

Special Purpose Planning: Metropolitan Region



Course: Regional Planning and Rural Development (CC-5)

M.A. Geography (Sem.-11)

By

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Lecture-4

Concept:

The urban development problems in India provided the greatest impetus for regional planning. After partition of India in 1947, the urban problems of Delhi headed towards a crisis and the govt. of India set up the Delhi Development Authority (DDA) in Nov. 1955 to prepare a master plan for indicating optimum directions of growth and expansion of the city. The master plan of Delhi viewed the city's problems in their regional setting and considered to go to the roots of the problem of urban development, population growth – and migration. It recognized their spatial levels of planning, namely, 1. The Delhi Urban Area (DUA) within the urbanizable limits , 2. The Delhi Metropolitan Area (DMA) including the rural and urban communities which are economically and socially linked to the urban capital and 3. The National Capital Region (NCR) within whose orbit there are a number of towns which have been pronouncedly influenced by Delhi and show tendencies of growth related in one way or the other to the growth of Delhi.

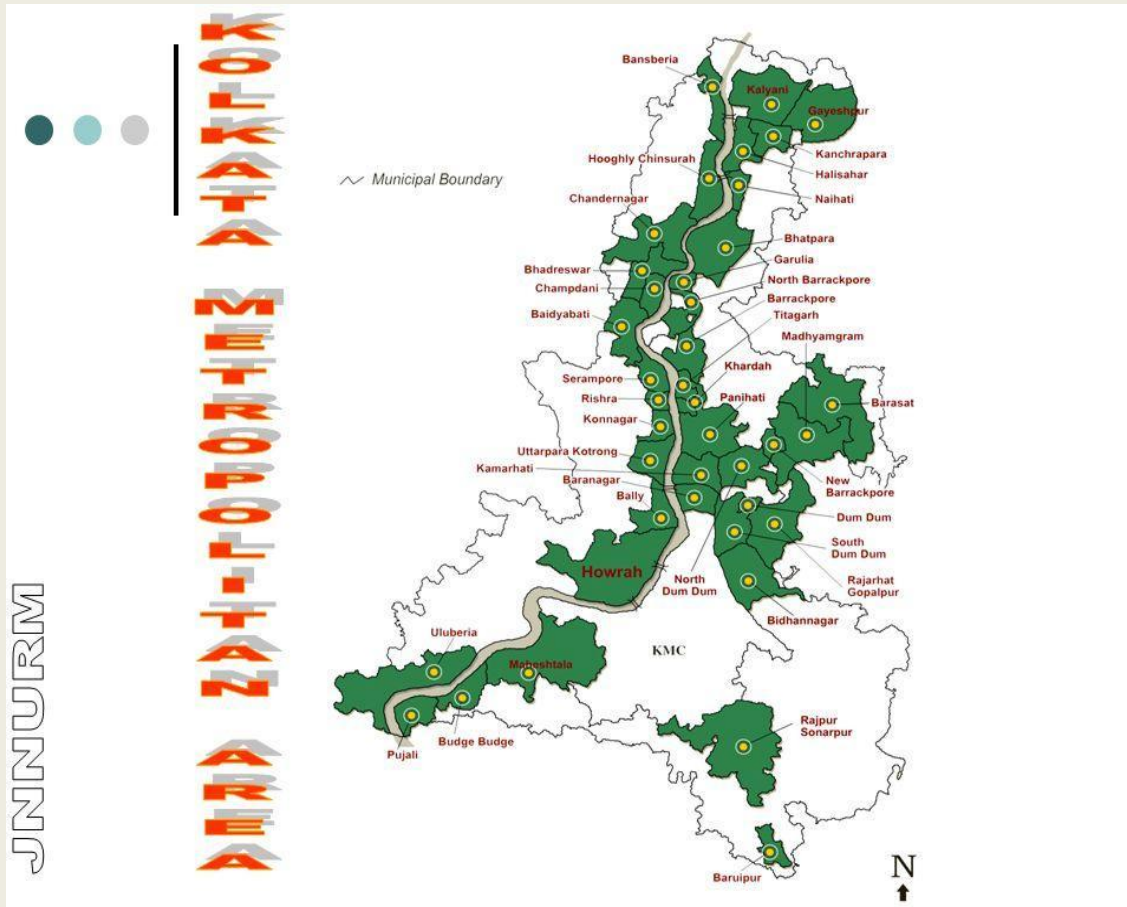
The Delhi Master Plan, therefore, was a concrete step in the direction of city oriented regional planning and must be noted as an important landmark in the history of urban and regional planning in India. The plan envisaged a scheme in which the growing population of urban Delhi could be deflected through the development of the ring towns of Ghaziabad, Faridabad, Ballabgarh, Gurgaon, Bahadurgarh and Loni. The success of the Delhi plan depended on the development of these ring towns which did not come about as envisaged because of lack

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of coordination of the surrounding areas. This is now sought to be achieved by the “Town and Country Planning Organization” through a plan for the National Capital Region –which was defined in the Delhi Master Plan to include an area within a radius of 80 km around Delhi and including eleven neighboring tehsils in U.P. and Haryana states. In order to tackle the problem of coordinated development in the National Capital Region, a high power board with Union Home Minister as Chairman and Chief Ministers of the concerned states as members was constituted in 1961. In 1965 the high power board set up a “Committee for the Planning and Implementing for the Development of National Capital Region to co-ordinate and scrutinize the development activities undertaken by different – implementing agencies in the region and to draw up a regional plan. The Town and Country Planning Organization conducted many studies and on the basis of cost differential analysis, it has recommended the “**radial corridor plan for development**” along the major transportation routes, as the best model for the development of the NCR taking into account the local conditions and present level of technology. The work initiated in Delhi has been followed up in other metropolitan regions, so that the plans for metropolitan cities are well under way.

For Kolkata, the Calcutta Metropolitan Planning Organization was set up in 1961 which has prepared a plan for the development of Calcutta. This plan represents an approach in metropolitan planning which is different from the conventional “**master plan**” approach. It is not a detailed plan for physical development of the Calcutta region but is a ‘policies plan’ which is characterized by a certain flexibility and adaptability to changing conditions and setting forth primarily certain basic policies to guide governmental decision-making followed by the preparation of – detailed functional and area development plans and immediate action programmes.



Under the functional plans of the master plan water supply, sewerage and drainage and a traffic and transportation works for the metropolitan district have been completed. The plans for housing and slum improvement, industrial and commercial area development – and extension of educational facilities in Calcutta metropolitan district have also been prepared. (for area development – Howrah).

In the case of Bombay, the Govt. of Maharashtra set up a committee in 1965 to formulate broad principles of regional planning for the Bombay and Poona regions. On the recommendation of this committee “the Maharashtra Region Land Town Planning Act” was

enacted in 1966. Under the provision of this act “the Bombay Metropolitan Regional Planning Board” was constituted in 1967 which prepared a draft plan of Bombay metropolitan region. This plan seeks to tackle the physical problem of congestion in greater Bombay through the development of a new metropolitan centre. The development of such a metropolitan centre intended to take out of Bombay certain functions like the administrative, business and commercial functions. The development of a satellite port at Nahavasheva is a linked proposal which would take away a part of the port function from the present Bombay Island. The concept and strategy adopted in this plan is to effectively disperse the industrial and economic activities concentrated in greater Bombay and surrounding areas.

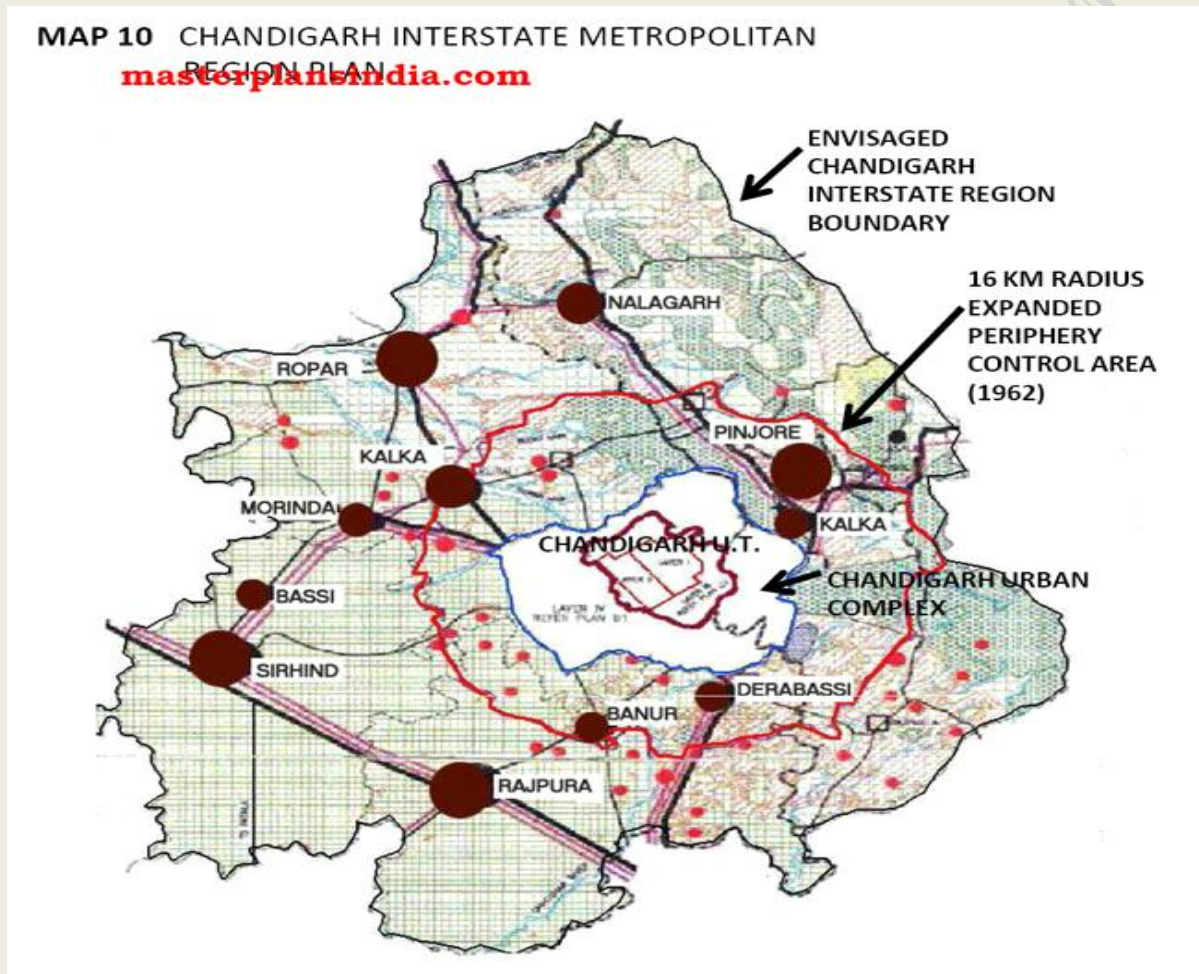


The regional planning at metropolitan level has come about in the country in 1955 through several isolated efforts and experiments. Past effort of limited land use control through municipal administration and improvement trusts have been proved futile which led to a search for greater comprehensive planning for metropolitan regions. The need for integrating economic planning with physical planning was realized. It was thought that growth could not be taken for granted in developing countries where govt. itself happened to be one of the chief developers. In metropolitan planning, therefore, it is necessary to consider the hinterland, seek out the growth nodes that can receive some of the industry and still depend for business and other facilities on the metropolitan city. A strategy could be found to delineate the areas which constitute the supporting system of the metropolis with food and daily supplies and ensure that the growth in the hinterland is linked efficiently with the growth in the metropolis. The present effort in metropolitan planning is influenced by such approach.

Metropolitan planning is usually concerned with satellite town development strategy. The planning in metropolitan regions attempts to develop existing small urban centers in proximity to the metropolitan cities as counter-magnets so that the migrant population can go into these locations and thereby reduce the pressures on the metropolitan cities. In order to promote growth in such counter –magnets, incentives were provided to industries in the form of land at concessional prices, power , water and other facilities. The study undertaken to assess the effectiveness of policies and strategies followed to decentralize growth from nine 'One million cities' of India revealed that only in case of Delhi and to some extent Bombay, the policies succeeded in a limited way in taking some functions away from the core to the towns around them. In these cases too, the population or activities that had been deflected have tended to concentrate in close proximity to the core city.

Through these planning however, the effective counter- magnets had generally not been built up, decentralization of some limited functions had taken place to the smaller towns around the core cities.

Other cities- Hyderabad, Kanpur, Mysore, Jaipur, Gwalior



Problems in Metropolitan Regions:

Major problems are-Water supply, sewerage and drainage, traffic and transportation, schools, parks, playgrounds, housing, theaters etc. One of the most important problems in metropolitan regions is of traffic and transportation for which a metropolitan transport study team was set up in 1965 by the planning commission. Various policies and

strategies have been devised thereafter in different metropolitan regions to tackle these problems.

Planning Period – 3 types of towns

- 1. Refugee Towns-Faridabad*
- 2. Industrial Town-Rourkela, Bhilai ,Durgapur*
- 3. Administrative Towns-Chandigarh, Bhubneshwar*

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