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**INSTITUTIONAL MECHANISM FOR
REGIONAL PLANNING:**

**THE CASE OF THE NATIONAL CAPITAL REGION
PLANNING BOARD (NCRPB), INDIA**



Regional Planning in India

Evolution of Regional Planning

- **Approach:** extension of urban planning, evolved to integrate physical, social, and economic components, focused on decentralization and local participation.
- **Initial Focus (1947-1951):** to address challenges of urbanization and the rehabilitation of refugees. First regional plan – Mumbai Metropolitan Region in 1951, marking the beginning of regional planning.
- **The first and second Five-Year Plans (1951-61)** emphasized on urbanization and industrialization and led to the development of regional plans for various metropolitan areas, including Kolkata and Chennai.
- **The 1960s and 1970s** saw the development of regional planning at the state level, with several states preparing their own regional plans.
- **The 1980s and 1990s** saw the development of regional planning at the national level - the National Perspective Plan in 1988 & the National Urban Development Strategy in 1990.

Regional Planning in India



Regional Planning in India

Types of Regional Planning in India

- **Top-down Approach:** In this approach, the planning and implementation of development interventions are largely centralized, with limited involvement of the local communities.
- **Bottom-up Approach:** In this approach, the planning and implementation of development interventions are decentralized, with significant involvement of the local communities.

Examples of Regional Planning in India

- **Mumbai Metropolitan Region Development Authority (MMRDA):** This authority was established in 1975 with the aim of promoting the sustainable development of the Mumbai Metropolitan Region. The authority has been successful in implementing several infrastructure projects such as the Mumbai Metro and the Mumbai Monorail.
- **National Capital Region Planning Board (NCRPB):** This board was established in 1985 with the aim of promoting the integrated development of the National Capital Region (NCR). The board has been successful in implementing several infrastructure projects such as the Delhi Metro and the Eastern Peripheral Expressway.

National Capital Region (NCR) Planning

- **National Capital Region (NCR)** is a unique example of inter-state regional planning and development, covering the entire National Capital Territory of Delhi, fourteen districts of State of Haryana, eight districts of State of Uttar Pradesh and two districts of State of Rajasthan, with the Nation Capital as its core.
- NCR was **constituted under the NCRPB Act, 1985, is a statutory body functioning under the Ministry of Urban Development, Government of India.** Key rationale is to systematically develop the NCR to avoid any haphazard development in the region.

Key Role

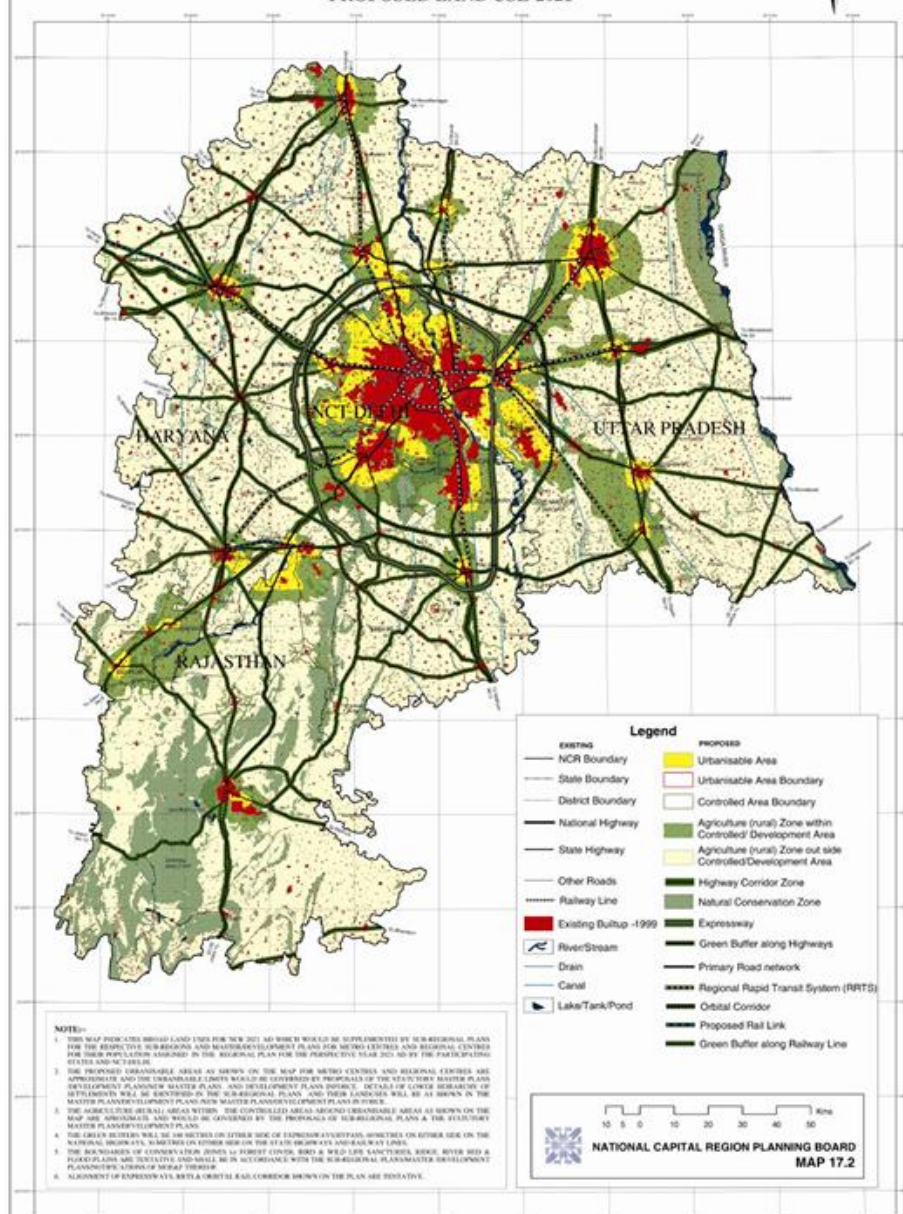
- Developing regional and sub-regional plans in coordination with participating states.
- Financing infrastructure projects.
- Project monitoring and coordination.



Role - Planning

- **Regional Plans: Draft Regional Plan by Planning Committee (NCRPB) → Published for inspection & comments → Final regional plan (2001, 2021, & 2041 is under preparation)**
 - **Regional Land Use Plan** - translates broad planning policies and proposals into spatial form to illustrate the manner in which the land in NCR is to be used for various purposes.
 - **Infrastructure Plan** - transport and communication, utility and services- power, water, sewerage, drainage, solid waste, irrigation, social infra – education, health
 - **Environment Plan** – tourism, heritage, pollution, disaster risk management
- **Sub-Regional Plans:** the detailed specific reservation of areas for various land uses of Sub-regional and urban importance will be detailed out in the **Sub-regional Plans and Master Plans** which are to be **prepared by the respective participating States**, within the overall framework of the Regional Plan.
- **Functional Plans** : a plan prepared to **elaborate one or more elements of the Regional Plan**. NCRPB has developed the 'Functional Plan on Transport for NCR-2032,' identifying eight Regional Rapid Transit Systems (RRTS) aimed at improving connectivity and streamlining transit across NCR.

NATIONAL CAPITAL REGION PROPOSED LAND USE 2021



Role - Financing

Funds for Projects

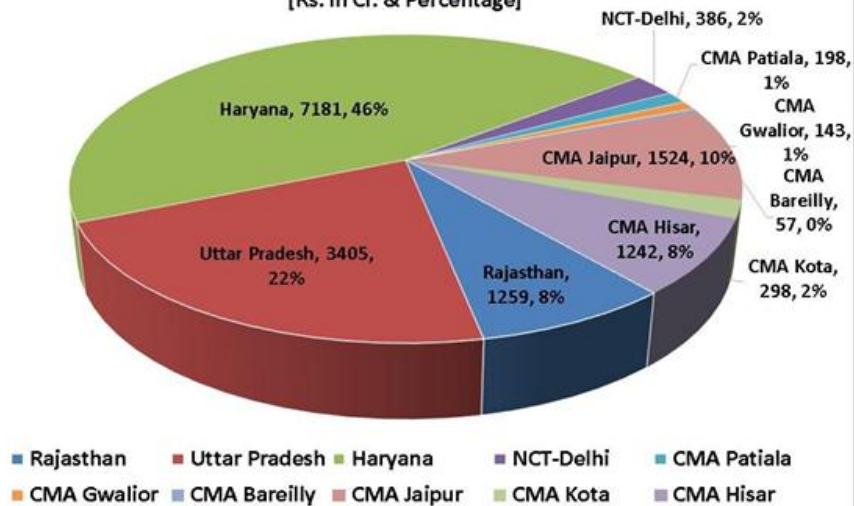
- **NCRPB provides financial assistance in the form of interest-bearing loans to State Government** and implementing agencies for projects. The pattern of **loan assistance provided by the NCRPB is 25:75**; 25% being the borrowing agency's contribution and a maximum 75% of the project cost being the loan from the NCRPB.
- State Government projects are implemented by various development authorities, local bodies, housing boards, industrial development corporations etc.
- Projects funded by **Central Ministries** such as Railways, Communications and Information Technology, Shipping, Road Transport and Highways etc.
- **Private sector investment** in infrastructure.

Funding for NCRPB

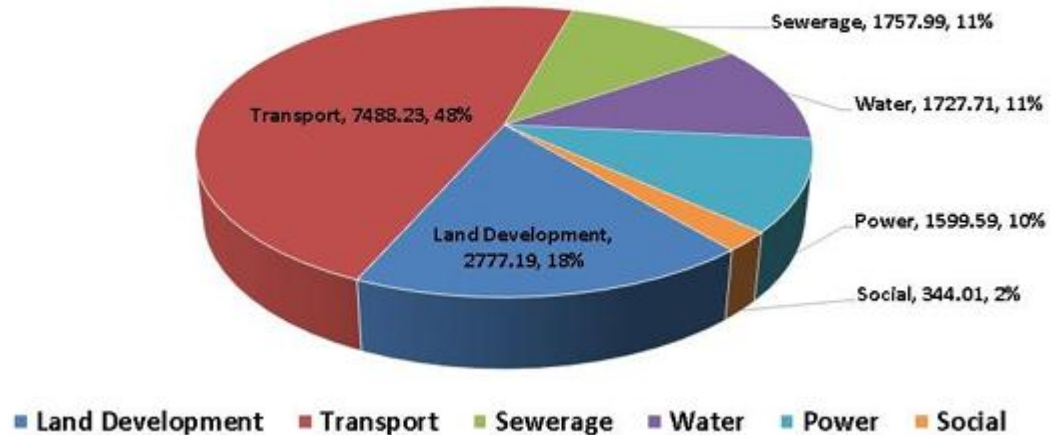
- Grant from the Ministry of Urban Development
- Contribution from Delhi Government
- Market borrowing (Taxable and Tax-free bonds)
 - NCRPB borrows from market and avails **loans from multilateral and bilateral agencies i.e. ADB and KfW** and extends loan assistance to NCR participating States and their parastatal agencies on very cheap interest rates for harmonized infrastructure development.
- Internal accruals (Interest income)

Role - Financing

Statewise status of Loan Sanctioned (Rs. 15694.72 Cr.) as on 31.03.2023
[Rs. in Cr. & Percentage]



Sectorwise status of Loan Sanctioned (Rs. 15694.72 Cr.) as on 31.03.2023
[Rs. in Cr. & Percentage]



Role – Monitoring & Coordination

- **NCRPB Level –**
 - **APEX Body / NCRPB Board:** Headed by the Union Minister of Ministry of Housing and Urban Affairs (MoHUA).
 - **Planning Committee:** NCRPB Act mandates the constitution of a Planning Committee. The Member Secretary of the Board is the ex-officio Chairman of the Planning Committee.
 - **Powers of the Board are delegated to Project Sanctioning & Monitoring Group–I (PSMG-I) and Project Sanctioning & Monitoring Group–II (PSMG-II).** PSMG – I, under the chairmanship of Secretary, MOHUA, is empowered to sanction loans for projects with an estimated cost of more than Rs. 20.00 Cr and consultancy studies with an estimated cost of above Rs. 50.00 Lakhs. or projects having an estimated cost of up to Rs. 20.00 Cr and consultancy studies with an estimated cost of up to Rs. 50.00 Lakhs are to be placed in the PSMG-II chaired by Member Secretary, NCR Planning Board for sanction.
- **State Level - NCR Cell**
 - There are four Planning & Monitoring Cells (NCR Cells) working under the administrative control of the respective State Govts. and are multi-disciplinary in nature and act as coordinating agencies. They support in preparation of Sub-Regional plans & Master plans and coordinate the preparation of district plans as per the provisions of Regional Plan.

Examples of Completed Projects



Project of Metro connection between Noida and Greater Noida (29.707 km)



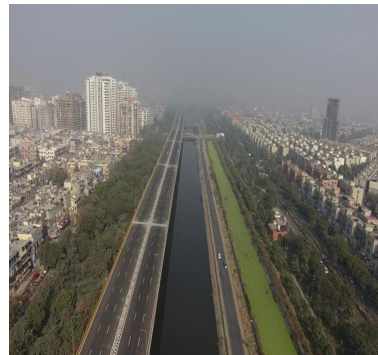
Setting up of a coal based Thermal Power Project under stage I for 1200 MW (2 x 600 MW) in Hisar District, Haryana



Rejuvenation of Amanishah Nallah (Dravyavati River) including Area Development in Jaipur City, JDA



Development of Six lane Elevated Road (Hindon) in Ghaziabad, Uttar Pradesh by GDA



Development of Six lane Elevated Road (Hindon) in Ghaziabad, Uttar Pradesh by GDA

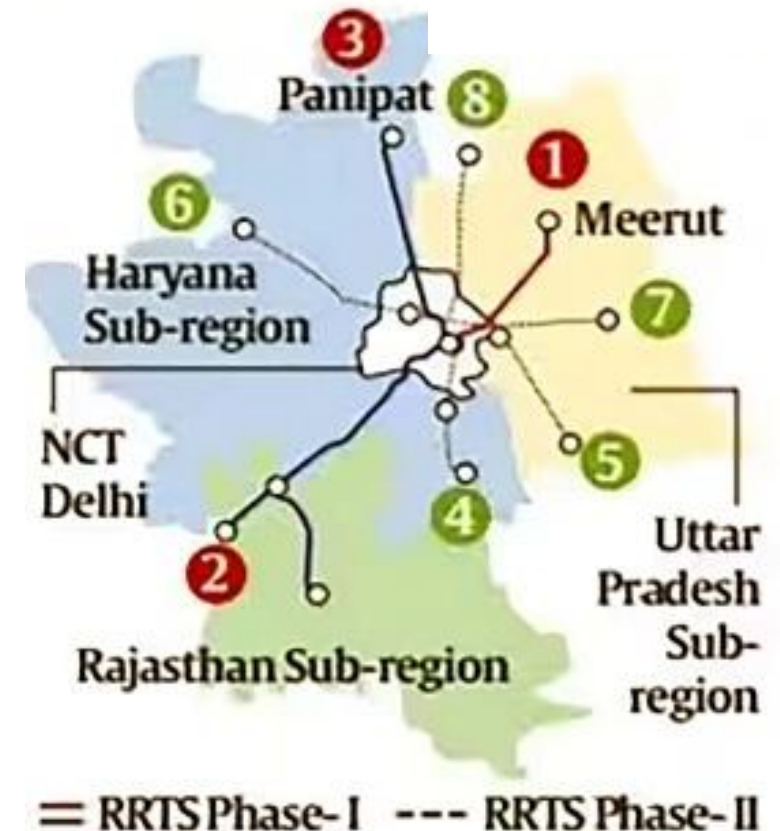
NCRPB – Key Project (1)

Regional Rapid Transit Systems (RRTS)

- It is a **high-speed rail-based commuter network designed to improve** connectivity in urban and peri-urban areas. Design speed of up to 180km/h and aims frequency of five to ten minutes.
- **Three prioritized corridors** of Regional Rapid Transit System comprising 381 km between Delhi-Ghaziabad-Meerut, Delhi-Gurugram-Rewari-Alwar and Delhi-Sonipat Panipat have been taken up for development in the 1st phase by NCRTC. **Meerut-Ghaziabad-Delhi corridor is operational.**

NCRTC

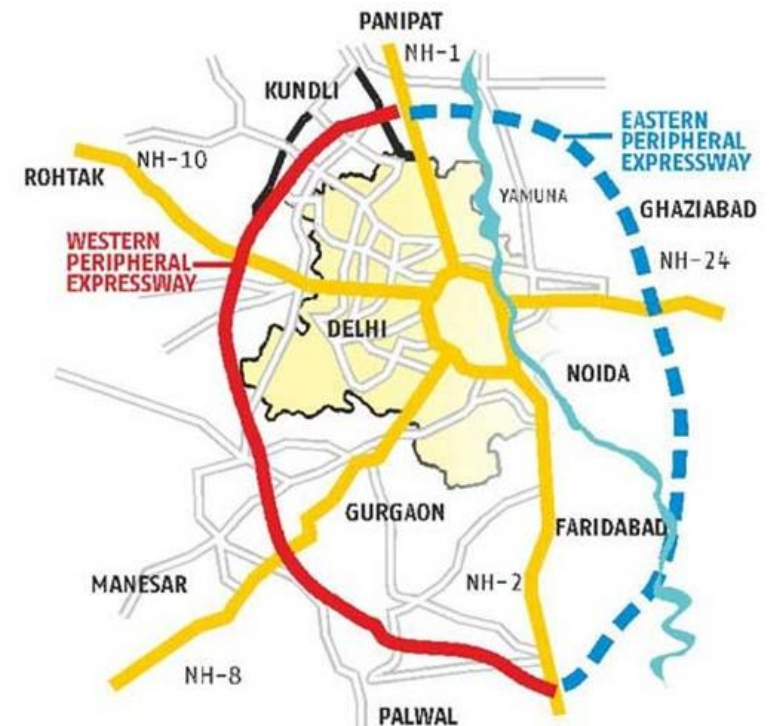
- For planning and implementation of Regional Rapid Transit System projects, **National Capital Region Transport Corporation (NCRTC)** has been established which is a joint venture of Govt. of India and States of Rajasthan, UP, Haryana and Delhi.
- This SPV is based on **private sector collaboration** and popularized the concept for other regional planning initiative as well.



NCRPB – Key Project (2)

Peripheral Expressways for Delhi

- To **bypass the traffic coming to Delhi through five converging National Highways** from neighboring states, NCRPB planned Western and Eastern Peripheral Expressway.
- **Western Peripheral Expressway:** It passes through Haryana only. This alignment will take off from NH1 at Kundli and will join NH2 at Palwal via Manesar connecting NH8 and NH10. **Length -135 Km.** To be implemented by Haryana State Industrial Development Corporation (HSIDC)
- **Eastern Peripheral Expressway:** It passes through Haryana and UP. This alignment will take off at Kundli and will join NH2 at Faridabad via Ghaziabad and NOIDA. Connecting NH24. **Length – 105 Kms.** To be implemented by National Highway Authority of India (NHAI).



Key Challenges

- **Statutory body under the NCRPB Act but weak implementation.** With its limited powers and jurisdiction, the NCRPB cannot take up the task of comprehensive management of implementation of the Regional Plan. It, therefore, requires the support not only from the Ministry of Urban Development but also from other Central Ministries, Planning Commission and constituent State Governments, their local bodies etc. who are having power under their own jurisdiction.
- **Lack of Community Participation.** Top-down approaches to regional planning often suffer from a lack of community participation, leading to a lack of ownership and sustainability of the development interventions.
- **Limited Coordination.** Regional planning requires coordination between different levels of government and with the private sector, and often there is limited coordination between these entities. Regional plans need the physical verification of the change of land use cases approved by the Board and monitoring of the projects funded by the NCRPB, which is typically difficult given the multiple jurisdictions involved.

Learnings from Japan

- **National Plan & Strategic Vision:**
 - Like Japan, India needs a strong national-level comprehensive plans (e.g., National Spatial Strategy) that provide clear direction.
 - Regional and sub-regional plans should align with this overarching vision.
- **Plan Period & Flexibility:**
 - NCR Regional Plans span over 20 years, often becoming outdated due to rapid urbanization, migration, and climate challenges.
 - Plans with 10-year horizons, as observed in case of Japan, will allow adaptability to changing socio-economic and environmental contexts. Also, regular revisions ensure relevance.
- **Spatial Planning & Implementation:**
 - Land use plans under NCR Regional Plan are often ignored by states, which should be respected and integrated into local governance.
 - Perhaps create incentives or legal mandates for states to adhere to NCRPB's land use framework.
- **Governance & Institutional Frameworks:**
 - NCRPB has authority but limited enforcement power. Need stronger monitoring and evaluation system.

THANK YOU