

ROLE OF GOVERNMENT POLICIES IN EVOLUTION OF CONURBATION ALONG DELHI-FARIDABAD CORRIDOR

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ABSTRACT

Delhi and Faridabad are very well connected through various types of modes of transportation. These corridors passes through different types of urban settlement or different types of settlement were originated along these corridors. The urban development handling units are Union, Delhi and Haryana government. The urban development of last thirty years was taken to highlight the role of government agencies to form the linear and uncomprehensive urban development along different corridors in South, South-East Delhi and Faridabad District of Haryana. These kind of urban sprawl mainly driven by population growth and large scale of migration. This study area having more than 40 lakh urban population which is alarming the situation for better urban planning in government policies. In this paper, urban demographic approaches, migration situation in Delhi and Faridabad and important aspects of urban development were highlighted. This hug conurbation has some strength, weakness opportunities and with many threats. Large population with varying density, sex ratio, literacy rates and need of transportation mechanism were analyzed. These two urban centers are big economic hub

Keyword : SWOT Analysis, Urban Corridor, Additional Critical Help

Introduction

India, one of the fastest developing economies of the world, has witnessed a deceleration within the growth of populace over the past 3 decades, brushing off the spectra of over-urbanization. This trend is seen in all most important cities, consisting of the case examine cities of Delhi and Faridabad. India is a developing country. India has more than 3.7 million urban population which is equal to USA's total population. Currently, the Government is formulated a "National Urbanization Policy Framework" in order to provide a holistic framework to states to formulate their specific policies. This can also signal a reversal of the top-down technique of coverage method. Recognition of the significance of the principle of subsidiarity in city governance and decentralization of finances, capabilities and functionaries as consistent with the 74th CAA, 1992 could ensure balanced and sustainable city development in India

High in-migration and less out-migration created the misbalances of Delhi and Faridabad's land use land cover. Government started to accommodate this surprise population. Slum areas, shortage of good houses, unemployment, inhumane condition of factories, less entertainment resources, less cleanness, unavailability of essential goods, high crimes, high accident rates, shortage of water, electricity etc. has started the urban development procedure in the Delhi-Faridabad. Delhi, Haryana and Central Government started number of urban development projects. Delhi Development Authority, Town and Country Planning Haryana etc. also started new vision for urban development.

Faridabad master plan 2031 has goal to provide regulation development and building activity Faridabad town. It was planned that 38.86 lakh population will be settled o 4,368 hectare of land in the master plan of Faridabad 2031. Delhi, the capital city of India, has multiple layers of historicity because of its existence since ages.

The economic reform give the platform for increase the expenditure on urban development. South, South-East Delhi, and Faridabad Control Area (FCA) hold the more than 4 million population. The proposer very well aware that economic reform will boost job opportunity and it will boost rural to urban migration (kundu, 1997). Despite knowing every consequences they ignored the urban development. Uncontrolled population has moved toward metropolitan city and imbalanced the urban life. Number of problems was raised due to migration. The study area is a one of them which is facing number of acute problems due to bad policies, bad administrations, and bad decision making powers. The role of Government policies to form a conurbation along the Delhi-Faridabad corridor was highlighted. The role of different urban bodies, ministries, agencies was also highlighted. Consequences, weakness of policies and some suggestions for better urbanization were given. It would be important to begin the analysis of demographic trend of Delhi by analyzing the following aspects :

1. The level and growth rate of urbanization and the national urban/city hierarchy and distribution; the trend of demographic changes and migration patterns in the country;
2. The population and migration management strategies

and policies;

3. The urban development policy frame work and/or an urban planning system;
4. The main types of land ownership in rural and urban areas and how land issues are dealt in the urban expansion and development process.

An evaluation of Census information shows that south and South-East Delhi and Faridabad witnessed a deceleration inside the boom of populace over the past 3 a long time, dismissing the spectre of over-urbanization or a city explosion. This made policymakers on the countrywide and nation ranges concerned about the slow pace of urban growth, mainly at a level of fast financial boom that accentuated rural-urban (RU) disparities within the financial and social spheres. The annual exponential growth rate (AEGR) of urban population in the country which was 3.5 percent in 1950s, was the highest in post-independence era. This changed into the best the use of a had seen until that point, fuelled by using large-scale migration due to partition of the country following independence, which led to the emergence of theories of 'over-urbanisation'. Formalization of the standards for identifying city centres in the 1961 census led to a dramatic decline in city increase figures within the 1960s. The 1970s, however, following the same methodology for identification of city centers, noticed a completely high urban increase of 3.8 percent. The growth charge, for the reason that then came down to 3.1 percent within the 1980s. It went down similarly to 2.73 percent in the 1990s. Correspondingly, the proportion of populace in city regions has gone up from 17.3 percent in 1951 to 23.3 percent in 1981, after which to 27.78 percent in 2001.

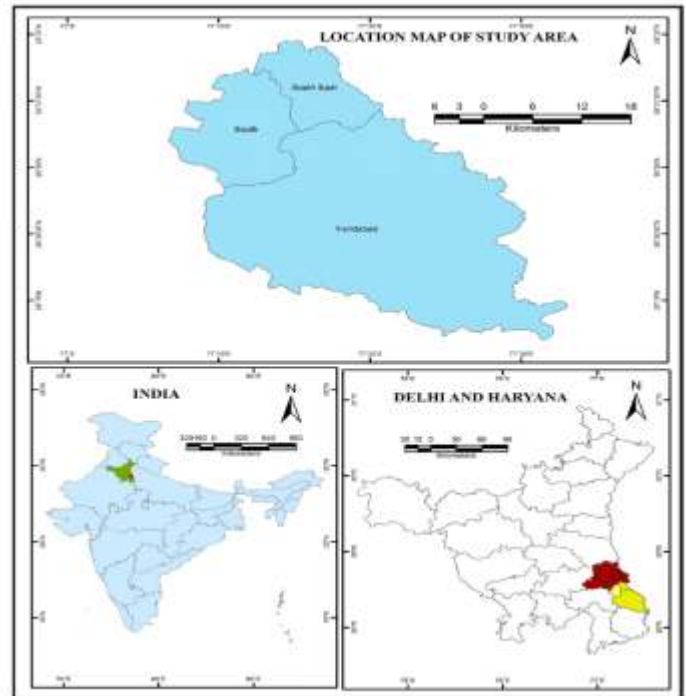
Study Area

The present research work focused on one of the most dynamic urban sprawl of India i.e. Delhi- Faridabad corridor urban sprawl which is sometimes known Conurbation which is a part of Delhi conurbation. It is a linear conurbation rapidly sprawling outward to Delhi. Faridabad is the most populous city of Haryana. It is bordering with NCT of Delhi and comes under national capital region which is leading industrial center. Faridabad is bordering with South and South East Delhi. These areas represent the study area. Faridabad very well connected via road and railways and falls under Delhi urban Delhi Metropolitan towns.

Literature Review

Delhi has been considered a primary contributor to this urban explosion, due to each its heavy demographic weight and the dynamics of urbanization (Kundu, 2014). The migration figures from Population Census of India in last three decades have shown an increment in the rate of

migration in India. In 2001, a total of 314 million human beings had been migrants in India among which city



Source: census of India, 2011

migrants were 104 million. In 2011, the extent of urban migration accelerated 183 million out of which 1/5th towards the Delhi. The overall migration increased sharply from 30.07 percentages in 2001 to 37.47 percent in 2011 and 36.65 in 2020. The percent distribution of urban migrants by means of motives of migration suggests that associational migration or family motives (moved after delivery and moved with family) emerged as an essential motive of migration in the direction of urban regions in 2011. It will be defined through the truth that Indian economic system carried out properly in closing decade with 7-8 percent boom of which extra than half of the contribution become from city zone. Therefore, the income of the migrant people expanded in city regions that may have influenced different potential earners of the family to sign up for the migrant member of the family. This can also be attributed to distress being a much less essential thing within the migration of person adult males (Kundu andSaraswati,2012).

Saroha. J., (2016), "He highlighted the positive and negative aspect of urbanization. Urbanization brings about a variety of spatial, economic, social, demographic, and environmental changes. He also discussed the sustainable urban growth and protection of environment. He also explained the future of employment, shelter, basic services, social infrastructure, and transportation in urban areas. The present urban chaos in India is mainly the result of ineffective and inefficient urban management, multiplicity of authorities, inadequate revenue base, lack of

coordination between various municipal agencies, and non-participatory attitude of stakeholders”.

During the Eleventh Plan, in pursuance of the vision to make India slum-unfastened, Rajiv Awas Yojana (RAY) became released. The scheme aimed to improve slums, assign identify to their residents in conjunction with basic infrastructure and social services in each decided on slum. RAY additionally prolonged financial guide to States for creation of less costly housing inventory thru public-non-public partnership (PPP). However, now not a good deal development became completed under this scheme, because it became not stalled with the change of the authorities. In truth, this software become replaced in 2015 by 'Housing for All', that is aimed to operate below four verticals: rehabilitation of slum dwellers with participation of private developers the usage of land as an aid; promotion of inexpensive housing for weaker phase through credit connected subsidy; low-priced housing in partnership with private and public sectors; subsidy for beneficiary-led character house production. Central investment is to be had for every vertical for a sure quantity and the relaxation must be prepared by using the country/ULB and the private builders.

To address the demanding situations of city infrastructure deficit, some other initiative adopted all through the Twelfth Plan is the Smart Cities Mission with an objective to promote cities that provide core infrastructure and supply a decent nice of lifestyles to its citizens. With an anticipated funding of Rs. 48,000 crores at some point of 2015-2020, the middle infrastructure factors to be supplied in a smart city encompass good enough water deliver, electricity, sanitation, strong waste management, green urban mobility and public shipping, inexpensive housing for the terrible, strong IT connectivity and digitalization, proper governance and citizen participation, sustainable surroundings, safety and security of citizens, health and training. It is critical to note that tender infrastructure like health and schooling changed into for the primary time included. The implementation of Smart City Plans is entrusted to Special Purpose Vehicle (SPV), a constrained Company below the Companies Act, 2013. The SPV is supposed to devise, appraise, approve, launch budget, put in force, manipulate, function, display and compare the Smart City improvement tasks. Despite the release of several programs in Mission mode, problems in housing and basic facilities nonetheless exist, even though the share of slum populace has declined from 18.3 percent to 17.4 percent for the duration of 2001-11. This is likewise contemplated within the decline in urban poverty levels from 25.7 percent in 2004-05 to 13.7 percent in 2011-12.

Methodology

This research paper based on primary and secondary data sources e.g. an Ancillary data from the Survey of India (SOI), Census reports, decadal demographic database,

planning statistics, annual reports of government agencies, other official publications and the Master Plans of Delhi and Faridabad reports. Paper has qualitative research design which highlight the peri urban, urban and scattered resident's key information. The paper deals with in depth analysis of urban challenges. The analysis were done through different literatures e.g. books, journals, conferences proceeding, study reports, newspapers etc. The outcome of the depth analysis can be projected for conceptual sustainable urban development models.

Result & Discussion

The Ministry of Urban development issued guidelines in 2003 for the preparation of the MPD 2021 which inter alia emphasised the need to explore alternate methods of land assembly, private sector participation, and flexible land use and development norms. The Authority also had the benefit of the reports of 12 study groups set up with experts and stakeholders on various aspects such as shelter, demography, conservation, transportation, industry, environment, mixed use, infrastructure, trade and commerce etc. Details of the study groups are given in Annexure-V. Five seminars were organised on various aspects involving experts in the field, representatives of GNCTD and local bodies and NGOs.

Table 1.1: Trend of Delhi Population through Natural Rise and Migration

Years	Natural Increase (lakh)	Net Migration (lakh)	Total Increase (lakh)	Base Year Population (lakh)	Total Population (lakh)	% p.a. growth due to Natural Growth	% p.a. Growth due to Migration
1991	18.9	13.1	32.0	62.2	94.0	2.7	1.9
2001	26.6	17.6	44.0	94.0	138.0	2.5	1.7
2011	24.2	20.0	44.0	138.0	182.0	1.6	1.4
2021	24.0	24.0	48.0	182.0	230.0	1.2	1.2

Sources: Projections by DDA sub-group (MPD-2021); Delhi Master Plan 2021.

Table 1.2: Total Population of Two Districts of Delhi, 2011

Districts	Sub-Division	Population 2001	Population, 2011	Population 2021*
South Delhi	Defence Colony, Saket, Houj Khas etc.	22, 67, 023	27,31,929	31,40,899
South-East Delhi	Jor Bagh, Lodhi Road, Okhla etc.	Data not available	Data not available	Data not available
Total Population		22, 67, 023	27,31,929	31,40,899*

Sources: India census, 2021

Table 1.3 : Faridabad Population and Growth Rate (1981-2011)

Year	Population	Decadal Variation (%)
1981	3,30,864	171.2
1991	6,25,085	88.93
2001	10,55,938	68.93
2011	14,14,050	34.00
2021*	19,44,196	39.00

Sources: Primary Census Abstract, Haryana, Directorate of Census Operation, Haryana, 2011

Important Aspect of Urban Development in Plan

Master Plan incorporates several innovations for the development of the National Capital. A critical reform has been envisaged in the prevailing land policy and facilitating public -private partnerships. Together with planned development of new areas, a major focus has been on incentivising the recycling of old, dilapidated areas for their rejuvenation. The Plan contemplates a mechanism for

the restructuring of the city based on mass transport. The Perspective Plans of physical infrastructure prepared by the concerned service agencies should help in better coordination and augmentation of the services.

Redevelopment

Incentivised redevelopment with additional FAR has been envisaged as a major element of city development covering all the areas;

- **Planned Areas** : Influence Zone along MRTS and Major Transport Corridor; underutilised / low-density areas; Special Area; shopping / commercial centres; Industrial areas / clusters and resettlement colonies.
- Unplanned Areas: Villages; unauthorised colonies and JJ Clusters.

Shelter

- Shift from plotted housing to group housing for optimal utilization of land;
- Private sector participation for development / redevelopment of housing;
- Removing unnecessary controls (like height) for optimum utilization of land and to facilitate creation of 'signature' projects.
- Enhancement of ground coverage, FAR and height for all categories of residential plots.

Housing for poor

- In-situ slum rehabilitation, including using land as a resource for private sector participation;
- In order to prevent growth of slums, mandatory provision of EWS housing / slum rehabilitation in all group housing to the extent 2[minimum 15% of the proposed FAR on the plot.]
- Housing for urban poor to the extent of 50-55% of total;
- Recategorisation of housing types, development control norms and differential densities to make EWS /LIG housing viable and economical.

Environment

- Special emphasis on conservation of the Ridge.
- Rejuvenation of River Yamuna through a number of measures including ensuring adequate flow in river by release of water by riparian states, refurbishment of trunk sewers, treatment of drains, sewerage of unsewered areas, treatment of industrial effluent, recycling of treated effluent and removal of coliforms at STPs.
- Provision of lung spaces / recreational areas and green belt to the extent of 15 to 20% of land use.
- Multipurpose grounds: A special category for marriages / public functions.

Unauthorised Colonies

Unauthorised colonies, which are to be regularised as per

government policy, should be effectively incorporated in the mainstream of urban development. This requires provision of infrastructure development, services and facilities for which differential norms and procedures have been devised.

Trade & Commerce

- District & Community Centres are proposed to be developed as facility corridors along major transport networks to prevent unintended and unplanned ribbon development and for better synergy between public transport and work centres.
- Development of Integrated Freight Complexes / Wholesale Markets at the urban periphery.
- Mandatory provisions for service and repair activities.
- Informal shops, weekly markets, handicrafts bazaars, used books / furniture / building materials bazaars to be developed.
- Enhancement of FAR.

Industry :

- Environment as a major concern and listing of prohibited industries.
- Modernisation / up-gradation of existing industries including non-conforming industrial centres.
- Special provisions for service and repair centres.
- Inclusion of new activities like IT industry, etc.
- Enhancement of FAR.

Conservation of Heritage :

- Identification of heritage zones and archaeological parks.
- Development of Special Conservation plans for listed buildings and precincts.

Transportation :

The proposals include the following :

- Unified Metro Transport Authority
- Synergy between land use and transport
- A new parking policy including private sector development of parking facilities, increase in norms for parking space, multi-level parking and underground parking.
- Integrated multimodal public transport system to reduce dependence on personalised vehicles.
- Road and rail based mass transport system to be a major mode of public transport, optimal use of existing road network and development of missing links.
- Restructuring of existing network through expressways, elevated roads, arterial roads, distributor roads and relief roads.
- Provision for introducing cycle tracks, pedestrian and friendly features in arterial and sub-arterial roads.

Health Infrastructure :

- Health facilities proposed to achieve norms of 5 beds / 1000 population
- Enhancement of FAR for hospitals and other health facilities.
- Nursing Homes, clinics etc. also allowed under relaxed Mixed Use norms.

Disaster Management :

- Disaster Management centre provided in each administrative zone.
- Building regulations for safety of structures as per seismic zone.
- Land Use zoning as per micro zonation.

Focus on Infrastructure Development :

- Perspective Plans for Water, Power, Drainage& Solid Waste Management of Service Agencies part of MPD-2021. Alternative Sources of energy and new technology. The Plan gives emphasis on energy conservation, efficiency and exploring alternative sources of energy.
- Realistic standards of water supply for equitable distribution.

The mobility management plan shall include

1. Measures for infrastructure development, including improvement of road junctions, construction of roads, bridges, pedestrian footpaths, subways and such other construction or improvement, as the case may be;
2. Measures for infrastructure development aimed at enhancing safety of life and prevention of accidents on public roads;
3. Measures in regard to public transportation, mass transportation, integrated multi-modal transportation, bus shelters, parking and their improvement;
4. Measures to regulate parking, traffic, installation of traffic signals and the transit of vehicles, including its speed, form, construction, weight, size or laden with such heavy or unwieldy objects, as may be likely to cause injury;
5. Measures to regulate access to premises from any particular public street carrying high speed vehicular traffic;

Sustainable Management of the Urban Environment

1. Provision for urban forestry, tree plantation and horticulture so as to endeavour to achieve such international standards for green spaces, as the authority may determine;
2. Measures for solid waste management and water conservation, as may be necessary and desirable.

SWOT Analysis of Governance Role in Delhi and Faridabad**1. Strengths**

SECTORS	STRENGTHS
Location & Regional Link ages : Delhi is located strategic all y and connected with key economic nodes in the country.	
	<ul style="list-style-type: none"> • Seat of all political and administrative power of country. • At 95%, highest level of urbanization in the country. • It is easily accessible from other mega-cities of the country and other areas of Northern and Western India. The NHDP project, cities connectivity from Western and Eastern Gateways of the country has increased. • Delhi acts as nodal point for collection and distribution of passenger and cargo traffic in Northern India.
City Economy : The city's economy is enjoying a period of high growth	
	<ul style="list-style-type: none"> • GSDP is growing at a high growth rate of around 15% (CAGR • at current prices-2002-03), with the service/tertiary sector contributing more than 76 per cent towards the economy of the state; • High per capita income at Rs 47,477(current prices, 2002-03) • High spending capacity/tendency
	<ul style="list-style-type: none"> • The city is well connected to regional supply chains • The city is gaining in importance as a center of retail trade
Tourism	<ul style="list-style-type: none"> • World famous tourist destination • Attracts both domestic as well as international tourists. • Gateway to the tourist destination in the northern region such as Jaipur, Ajmer, Agra, Varanasi... etc.
Heritage	<ul style="list-style-type: none"> • It is famous for its heritage and culture, both built and unbuilt • Walled City of Delhi has 1000 heritage structure and 25 historical monuments.

Administrative Reforms : State Government is undertaking various institutional and legislative reforms.

	<ul style="list-style-type: none"> • Proactive government • State on are form path with initiatives such as Bhagidari.
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2. Weaknesses

SECTORS	WEAKNESS
	<ul style="list-style-type: none"> • Lack of solid waste management facilities (for treatment and disposal) in the city leading to indiscriminate dumping of garbage and land pollution. • Existing dumping sites are saturated and none wone have been developed • Lack of drainage and sewerage network especially in the newly developed areas. • The surface drains are used for carriage of 25-30% sewerage, leading to environment hazards • Lack of infrastructure facilities like water supply, sewerage, road and drainage in the unauthorized colonies; urban villages and colonies developed by private developers. • Inadequate capture public transport system, due to inherent weaknesses, leading to skewed traffic composition on the road network of the city. • Lack of parking space in the city. • Lack of tourism infrastructure facilities • In adequate public conveniences. • Disposal of untreated industrial wastes and sewage in Yamuna River.

Urban Growth and Land Management

	<ul style="list-style-type: none"> • Haphazard growth of the city due to lack of provision of developed land and infrastructure. Areas include urban villages; resettlement colonies and unauthorized colonies • High population density within the walled city & Extension and East Delhi planning Division. More over low density development in RK Puram; Motibagh; Vinay Nagar. etc • Rate of Unauthorized developments and illegal land subdivisions are increasing in urban pheriphery and village settlements. • Lack of parks and open spaces. • Violation of rules, byelaws by the public and residents of walled city - leading to the loss of heritage in the walled city. • Over crowding of businesses and people in the walled city.
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Conservation

	<ul style="list-style-type: none"> • Lack of integration of heritage concerns with planning process • Lack of proper data base management in each sector especially in the Heritage and Infrastructure development. • Absence of clear-cut guide lines and responsibilities of various organizations. • Lack of awareness among in the city people towards heritage conservation. • In effective maintenance of heritage sites like RedFort, Qutab Minar...etc as well as buildings in the walled city and Extension areas.
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Urban Environment

	<ul style="list-style-type: none"> Degradation of River Yamuna Loss of traditional water systems. Extreme Depletion of ground water. Degraded air quality. Congestion of major arterial roads and commercial area of the city. Contamination of piped water with sewerage. Choked drains
Slums and JJ Clusters	<ul style="list-style-type: none"> increasing population (& densities) in existing JJ clusters Lack of mechanism for on-going creation of housing for the urban poor (lack of inclusion of urban poor in city development process) Poor infrastructure facilities in both JJ clusters and resettlement colonies and relocation sites;
Institutional coordination	<ul style="list-style-type: none"> Lack of coordination between central and state government Lack of coordination among various departments like MCD, DDA, PWD, DJB, DUAC etc. Non implementation of 74th CAA inspirit - MCD does not have financial / taxation powers, budget to be approved from Department of Local Self Government. Overlapping jurisdictions between DDA, MCD and NDMC; DDA exercise control over major parts of MCD Area. Over lapping of functions between line departments.

3. Opportunities

SECTORS	OPPORTUNITIES
Economic competitiveness	<ul style="list-style-type: none"> With the availability of good connectivity, it can develop as nodal centre linked with other economically vibrant cities. Has potential to attract private developers and FDI in the housing and infrastructure sectors The city has a highly entrepreneurial population High literacy rates High grow there as such as NOIDA and Gurgaon are located in the vicinity Capacity to attract many tourists because of its rich heritage and culture. Can emerge as an “events capital” particularly after the common wealth games 2010
Proposed Projects	<ul style="list-style-type: none"> Common wealth games-2010 is likely catalyze investment to the tune of Rs 2000 Crore on development of civic infrastructure in the city. Development of Metro Rail and its extension to other DMA towns will resolve issues on inter and intra city connectivity
State urban reforms	<ul style="list-style-type: none"> City is initiating reforms in urban governance through implementation of various governance models such Bhagidari Scheme; E -governance; Repeal of ULCR, PPP models for project implementation etc. Institutional reforms being considered for MCD Heightened focus on key issues-urbans lums and improvement of basic infrastructure
Urban Heritage	<ul style="list-style-type: none"> Rich heritage can attract the tourists. The local crafts from across the nation can be show-cased for attracting business and shoppers during events such as Trade Fair and other events organized in city.

4. Threats

SECTORS	THREATS
Economic	<ul style="list-style-type: none"> Whole sale trade is concentrated in core walled city area, which attracts workers and traders to the central location-leading to deterioration of the city environment Lack of adequate infrastructure to capitalize one conomic opportunities (roads, freight handling facilities...etc)
Infrastructure	<ul style="list-style-type: none"> High population growth can lead to further pressure on the infrastructure sector in the future. Augmentation of trunk services is crucial. Lack of sewerage system, solid waste management, poor distribution of water can lead to health problems and epidemics in the city. Poor infrastructure in new areas--especially in urban extensions and urban villages--area threat to quality of life. Infrastructure provision in the slums is in adequate resulting in very poor living conditions.
Institutional andfiscalreforms	<ul style="list-style-type: none"> Capacity building of all the government organizations if in adequate would result in non-implementation of several reforms. Fiscal reforms area key for carrying out projects and provision of infrastructure in a sustainable manner. Urban Development in the city is the responsibility of Central government; and MCD is under both Central and State Government. These overlapping roles of state and central government have led to an on functional executive system of the city.
Conservation	<ul style="list-style-type: none"> Lack of repair and maintenance of heritage buildings can lead to rapid deterioration of built fabric in the walled city. Continued negligence of heritage areas canal so lead to loss in tourism revenues Walled city and Extension faces threat in the event of disasters both natural as well as man-made.

The institutional framework for urban management in Delhi consists of a multiplicity of agencies, at both central and state levels, responsible for various aspects of planning, land management, urban infrastructure and its management. The institutions/agencies involved in performing city level functions include Central Government Agencies and State Government Agencies.

1. There is no clear legal framework (Act), or policy to guide interventions in this area.
2. Their legal security of tenure is diminishing in official rehabilitation programmes over the years.
3. There is a low rate of in-situ up-gradation of existing JJ clusters, although this is recommended as the first course of action.
4. Over 80% of residents do not have access to infrastructure and public services at relocation sites.

Rural Urban Transformation and Government Role

Rural transformation should no longer be analyzed most effective as a demographic alternate instead it is a cultural phenomenon. This is due to the fact it is a form of cultural convergence and for that reason has effect on both forms of settlements. In this framework, this chapter examines the agreement structure of the rural settlements within the Delhi Centric Northern Corridor and analyses how over time the technique of urbanization has transformed the character of rural settlements inside the corridor as well as in each of the 5 special axes. At the first degree the agricultural transformation has been tested for the hall as an entire for three census years – 1991, 2001 and 2011. This has been done with the help of composite indices computed for demographic parameters, group of workers participation and infrastructural facilities. At the second degree, the statistics at the 3 parameters has been gathered for all of the villages along the 5 axes of the Delhi Centric Northern Corridor for Census years 1991, 2001 and 2011. Here too composite indices for demographic parameters, staff participation and infrastructural facilities were computed. The following indicators have been used for the above calculations –

1. Population
2. Density of population,
3. Sex-ratio
4. Literacy Rate

Moreover there was intervention from the State Government through the establishment of Faridabad Board in 1950's all these caused planned development of the city.

Policy towards Hierarchy of Urban Development

A deliberate metropolis for surroundings of comfort should have a hierarchical structure; with each unit planned for basic self-sufficiency. The smallest planning unit is conceived as Housing Area for 5000 populace with convenience purchasing, open place, Anganwadi and milk booth as minimal infrastructure provision. The higher stage of additional centers is to be furnished at Neighborhood, Community, District, Zonal, Sub-metropolis

and Regional tiers (Table 5.3).

Table 1.4 Hierarchy of Infrastructure Development

Sr.No.	Planning Unit	Population
1	Housing Cluster/Neighbourhood	5000
2	Neighbourhood	5000-15,000
3	Community	Upto100,000
4	District*	5 Lakh
5	Zonal	10 Lakh
6	Subcity centre	25 Lakh-50 Lakh
7	City	50 Lakh+

Source: Master plan Delhi, 2021

Transportation Mechanism

The public transport needs to enhance through an incorporated road and rail base delivery, enlargement of BRTS/MRTS and so forth through system of Master/Development/Mobility Plan which might also help to combine delivery and city development. Similarly, bus precedence approaches, connectivity of MRTS with CBD and residential areas, improvement of intermediate public shipping and precedence in making plans for NMT, and many others need to be evolved together with other facilities consisting of parking, avenue fixtures, and many others. The record recommends that State Governments should additionally enact "Comprehensive Urban Transport Law" to outline the roles and duties of the town government and State level entities associated with public shipping, land use and transport integration, multimodal integration, delivery infrastructure for pedestrians, bicycle, cycle rickshaws, and so forth. Further, precedence in planning for diverse modes must awareness on enhancing mobility via NMT, Public Transport, Para Transit and Personal vehicles so as. The highest priority is given to least important mode of transportation. The hand cart has given 6 point value with least important mode of transportation followed by bullock cart with value of 5. In the table 5.4. the least value with highest importance has given 0.5 or 1 with relation to future mode of transportation and sustainable mode of transportation. The transportation required various type of vehicular movement zone which occupies level of importance in the policy frame of the planning in study area. The value has given as per their level of feasibility in the city region.

Table 1.5: Various Type of Transportation

S.No.	Vehicle Type	Equivalency factor
1	Passenger car, tempo, auto, jeep, vans, or agricultural tractor	1.0
2	Truck, bus, agricultural tractor-trailer	3.0
3	Motor-cycle, scooter and cycle	0.5
4	Cycle-rickshaw	1.5
5	Horse drawn vehicle	4.0
6	Bullockcart	5.0
7	Hand-cart	6.0

Source: Urban Policy Framework, Govt. of India, 2018

Role of Delhi Government

Delhi has 0.05 per cent of India's geographical area which accommodate 1.40 per cent of India's population. More than 75 per cent area has been cover by urban development 98 per cent of its population falling under urban area in 2017. The data shows that one third of Delhi population lives in substandard housing. Lack of spaces, lack of basic services, lack of adequate housing etc. are modern features of the Delhi urban areas. According to third master plan for Delhi, there are 24 lakh new housing units by the end of the 2021 (Economic Survey 2018-19). The Delhi government is playing important role to facilitate the urban infrastructure. The main focus was to construct the slum areas.

Public Work Department was founded by Lord Dalhousie where roads, railways, bridges, irrigation and other public utility works were taken. Currently Public Work Department Delhi is a premier agency of GNCTD. PWD is engaged in planning, designing, construction and maintenance of government assets in the field of built environment and infrastructure development assets in built environment include Hospital, Schools, Collages, Technical Institute, Police Buildings, Prisons, Courts, Roads, Bridges, Flyovers, Footpaths Subways, rehabilitation works, roads signage and aesthetic treatment like interior, monument lighting, landscaping etc. (PWD, 2019).

The first master plan was from 1962 to 1981. It was prepared by DDA and notified by Central Government. In 1981, DDA redesign and revised the first master plan because it was not much as it was expected. Second master plan for Delhi was launched in 1981 again it was for twenty years from 1981 to 2001. Second master plan was not much as it was expected again it disappointed urban planner and become the failure of policy. In 2001, the third master plan was launched and notified in 2007. It was from 2001 to 2021. Recently DDA redesign and revised the biggest master plan for Delhi from 2021 to 2041.

The present setup was existence came into existence with the NCT of Delhi Act, 1991 by Indian parliament. The new article 239AA was added into the constitution through 69th constitutional amendment and it was came in to existence in 1993. The entire administration setup was reshuffled such Delhi transport corporation was shifted from ministry of road transport, (GoI) to transport department of GNCT of Delhi and Delhi Vidut Board was redistributed in 2002 etc. till 1996, Delhi was considered a single district. In 1997 Delhi was reshuffled and divided into 9 district and 27 sub divisions. Than Municipal Corporation of Delhi has redesigned and reorganized into 03 local bodies namely East Delhi, North Delhi and South Municipal Corporation.

Shahadara and South-East Delhi were created as new district in 2012. Since independence Delhi faced the rapid urbanization. In 1961 there were 300 vial led in Delhi which reduced their number

and remained 112 villages in 2011. These villages are known now urban villages. Failure of urban polices and Bodies such DDA, MCD, Ministries etc. could not develop the required urban area which it resulted in to growth of unplanned habitat/colonies around DDA colonies, parks, transport corridors, railways etc. the urban areas (Habitat/Colonies) of GNCTD may be classified into different groups :

Urbanized Villages , J.J. Cluster, J.J. Resettlement colonies, Slum Rehabilitations Colonies, Regularized-Unauthorized Colonies, Approved/Planned Colonies, Unauthorized colonies, Walled city/Notified Slum Areas

These type of unplanned settlement gave the extra financial burden to GNCTD for providing higher civic services. GNCT of Delhi had invested 2529. 70 crore during the 11th FY Pin providing basic services tin these unauthorized colonies. There is continuously efforts were being carried by central as well as Delhi government to put up better civic amenities for Delhi urban dwellers.

Role of Govt. of Haryana

The government worry about Faridabad urban population following tables how the some important data (Table 5.5):

Table 1.6 : Expected Population by HUDA

Years	Urban Population	Rural Population	Total Population
2011	14,38,855	3,70,878	18,09,733
2021	24,38,000	3,66,233	28,04,233
2031	38,86,407	4,50,008	43,36,415

Sources : Haryana Urban Development Authority

Haryana received a positive urban growth pattern since its formation. Actual urban growth took place after 1966. In 1981 the urban population share was 22 per cent and in 1991 it was 25 percent. As per the 2011 census, Faridabad was the most urbanized district after Gurgaon. Faridabad has 79.44 per cent urbanized area because close proximity to NCR especially Delhi (Table 5.10).HUDA planned the Comprehensive Mobility Plan (CMP) to provide along terms strategy for the desirable mobility patterns for Faridabad-Ballabhgarh Complex (FBC) with keeping in the view about National Urban Transport Policy.

The Municipal Corporation of Faridabad has huge responsibility to maintain the health of the city. The Faridabad Urban Agglomeration is known Faridabad Control Area (FCA) contain the municipalities of Faridabad Township, Old Faridabad, Ballabhgarh. Government has planned to developed Special Economic Zones (SEZ) and connect the all industrial area to Kundli Manesar Palval Express way (KMP), Eastern Peripheral Express way, Yamuna Express way and Dedicated Freight Corridor. The proposed land use for Faridabad described the highest percentage is occupied by residential area. The second highest area is occupied industrial are with 20 percent. The transport and commercial area also has occupied the good space in land use in proposed plan (Table 5.6).

Table 1.7 : Proposed Land Use for Faridabad, 2011

Land Use Category	Proposed area (hectare)	%
Residential	7795	49.72
Commercial	713	4.92
Industrial	3136	20.00
Public and Semi Public	530	3.38
Transport	1554	9.91
Open space, parks, green belt	442	2.82
Public utilities	155	0.98
Others	1295	8.27
Total	15680	100

Sources : Development Plan for Faridabad

Role of Existing Urban Agencies Haryana in Faridabad

Haryana Urban Development Authority is a premier urban development agency which was established through act in 1977. Earlier this work done by Urban Estate Department (UED). HUDA is responsible for promote and safe, secure, systematic and planned development of urban areas. It has power to acquire sell and dispose of the movable and immovable property. HUDA is also responsible to developed land to Haryana Housing Board (HHB) and other local bodies for economically weaker section of the society. HUDA complex is located in sector 12 in Faridabad. After 2018, the urban development work has been transferred to Faridabad Metropolitan Development Authority (FMDA) which is similar to Gurugram Metro politan Development Authority (GMDA). Currently HUDA is known Haryana Shahri Vikas Pradhikaran (HSVP).

Earlier many institution such as Municipal Corporation, HSVP (HUDA), PWD and Smart City used to do development of Faridabad. Now the all work has been shifted under FMDA along with integrated command and control center for coordination. All such works has been shifted to at local level with the coordination of Municipal Coordination and HSVP. Residents Advisory Council was established under FMDA for better urban development. The Department of Town and Country Planning (TCP) is responsible to regulate the urban development. The town and country planning classified Faridabad-Ballabhgarh Complex in to High Potential Zone. CONFERADARATION of Real Estate Developers Association of India (CREDAI) worked with National Capital Region for further development. National urban transport Policy has been prepared by Ministry of Urban Development in 2006 for transform transport system into safe, convenient in the district. Integrated land use and transport planning, integrated public transit system along with non-motorized vehicle traffic were developed. Faridabad is million plus city which comes under the category Bunder JNNURM.

Central government has funded through JNNURM mission to fulfill its urban development. Many urban development scheme which are working for Delhi, these are also working for Faridabad metropolitan city for beautification. Despite having many organizations, statutory bodies, schemes, planning bodies, participation of local bodies still the Faridabad city has lack of urban facilities. There are chunk of schemes where accountability is absence.

Faridabad has similar situation like South and South-East Delhi. There is one thing very common that main focus was done on the change the name of the agencies or schemes than development will take place easily.

Conclusion

Delhi and Faridabad are fastest growing urban centers for their high economic opportunity. After LPG reforms, growth of population and pace of urban development could not match properly. Various government agencies are and other departments could not make better urban planning to accommodate the huge population. This trend can be seen in all most important cities of India. However, It included the two urgent needs of urban development in particular in this area: large investments required for infrastructure development and at the equal time reforms which might be required to sustain investments. This uncontrolled movement of migration became the threat of the respective areas. Limited resources becomes care as compare to this uncontrolled population. DDA framed the Master Plan for Delhi with proper planning and raised the funds also. One the other hand, Haryana Urban Development Authority took the charges for Faridabad Old and Faridabad Town. Delhi has master plan in which it accommodates the all migrated people with different aspect comprising various facilities to manage the life and land use of Delhi. The urban flow towards Delhi is very high till independence. Therefore, Delhi master plan has been made to proper enhancement and growth of Delhi to accommodate these people. Increasing population is growing the demand of more urban areas. Delhi has cover more than 75 percent its land into urbanization and the process still is going ahead. The plans are executed and well organized but their results are not as same as they think. The urban sprawl is uneven and unplanned instead of these planning activities. The SWOT analysis applied to assess the real status of urban governance related to urban planning which elaborate the many aspects are not considered during planning.

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