

Master Plan for Delhi, 2041

DELHI DEVELOPMENT AUTHORITY
06.07.2021





**VISION
2041**

“Foster a sustainable, liveable and vibrant Delhi”

Introduction

Delhi Vision 2041

Section 1: ENVIRONMENT

- ENV1 Addressing pollution and climate change
- ENV2 Enhancing Green-Blue Infrastructure

Section 2: ECONOMY

- ECO Places of economic production

Section 3: HERITAGE, CULTURE & PUBLIC SPACES

- HCP1 Managing public spaces better
- HCP2 Managing Delhi's heritage

Section 4: SHELTER & SOCIAL INFRASTRUCTURE

- SSI1 Strategizing housing supply
- SSI2 Facilitating provision of social infrastructure

Section 5: TRANSPORT & MOBILITY

- MOB1 Improving connectivity and transport infrastructure
- MOB2 Shifting from private to shared mobility
- MOB3 Making Delhi walkable and cyclable
- MOB4 Managing parking in Delhi

Section 6: PHYSICAL INFRASTRUCTURE

- INF1 Making Delhi water secure: water, wastewater and drainage
- INF2 Managing solid waste efficiently
- INF3 Provision of power, gas, telecom and digital infrastructure
- INF4 Disaster preparedness and resilience

Section 7: SPATIAL DEVELOPMENT FRAMEWORK

- DEV1 Development of new areas through Land Pooling
- DEV2 Development in Green Development Area
- DEV3 Urban Regeneration
- DEV4 Transit Oriented Development

Section 8: MONITORING AND EVALUATION FRAMEWORK

- PME Plan Monitoring and Evaluation

Section 9: DEVELOPMENT CODE & DEVELOPMENT CONTROL NORMS

- DCN1 Development Code
- DCN2 Development Control Norms

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MPD-2041**

SHELTER

DEMAND



Population Growth



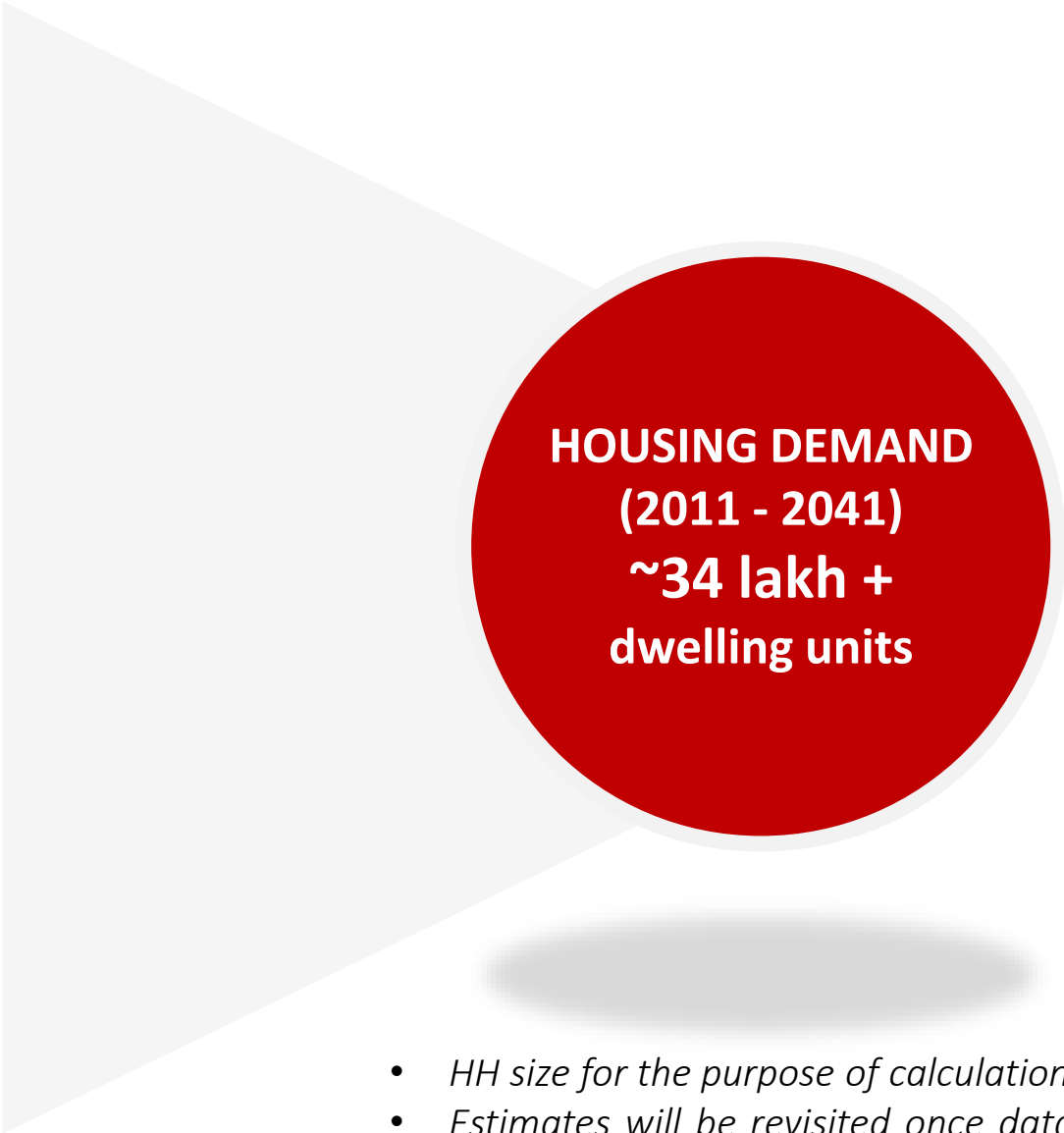
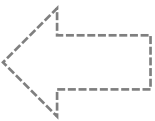
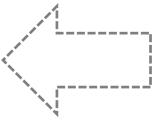
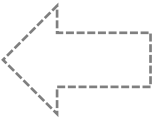
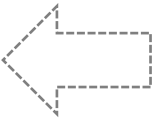
Housing Backlog



Poor condition and congestion



Vacant Housing Stock



**HOUSING DEMAND
(2011 - 2041)
~34 lakh +
dwelling units**

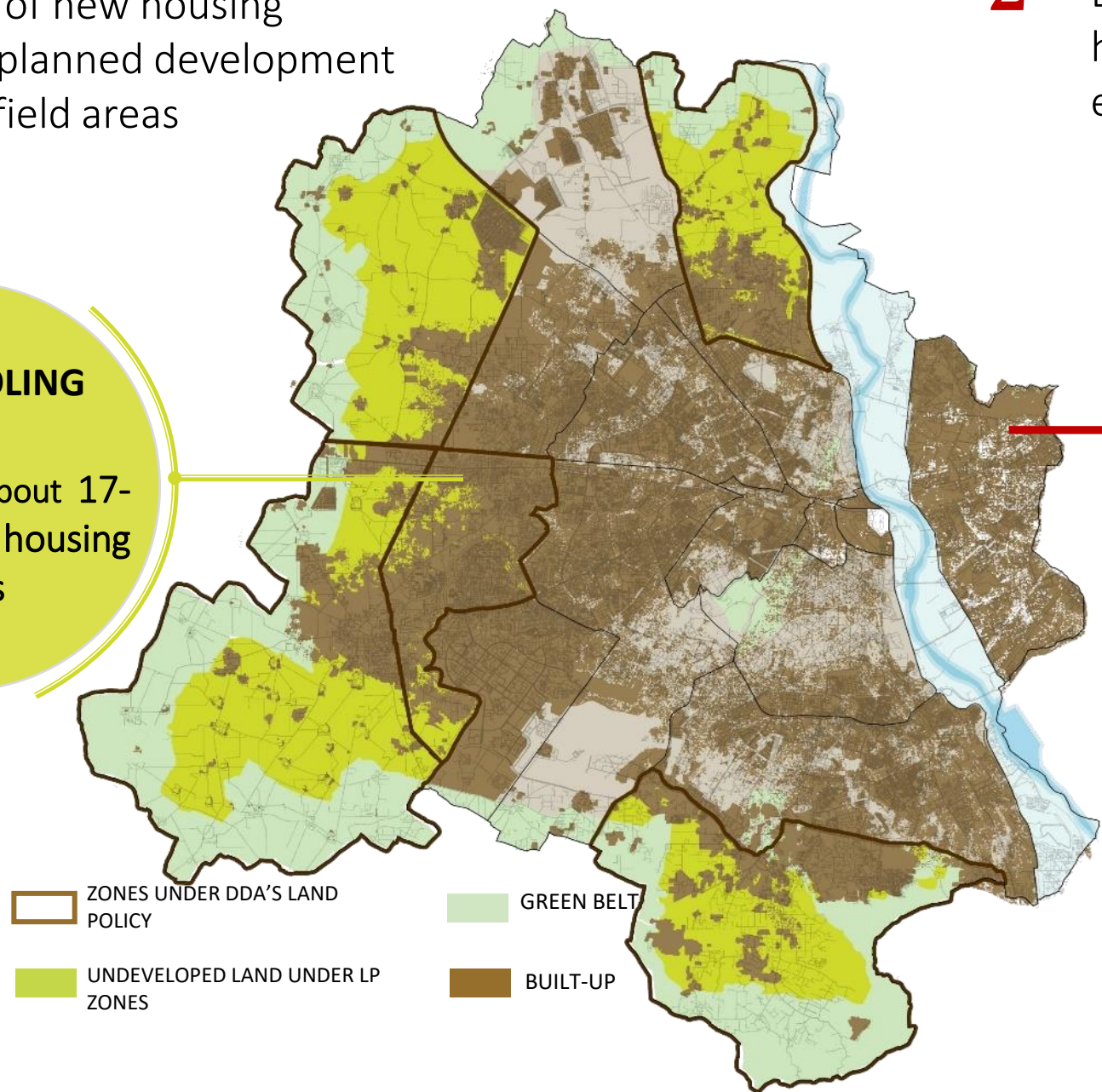
- *HH size for the purpose of calculation: 4.5*
- *Estimates will be revisited once data from Census 2021 is available.*

WHERE WILL HOUSING COME FROM?

1 Creation of new housing through planned development of greenfield areas

2 Enabling improvement in existing housing stock through regeneration of existing areas

LAND POOLING
to generate about 17-20 lakh new housing units



- ZONES UNDER DDA'S LAND POLICY
- UNDEVELOPED LAND UNDER LP ZONES
- GREEN BELT
- BUILT-UP

REGENERATION OF EXISTING AREAS

- UNPLANNED COLONIES**
 - Unauthorised Colonies
 - Slums and JJ clusters
 - Urban Villages
- PLANNED COLONIES**
 - Private Plotted Housing
 - Cooperative Group Housing
 - Public Housing / Employer Housing
 - Regularized Unauthorized Colonies

IN GREENFIELD AREAS

● Land pooling

- Variety of housing formats – plotted as well as group housing permitted
- Flexibility to load FAR and undertake mix of uses to create transit-oriented development along UERs and future metro stations
- 25% of net residential FAR dedicated to small format housing (40-60 sq.m.)
- Single window system created to improve delivery
- Provision for workers housing, working men-women hostels in new industrial areas

● Green Development Area

- Restricted FAR and greening requirements will facilitate development of assisted living for elderly, retirement homes, LDRPs, etc.

IN BROWNFIELD AREAS

● Regeneration

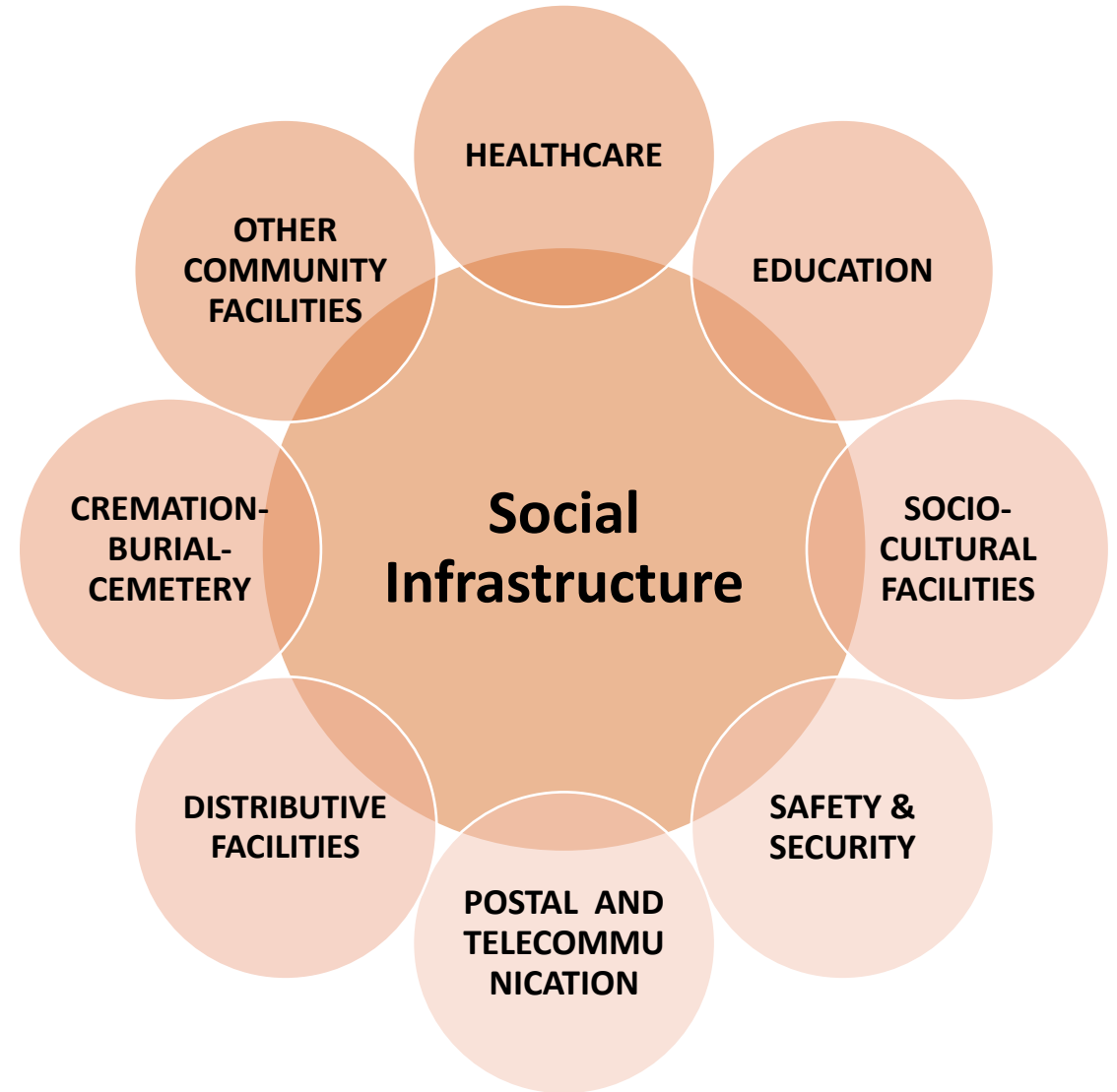
- **Planned areas-** Reduced land requirement for regeneration schemes based on ground conditions
- Amalgamation of plots and FAR-linked incentives will result in better amenities
- TOD Projects to majorly promote small format and non-ownership housing
- **Unplanned areas-** special norms to suit existing conditions, relaxations in setbacks, ground cover, etc., 'as is' regularization and support for area improvement,
- Continued support for rental housing in such regeneration projects
- Special norms for urban villages within 2 years

- **In-situ slum rehabilitation** for slums/JJ clusters on tenable lands. Also, regeneration incentives for regeneration of old and dilapidated resettlement colonies

SPECIAL FOCUS ON RENTAL HOUSING

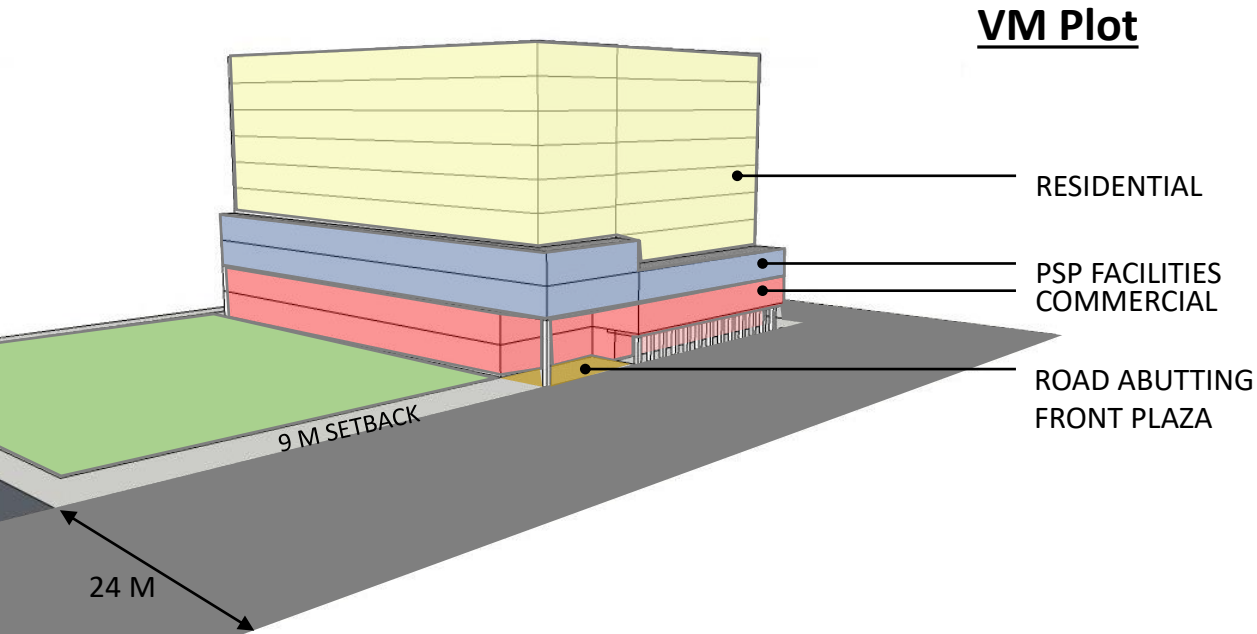
- Utilize unsold/ vacant public housing into rental housing
- Public agencies to develop affordable rental housing projects on public land
- 15% additional FAR for affordable rental housing in industrial areas, warehousing and freight complexes
- Encourage private sector rental housing in all greenfield, reconstruction and regeneration projects
- Revision of rental acts/ laws for enabling conducive environment for rental housing
- Online portal for public rental stock and engage Rental Management Agencies and housing aggregators to ease mechanism of renting

SOCIAL INFRASTRUCTURE



Optimal use of available land/ space

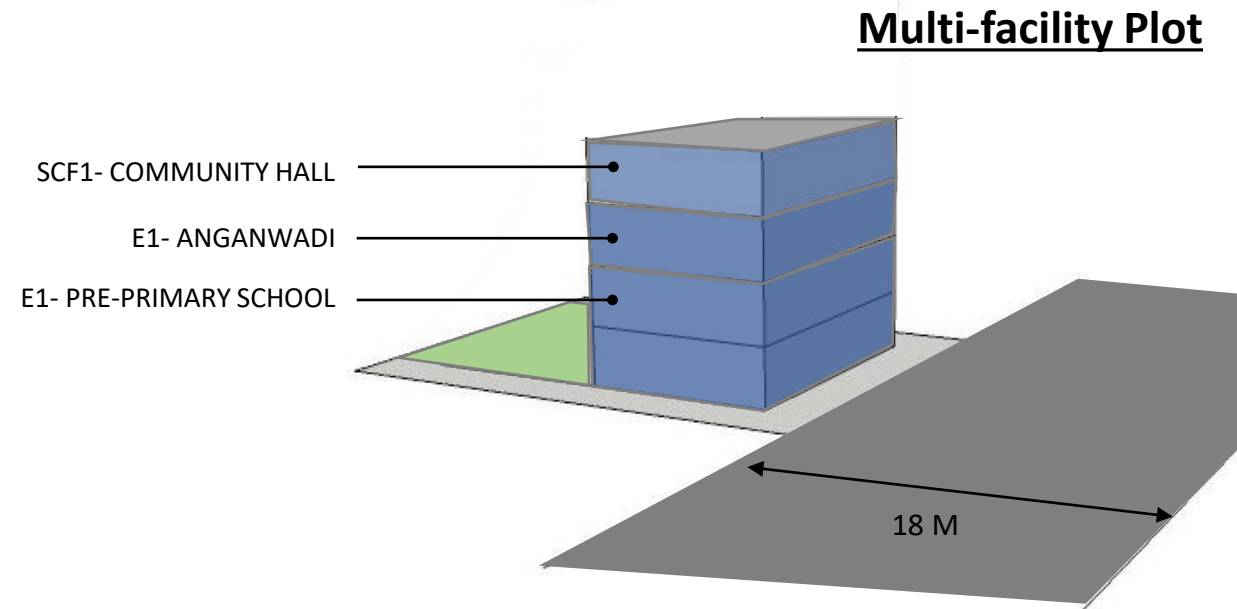
a. PSP facilities may be developed as part of **built-up area through vertical mixing**. This will help to create facilities in areas where adequate land is not available.



PSP facilities that can come on a VM Plot

- Non-bedded health facility
- Bedded health facility (small)
- Learning Centre/ Creche (Only with Residential)
- School (I and II) (Only with Residential)
- R&D, Institute, College
- Socio-cultural facility (I, II & III)
- Other community facility (OCF II)
- P&T facility (I&II)
- P&T III facility (Only with other PSP/ commercial)
- Security - Safety facilities (Only with other PSP/ commercial)

b. Compatible PSP facilities of local level may be **co-located on 'Multi-facility Plots'**. This will allow better use of space and improved access to facilities.



PSP facilities that can come on a Multi-facility Plot

- Dispensary/ Polyclinic
- Community Hall
- Post Office/ Counter
- Police Post
- Anganwadis, Creche
- Coaching Centre
- Socio-cultural facility (I,II)
- Night Shelter

Protection and enhancement of existing facilities:

- Regeneration schemes to facilitate improvement of facilities by providing either equal or more facilities
- Land to be reserved in all new developments in brownfield areas for public facilities
- Land to be reserved in all new developments for public open spaces – FAR incentives linked to provision of more open public spaces

PSP facilities for inadequately served unplanned areas through:

- **Reduced norms** for plot area, setbacks etc., for essential social infrastructure such as schools, health facilities, community halls, etc.
- **Amenities FAR:** Incentive FAR over and above permissible regeneration FAR, to be mandatorily utilised for developing essential facilities.
- Land for public open spaces, public facilities to be reserved

New facilities

Health and education clusters

- Health and education seen as important economies of the city
- Medical clusters and higher education and knowledge industry promoted within industrial areas, BPDs and TODs. Technical education permitted in industrial areas.
- Clubbing of facilities to provide flexibility on ground

Other facilities

- City level socio-cultural uses permitted in archaeological parks and green buffers along natural drains. Large format performance spaces and convention facilities in GDA
- Redundant/ underutilized/ unused social infrastructure plots to migrate to other PSP uses.

Facilities for all:

- Care facilities for elderly, persons with disabilities and for people with special needs, deaddiction centres/ drug-rehabilitation centres, after-care centres etc.
- New schools to be integrated and all-inclusive. Staggered use of facilities.
- provision of early learning and child-care facilities
- All facilities and public conveniences to be universally accessible.

MOBILITY

IMPROVING CONNECTIVITY AND TRANSPORT INFRASTRUCTURE

Achieve a modal split of **80:20 in favor of public & shared transport**

Institutional Integration

- Setting up **Unified Metropolitan Transport Authority (UMTA)** for coordination at all levels of urban transport systems
- Till fructuation of UMTA, **Interim Coordination Committee** to be functional
- Implementation of **Comprehensive Mobility Plan** by UMTA

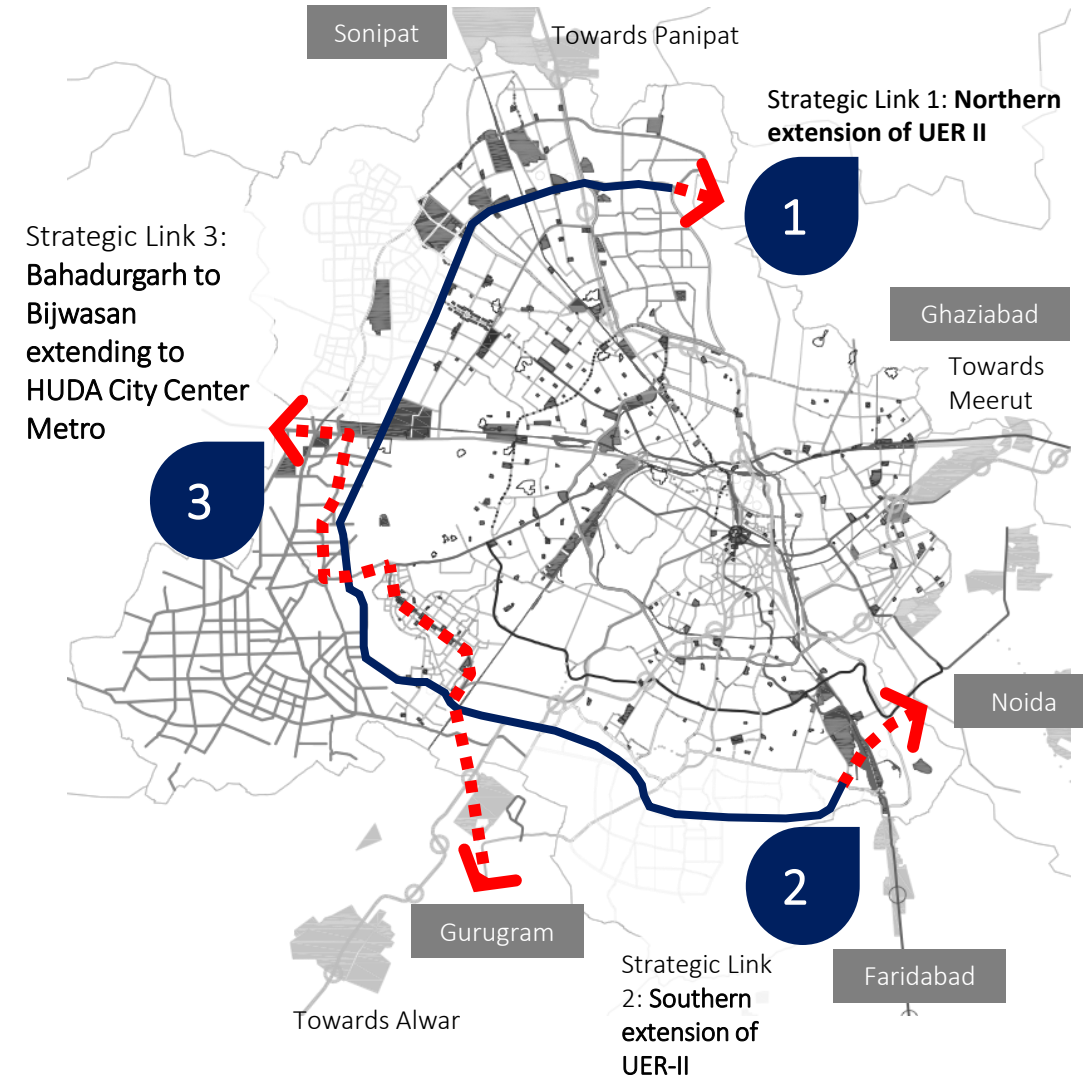
Digital Integration | Big Data | Smart Technology

- Set up **Mobility Data Repository (MDR)** to identify micro level issues
- **Smart solutions** through ITS (real-time data) to resolve problems, for pre-warning and minimizing response time
- **Integrated Command & Control Center**

IMPROVING CONNECTIVITY AND TRANSPORT INFRASTRUCTURE

Improved Connectivity

- **Comprehensive Mobility Plan** - seamless integration between various road-based, rail-based, intermediate public transport (IPT) and walking/cycling systems
- **Strategic Transport Corridors** - Enhanced inter-city and intra-city commuter and freight movements and decongest traffic within the city (particularly due to regional traffic)
- **MR extensions, RRTS, improved Bus Systems-** Enhanced intra-city commuter movements



Strategic Transport Corridors

IMPROVING CONNECTIVITY AND TRANSPORT INFRASTRUCTURE

Spatial Integration

Regeneration of Transport Infrastructure

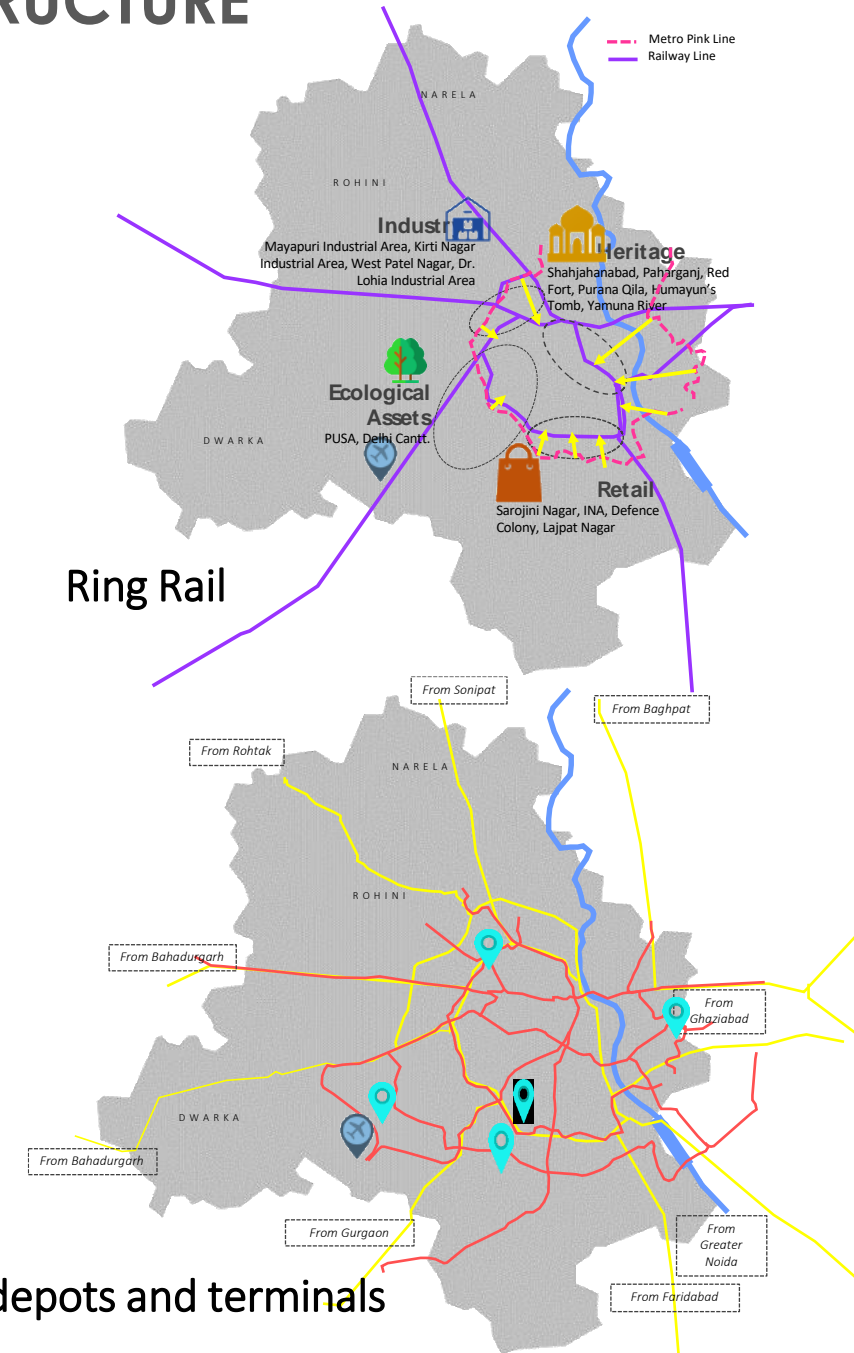
- Ring Rail - station redevelopment, revival for commuter movement, connection to cultural hotspots, etc.
- Bus depots and terminals - optimal utilization of land

Freight logistics and distribution network

- CMP to improve the capacity of freight movement and develop efficient interlinkages with the regional IFCs
- Facilitate organized growth of e-commerce through decetralisation of warehousing

Electromobility

- Encourage usage of Electric Vehicles (EV Policy, incentives, and infrastructure provisions)



SHIFTING TO PUBLIC AND SHARED MOBILITY

Bringing people & activities closer to transit

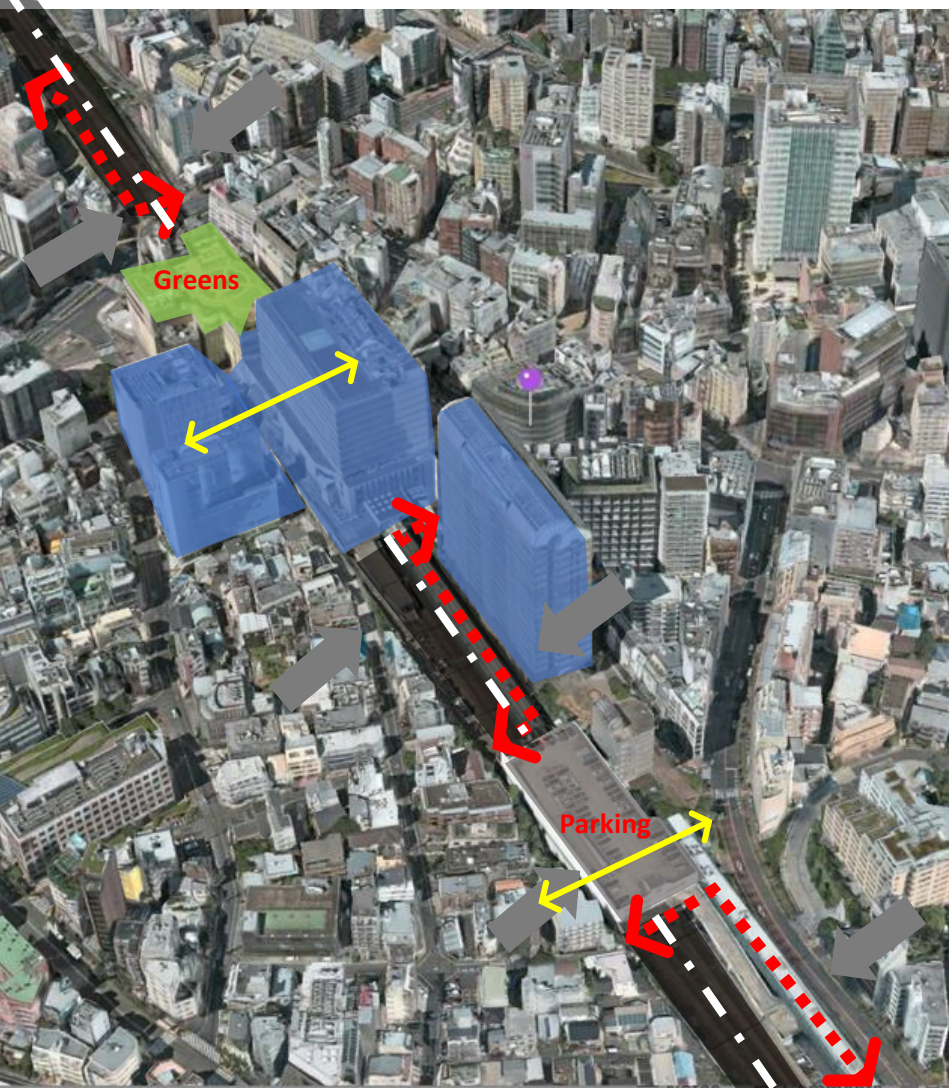
Integration of land use and transport (metro and railway stations, multi-modal hubs, major bus terminals, etc.)

- Intense mixed use development at TOD Nodes
- Regeneration Schemes in Transit Influence Zone – provides specific norms for mixed use, parking, ground coverage and built-to-edge active frontage of regeneration projects in 500 m TIZ
- TDR receiving zones along new high-speed transit corridors (UER) in land pooling areas

Integrated Multi-Modal Transport System

- Development of Multi-Modal Transport Hubs – Hubs integrating multiple modes at locations such as railway stations, ISBTs, RRTS stations and metro stations
- Multi-Modal Integration (MMI) at all stations to facilitate last-mile connectivity and convenience of PT user
- Technology-based interventions for facilitating MMI
 - ✓ App-based integration of different modes
 - ✓ Unified ticketing system or smart mobility card
 - ✓ Common fare management system to subsidise and incentivise PT users

SHIFTING TO PUBLIC AND SHARED MOBILITY



Existing development - city tends to turn back towards transport infrastructure and networks. Makes barriers to integrated planning and development and hamper ease of movement

SHIFTING TO PUBLIC AND SHARED MOBILITY

Improving public transport & shared modes

Public Transport Accessibility Levels

- ✓ Assessment of public transport improvements based on PTAL by grading the city with PT and shared modes,
 - PT - buses, metro rail and their feeder services
 - Contract IPT modes - Gramin Seva, autorickshaws, maxi cabs, RTVs, etc.,

Fare rationalization

Express public transport routes

Premium bus services

Special services to support night time economy

Improvement in quality of bus services

Disincentivising private transport

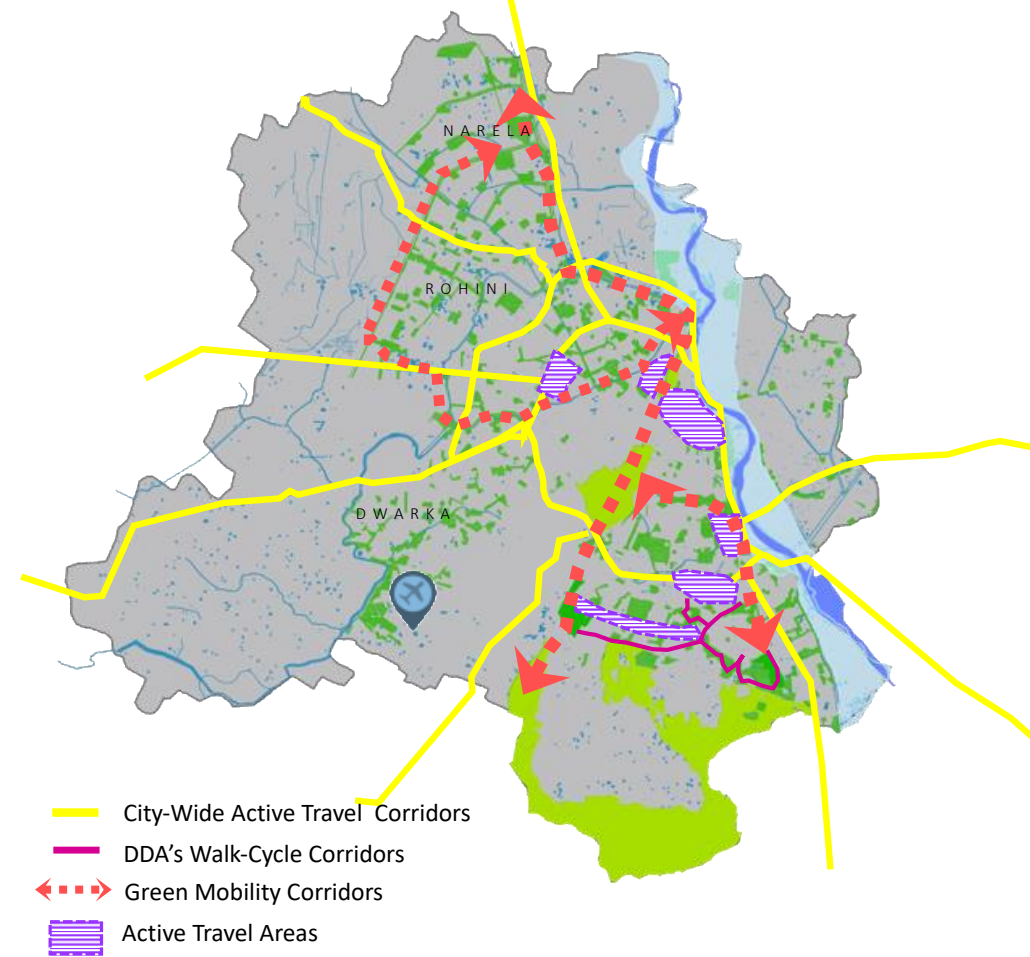
Congestion pricing in specific areas (TOD Nodes, Business Promotion Districts, Walled City Heritage Zone, and the CBD)

Parking demand management – supply of public parking associated with PTAL, dynamic parking charges to disincentivise private parking

Prioritizing pedestrians and cyclists – ‘pedestrian only’ zones in areas with high pedestrian footfall and good PT accessibility

MAKING DELHI WALKABLE AND CYCLABLE

- Improved road density around transit stations with improved pedestrian infrastructure and facilities – better last mile and shortcuts
- **Priority Active Travel Areas** - high pedestrian footfall, around high activity nodes and new developments/projects, weekly markets and areas identified for night economy
- **Mandatory Walk Plans and Cycling Plans** in all new projects
- **City level Active Travel networks/ corridors** on roads of more than 30m RoW
 - **Cycling Highways**- identified corridors
 - **Green Mobility Corridors** - exclusive pedestrian and cycling pathways proposed to be created along cultural hubs, natural drains and the River Yamuna



MANAGING PARKING IN DELHI

- **Rationalise parking supply** as per PTAL and availability of parking infrastructure

- **Parking Management Area Plan** - strategies for parking management, parking charges, ITS application and enforcement of the plan.

- **Management of Private Parking** rationalised based on

- Proximity to MLCP (500 m radius)
- Public Transport Accessibility Level (PTAL) value

- **Management of Public Parking** dynamic and responsive to PTAL

- **On-street parking** ‘Parking’ and ‘no-parking’ zones
- **Off-street parking** – earmarking space for cycles, wheelchairs, EVs

Table 12.0: Percentage Deduction in Parking Norms as per PTAL

PTAL	Access Index Range	Residential	Commercial	Industrial	PSPs
0 (worst)	0 - 2	0	0	0	0
1	2 - 3	0	0	0	0
2	3 - 5.5	10	5	5	10
3	5.5 - 7	20	10	10	20
4	7 - 8.5	20	20	20	20
5	8.5 - 12	20	20	20	30
6	12 - 20	20	30	30	30
7	20 - 30	30	30	30	30
8	30 and above	30	30	30	30

THANK YOU