

has started extending consulting services to other agencies like WBSEB in the matter of GIS. KMDA has executed schemes on behalf of R&R Department, Govt. of West Bengal & West Bengal Police.

During 2005-06, KMDA has been engaged in execution of numerous schemes under the above-mentioned programmes covering different sectors of infrastructure. **An account of the major schemes under implementation by KMDA during 2005-06 is presented in Annexure-II.**

Planning Activities of KMDA

As far as planning activities of KMDA are concerned, the same can be broadly divided into two categories, viz. development planning and regulatory planning.

KMDA's **developmental planning** exercise dates back to 1974, when KMDA set up its own planning wing comprising multi-disciplinary planning professionals to review the then Basic Development Plan, 1966-1986, for CMD – considered to be the pioneering planning document at that point of time. KMDA reviewed the BDP in the context of the prevailing development perspective and came up with revised development perspective for KMA that guided the investment planning of KMDA. Since then, KMDA has brought out several revisions of the development perspective in the light of changing circumstances.

The latest long-term perspective plan for KMA is Vision 2025, which presents a 25-year development perspective for KMA from 2001 to 2025. It has endeavoured to anticipate, to the extent possible, the future development profile in different fields, has projected the 2025 population in KMA and visualized the future metropolitan structure. The Plan then takes a stock of the infrastructure sectoral profiles and devises the strategies that should be followed in each sector towards realizing the vision of KMA.

VISION

The vision is to provide sustained and improved quality of life through basic urban services in an inclusive manner and create enabling environment for attracting domestic and international investors to live, work & invest in Kolkata Metropolitan Area

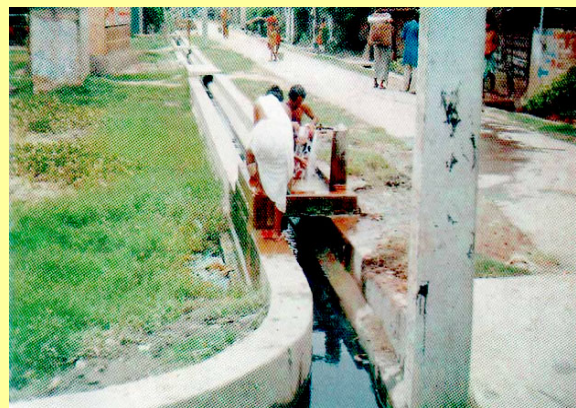
Vision Drivers

- Planned urban growth
- Integrated Rural – Urban continuum
- Economising on use of natural resources

- Infrastructure development for economic growth
- Development for raising the standard of life of urban poor
- Protection and conservation of wetlands, environment & heritage
- Creation of integrated townships
- Improvement of accessibility
- Enlistment of community participation, especially of poor & women
- Private sector participation in infrastructure development
- Improved urban governance thru' decentralized LSGs
- Development of small and medium towns

KMDA has also prepared sectoral master plans and development plans for the relevant sectors of development. The three master plans that KMDA has prepared pertain to water supply, sewerage, drainage & sanitation, and traffic & transportation. KMDA has formulated two development plans, one for environment, wetlands etc. and the other for health, education, slum and employment. Apart from outlining the detailed strategies of development, the master plans have appended both short-term and long-term investment plans and the development plans. These plans have been approved by the General Body of KMPC during 2005-06. Some useful observations made by members of KMPC, especially those made by the Hon'ble Chief Minister of West Bengal as Chairman of KMPC, are being incorporated in the plans and the final copies of Vision 2025 and the five sectoral master/development plans shall be made available to public very soon.

The JN-NURM calls for preparation of City Development Plan (CDP) that needs to provide a medium term development perspective and an investment plan to be implemented over the tenure of JN-NURM, i.e., 5-7 years. KMDA has prepared the CDP, essentially evolving out of the Vision 2025 and the sectoral Master Plans. The Govt. of India, subject to incorporation of certain modifications suggested, has approved the CDP. The work of revising the CDP is underway and is likely to be completed soon.



Objectives of Master Plans

Water Supply:

To provide surface water by replacing ground water in a phased manner thru'

- Augmentation of water generation capacity
- Expansion of distribution network
- Increase in no. of UGR-cum-boosting stations to maintain desired pressure

Traffic and Transportation:

To formulate appropriate Policy, Strategy & Framework for safe, fast, economic and environment friendly traffic & transportation facilities in KMA leading to formulation of: Action Plan upto 2025 & Short-Term Action Plans in respect of (a) Transport Network; (b) Mass Transportation; (c) Goods Transportation; (d) Transport Management for the Core Area

Drainage, Sewerage & Solid Waste Mangement :

To provide integrated drainage facility to all in the cities and towns, with priority to those areas suffering from severe drainage congestion, with a view to reducing loss of man-days and also damage to properties.

To provide either sewerage network or on-site sanitary arrangement to all towards a healthy living environment

To provide integrated system of solid waste management, right from collection to final disposal, with a view to ensuring a healthy living environment.

Slum:

To not only provide improved access to basic infrastructure and service but also construct low-cost dwelling units for the slum dwellers and providing them with security of tenure.

Redevelopment of Old City Areas / Urban Renewal

To identify parcels of within the cities and towns offering potential for re-development/renewal such that proper economic values of such land can be realized in the interest of cities' development

Future Needs

Water Supply:

Future demand for treated surface water has been assessed at around 586 mgd by 2011 and 810 mgd by 2025. About 116 mgd of additional treated surface water shall need to be produced by 2011.

Drainage:

An estimated 35% of KMA's population does not have any drainage facilities. 15% of those uncovered shall be provided with proper drainage facility by 2011 and the remaining 20% by 2025. Drainage infrastructures require area-wise solutions.

Sewerage:

Given that provision of organized sewerage facility is expensive, KMDA targets to cover only 20% of KMA's population with proper sewerage network over the next 5 year and to cover the remaining 35% of KMA's population by 2025.

Solid Waste Management:

Of the 47% KMA's population not having proper SWM facility, 27% is targeted for provision of SWM facility by 2011 and the remaining population by 2025.

Traffic and Transportation:

With a view to providing improved connectivity and faster travel, 31 km. of new expressways/highways; 18.3 km. of new arterial roads, widening and strengthening of about 75 kms of existing highways and arterial roads; 23 road bridges/flyovers/elevated roads/underpasses; 15 bus termini and 18 traffic engineering and operation improvement schemes are proposed to be taken up for implementation during the next 5 years to serve the needs of increasing number of passenger-trips per day as well as number of vehicles.

Slum:

An estimated 0.5 million slum households in KMA to be provided with infrastructure and pucca low-cost dwelling units over the next 5 years involving an investment of about Rs.1540 crore.

Regulatory planning involves carrying out the obligatory planning tasks as laid down in the West Bengal Town and Country (Planning & Development) Act 1979. One of the major planning tasks for KMDA is to prepare Land Use Maps and Registers (LUMRs) for the different zones within the Kolkata Metropolitan Area. The LUMRs depict the existing use and development of land. On the basis of LUMRs, Land Use and Development Control Plans (LUDCPs) are prepared by KMDA following the provision of the WB T&CP Act of 1979. LUDCPs also adopt a zonal approach and prescribe what uses of land are permissible in the zones and what kinds of restrictions are to be applied to specific development proposals. The LUMRs and the LUDCPs have to follow the procedure laid down in the Act before they are formally adopted by the State Govt. Once accepted by the State Govt., a LUDCPs becomes enforceable in the area for which it is meant. KMDA has delegated the enforcement responsibility to ULBs generally, except certain strategic areas like 500 metres on either side of major expressways where the provisions of the concerned LUDCP are enforced by KMDA itself. So far, KMDA has completed LUMRs for 90% of KMA and LUDCPs for 50% of KMA. LUDCPs for another 40% of KMA have already been prepared and are being processed towards publication. However, LUDCPs need to be reviewed and recast periodically to keep pace with changing situations.

The works undertaken by KMDA during 2005-06 in relation to LUMR, LUDCP and granting of development permission are furnished in **Annexure-III**.

Land Acquisition

Acquisition of land for the purpose of multifarious infrastructure development projects of constitutes an important function of KMDA. This is a significant activity in the context of large-scale township or area development projects. KMDA formulates and finalizes the LA Plans in accordance with the project proposals and submits the same to the Urban Development Department, Govt. of West Bengal, which is the 'requiring body' in the context of Land Acquisition Act of 1894. Prior to formulation of LA plans, the Land Acquisition Cell of KMDA needs to carry out detailed survey of the land involved. If any resettlement is involved in acquisition of any land, the same needs to be identified towards forming a part of project proposals. KMDA is responsible for making all payments to the State Govt. for acquisition of land, based on the amount of compensation determined by the LA Collector. KMDA has to comply with the formalities as called for under the operational rules pertaining to land acquisition prevailing at any point of time.

During 2005-06, KMDA acquired 14.24 acre of land in different areas for infrastructure development projects. KMDA also received vested land of 82.67 acre