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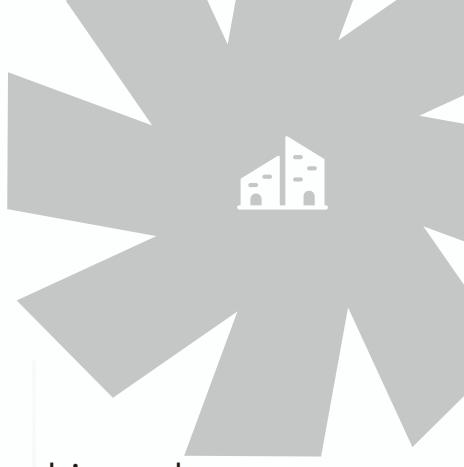
Regional Planning and Transit- Oriented Development (TOD) in India:

2035

*Towards
Sustainable
City
Mobility*

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1. Introduction

India's rapid urbanization has transformed its demographic and economic landscape. By **2035**, over **675 million Indians—nearly 40% of the population—will live in urban areas**. These urban centres already contribute **over 63% of India's GDP**, and this share is projected to rise beyond 75% by 2035.

However, unplanned expansion, traffic congestion, fragmented land use, and car-dependent growth patterns have created inefficiencies and social inequities. This calls for an integrated approach combining **regional planning, transit-oriented development (TOD), and sustainable city mobility planning**.

By 2035- 40% Indian to shift to Urban Areas
675 Million

Urban Centres Contribute to over
63% of India 's GDP

2. Regional Planning in the Indian Context

2.1 Concept and Need

Regional planning bridges the gap between national development strategies and local urban plans. It ensures that urban growth aligns with resource availability, transport infrastructure, and economic potential. India's 74th Constitutional Amendment Act (1992) laid the foundation for decentralized urban governance, but metropolitan regions—which often span multiple jurisdictions—require coordinated regional planning frameworks.





2. Regional Planning in the Indian Context

2.2 Challenges



- Fragmented governance: Multiple municipal bodies within a metro region (e.g., Delhi NCR or Mumbai Metropolitan Region) operate independently.
- Weak regional data systems: Limited integration between land use and transportation data.
- Uncontrolled peri-urban growth: Informal settlements and unregulated land conversion around cities.

2.3 Emerging Regional Initiatives

- Fragmented governance: Multiple municipal bodies within a metro region (e.g., Delhi NCR or Mumbai Metropolitan Region) operate independently.
- Weak regional data systems: Limited integration between land use and transportation data.
- Uncontrolled peri-urban growth: Informal settlements and unregulated land conversion around cities.



Regional planning thus provides the spatial foundation for efficient city mobility and equitable access.





3. Transit-Oriented Development (TOD): A Paradigm Shift



◆ 3.1 What is TOD?

Transit-Oriented Development (TOD) promotes compact, mixed-use, pedestrian-friendly urban form around mass transit stations—metro, BRT, or suburban rail. The principle: “Build cities around transit, not transit around cities.”

◆ 3.2 Policy Framework

India’s National TOD Policy (2017), under the Ministry of Housing and Urban Affairs (MoHUA), defines TOD as a strategic tool for sustainable urban growth.

KEY OBJECTIVES:

- Promote mixed land use and high-density development near transit nodes.
- Reduce private vehicle dependency and emissions.
- Enable equitable access to affordable housing and jobs.



3.3 TOD Implementation in Indian Cities

City	TOD Initiative	Highlights
Delhi	Delhi Master Plan 2041	TOD along 500m
Ahmedabad	Janmarg BRTS TOD	Integrated BRT corridor
Pune	Metro Corridor Plan	500m TOD zones with
Hyderabad	HMRL TOD Policy	Public-private
Kochi	Smart City TOD & Water	Seamless integration of

3.4 Barriers to Effective TOD

- Institutional silos between planning, transport, and housing agencies.**
- Land assembly and value capture challenges.**
- Need for capacity building among local urban planners.**





4. City Mobility Planning:

Integrating Modes, People, and Data



4.1 National Urban Transport Policy (NUTP)

The NUTP 2006 (revised 2014) emphasizes moving “people, not vehicles.” It prioritizes public transport, non-motorized transport (NMT), and integrated mobility planning.



4.2 Comprehensive Mobility Plans (CMPs)

CMPs, mandated for all cities with over 1 million population, guide transport investments based on projected growth. More than 50 cities have now prepared CMPs aligned with Sustainable Urban Transport principles.

4.3 Key Urban Mobility Missions

- Metro Rail Policy (2017): Encourages PPPs and financial sustainability.
- Smart Cities Mission: Funds smart mobility, e-buses, integrated ticketing.
- PM Gati Shakti & National Logistics Policy: Enhance urban freight mobility.
- EV Policy 2030: Targets 30% electric vehicles, reducing transport emissions.



4.4 Case Example – Pune Smart Mobility

Pune integrated its CMP, TOD policy, and smart city initiatives to enhance BRT, cycling, and electric bus systems. Result: 35% shift toward public and shared transport, among the highest in India.



5. Integrating Regional Planning, TOD, and Mobility

India's next urban transition demands synergy between land use and mobility. A holistic approach should include:

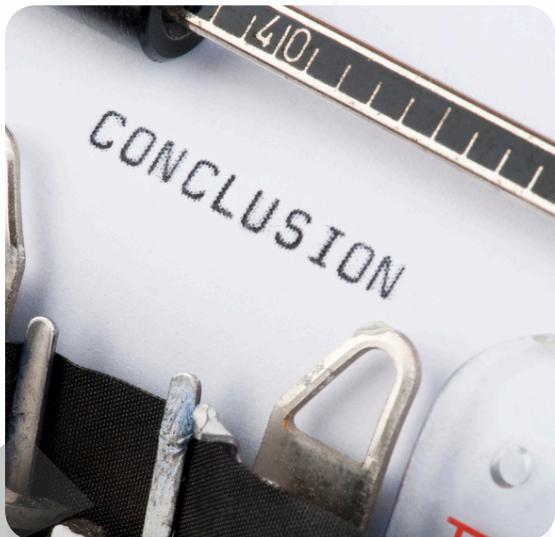
- **Regional-level metropolitan authorities** for coordinated planning.
- **Integrated Land Use-Transport Modelling (LUTM)** to predict growth and transport demand.
- **Value Capture Finance (VCF)** and land monetization to fund transit.
- **Digital twins and GIS-based platforms** for planning and citizen feedback.
- **Equity-focused planning**, ensuring inclusion of low-income groups within TOD zones.

6. Way Forward

Priority Area	Policy Actions Needed
Institutional Integration	Empower Unified Metropolitan Transport Authorities (UMTAs) under the Metro Rail Policy.
Financing	Expand land value capture, development rights, and PPP models.
Data and Technology	Build National Urban Observatory for real-time mobility and land use data.
Climate and Resilience	Integrate TOD with national net-zero and resilience missions.
Citizen Engagement	Promote participatory planning and local innovation.



7. Conclusion



India's urban transformation will succeed only if **mobility, land use, and regional growth** are planned as one system.

Transit-Oriented Development, backed by robust regional planning, can reshape cities into **compact, efficient, and people-centric ecosystems**.

The future of Indian cities lies in **integration—not expansion, access—not speed, and sustainability—not sprawl**.

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