented Development Policy

2018



Madhya Pradesh

Prepared by -
Department of Urban Development and Housing,
Government of Madhya Pradesh



Government of Madhya
Pradesh

Transit Oriented Development Policy 2018



**Department of Urban Development and
Housing,
Government of Madhya Pradesh**

**With Technical Support from
Mehta and Associates Indore**

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1 Background

Madhya Pradesh has a population of 72.6 Million (2011 Census) and is spread on 308,252 sq km area. Though the economy of the state is largely agrarian, which employs 77% of the total work force and contributes 40% to the state domestic product. Like other states, Madhya Pradesh is also rapidly urbanizing. Madhya Pradesh has registered 27.63% of urbanization level in 2011 and has 476 towns. Out of which 4 cities (namely Indore, Bhopal, Jabalpur and Gwalior) have million plus population and 28 other cities have population more than 1 Lakh.

Cities and towns have a notable role in India's socio-economic transformation and change. Apart from their contribution to the country's gross domestic product (GDP), which is currently placed at about 60-65 %, and their growing role in the global markets, cities in India are the center-point of innovations and hub of many activities. At the same time, most cities and towns in India are severely stressed in terms of infrastructure and service availability.

Cities in Madhya Pradesh are witnessing rapid growth not only in terms of population but also in their spread leading to low density urban sprawls. The urban sprawl is leading to stress on limited urban infrastructure and urban local bodies are often trying to catch up with providing extended urban services to the ever expanding urban sprawl. This has also drained their financial capacity in providing access to urban services to the highly populated, sparsely distributed and largely spread cities.

Further with increase in urban spread the travel lengths and time are also increasing which is leading to use of un-sustainable means of transport. This together with the increased number of trips have made sustainable modes of transport such as public transport unviable and often falling short to meet the huge travel demands.

Government of Madhya Pradesh intends to promote smart growth in the urban areas to deal with the problems related to urban development and transport faced by cities by way of developing these cities on Transit Oriented Development principles.

The Transit-Oriented Development (TOD) concept is a growth strategy to assist the cities in implementing the guiding principles of the land use element. In the TOD strategy, new moderate and high density housing as well as new public uses and a majority of neighborhood-serving retail and commercial uses will be concentrated in mixed-use developments located at strategic points along the transit system.

2 Need of the Policy

Land use planning creates livable environment for balancing the human needs such as housing, working, social interaction, leisure and mobility of persons and goods. Land use planning is important for balancing of competing demands (of human needs) on limited urban space. While transportation is one of the human needs for mobility of persons and goods, often mobility has been considered to be limited to movement and also seen in isolation from other human needs. Mobility is not just movement but other dimensions attached to the mobility are flexibility and accessibility. Flexibility in the mobility is attributed to the lesser travel distances and accessibility in the mobility is attributed to the access to various human needs (Land uses).

The linkage between land use and transit results in an efficient pattern of development that supports a transit system and makes significant progress in reducing traffic congestion and urban sprawl. TOD policies may perform crucial role in improving the work to home relation as well as improving the efficiency and sustainability of public transport.

Madhya Pradesh has been pioneer in operation of public transport system through private bus operators, where Govt. owned special purpose vehicle plays as facilitator in Public Transport operations. Starting from Indore, 19 other cities in the state have

established the special purpose vehicle, out of which some have started and others are in process of starting the Public Transport operation. To further capitalize on Public Transport initiative TOD policies are needed to be implemented to increase ridership of the Public Transport system and making it a feasible mode of transport. Govt. of India has formulated National Transit Oriented Development (TOD) Policy and has desired states to formulate TOD Policies and ensure Transit Oriented Development.

A State level TOD Policy is required as cities of Madhya Pradesh are losing its grace and beauty under the growing pressure of urbanization and increasing traffic and transportation related problems. Thus there is an urgent need to address the issue of urban transport by way of

- Effecting shift to new urban planning and development philosophy of land use and transport integration.
- Making cities livable by improving access of citizens to the enhanced public transport facilities.
- Financing extension of urban infrastructure and public transport projects through land development.

Thus Transit Oriented Development Policy will be a guiding tool for Unified Metropolitan Transport Authorities (UMTA), Mass transit agencies, urban local bodies, government para-statal agencies, enforcement agencies and public for promoting Transit Oriented Development.

3 Purpose & Application/Applicability of the Policy

This Policy applies to whole of urban areas in Madhya Pradesh as a guiding tool for preparation/revision of development plans (DPs) under Nagar thatha Gram Nivesh Adhinyam, formulation/amendments of Bhumi Vikas Niyam and other allied rules, formulation of development control norms and regulations and regulating urban development in Madhya Pradesh. This Policy shall be specifically meant for promotion and control of development around Transit Stations and along Transit Corridors in all the cities in Madhya Pradesh.

The TOD Policy will assist

- Government Departments, Directorate of Town & Country Planning and Directorate of Urban Administration and Development for making relevant amendments in Acts, Rules & Regulations for urban development in Madhya Pradesh.
- Directorate of Town & Country Planning, Municipal Corporations/Municipalities /Municipal Councils and Mass Transit Agency in preparation and revision of DPs, Zonal Plans and TOD Area Zonal Plans for urban development in Madhya Pradesh.
- Directorate of Town & Country Planning, Municipal Corporations/Municipalities /Municipal Councils and Mass Transit Agency in issuing planning/development permissions and building permission in response to applications for development of land and construction of buildings within the vicinity of a Transit Stations and Corridors.
- Development Authorities/Mass Transit Agency/Housing and Infrastructure Development Board/Audyogik Kendra Vikas Nigam and other para-statal agencies in formulation of TOD Layout Plans/Town Development Schemes/Affordable Housing Schemes/Industrial Development Schemes within the vicinity of a Transit Stations and Corridors.
- Developers and Land owners in formulating their applications for development of land and construction of buildings within the vicinity of a Transit Stations and Corridors.

- Registered Architects, Urban Planners and Engineers in providing consultancy to Developers and Land owners in formulating their applications for development of land and construction of buildings within the vicinity of a Transit Stations and Corridors.

This TOD Policy is intended for Transit Oriented Development of TOD Area (Transit Station and Corridor Area) and Transition Area planning modalities, both in respect of new Transit Stations and Corridors as well as redevelopment plans that may be prepared for existing Stations, Corridors and neighboring communities. Such TOD Area (Transit Station and Corridor Area) and Transition Area shall be identified in the Development Plans (DPs) and demarcated in the Zonal Plans/TOD Area Zonal Plans.

Where DPs, Zonal Plans and Urban Development regulations are in place, this document will provide basis for the revision/amendments of these existing Statutory Plans and documents. And all future DPs, Zonal Plans and urban development regulations and other documents shall be formulated on the basis of this document.

4 Transit Oriented Development

Transit Oriented Development (TOD) is defined as compact, pedestrian and NMV friendly development of transit supportive uses having moderate to high density residential, offices and retail uses within walk-able distance from public transport. TOD is mixed-use, mixed-income residential and/or commercial area designed to maximize access to public transport, and incorporates features to encourage transit ridership such as pedestrian and NMV oriented design, multi-modal integration and connectivity. TOD is widely considered as one of the most sustainable form of development and is being practiced in many part of the world. It reduces the dominance of private motorized vehicle usage and promotes development which is more conducive to transit usage. TOD encourages residents, workers and shoppers to use Mass Transit and reduces their dependency on private motorized vehicles by compact, mixed-use and pedestrian friendly development around Transit Station and along Transit Corridor.

4.1 Vision

- Smart and livable growth in urban areas by making public transport a preferred mode of transport through high density, mixed-use development. To ensure pedestrian safety, comfort and convenience.

4.2 Objectives

Transit Oriented Development Policy has been developed on following key Policy Objectives that apply to Transit Station and Corridor Areas:

1. Ensure Transit supportive uses

Ensuring land uses around Transit Stations and Corridors such that they support ridership by generating high levels of transit use and provide a mixed-use activity node for the local community and city-wide transportation network benefits. This provides the local community with increased services, employment, and housing options within their community area.

2. Densification and Mixed income development around Transit Stations and Corridors

Densification will promote; high frequency rapid transit service and also provide a base for a variety of housing, employment, local services and amenities that support a vibrant Station and Corridor area community.

Mixed income development will include; diverse types of housing units for people with various income levels. It should also include a range of affordable housing options for lower income residents and incorporate diverse commercial developments complementing various income levels.

3. Ensure connectivity and manage vehicular traffic and parking

Ensure connectivity through comprehensive transportation network planning in the city with special focus on Mass Transit Corridors. Accommodate transit services and private motorized vehicle circulation and parking needs, while creating a comfortable pedestrian environment with proper integration of various mode transfer options.

4. Create Pedestrian and NMV-oriented design

Create convenient, comfortable, pedestrian and Non Motorized Vehicles (NMV) linkages to and from all Transit Stations/Corridors in order to support a walk-able Transit Station/Corridor Area and promote the use of transit.

5. Make each Transit Station/Corridor Area “a Place”

Each Transit Station/Corridor Area shall be developed as a unique environment, transforming a functional transit node into a community gateway and a vibrant mixed-use hub of activities. Create safe, usable shared public spaces through design and make existing parks accessible.

6. Plan in context with local communities

Through consultation with local communities, TOD shall provide a wide range of supporting benefits for local communities, including increased uses and services, a variety of housing, increased transportation options, increased community amenities and a more walk-able environment.

7. Promote use of Public Transport and reduction in Private vehicles

Promoting the use of public transport by developing high density zones in the TOD Area and Transition Area as applicable, which would increase the share of transit and walk trips made by the residents/ workers to meet the daily needs and also result in reduction in private vehicle ownership, traffic and associated parking demand, pollution and congestion in the TOD Area and Transition Area as applicable.

8. Densification of Road Network

Establish a dense road network within the development area for safe and easy movement and connectivity of NMV and pedestrians between various uses as well as to transit stations.

9. Developing safe society

Ensure development of safe society with special attention to safety of women, children, senior citizen and differently abled by making necessary amendments to the building bye laws such as abolishing provisions of boundary walls, provisions of active frontage on the road, public use of marginal open space in the form of walkable streets etc.

10. Controlling urban sprawl

Prevent urban sprawl by accommodating the growing population in a compact area with access to the transit corridor, which would also consolidate investments and bring down the infrastructure cost for development

11. Eco friendly and livable city

Reduce carbon footprints by shifting towards environment friendly travel options for the line haul as well as for access and egress trips and by provisions of open spaces, play grounds and green belts.

4.3 Benefits

TOD shall provide the following benefits to Cities:

- i. **Mobility Options for all** - Change the paradigm of mobility by enabling a shift from use of private vehicles towards the use of public transport and alternative modes.

- ii. **Better Quality of Life for All** - Provide a variety of high-density, mixed-use, mixed-income housing, employment and recreation options within walking/cycling distance of each other and Mass Transit Station– in order to induce a lifestyle change towards healthier living and better quality of life. Integrate communities rather than segregating them and reduce social stigma and dissent.
- iii. **Housing For All** - Increase the supply of housing stock for all kind of Income group including range of affordable housing and commercial space in the city which would bring down prices and make living and working in cities more affordable.
- iv. **Market Participates in Better City** - Open up development opportunity to the private sector to bring in investment into the city’s growth and revenue and also help cross-subsidize social amenities, affordable housing and public transport, using a variety of possible development models. Low-income groups can be provided space and shared amenities in integrated mixed-income communities, thereby reducing further proliferation of gentrified slums and unauthorized colonies.
- v. **Self-Sufficiency** - Creating high densities would make decentralized infrastructure provision and management techniques more feasible, thus making it more economical to recycle water/sewage locally to meet community needs.
- vi. **Cheaper Public Transport** - Provide a significant source of non-fare box revenue for a public transport fund, which may help reduce ticket prices and increase provision of public transport facilities.
- vii. **Reduce Environmental Degradation** - Set a clear vision for the growth and redevelopment of the city in a compact manner, by minimizing sprawl (low density spread out development). Help save environmentally sensitive lands and virgin lands through high-density compact development.
- viii. **Save Public Money** - Provide savings in public money through reduction of investments in physical infrastructure like additional road expansion, piping/cabling costs, time-cost of traffic congestion and other larges costs associated with low-density sprawl.
- ix. **Multi-disciplinary Integrated Approach** - Provide a shift to a more holistic paradigm of planning where all sectors– mobility, planning policy, urban design, infrastructure and economics work together in unified manner– to deliver integrated development.

Benefits to Transit Agencies:

- x. Increased ridership due to larger population living/working within walking distance.
- xi. Value Capture of increased land values for long term cross-subsidy & maintenance of public transportation.

Benefits to Land, Road & Service Owning Agencies:

- xii. Potentially increased revenue from land due to increased development with lesser public money investment.
- xiii. City level reduced infrastructure costs (reduced length of roads, pipes, cables, tunnels, etc.) due to accommodating the overall planned population within lesser net land area, in a more sustainable way.
- xiv. Increased feasibility for sustainable decentralized physical infrastructure.
- xv. Increased and more efficient use shared social infrastructure facilities.

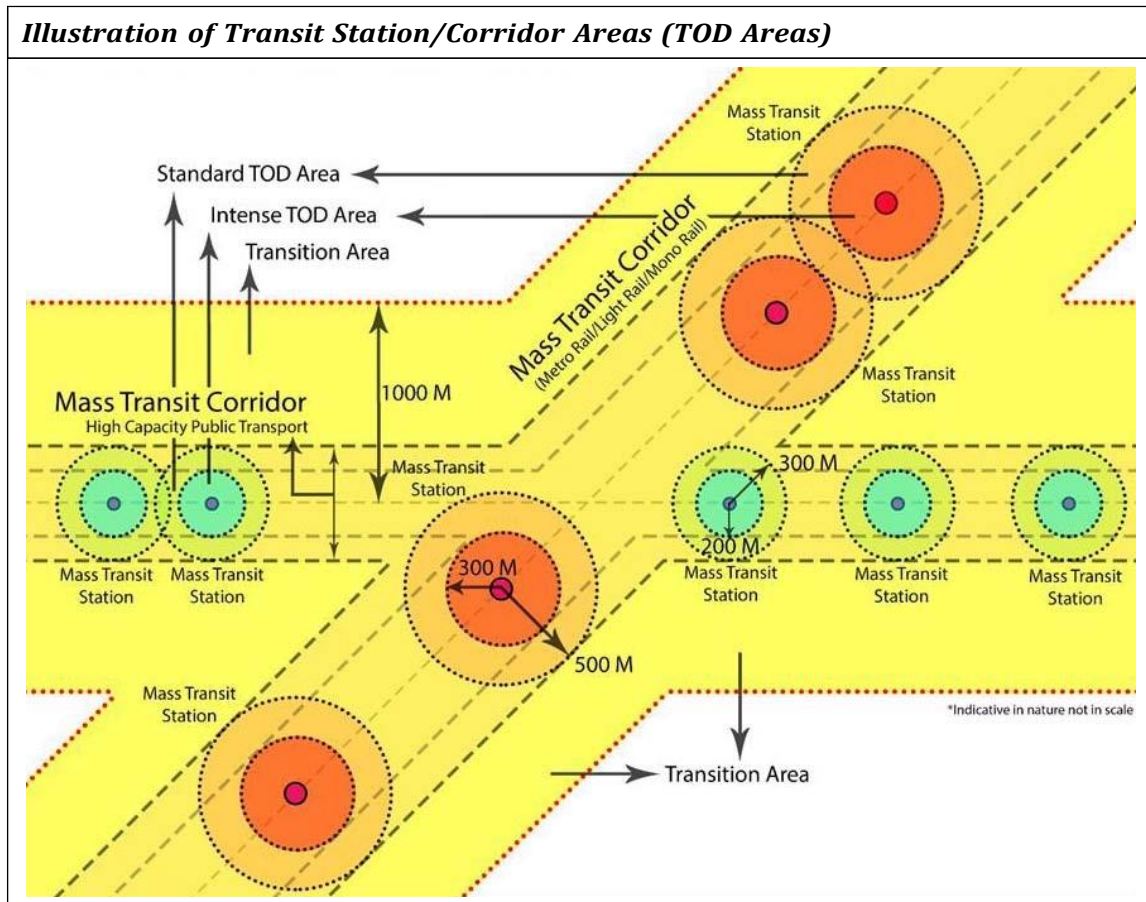
5 Transit Oriented Development (TOD) Areas and Transition Area

5.1 Definitions

5.1.1 TOD Area

Mass Transit Station: - All the existing and proposed Mass Transit Stations in the Mass Rapid Transit System (MRTS) Corridor/Network which has been approved by competent authority for development and operations. (referred to as "Transit Station")

Mass Transit Corridor: - All the existing and proposed public transport routes like Metro Rail/Light Rail/Mono Rail Corridor/Network and Bus Rapid Transit (BRT) or High capacity Public Transport* Corridor/Routes/Network, which has been approved by competent authority for development and operations. (referred to as "Transit Corridor")



TOD Area (Transit Station/Corridor Area): - Area within the 500m wide belt (5-10 Minute Walk) on both sides of centre line of Metro Rail/Light Rail/Mono Rail, Mass Transit Corridor and Area within a 300m wide belt on both sides of centre line of High capacity Public Transport*, Mass Transit Corridor or centre line of it's Right of Way (ROW). Such width of the belt on both sides from the centre line of Metro Rail/Light Rail/Mono Rail, High capacity Public Transport and Mass Transit Corridor may be increased or decreased by GoMP.

Note: *To be able to consider High capacity Public Transport Corridor/Route/Network as Mass Transit Corridor in the purview of TOD Areas such High capacity Public Transport Corridor/Route/Network shall be designed with a carrying capacity of more than 5000 passengers per hour per direction.

5.1.2 Transition Area

Transition Area : - Area within the 1000 meter wide belt on both sides of centre line of Metro Rail/Light Rail/Mono Rail Corridor/Network and Bus Rapid Transit (BRT) or High capacity Public Transport* Corridor/Routes/Network which has been approved by the competent authority for future transportation/TOD based planning. Such Transition Area may be increased or decreased by GoMP based on the requirements of projects.

5.2 Demarcation of TOD Areas/Transition Areas

The demarcation of TOD/Transition Areas and zones pertaining to these areas will be done in the TOD Area Zonal Plans under the provisions of the DPs prepared for any specific Transit Station/Corridor Area (TOD Area). Such TOD Area Zonal Plans shall be prepared by Mass Transit Agency. Madhya Pradesh Metro Rail Co Limited (MPMRCL)/Mass Transit Agency may seek support of Municipal Corporation/Councils and technical support from urban planning and development experts in the preparation of TOD Area Zonal Plans, Layout/TD scheme and identification and implementation of projects.

The actual demarcation of the TOD/Transition Areas and zones pertaining to these areas may be done on area within/beyond the TOD/Transition Areas defined in the **Clause 5.1**, where the land outside the specified distance share specific Transit Station/Corridor Area characteristics and is not physically separated from the Transit Station/Corridor Area or may have direct pedestrian connectivity in the designated time as per **Clause 5.1**, and could accommodate transit-supportive land uses or as per requirement and sustainability of TOD, Zonal Plan and planned development in the city. Similarly such actual demarcation of TOD Areas may exclude existing stable residential communities or other use zones around Transit Stations/Corridors, which don't share specific Transit Station/Corridor Area characteristics and are separated by physical barriers that prevent pedestrian access to a Transit Station/Corridor in the designated time as per **Clause 5.1**.

6 Approach to Realize the Policy Objective

One of the purposes of this document is to set out strategies to realize policy objectives for Transit Oriented Development.

These Strategies reflect the GoMP's strategic policy, with specific reference to development around Transit Stations and Corridors.

6.1 Transit-supportive Uses

1. Transit- supportive uses

Transit-supportive land/building uses encourage transit use and increased transportation network efficiency. The pattern of land/building use around transit stations and corridors shall be characterized by:

- Higher Employment Densities and/or Residential Densities
- Promoting Travel Time other than Peak Periods
- Attracting reverse-flow travel on Roads and Transit Stations
- Encouraging extended hours of Activity, throughout the day and week
- Attracting Pedestrian Users and Generates Pedestrian Traffic

2. Mix of Uses

A TOD Area shall allow for a mix of residential, commercial, employment, public semi-public, supporting retail, entertainment and service uses. The mix of uses shall be vertically and/or horizontally; that is, the mix of uses shall be found within a particular building, or incorporated in multiple buildings throughout the TOD Area. This provides

a variety of uses within a compact, walk-able TOD Area and creates a synergy between the varying types of development.

3. Limit non-transit supportive uses

As the focus of TOD is on the transit rider and pedestrians, it is important that private motorized vehicle oriented development does not overwhelm the TOD Area. Non-transit supportive land/building uses are those which are oriented primarily to the private motorized vehicles and not the pedestrian or transit user. These types of uses

- generate high levels of private motorized vehicle activity
- Creates area oriented towards private motorized vehicle use
- consume a large amount of land through low-density urban form
- require extensive surface parking areas
- Create negative impacts for pedestrians such as isolation from building frontages, long and tedious walks, and numerous vehicle crossings on footpaths, and/or typically does not attract extended hours of activity.

Non-transit supportive uses shall not be located in the immediate vicinity of Transit Stations/Corridors, where there is high pedestrian activity and bus traffic. These uses shall be considered to be located outside the TOD Area or towards the edge of a TOD area where higher intensity uses may not be feasible, or shall be considered as part of a larger comprehensive transit-supportive development.

6.2 Densification and Mixed Income Development around Transit Stations/Corridors

1. Densification

a. Optimize Density around Each Transit Stations/Corridors

- Density shall be increased in and around Transit Stations/Corridors, considering the surrounding context and particular Transit Station/Corridor type. High density shall be placed in locations with the best access to transit and the local public systems.
- Locate the highest density uses and building forms (e.g. apartments, office towers etc.) as close as possible to the Transit Stations/Corridors.

b. Minimize the Impacts of Density

- The highest densities in a TOD Area shall occur on sites immediately adjacent to the Transit Station/Corridor. In addition, minimum density norms may be established on parcels adjacent to the Transit Stations/Corridors to ensure that the desired intensity of development is achieved.
- Create transition between higher and lower intensity development by stepping down building heights and densities with distance from the Transit Stations/Corridors.
- Use transit facilities, public spaces and roadways as organizing elements for placement of density, height and shadow.
- Create proper edge treatments such as compatible building scale, parking location, and landscaping between new developments and existing communities to ensure integration and minimize impacts of development.

2. Mixed income development

Mixed income development shall include diverse types of housing units for people with various income levels. It shall also include a range of affordable housing options for lower income residents. It will also incorporate diverse commercial developments complementing various income levels. The mixed income developments have a positive impact on the density of the development due to -

- Lower income and economically weaker section housing have smaller dwelling units sizes.
- Informal sector and other such commercial establishments have high employment density. Mixed income development will be inclusive and high density development which will have positive impact on ridership along the Transit Corridors.

6.3 Ensure connectivity and Manage Vehicular Traffic & Parking

Comprehensive transportation network planning shall be done in the DPs and Zonal Plans to ensure connectivity in urban areas. TOD area proposals shall accommodate transit services, private motorized vehicle circulation and parking needs, while creating a comfortable pedestrian environment.

1. Connectivity

The transportation proposals under the DPs and Zonal Plans shall be prepared/revised as below: -

- Create dense networks of streets and paths for all modes of transport.
- Disperse high traffic volumes over multiple parallel streets rather than concentrating traffic on fewer major arterial roads.
- Create fine networks of streets that provide choice of routes, for all modes of transport, while reducing distances between places.

The development proposals/Layout Plan/TD Scheme etc. in the TOD Area shall provide shortest direct route for pedestrians and NMV modes up to Transit Stations/Corridors as well as between individual buildings/complexes.

2. Multi-modal integration

Public transport operations planning shall be carried out to ensure multi-modal integration. Some of the key considerations in such planning are: -

- Provide fast and convenient interchange options for various modes of transport with a priority to public transport including intermediate public transport, pedestrians and NMV.
- Mass transportation options such as Metro/Light/Mono Rail, BRT, High capacity Public Transport services and other modes of Public Transport shall be integrated with each other as well as with pedestrian and NMV networks, so that time spent in mode transfers is reduced.
- Multi-modal integration shall minimize travel time and cost for majority of commuters along with provision of safe, affordable and multiple transit mode options in developed areas as well as along growth corridors. Such mode choices for last-mile connectivity shall be provided based on various prices and comfort levels.
- Major transit interchanges shall be planned as Multi-modal Transit Hubs integrating various modes of transport, while providing seamless interchange between all modes.
- Multi-modal integration shall not be just the physical integration but also involve other integration elements relevant to public transport such as fare, communication, passenger information etc.

The development proposals/Layout Plan/TD Scheme etc. in the TOD Area shall: -

- Prioritize pedestrians, public transport, NMV modes over private motorized modes in design, management and planning of public spaces.
- Integrated public systems are essentially to ensure a fully integrated TOD area. Elements of the public systems shall include primary and secondary pedestrian

routes, bicycle routes, road ROWs, pedestrian/cycle overpasses and underpasses, public open spaces, public toilets, transit stations and bus stops.

3. Parking

a. Reduced parking requirements

TOD, through the transit-supportive uses, increased density and pedestrian oriented designs provides sustainable mobility options, increasing transit ridership and reducing private motorized vehicle trips. As TOD has potential for decreased vehicle ownership, so reduction of parking requirements should be strongly considered in TOD Areas. Rationalization of parking norms shall be done for TOD Areas considering following Strategies.

- Appropriately limiting and differential pricing of private motorized vehicle parking to discourage private motorized vehicle use in the TOD Areas.
- Public parking supply (be it on-street or off street) as well as ECS requirements for private motorized vehicles shall be restricted in immediate vicinity of transit stations/corridors and such parking provision shall be based on location/distance from transit stations/corridors.
- Higher and Differential parking prices in TOD Area shall be considered as part of a parking management strategy. The prices shall vary as per following order:-
 - On-Street (within ROW) - Highest
 - Off-Street at Grade
 - Off-Street Multi Level - Lowest

Similarly the parking charges shall increase with proximity to the Transit Station/Corridor.

- Parking for transit buses, IPT modes and NMV shall be prioritized to be on-street and/or at-grade in the immediate vicinity of Transit Station/Corridor.
 - Mandatory share of parking for NMV, transit buses, IPT modes and 2-wheelers shall be part of ECS requirements for any development in the TOD Areas.
 - On-street parking shall be limited to be short term and highly priced in the TOD Areas.
 - Off street public parking shall be discouraged in the immediate vicinity of the transit stations/corridors, it shall be restricted to the edge of the TOD Areas.
 - Park and ride facilities for private motorized vehicles may only be provided in the transit station premises, whereas such facility for NMV may be provided on-street or off-street within the TOD Areas as well as within transit station premises.
 - Park and ride facilities should be encouraged in the Terminal Stations and Multi-modal Transit Hubs.
 - All the parking supplies (be it on-street, off-street or on-site) shall be shared parking spaces in the TOD Areas. Such supplies may be developed by the public agencies or private developers/land owners/traders associations etc.
- #### b. Parking placement and parking form complementing the pedestrian nature of the TOD area

Parking spaces shall be designed appropriately in order to maintain pedestrian comfort in the TOD Area.

- Public off-street parking spaces and on-site parking spaces should be accessed from lowest hierarchy road abutting any development in the TOD Areas, without impacting existing communities or the pedestrian environment of the area. Direct and convenient pedestrian connections shall lead from these parking

areas to primary destinations such as the transit station, major office areas, high-density residential, etc.

- On-site, at grade parking in the TOD Area should be discouraged and if provided shall be located on the rear side of the building and shall not face main ROW. On-site, multi-level parking access ramps should not be provided directly on main ROW.
- All parking spaces shall be designed and located to minimize the number of vehicle crossings over primary pedestrian routes. At such crossings all driveways/vehicular entries shall be raised to finished footpath and cycle track level.
- All the surface parking shall be broken into smaller cells through landscaping and walkways and shall accommodate safe, direct pedestrian traffic through the provision of landscaped walkways to and from, as well as through the site.
- Use of public open spaces, parks, footpaths, cycle tracks and other spaces in the road ROW as parking (unless designated as on-street parking) shall be strictly prohibited in the TOD Areas.

4. Encourage employer based transportation demand management (TDM) strategies

Employer based TDM strategies may assist in reducing private motorized vehicle use, enhancing transit ridership as well as reducing the need for parking in the TOD Areas. Such strategies are

- Encouraging local shuttle service for employment centers or shopping centers to connect to Transit Stations and Major Interchanges.
- Facilitating community car-sharing and car-pooling by providing preferential parking spots for car-share/car-pool vehicles
- Promoting TDM initiatives such as flex-time hours, tele work, bike/walk to work programs, etc.
- Work with employers (such as government offices, private offices, business groups etc) to encourage transit ridership programs among employees by providing them with universal transit passes/subsidized fares valid on all mode of transit as part of remuneration package.

6.4 Pedestrian and NMV-Oriented Design

Pedestrian and Non Motorized Vehicle (NMV) friendly environment is most essential and fundamental requirements of TOD. To materialize high investments in the public transport system pedestrian and NMV access to the public transport shall be given high priority.

1. Pedestrian & NMV connectivity

- Direct connectivity for pedestrians and NMV up to the Transit Station/Corridor shall be ensured in every development proposals in the TOD Areas.
- TOD Areas, development proposals shall incorporate identification of primary and secondary pedestrian routes.
 - **Primary Pedestrian Routes** – These routes run directly between the Transit Station Platforms/Transit Corridor Bus Stops and major pedestrian destinations in the TOD Area. Primary routes would include wider sidewalks and Station/Corridor access foot over bridges/under passes, Skywalks etc.
 - **Secondary Pedestrian Routes** – These routes do not provide a direct link to the Transit Station/Corridor but feed into the primary routes.

These routes would include standard sidewalks and private accesses/links to/between individual buildings.

- The Pedestrian connectivity shall be ensured with all the elements of the public system mentioned in the **Clause 6.3 (2)** above, which will create pedestrian comfort within the TOD Area.

2. Pedestrian and NMV-oriented design

Significant number of trips in our cities such as education, local shopping, leisure trips within neighbourhoods and local job centers are short trips, less than 3 Kms. Good walking and cycling environment encourages users to walk and use bicycles longer to have access to public transport and cater for short trips. Use of cycling and walking for such trips, reduces overall cost of travel and also reduces dependency on motorized transport.

- A convenient, comfortable and safe pedestrian or NMV route shall have the following qualities like short, continuous, barrier-free, easily navigable and designed for local climate.
- Primary pedestrian routes shall incorporate climate and weather protection elements. These elements can include covered waiting areas, building projections and colonnades, covered walkways or over passes/under passes up to Transit Station/Bus Stops, use of landscaping etc. These design elements will make waiting and getting to and from Transit Station/Bus Stops more comfortable.
- NMV routes and bicycle routes shall be located close to, but physically separated from a Transit Station/Corridor vehicle drop-off zones or bus stops to avoid potential conflicts with cyclists and transit passengers. This will allow for through traffic by cyclists and NMV route users, with local linkages connecting directly to the transit station, NMV parking and bicycle parking.
- TOD Area, development proposals shall provide adequate amenities for pedestrians, cyclist, NMT and public transport users
- Buildings shall be grouped together to allow for easy pedestrian access between buildings at grade or above at intermediate floor level and to frame the pedestrian spaces, for easily walkable routes.
- Buildings along these routes shall be oriented to the street and shall have minimal road side marginal open space (MOS), direct building entrances oriented and connected from the sidewalk. In case of arcade no road side MOS shall be provisioned.
- All the road and street infrastructure proposals and designs shall be mandatorily approved by MPMRCL/Mass Transit Agency under the provisions of DPs, even if the implementing agency is government agency.

3. Safety and Security

- TOD Area, development proposals shall create street level activities, like hawking zones, ground floor retail etc. to encourage walkability, increase street level activity and provide safety.
- The ground floor of building in the TOD Areas shall contain uses that are appealing to pedestrians, such as retail, personal service, restaurants, outdoor cafes, and residences.
- All the developments in the TOD Areas shall discourage boundary walls to create eyes on the street.

6.5 Make each Transit Station/Corridor Area a “Place”

Each Transit Station/Corridor area shall be developed as a unique environment, transforming a utilitarian transit node into a community gateway and a vibrant mixed-use hub of activities.

1. Activities & Uses

a. Encourage “Round the Clock Activity”

- The development proposals in the TOD Area shall create a safe, vibrant, comfortable urban “place”, by encouraging round-the clock active streets and incidental places to relax.
- All streets, public open spaces, parks, parking and other elements of public system as per **Clause 6.3 (2)** above in the TOD Area shall be universally accessible with special focus on needs of differently-abled citizens.

b. Create “Eyes on the Street”

- The development proposals in the TOD Area shall create “eyes on the street” by removing boundary walls or compounds and building to the edge of the street ROW and by having uniform building line. This would discourage misbehavior, shady corners, urinating in public places, etc.
- Mixed use without boundary walls, built-to-edge buildings with minimum/no road side marginal open space (MOS) and non-opaque fences along with other informal on-street activities like hawker’s zone in the TOD Area, shall help provide natural surveillance of public spaces.
- Arcades and colonnades along such built-to-edge mixed use buildings should be encouraged

c. Creative Use of Public Open Space

- Public open space shall be developed to complement TOD Area development. This would emphasize the Station/Corridor as a public place, while providing a comfortable and interesting waiting/drop-off area, and giving the community a gathering place.
- The development proposals in the TOD Area shall create climate-sensitive streets and public open spaces through adequate street tree planting, building edge treatments to facilitate shading of public realm, orientation of open spaces, etc.

2. Emphasize Important Buildings

- Public or high profile buildings (i.e. stations, large commercial, prominent residential buildings) shall be visible landmarks within the TOD Area. These buildings shall have distinctive design features (facade, rooflines etc) that can be easily identified.

3. Design & Aesthetics

a. Street and Block Layout

- While designing the TOD Area development proposals, new streets and walkways shall be incorporated into the existing local road pattern.
- All the streets in the TOD Areas shall have sidewalks on both sides of the road that can accommodate high-volume pedestrian activity and their layout shall be oriented towards the Transit Station/Corridor.
- Wherever possible, street and building configuration shall be designed to create vistas, or to terminate views with a landmark feature, building, or public space.

b. Building Design Details

Buildings in the TOD Area shall be designed to ensure that pedestrian comfort is of prime importance.

- Doorways and windows shall be oriented towards the street in order provide ease of entrance, visual interest and increased security through informal viewing.
- Variety of architectural features shall be used on the lower storey of a building in TOD Areas in order to provide visual interest to the pedestrian.
- Buildings higher than 4-5 storey shall step back higher floors in order to maintain a human scale along the sidewalk and reduce shadow impacts on the public street.

6.6 Plan in Context with Local Communities**1. Community participation**

Local communities can provide valuable local knowledge on services and amenities needed by the community, housing forms, key pedestrian destinations, current pedestrian habits, parking management etc.

- It is essential to consult with local communities early in the planning process (be it DPs, Zonal Plans or Public Agency/Private Developer initiated TOD Layouts Planning) to ensure a common understanding of important community issues related to a particular site or area.
- Local land owners and communities should participate in TOD Area plan planning process.

2. Needs of the community

- New development in TOD Areas should provide services and amenities needed by local communities. These could include new housing forms to support community demographics, employment options, convenience retail and personal services, public gathering spaces, etc
- Any development in the TOD Area shall complement the existing development and help to enhance the local character while creating a walkable and vibrant TOD Area.

7 Key Action Areas**7.1 Land**

The Planning, Development and Regulatory Agencies shall devise efficient land acquisition models such land sharing, land pooling, land amalgamation, plot reconstitution and other alternatives for provision of housing, employment and other urban services in TOD Areas.

The Planning, Development and Regulatory Agencies shall earmark a certain portion of land at affordable rates for housing for EWS/LIG based on the TOD Rules and Regulations.

Considering land as a scarce resource there is need for regulating use of urban land in TOD Areas up to optimum levels; penalizing under utilization and incentivizing optimum utilization within a specific time period.

The TOD Areas shall be notified as TDR Receiving Areas and Influence Areas in the purview of TDR Rules and Regulations. Separate TDR regulations shall be formulated by competent authorities and TDR policy should have relevant provisions

7.2 Finance

The TOD Layouts on government land shall be prepared so as to mobilize finances for strengthening/extension of transit services and capital expenses thereof by way of using land as a resource. The financial model for such projects shall ensure delivery mechanism for public infrastructure, public transport facilities as well as affordable housing in such projects.

The TOD areas shall encourage unlocking land value and attract private investments in infrastructure development and service delivery through land value capture finance mechanisms including but not limited to FAR benefits, land value tax, fees for changing land use, Betterment levy, Development charges (Impact fees), Transfer of Development Rights (TDRs), Vacant Land Tax, Tax Increment Financing, Land Acquisition and Development, Land Pooling System or any other possible benefit that the regulatory authorities can give.

Income generated through aforesaid financing mechanism shall be accrued to the Dedicated Urban Transport Fund (DUTF). These revenue streams shall be identified based on the benefits enjoyed by a piece of land lying within the TOD Area.

7.3 Infrastructure

The urban service delivery agencies such as Municipal Corporation/Municipalities/Municipal Council or Mass Transit Agency etc. shall ensure:-

- Strengthening of trunk infrastructure in brown field TOD Areas so as to effect desired mixed use and density levels.
- Integrated infrastructure and services system Plans for green field TOD Areas indicating space requirements for all urban services based on desired mixed use and density levels.
- The infrastructure provisions in the TOD Area development proposals shall as far as possible ensure decentralized infrastructure, so that impact on existing Trunk Infrastructure is minimized as well as long term sustainability and resource efficiency is achieved.

Such strengthening of trunk infrastructure proposals and integrated infrastructure and services system plans shall be prepared and implemented based on the DP proposals and TOD Area Zonal Plans.

- The TOD Rules and Regulations shall ensure
- Sustainable water, energy, waste water, storm water and solid waste management and communication systems in the development proposal in/along Transit Station/Corridor areas.
- Rain water harvesting, to be integrated with the landscape and public open space strategy.

8 Role & Responsibilities of various Agencies

1. Department of Urban Development and Housing

- Formulation of TOD Policy
- Amendments in Madhya Pradesh Nagar Tatha Gram Nivesh Adhiniyam 1973 and rules there under.
- Amendments in Madhya Pradesh Bhumi Vikas Niyam 2012.
- Prepare/revise various Development Plans incorporating separate chapter for TOD, enabling provisions and amendments for implementation of TOD, zoning regulations, development controls and subdivision/amalgamation regulations for various uses/activities, building bylaws for various uses/activities and design guidelines for TOD Areas.

2. Directorate of Town and Country Planning

- Amendments in various sections of Madhya Pradesh Nagar Tatha Gram Nivesh Adhiniyam 1973 and Development Plans/Rules there under, in consultation with MPMRCL /Mass Transit Agency.
- Prepare/revise various Development Plans incorporating separate chapter for TOD, enabling provisions and amendments for implementation of TOD, Transit Oriented Development zoning regulations, development controls and subdivision regulations for various uses/activities, building bylaws for various uses/activities and design guidelines for TOD Areas in coordination with MPMRCL/Mass Transit Agency.
- Promote, Control and Regulate the Developments in the TOD Areas in coordination with MPMRCL/Mass Transit Agency.

3. Development Authorities, Housing and Infrastructure Development Board, MPMRCL, Mass Transit Agency and other Para-statal Agencies

- Preparation and implementation of TOD Area Zonal Plans, TOD Layout Plan/TD Schemes/TP Schemes/Redevelopment Schemes etc. in TOD Areas in sole capacity or in partnership with land owners/developers as applicable.
- Preparation and implementation of proposals for strengthening of trunk infrastructure and integrated infrastructure and services systems plan for infrastructure components in TOD Areas based on the TOD Area Zonal Plan as per their respective jurisdiction

4. Municipal Corporation/Municipality/Municipal Council

- Preparation/revision of Zonal Plan by incorporating TOD Areas and subsequent zoning regulations.
- Preparation and Implementation of TOD Area Zonal Plans for TOD Areas through Mass Transit Agency.
- Promote, Control and Regulate the building construction activities in the TOD Areas.
- Preparation and implementation of proposals for strengthening of trunk infrastructure and integrated infrastructure and services systems plan for infrastructure components in TOD Areas based on the TOD Area Zonal Plan.

5. Madhya Pradesh Metro Rail Co Limited (MPMRCL)/Mass Transit Agency (Metro Rail/Light Rail/Mono Rail/BRT/High capacity public transport services)

- Preparation and implementation of TOD area zonal plan with the assistance of Municipal Corporation/Municipality.
- Approval of layout plan in TOD area.
- Planning, enforcement and regulating urban transport including public transport (Metro Rail/Light Rail/Mono Rail/BRT/High capacity public transport services), IPT, parking, pedestrian & non-motorized transport facilities and private motor vehicles.
- Promote, Control and regulate the building construction activities in the TOD Areas.
- Preparation and implementation of integrated Multi-modal Public Transport operations service plan.
- Ensuring and managing Multi-modal integration of PT Services through integrated service planning.

- Regulate roads, street and building construction/development in TOD Areas and ensure that Codes applicable for Urban Roads and Building are being complied during such construction/development.
- Preparation and implementation of TD scheme/TP scheme and approval of layouts prepared under aforesaid schemes in TOD Areas in sole capacity or in partnership with landowners/developers.
- Administration and management of Dedicated Urban Transport Fund (DUTF).

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Hkíe mi;ksx vkSj ikjxue %VæftV½ ds chp lc/k] fodk] ds ,d dq'ky Lo:i es ifj.kkfer gsrk gS ts VæftV ç.kkyh dk lefiZu djrk gS vj ;krk;kr d teko %Traffic Congestion½ vkSj 'kgjh QSyko dk de dju e l kfiZd Hifedk fuHkkrk gSA VhvkMh ufr vkokl l dk;LFky d laca/k e l q/kj d l kF&kF lkoZtfud ifjogu dh n{krk vkSj fLFjrk %efficiency and sustainability½ e l q/kj dju e egROI.k Hkíedk fuHkk ldrh gSA

e;/çns'k futh cl v,ijsVjk d ek;/e l lkoZtfud ifjogu O;oLFkk d lapkyu e vxz.kh jgk gS] tggk ljdkj ds LofeRo ds Lis'ky iizt ohfgdy %SPV½ lkoZtfud ifjogu d lapkyu e dh lqo/kk iznkrk d :i e Hkíedk fuHkkrh gSA bankSj l 'k: djds] jkT; d 19 vU; 'kgjk u Lis'ky iizt ohfgdy %SPV½ LFkkfir fd, gS] ftle l dqN 'kq: gq, g vkSj vU; lkoZtfud ifjogu lpkyu 'kq: dju dh çø;k e gSA lkoZtfud ifjogu d midze dk vkSj vx c+ku d fy, lkoZtfud ifjogu ç.kkyh d ;kf=; dk c+ku vkSj ml ifjogu dk ,d O;kogfjd rjhdk cuku ds fy, VhvkMh ufr;k dk ykx fd, tku dh vko';drk gSA Hkkjr ljdkj u jk'Vh; VæftV mUeq[kh fodk] %VhvkMh½ ufr r;kj dh g vkSj jkT;k l VhvkMh ufr;k dk rS;kj dju vkSj VæftV mUeq[kh fodk] dk lfuf'pr dju dh oisNk dhA

,d jkT; Lrjh; VhvkMh ufr dh vko';drk g D;kfd e;/çn'k ds 'kgj 'kgjhdj.k ds c<+r ncko vkj ;krk;kr vkSj ifjogu laca/kh leL;vk d c<+r ncko d dkj.k viuk vdk"zk vkSj ljr [kk jg gSA bl çdkj 'kgjh ifjogu d eqs d fuEu :lk e lek/kku ds fy, ,d Rofjr vko';drk gA

- Hkíe mi;ksx vkSj ifjogu ,dhj.k %Land Use and Transport Integration½ ds uohu 'kgjh fu;ktu vkSj fodk] n'kZu d fy, ifjorZu dk vey es Ykkuk gSA

- of/kZr lkoZtfud ifjogu l'jo/kkvk rd ukxfjdk dh igqap e lq/kkj d tfj, 'kgjk dk jgu ;ksX; cukuk gA
- Hkrie d fodkI d ek;/e l 'kgjh v/kkslajpuk d foLrkj vksj lkoZtfud ifjogu ifj;ks;tukvis dk foUkils" k.k djuk gA

bl çdkj VakftV mUeq[kh fodkI uhfr VakftV mUeq[kh fodkI dk c<+kok nsu d fy, ;iuQkbM esV%isi,fyVu V%ali'ksV. vFk,fjVh %;w,eVh,½] ekI V%atv ,tI;ksaj 'kgjh LFkkuh; fudk;ksaj ljdkjh iSjk&LVSVI ,tI;ksaj çorZu ,tI;ksaj vksj turk d fy, ,d ekxZn'kZu midj.k gksxhA

3- uhfr dk i;ktu rFkk i;KX @i;sT;uk

;g uhfr e;/çns'k d iwis 'kgjh {k=k ij ykx gksrh gS} tk fd uxj rFkk xzke fuos'k vf/kfu;e d rgr fodkl ;ks;tukvis %Mh% dh r;Kjh @ iqujh{k.k} Hufe fodkl fu;e vksj vU; lac) fu;ek d fu;eu@la'kks/kuksaj fodkl fu;a=k ekunaMk rFkk fofu;ek d fu;eu vkj e;/in'k es 'kgjh fodkl dk fofu;fer dju ds fy, ,d ekxn'kd midj.k ds :i e ykx gksrh gSA ;g uhfr e;/çns'k d lHkh 'kgjk e V%atv LVs'kuk rFkk VakftV d,fjMkj d vlil d {ks=k d fodkl dk i;ksR lfgr rFkk fu;=r dju d fy; fo'ks'k :i l lgk;d gksxh A VhvkMh uhfr&

- e;/çns'k e 'kgjh fodkl d fy, vf/kfu;ekaj fu;ek vksj fofu;ek e lqlaxr la'kks/ku dju d fy, ljdkjh foHkxk] uxj rFkk xzke fuo'k lapkyuky; ,o uxjh; ç'kklv vkj fodkl lapkyuky; dh lgk;rk djxhA (
- e;/çn'k es 'kgjh fodkl ds fy, Mh%ijh ijh{ksf=d ;kstuvk vksj VhvkMh {ks=i jh{ksf=d ;kstuvk dh rS;Kjh vksj iqujh{k.k e uxj rFkk xzke fuos'k lapkyuky;} uxj fuxe@ uxji'kydk @ uxj ifj"kn vksj ekI V%atv ,tsalh dh lgk;rk djsxhA (
- V%atv LVs'kuk vksj djhMksjk d vlil d bydk e Hkrie d fodkl vksj Hkouk d fuekZk d fy, vkonuk d tokc e ;kstuk @fodkl vuqefr;k vksj Hkou fuek.k vuefr tkjh dju d fy, uxj rFkk xzke fuo'k lapkyuky;] uxj fuxe@ @uxji'kydk @ uxj ifj"kn vksj ekI V%atv ,tsalh dh lgk;rk djxhA (
- V%atv LVs'kuk vksj djhMksjk d vlil VhvkMh yvkmV ;ktuvk @ uxj fodkl ;ks;tukvis@fdQk;rh vkokl ;ks;tukvis @ vis |ksfxd fodkl ;ks;tukvis dh jpuk e fodkl çf/kdj.kksa@ ekI V%atv ,tIh @x'g fuekZk ,o v/kkslajpuk fodkl ealMy @vks|ksfxd dsaz fodkl fuxe vksj vU; iSjk&LVSVy ,tI;ksaj dh lgk;rk djxhA (

- V^{af}tV LVs'kuk vkSj d,fjMksj d vklikl d bydk e Hkrie d fodk l vkSj Hkouk d fuekZk d fy, viu vkosnu dk rS;kj dju e fodk l drvk vkSj Hkrie ekfydk dh lg;rk djxhA (
- V^{af}tV LVs'kuk vkSj d,jhMksjk d vklikl d bydk e Hkrie d fodk l vkSj Hkouk d fuekZk d fy, viu vkosnu rS;kj dju e fodk l drkZvk vkSj Hkrie ekfydk dk ijke"ki çnku dju d fy, jftLVM vkfdZVsDV~l 'kgjh lykul vkSj bathfu;l dh lg;rk djxhA (

;g VhvisMh uhfr uohu V^{af}tV LVs'ku vkSj dklijMksj d lkFk&lkFk ,slh iqufoZdk l ;ktukvk] tSlh fd fojeku LV'ku] d,jhMkj vkj vklikl d leqnk;k d fy, rS;kj dh tku d lc/k e VhvisMh {ks= %V^{af}tV LVs'ku vkj d,fjMkj {ks=½ vkSj V^{af}t'ku {ks= vk;ktuk lk/kuk d fy, vk'kf;r gA ,ls VhvisMh {ks= %V^{af}tV LVs'ku vkj d,fjMkj {ks=½ vkSj V^{af}t'ku {ks= dks fodk l ;ktukvk %Mh% es; fpUgr fd;k tk,xk vkj ijh{ksf=d ;ktukvk@ VhvisMh {ks= ijh{ksf=d ;ktukvk e lhekdr fd;k tk,xkA

tgka Mhij ijh{ksf=d ;ktuk, vkSj 'kgjh fodk l fu;e ykx gksr gS] ;g nLrkost bu ekStwnk os/kkfud ;ktukvk vkSj nLrkostk d iujh{k.kk @ la'kis/kuls d fy, vk/kkj çnku djxk vj Hkfo"; d lHkh Mhij ijh{ksf=d ;ktuk, vkSj 'kgjh fodk l fu;ek vkSj vU; nLrkost bl nLrkost d vk/kkj ij r;kj fd, tk,axsA

4- V^{af}tV mUeq[kh fodk l %VhvisMh½

V^{af}tV mUeq[kh fodk l %VhvisMh½ dk l kotfud ifjogu l iny nwjh d Hkhrj e;/e l mPp ?kuRo oky vkoklh;] dk;iy;ks vj QqVdj nqdku; tSl V^{af}tV lg;d mi;ksxk d fy, d,EiSDV] iSny ;k=h vkSj ,u ,e oh vudwy fodk l %Pedestrian & NMV Friendly Development½ d :i e ijHkkf"kr fd;k x;k gSA VhvisMh fefJr&mi;ksx] fefJr&vk; okyk vkoklh; vkSj @ ;k okf.kfT;d {ks= gS ftl lkoZtfud ifjogu rd igqap c<ku d fy, fMtkbu fd;k x;k gS] vkSj tk iSny ;k=h vkSj ,u ,e oh mUe[k fMtkbu %Pedestrian & NMV Oriented Design½] cgq&eksMy ,dhj.k %Multi-modal Integration½ vkSj duSDVfoVh tl V^{af}tV ;kf=; dk çksR l fgr dju d fy, ljo/kkvk dk 'kkfey djrk g A VhvisMh O;kid :i l fodk l ds lcl LFkk;h Lo:lk ds :lk es; ekuk tkrk gS vkSj n[;u;k d dbZ fglk e vey e yk;k tkrk gSA ;g futh eksVj okgu d mi;ksx d çHko dk de djrk g vkSj ,sl fodk l dk c<kok nsrk g tk V^{af}tV d mi;ksx d fy, vf/kd vuqdwy gSA VhvisMh fuokl;ksj Jfedk vkSj ndkunkjki dk ek l V^{af}tV dk blrek dju ds fy, çkRl fgr djrk g vkj V^{af}tV LVs'ku vkj V^{af}tV d,fjMkj ds vklikl d,EiSDV] fefJr&mi;x vkSj iSny ;k=h vuqdwy fodk l ls futh eksVj okguk ij fuHkZjrk de djrk gSA

4-1 fotu %Vision½

- mPp ?kuRo] fefJr mi;ksx d fodk^l d ek;/e l lkoZtfud ifjogu dk ifjogu dk ,d ilnhnk lk/ku cukdj 'kgjh {ks=k e LekV vkSj thu ;ksX; fodk^l %Smart and livable Growth½ lqfuf'pr djukA isny ;k=h dh lj{kk} vkjke vj lqfo/kk lqfuf'pr djukA

4-2 mīss;

V^{ka}ftV mUeq[kh fodk^l uhfr fuEufyf[kr çeq[k uhfr mi';k ij fodflr dh xbi g tk V^{ka}tV LVs'ku vkSj d,fjMksj {ks=k ij ykx gsrh gis&

1. V^{ka}ftV lgk;d mi;ksx %Transit Supportive Uses½ lfufspr djuk

V^{ka}tV LVs'ku vkSj d,fjMksj d vklikl tehu dk mi;ksx bl izdkj lfuf'pr djuk fd o mPp Ekkkk e V^{ka}ftV ds mi;ksx e oi}] LFkkuh; lenk; gsrk fefJr mi;ksx dk dk; dsaz vkSj 'kgj&O;kih ifjogu usVod d ykHk d ek;/e l V^{ka}tV jkbMjf'ki gsr lgk;d gksaA ;g LFkkuh; leqnk; dk mud leqnk; {ks= e gh of/kr lsok,a} jkstxkj vkSj vkokl fodYi çnku djrk gSA

2. V^{ka}ftV LVs'ku vkj d,fjMksj ds vklikl pkudj.k vkj fefJr vk; fodk^l

?kudj.k l mPp vkofUk %High Frequency½ okyh jWfIM V^{ka}tV lsok %Rapid Transit Service½ ds ckok feyxk vj ;g fofHkUu çdkj d vkokl jstxkj] LFkkuh; lokvks vkSj lfo/kkvk d fy, Hkh vk/kkj çnku djsxk tk ,d thoar LVs'ku vkj d,fjMksj {ks= leqnk; cuk e lgk;d gksxkA

fefJr vk; fodk^l fofHkUu vk; Lrjk oky ykxk d fy, fof/k çdkj dh vkokl bdkb;k dk 'kkfey djxk bles de vk; okys fuokfl;ki ds fy, fdQk;rh vkokl fodYik dh ,d J.kh %Range of Affordable Housing Options½ Hkh 'kkfey dh tkuh pkfg, vj fof/k vk; Lrj oky laiwjd fofHkUu O;kolkf;d fodk^l 'kkfey gku pkfg,A

3. dufDVfoVh lfufspr djuk] oghD;yj VllQd %Vehicular Traffic½ vkSj ikfdaZx dk çca/ku djuk

ek l V^{ka}tV dkljMksj ij fo'ks" /;ku d lkFk 'kgj e O;kid ifjogu usVod fu;kstu %Comprehensive Transport Plan½ ds ek;/e l dufDVfoVh lfuf'pr djukA fofHkUu ekM V^{ka}IQj fodYik ds leqfpr ,dhdk %Integration of Various Mode Transfer

Options½ d lkFk ,d vkjenk;d iSny ;k=h okroj.k cuku d nkSjku ijxeu lso, vkSj futh eksVj okgu ifjlapj.k vkSj ikfdaZ dh vko';drvk dk lek;str djukA

4. iSny ;k=h vkSj yu ye oh&mUeq[k fMtkbu %Pedestrian and Non-Motorised Vehicle Oriented Design½ cukuk

iSny pyu ;ksX; VatV LVs'ku @d,fjMksj {ks= dk leFkZu dju vkSj VatV d mi;ksx dk c<+kok nu d fy, Hkh VatV LVs'ku @ d,jhMksj l lpo/kktud] vkjenk;d] lh/kh rFkk lqj{kr dMh ls iSny ;k=h vkSj xSj eksVj okgu %u ,e oh½ d laid l'itr djukA

5. çR;d VftV LVsku @ d,jhMksj {k= dks yd vuqBk LFkku cukuk

,d dk=kZRed VatV uksM dk leqnk; d ços'k }kj vkSj xrfok/k;k d thoar fefJr dsaz es cnyu d fy, çR;sd VatV LVs'ku @ d,fjMksj {ks= dk ,d vuB i;kZoj.k d :i e fodflr fd;k tk,xkA fMtkbu d tfj, lqj{kr] mi;ksx ;kX; lk>k lkotfud LFkku l'itr djsa vkSj ekStwnk ikd dk lqyHk cuk,aA

6. LFkkuh; leqnk;k d lanHk e ;kstuk

LFkkuh; leqnk;k d lkFk ijke'k d ek;/e lSj VhvisMh LFkkuh; leqnk;k d fy, c<+r mi;ksx vkSj lsovkSj fofHkUu çdkj d vokl] c<+r ifjogu fodYi] c<+h gqbZ leqnkf;d lpo/kkvk vkj vf/kd iSny pyu ;ksX; ekgkSy lgr LFkkuh; leqnk;k d fy, lgg;d ykHkk dh ,d folr`r J'a[kyk çnku djsxkA

7. lkoZtfud ifjogu dk c<+kok nsuk vkSj futh okgu e dVksrh

VhvisMh {ks= vkSj VatV'ku {ks= es mPp ?kuRo okys {k=k dk fodk] djs lkoZtfud ifjogu d mi;ksx dk c<+kok nsuk] tk nsfud vko';drvk dk ijk dju d fy, fuokfl;k @ Jfedk }kj fd, tku oky VatV rFkk iSny ;k=lvk dh fgllsnkjh e oi) djsxk vkSj futh okgu d LokfeRo e deh es ifj.kkfer gksxkA ;krk;kr vj lcf/kr ikfdaZ ekax] çnw'k.k vkSj ;Fkkiz;ksT; VhvisMh {ks= vkSj VatV {ks= e VafQd dat'ku e deh e Hkh ifj.kkfer gksxkA

8. M+d usVodl dk pkudj.k

lqj{kr vkSj vkllku vkokxeu vkSj fofHkUu mi;ksx d lkFk gh VatV LVs'ku d chp ,u ,e oh vkSj iSny ;k=;k dh dusiDVfoVh d fy, fodk {ks= d Hkhrj ,d ?ku M+d usVodl dh LFkku djsaA

9. Ij{kr lekt dk fodkl djuk

efgyv[ks] cPp[ks] ofj"B uxqjfdk rFkk fn0;kaxk dh Iqj{kk ij fo'ks" /;ku nsRk ga, Iqj{kr lekt Iqfuf'pr djUk gsRk Hkou fuek.k mifu;e⁸ e vko';d I'ks/ku djUkk] tSls fd c:mMholly ds çko/kkuis dk lekr djUkk] lMd ij Hkou⁸ ds vx Hkx e IØ;rk ds çko/kku cukuk] iSny pyu ;ksX; jkLrk d :lk e Ihekar [kyh txg dk IkoZtfud mi;ksx ds çko/kku cukuk vkfnA

10. skgjh QSyko dk fu;al=r djuk

ifjogu d,fjMksj rd igqap d IkkFk ,d d,EiSDV {ks= e c+rh vkcknh dk lek=ksftr djUk 'kgjh QSyko dk jkduk] tk fd fuo'k dk ;Drhdj.k djxk vkj fodkl ds fy, cfu;knh <kap dh ykxr dk de djsxA

11. i;kZoj.k d vuqdwy vkSj jgu ;ksX; skgj

'kgj e ços'k vkSj fuxZe ;k=kvk d IkkFk&IkkFk eky dh vkoktkgh d fy, i;kZoj.k d vudy ;krk;kr fodYiks] [kqyh txg[ks] [ksy eSnkuk vkSj xhu cYV d çko/kkuk d ek;/e I dkcZu infpàk %Carbon Footprints% dk de djukA

4-3 ykHk

VhvisMh 'kgjs dls fuEufyf[kr ykHk çnku djxk%

¼1½ Ikkh d fy, xfr'khyrk ds fodYi & fut^h okguk d mi;ksx dk IkoZtfud ifjogu vj oSdfYid rjhdk d mi;ksx e ifjorZu djds xfr'khyrk ds çfreku dk cnyuk A

¼2½ Ikkh d fy, thou dh cgrj x.koUkk & LoLF; thou rFkk thou dh cgrj x.koRrk ds ifr thou 'kSyh dk cnyu dk ijr dju d mnns'; I fofo/k mPp&?kuRoh;] fefJr&mi;ks] fefJr&vk; oky vkokl] jtxkj vkj eukjtu fodYiks dls ekI VokftV LVs'ku I iSny pyu ;ksX;@Ikbfdy pyku ;ksX; nwh ij çnku djukA Ieqnk;k dk vyxko dju dh ctk, ml ,dh-r djuk vj Ikekftd dyd vj vlr's" dls de djukA

¼3½ çR;sd ifjokj dk ,d ?kj & Ikkh çdkj d vk; ox d fy, vkoklh; LV,d dh vkiwfr c<k; ftle 'kgj e fdQk;rh vkokl vkSj okf.kfT;d txgk dh Js.kh 'kkfey g] tk dherk e fxkoV yk,xh vkSj 'kgjk e jgu vkSj dke dju dk fdQk;rh cuk,xhA

¼4½ ctkj cgrj 'kgj e Hkkxhinkjh djrk g& 'kgj d fodkl vkSj jktLo e fuos'k yku ds fy, fut^h {k= ds fy, fodkl ds volj [kkys vkj fofHkUu Ikkfor fodkl e,Myk d mi;ksx I dkl IèlMkbtM Ikekftd Ifo/kkvis] fdQk;rh vkokl vj

lkoZtfud ifjogu e enn feyxhA de vk; okys lewgk dk ,dh-r fefJr&vk;
oky leqnk;k e LFkku vkSj lk>k lqo/kk, çnku dh tk ldrh gsj ftll 'kgjh
efyu cflr;k vkj vuf/k-r d,ykfu;k ds çlkj dk de fd;k tk ldrk gA

¼5½ Lo&n{krk & mPp ?kuRo cuku l fodszah-r çju;knh <kap d çko/kku vkj çca/ku
rduhdls dls vkSj vf/kd 0;kogkfjd cuk;k tk ldrk gsj ftll leqnk; dh t:jr'k
dk iwjk dju d fy, LFkkuh; Lrj ij ikuh @ lhost dk iqu% pfdzr ¼fjllkbody½
djuk vkj lLrk cuk;k tk ldxkA

¼6½ llrh lkoZtfud ifjogu & ,d lkoZtfud ifjogu fuf/k ds fy, xj&fdjk;k c,Dl
jktLo dk ,d egRo iw.k lksr miyè/k djuk] ftl l fvdV dh dherk dk de
dju vkSj lkoZtfud ifjogu lqo/kkvk d çko/kku dk c+ku e enn feyxhA

¼7½ i;koj.kh; fxjkoV dk de djuk & 'kgjh Qyko ¼de ?kuRo Qyku okys
fodk½ dk de djds] Bksl <ax l 'kgj d fodk½ vkSj iqufoZdk l d fy, ,d
Li"V ş"V ¼fotu½ fu/kkfjr djukA mPp ?kuRo okys l?ku fodk½ ds ek/;e l
i;koj.k dh ş"V l laosnu'khy Hkúe vkSj vNwrh Hkúe dk cpku e enn feyxhA

¼8½ ykd /ku dk cpuk & vfrfjä lMd foLrkj] ikbfix @ dcy fcNkus dh ykxr
tSl Hkúfird çju;knh <kap e fuos'k] V&kfQd dat'ku dh le;&ykxr vkj de
?kuRo okys Qyko l lcf/kr vU; cM+h ykxr es fuo'k dh deh ds tfj, ykd /ku
dh cpr g®xhA

¼9½ cg&vuq'kklfud ,dh-r ş"Vdk.k & ,dh-r fodk½ çnku djus d fy, ;ktuk
d vkSj vf/kd lexz çfreku d fy, ,d cnyko çnku djuk tgk lHkh {k=k&
xfr'khyrk] fu;ktu uhfr] 'kgjh fMtkbu] çfu;knh <kps vkj vFk'kkL= ,d lFk
,dh-r rjhd l feydj dke djA

VkatV ytfll; ks d fy ykHk

¼10½ cM+h vkcknh d iSny pyu ;®X; nwh d Hkhrj jgu @ dke dju d pyr ;kf=;k
e of)A

¼11½ nh?kZdkfyd d l&lfèlMh vkSj lkoZtfud ifjogu d j[kj[kko d fy, c<+h gqbZ Hkúe
ew;k dk ew; vf/kd`r gksukA

Hkwrfe] lMd vj lok ds LokfeRo okyh ytfll; ks dk fyy ykHk %&

¼12½ vyi yksd /ku fuos'k d lFk c<+r gq, fodk½ d dj.k Hkúe l laHkfor jktLo e
of) A

¼13½ de ykxr okyh Hkúe d Hkhrj] T;knk LFkkuh rjhd l lex ;ktuk) vkcknh dls
lek;ksftr dju d dj.k 'kgjh Lrj ij çju;knh <kap ¼lM+dksaj ikbi] dscj]
ljxks vkfn dh ych vof/k½ dh de ykxr A

¼14½ Lfkk;h fodsazh—r Hkkfird volajpuk d fy, 0;ogk;Zrk e: o'i)A

¼15½ l k>k lkekftd v/kks l jpuK lfo/kkvis dk of/izr vkSj vf/kd d'ky mi ;ksx

5- V^akaftV mUeq[kh fodk ■ ¼VhvksMh½ {ks= vkSj

V^akaftVsku {ks=

5-1 ifjHkktkky

5-1-1 VhvksMh {ks=

ek l V^aftV LVs'ku% & ek l jfiM V^aftV fllVe ¼,e vkj Vh , l½ d,fjMksj @ usVod e l Hkh ekStwnk vkSj çLrkfor ek l V^aftV LVs'ku] ftUg fodk l vkSj lapkyu d fy, l {ke çkf/kdkjh }kjk vuekfnr fd;k x;k gA ¼ft l V^aftV LVs'ku ds :lk es fufn"V fd;k x;k g½

ek l V^aftV d,fjMksj% & esV% jsy @ ykbV jsy @ eksuk jsy d,fjMksj @ usVod vkSj cl jSfiM V^aftV ¼ch vkj Vh½ ;k mPp {kerk okyh lkoZtud ifjogu] d,fjMksj @ :V @ usVod ftUg fodk l vkSj vkokxeu d fy, l {ke ixf/kdkjh }kjk vuqekfnr fd;k x;k g ¼ft l V^aftV d,fjMksj ds :lk es fufn"V fd;k x;k g½

VhvksMh {ks= ¼V^aftV LVs'ku@ d,fjMksj {ks=½% & esV% jsy @ ykbV jsy @ eksuk jsy] ek l V^aftV d,fjMksj d chp dh js[kk d nksuk vkj 500 eh pksMh iV[~]Vh ¼5&10 feuV dh iSny nwjh½ d Hkhrj dk {ks= vkj mPp {kerk oky lkoZtud ifjogu] ek l V^aftV d,fjMksj d chp dh js[kk vFkok bld exkz/kdkj ¼vkj vk MèY;w½ ¼Right of Way - ROW½ d chp dh js[kk d nksuk vkSj 300 ehVj pksMh iV[~]Vh d Hkhrj dk {ks=A esV% jsy @ ykbV jsy @ eksuk jsy] mPp {kerk oky lkoZtud ifjogu vkSj ek l V^aftV d,fjMksj d chp dh js[kk d nksuk vkSj iV[~]Vh dh pksMh bz 'kk lu }kjk de ;k vf/kd fu/kkZjr dh tk ldxhA

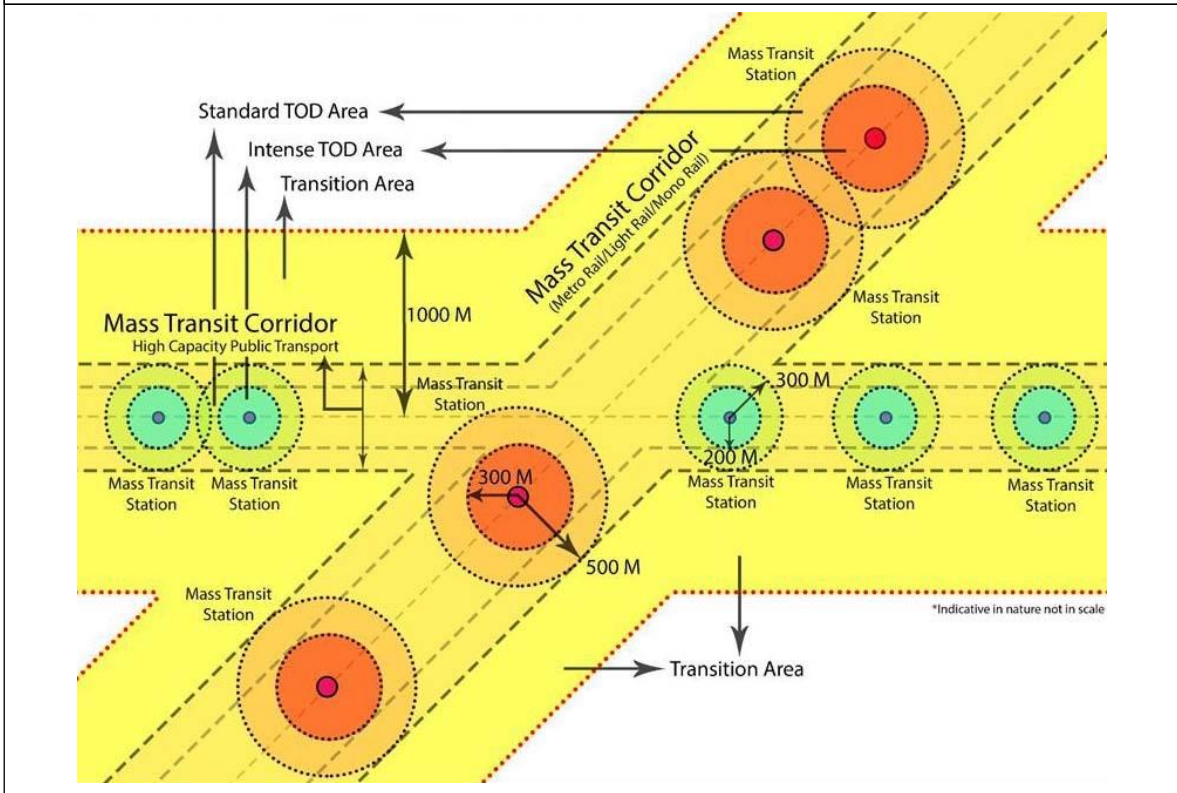
ukV% VhvksMh {ks=k d nk;js e mPp {kerk oky lkoZtud ifjogu d,fjMksj @ :V @ usVod dk ek l V^aftV d,fjMksj d :i e fopkj dju e leFk gksu d fy, ,sl mPp {kerk oky lkoZtud ifjogu d,fjMksj @ :V @ usVod dk 5000 l vf/kd ;k=h çir ?kaVk izfr fn'kk dh {kerk d l kFk fMtkbu fd;k tkuk g[®]xkA

5-1-2 V^aft'ku {ks=

V^aft'ku {ks=% & esV% jsy @ ykbV jsy @ eksuk jsy d,fjMksj @ usVod vkSj cl jSfiM V^aftV ¼ch vkj Vh½ vFkok mPp {kerk okyh lkoZtud ifjogu* d,fjMksj @ :V @ usVod tk Hkfo"; d ifjogu @ VhvksMh vk/kkfjr ;kstuk d fy, l {ke çkf/kdkjh }kjk vuqekfnr fd;k x;k g½ dh chp dh js[kk d nksuk vkSj 1000 ehVj pksMh iV[~]Vh d Hkhrj

dk {ks=A ifj;stuk dh vko';drku lkj Vkt'ku {ks= dls 'kklu }kjk ?kV;k ;k c;k; tk ldrk gA

VhvksMh {ks= %VktV LVs'ku @ d,fjMksj {ks=% d k fp=.k



5-2 VhvksMh {k=ks @ Vkt'ku {ks=ks dh lhekadu

bu {ks=k l laai/kr VhvksMh @ Vkt'ku {ks= vksj ifj{ks= d lhekadu] fdlh fof'k"V VaktV LVs'ku @ d,fjMksj {ks= %VhvksMh {ks=k ½ d fy, rS;kj Mh ih d cko/kkuk di v/khu VhvksMh {ks= ijh{ksf=d ;stukvis ei fd;k tk,xkA ,lh VhvksMh {ks= ijh{ksf=d ;stuk, ekl VktV ,tsalh }kjk rS;kj dh tk,axhA e/;çns'k esV% jsy daiuh fyfeVSM ¼,e ih ,e vkj lh ,y½ @ ek l VktV ,tslh] uxj fuxe @ ifj"kn dh lg;rk y ldsxn vksj 'kgjh fu;ksu vj fodkl fo"ks"kkks l VhvksMh {ks= ijh{ksf=d ;stuk,} yvkmV @ VhMh ;stuk rS;kj dju vksj ifj;stukvk dh igpku vksj dk;kZl;u ei Rkdfudh lg;rk y ldsxhA

bu {ks=k l laai/kr VhvksMh {ks=@ Vkt'ku {k= vksj ifj{ks= d okLrfod lhekadu] [kaM 5-1 e ifjHkkf"kr VhvksMh @ Vkt'ku {ks= d Hkhrj @ mll ijs {ks= ij fd;k tk ldxk] tgk fufn"V njh ds ckj dh tehu fof'k"V VaktV LVs'ku @ d,fjMksj {ks= dh fo"ks"krk, lk>k djr g vksj Hkksrd :i l VktV LVs'ku @ d,fjMksj {ks= l vyx ugh g ;k /kkjk 5-1 d vulkj fufn"V le; e çR;k isny ;k=h dusiDVfoVh gk ldrh g] vksj VktVlgk;d Hkksrd mi;ksxk dk LFkku n ld ;k VhvksMh ijh{ksf=d ;stuk vksj uxj ei ;stukc) fodkl d vulkj vko';d gksA blh çdkj VhvksMh {ks=k d ,sl okLrfod lhekadu ektwnk VktV LVs'ku @ d,fjMksj d vlil ekStwnk fLFkj vkoklh; leqnk; ;k

vU; mi;ksx d {ks=k dk ckgj dj ldr gS} tk fof'k"V d,fjMksj {ls= dh fo'is"krkvls dls l k>k ugh djr g vksj Hkksrd vojks/kk l vyx gk tkr g tk [k.M 5-1 d vuqlkj fufnZV le; e V^{af}tV LVs'ku @ d,fjMksj rd iSny ;k=h iagqp jksdr gSaA

6- uhfrxr mÍs; dk ijk dju d fy şftVdks.k

bl nLrkost dk ,d mÍs'; V^{af}tV mUeq[kh fodk l d uhfrxr mÍs';k dk iwj dju d fy, j.kuhfr;k dk fu/kkZjr djuk gSA

; j.kuhfr;k V^{af}tV LVs'kuk vkj d,fjMkj ds vlik ds fodk ds fof'k"V lnhk es e/;çns'k i'kklu dh j.kuhfrd uhfr %Strategic Policy% dk n'kkZrh gSaA

6-1 V^{af}tV&lgk;d mi;kx

1. V^{af}tV& lgk;d mi;ksx %Transit Suportive Uses%

V^{af}tV&lgk;d Hkksie @ Hkou mi;ksx] V^{af}tV miHkksx rFkk of/kZr ijogu uVod dk;{kerk dk çksRlkfgr djrh gSA V^{af}tV LVs'kuk vksj djhMksjki d vlik Hkksie @ Hkou dk mi;ksx iSvi fuEuku[kj fpuGr fd;k tk,xk%

- jkstxkj dk mPp ?kuRo vkj @ ;k mPp vkoklh; ?kuRo
- ihd ihfj;M %Peak Period% l fHkUu le; e; ;k=k dls c<kok nsuk
- lM+dk vksj V^{af}tV LVs'kuk ij fjol qlyk ;k=k %Reverse Flow Travel% dls vkdf'kZr djuk
- iwj; fnu vksj lirkHkj xrfrof/k d foLrkfjr le; dls çksRlkfgr djuk
- iSny ;k=h mi;ksxdrkZvk dk vkdf'kZr djuk vksj iSny ;k=h vkokxeu mriUu djuk

2. fEkfJr mi;kx %Mixed Use%

,d VhvsMh {ls= vkoklh;} okf.kfT;d] jstxkj lko'fud v/i&lko'fud] lgk;d fjVy] euksjatu vksj lsok mi;ksxk d feJ.k %fEkfJr mi;ksx% dh vuqefr nsxkA mi;ksx dk feJ.k m/okZ/kj vksj @ ;k {k'irt :i l gksxk %Horizontal as well as Vertical% vFkkZr] mi;ksxis dk feJ.k ,d fo'is"k bekjr d Hkhrj ik;k tk ldrk gS ;k VhvsMh {ls= e; dbZ bekjrk e; Hkh 'kkfey fd;k tk ldrk g A ;g d,EiSDV] iSny pyu ;kX; VhvsMh {ls= d Hkhrj dbZ rjg d mi;kx çnku djrk g vksj fofHkUu çdkj d fodk l d chp rkyesy cukrk gA

3. xSj&V^{kat}V lgk;d mi;ksxk] %Non-Transit Suportive Uses½ dks lifer djuk

p^{id} Vh^{ksMh} V^{kat}V lokj %Transit Rider½ v^{ij} iSny ;kf=;s ij d^{stUnzr} g^s blfy, ;g egRo^{i.k} g^s fd fut^h ekV^j x^{klM+h} mUeq[k fodk] %Private Automobile Oriented Development½ Vh^{ksMh} {ks= ij gkoh ugh g^{ksA} xSj&V^{kat}V lgk;d Hk^{ie} @ Hkou mi;ksx og g^{ksrk} g^s tk ç^{kFkfed} :i l fut^h ekV^j okguk d fy, mUeq[k g^{ksr} g^{sa}] iSny ;k=h ;k V^{kat}V mi;ksx^{drk} d fy, ughaA

bl ç^{dkj} d mi;ksx

- fut^h ekV^j okgu x^{rfof/k;k} eⁱ o^f) i^{Snk} d^{jr} g^{SA}
- fut^h ekV^j okgu d mi;ksx d mUeq[k {ks=k dk fue^{kZ.k} d^{jr} g^{SA}
- de&?kuRo okys 'kg^{jh} :i %Urban Form½ l c^M ek=k eⁱ Hk^{ie} dk mi^{Hkksx} d^{jr} g^{SA}
- O;^{kid} lrg ik^{faZ} {ks=k %Surface Parking Areas½ dh v^{ko'};drk fufer g^{ksrh} g^{SA}
- i^{Sny} ;kf=;k ds fy, udk^{jRed} ç^{Hkko} m^{RiUu} d^{jr} g^s] t^{li} fd Hkou d vx^{zi}"B %Building Frontages½ l vy^{xko}] y^c v^{ij} Fk^{dkÅ} in;k=k;] v^{ksj} Qq^{vikFk} ij db^z okgu Ø,flax] v^{kj} @ ;k v^{kEkr}ij ij l x^{rfof/k} ds fo^{Lrkfjr} ?k^v dk v^{kdf}"k^r ugh d^{jr} g^{SA}

xSj&V^{kat}V lgk;d mi;ksx V^{kat}V LV^{s'kuksa@d,jhMksjk} dⁱ r^{Rdy} if^{lj} eⁱ vof^{LFkr} ugh g^{ksaxs}] t^{gk} m^{Pp} i^{Sny} ;k=h x^{rfof/k} v^{ksj} c^l ;krk;kr g^{SA} bu mi;ksxk dk Vh^{ksMh} {ks= d c^{kgj} ;k Vh^{ksMh} {ks= d f^{dukj} dh v^{ij} vof^{LFkr} fd;k tk l^{drk} g] t^{gk} m^{Pp} rho^{zrk} mi;ksx %High Intensity Uses½ l^{ahko} u g^k v^{Fkok} ,sl mi;ksxk dk c^M O;^{kid} V^{kat}V&lgk;d fodk] ds H^{kx} ds :i es LF^{kfir} fd;k tk l^{drk} g^{SA}

6-2 V^{kat}V LV^{sksk} @ d^{kWjhMksjk} ds v^{klik} pk^{uhdj.k} v^{ksj} fef^{Jr} v^k; ox^l ;q^{Dr} fodk]

1. pk^{uhdj.k} %Densification½

d- ç^{R;sd} V^{kat}V LV^{sksk} @ d^{kWjhMksj} dⁱ v^{klik} p^{kuRo} d^{is} v^{uqdfyr} djuk

- v^{klik} dⁱ l^{anHk} v^{kj} fo^{"ks"k} V^{kat}V LV^{s'ku} @ d^{fjMksj} ç^{dkj} ij fop^{kj} d^{jr} g^q, V^{kat}V LV^{s'ku} @ d^{fjMksj} eⁱ v^{ksj} b^{ld} v^{klik} ?kuRo c^{+k;k} tk,x^{kA} m^{Pp} ?kuRo d^{is} ,sl LF^{kkuk} eⁱ j^{[kk} tk,x^k] t^{gk} l V^{kat}V v^j LF^{kkuh}; l^{ko}t^{ud} ç^{.kkfy;k} rd l^{oksZike} ig^{qap} g^{ksaA}

- mPpre ?kuRo d mi;kxk vkSj Hkou :ik %Building Forms½ %tSl viKVZesaV] dk;izy; Vkoj vkfn½ dk ftruk laHko gk mruk V^{at}tV LVs'kuk @ d,jhMksjk Iehi vofLFkr fd;k tk,xkA

[k- pkuRo ds çHkko dk de djuk

- VhvisMh {ks= e mPpre ?kuRo] V^{at}tV LVs'ku @ d,fjMkj ds rRdky fudVre Ikbv ij gksA bld vykok] V^{at}tV LVs'kuk @ d,fjMksjks ds fudV Hkx ij U;ure ?kuRo ekunM LFkkfir fd, tk ldr g rkfd ;g lfuf'pr gk lds fd fodkl dh okaNuh; rhork %desired Intensity of Development ½ gkfly dh tk pqdh gSA
- V^{at}tV LVs'kuk @ d,fjMksj l nwjh d vUq[kj] Hkou mpkb;ka vsj ?kuRo ea deh djr gq,] mPp vkSj fuEu rhork fodkl d chp V^{at}tV'ku LFkkfir djukA
- ?kuRo] Hkou dh ÅapkbZ vkSj Nk;vk d LFkku fu/kkZj.k %Placement of Density, Building Height, and Shadows½ ds fy, vk;td rRok d :i e V^{at}tV lqfo/kk,] Ikotfud LFkyia rFkk lMds dk mi;lx djukA
- ,dhdj.k lfuf'pr dju vkj fodkl ds çHkko dk de dju ds fy, u, fodkl vkSj ekStwnk leqnk;k d chp mfpr mipkj djuk %Proper edge Treatment½ tSlS fd] lqlaxr %Compatible½ fcfYMax Ldsy %Building Scale½] ikfdZax LFkku ,o ySaMLdsi'ax %Landscaping½ vkfnA

2. fefJr vk; oxZ ;Dr fodk] %Mixed Income Development½

fefJr ox ;qDr fodkl es fofHkUu vk; Lrj okys ykxk ds fy, fofok çdkj d vkoklh; bdkb;k dls 'kkfey fd;k tk,xkA bles de vk; ox d fuokfl;ks d fy, fdQk;rh vkokl fodYiks dh J.kh %Range of Affordable Housing Options½ 'kkfey gkxhA ;g fofHkUu vk; Lrjk dls ifjiwjd fofok okf.kfT;d fodkl Hkh 'kkfey djxkA fefJr vk; ox ;qDr fodkl] ?kuRo ij fuEu dkj.ks l ldkjRed çHkko Mkyrk g &

- de vk; vkj vkfFkZd :i l detksj ox d vkokl e vkoklh; bdkb;k d vkdkj NksV gksr gA
- vuksipkfjd {ks= %Informal Sector½ vkSj ,sl vU; O;koIf;d çfr"Bkuk e mPp jstxkj ?kuRo %High Employment Density½ gksrk gSA fefJr vk; ox ;qDr fodkl leko'kh %Inclusive½ vkj mPp ?kuRo fodkl %High Density Development½ gksxk] tk V^{at}tV d,fjMkj ds jkbMjf'ki ij ldkjRed çHkko MkyxkA

6-3 dufDVfoVh ■ fufspr djuk] oghD;qyj VfQd %Vehicular Traffic% vkj ikfdx çcaf/kr djuk

'kgjh bykdk es dufDVfoVh Ifuf'pr dju ds fy, Mhiih vkj ijh{kst=d ;ktukvts e O;kid ifjogu usVodi fu;ktu %Comprehensive Transport Plan% fd;k tk,xkA VhvisMh {ks= d çLrko ,d vkjkenk;d iSny ;k=h okrkj.k djr gq,] V%kafTV Isokvksj futH eksVj okgu ifjlapj.k vksj ikfdax dh vko';drkvis dk Hkh lek;kttr djsaxsA

1. dufDVfoVh

Mhiih vksj ijh{kst=d ;ktukvts d v/khu ifjogu çLrkok dk fuEukuIkj rS;kj@iqjhf{kr fd;k tk,xk% &

- ;krk;kr d IHkh Ik/kula d fy, IM+dk vksj iFkk dk ?kuk usVod cukukA
- dqN /keuh; IMdkas@ekxki %Arterial Roads/Streets% ij ;krk;kr okY;e %Traffic Volume% dk dsUnzr dju d ct; dbz lekukarj IMdkas@ekxki ij mPp ;krk;kr o,Y;e QykukA
- ;krk;kr d IHkh Ik/kula d fy, IM+dk dk ,Ik eggu usVodi %Fine Network% cukuk] tks fofHkUu LFkkuk d chp dh nwjh de djr gq,] ilanhnk :V~l dk p;u %Choice of Routes% çnku djrk gsaA

VhvksMh {ks= e fodkI çLrko@yvkMv lyku@VhMh ;ktuk vkfn] iny ;k=h vksj ,u ,e Oh eksM %Pedestrian and NMV Mode% ds fy, V%kftV LVs'kuk@d,jhMkj rd rFkk O;fäxr Hkouksa@ifjIjk d chp NksV I NksVk Ih/kk :V %shortest direct route% çnku djsxkA

2. eŭVh&ekMy ydhdj.k %Multi-modal Integration%

eYVh&ekMy ,dhdj.k Ifuf'pr dju ds fy, IkoZtud ifjogu lpyu ;ktuk %Public Transport Operation Plan% dks cuk;k tk,xkA bl rjg dh ;ktuk e dqN çe[k fcan fuEukuIkj gi % &

- IkoZtud ifjogu d IkFk&IkFk buVjfeFM;sv ifèyd V%Iiksv %Intermediate Public Transport%] iny ;k=h vksj ,u ,e Oh %Pedestrians and NMV% nsr gq, ;krk;kr d fofHkUu Ik/kuk d fy; Rofjr rFkk Ifo/kktud buVjpsat d fodYi %Interchange Options% iznku djukA
- ekI V%aliksVz'ku ds fodYiks %Mass Transportation Options% tSls esV%is@ykbV@eksuk jsy] ch vkj Vh] mPp {kerk oky IkoZtud ifjogu Isokvk vksj IkoZtud ifjogu d vU; Ik/kuk d chp vksj iSny ;k=h vksj ,u ,e Oh usVodi d IkFk leUo; LFkkfir fd;k tk,xk] rkfd eksM V%alQj %Mode Transfer% e yxu oky le; e deh vk lda

- eYVh&ekMy ,dhdj.k fodflr {k=k ds ■kFk&■kFk fodkl djhMksjk e lqjf{kr} fdQk;rh vkSj dbZ V%ftV eksM fodYi■ %Multiple Transit Mode Options½ d çko/kku d ■kFk&■kFk vf/kdla'k dE;qV■ %Commuter's½ ds fy, ;k=k ds le; vkSj ykxR dk de djsxkA vfre ehy dufDVfoVh %Last Mile Connectivity½ d fy, ,sl eksM fodYi %Mode Choices½ fofHkuu ewl;k vkSj vkjke d Lrj %Comfort Level½ d vk/kkj ij çnku fd, tk,axsA
- IHkh ekM dI chp fuck/k baVjpsat lfuf'pr djr gq,] ;krk;kr d IHkh lk/kula dk ,dhdj.k djds] çeq[k V%ftV baVjpsat■ %Major transit interchanges½ dIs eYVh&ekMy V%ftV gc ds :i es fu;kftr fd;k tk,xkA
- eYVh&ekMy ,dhdj.k dsoy Hkkfrd ,dhdj.k %Physical Integration½ ugh gksxk cfYd lkotfud ijogu ls lqlaxr vU; ,dhdj.k rRok tSls fd fdj;k] lapkj] ;k=h lwpuk vkfn %fare, communication, passenger information etc.½ dIs eYVh&ekMy ,dhdj.k es 'kkfey djuk gksxkA

VhvksMh {ks= e fodk■ çLrko@yvkMv ;ktuk@VhMh ;ktuk vkfn &

- lkotfud LFkkuk d fMtkbu] çca/ku vkj fu;ktu e iSny ;kf=;ksj ■koZtfud ijogu] ,u ,e oh eksM dIs futh eksVjhd`r lk/kuk ■ vf/kd çkFkfedrk nsxkA
- iwjh rjg ■ ,dh-r VhvksMh {k= dk lfuf'pr dju ds fy, ,dh-r lkotfud iz.kkyh %Integrated Public System½ vfuok; gSA ■koZtfud ç.kkfy;k d rRok e çkFkfed vkSj f}rh;d iSny ;k=h ekxZ] lkbfdy ekxZ] IMd vkj vls MèY;w] iSny ;k=h@ lbdy vkojil vkj vaMjil] lkotfud [kyh txg] lkotfud 'kkpkY;] V%ftV LVs'ku vkj cl LV,i 'kkfey gkxA

3. ikfdix

d- hfer ikfdx vkos;drky

VhvksMh VkftV&lgk;d mi;ksxk] c<+s ?kuRo vkSj iSny ;k=h mUeq[k fMtkbu ds ek;/e ■ vkokxeu d LFkk;h fodYi iznku djrk gS] ftle V%ftV e c<+ksrjh gksxh rFkk futh LokfeRo ds ekVjhd`r okguk dh V%h■ es deh vk,xhA pId VhvksMh e okgu d futh LokfeRo es deh ykus dh {kerk g] blfy, VhvksMh {ks=k e ikfdax vko';drky dk de dju ds fy, n< fopkj fd;k tkuk pkfg,A fuEufyf[kr j.kfurh;ks ij fopkj dj ds VhvksMh {ks=k d fy, ;älaxr ikfdax ekinaM fd, tk,axsA

- VhvksMh {ks=k e futh eksVj xkMh d mi;ksx dk grksR■kfgr dju d fy, futh eksVj okgu ikfdax dk mi;qDr :i ■ hfer dju vkSj mud fy, foHksn ewl; fu/kkZj.k %differential pricing½A
- futh okgu ikfdax ds fy, lkotfud ikfdax dh vkifr: %vkwu&LVhV gk ;k vkwQ&LVhV gks½ %be it on-street of-street½ vkSj bZlh,■ %Dohosyav dkj Lis½

¼Equivalent Car Space(ECS)½ vko';drvk dk V^{af}TV LVs'kuk@^d,fjMksjk ds rRdky {ks= e: lifer fd;k tk,xkA vksj ,sl ikfdax çko/kku V^{af}TV LVs'kuk@^d,fjMksjk l LFkku@nwjh ij vk/kkfjr gksaxA

- VhvksMh {ks= e: mPp vksj foHksnd ikfdax 'lqYd] ¼Higher and Differential parking prices½ ikfdax çca/kku j.kulfr ¼Parking Management Strategy½ ds Hkkx d :i e ekuh tk,xhA ikfdax 'kqYd fuEu Øe d vuqlkj fhkUu gksaxh % &
 - vku&LV^{ah}V ¼vkj vls MèY; d Hkhrj½ & loksZPp
 - v,Q&LV^{ah}V ,V xM
 - v,Q&LV^{ah}V eYVh ysoy & fuEure



blh rjg V^{af}TV LVs'ku @ d,fjMksjk dh fudVrk ds lFk ikfdax 'kYd es of) gksxhA

- V^{af}TV LVs'ku @ d,fjMksjk ds rRdky {k= es] V^{af}TV cllkj vkbZihVh ekM vksj ,u ,e oh d fy, v,u&LV^{ah}V vksj@,k ,V xzM ikfdax d fy, çkFfedrk nh tk,xhA
- VhvksMh {ks=k e: fdlh fodkl d fy, bzlh,l ¼Equivalent Car Space(ECS)½ vko';drvk dk fu/kkZj.k djr le;] fu/kkZjr bzlh,l e ,u ,e oh] V^{af}TV cllkj vkbZihVh ekM vksj nqifg;k okguk d fy, va'k vfuo; :i ls lqfuf'pr fd;k tk,xkA
- VhvksMh {ks=k e: v,u&LV^{ah}V ikfdax vYidkfyd vof/k ¼Short Term½ rd lifer gksxk vksj v,u&LV^{ah}V ikfdax ds fy, vR;f/kd ikfdax 'kqYd fu/kkZjr fd;k tk,xkA
- V^{af}TV LVs'kuk@^d,fjMksjk d rRdky vllkl d {ks= e:] v,Q LV^{ah}V lkoftud ikfdax çko/kkuls ¼Off Street Public Parking½ ds grklkfr fd;k tk,xk vj ;g VhvksMh {ks=k d fdukjs rd lifer gksxkA
- futh eksVj okguk d fy, idZ&ll&jkbZM lfo/kk,a ¼Park and Ride Facilities½ dsoy V^{af}TV LVs'ku ifjlj e miyè/k djkbZ tk ldsxh] tcfD ,u ,e oh ds fy, bl rjg dh lqo/kk V^{af}TV LVs'ku ifjlj e rFkk VhvksMh {ks=ls d Hkhrj vkWu&LV^{ah}V ;k v,Q&LV^{ah}V ¼On-street or Off Street½ d :i e izku djkbZ tk ldxhA
- VfeZuy LVs'kuk vkj eYVh&ekMy V^{af}TV gc es idZ&ll&jkbZM lqo/kk, ¼Park and Ride Facilities½ çsR lfr dh tk,xhA
- VhvksMh {ks=k e: lHh ikfdax dh vkir;ls ¼v,u&LV^{ah}V] v,Q&LV^{ah}V ;k v,u&lkbV½ dk lk>k ikfdax ¼Shared Parking½ LFkku ekuk tk,xkA ,lh ikfdax vkiwfr 'kkldh; ,tlh;ls ;k futh Moyil@Hlfe Lokfe;ls@O;kikjh l?kks vkfn }jk fodflr dh tk ldxhA

[k- Vh_{vksMh} {ks= d iny pyus ;ksX; Lo:i %Pedestrian Nature½ ds iwjd ikfdaZx lyslesaV %Parking Placement½ vj ikfdx Lo:i %Parking Form½

Vh_{vksMh} {ks= e iSny ;k=h;ls dh lfo/kk dls cuk, j[ku d fy, ikfdaZx LFkyk dk mfpr fm>kbu fd;k tk,xkA

- Vh-v_{ks-Mh}- {ks=la d fdlh Hkh fodkl ea] ekStwnk leqnf;d {ks= ;k iSny pyu ;ksX; okrkoj.k dls izHkkfor fd; fcuk] lko^tfud vllQ&LVhV ikfdx LFky rFkk vkWu&lkbZV ikfdZax LFkyk dk Hkif d [k.M l yx gq, U;wure inkuqøe d lM+d %Lowest Hierarchy Road½ l igqap iznku fd;k tkuk pkfg,A bu ikfdaZx LFkyk l izkFkfed xarO;k %Primary Destinations½ tSl V^{at}tV LVs'ku] izeq[k dk;kZy;k d {ks=} mPp ?kuRo oky vkoklh; {ks= vkfn rd lh/kk ,o lfo/kktud iSny ;k=h ekx lfuf'pr fd;k tkuk pkfg,A
- Vh_{vksMh} {ks= e vkWu lkbV] ,V xzSM ikfdaZx dk gr^{ksR}l^{gr} fd;k tkuk pkfg, vj ;fn ,sl ikfdZax dk çnku fd;k tkrk g rls og e[; ekx vkj vksM èY; ij izLrkfor uk djr gq, Hkou d ihNs d fgll e izLrkfor fd;k tkuk pkfg,A
- lHkh izdkj d ikfdZax LFkyk dk fm>kbu rFkk mudk LFkku bl rjg fu/kkZjr fd;k tkuk pkfg,] fd çkFkfed iSny ;k=h :V %Primary Pedestrian Routes½ ij eksVj okgu Ø,flax dh la[;k U;wure gkA ,ls lHkh Ø,flax ij Mkbboo %Drive-way½@eksVj okguls dh çfof"V;ls %Entires½ dls fQfu'M in;k=h rFkk lkbfdy V^ad ds Lrj %Finished Footpath and Cycle Track Level½ rd mBk;k tkuk pkfg,A
- lHkh lQsZl ikfdZax LFkyk %Surface Parking Spaces½ dk ysMl^dfi^{ax} rFkk okWdost %Walk-ways½ d ek;/e l NksV [k.Mk e foHkDr dj fn;k tkuk pkfg, vksj lQsZl ikfdZax LFkyk ls@rd lqj{kr rFkk lh/k iSny ;k=h vkoxeu dk ysMl^dsIM okWdost d ek;/e l lek;ftr fd;k tkuk pkfg,A
- Vh-v_{ks-Mh}- {ks=k e lkoZtfud [kqy LFkkukaj ikdka] QqVikFkka] lkbfdy V^sdk vksj lMd d vj vksM èY; e 'kkfey vU; LFkkuk dk mi;kx %tc rd fd vku LV^{ah}V ikfdax d :i e fufn"V ugh fd;k x;k g% ikfdx d :i e dM+lbZ l çfrc^d/kr fd;k tk,xkA

4. fu;ksäk vk/kkfjr ifjogu e^{ka}x çc/ku %Employer based Transportation Demand Management (TDM) Strategies½ j.kuhfr;ki dk çksRlkgu

fu;ksäk vk/kkfjr VhMh,e j.kuhfr;ka fut^h e^sVj okgu d mi;lx dls de dju;] V^{ka}ftV jkbMj["]khⁱ dk c<+ku d lkFk gh Vh^vksMh {ks=k eⁱ ikfdaZx dh vko';drk dk de dju e lg;d gksxhA ,s^h j.kuhfr;k g^{sa}

- V^{ka}ftV LVs'kuk vkSj izeq[k baVjpsatk %Transit Station and Major Interchanges½ dk jkstkj dsazk ;k 'k,fi^{ax} l^{sa}vjk l t^{km}+u ds fy, LFkkuh; 'kVy lok %Local Shuttal Services½ dls çksRlkfgr djuka
- dkj&'ks;j@dkj&iwy %Car Share/Car Pool½ okguk d fy, ikfdaZx LFkyk e ikFkfedrk ikfdaZx LFky miyè/k djku d }j^k l^{en}kf;d dkj&'ksvfjax vkSj dkj&iiyax %car-sharing and car-pooling½ dk lqfo/ktud cukuka
- VhMh,e igyk tSlⁱ q^{ys}Dlh&V^kbe volZ] Vsyh odZ] ckd@okd Vw odZ dk;dze vkfn %Flexi-time hours, Telework, Bike/Walk to work Programme etc.½ dk c<+kok nsuka
- deZpkfj;k d chp V^{ka}ftV jkbMj["]ki dk;Zdze %Transit Ridership Programme½ dk çksRlkfgr dju d fy, osru d ,d va'k d :i e ifjogu d lHkh lk/kuk ij os/k ;fuolZy V^{ka}ftV ik^lsl@vuqnfur fdjk;k %Universal Transit Passes/Subsidised Fare½ nsu gsr fu;ksäkv^s %t^l ljdkjh dk;l^y;] fut^h dk;l^y;] O;olk; leg vkfn½ d lkFk dke djuka

6-4 iny ;k=h vkSj yu ye oh&mUe[k fMtkbu

iSny ;k=h vkSj xSj e^sVj okgu %u ,e oh½ vudy okrkoj.k Vh^vksMh dh lcl t:jh vkSj ekⁱyd vko';drk g^{sa}A lkoZtfud ifjogu O;oLFkk eⁱ mPp fuos'k dk vey es yu gsr iSny ;k=h vkSj ,u ,e oh rd lkotfud ifjogu dh igqap dk mPp çkFkfedrk nh tk,xhA

1. iSny ;k=h vkSj yu ye oh dufDVfoVh

- V^{ka}ftV LVs'ku@d,fjMk^j rd iny ;k=h vkSj ,u ,e oh ds fy, lh/kh dufDVfoVh dls Vh^vksMh {ts=ts ds iR;d fodk l çLrkok es l^fuf'pr fd;k tk,xkA
- Vh^vksMh {ks= d fodk l çLrkok e çkFkfed vkSj f}rh;d iSny ;k=h :V %Primary and Secondary Pedestrian Route½ dh igpku dj^d 'kkfey fd;k tk,xkA
 - çkFkfed iny ;k=h :V & ; :V V^{ka}ftV LVs'ku lysVQkeki@V^{ka}ftV d,fjMk^sj d cl LV,i vkSj Vh^vksMh {ks= eⁱ çeq[k iSny ;k=h xUrO;k %Major Pedestrian Destination½ d chp lh/kk laid LFk^kfir djn g^{sa}A

çkFkfed iny ;k=h :Vk e pksM: lkbMokWd l %Wide Side Walks½ vlsj
 LVs'ku@d,fjMkj rd igpu oky iSny iqy@ vUMj ik l LdkbZo,d bR;kfn
 %Foot Over Bridge/Underpass, Skywalk etc½ 'kkfey gksaxsA

- o f}rh;d iny ;k=h :V & ; :V V^kftV LVs'ku@d,fjMkj ds fy, lh/k
 fyad çnku ugh djr g yfdu çkFkfed iSny ;k=h :Vk rd duDVhfoVh
 e lg;d gksr gSA f}rh;d iny ;k=h :Vk es lk/kkj.k lkbMold l
 %Standared Side Walks½ vkSj Hkouk d izos'k ,o fofok Hkouk d chp
 dusD'ku lfEefyr gksaxsA

- mijksä [k.M 6-3 %2½ es mfYyf[kr lkotfud ç.kkyh ds lHkh rRok ds lFk iny
 ;k=h dusfDVfoVh lqfuf'pr dh tk,xh tk VhvkMh {ks= d Hkhrj iny ;k=k e
 lqxrk çnku djxhA

2. iSny ;k=h vkSj yu ye oh&mUe[k fMtkbu
 %Pedestrian and NMV - Oriented Design½

izns'k d 'kgjk e T;knkrj ;k=k,a t l fd f'k{kk} LFkkuh; [kjhnkj] uscjgqM es vodk'k
 ;k=k, %Leisure Trips within Neighbourhood½ vlsj LFkkuh; LFkkuh; jkstxkj l lacf/kr
 ;k=k, vkfn 'kkVZ fv^l %Short Trips½ gS ftudh nwh rhu fdyksehVj l de gSA iSny
 pyu rFkk lkbdy pyku ;ksX; okrkoj.k mi;ksxdrkZvk dk lkoZtfud ijogu rd
 igppu vkSj mDr 'kkVZ fv^l ds fy, pyu vkSj lkbfdy mi;ksx dju ds fy, çRlkfgr
 djrk gSA ,lh 'kkVZ fv^l iSny pydj ;k lkbZdy pydj iwjh dju l ;k=k dh lez
 ykx d lFk&lFk ekVj okgu ij fuHkZjrk Hkh de gksrh gSA

- ,d lfo/kktud] vkjenk;d vkSj ljf[kr iSny ;k=h :V ;k ,u ,e oh :V es
 NksVh] fujarj] ck/kk jfgr] vllkuh ls usfoxsV fd, tkus ;ksX; vlsj LFkkuh; tyok;
 ds fy, fM>kbUM %Short, Continuous, Barrier-Free, easily navigable and
 designed for Local Climate½ tSlh xq.koRrk, gksaxhA
- çkFkfed iSny ;k=h ekxts e tyok; vlsj eile l laj{k.k d rRo %Climate and
 Weather Protection Elements½ 'kkfey gksaxsA bu rRok e doMZ ofVax ,fj;k]
 fcfYMax izkstsd'ku l] vkdMl~ ,o dkWyksusM l %Covered Waiting Area, Building
 Projections, Arcades and Colonnades½ V^kftV LVs'ku@c l LV,i rd doM
 okWd&ost ;k vksoj ik lsl@vamj ik lsl %Covered Walk-ways, or Over-
 passes/Under-passes½ yWUMLdsfix dk mi;ksx vkfn 'kkfey gksaxsA ; fMtkbu
 rRo %Design Elements½ V^kftV LVs'ku@c l LV,i l vku tku rFkk izrh{kk
 dju gsr lfo/kktud gksaxsA
- ,u ,e oh rFkk lkbZfdy d :V~l dks] V^kftV LVs'ku@dkWjhMksj d okgu M^kWi&vkWQ
 >ksu l %Vehicle Drop-off Zones½ ;k cl LVkWi l utnd ijar Hkksfird :i l

vyx fLFkr fd;k tk,xk rkd V^{kaft}V ;k=h rFkk lkbfdy pyku okyls d chp laHkkfor Vdjk ls cpk tk lda bls lkbfdy pkyds vj ,u ,e oh :V ds mi;ksxdrkZvk d vkoxeu gsr V^{kaft}V LVs'ku] ,u ,e oh ifdaZx vkSj lkbfdy ifdaZx l LFkkuh; laidki d lFk l h/k laid l'uf'pr gkxkA

- VhvisMh {ks= d fodk] çLrko iny ;kf=;k] lkbfdy pkyd] ,u ,e oh vkSj lkoZtfud ifjogu mi;ksxdrkZvk d fy, i;Zlr lfo/kk, çnku djsxkA
- Hkouk d chp in;kf=;k gsr vllku iSny ;k=h igqap d fy, ,w&xzM ;k Åijh eafyk ij vllku igqap LFkfir dju rFkk vllkuh l pyu ;ksX; :V~l cuku d fy; Hkouk dk vil e lewg cuk;k tk, sxA
- bu :V^k ij Hkouk ds lMd dh vj mUe[k fd;k tk,xk] lM+d d fdukjs l hekar [kqyh txg % ,e vls ,l½ U;ure j[kh tk,xh vj Hkouk d izos'k lkbMokWd dh vksj mUeq[k gksax rFkk Hkouk e l h/k tku oky izos'k gksax tk lkbMokWd l tqM jgsaxA vksM cuku dh voLFk e lM+d fdukjs ,evs, l dk çko/kku vfuok; ugh fd;k tk, xkA
- lHkh lM+d rFkk ekx v/kkslajpuk d izLrkok vj fMtkbuk ds] Hky gh dk;ZUo;u ,stsalh ljdkh ,tsalh gks] ,e ih ,e vkj lh ,y@ekl V^{kaft}V ,stsalh }jk Mh d çko/kkuls d v/khu vfuok; :i l vulefnr fd;k tk, xkA

3. cpko rFkk l{jkk

- VhvisMh {ks= d fodk] d izLrkok eij iSny pkyu dk c<kok nsuj lM+d Lrj dh xrfrof/k e o' dju vkSj lqj{kk çnku dju d fy, lM+d ds Lrj dh xrfrof/k;] tSlS gfdx tku] Hkwry ij QqVdj nqdku; vkfn dk fuek.k fd;k tk, xkA
- VhvisMh {ks=k d Hkouk d Hkry e ,sl mi;ksx gksax tk iny ;kf=;k dk vkdf'kZr dj tSl QqVdj nqdku; fut h lok, ;j LVkWjSU] vkmVMksj dsQ rFkk vkoklA
- VhvisMh {ks= d fodk] d lHkh izLrkok e ckamVh oky ds fuek.k dk grkRlkfgr fd;k tk, xk] ftll lM+d ij pgy&igy rFkk vukSipkjd fuxjkuh jgA

6-5 çR;d V^{kaft}V LVs'ku@ dkWjhMksj {ks= dk yd ^vuqBk LFkku^^ cukuk

çR;d V^{kaft}V LVs'ku@d,fjMkj {k= dk ,d vuB i;koj.k ds :i es fodflr fd;k tk, xk] tk fd O;ogfjd V^{kaft}V ukM dk ,d lkeqnf;d ços'k }kj vkSj xrfrof/k; dk ,d thar fefJr mi;ksx d gc e cnysxA

1. **xfrfof/k;ka vls j mī ;ksx**

d- **“fnu&jkr” pyu okyh xfrfof/k;ka dls çlsR■kfgr djuk**

%Encourage “Round the Clock” Activities½

- VhvisMh {ls= ds fodk■ ds izlrkok e iwjs le; lfØ; ekxk rFkk foJke d iLlaxd LFkyk dk ckok nsu d ek;/e lqjf{kr} thor] lqfo/kktud 'kgjh ^^LFkku** cuk;k tk,xkA
- VhvisMh {k= e lHkh lMd; lkoZtfud [kqy {ks=} m|ku] ifdzax vksj mijä [k.M 6-3 %2½ d vuqlkj lkoZtfud i.kkyh ds vU; rRo] fnO;kax ukxfjdk dh t:jrk dls fo'ks" k /;ku j[kdj] lkoZHkksied :i l ignap ;ksX; gksaxsA

[k- **lM+d ij vuls ipkfjd fuxjkuh dh j;oLFkk**

- VhvisMh {k= ds fodk■ ds çLrkok es] lM+d l yx gq, Hkouksa@iZax.k d ckmM@okWY dk gVkr gq, vksj lMd d vkj vlsM èY; d fdukjs rd leku Hkou fuek.k j[kk cukdj lMd; ij vukipkfjd fuxjkuh lqfuf'pr dh tk,xhA ;g lkoZtfud LFkyk ij no;ogkj] /kaq/ky dksus] y?kq'kadk vkfn dk grksR■kfgr djsxkA
- VhvisMh {ks= es] ckmUMh cky jfgr fefjr mi;ksx] lM+d d fdukjs rd Hkou fuek.k j[kk] U;ure lM+d fdukjs dh lhelr [lyh txg ¼, evs, l½ ;k lhelr [kyh txg ¼, evk, l½ jfgr lMd fdukj vksj lMd fdukjs ijn'khi QstU lax d lFk&lFk vU; vukSipkfjd vkwu&LV%V xfrfof/k;k tSl g,dj {ks=} lkoZtfud LFkkuks dh lgt fuxjkuh iznku dju e lgt;d gksaxh A
- ,lh lM+d d fdukjs rd fefjr mi;ksx Hkou fuekZ.k d lFk vdsZM l ,o dkwYksusM l dk çkRlkfgr fd;k tkuk pkfg,A

x- **lkoZtfud [lyh LFkyks dk jpukRed mi;ksx**

- lkoZtfud [kqy LFkyks dk fodk■ bl rjg l fd;k tk,xk] fd og VhvisMh {ls= d fodk■ dk ifjiwjd gksA ;g V%afTV LVs'kuksa@dKWjhmksjk dk] ,d lkoZtfud LFky ds ni e egRo nsr gq,] ,d lfo/kktud rFkk :fpi.w.k izrh{kk@M%i&vkQ {ks= ¼Waiting/Drop-off Area½ d lFk&lFk LFkkuh; leqnk; d fy; ,d xWnfjx LFky ¼Gathering Place½ iznku djsxkA
- VhvisMh {ls= d fodk■ d izlrkoki e lk;Zlr ekx o{kkjksi.k} Hkouk d ,Mt V%VeV l lkoZtfud LFkyks dk Nk;adu %Building edge Treatment to facilitate Shading of Public Realm½] [kqy LFkyk ds mUeq[kh dj.k vkfn ds ek;/e l tyok;q&laosnu'khy %Climate Sensitive½ ekxks rFkk lkoZtfud [kqy LFkyks dk fuek.k fd;k tk,xkA

2. ieq[k bekjrk dk egRo nsuk

- Vh-vks-Mh- {ks= e lkotfud ;k ieq[k bekjrk %vFkkZr LVs'ku] cM okf.kfT;d Hkou] çe[k vkoklh; Hkou½ n'kZuh; ySMEkd %Visible Landmark½ LFky gksaxA bu bekjrk dk js[kadu fof'k"V fMtkbu QhplZ %Distinctive Design Features½ %vxzHkkx] :Q ykbu bR;kfn½ I fd;k tk,xk] tk fd {ks= dh igpku cuxA

3. fM>kbu yo yLFksfVD■ %Design and Aesthetics½

d- LVh vj Cyld ysvkmV %Street and Block Layout½

- Vh-vksMh {ks= fodk■ çLrkok d fMtkbu cukr le;] ubz IM+dk vksj iny ekxki dk fojeku LFkkuh; IM+d iVu es 'kffey fd;k tk,xkA
- Vh-vksMh {ks= dh IHkh IM+dk ij IMd d nksuk fdukj ij IkbZM&okWd~l gksax] tks mPp ek=k dh iny ;k=h xrfok/k;ks dk lek;str dj ldr g vksj mudk ysvkmV %kftV LVs'ku@d,fjMkj dh vj mUeq[k gkxkA
- ekxki rFkk Hkouk dk fou;kI tgg rd Iahko gk Id] ,lh jpuk ls fd;k tk,xk] ftII euksgh n'; dk fuekZk %Create Vistas½ gk vFkok n'; dk fdh ySMekdZ Qhpj %Landmark Feature½] Hkou ;k lkotfud LFky dh vksj dslUnzr djsA

[k- Hkou fMtkbu foj-k

Vh-vksMh {ks= e Hkou dk ;g Iuf'pr dju d fy, fMtkbu fd;k tk,xk fd iny ;k=h IqerK Icl egRoiki gSA

- Hkouk d izo'k }kj vksj f[kM+d;k IM+d dh vksj mUeq[k gkxh rkd ço'k dju e vklkuh gks] §'; :fp cu vksj vukSipkj d fuxjkuh I c+h gqZ Iqj{kk iznku dh tk lda
- iSny ;k=h;k d fy; §'; :fp çnku dju gsr Vh-vksMh {ks=k e Hkouk d fupy ryk ij okLrqdyk d fofo/k Qhpl %Variety of Architectural Features½ dk mi;ksx fd;k tk,xkA
- IkbZM&okWd~l d IkkFk ekuo iSeku %Human Scale½ dls cuk, j[ku rFkk IkoZtfud ekxki ij Hkouk dh Nk;k d iahko dk de dju ds fy,] 4&5 eaftyk I vf/kd mpkb okyh Hkouk dh Åijh ety lkeus dh vkj ls ihNs gVdj fufeZr gkxhA

6-6 LFkkuh; leqnk; k ds lnhk e fu;ktu

1. kenkf;d Hkkxhnhkj

LFkkuh; lenk; d ykx] lenk; d fy; vko';d lokvks, o lfo/kkvks] vkokl d izdkj] çeqk iSny ;k=h xUrO;k rFkk vknr] ikfdaZx çca/ku vkfn ij eY;oku LFkkuh; Kku çnku dj ldr gsa

- fdlh Hkh fu;ktu %Mhij] ijh{sf=d ;ktuk; ;k lkotfud ,tlh@futh fodkl driz }jk ikjaHk dh xbz VhvkSMh ysvkmV ;kstuk½ dh izØ;k es] fdlh fo"ks"k lkbV ;k {ks= l laci/kr egRoiv.k LFkkuh; eqn"rk dh ,d lekU; le> lfuf'pr dju ds fy, ;kstuk izdz;k d ikjaHk l gh] LFkkuh; leqnk; d lfk ijke'k djuk vko';d gA
- LFkkuh; Hkw&Lokh;k vsj lenk; ds VhvkSMh {ks= ;ktuk dh fu;ktu izdz;k e lghkkxh cuk;k tkuk pkfg,A

2. leqnk; dh vkos;drky

- VhvkSMh {ks=k e u; fodkl e LFkkuh; leqnk; d fy, vko';d lokvk vkSj lfo/kkvks ds çnku fd;k tkuk pkfg,A ble u; vkokl d izdkj tk fd leqnk; d tulka[;dh dk liV djsa] jtkxj d fodYi] QqVdj lok lfo/kk; vsj O;fäxr lok;] lkotfud lHk d LFkku vkfn 'kkfey gksaxsA
- VhvkSMh {k= d fodkl e ,d iSny pyu ;ksX;] ,sl thoar {ks= dk fuekZk fd;k tk,xk] tk ekStwnk {ks= dk ifjiwdj gk rFkk ml d LFkkuh; Lo:i dk mHkksA

7- eq[; dk; l {ks=

7-1 Hkfe

fu;ktu] fodkl vkj fofu;ked ,tsalh] VhvkSMh {ks=k e vkokl] jkstkj vkSj vU; 'kgjh lokvks d çko/kkuks ds fy,] izHkkoh Hkfe vf/kxzg.k ekMMyl 'Efficient Land Acquisition Models½ rS;kj djsaxs] tl fd Hkfe lk>kdj.k %Land Sharing½ Hkfe iyax %Land Pooling½ Hkfe foy;Uk %Land Amalgamation½ HkwkaM iquxBu %Plot Reconstitution½ vkSj vU; fodYiA

VhvkSMh fu;ek vkSj fofu;ek d vk/kkj ij fu;ktu] fodkl vsj fofu;ked ,tsalh;] Hkfe ds ,d fuf'pr fgll dk bZMèY;w,l@,yvkBZth vkokls %Housing for EWS/LIG½ ds fy, ,QksjMscy jsV~l %Affordable Rates½ ij nsu gsn pflu gr djsaxhA

Hkfe dk ,d nqyZtk lalk/ku %Land as a Scarce Resource½ d :i e n[kr gq,] VhvkSMh {ks=k e 'kgjh Hkfe dk mi;ksx fofu;fer %Regulating use of Urban Land½ dju dh

vko';drk g rkfd] Hkfe dk mi;lx vkIVhee Lrj %Optimum Level½ rd gk(ftle vkIVhee Lrj l de mi;lx dh fLFkfr es nfmr vkj fdlh fof'k"V le; vof/k es vkIVhee Lrj rd mi;lx dh fLFkfr es inLd`r fd;k tkuk pkfg;A

VhvisMh {k=ls dk Vh Mh vkj %Transferable Development Rights (TDR)½ fu;ek vkSj fofu;ek d nk;js e fjlhfox ,fj;k %Receiving Area½ vsj bUQiyal ,fj;k (Influence Area) dh rjg vf/kwfpd fd;k tk ldxkA l{ke vf/kdfj;k }kjk iFkd Vh Mh vkj fofu;e r;kj fd, tk,x vkj Vh Mh vkj uhfr e lqlaxr çko/kku fd, tk,xA

7-2 foÜk

'kkldh; Hlufe ij VhvisMh yvkmVl~] Hkife dls ,d lalk/ku d :i e mi;ksx djn gg, V%afTV lsovk dk lqn`< cuku @mUkds foLrkj vkSj lcf/kr iwathr 0;;k gsrñ foÜk dls tqVku ds fy, rS;kj fd, tk,xsA ,slh ifj;ktukvls d foÜkh; e,My~] lkotfud v/kkslajpuk] lkoZtfud ifjogu lqo/kkvk rFkk ,slh ifj;ktukvk e fdQk;rh vkokl d fy, forj.k r= %Delivery Mechanism½ lqfuf'pr djxkA

VhvisMh {s=} Hkife ew; dWlPj Qkbukl esdWfu>e %Land Value Capture Finance Mechanism½] ls Hkife ew; d vuyksfdx %Unlocking of Land Value½ dk iZSRlkfgr djsxk vkSj v/kkslajpuk fodkl vkSj lsok iznk; e futh fuos'k dk vkdFkZr djsxkA bu Hkife ew; dWlPj Qkbukl esdWfu>e] e ,Q , vkj ykHk %FAR Benefits½] Hkife ewY; dj %Land Value Tax½] Hkife mi;lx cnyu ds fy, 'kYd] l/kkj 'qYd %Betterment Levy½] fodkl 'qYd %Development charges (Impact fees)½] Vh Mh vkj %Transferable Development Rights (TDR)½] fjä Hkife dj %Vacant Land Tax½] VWd l bafØesav Qkbukflax %Tax Increment Financing½] Hkife vf/kxzg.k vkSj fodkl] yllal iwyax ç.kkyh %Land Pooling System½] ;k vU; lalHkfor ykHk tk fu;ked çkf/kdj.k ns ldr g vkfn lfeefyr g ijar bur rd lfer ugh gSA

mijksä foÜk iks'k.k ra= l mriUu vk;] MfMdvM vcZu V%li°V QaM %Dedicated Urban Transport Fund (DUTF)½ e vftZr dh tk,xhA bu jktLo L=lsrks dh igpku VhvisMh {ks= e 'kkfey Hkife d ,d VqdM ij izklr ykHk ij vk/kkfjr gkxhA

7-3 v/kkslajpuk

uxj fuxe@uxj ikfydk@uxj ifj"kn ;k ek l V%afTV ,tsalh vkfn tSl 'kgjh lsok forj.k ,stsalh;k dk ;g lqfuf'pr djuk gksxk fd%&

- ckmu QhYM VhvisMh {s=k %Brownfeild TOD Areas½ e V`ad v/kkslajpuk dk lqn`<hdj.k %Strengthening of Trunk Infrastructure½ g°] rkfd okfNr fefjr mi;ksx vkSj ?kuRo d Lrj dk dk izklr fd;k tk lda

- xzhu QhYM VhvisMh {ks=k e okafNr fefJr mi;ksx rFkk ?kuRo d Lrj ij vk/kkfjr] ,dhdr v/ksljpuk rFkk lok O;oLFkk dh ;stuk %Integrated infrastructure and services system Plans½ cuk;h tk,] ftle l Hkh 'kgjh lsokvk d fy; Hkife dh vko';drk fofUgr g®A
- VhvisMh {ks=ks d fodkl d izlrkok e v/kkslajpuk d iko/kku] tgg rd l Hko gks] fodstUnzr v/kkslajpuk %Decentralized Infrastructure½ dk lfuf'pr dj] rkfd fo|eku V^ad v/kkslajpuk %Existing Trunk Infrastructure½ ij izHkko de fd;k tk l d; l kFk gh nh?kzdkfyd LFkkf;Ro ,o l l k/ku dk;{kerk %Long term sustainability and resource efficiency½ gkfly dh tk l dsA

,sl V^ad v/kkslajpuk ds lqn<hdj.k d çLrkok vkSj ,dhdr v/ksljpuk rFkk lok O;oLFkk dh ;stuvk dk fu;tu vkSj dk;ZUo;u Mhñh çLrkok vkSj VhvisMh {ks= ijh{kf=d ;kstuvk ij vk/kkfjr gksxhA

VhvisMh fu;e vkSj fofu;e ds ek;/e l %&

- V^adTV LVs'ku@d,fjMksj {ks=k ds fodkl ds çLrko es LFkk;h is;&ty] Åtk] ey ty fudklh] o"kkz ty fudklh vkSj Bksl vif"kv çca/ku vkSj lapkj ç.kkfy;k lfuf'pr gksaxhA
- jsu okWVj gkoilLVx %Rain Water Harvesting½ dk ysMLdsifiax rFkk lkoZtfud [kqy LFkkuls dh j.kuhfr d l kFk leUo; lfuf'pr fd;k tk,xkA

8- fofHkUu yt l h; k; dh Hkfedk vkj mÜkjnkf;Ro

1. uxjh; fodkl vj vkokl foHkx

- VhvisMh uhfr rS;kj djuk]
- e;/çns'k uxj rFkk xzke fuos'k vf/kfu;e 1973 vkj bld v/khu fu;ek e l'kks/ku]
- e;/ çns'k Hkife fodkl fu;e 2012 e l'a'kks/ku]
- VhvkMh d fy, vyx v;/k; le;kftr djrs g, fofHkUu fodkl ;stuvks dks rS;kj@l'a'kksf/k r djuk ftle] VhvisMh dks l{kke dju vj VhvisMh dk dk;ZUo;u dju ds fy, çko/kku vj l'kks/kuks d l kFk gh VhvisMh d tksuax jsxqys'kal %Zoning Regulations½] fofHkUu mi;ksx@xfrfof/k;k gsr fodkl fu;eu %Development Controls½ rFkk lc&fMohtu@veyxe'ku fu;eu %Subdivision/amalgamation regulations½] fofHkUu mi;ksx@xfrfof/k;k gsr Hkou fuek.k mifu;e %Building bylaws½ rFkk fm>kbu xkbMykbul~ %Design guidelines½ 'kkfey gkxA

2. **uxj rFkk xzke fuos'k lapkyuky;**

- e/;çns'k uxj rFkk xle fuos'k vf/kfu;e 1973 dh fofHkUu /kkjkvls v^lj bld v/khu fodk^l ;ktukvk@fu;ek e ,e ih ,e vkj lh ,y@ek^l V^{kaft}V ,t^lh ds ijke'k l l'kks/kuA
- VhvksMh d fy, vyx v/;k; lek;ks^tr djr gq, fofHkUu fodk^l ;kstukvk dk ,e ih ,e vkj lh ,y@ek^l V^{kaft}V ,t^lh ds leUo; l rS;kj@l'a'kksf/kr djuk ftle^oj VhvisMh dls l{ke dju v^lj VhvisMh dk dk;ZUo;u dju d fy, çko/kku v^lj l'a'kks/ku^k d lFk gh VhvksMh d tksfuax jsxqys'kal %Zoning Regulations½ fofHkUu mi;kkx@xfrfof/k;k grq fodk^l fu;eu %Development Controls½ rFkk lc&fMohtu@veyxe'ku fu;eu %Subdivision/amalgamation regulations½ fofHkUu mi;kkx@xfrfof/k;k gsr^l Hkou fuelZ.k mifu;e %Building bylaws½ rFkk fM>kbu xkbMykbul~ %Design guidelines½ 'kkfey gksaxsA
- ,eih ,e vkj lh ,y@ek^l V^{kaft}V ,t^lsalh d leUo; e VhvksMh {ks=k e^o fodk^l dk c<kok nsuk] fu;=k vkSj fofu;eu djukA

3. **fodk^l çkf/kdj.k vkokl v^lj v/kkslajpuk fodk^l cksMZ] ye ih ye vkj lh yy] ek^l V^{kaft}V ytsalh vkj vU; ij&LVSVy ytsalh**

- VhvksMh {ks=k e^o VhvisMh {ks= ijh{kf=d ;ktukvk] VhvksMh yvkmV lyku@VhMh ;ktukvk@Vh^{ih} ;ktukvk@iufodk^l ;ktukvls vkfn dls rS;kj vkSj mUdkd dk;ZUo;u djukA ,slh ;kstuk, ,t^lsalh;k Lo; dh {kerk e ;k Hkrie ekfydksa@Msoyil d lFk l<snkj e tSlk t:jh g^o rS;kj vkSj dk;kZUoRk dj ld^{saaxh}A
- VhvksMh {ks=k e^o VhvisMh {ks= ijh{kf=d ;ktuk d vk/kkj ij vkSj muds dze'k% {ks=kf/kdj d vuqlkj V^{ad} v/kkslajpuk d l'qn<hdj.k d çLrkok vkSj ,dhdr v/kkslajpuk rFkk lok O;oLFkk dh ;ktukvls dk rS;kj djuk vkSj mudk dk;kZUo;u djukA

4. **uxj fuxe@uxj ikfydk@uxj ifjtkn**

- VhvksMh {ks=k vkSj tksfuax jsxqys'kal %Zoning Regulations½ dk 'kkfey djr g, ijh{kf=d ;ktukvls dls r;kj@l'a'kksf/kr djukA
- ek^l V^{kaft}V ,stsalh d ek/e l VhvksMh {ks= d fy, VhvksMh {ks= ijh{kf=d ;ktukvls dk rS;kj@l'a'kksf/kr djukA
- VhvisMh {ks= e^o Hkou fuelZ.k xfrfof/k;is dls c<kok nsuk] fu;=k v^lj fofu;eu djukA

- VhvisMh {k=ls e] VhvksMh {ks= ijh{ksf=d ;kstuk d vk/kkj ij vksj mud dze'k% {ks=kf/kdkj d vuqlj V^ad v/kkslajpuk di lqn^hdj.k d çLrkok vksj ,dhr v/ksljpuk rFkk lok O;oLFkk dh ;tukvks dks r;kj djuk vlsj mudk dk;lUo;u djukA
- 5. **e/;çnssk esVki jsy daiuh fyfeVsm ¼ye ih ye vkj lh yy½@ekI V^kftV ytsalh ¼esVki jsy@ykbV jy@eksuk jy@ch vkj Vh@mPp {kerk lkoZtfud ifjogu Isokya½**
 - uxjifkyd fuxe@uxj ifkydk dh lgk;rk ls VhvisMh {ks= ijh{ksf=d ;tukvks dks r;kj vlsj fØ;kUo;u djukA
 - VhvisMh {ks= ei yvkmV ;kstuk dk vuqeksnuA
 - lkoZtfud ifjogu ¼esVki jsy@ykbV jsy@eksuk jsy@ch vkj Vh@mPp {kerk lkoZtfud ifjogu Isok,½] vkbZihVh] ifdaZi] iSnny ;k=h vksj ,u ,e oh lfo/kkvlv vksj futh eksVj oguk lfr 'kgjh ifjogu dk fu;ktu] çorZu vkj fofu;euA
 - VhvisMh {ks=ls ei Hkou fueLk xrfof/k;ls dks c<kok nsuk] fu;=.k vlsj fofu;fer djukA
 - ,dh-r eYVh&ekMy lkoZtfud ifjogu lapkyu Isok ;tuk dk rS;kj djuk vksj mudk dk;lUo;u djukA
 - ,dh-r lok fu;ktu ds ek/;e l ihVh lokvk ds eYVh&ekMy ,dhdj.k dk lqfuf'pr djuk vkj çca/ku djukA
 - VhvksMh {ks=k ei lM+dksj] ekxi vksj Hkou fuekZ.k@fodkI dk fofu;fer djuk vksj ;g lqfuf'pr djuk fd 'kgjh lM+dki vksj Hkouk di fy, ykx lgrkv^ dk ,s] fuek.k@fodkI ds nkjku vuikyu fd;k tk jgk gSaA
 - VhMh ;tuk@Vhah ;tuk dk rS;kj djuk vlsj mudk dk;lUo;u djuk vlsj VhvisMh {ks=ls ei mijä ;tukvks d v/khu Lo; {kerk e ;k Hkife ekfydk@Msoyil d lFk Hkkxhnhkj e r;kj fd, x, ysvkmV dk vuqeksnuA
 - MstMdsVSM vcZu V^ali®V. QaM ¼Dedicated Urban Transport Fund (DUTF)½ dk ç'kklu vkj çca/kuA