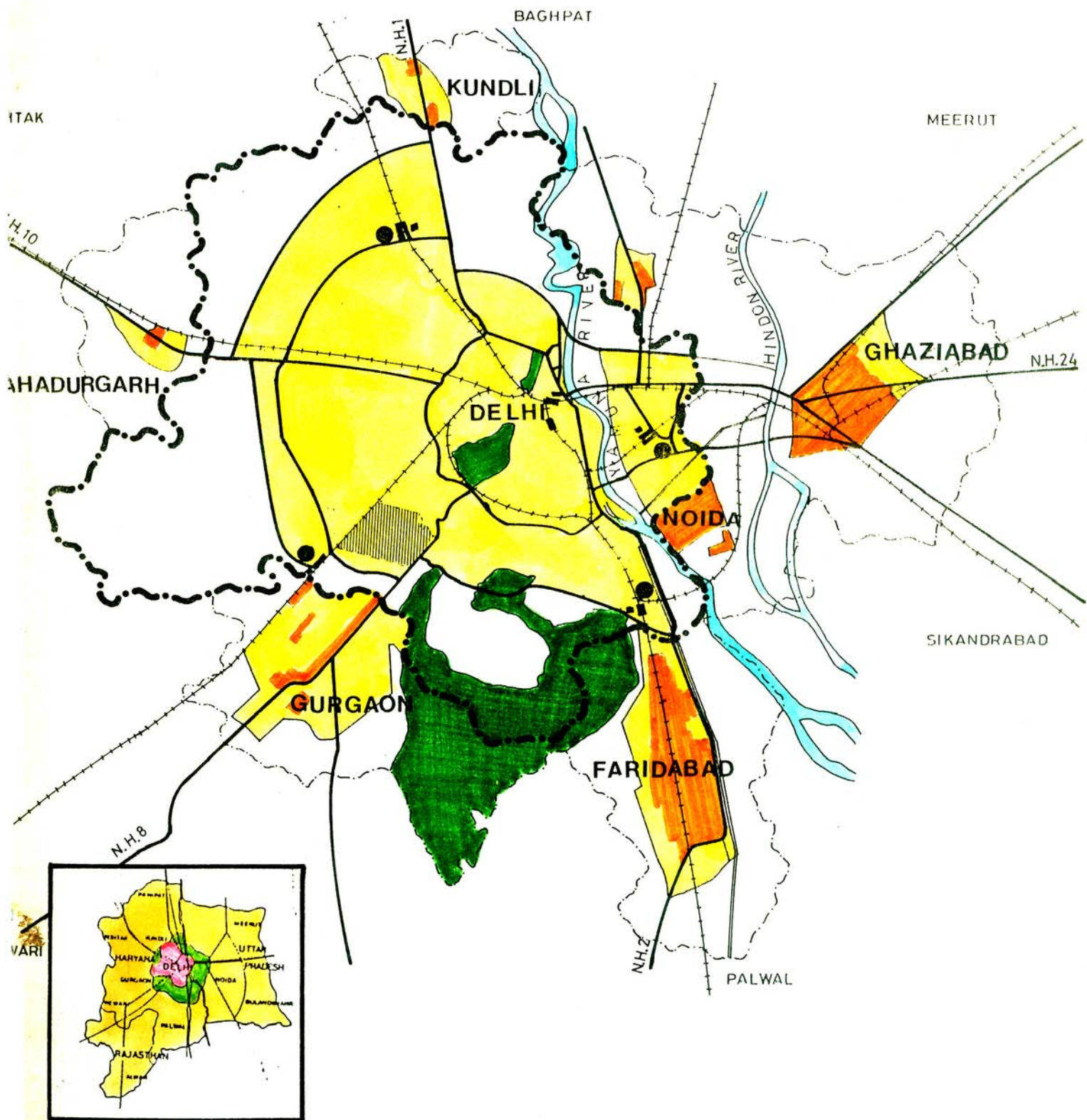


Sub Regional Plan

National Capital Territory Of Delhi



NCR PLANNING CELL (DDA)

DELHI

ADMINISTRATION ,

DELHI.

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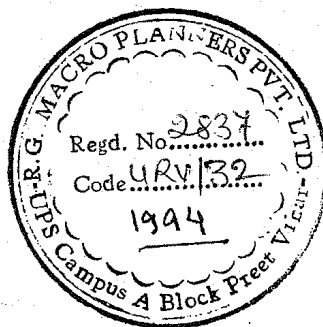
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CHAPTER - 1

OBJECTIVES OF DELHI SUB-REGIONAL PLAN.

1.1. PREAMBLE

1. The National Capital Regional (NCR) Planning Board Act came into effect in 1985 and the Regional Plan -2001 for NCR in January 1989. The Regional Plan 2001 provides policy framework and broad guidelines for integrated development of the National Capital Region. The plan provides for preparation of detailed Sub-Regional Plan for each of the sub-region by the participating states of Haryana, U.P., Rajasthan and the National Capital Territory of Delhi. Subsequent to the Sub-Regional Plan action programmes and project plans would also be prepared for implementation of priority actions.
2. As per NCRPB Act, 1985 section 17 "each participating state shall prepare a Sub-Regional Plan for the sub-region within that the State and the Union territory shall prepare a Sub-Regional Plan for the sub-region within the Union territory."

These aspects to be covered in the Sub-Regional Plan are as follow :

- (a) reservation of areas for specific land uses which are of regional or sub-regional importance.
 - (b) future urban and major rural settlements indicating their areas, projected population, predominant economic functions, approximate site and location;
 - (c) road network connecting Sub-Regional Centres, Service Centres and Basic villages;
 - (d) Proposals for the co-ordination of traffic and transporation includings terminal facilites
 - (e) priority areas at sub-regional level for which immediate plans are necessary
 - (f) proposals for the supply of drinking water and sanitation and necessary.
 - (g) any other matter which is necessary for the development of the sub-region.
3. In case of National Capital Territory of Delhi there is a Master Plan with a perspective upto 2001 (MPD-2001) which has come into effect from 1.8.90. The Master Plan is prepared and processed under the Delhi

Development Act 1957. MPD-2001 though is a comprehensive document and provides development policies, planning norms and landuses for the development in the NCTD, there is an urgent need for integrated policy on some of the key issues e.g. control of unintended growth around villages, co-ordinated infrastructure and network plan with regional perspective, conservation of natural features etc.

1.2 SUB REGIONAL PLAN FOR NCTD.

Objectives

The sub-regional plan for the National Capital Territory of Delhi is to provide coordinated development policies within the framework of Regional Plan for NCR, as given above with following objectives :

- (i) Provide policy, programme and plans to relieve the capital city from additional pressure of growth and development.
- (ii) Determine development frontier in Delhi Sub-region in relation to developments of DMA towns and other centres in the region;
- (iii) to project the Delhi's requirements for implementation of Regional Plan so that the same is incorporated in the Master Plan & Sub-regional plans of other participating States.

Q1- In what form this would be visible

A Plan of physical social economic and ecological infrastructure.

CHAPTER - 2

SUB REGION AND ITS SALIENT FEATURES

2.1.0 CONSTITUENTS OF DELHI SUB REGION

The National Capital Territory of Delhi (NCTD) has an area of 148639 ha. of which urbanised area is 59110 ha. (39.8% of total) and rural is 89529 ha. The urban area is divided within the local bodies for civic function is as under :

- | | |
|--|----------|
| a. New Delhi Municipal Committee | 4274 Ha |
| b. Delhi Municipal Corporation (urban) | 36050 Ha |
| c. Delhi Cantonment | 4297 Ha |

Refer Drawing no. 2.1

2.2.0 PHYSICAL SETTING

The Sub Region lies between 28° 25' and 28° 53' North latitude and 76° 50' and 77° 22' east longitude.

2.2.1 PHYSICAL SETTING

Physiographically the National Capital Territory of Delhi can be divided into :

- a) Yamuna Flood Plain
- b) Ridge
- c) Plains

Refer Drawing no. 2.2

- a) Yamuna Flood Plain or Khadar

This area is generally low lying, sandy and prone to floods. The land is fertile. Total area is nearly 10000 ha.

- b) Ridge

This is the most dominating physiographic feature of the territory. It originates from the Aravali Hills of Rajasthan from the south of the sub region and extends in North Eastern direction. Tughlakabad Fort is located on the highest spurs of the ridge. The space

between River Yamuna and ridge is triangular shape with apex at Wazirabad and base between Tughlakabad and Mehrauli bearing the name of Khandial (ruins) from where eight different cities have emerged at different times. The ridge as identified in MPD-2001 constitutes an area of 7777 ha. approx.

c) Plain :

Leaving aside Khadar and Ridge the entire NCTD area is categorised as Bangar or the Plain covering nearly 80% of the total sub region.

Q2 Now it is 200 mgd from river Ganga

2.2.2 WATER

The main source of surface water in the sub region is River Yamuna. 100 mgd water to trans Yamuna has been brought from River Ganga.

Under ground water :

Out of the total area of NCTD 263 sq.km. is considered not feasible for ground water development either because of saline quality of ground water or presence of hard rocks underneath. The total ground water resource as worked out in Report by North west Region Central Ground Water Board as in 85 is 503640 million litres for irrigation, drinking and industrial purpose. (as per information from MCD only 62 MGD water has been explored).

Q3 - *how this water can be expanded?*

2.2.3 FOREST

The forest cover is divided in 2 general types as
i) dry thorny forest (natural) having acacia (Babul) thorny bushes and

ii) mixed forests (plantations) under afforestation schemes including temperate, tropical and deciduous trees. Total area notified under the Forest Act in Delhi is as under :

A.	1. Protected Forest	4.16 ha.
	2. Reserved Forest	9.40 ha.
	3. Wild life Sanctuary	2854 ha.
B.	Area with Forest Deptt.	290 ha.

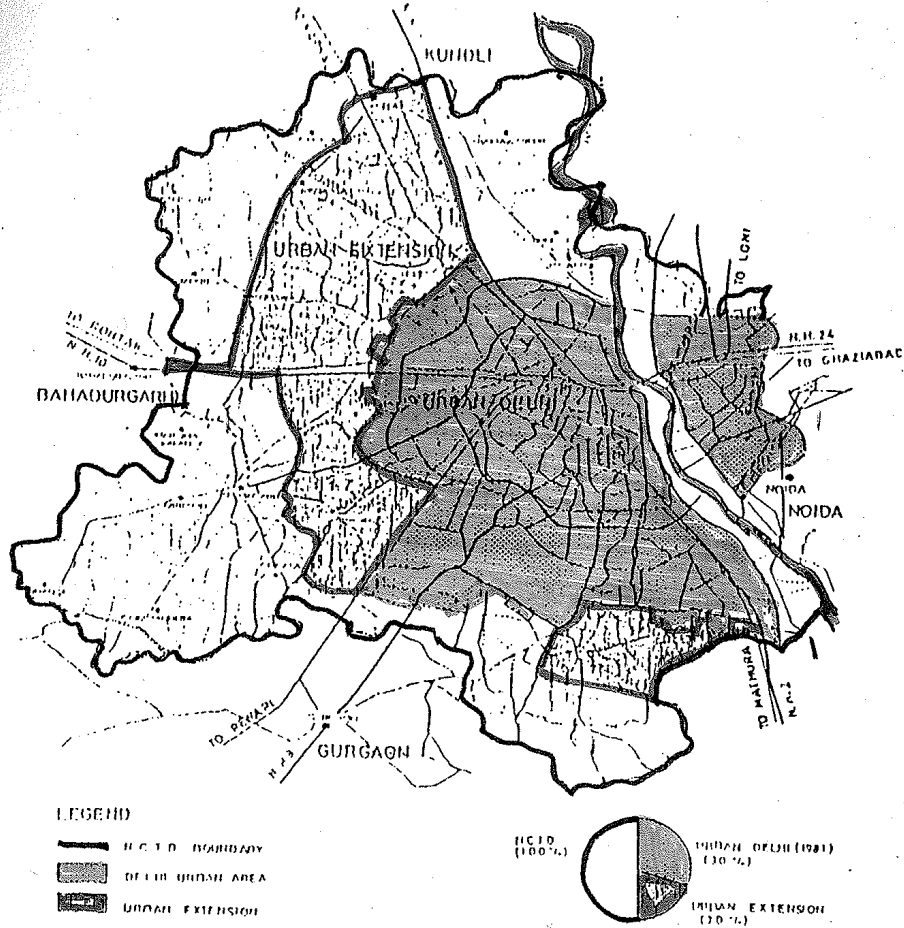
2.2.4 MINERALS AND MINING

The sub region does not have any minerals of economic importance except building, road making materials and some china clay deposits. The building and road making material comprises of sand, stone and bajri. Quarrying of sand is at Okhla and Badarpur sand at Bhatti. Kaoline is used as principal raw material for refractory and brick industries and also for china ware. In view of environmental consideration the quarrying and crushing of stones etc. has been banned in the NCTD.

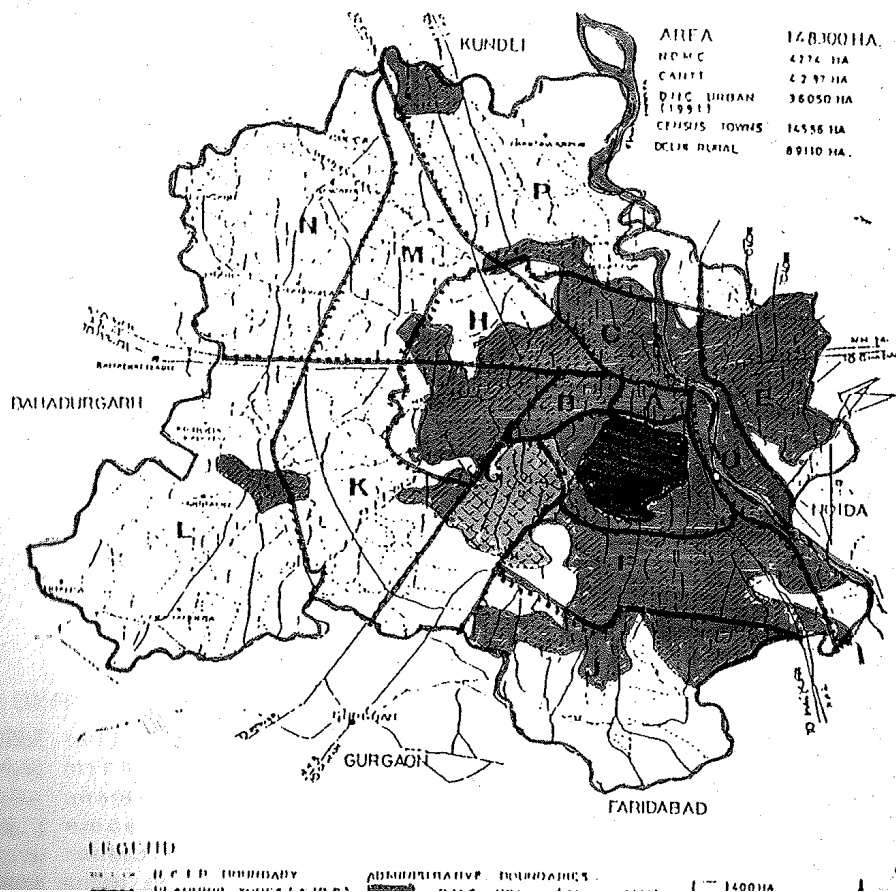
2.2.5 POPULATION

As of 1991 the sub region accommodates a population of 94.21 lakh of which 84.72 lakh is populated within urbanised area. The density of the sub region is 6340 person per sq.km. (There is a seperate chapter on demography).

DELHI URBAN AREA 2001 NATIONAL CAPITAL TERRITORY OF DELHI

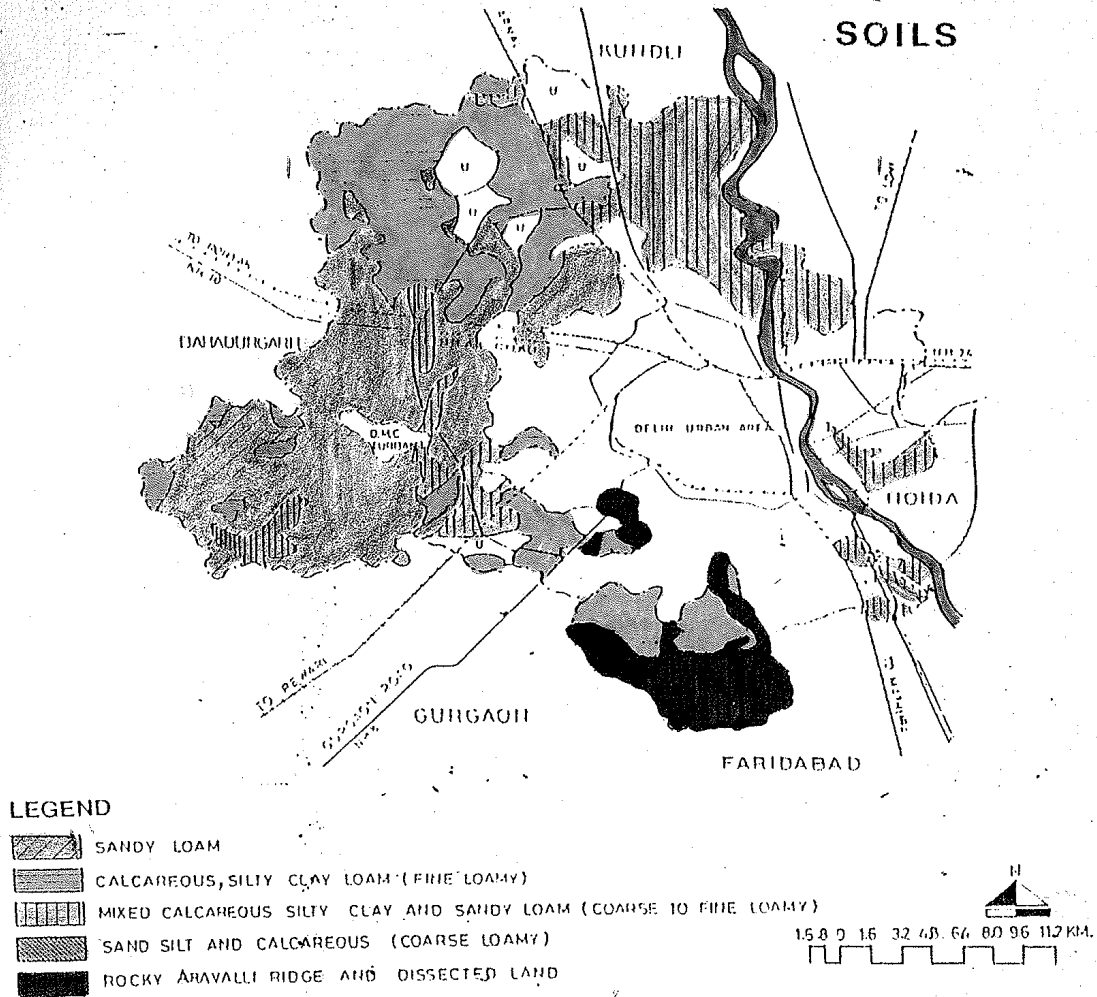


ADMINISTRATIVE BOUNDARIES AND PLANNING ZONES

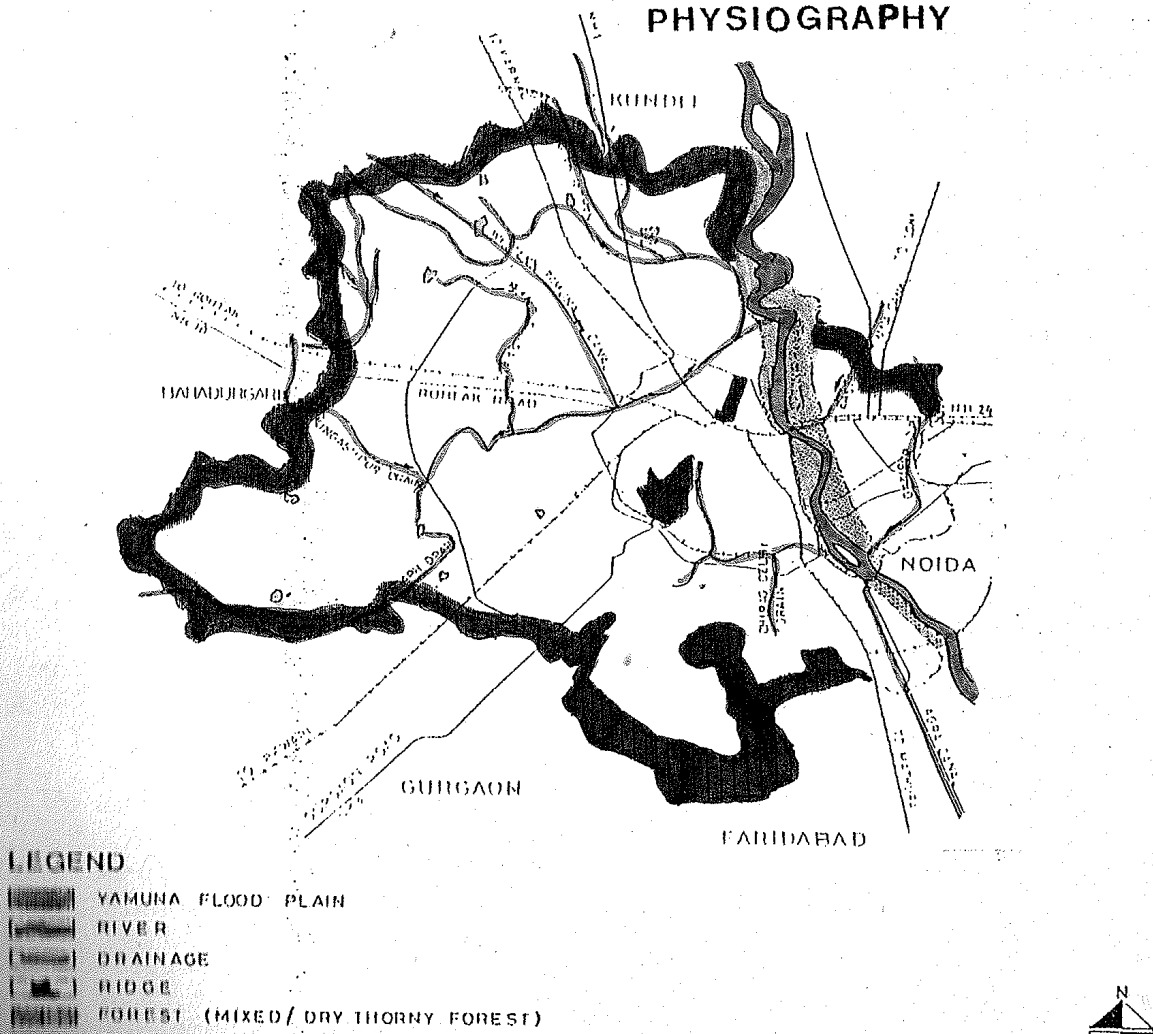


PHYSICAL FEATURES

SOILS



PHYSIOGRAPHY



4 Freight Complexes
5 ISBT
2 Sub CBDs
22 Distt. Centres.

3. Incorporation of informal sector in planned development.
4. Promoting the role of Co-operative Sector in Housing.
5. Safe environment for pedestrain and cycle movement.
6. Policy of selected mixed use in Residential areas.
7. Monitoring of city change and plan provisions.

3.2.0 Proposals at Regional Level

To reduce the present range of migration and for a definite restrictive policy on employment generations the MPD-2001 has given the following guidelines :

- i) Only Central Government Offices serving Ministries directly to remain in Delhi and existing Public Sector Offices to be shifted out of NCTD as well as new ones to be set outside Delhi.
- ii) Only small scale Industrial Units requiring skill, less of man-power & energy and are non-nuisance and clean are to permitted in Delhi.
- iii) Local and fiscal measures to be adopted for restricting employment in industries and distributive trade.

MPD-2001 considers Delhi Metropolitan Area of 3,182 sq. km. comprising of NCTD, Gaziabad- Loni Complex, NOIDA, Faridabad, Gurgaon, Bahadurgarh Kundly as one urban agglomeration for the purpose of planning.

3.2.1 Population and Employment

In the decade 1971-81, the urban population of Delhi has increased at 4.69 per cent annual growth rate. Envisaging a more balanced regional development, the population for the Union Territory of Delhi has been projected as under :

(In Lakh)

Population within the Delhi Urbanisable limits 2001	121.73
Population outside the Urbanisable Limits - 2001	6.37
Total	128.10

Though effective measures during the course of the implementation of the plan, attempts should be made to restrict the population of the Union Territory of Delhi at a lower level of 112 lakh. This infact depends on the effective implementation of the National Capital Region Plan. The projection of 128 lakh population for the Union Territory of Delhi is most probable.

3.2.2 Work Force

The work force envisaged for different sectors as per MPD-2001 is as under table.

Projected Work Force for Union Territory of Delhi-2001

Sector	Within Urban limits (in 000)	Outside Urban limits (in 000)	Total
Agriculture	13 (0.30)	59 (30.00)	72 (1.60)
Manufacturing			
1) Establishment sector	1071 (25.00)	39 (20.00)	1110 (24.80)
ii) Non Establishment Sector	214 (5.00)	6 (3.00)	220 (4.90)
Construction	227 (5.30)	4 (2.00)	231 (5.10)
Trade & Commerce	964 (22.50)	12 (6.00)	976 (21.80)

Transport	488 (11.40)	16 (8.00)	504 (11.30)
Other service	1306 (30.50)	61 (31.00)	1367 (30.50)
Percentage	4283 (100.00)	107 (100.00)	4480 (100.00)
Floating work Force	428		428
Total			4908

Important policies for different sectors of employment

(1) Industry

- (i) Hazardous and noxious industries are not permitted in Delhi and to be shifted on priority within three years from 1.8.90.
- (ii) Heavy and large industries are also not permitted and the existing units to be shifted to DMA\NCR keeping in view of NCR Plan and National Industrial Policy by Government of India.
- (iii) The existing non conforming extensive light & service Industries to be reviewed at a later date giving them chance during this period to relocate in conforming use zone.

(2) Trade and Commerce

Wholesale Markets along with warehousing and truck terminal facilities are proposed to be developed on the major entry routes to Delhi. To bring in decentralisation in the wholesale trade, new markets, specially space extensive to be located in the towns of Delhi Metropolitan Areas as given below :

- i) Ghaziabad - Iron and Steel
- ii) Faridabad - Motor Part and Machinery and Building Material

- iii) Gurgaon - Motor Part and Machinery and Building Material
- iv) Kundli - Fruits and Vegetable
- v) Loni - Building Material and Timber.

Further, Ambala\Saharanpur is considered to be the suitable location in large wholesale market for apples.

(3). Government Offices

The policy proposed for the offices is that new central Government offices which directly serve the Government of India are to be located in Delhi, Quasi-Government Offices are to be judiciously distributed in regional towns and the counter magnet areas of NCR and only the liason offices of undertakings may be located in Delhi.

3.2.3 The MPD 2001 proposals on 'Transportation' and Infrastructure are added in the relevent chapters on these subjects.

CHAPTER - 4

REGIONAL PLAN 2001 NATIONAL CAPITAL REGION POLICIES RELEVANT TO DELHI SUB REGION

4.0. The prime objective of the Regional Plan 2001 is to "Contain Delhi's population size within manageable limits". The strategy evolved is to moderate the growth of DMA towns i.e. around Delhi and to induce the growth away from DMA in the region. Hence three policy zones delineated in the Regional Plan are

1. National Capital Territory of Delhi (NCTD)
2. Delhi Metropolitan Area (Excluding NCTD)
3. Rest of the region.

The plan is a statutory document prepared within the framework of NCR Planning Board Act 1985 and approved by the Board on 3.1.1988.

4.1. A gist of policies as contained in this NCR plan are as follows :

4.1.1 DEMOGRAPHIC POLICY AND POPULATION ASSIGNMENTS (2001)

i) Population assignment for NCTD.

(a) Assignments(2001)	NCTD	-	112 lakhs (total)
	Urban	-	110 lakhs
	Rural	-	2 lakhs

(b) Percent growth rate/annum.

	<u>Natural Growth</u>	<u>Immigration</u>
1981-91	2.0	2.8
1991-2001	1.2	0.9

ii) Population Assignment - DMA

DMA Towns (ex-Delhi)	-	37 lakhs
Rural Areas	-	1 lakhs

A moderate growth rate for DMA towns around Delhi is prescribed

4.1.2 Settlement system and Rural Development. The strategy adopted for the balanced regional development is to deter immigration of Delhi by intensive economic development of selected regional centres, sub-regional centres, service centres etc. identified in the regional/sub-regional plan.

4.1.3 ECONOMIC PROFILE

For the dispersal of economic activities from Delhi a three tier policy is proposed.

- i) Strict Controls within NCTD
- ii) Moderate controls outside Delhi but within DMA.
- iii) Encouragement with incentives in the rest of the region.

A. GOVERNMENT AND PUBLIC SECTOR OFFICE.

Only these offices performing Ministerial protocol or liason function that can not be performed anywhere except in Delhi to be retained in the National Capital. The others to be shifted from Delhi to other priority towns or counter magnet areas as identified in the plan. The public sector offices to be reviewed and only a small unit to cater for ministerial & liason functions may be permitted.

B. WHOLESALE TRADE AND COMMERCE

- i) The trades which are hazardous or require extensive space, to be decentralised by developing suitable additional locations outside Delhi. Fiscal policies to be so refined that Delhi does not have any preferential treatment.

C. Industries

The growth of large and medium scale industries to be controlled in NCTD and to be restricted for 10 years in DMA towns. Specific areas to be earmarked for relocation of non conforming polluting and obnoxious proposed for shifting in MPD-2001.

4.1.4 TRANSPORT

The Transport plan proposes to relieve the capital of traffic congestion by developing road/rail facilities e.g. 3 new expressways, two peripheral grids, a regional rail

bypass and upgradation of the existing National Highways etc. Also development of terminal facilities of 4 locations in Delhi along a new ring.

4.1.6 POWER DEVELOPMENT

The whole region is power deficit. The plan recommends preferential allocation by the Government of India for additional power to the region. With a view to minimise the transmission & distribution losses a 400 KV grid is proposed around Delhi. Gas fired turbines to be promoted for environmental considerations.

4.1.7 WATER SUPPLY & DRAINAGE

100% piped urban water supply with 70-250 lped (Average 140 lped) is proposed. In rural areas 30 percent to have piped water supply at 25-70 lped and 70 percent population by spot sources with average of 40 lped. Comprehensive proposals identifying the sources of water for the region need to be made and an integrated drainage plan for DMA be worked out.

4.1.9 SHELTER

The potential migrants to Delhi to be given top most priority by providing them with gainful employment and shelter. Beneficiaries of site and services scheme are to be given institutional finance. NCRPB to act an Intermediate finance Institution to ensure requisite finance for construction of shelter and improvement of houses under NCR scheme.

4.1.10 REGIONAL LAND USE

- i) Rationalise landuse pattern to protect good agriculture land and utilising the unproductive land for urbanisation.

4.1.11 ENVIRONMENT AND ECO DEVELOPMENT

Delhi is the third most polluted city in the World. The plan proposed establishment of Co-ordination Committee for control of pollution in NCR. Afforestation programmes on barren land and along transportation routes & development of green belt around urban centres to be taken up.

4.1.12 MANAGEMENT STRUCTURE FOR PLAN IMPLEMENTATION

For Monitoring of projects, both of the state and that of the centre project Appraisal Monitoring and Evaluation

system to be developed in NCRPB.

4.1.13 STRATEGIES AND PRIORITY AREAS FOR DEVELOPMENT.

In order to achieve the goals of a manageable Delhi and (ii) harmonised and balanced development of NCR.

Functional plans, Sub-Regional Plans Auction Plan, programmes and project plan to be drawn for implementation of key policies of the NCR plan.

4.2.0 FUNCTIONAL PLAN FOR DELHI METROPOLITAN AREA.

The Regional Plan 2001 for NCR reiterates the need for planning of entire DMA. National Capital Territory of Delhi as one urban agglomeration. Section 17 of the NCR Act provides for the preparation of Functional plans. The exercise for preparing a Functional plan for DMA has already been initiated to assign specific roles to each DMA towns in relation of Delhi. The plan shall highlight policies crucial for establishing the desired level for integration between NCTD and the DMA towns in respect of transportation land uses, trunk infrastructure, fiscal measures and environmental considerations etc. The plan shall also proceed a forum through NCRPB for different development agencies operating in the DMA to jointly take decisions on important issues and avoid duplications of efforts and solve problems mutually.

CHAPTER - 5

DEMOGRAPHIC PROFILE

5.1.0 Background

The population of National Capital Territory of Delhi as per the 1991 census is 9420644 with the urban rural breakup of 8471625 and 949019 respectively. Though the area of the Capital Territory is only 4.90% (1483 sq. km.) of the Region population is 36.05% of that of total NCR. The density of NCTD has increased from 4170 persons sq.km to 6340 per sq.km from '81 to 91' whereas that of the total Regions has risen from 634 to 864. The sex ratio has changed from 808 females per thousand males in 1981 to 830 females in 1991.

5.1.1 Urban/Rural Population

Census has adopted the urban classification as

- (a) all places with a Municipality, Corporation, cantonment board or notified town area committee.
- (b) all other places which satisfied the following criteria :
 - i) A minimum population of 5,000;
 - ii) At least 75% of male working population engaged in non-agricultural pursuits; and
 - iii) A density of population of 400 per sq.km. (1000 per sq. mile).

With this the population is tabulated in

- i) Urban areas
 - (a) Charges
 - (b) Census towns
- ii) Rural area
 - villages of Delhi tehsil and Mehrauli Tehsil.

MPD-2001 has prescribed urban area including 1981 urban limits and urban extensions which total to 59110 ha.(39.8%). The population breakup in these areas is computed as 85.79 lakh (91.6% of total population). Urban and 7.91 lakh rural. (Refer table no.5.1).

5.2.0 (a) Growth Trend

Very high growth of population was faced by the city in decade 1941-51 at the time of partition. But since then the decadal growth rate is more or less stabilised i.e. around 52 per cent (Refer Table no.5.1). Whereas the decennial growth rate for the country was 24.66 per cent in 1971-81 and 23.5 per cent in 1981-91. Of the two growth components of additional population the immigrants proportion to the net additional population has increased 37.33% in '61-71' to 57.67% in '71-81' (immigrant figures of 1991 are not available).

5.3.0 Population Projections :

Analysis based on 1991 census.

5.3.1 A. National Capital Territory of Delhi :

Population of Delhi as per 1991 census is 94.2 lakh showing an annual growth rate of 4.24%. The population projection based on 4.24 per cent for the year 2001 is estimated as 142.69 lakh.

B. For the whole region the 1991 census population is 261.3 lakh showing an average growth rate of 3.14% for 1991 whereas the population projected as per the NCR Plan for the total region is 254.1 lakh.

POPULATION PROJECTION FOR YEAR 2001 BASED ON '81-91' GROWTH RATE

AREA	CENSUS POPULATION		GROWTH RATE%		2001 POPULATION	
	1981	1991	'71-81'	'81-91'	NCR assign- ned	Growth rate pro- jection
1. NCR	191.90	261.3	3.16	3.14	325	356
2.1) NCTD	62.2	94.2	4.36	4.24	112	142.7
11) Rest of the region	129.7	167.1	2.63	2.56	213	213.3

These trend based projections (i.e. assuming the growth rate for '81-91 decade to be same as '91-2001'

of NCTD and the region show the balance population for the region other than NCTD is 213 lakh. Though this figure tallies with the one which is assigned to the rest of the region in the NCR Plan, the individual sub regions would have higher population as per the projection based on '91' census, totalling to 217.63 lakh. This reflects that the rest of the region itself will have to accommodate more population than envisaged as per the population assignment in the Regional Plan 2001, which were required to accommodate the deflected population from Delhi. A

5.3.2 Growth Rates for Assigned Population :

i) NCR

According to NCR projections for controlled population for Delhi (refer table below) the annual growth rate assumed are 3.984 and 1.925 comparing this with figures available by census '91' the annual growth rate has to be further reduced to 1.75% to achieve 112 lakh (target population of NCR) (Refer table below) which is less than the natural growth rate.

ii) MPD-2001

Taking the estimated population of 128.0 lakh as per MPD-2001 the growth rate has to be reduced to 3.11%.

GROWTH RATES TO BE ACHIEVED FOR TARGET POPULATION OF NCR & MPD-2001.

Year	Population in lakh	Annual growth Rate %	Population figure source
1991	94.2	4.23	Census 91
2001	112.	1.75	NCR
2001	128	3.11	MPD-2001

5.4.0 Population Assignment

The analysis of present trend indicates that the population assignment of NCR for Delhi i.e. of 112 lakh

is highly unrealistic as the present (1993) population (4.23% annual growth rate) would be around 102.5 lakh, and for year 2001 would be of 143 lakh. Restricting Delhi at 128 lakh population (MPD-2001 target population) would also be possible only if certain actions are taken immediately. Any population projection at this stage is, less than 125 lakh to 128 lakh is impossible to achieve.

Thus the population projection of 128 lakh as per MPD-2001 is to be maintained for the sub region, 15 lakh population is to be deflected to the rest of the region with a compound annual growth rate of 3.11%.

expected pop of Delhi — 143 Lakh
MP-2001 — 128 "

Population to be deflected — 15 Lakh

Q4. how this is feasible

TABLE NO. 5.1

POPULATION DISTRIBUTION IN NATIONAL CAPITAL TERRITORY
OF DELHI.

	1981	1991
Total	6220406	9370475
i) Urban	5242436	7563230
ii) Census Towns	414951	863853
iii) Rural	452206	943392
I Urban Area	5453574	8170345
i) Urban	5068237	7300552
ii) Rural	230833	491812
iii) C.T.	154504	377981
II Urban Extension	197547	408921
i) Urban		
ii) Rural	80047	180054
iii) C.T.	117500	228867
III Rural	569285	791209
i) Urban	285012	262878
ii) Rural	141326	271526
iii) C.T.	142947	257005

* 1991 Census (Provisional)

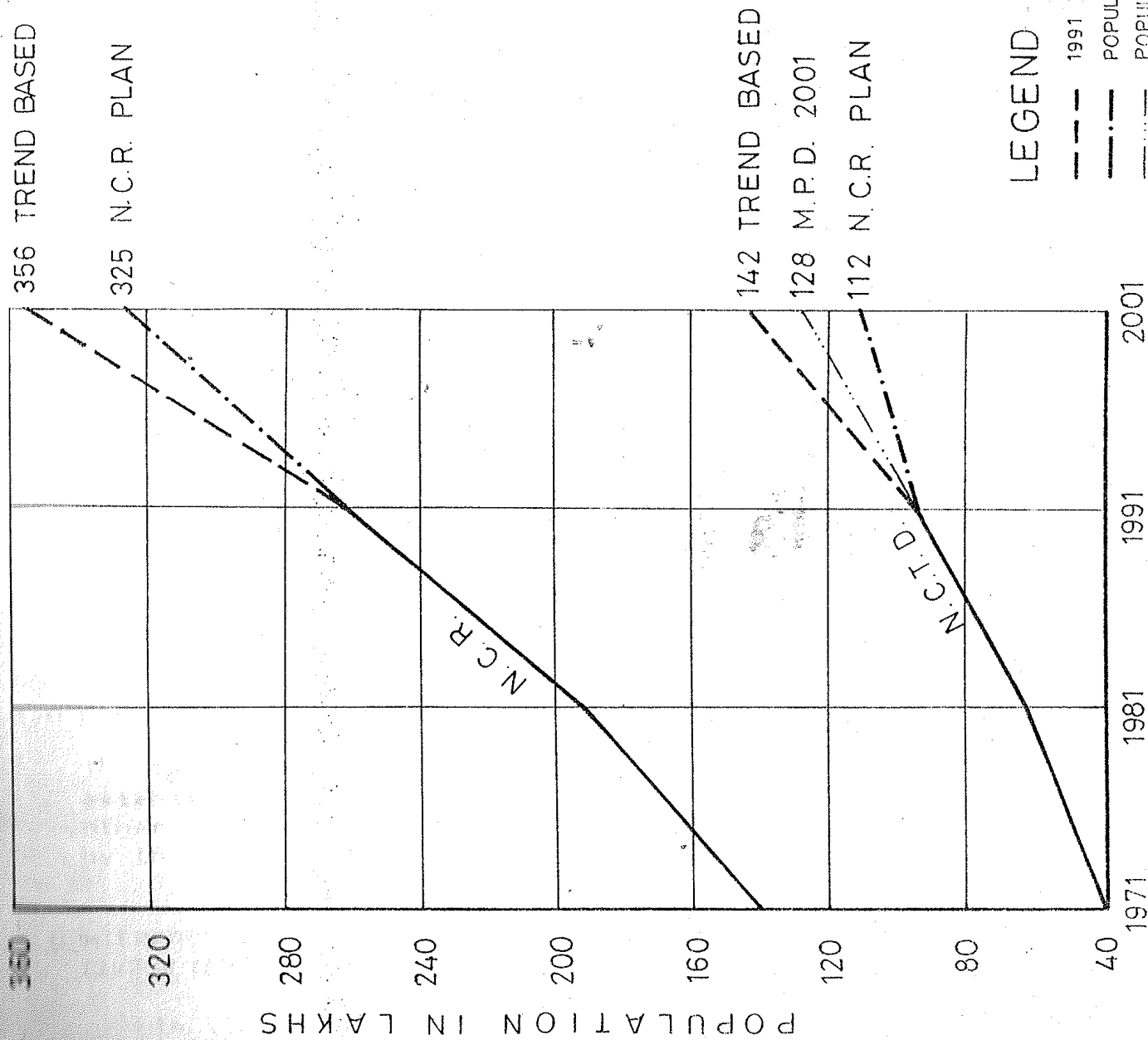
TABLE NO.5.2 POPULATION

Year	Population in lakhs	Decimal rate of growth %	Annual growth rate
1941	9.17		
1951	17.44	90.18	Sudden increase in year '48 and 49.
1961	26.59	52.46	4.31
1971	40.66	52.91	4.34
1981	62.2	52.98	4.36
1991	94.2	51.45	4.24

TABLE NO.5.3 DEMOGRAPHIC PATTERN

Year	Population (in lakh)	Net increase (in lakh)	Decadal growth rate %	Addition by natural growth %	increase by immi- gration%
1971	40.66	14.07	52.91	8.82 (33.17%)	5.25 (19.74%)
1981	62.20	21.54	52.98	9.24	12.30
1991	94.2	32.0	51.45		

POPULATION PROJECTION FOR YR. 2001



← CENSUS ——— *PROJECTION→

71,81,91 POPULATION FIGURE SOURCE CENSUS

Y E A R

CHAPTER - 6

SETTLEMENT SYSTEM

6.1.0 CONTEXT

The total area of the NCTD is 1483 sq.km. About 59110 ha. (38%) already declared urban/ in the process of urbanisation and there is a proposal to further extend the urban limits in phases to ultimately have the total urban areas as 72000 ha. (48%) by the year 2001. Thus, presently balance area of about 62% is rural having 258 settlements including 29 census towns. It is envisaged that about 71 villages would be covered in the urban extension by year 2001. Thus the rural zone would have 187 settlements including census towns with population from below hundred to one lakh.

The rural area of NCTD is different than the rural zone in rest of the Region due to a strong influence of the core metropolis over it. The level of per capita income and the availability of infrastructure in terms of transportation links, water supply, health and education facilities, communication etc. is much higher than other area in the region. Therefore, the rural area of NCTD also attracts migrants from adjoining areas. It may be noted that 20% of rural households in Delhi are migrants, as per 1981 census.

6.2.0 Census data for the settlement in NCTD has been given in details in Annexure.

6.3.0 URBAN CITY STRUCTURE

The core city comprises of declared urban area and city extensions as approved from time to time. The landuses and other developments in the urban area shall largely be guided by the provisions of MPD-2001.

6.4.0 HIERARCHY OF RURAL SETTLEMENTS AND FUNCTIONAL CHARACTERISTICS

In the four tier hierarchical system of settlements, consisting of regional centres, sub-regional centres, services centres and basic villages as specified in Regional Plan 2001. None of the settlements proposal in the Regional centre. Najafgarh is the only Urban town that can be designated as a sub-regional centres & 11 villages qualify to be service centres. Both the sub-regional centre and the

service centres shall serve the rural hinter-land, mainly in the collection and distribution of agriculture goods and services, marketing facilities, warehouses and higher level facilities. The specific role assigned to each of these centres with proposals for their alround development is as described below.

6.5.0 SERVICE CENTRES/GROWTH CENTRES :

Based on the population its growth rate and road linkages, five villages have been identified for the location of major health facilities and markets. To cover the deficiencies of lower level health facilities schools and location of rural industry another six rural settlements have been identified with the details as under :

Bakhtawarpur	:	Hospital, health centre, dispensary. vet. hospital, rural industrial area and Commercial Centre.
Bawana	:	Health centre, Rural Industrial area and commercial centre.
Jharoda Kalan	:	Hospital, Dispensary, Vet. Hospital rural industrial area and commercial centre.
Dhansa	:	Dispensary, rural industrial area and commercial centre.
Chawala	:	Hospital, Vet. Hospital, rural industrial area and commercial centres.
Jagatpur	:	Dispensary and rural industrial area.
Ghogha	:	Dispensary and rural industrial area.
Qutab Garh	:	Dispensary and rural industrial area.
Jaunti	:	Dispensary and rural industrial area.
Mitraon	:	Dispensary and rural industrial area.
Gommanhera	:	Dispensary and rural industrial area.

Each commercial centres shall be about 3 ha. to accomodate, cinema, shopping, bank, post office, Co-operative stores, etc. The industries to be permitted in the rural industrial area are mostly agro based and to be as per the provision of MPD-2001. Detailed development plans for each of these services centres/ growth centres are to be prepared by MCD in a strict time frame latest within a period of 1 year. These plans shall have to conform with

the provision of MPD-2001 and hence to be put up to the DDA for approval and processing of the change in land use. The Gaon Sabha Land in these villages shall be properly identified for using the same for village welfar.

6.6.0 SUB-REGIONAL CENTRE NAJAFGARH

Najafgarh is a census town with a population of 45211 per 1991 census and is located in south west Delhi. A detailed development plan of this settlement is to be prepared with higher order infrastructure and improvement of its linkages with the proposed growth centres and basic villages. Some of the space extensive functions e.g. Sports stadia, Tourist centres, Socio. Cultural complexes etc. could be developed in Najafgarh. Certain agro based economic activities together with residential and some market for the group of rural centres to be provided in the plan. The development plan is to be prepared by MCD in a specified time frame, within a maximum of 1 year.

Q5 - Why all the plans should be prepared by MCD.
DDA should prepare the plans after getting
have maps from MCD.

Table no. 1.

No of Villages in Different Population Range.

Category	Range	No. of Village
I	Up to 200	8
II	200-499	8
III	500-1999	58
IV	2000-4999	88
V	5000-9999	27
VI	10,000-50,000	33
VII	50,001-1 Lakh	5
VII	above 1 lakh	1
	Total	228

i) Total village as per 1991	-	199
ii) Total village UnInhabited	-	10
iii) Total C.T.	-	29
iv) Total villages not included in 1991	-	20
		258

ii) and iv) are same

Table no. .2 LEVEL OF SETTLEMENT AS PER NCR REGIONAL PLAN-2001

Level of settlement	Population size	No of village in Sub Region	Location
1. Regional Centre	3.0 lakh & above	Nil	-
2. Sub Regional Centre	0.5 to 3.0 lakhs	6	i) Urban areas-3 ii) Urban Extn-3
3. Service Centres	10000 to 50000	33	i) Urban areas-12 ii) Urban Exten-12 iii) Rural - 9*
4. Basic Village	less than 10000	189	-

* Growth centres -3, remaining are too close to urban limits.

Table no. .3 NUMBER OF VILLAGES AS PER ANNUAL GROWTH RATE 1981-91.

Annual Growth rate	Village including C.T.
1. Below 2.5 %	45
2. Upto 5%	61
3. 5% - 10%	34
4. 10% - 50%	45
5. 50% - 100%	7
6. 100% and above	9

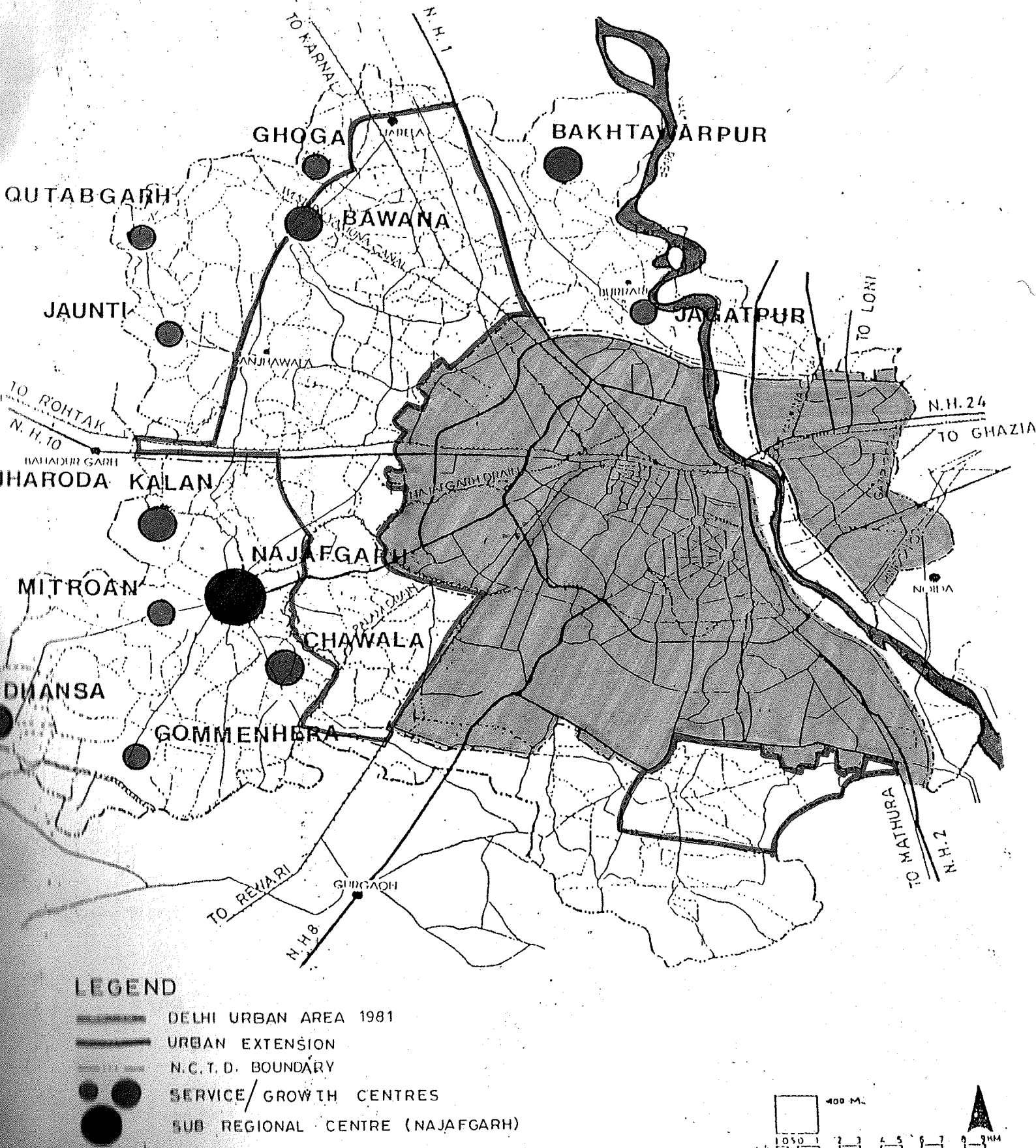
	201

Un Inhabited	15
Negative	18
Not in 1991	24

	258

SETTLEMENT SYSTEM

NATIONAL CAPITAL TERRITORY OF DELHI



SUB REGIONAL PLAN FOR DELHI

CHAPTER - 7

ECONOMIC PROFILE

7.0.0 THE CITY'S ECONOMY

Delhi, the Union Territory the Capital of India though small in size is predominantly urban and has the highest per capita income state in the country. For 1987-88 the per capita income for Delhi at current price is Rs. 7788 compared to all India average of Rs.3286 per capita.

7.1.0 ECONOMIC SECTORS

Delhi dominates the economic profile of the region as investment and resources are concentrated in the urban Delhi. The existing main sectors of employment generators are Industry, Commerce, and other services. The Industrial classification (Source : Census) for Delhi is as in the following table :

DISTRIBUTION OF WORKFORCE IN DELHI 1961-1991 (URBAN)
(Percentages in Bracket)

Categories	1961	1971	1981	1991
1. Cultivators	5178 (0.7)	5176 (0.5)	7227 (0.39)	85345 (0.35)
2. Agriculture Labourers	1242 (0.2)	3603 (0.3)	4772 (0.25)	7801 (0.32)
3. Livestock, Forestry etc	-	-	13091 (0.70)	14692 (0.6)
4. Mining and Quarrerying	5446 (0.7)	9091 (0.8)	4745 (0.25)	2953 (0.12)
5. Manufacturing Processing				
a) Household Industry	12684 (1.7)	25017 (2.2)	31249 (1.69)	37030 (1.53)
b) Other than household	155099 (20.7)	242733 (21.7)	510748 (27.49)	631798 (26.14)

6. Construction	32540 (4.4)	61517 (5.5)	118699 (6.39)	205429 (8.48)
7. Trade & Commerce	143809 (19.3)	239719 (21.6)	413430 (22.25)	574394 (23.76)
8. Transport & Communication	47387 (6.3)	107324 (9.6)	168457 (9.07)	200042 (8.28)
9. Other services	343430 (46.0)	422667 (37.8)	584663 (31.4)	738978 (30.57)
Total workers	746815 (100.0)	1116937 (100.0)	1857545 (100.0)	2421657 (100.0)
Participation	31.65	30.62	32.20	28.59

Source : Census India 1961, 1971, and 1981 Report
Functional Plan for Metropolitan Area 1991
Census.

The consistent growth in Industrial activities in Delhi over the years has brought a change in the functional character of Delhi. In 1951 Delhi was mainly an administrative centre with 46% of its workforce engaged in administration. This declined to 30.57% in 1991, whereas, the industrial workforce which was only 17% in 1951 rose to 27.6% in 1991. The picture has remained more or less same in 1991 when compared to 1981 workforce, only percentage of construction workers has increased from 6.4% to 8% but the participation rate has decreased from 32.20% in 1981 to 28.59% in 1991.

The employment generators are to be channelised to other urban centres in order to have balanced region.

For the dispersal of economic activities in the National Capital Region Plans proposes three tier policy :-

- Strict control for employment opportunities within NCTD;
- Moderate control outside Delhi within DMA
- Encouragement with incentives outside DMA within NCR.

DMA Functional Plan and MPD-2001 too have made similar recommendation.

7.1.1 INDUSTRY

POLICIES AND PROPOSALS AS PER NCR - REGIONAL PLAN-2001, DMA - FUNCTIONAL PLAN AND MPD-2001.

NCR PLAN-2001

- a) Control within NCTD- Not promoting medium and large scale industries;
- b) Control outside NCTD but within the DMA: Medium and large scale industries growth to be restricted and reviewed after 10 years;
- c) Incentives for industries outside DMA but within NCR - Priority towns are to have strong industrial content with incentives as that of declared backward areas. Specific areas are to be earmarked for relocation of the non conforming, polluting, obnoxious industries as proposed in MPD-2001 are to be shifted out of NCTD.

DMA FUNCTIONAL PLAN

The proposal is to evolve a suitable machinery to co-ordinate and implement policies related to industrial dispersal as suggested in NCR/MPD-2001. Identification and detailed project report for the shifting of individual existing units that are Hazardous and Noxious, Heavy and Large Scale, nonconforming, extensive, Light and Service Industries is to be prepared by concerned units/Delhi Administration.

MPD-2001

Based on conforming/nonconforming and overall compatibility of the industries the dispersals/development of this type of industries has been recommended broadly as below as per classification specified in MPD-2001.

1. HAZARDOUS AND NOXIOUS INDUSTRIES

- a) Not permitted in Delhi.
- b) Existing units to be shifted in three years. Project report for shifting by units to Authority in one year time.

- c) Vacated area to be utilised for facilities.
- d) Delhi Administration to prepare list of these units within three years.

2. HEAVY AND LARGE INDUSTRIES

- a) No new industries permitted.
- b) Existing units to shift to DMA, NCR in accordance with NCR Plan, National Industrial Policy of Govt. of India.
- c) Vacated land to be used for
 - i) facilities
 - ii) as per prescribed landuse
 - iii) to be used for light and service industries even if MPD/Zonal Plan proposal are for extensive industries.
- d)
 - i) Modernisation of units to be done for reduction of pollution.
 - ii) No compensation for new assets for shifting.

3. EXTENSIVE INDUSTRIES

- a) No new units permitted except in existing areas identified as extensive industrial areas.
- b) Existing nonconforming units to be shifted to extensive industries zone within 3 years of allotment of plots.

4. LIGHT AND SERVICE INDUSTRIES

- a) Non conforming units with
 - i) 20 or more workers to shift to conforming zone within 3 years of allotment of plots and necessary incentives.
 - ii) 10 to 19 workers to continue but to be reviewed after 5 years.

7.1.2 WHOLESALE TRADE AND COMMERCE

NCR Plan puts forth the determining factors of growth of trade and commerce in Delhi as established by National Institute of Public Policy and Finance in their study as following :

- i) Advantage of Delhi as centre of political as well as Administration power.
- ii) Requisite infrastructure (Banks, Transport, Warehousing etc.) availability.
- iii) Lower tax structure and low transportation cost as compared to other states.
- iv) Lower wholesale price.
- v) Lower Central sales tax on re-export of goods.

The wholesale activities are concentrated in already congested old Delhi near Railway Station in an unplanned manner causing a lot many problem, the major one being goods storage and movement. As the studies show major part of the goods are re-exported out of Delhi the activity can be distributed/dispersed over in Delhi/DMA/NCR.

POLICIES AND PROPOSALS AS PER NCR - REGIONAL PLAN-2001, MPD-2001.

NCR PLAN

- a) Decentralisation of wholesale Trade and Commerce.
- b) (i) Uniform incentives and tax structure for Delhi as that of adjoining states in the Region.
- (ii) Goods hazardous in nature or requiring extensive space such as Plastic, PVC, Chemical, Timber, Food Grains, Iron and Steel Building Materials to be decentralised outside Delhi and encouraged to be developed in DMA Towns.
- (iii) Incentives concession and infrastructure to be provided in regional towns for wholesale trading.

MPD-2001

- a) Four Regional Wholesale Markets in the Integrated Freight Complex at entry routes to Delhi are

proposed, for more efficient operation and better environment.

- b) To effectuate decentralisation 11 regional cum local wholesale markets as secondary wholesale markets are recommended in different Planning Divisions.

7.1.3 GOVERNMENT AND PUBLIC SECTOR OFFICES

The employment in this category is also increasing at a high growth rate of 5.46 per cent of the previous two decades (61-81) planned attempts too have not made much of a dent in growth of offices.

PUBLIC SECTOR EMPLOYMENT IN NCTD.

SECTOR	1981	1988	1990
1. Central Government	2.26	2.31	2.13
2. Delhi Administration	0.58	0.88	0.99
3. Quasi Government	1.41	2.16	2.25
4. Local Government	1.17	0.83	0.83
Total	5.42	6.18	6.20

Source : 1981 MPD-2001
1989 and 1991 Bureau of Economics

POLICIES AND PROPOSAL AS PER NCR - REGIONAL PLAN-2001,
DMA - FUNCTIONAL PLAN AND MPD-2001

NCR

- a) Control within NCTD

Only the Government offices that perform Ministerial/Protocol/Liason functions to continue in Delhi, and Public sector offices are only to retain small establishment to cater for Ministerial and Liason Functions. The space vacated is to cater for the essential growth of the Central Government offices only.

- b) Control Outside NCTD but within DMA

Similar control for new offices in DMA Towns is to be exercised, restrictions also for opening or relocation of Public sector offices in DMA towns. These are to be developed in priority towns or counter magnets.

- c) Incentives outside DMA but within NCR.

Incentives in the form of HRA, CCA Government Accommodation, allowances for study of children to be offered to the employees of the Government offices which are identified to be shifted out of NCTD or DMA towns. Alternative cities to be developed by development agencies in consultation with Board Secretariat at the priority towns in NCR.

DMA FUNCTIONAL PLAN

- a) Present policy and mechanism for screening location of new or expansion of old Government Offices in Delhi is to be pursued more vigorously. Time bound programme for shifting of offices that are to be relocation out of Delhi as per the criteria of NCR Plan-2001.
- b) Location of Insitution of National/Regional importance requiring extensive land (say 2 ha. or more) to be considered for DMA/Priority towns of NCR.

MPD-2001

- a) Only Central Government offices which directly serve the Ministries of Government of India and liason offices of the undertakings to be located in Delhi.
- b) The quasi- Government employment needs to be judiciously distributed in the regional towns and the counter magenets as parts of the NCR.

7.2.0 ROLE OF INFORMAL SECTOR

Informal sector is important as a source of employment and for economic functioning of the city. Thus playing an important role in the development process. In Delhi Metropolis also this sector contributes significantly - in terms of production of enginneering goods, electronic & electrical goods,

transport and other industrial activities, trading, domestic service, servicing etc.

POLICIES AND PROPOSAL AS PER NCR - REGIONAL PLAN-2001, DMA - FUNCTIONAL PLAN.

A. NCR

Based on study on formal sector conducted through Society of Development Studies, New Delhi for certain towns in NCR towns the Plan envisages nurturing of the growth of informal sector along with organised sector.

This is to provide gainful employment to the potential migrants to the urban areas. Enhancement and improvement of the facilities of traditional economic activities in the priority towns selected for induced development in the region is also recommended.

B. DMA FUNCTIONAL PLAN

To improve the performance of the informal sector the functional plan suggests that Municipal Bodies and Development Authorities identify actual locations, specific needs and take up programmes as :

- i) Development/reservation/zoning of special areas particularly near mass activity centres, trading and entertainment places for informal trading.
- ii) Parking and open spaces in the regular markets or near work places to be utilised for traditional style of retail shopping as weekly markets or huts.
- iii) Upgrading of skills and entrepreneurship especially of urban poor and slum dwellers through organised programmes. In the slums or site and services projects work-cum-shelter workshops for employment generation schemes to be undertaken.

7.3.0 SUB REGIONAL PLAN AND PROPOSALS

Major employment generators to be dispersed from Delhi. New economic activities be developed in the NCR in timeframe. Incentives to be offered by Delhi and adjoining states for voluntary shifting of

11A

economic activities. Joint ventures schemes between Delhi and the concerned states may also be initiated. | A

7.3.1 INDUSTRIES

- i) No new industrial estates be developed in Delhi and the industrial location policy as provided in MPD-2001 to be persuaded.
- ii) Shifting of all the existing hazardous and noxious units, heavy and large units from Delhi to NCR towns to be given priority. To facilitate implementation of this policy essential pre-requisites are :
 - a) Reservation of adequate land together with supporting facility in the concerned NCR towns and preferential allotment to the units to be shifted from Delhi.
 - b) The land so vacated by the industries partly to be used on the lines as of in Bombay Control Act as given below :

OPEN LANDS AND LANDS AFTER DEMOLITION OF EXISTING STRUCTURES IN CASE OF A REDEVELOPMENT SCHEME TO BE USED AS IN THE TABLE BELOW :-

Serial	Extent	Percentage to be earmarked for Recreation Ground Garden playground or any other open uses as specified by the Commissioner	Percentage to and handed over for development by DDA public sector undertakings	Percentage to be earmarked and to be developed for residential or commercial user to be developed by the owner
(1)	(2)	(3)	(4)	(5)
1.	Upto and	33	27 (to be developed by DDA for Public Housing).	40

27- 'A' on preface and on this page should be elaborated?

(1)	(2)	(3)	(4)	(5)
2.	Between 5 ha and upto 10 ha.	33	34 (out of which 50 per cent to be developed by DDA for Public Housing and remaining 50 per cent to be developed by public sector undertakings for their housing to be developed according to normal Regulations).	33
3.	Over 10 ha.	33	37 (out of which 50 per cent to be developed by DDA for Public Housing and remaining 50 per cent to be developed by public sector undertaking for thier housing to be developed according to normal Regulations.)	30

Note : (i) In addition to the land to be earmarked for recreation ground/garden/playground or any other open user as in column (3) of the above Table as otherwise required under these Regulations shall also be provided.

(iii) Segregating distance as required under these Regulation shall be provided swithin the lands intended to be used for residential/commercial purposes.

(iv) The owner of the land will be entitled to Development Rights in accordance with the Regulations for grant of Transferable Development Rights as in Appendix VII only in respect of the lands earmarked for open spaces in column (3) of the above Table and for the lands earmarked and handed over to DDA Public Housing as in column (4) of the above Table.

e) A detailed shifting programme with well laid down priorities be worked out by the Industries department and the same is regularly monitored by Delhi Administration.

'A'

- d) Policy of adhoc licencing to be dispensed with. Impose heavy fines for discharging wastes without treatment by the Delhi Capital Territory Pollution Board.

7.3.2 WHOLESALE TRADE & COMMERCE :

- i) Decentralisation of wholesale trade and commerce in Delhi by
 - (a) attempt to disperse the commerce and trade from the central city areas to other newly planned areas to other newly planned areas as provided in MPD-2001,
 - (b) the regional level trade and commerce to be provided for in the new complexes to be developed in the priority towns or other centres as provided in the Regional Plan 2001 for NCR.
- ii) All hazardous and space extensive wholesale trades like plastic and PVC goods, chemical timber, iron and steel, building materials, petroleum and its products etc, to be developed on priority in the specified priority towns.
- iii) Like International trade fairs and conference sites for regional trade fairs be developed in selected towns. Development of specialised markets and wholesale godowns in the NCR be given priority. Certain financial support by the Central Govt./NCRPB may also be considered to expedite development of such centres.

Reffer Drawing no. 7.1

7.3.3 GOVERNMENT AND PUBLIC SECTOR OFFICES

- i) The policy of strict control with regard to location of government and public sector offices as provided in the Regional Plan and the MPD-2001 to be strictly followed in the Capital Territory of Delhi.
- ii) Ministry of Urban Development to be the ^modal agency for monitoring the shifting of such offices. Land at appropriate locations be reserved in the DMA towns/priority towns/counter magnets cities not for the offices alone but with essential staff housing and other ancilliarial activities.

Q" - "A" to be deleted out

7.3.4 INFORMAL SECTOR - RESOURCE FOR ECONOMIC GROWTH

1. Almost 1/3 of the city population lives in squatter settlements, unapproved colonies, slums and other marginal areas. These contribute significantly in the economic growth and physical development of the city. While attempts are made for suitable incorporation of informal trade in planned developments in Delhi as provided in MPD-2001; A part of this potential work force may be attracted in the adjoining DMA and other towns proposed to be developed with economic activities. This may be useful (a) in relieving the capital from additional pressures of land, housing and infrastructure (b) provide appropriate work force to take up and support massive development activities envisaged in the region. A
B
C
2. NCRPB with the help of concerned State Government may consider organising craft melas and cultural festivals in selected potential towns to promote traditional crafts and local skills as well as opening up of retail trade. Such activities would not demand huge investments and could be organised by pooling up the existing resources.

7.3.5 FISCAL POLICY AND TAXATION

1. Taxation is vital in influencing the location of industries and trade. The existing tax structure in the NCR Region needs to be harmonised in such a way as to promote rapid and balanced development of the region.
2. Based on the suggestion of NCRPB, Delhi Administration has proposed the following rates to be adopted for the items to rationalise the fiscal structure in the National Capital Region.

NCR

1. 29 items on which minimum consensus floor level rate.

2. 64 commodities minimum consensus

DELHI ADMINISTRATION

23 items are already at same rates. Of the 4 rates to be enhanced one is not in sale in Delhi and for tractor parts the rates are higher in adjoining states and Delhi both.

- i) 44 items for approval.
- ii) for 3 items mainly petrol, aviation spirit

in the 1st schedule and coal in the 2nd schedule. the rates to be considered.

- iii) for 17 commodities to be levied under general schedule of Act requires amendment of the Act. This is being Examined.

3. Rate of sales tax on re-export of goods imported from other states.

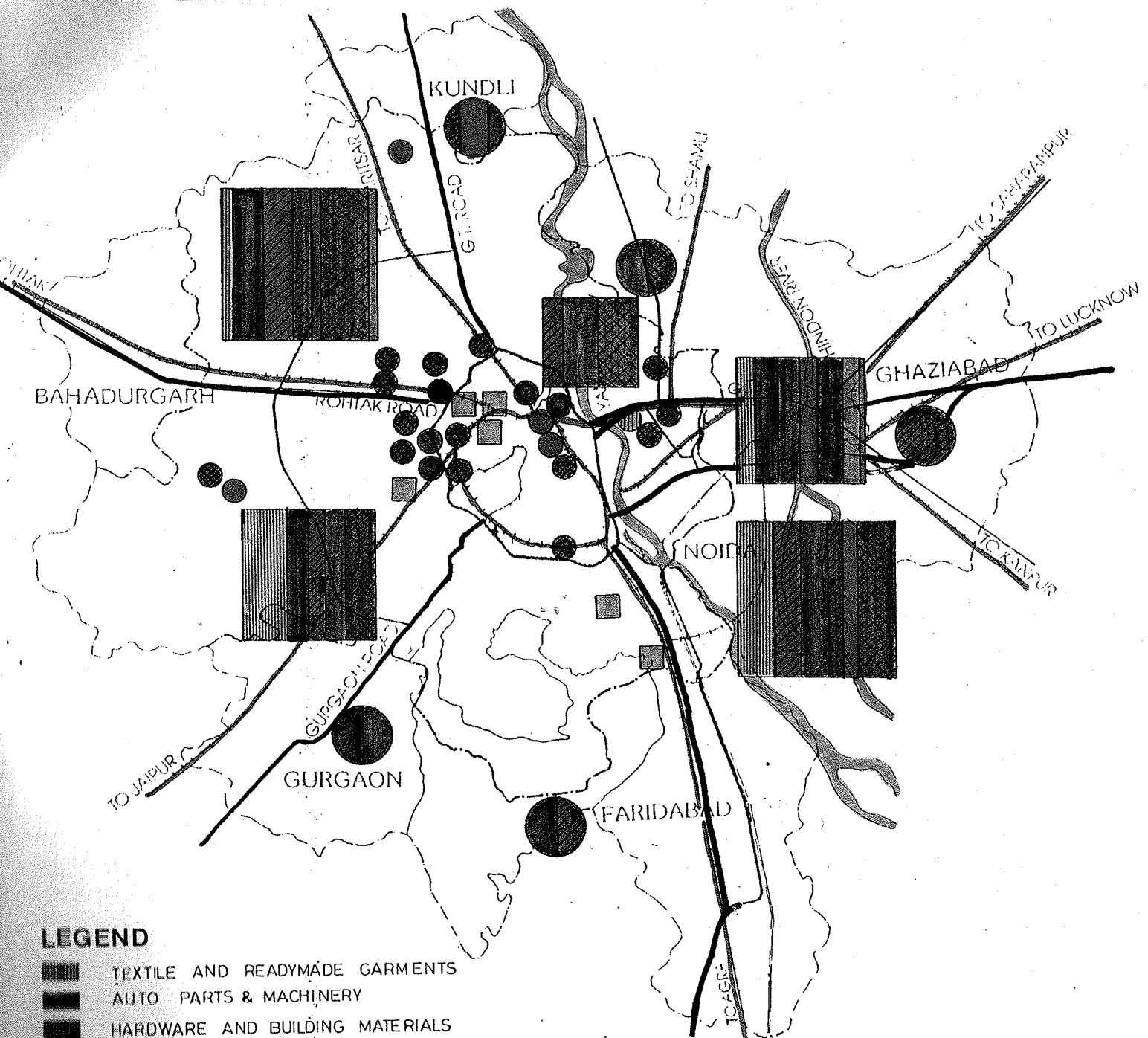
35% of Delhi's trade is interstate sales, withdrawal will be adversely affect Delhi's economy.

- i) On all items covered under First schedule of Delhi Sales Tax Act 4%.
- ii) Other than First Schedule @ 2% items which have not undergone any change.

(Notification of Govt. of National Capital Territory of Delhi dated 9.2.93 for rates of tax in the First Schedule is placed in Annexure A-1 and A-2).

Q15 — It should be further elaborated and discussed.

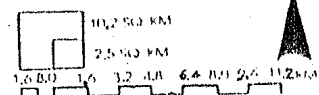
DISPERSAL OF ECONOMIC ACTIVITIES



LEGEND

- TEXTILE AND READYMADE GARMENTS
- AUTO PARTS & MACHINERY
- HARDWARE AND BUILDING MATERIALS
- IRON & STEEL
- TIMBER
- FOOD GRAINS
- FRUITS & VEGETABLES
- FUEL OIL
- PLASTIC LEATHER & PVC
- JUNK MARKET
- RAILWAY LINE
- NATIONAL HIGHWAY
- EXPRESS WAY (PROPOSED)

- WHOLESALE TRADE COMMODITIES CONCENTRATION (TO BE SHIFTED)
- WHOLESALE TRADE MARKETS AT DMA TOWNS
- FREIGHT COMPLEX
- HAZARDOUS OBNOXIOUS INDUSTRIAL UNITS (TO BE SHIFTED)



CHAPTER - 8

TRANSPORTATION

8.1.0 NCR plan is based on the concept of optimum growth. An efficient transport system in NCR region is expected to lead the development. Transport sector plans are intended to act as stimulus for free movement of passengers and goods in NCR region and inturn for decentralisation of activities within the region and thus containing the growth of Delhi within manageable limits.

8.1.1 POLICY BACKGROUND

The main objectives of the transport plan is to promote and support the economic development of the region and relieve the capital of traffic congestion. However, Delhi being the largest Urban area in region passenger and goods movement generated and attracted by Delhi constitute the largest share of entire traffic movement in NCR region. Policies for decentralisation of economic activities from Delhi would curtail the inter-urban trip attraction/generation of Delhi. But, the traffic generated by Delhi for its own subsistence interms of intra-urban traffic within Delhi would continue to rise. This phenomenon necessitates two pronged strategy i.e., need for new net works and improvement in existing transport network within Delhi sub region for day to day functions of Delhi Metropolitan Area, and regional transport network for smooth and efficient movement of passengers and goods in the NCR region and beyond. Delhi being the centre for administration, trade and commerce, and culture the nature and magnitude of traffic it generates is diverse in character.

8.2.0 EXISTING TRAFFIC

8.2.1 Regional Passenger Traffic

Studies carried out earlier by DDA and CRR I indicate that on a normal weekday 8,97,000 inter-city passenger trips were generated in the year 1981. Split of the inter-city trips are as follows.

Table 1 Modal distribution of inter-city trips, Delhi 1981.

	Trips (000's)	%
Road	530	59.0
Rail	362	40.4
Air	5	0.6
Total	897	100

Source : Road development plan priorities for Delhi Urban Area-2001; CRRl & DDA (Unpublished study) 1992.

Road based passenger traffic is predominant. It should be noted that though rail facilities for commuter traffic in Delhi region is not sufficiently developed and majority of rail trips are long distance trips.

8.2.2 Passenger traffic by road

There has been a steady growth in Inter-city traffic volume. Traffic volume on major highways are illustrated as below :

Table 2 Traffic movement on major road corridors - 1988

Major road	Passenger Vehicles	Buses	Total Passenger vehicle traffic	%
NH-1	3383	1207	4590	4.7
NH-2	21585	1936	23521	23.9
NH-8	9407	1483	10890	11.0
NH-10	3708	753	4461	4.5
NH-24	28714	2605	31319	31.7

Delhi-NOIDA	16677	1623	18300	18.6
Delhi-Baghpat	5056	474	5530	5.6
Total	88530	10081	98611	100

Source : Transport sector plan for National Capital Region; I.I.T and ORG, 1988.

Inter-city passenger traffic pattern indicates that traffic from east bound corridors namely Delhi-Ghaziabad, Delhi-NOIDA and Delhi-Baghpat constitute major share followed by NH-2. Traffic on NH-1 and NH-10 are low.

8.2.3. Goods movement by road

Delhi is the largest centre of attraction and generation of goods traffic in NCR. About 32.6% of goods attracted to NCR region are by Delhi alone and similarly 22.0% of tonnage generated are Delhi based. Apart from Delhi, most of the bulk traffic producing towns are mostly situated within DMA.

8.2.4 Goods movement by rail

Share of railways in total goods traffic attracted by NCR excluding through traffic is only about 14%. Nearly 60% of total inwards good traffic in NCR region is destined to Delhi. The second order towns of significance is Ghaziabad, Panipat and Meerut. Delhi being a major wholesale trade centre large quantities of commodities are again moved out to the final destinations.

8.2.5 Bye passing traffic (Road based)

About two third of road based goods movement have one end of the trip outside NCR. Percentage of through traffic is relatively small. The destination breakup of out going road based goods traffic for NCTD is illustrated in the following table.

Table 3 Road based goods movement pattern

Destination	% of out going traffic from NCTD
Within NCR	30.5
Outside NCR	61.5
Bypassing	8.3
Total	100

Source : Transport sector plan for National Capital Region; I.I.T and ORG-1988.

About 87% of goods moving out of NCR originated from Delhi. As far as intra-regional traffic is concerned Delhi is the largest contributor to generated or attracted traffic followed by DMA towns.

8.2.6 Intra-city Passenger Traffic

Transport network within Delhi is predominantly used for intra-city traffic. Projected intra-urban trips by vehicular modes is estimated to be around 132.42 lakhs and nearly half of this trips are work trips. It is projected that majority of intra-urban trips will be catered by mass transport. Intra-city feeder trips will be an additional 11.3 lakh trips. Another 18.8 lakh trips would be of inter-urban nature. In total about 21% of all trips will be made by personalised fast modes.

8.3.0 HIGHWAY NETWORK IN NCTD

Delhi's growth and directions of growth are projected to contain population at 12.8 million as per MPD-2001. In order to provide for expanding housing and other requirements urban extensions are planned on about 24,000 ha. The projected traffic demand is envisaged to be catered by a multi-modal transport system consisting of road, rail, mass transit and cycle tracks. Combination of these modes are proposed to meet the requirements of Delhi-2001. As far as Delhi Union Territory is concerned, the

proposal of the NCR Plan include the requirements of regional traffic as well as the traffic generated for the functioning of Delhi for the year 2001. The proposed transport network within Delhi also take into account regional requirements.

B.3.1 Road Network

Road network of Master plan roads of 30 mt. right of way and above within Delhi Union Territory is about 625 kms in 1981. Not all Master plan roads are yet developed to full right of way. Out of this 625 kms of Master plan roads few roads are not yet developed at all. The total road network planned for the year 2001 is about 1140 kms. Which is roughly double the existing network. Most of the new roads are in the proposed Urban Extension.

B.4.0 PROPOSALS :

Mobility and accessibility requirements of Urban Delhi to a large extent dictate the network improvements. Existing transport network is grossly inadequate to meet to the present traffic demand resulting in traffic congestion and delays. In the absence of practical bypasses the regional traffic exert extra burden on the city networks. The strategy for NCTD to adequately provide for the future requirements of intra-city traffic are as below :

- a) To decentralise passenger and freight terminals to the periphery of the city where they will intercept maximum traffic and thus relieve central areas from traffic congestion.
- b) To develop a meaningful bypass around the periphery of the city for the bypassing traffic.
- c) Revitalise the ring railway and spurs for commuter movement.
- d) Develop MRTS along appropriate routes as relief to strategic road network.

B.4.1 Metropolitan Passenger Terminal

Delhi, New Delhi railway stations and ISBT at Kashmere gate are handling traffic more than their capacities. Situated in central city add to the traffic congestion by way of feeder trips. In order to effectively handle the passenger traffic four Metropolitan Passenger Terminals (MPT) are proposed

on four directions. They are at Annand Vihar, Tughlakabad, Bhartal and Holambi Kalan. MPT include rail terminal with necessary interchange with other modes and feeder facilities. Operation of present terminals will be maintained at the optimum level.

8.4.2 ISBT

Besides MPT's one enclusive ISBT to be developed near Sarai Kale Kaun along the Ring Road mainly to cater to east bound and south bound bus traffic.

8.4.3 Freight Terminals

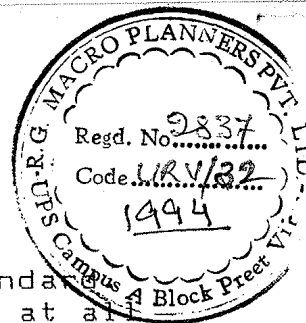
Most of the wholesale markets are at present situated in and around the walled city with poor accessibility. Initiatives are taken to shift these wholesale trade to the four freight complexes at the periphery of the city. Thus the freight movement within the city will be restricted to what is essential and consumed in the city. Incoming goods transported further to other town in the region need not enter the city. Freight complexes include rail terminal, truck terminal and wholesale market. This would supplement the Master Plan policy of decongestion and redevelopment of central areas. Most of the goods handling facilities presently in New Delhi, Old Delhi, Kishan Ganj are to be discontinued.

8.4.4 Expressway

An expressway along the southern and western periphery of Delhi is proposed connecting Mathura road near Badarpur, NH-8, NH-10 and NH-1 near Holambi Kalan. Nearly 75 km. expressway of 100 m. right of way will be fully access controlled and cater to the needs of bypassing traffic. It also interconnects three metropolitan passenger terminals and three freight complexes. In addition to the proposed road networks in the NCR region, this expressway will reduce the travel time and improve accessibility to regional towns.

8.4.5 Ring Road

Traffic projections for Delhi for the year 2001 and beyond indicate strong radial flows. There is very limited possibility of widening roads and intersections within Ring road. In order to avoid overloading and congestion of major radials it is essential to improve the ring road to a very high



level of service to an Urban Expressway standard. Ring road is proposed to have grade separation at all intersections and existing bottlenecks removed. Gain in travel time and safety is expected to offset the slightly higher travel distance on ring road. Similar to Ring road improvements are proposed for the outer ring road.

8.4.6 Bridges

In the absence of major work centres in East Delhi, Peak hour traffic for work purposes is mainly towards west crossing Yamuna over five bridges. Existing are inadequate for the future requirements of 44 lanes. It is proposed that all five bridges except Madanpur Khadar bridge to be widened to 8 lanes and Madanpur Khadar bridge to 4 lanes. To improve accessibility to bridges in East Delhi Marginal bund road from Wazirabad road to NOIDA is proposed to be developed to ring road standard.

8.4.7 Ring Rail

Railway network around Delhi is given a special status and is known as Delhi region. Five major corridors and goods avoiding line (GAL) and Delhi avoiding line (PAL) constitute the total rail network in the region. Railways in particular mainly cater to long distance passenger trips and goods movement. Sub urban commuter service has not materialised reportedly due to overloading on networks. With the provision of extra lines on Khurja, Palwal, and Meerut corridors and conversion of Rewari line to broad gauge a significant network augmentation will be achieved. With decentralisation of freight and passenger terminal to the city periphery and the construction of outer grid in NCR region, the ring rail will have spare capacity. Commuter services are proposed along ring rail and spurs within the region bound by Meerut, Hapur, Khurja, Palwal, Bhiwadi, Rewari, Jhajjar, and Rohtak. Rail commuter services to be integrated with road networks at DMA towns and other important settlements in the region. Within Delhi access to ring railway stations to be improved.

8.4.8 Mass Rapid Transit System

With increasing vehicle ownership rates and an overall improvement in mobility traffic density on strategic routes connecting major employment centres are at peak levels causing congestion, delays, accident and access difficulties. A rail based mass transit

network is proposed to connect major employment centres in central areas thus to provide relief to the congested road network. MRTS is proposed to supplement commuter services on ring rail and spurs.

8.4.9 Cycle Tracks

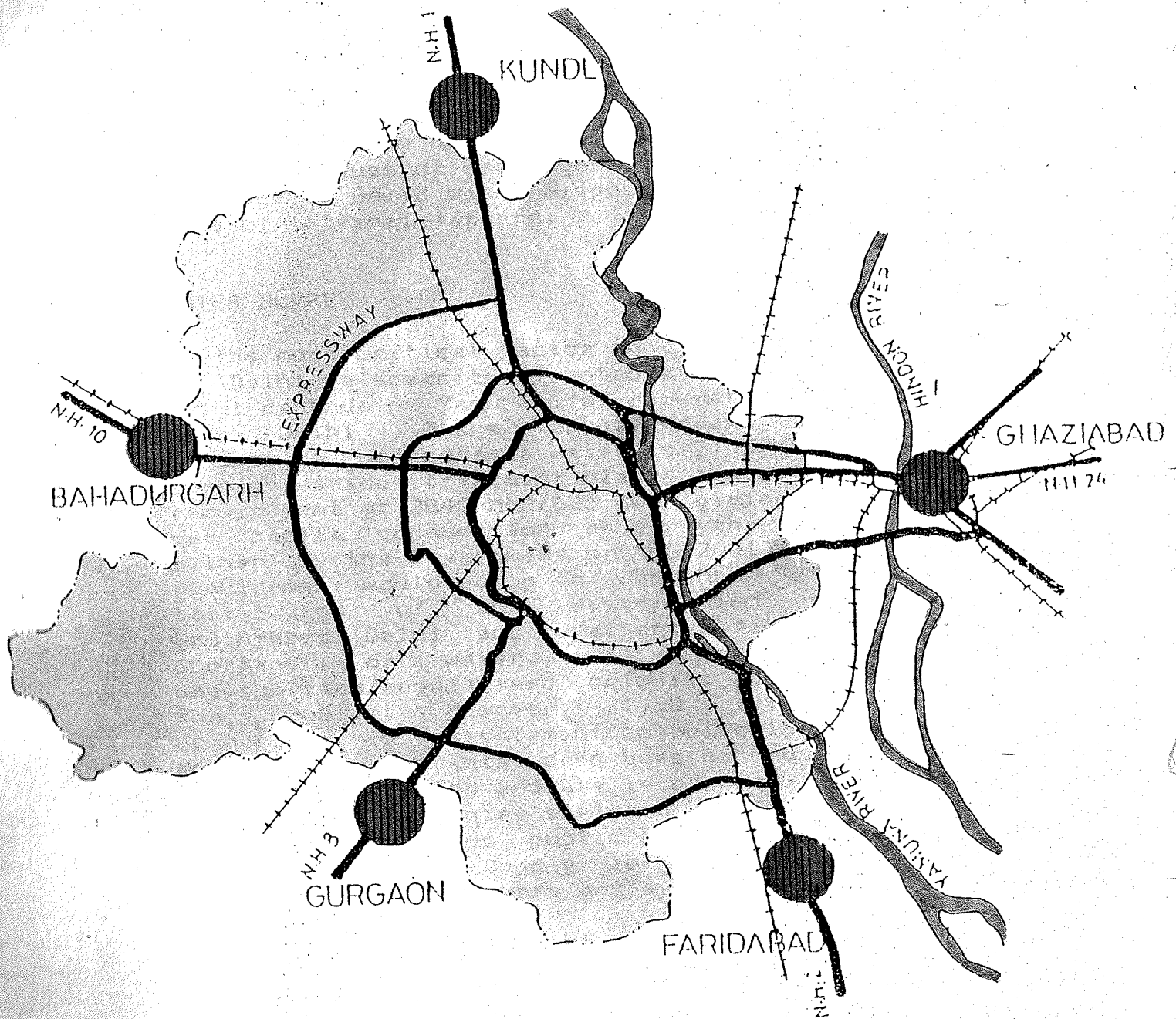
Though in percentage terms cycle trips are decreasing, in absolute terms it is increasing. Yet cycle is a potential mode of transport for short and medium trip length. In order to revitalize the use of bicycle it is proposed that all master plan roads in Urban Extension would be provided with safe cycle tracks either partially segregated or fully segregated where higher concentration of cycle trips are expected.

8.4.10 Traffic management

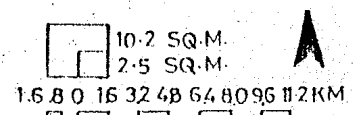
Traffic management is vital for conflicting travel demands on complex network. It is more so when it involve many modes and modal transfers. It is proposed that management schemes to be formulated to restrict use of personalized modes in central areas and to improve mass transport as an attractive mode of travel. For maintaining and regulating smooth-traffic flow computer based signals and passenger informations system should be developed on an areas basis. Initiative to traffic demand management through comprehensive parking policies should be encouraged.

8.4.11 For coordination of traffic movement and network planning, there should be a committee for Delhi and settlements in the DMA for planning and management.

TRANSPORT NETWORKS OF REGIONAL IMPORTANCE



-  UNION TERRITORY OF DELHI
-  MAJOR ROAD NETWORK
-  MAJOR RAIL NETWORK



CHAPTER - 9

INFRASTRUCTURE

9.0.0 The unprecedented growth of population is fast aggravating the services and the efficiency level. Water Supply and power scarcity problems are regional problems and can not be tackled at a local level as also the issues of drainage and telecommunications. Sewerage & Solid Waste Disposal & Management are more of internal matters.

9.1.0 WATER SUPPLY

The most critical factor in the planned developed of Delhi is scarcity of potable water. At present Delhi depends on Yamuna for raw water though part of East Delhi (Trans Yamuna) draws from Ganga. Production of potable water is 2143 MLD (472 MGD) through various treatment plants against the present requirement of 2840 MLD/625 MGD giving a much lower per capita consumption as per the standards set either by the Government or MPD-2001. By 1995 the requirement would go up to 3360 MLD (740 MGD). The tail end of the distribution system in South-West Delhi and rural areas face the maximum shortage of water. JJ resettlement, and unauthorised/regularised colonies also have to face the problem. However, (1.28 lakh) individual connection in resettlement colonies in addition to public water hydrants, deep bore handpumps, tubewells have been installed and are in process too. In some unauthorised colonies skeleton water supply through deep bore handpumps, public hydrants etc. has been extended. Water Supply is also supplemented in villages through tankers and syntex tanks.

The major development projects of DDA is North (Narela) West (Rohini Extension) South West (Dwarka) portions of Delhi is going to suffer severe set back due to non availability of water raw or treated. The development may also not be withheld as this would result in the growth of unauthorised colonies at higher rate than the present Demand forecast for the urban areas including the urban extension as per MPD-2001 the rate of 363 litres (80 gallons) per capital per day is 1127 MGD for the year 2001. With the present population of nearly 10 million the water requirement is 800 MGD with this standard. This gap between the requirements and supply is expected to widen further with time.

9.1.1 PROPOSALS

For this both long terms and short term measures are required.

SHORT TERM MEASURES

As drinking water requirements have the over riding priority as per National Water Policy, Delhi's claim over existing flows of Yamuna is legitimate over Government of U.P. and Haryana. Some of the short term measures are :-

- i) Exchange of waste water with raw water from Haryana
 - (a) by laying independent channel, the effluent from Okhla Sewage Treatment Plant can be converted directly into the Gurgaon Canal for irrigation purpose and in exchange of this Haryana could release an equivalent quantity of raw water to Delhi from the Delhi Branch of the Western Yamuna Canal System via existing regulator.
 - (b) About 40 MGD of water for irrigation is being used in certain areas of west Delhi by Haryana. It is proposed that irrigation requirement may be met by treated effluent from Delhi and the water presently used by Haryana may be given to Delhi as raw water.
- ii) Line losses in bulk transportation and in distribution
 - (a) Urgent corrective action is needed to prevent losses from Manak to Wazirabad and Munak to Haiderpur.
 - (b) In addition to this is the leakages and losses in the distributive system within the city on account of unauthorised tapping, non-timely repairs etc. Some of the trunk mains also require repairs.

LONG TERM MEASURES

1. It is suggested that high level committee may be constituted consisting of the Chief Ministers of U.P., Haryana and Himachal Pradesh and Lt. Governor, Delhi under Prime Minister/Minister for Water Resource development to draw up time bound programme for the development of water resources for Delhi and the region. A representative from

the Planning Commission may also be included in this committee. The committee may also review the progress of the proposed dams in the states.

The present situation of the dams where serious efforts are required are :

S.No.	Estimated	Share cost of Delhi crores	Amount relea- sed	water alloca- ted for Delhi MLD	Likely date of comple- tion
1. Tehri	1762	36.024	4.0	740	1993
2. Kishau	1054	187.33	Nil	1693	Project yet to be approved by Govt.
3. Renuka	412	93	0.7	1250	Project report to be finalised

2. To provide additional water supply the existing water supply of 671 MGD the existing water treatment plants would require augmentation and also construction of a new water treatment plant in North West by the year 2001 as per the table given below :

Water Treatment	Existing capacity in mgd. 1981	Needed capacity in mgd 1991	Needed capacity in mgd 2001
Chandrawal I & II	90	120	150
Wazirabad	80	110	150
Haiderpur I & II	50	100	150
Shahdara	-	150	200

New Plants (2nos) in North-West Delhi	-	150	300
Okhla	6	-	-
Renney wells	20	63	67
Local Tube well	7	7	7
Total	253	703	1024

3. Simultaneous to the implementation of the dams is the component of carrier system to convey water to Delhi. The alignment is to be undertaken by all the sub region at a priority basis especially in the DMA towns to study its need, feasibility and possible alignment instead of individual towns to take up the scheme.

(i) The committee set up by the Ministry of Urban Development has suggested Eastern Yamuna Cannal as a possible alignment for which U.P. Govt. has been asked to work out the details and time factor.

(ii) Western Yamuna Cannal should also be taken on priority for the new developments Narela, Dwarka, and Rohini may be served by this.

4. Existing supply of Ganga should be increased by U.P. Govt. as the dams would take some time to release Delhi's requirement. The possibility of using Hindon river as the channel for carrying water should be explored.

5. For rural areas the water supply has to be recouped by additional boring of tubewells.

9.2.0 SEWERAGE

About 1700 mld of sewage is generated in Delhi as of 1991, the treatment capacity is around 1270 mld. As is seen the existing capacity is quite inadequate and till 1981, 70% of population was not served by the services but by the end of 7th plan situation improved to 50% but in absolute population figures the unserved rose from 42 lakhs to 45 lakhs. This population is in unauthorised regularised colonies (201 colonies out of 553), resettlement colonies (17 out of 44), urban village (80 out of 108), unregularised

unauthorised colonies. The 8th plan proposals are to extend the services in remaining 352 unauthorised regularised colonies at the cost of 50 crores, 10 resettlement colonies at 9.90 crores by 1992 and 17 colonies at 50 crores by 1997, 5 urban villages by 1992 and 23 at the cost of 15 crores by the end of the Plan period. It is also proposed to extend low cost sanitation facilities to JJ colonies and rural villages. Industrial waste is being looked into by CPCB through DPCC in various industrial areas. There is one proposal of setting up of treatment plant for Wazirpur industrial area of 3 MGD capacity under the direction of CPCB/DPCC 50% cost of the treatment plant will be met by the industrialists and rest by the department.

9.2.1 PROPOSALS

1. The existing treatment plants have to be augmented in 3 phases as 1991, 1996 and 2001. New treatment plants have to be provided as per table given below:

EXISTING PROPOSED SEWERAGE TREATMENT PLANTS

S.No.	Treatment plants	Existing capacity in MGD	Augmented capacity by 2001 in MGD	Command Area in Hac.
1.	Okhla	124	200	17019
2.	Keshopur	72	127	11541
3.	Coronation Pillar	20	60	2308
4.	Rithala	40	80	6932
5.	Kondli	10	60	5517
6.	Vasant Kunj	2.2	5	381.5
7.	Yamuna Vihar	-	35	
8.	Papankala	-	50	
9.	Narela	-	50	
10.	Najafgarh	-	5	

11. Timarpur	12	10
12. Rohini Phase-III (Oxication Pond)		50
13. Ghitorni	-	5
Total	280	727

Source : S.E.(P), MCD.

9.3.0 POWER

The demand of power in Delhi is growing at a rate of 10-12%. The peak demand which was 754 MW in 1984-85 reached 1200 MW in 1989-90 and further increased to 1537 MW in Jan., 92. The demand as per projections made by 14th Electric Power Survey Committee of CLA is expected to reach 2532 MW by the end of Eight Five Year Plan 1996-97 and 3411 MW by the year 2000.

The power requirements are being met by DESU from its own generating stations at I.P. Station (284.1 MW), Rajghat (135 MW) and Gas-turbines (180 MW). The Badarpur Thermal Power Station (720 MW) also supplies power to Delhi. The firm availability of power to DESU from its own generating stations including Badarpur Thermal Power Station is around 800 MW and the remaining power is met by power from Northern Grid out of allocated/unallocated share in the centrally sponsored Generating Stations.

MPD-2001 has estimated the demand as 400 MW and the sources of power for Delhi from the following centre sector schemes presently under construction/consideration.

Power Plant	Installed Status Capacity in (MW)
Rihand P (Thermal)	1000 under construction
Narora P (Thermal)	470 under construction
Nathpa Jhankari (HP)	Cleared by Central Electricity Authority

Dulhasti Hydro Electric (J&K) 390 under construction

Uri Hydro-Electric Project (J&K) 480 under construction

Chamera Hydro-Electric Project (H.P.) 540 under construction

Tanakpur Hydro-Electric Project (U.P.) 120 under construction

Total 3,000

* New Generation Project as per 8th Five Year Plan Proposals.

- | | |
|---|-----|
| 1. 3 x 34.07 MW Waste heat recovery units | 102 |
| 2. 615 MW Gas Turbine Station at Bawana | 615 |

To meet the targeted demand the power distribution network is to change from existing 220 KV grid to 400 KW. To cater to this a power network is proposed with 3 major 400 KV electric sub stations in the North of Wazirabad barrage which can be located in (i) Delhi or U.P. (ii) near Bawana in West Delhi and (iii) near Bharthal in South West Delhi. This is to be fed from Northern Grid.

9.4.0 TELECOMMUNICATION

"A" The standard adopted for telephone exchanges for the capacity of 40000 lines for 4 lakh population at the rate of 10 telephone lines per 100 population areas with an area of 0.80 ha. is the standard adopted by MPD-2001. This standard is to be further increased to 17 lines per thousand population.

Telecommunication is essential infrastructure for the cohesive development of the Region. All priority towns of NCR and DMA towns should have trunk services like direct dialling facilities, to Delhi connection cable/radio media.

219- "A" - old standard

9.5.0 DRAINAGE

The general slope of the National Capital Territory of Delhi is from North to South as the direction of flow of River Yamuna. Major parts of NCTD are flood prone from river Yamuna and Sahibi river. The major drains are Najafgarh and Barapula Kushak drain in urban areas. Delhi can discharge only 2.5 lakh cusecs in Yamuna against the requirements of 3.5 lakh cusecs. The floods of '78' necessitated to strengthen embankments. Measures like embankments on entire reach in NCTD on the left bank of river Yamuna and on right bank wherever needed are required to be provided. Dhansa Bund strengthening and alternative subsidiary drain to cater to excess flood discharge over Najafgarh drain, number of feeder drains are also being constructed and are proposed along with link drains from ponds to outfall drains.

The urban extensions of Delhi would increase the discharge thus remodelling of drains and new proposals for the drainage system are to be made. For the functional drainage system co-ordination between Haryana U.P., Rajasthan and Delhi essential. (Feedback from Irrigation and Flood Control Deptt. is still awaited) Delhi and Haryana have common drainage basins, therefore a common co-ordinated drainage plan for the sub region should be prepared by Irrigation and Flood Control Deptt. of Delhi, Rajasthan and Haryana with NCRPB as co-ordination agency.

CHAPTER - 10

SHELTER

10.0.0 BACKGROUND :

It is estimated that there is a shortage of about 4.5 lakh dwelling units in Delhi, including squatter housing, shelters and co-occupancy. Master Plan for Delhi-2001 has estimated an additional requirement of housing at five year interval as given below :

	New housing required '000	Average per year '000
1981-81	323	65
1986-91	379	76
1991-96	434	87
1996-2001	483	97

10.1.0 ISSUES :

i) Squatter population and houselessness :

According to the recent estimates, more than 2.4 lakhs households are living in squatter settlements/JJ clusters in Delhi. Inability of this lower economical group to afford a suitable housing option offered by the agency leaves them with almost no option other than to squatt. It is estimated that squatter families in Delhi are growing at the rate of 20 to 25 thousand per annum. Most of these families are migrating from the area in the NCR and beyond.

ii) Although no firm figure are available but it is estimated that a large scab of housing registerants with DDA are from outside Delhi.

iii) The central city areas like Shahajanabad and Karol Bagh etc. Which are highly congested and were built in 18th/19th century; are suffering with problems of over crowdings, inadequate services, lack of

facilities and dilapidated structures. Urban renewal scheme for these areas needs to be taken up, as provided in MPD-2001.

iv) A sizeable population living in Urban villages, unauthorised colonies, resettlement colonies, do not have adequate access to municipal water supply & sanitation facilities.

10.2.0 PROPOSAL :

In order to meet the goals of metropolitan housing policies in the capital and to improve the housing supply rate, following is recommended :

i) Joint venture for development of new town projects with work centres and housing with incentive to encourage the entrepreneurs and those working in these enterprises to shift these new towns/DMA settlements.

ii) The public housing agency to only act as a facilitator in the entire process of housing development.

iii) Legal and policy changes for greater mobilisation of private sector in housing supply/improvement. Encourage housing, cooperatives by preferential land allotment and other shelter related activities.

Q21- Do we want to create one more Authority

CHAPTER - 11

SUB-REGIONAL LAND USE

11.0.0 SUB-REGIONAL LAND USE

The Sub-regional landuse plan for the National Capital Territory of Delhi depicts broad landuse for balanced and harmonious development of the sub-region in relation to the development policies for the DMA towns and rest of the region. The land use shall be supplemented by the MPD-2001 in case of specific uses. The sub-regional plan therefore is more of an overall policy plan prepared within the framework of Regional Plan-2001 and conforms with the provisions of the NCR Act, 1985.

11.1.0 EXISTING SUB REGIONAL LANDUSE PATTERN

The National Capital Territory of Delhi is tremendously under pressure of urbanisation. Areas around village abadies, rural areas along major entry routes and those touching the existing urban limits are under threat of conversion from rural to urban in an haphazard manner. Similarly, fringe areas on the borders mainly in the adjoining towns of DMA are being exploited mostly by the organised urban developments by the concerned state Governments right from the borders of the NCTD. The magnitude of these developments is so alarming that the enforcement and regulatory machinery has not been successful in handling the situation. Even the supply rate of developed urban land in Delhi has not been increasing at the desired pace due to limited physical and financial resources of the Government agencies responsible for urban development.

The landuse characteristics in the National Capital Territory of Delhi is influenced by two factors

(i) The rapid growth of squatter settlements mainly due to the influx of migrants to the city, seeking employment opportunities and

(ii) The rapid increase of unauthorised colonisation by premature and speculative sub-division of mostly the rural land for urban activities. Both these phenomenas, have widely contributed to the gap in the availability of infrastructure and developed land;

provision of which is largely the responsibility of the government. With the proposed improvement of transport network and a restrictive policy of planned development pursued in the city there is a school of thought that the living environment in the capital would be threatened in the near future on account of the following :

- i) Time lag/delay in real impact of the policies of balanced regional development in retarding the migration to Delhi.
- ii) Lack of preparedness by the civic agencies in order to handle the likely migrants in terms of their shelter, infrastructure and transport needs.
- iii) Weaknesses of the enforcement machinery on account of interference and humanitarian aspects involved in dealing with weaker sections.

11.2.0 ISSUES

i) The process of urbanisation in Delhi is comparatively faster than other towns in the region. As a result of this, the Delhi Urban areas has been expanding at a rapid pace. It has also come to notice that in Delhi there is also rural to rural migration and as a result of which in every census a number of rural villages are designated as census towns (Ref. table 11.1) also most of the rural settlements are growing at rapid pace.

In view of this Delhi has to realistically assess its urban land requirements for working out a rational landuse pattern in the sub-region for preserving and protecting the undesirable and haphazard growth of land.

ii) The Natural features in the area i.e. the ridge and the river Yamuna on one hand and the green belt/green buffer on the other, are most sensitive to manmade damages. Since these features are closely related to the eco-system, stringent policy needs to be evolved to avoid the manmade disturbances, particularly on these features.

11.3.0 PROPOSALS

i) Protection of vital natural resources

Protection of natural resources is vital in preserving the environment and eco-system. Emphasis is, therefore, required for afforestation of the ridge as identified in MPD-2001 with indigenous species of trees and protection by declaring it as a protected forest area. for controlling pollution in the river, strict enforcement of Water Pollution Act and a action plan similar to the 'Ganga Action Plan', is required. The land in the river bed where possible to be afforested to protect it from encroachment, part of the river stretch be taken up for river front development.

ii) Development of green belt/green buffer

The land around main routes specially near the peripheral towns is very vulnerable to encroachment, therefore, green belt with strict controls is to be developed on priority. In the green belt the major activities will be particularly

- i) High value cash crops;
- ii) Gardening;
- iii) Social forestry;
- iv) Cemeteries;
- v) Recreation or leisure.

A green belt up to a depth of 2 km. (as specified in MPD-2001) or less is to be established. A green buffer of 100 mtr. of width on either side of national highways and expressways and 60 mtr. green buffer on arterial roads is to be developed on priority.

iii) Development of rural land

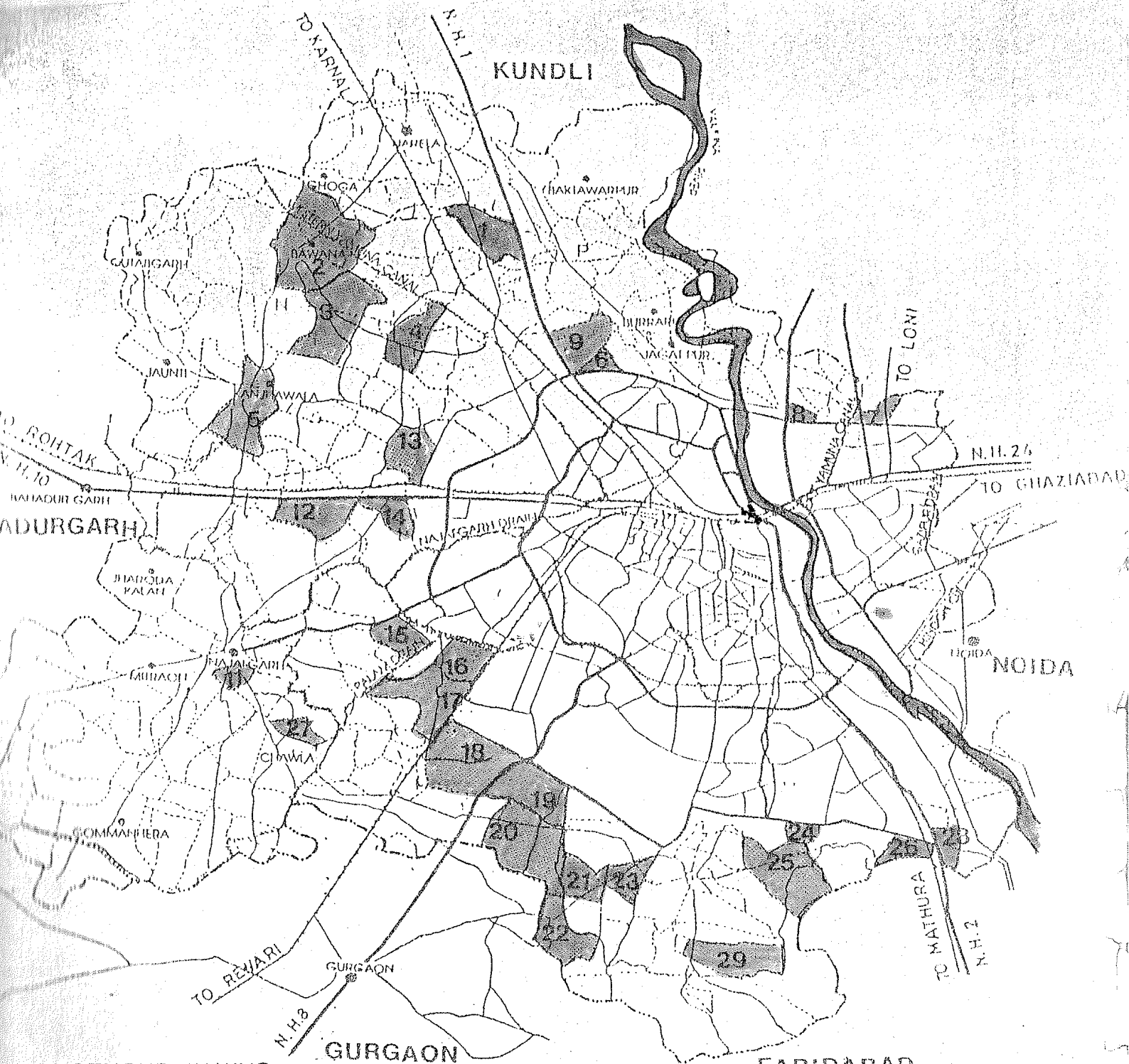
This includes mostly agricultural land between the proposed urban extension and the green belt on the periphery. A rural bodies, forests and selected space extensive public and semi public facilities are generally located in this

area. In Master Plan for Delhi-2001, there is a proposal to develop certain growth centres in this area to serve needs of surrounding villages and establishing link between them with the urban area. A heirarchy of settlement system is proposed in the sub-regional plan for this area as in MPD-2001.

ADAD

CENSUS TOWNS (1991)

NATIONAL CAPITAL TERRITORY OF DELHI



CENSUS TOWNS

- | | | |
|---------------------------|---------------------|---------------|
| 1 ALIPUR | 11 DICHAN KHURD | 22 YAHYANAGAR |
| 2 BAWANA | 12 MUNDAKA | 23 SULTAN PUR |
| 3 POONIKHURD | 13 SULTAN PUR MAJRA | 24 TIGRI |
| 4 PAHALADPUR - | 14 NANGLOI JAT | 25 DEOLI |
| 5 BANGER | 15 BINDA PUR | 26 PUL PEHLAD |
| 6 KANJIAWALA | 16 NASIR PUR | 27 IAJ PUR |
| 7 BHALSWA JAHAGIR | 17 PALAM | 28 MOLAR BAND |
| 8 GOKULPUR | 18 NAGAL DEWAT | 29 ASOLA |
| 9 BABAR PUR | 19 RANGPURI | |
| 10 JAFFARABAD | 20 RAJOKARI | |
| 11 GHARONDA NEEMKA BANGER | 21 GHITORNI | |
| (PATPARGANJ) | | |

SOURCE :- CENSUS OF INDIA 1991 DELHI (SERIES - 31)

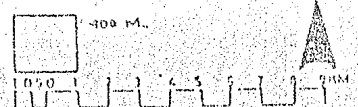


TABLE NO. 11.1

I. CENSUS TOWNS-1991	TOTAL - 29 TOWNS
A. New Census Towns (not included as C.T. in 1981 census)	
1. Khanjwala	6100
2. Gharonda Neemka Burger (Patparganj)	22945
3. Mundaka	17380
4. Nangla Dewat	7657
5. Rangpuri	3251
6. Rajokri	11766
7. Ghitorni	6254
8. Yahya Nagar	4405
9. Sultanpur	8365
10. Tajpur	5882
11. Asola	5061
B. Census Towns of 1991 which are a part of Urban Aggloration	
1. Bhalsawa Jahangir pur	95065
2. Gokal pur	49186
3. Babar pur	47451
4. Jafrabad	17492
5. Dichon Khurd	13870
6. Sultanpur Major	11567
7. Nagloi Jat	76063
8. Bindapur	36148
9. Nasir pur	81366
10. Palam	98975

11. Tigri	34416
12. Deoli	33214
13. Pul Pehlad pur	14343
14. Molarbund	19629

C. Census Towns of 1991 which were not a part of Urban Agglomeration.

1. Alipur	9256
2. Bawana	18999
3. Pooth Khurd	8293
4. Pehlad pur Bugar	4832

II. Declassified (not included as C.T. in 1991) Census Towns of 1981 (all part of Urban Agglomeration in 1981 except no. 8).

1. Samepur
2. Mandoli
3. Kotla
4. Nangloi Sayad
5. Mahipal Pur
6. Chhater Pur
7. Lado Sarai
8. Bijwasan

CHAPTER - 12

ENVIRONMENT AND ECOLOGY

12.1.0 BACKGROUND AND PRESENT STATUS

The major attributes considered for environment and Ecology for the Delhi sub region are as :

- i) Ecology and Natural Conservation
 - a) Air
 - b) Water-River Yamuna
 - c) Ridge
 - d) Park and Green areas/Plantation

12.1.0 POLICIES AND PROPOSALS OF REGIONAL PLAN 2001, FUNCTIONAL PLAN DMA AND MPD-2001.

12.1.1 REGIONAL PLAN-2001

i) Air Pollution

Pollution impacts have to be identified through appropriate field research studies to establish levels and types of industrialisation for different sub-region.

ii) Water Pollution

- a) Only treated industrial and urban waste effluents of the requisite pollution control standards to be permitted to be discharged in water and land.
- b) New industrial areas/estates to have in situ effluent treatment facilities.

iii) Sewage disposal :

Recycling of waste for irrigation and other purposes, low cost sanitation system for areas where conventional system is not available.

iv) Solid waste :

Urban and agricultural solid waste for nutrient

and energy. Technical help and training through Voluntary Organisations.

v) Location of Industries

Industries to be located in respect to pollution propensities.

- vi) Afforestation programmes for all barren and unclutivable land, all settlements to be surrounded by green belt of adequate vegetal and biomass cover through social/urban forestry or agrohorticulture programmes.
- vii) Co-ordination Committee is to be established for NCR for prevention and control of pollution.

12.1.2 REMEDIAL MEASURES AS PER DRAFT DMA FUNCTIONAL PLAN

1. Existing Hazardous and obnoxious industrial units are to be shifted on priority within a period of three years. Existing heavy and large industries to shift to DMA and NCR in respect to National Industrial Policy and NCR Plan. Shifting of extensive industrial units to the extensive industrial zone within a period of three years. No new industrial estates to be developed in Delhi.
2. Industrial areas to have joint effluent treatment facilities.
3. River Channelisation, Pollution Control and River Front Development of Yamuna to form a composite project.
4. Ridge
 - i) Wild life sanctuary in ridge area in collaboration with Haryana Government and Delhi Administration.
 - ii) No conversion of forest into parks, ban on construction activities and removal of unauthorised construction. Development of parks at peripheral areas to act as buffer zone for the ridge.
 - iii) Intensive afforestation measures of the denundated pockets.
 - iv) Single authority for preservation of the total ridge.

12.1.3 PROPOSAL AS PER MPD-2001

i). Natural Features

The major natural features in Delhi areas are the Ridge and river Yamuna. The ridge should be conserved with upmost care and should be afforested with indigenous species with minimum of artificial landscape.

River Yamuna now has a high level of pollution, which is mainly from the untreated sewerage and waste from industrial areas. Strict enforcement of Water Pollution Act is needed to keep the river clean. Channelisation of the river front development scheme.

ii) Lung Spaces

Area reserved for parks are recommended to be developed for intensive recreational activities. At least 30 per cent of the district parks area should be developed as woodland for ecological stability. Due emphasis is given on the development of sports facilities for a large groups in the form of neighbourhood play area, district and divisional sports centres.

iii) Replantation

There are large number of trees in parks, which have completed their full span of life. This is specially true of the trees in New Delhi area. Replantation as a cyclic process is recommended.

iv) Water and Air Pollution

Water and air pollution based on available studies, is increasing. In case of water pollution diversion of discharge of waste water from major drains into the sewerage system to be followed by adequate waste water treatment has been recommended. Six areas have been identified as Pollution Control Areas.

In addition to this the proposal for Industries, solid waste collection, conservation, Revitalisation and Environmental improvement measures are intended to lead to a healthier environment.

12.2.0 POLICIES AND PROPOSALS

- i) The NCR plan recommendation of allowing large and medium scale industry for a period of 10 years in the DMA. At the expiry of 10 year no more industries units of this type be permitted in the DMA town.
- ii) Delhi to be provided with electricity basis MRTS system.
- iii) At periphery of the NCTD and the adjoining states there should be 2 km depth green belt of either side which should in due course to be planted with trees. This would check air pollution.
- iv) River channalisation, pollution control and river front development to be taken by the DDA as a project of special significance.
- v) There should be a Coordinated conservation of Ridge in Delhi, Haryana and Rajasthan.

CHAPTER - 13

STRATEGIES AND PRIORITY AREAS FOR DEVELOPMENT

13.0.0 CONTEXT

The policy thrust and the pressing need to have balanced regional development is well laid down in the Regional Plan-2001 for NCR as well as in the Master Plan for Delhi perspective-2001. The Sub-regional plan not only provides a vital link between these two plans, but aims to highlight policy actions in conformity with planning and development in the adjoining states. While the conceptual realisation of regional planning in Delhi was felt as early as in 1960, there is a lot which needs to be done in identifying the priority areas definite actions in Delhi as well as in the participating states. In fact, the 1991 census has put forth in clear terms that the growth trends in Delhi, specially the contribution of immigrants have not changed. Whereas the efforts of planned development have lagged behind in -

- i) development & delivery of urban land in Delhi.
- ii) desired level of induced growth anticipated in the DMA priority and counter magnet towns in NCR.

This is resulting to situation of congestion, environmental pollution, growth of slums, squatter settlements and unauthorised colonies all over the city. Hence the realistic planning would be to plan for the normal growth for the short terms phase of next 5-7 years in Delhi and take strict time bound positive development actions in the NCR; so that desired results are apparent beyond this phase. Otherwise with the present development policies, the future planning would always remain unrealistic and would be over taken by events.

13.1.0 PREPARATION OF ACTION PLAN/PROGRAMMES

As suggestion in the regional plan, once the sub-regional plan is approved, specific action plan/programmes need to be detailed out for implementation of the sub-regional plan. Some of the priority areas which require actions are as given below :

i) Restriction on employment generating activities

(a) Action plan for closure of hazardous and noxious industries in Delhi. Preparation of broad guidelines about the utilization of land so vacated. Finalising a desired tie up between the industrial unit and the concerned town development authority in the region where it could be relocation.

(b) Development of a set of stringent controls to be practiced with regard to opening of new central Govt. and PSU offices in Delhi. Also preparation of plan for closure/shifting of certain Govt./PSU offices from Delhi to selected DMA/priority towns in the region.

(c) Finalising a development programme for the proposed freight complexes in Delhi of a size, required to serve the needs of the capital.

- ii) Action plan and programme to check the urban sprawl of unintended growth particularly in an around villages, on vacant lands within the urban areas, areas along the transport corridors and areas notified as forest/ridge.
- iii) Action plan and programme to check and control of Air, water, land and noise pollution in the city. Specified measures to be identified for upgridding the quality of river water within the stretches between Wazirabad and Okhla due to discharge in the open drains and municipal sewerage; air pollution due to automobiles and the thermal power plants, and land pollution due to lack of proper sanitation facilities.
- iv) Preparation of an integrated drainage plan for the entire DMA taking into account the development proposed in Delhi and the adjoining towns for flood protection and surface run off.
- v) Programme and projects to highlight the image of the city as a capital of the largest democracy by developing city tourism, convention centres sports stadium, river front, facilities for international banking and trade MRTS etc and schemes for protection of urban heritage.
- vi) Introduction of a multi modal mass transportation system and development of proposed metropolitan passenger terminals, freight complexes, expressways in extension areas and trains in the central city areas. In a phased manner.

- vii) Preparation of detailed development plan for Najafgarh town designated as a proposed sub regional centre and 11 growth centres envisaged as service centres. Also upgradation of about 80 km rural road length for improved linkages.
- viii) Identification of complete areas under ridge i.e. the northern, central and south central and southern. A definite plan/scheme for protection, afforestation and notification of the ridge as reserved forest, under the Forest Act; with a view to check urban encroachment.
- ix) Pursue adjoining states to develop areas specifically for industries regional wholesale trade and commerce and offices in selected towns so that all such economic activities, which closedown in Delhi are housed in the Region. Appropriate level of housing, infrastructure, transport and ancillary facilities which are essential prerequisites for effective functioning are developed with the help of NCR Planning Board.
- x) Joint venture schemes may be drawn by NCTD, NCRPB and the concerned state with a view to solve specific problems e.g. squatters, raw water, power, drainage, speciality markets, development of expressway, industrial townships etc.

13.2.0 PLAN MONITORING & REVIEW

Regular review of the socio-economic changes in the NCT Delhi and the NCR together with the evolution of action programmes envisaged is essential for timely modifications in the plan policies. Also there would be consequential refinements required in the plan due to revision of the Regional Plan. Hence for the Plan to be responsive, preparation of action plans, review and monitoring are to be taken up on continued basis. As part of the review and monitoring frame the sub regional plan would have to be phased suitably to achieve the plan objectives.

Phase I : Programmes corresponding to the remaining part of 8th Five Year Plan i.e. (1992-97).

Phase II : Programmes corresponding to the 9th Five Year Plan (1997-2002) and part upto 2001.

The success of the sub regional plan of NCT Delhi is key to the success of the regional plan and depends not only on the performance of the actions taken within NCT Delhi but also the simultaneous actions taken by other participating states in the region. In fact, reversal of the trend on immigration would take at least about 7 to 10 years to show definite results provided the actions envisaged are initiated now. Under these circumstances any delay in implementation of sub regional and regional development policy would make the things bad to worst in Delhi.

The specific aspects which have a significant effect on regional and sub regional development policies and require monitoring periodically at 3 and 5 year interval are :

i) Demographic profile

- a) Growth rate-natural and immigration (3 years)
- b) Identification of areas causing migration, (5 years)
- c) Population size-urban & rural (5 years)
- d) Revised projections (5 years)
- e) Squatter population (3 years)

ii) land acquisition and development

- a) Within NCT Delhi (3 years)
- b) In DMA towns (5 years)
- c) In priority towns (5 years)
- d) Unintended urban sprawl (3 years)

iii) Dispersal of economic activities

- a) closure of industries (1 years)
- b) development of industrial areas outside NCT Delhi (3 years)
- c) shifting of wholesale markets (1 years)
- d) development of freight complexes (3 years)

- e) development of wholesale trade in DMA/Priority towns (3 years)
 - f) Relocation of offices (3 years)
- iv) Development of transport network
 - a) Road/expressway in NCTD (1 year)
 - b) Development of Metropolitan terminal (3 years)
 - c) MRTS (3 years)
 - d) Regional rail bypass (3 years)
 - e) Regional grid road (3 years)
 - f) Total PCUS on NH on entry routes to NCT Delhi (1 year)
- v) Infrastructure development
 - a) Additional raw water arrangements (1 year)
 - b) Additional power generation (3 years)
 - c) Drainage improvement and incidences of floods. (3 years)
 - d) Telecom waiting list (3 years)
 - e) Milk distribution (3 years)
 - f) Improvement of sewerage system (5 years)
 - g) Low cost sanitation programme (3 years)
- vi) Environmental Health
 - a) Pollution air, water, noise (1 year)
 - b) Protection of ridge area notified (1 year)
 - c) Development of recreational area (1 year)
 - d) River front development (3 years)
 - e) Slum rehousing (3 years)
 - f) Squatter relocation (3 years)

- g) Improvement of squatter settlements & villages (1 year)

A plan monitoring unit with modern data processing facilities in the Delhi Administration should be set up for collection of all the primary and secondary data required for analysis. The results would be useful for refining the plan policies.

13.3.0 IMPLEMENTATION OF SUB REGIONAL PLAN

Implementation of sub regional plan envisage actions by the concerned department of NCT Delhi, Delhi Development participating state Govt's through NCRPB, and a few central ministries. Once the sub regional plan is approved the NCR Planning Cell shall prepare specific action programmes/projects for implementation by the concerned authority. The programme shall then be monitored by the plan Monitoring Unit to be set up in Delhi Administration. In case of programmes/projects to be implemented by one of the participating states in the region, the secretariat of the NCR Planning Board shall receive the progress report from the state on six monthly basis. Progress on the projects of other Central Ministries shall be coordinated by the NCRPB through Ministry of Urban Development.

As regards monitoring of urban sprawl NCRPB may make arrangements for availability of satellite imageries/aerial photographs of the NCT Delhi and the adjoining DMA towns.

13.4.0 RESOURCE MOBILISATION

Besides a separate special component of NCR in the NCT Delhi Plan, implementation of sub regional plan would require additional finances. These could be mobilised partly from the funds through NCRPB, Central Ministries and concerned state Governments for interrelated projects. National and international financial institutions could also be mobilised depending upon the extent of the financial involved. Private sector could also be suitably involved in the development schemes. The exact participation and terms of involvement would be known when the physical and financial details of the project are worked out.

13.5.0 JOINT VENTURE SCHEMES

In the plan there are definite proposals of closure and relocation of selected economic activities from NCT Delhi to other towns in Delhi Metropolitan areas and priority towns. The past experience of implementation to this concept have not been encouraging due to involvement of number of agencies on one hand and complexity of factors. In order to streamline definite positive action it is proposed to taken up such projects on joint venture basis with NCT Delhi, NCRPB and concerned state willing to accomodate such economic activities. This would relieve the NCT Delhi of the responsibility to acquire and develop new areas in Delhi. NCT Delhi could provide curtail financial and technical support where as the concerned state would be the field agency responsible for acquisition and development of land.

Annexure

PROPOSED MODIFICATION IN THE SALES TAX STRUCTURE OF DELHI

Sales Tax is levied on intra-state (local) and inter state (central) sales of goods under the provisions of Delhi Sales Tax Act, 1975 and the Central Sales Tax Act, 1956 respectively. Under the local Act, the tax is leviable as laid down in the Schedules. In the First Schedule, the maximum rate of tax which can be levied is 12%. In the Second Schedule, the maximum rate leviable is 4% and the Third Schedule covers such commodities which are tax exempted. The taxable turnover in respect of any food or drink served for consumption in a hotel or restaurant with which a Cabaret, floor show or a similar entertainment is provided is a 40%. In respect of all other goods, the maximum rate of tax leviable is 7%. Under the Central Act, the rate of tax on sales in the course of inter-state trade or commerce is 4%, if sold to a registered dealer/Govt. The rate of Central sales Tax on the export of imported goods is 2% in the National Capital Territory of Delhi in case such goods do not undergo any process or change in identity. This has been done by notification issued by the Govt. of India under the Central Sales Tax Act on 21st October, 1975. This notification is applicable to all goods other than those specified in the First Schedule of Delhi Sales Tax Act, 1975 subject to certain conditions.

In the various meetings of NCR Planning Board, the neighbouring states have been highlighting that the rate of sales tax is generally lower in Delhi than in the adjoining States resulting in diversion of trade. With this end in view the NCR Planning Board has suggested rationalisation of fiscal structure in the National Capital Region. As a first step to rationalise the tax structure 29 items on which the minimum consensus floor level rate needs to be adopted in the first stage. The NCR had also suggested certain other commodities, viz. textiles and readymade garments, foodgrains, fruits, autoparts and machinery, basic raw material, other material, chemicals, metal products and machiner, mineral products, miscellaneous items and building material, number 64 in total, where minimum consensus floor level rate also needs to be arrived at. Of these 29 items are already taxed at the rates suggested by the NCR Planning Board. There are 6 items on which the existing rate is different from the rates suggested by the NCRPB. The 29 commodities on which there is a national consensus are as follows :-

S.I.	Commodity	Rates in Delhi	Rates proposed by NCRPB
1.	Motor vehicles etc.	6/10	10
2.	Tractors, components etc.	5	4
3.	Refrigerators	10	10
4.	Wireless instrument etc.	10	10
5.	Cinematographic instruments etc.	10	10
6.	Photographic instruments etc.	10	10
7.	All clocks, time pieces watches	10	10
8.	Iron & steel safe etc.	10	10
9.	All arms incl. rifles revolvers and pistol etc.	10	10
10.	Cigarrette cases	10	10
11.	Dictaphone etc.	10	10
12.	Office machine and apparatus incl. typewriters	10	10
13.	Binoculars	10	10
14.	Gramophones, record players, record changers	10	10
15.	Sheets, cushion etc.	10	10
16.	Vaccum flask etc.	10	10
17.	Cosmetics etc.	10	10
18.	Upholster furniture etc.	10	10
19.	Furs and Articles of personal or domestic use	10	10
20.	Parambulators incl. push for babies	7	10
21.	All types of glazed and vitreous tiles etc.	10	10
22.	All carpets floor rugs etc.	10	10
23.	Ivory articles etc.	10	7
24.	China wares and porcelenewares	10	10
25.	Foreign liquor etc.	10	10
26.	Precious stones etc.	10	10
27.	Aeroplanes & components parts	7	10
28.	Electroplated articles etc.	7	10
29.	Lifts whether operated by electri- city or hydroelectric power etc.	10	10

This Admn. has already moved a proposal to enhance the rate of tax on items at Sl.No. 20, 23, 26 and 28 from the existing 7% to 10% as proposed by NCRPB. In Delhi, the motor vehicles are exigible to tax @ 10% except the vehicles with engine capacity below 1000 cc which are taxed @ 6%. The Admn. has also moved a proposal for rationalisation of tax structure on various types of motor cars in the area of northern region. At this stage the tractors and their parts. since, as per information, the existing rate of tax on tractors and components thereof in the neighbouring

states is also higher than the rate suggested by NCR, i.e. 4%, we have sought information from the neighbouring states as to have the prevailing rates in these states, before any formal proposal is mooted. Regarding Aeroplanes and components thereof, they are taxed @ 7% in Delhi. Since as per information there is no sale of these items it is immaterial whether we increase the rate or not.

Regarding 64 commodities on which a minimum consensus floor level rate needs to be arrived at, NCRPB has suggested a minimum floor level rate. Out of these 64 commodities, 44 commodities find mention in our proposal (copy enclosed) pending with the Govt. of India for enhancement of rate of tax. The rates proposed by the Admn. are as suggested by the NCRPB. Only in respect of 20 items no formal proposal has been mooted. These 20 commodities are as under :-

Sl.No.	Commodities	Rates in Delhi	NCR Rate
1.	Goods of canvas clothes	5%	8%
2.	Quilt Covers costing less than Rs. 15/-	2%	8%
3.	Coal	3%	4%
4.	Industrial Chemical	7%	8%
5.	Furnace oil	7%	8%
6.	Hydrolic Brake fluid	7%	8%
7.	Dye and Dry colours	7%	8%
8.	Industrial machinery/plan	7%	8%
9.	Parts of inudl. machinery	5%	8%
10.	Non-ferrous metals	4%	8%
11.	Petrol	7%	8%
12.	Aviation spirit	7%	8%
13.	Building stones	7%	8%
14.	Marbles and chips	7%	8%
15.	Asbestos sheet	7%	8%
16.	Bricks	7%	8%
17.	Timber and Bamboo	7%	8%
18.	Plywood and Staw Board	7%	8%
19.	Packing material	5%	8%
20.	Bituman/asphalt	7%	8%

Most of these commodities find mention in General Schedule where the maximum tax chargeable under the Act is 7%. The 3 commodities, viz. petrol, aviation spirit which are included in the first schedule and Coal which is in the Second Schedule of Act, the rate of tax as proposed by NCR can be considered. As such for enhancing the rate of tax on remaining 17 commodities from the existing 2% -7% to 8%, the maximum rate of sales tax which could be levied under the General Schedule of Act would have to be raised. This requires amendment of the Act. The Admn. is already

examining the proposal.

Regarding the other issue, i.e. the rate of Central Sales Tax on the export of imported goods @ 2% in the NCT of Delhi in case such goods do not undergo any process or change in identity, it is submitted that this has been done by notification issued by the Govt. of India under the Central Sales Tax Act on 21st October, 1995. This notification is applicable to all goods other than those specified in the First Schedule of the Delhi Sales Tax Act subject to certain conditions. This seems to have been done to safeguard the distributive trade in Delhi. Of the total business transacted in Delhi, it is estimated that about 35% is inter-state sales and, as such, withdrawal of this concession may adversely affect Delhi's economy. The position regarding the rate of sales tax on re-export of goods imported from other States is as under :

- (i) On all items covered under First Schedule of Delhi Sales Tax Act - 4%
- (ii) On items other than those in the First Schedule @ 2% which have been imported into Delhi and exported outside without undergoing any process or any change in identity and who have already been subject to a tax under the said Act in respect of sale in the course of trade or inter-state commerce, which resulted in the import of the goods into the UT of Delhi.

While examining the agenda item for the meeting of the preparatory Committee of the Inter-State Council, L.G., Delhi had minuted as under on 2.11.1992 :-

"I endorse CS's views, but at this stage when Delhi is without a democratic set up, any step or agreement which seeks to change the character of Delhi's trade will be considered insensitive, even the local political set up may be persuaded to adopt a conscious decision against tendency to increase immigration. At this point of time, we may adopt a middle course, reflect our views to G.O.I. and take a conciliatory posture at the meeting with a view to protect the interest of the trade."

Accordingly, we had informed the Govt. of India (MHA) vide letter dated 3.12.91 that the concept of NCR should be implemented as a package deal binding on all the concerned States. At this stage, when Delhi is without a democratic set up, any step or agreement which seeks to change the character of Delhi's trade will be considered insensitive. Under the Compulsion of circumstances, the local political set up maybe persuaded to adopt a conscious decision against the tendency to increased immigration.

Annexure-2

(TO BE PUBLISHED IN PART IV OF DELHI GAZETTE EXTRAORDINARY)
GOVERNMENT OF NATIONAL CAPITAL TERRITORY OF DELHI FINANCE
(GENERAL) DEPARTMENT
5, SHAM NATH MARG, DELHI-110054

Dated :

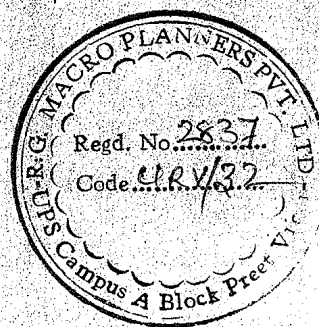
NOTIFICATION

NO. F.4 (44)/90.Fin.(G) (ii) :- WHEREAS, the Lt. Governor of the National Capital Territory of Delhi is of the opinion that it is expedient in the interest of general public so to do.

Now therefore, in exercise of the powers conferred by the third provision of sub-section (1) of section (4) of the Delhi Sales Tax Act, 1975 (No. 43 of 1975), and in partial modification of this Government notification No. 4(73)/74-Fin. (G) dt. 21.10.1975 the Lt. Governor of the National Capital Territory of Delhi with the previous approval of Central Government, hereby directs that the rate of tax in respect of the taxable turnover of the goods specified in the First Schedule shall be as noted against each :-

Name of the goods	Rate of tax
1. Motor vehicles, including chasis of motor vehicles, motor tyres and tubes accessories, component parts and spares parts of motor vehicles and motor bodies excepts the motor vehicles specified hereinafter in clause (a)	Ten paise in the rupee. Six paise in the rupees.
a) Fuel efficient motor cars of Engine capacity below 1000 cc.	
2. Motor cycle and motor and cycle combination; motor scooters motorettes and tyres and tubes an accessories component parts and spare parts of motor cycles motor scooters and motorettes.	Ten paise in the rupee
3. Refrigerators, Air-conditioning and other cooling appliances and apparaturs including room coolers and water coolers and component parts, spare parts and accessories thereof.	Twelve paise in the rupee.

4. Wireless reception instruments and apparatus, radios and radio-gramophones, televisions sets accumulators, amplifiers and loudspeakers and spare parts, component parts and accessories thereof, and electrical valves. Twelve paisa in the rupees
5. Cinematographic equipments including cameras, projectors and sound recording and reproducing equipment and accessories required for the use therewith, and lenses, films and cinema carbons. Twelve paisa in the rupee.
6. Photographic and other cameras and enlargers, lenses, films and plates, paper and other components parts, spare parts and accessories required for use therewith including photographic chemicals and photographs but excluding X-ray apparatus and components parts and accessories thereof. Twelve paisa in the rupee.
7. All clocks, time pieces, watches electrical time switches and mechanical timer and component parts, spare parts and accessories thereof. Twelve paisa in the rupee.
8. All arms including rifles, revolvers pistols and ammunition for the same and component parts and accessories thereof. Twelve paisa in the rupee.
9. Cigarette cases and lighters Twelve paisa in the rupee.
10. Distaphone, Tape-recorders and other similar apparatus for recording sound and component parts, spare parts and accessories thereof. Twelve paisa in the rupee.
11. Sound transmitting equipment including telephones and loudspeakers and component parts, spare parts and accessories thereof but excluding sound amplifying apparatus carried on the person and adopted for use as hearing aid. Twelve paisa in the rupee.



12. Typewriters, tabulating calculating cash registering, indexing card punching, franking and addressing machines, teleprinters and duplicating machines and components parts, spare parts and the accessories thereof. Twelve paisa in the rupee.
13. Binoculars, telescopes and opera-glasses and component parts, spare parts and accessories thereof. Twelve paisa in the rupee.
14. Gramophones, record players, record changers and component parts, spare parts and accessories thereof and records and needless Twelve paisa in the rupee.
15. All electronic goods Ten paisa in the rupee.
 - (a) All electrical goods other than torches, torch cells and filament lighting bulbs. Ten paisa in the rupee.
16. Table cutlery including knives and forks but not including spoons Ten paisa in the rupee.
17. All types of sanitary goods and fittings. Twelve paisa in the rupee.
18. (i) All goods of glass but not including plain glass panes, optical lenses, hurricane lantern chimneys, thermometers, bangles and scientific apparatus and instruments made of glass. Twelve paisa in the rupee.
 - (ii) Glazed earthenware Twelve paisa in the rupee.
 - (iii) Chinawares including crockery Ten paisa in the rupee.
19. Vacuum flask of all kinds (including thermoses, thermic jug, ice buckets or boxes urns and other domestic receptacles to keep food or beverages hot or cold) and rifles thereof. Twelve paisa in the rupee.
20. Liquor (foreign liquor and Indian made foreign liquor) Twelve paisa in the rupee.

- | | |
|--|----------------------------|
| 21. Picnic set sold as a single unit. | Twelve paisa in the rupee. |
| 22. Iron and steels safes and almirahs | Twelve paisa in the rupees |
| 23. (i) Light diesel oil/high speed diesel | Eight paisa in the rupee. |
| (ii) Lubricants | Eight paisa in the rupee. |
| (iii) Mineral turpentine oil | Ten paisa in the rupee. |
| (iv) Motor spirit/aviation gasolens/aviation turbine fuel and all other vehicles and aircarfts. | Seven paisa in the rupee. |
| 24. Cosmetics, perfumary and toilet goods including shampoos but not including soap, toothbrush toothpaste, tooth power and kumkum | Twelve paisa in the rupee. |
| 25. Leather goods, excepting footwear, belts and sports articles made of leather | Twelve paisa in the rupee. |
| 26. Furnitures inclding iron and steel furniture. | Twelve paisa in the rupee. |
| 27. Sheets, cushions, pillows mattre-sses and other articles made from foam rubber or plastic foam or other synthetic foam. | Twelve paisa in the rupee. |
| 28. Furs and articles of personal or domestic use made therefrom. | Twelve paisa in the rupee. |
| 29. Articles and wares made of stain-less steel but excluding safety razor blades and surgical instru-ment or parts of industrial machinery and plant. | Ten paisa in the rupee. |
| 30. Parambulators | Twelve paisa in the rupee. |
| 31. Plastic,celluloid bakelite goods and good made of similar other substances but not including such goods of value not exceeding thirty rupees | Seven paisa in the |

32.	Fireworks including coloured	Twelve paisa in the rupee.
33.	Lifts whether operated by electricity or hydraulic power.	Ten paisa in the rupee.
34.	All types of glazed and vitrum tilesmosaic tiles, laminated sheets like sunmica, formica etc.	Twelve paisa in the rupee.
35.	(i) Pile carpets and (ii) all varieties of woollen carpets not covered by item (i) above specified in entry no.35 of the First Schedule to the Act.	Twelve paisa in the
36.	Cement	Eight paisa in the rupee.
37.	Paints	Ten paisa in the rupee.
38.	Country liquor	Ten paisa in the rupee
39.	Surgical instruments or parts of industrial machinery	Ten paisa in the rupee
40.	Ivory articles	Ten Paisa in the rupee
41.	Aerated drinks	Ten paisa in the rupee
42.	Molasses	Eight paisa in the rupee
43.	Distilled water	Eight paisa in the rupee
44.	Presious stones whether cut or uncut, real or artificial	Ten paisa in the rupee
45.	Electroplated articles	Ten paisa in the rupee

This notification shall come into force on the 9th February, 1993.

By order and in the name of
Lt. Governor of National
Capital Territory of Delhi.

(ALKA DIWAN)
DEPUTY SECRETARY (FINANCE)

No. F.4(44)/90-Fin.(G)

Dated :

A-3

By Spl. Secy

OFFICE OF THE COMMISSIONER OF INDUSTRIES: DELHI ADMIN.:
C.P.O. BUILDING: KASHMERE GATE: DELHI.

No. P.A (2)/72-*(copy)*/285-286-

Dated: 22/8/72

To,

✓ 1) Shri. J.C. Gambhir
Commissioner of Planning,
Delhi Development Authority,
Vikas Minar, I.P. Estate,
New Delhi.

2) The Secretary,
Land & Building Department,
Delhi Administration,
Vikas Bhawan, I.P. Estate,
New Delhi.

Sub:- List of hazardous/ obnoxious industries in medium/
large scale sector.

Sir,

We are enclosing the list of 10 industrial units which are engaged in hazardous/obnoxious trades, as per the decision of Steering Committee Meeting for NCR held in the chamber of Chief Secretary on 12.11.72. You are requested to take further action in this matter.

Yours faithfully,

(Signature)

(C.B. MESHRAM)

JT. DIRECTOR OF INDUSTRIES (PR)
FOR COMMISSIONER OF INDUSTRIES

Copy to: DDI (Master Plan), Sh.H.L. Malik. As informed by him the list is being sent to DDA as well as Land & Building Department for their necessary action.

(C.B. MESHRAM)
JT. DIRECTOR OF INDUSTRIES (PR)

Office of Commissioner (Industrial), Delhi
 No. 1-1 (2)/92 - Survey / 235-237 dated 22.11.1992

LIST OF HAZARDOUS/OBNOXIOUS INDUSTRIAL UNITS IN MEDIUM/LARGE SCALE SECTOR

S.No. Name & Address of the Unit	Item of Manufacturing
1. M/s Coates of India Ltd. 7, DIF Area, Kirti Ngr., Delhi.	Printing Ink
2. M/s Shri Ram Food & Fertilizers Najafgarh Road, Delhi	Castic Soda, Vanaspati Oil etc.
3. M/s JBA Printing Ind. (P) Ltd. A-42, Mayapuri Phase-I	Printing Ink & Varnish
4. M/s Punjab Steel Works B-38, Mayapuri Phase-I	Forging of Steel
5. M/s Metal Forging (P) Ltd. B-1, Mayapuri Phase-I	Forging
6. M/s Golden Iron & Steel Works 7/19, Kirti Ngr. Indl. Area, New Delhi.	Steel Forging
7. M/s. Kumar Sons B-24, Okhla Indl. Area, Phase-I	Forging
8. M/s Rainbow Ink & Varnish 21, Jajafgarh Road, Delhi.	Printing Ink/ Varnish
9. M/s Hindustan Insecticide Ltd. Guru Govind Sing Marg, N. Delhi.	Insecticide
10. M/s Reliance Ceramic Industries Village Mahabaur, N. Delhi.	Refractories Smelter
11. M/s Cement Corporation of India Clinker Grinding Unit Tughlakabad, Okhla, N. Delhi.	Portland Cement