

METROPOLITAN PLANNING AND GOVERNANCE

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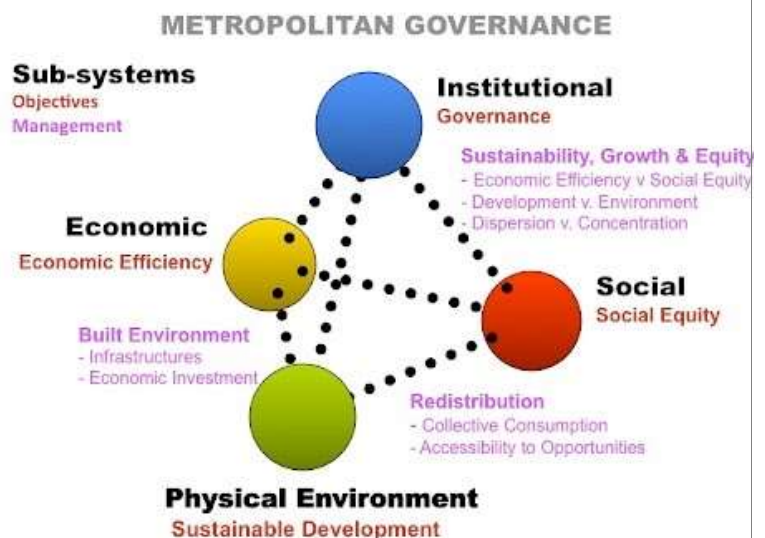
Metropolitan regions are primary drivers of the economy and their governance is of crucial importance to harness their full potential. Metropolitan governance in India is akin to a one-tier fragmented system with limited coordination. Metropolitan planning is a process rather than a conclusive statement. It is a pattern for the physical development of the city, a pattern to guide the city builders in locating their investments and measuring the prospect for success. It is a design of the physical, social, economic and geographic properties of the city into a structure.

The contemporary institutional base for metropolitan planning, embodies the following key imperatives-**sustainability, resource management, regional management integration accountability plurality structure and uncertainty.**

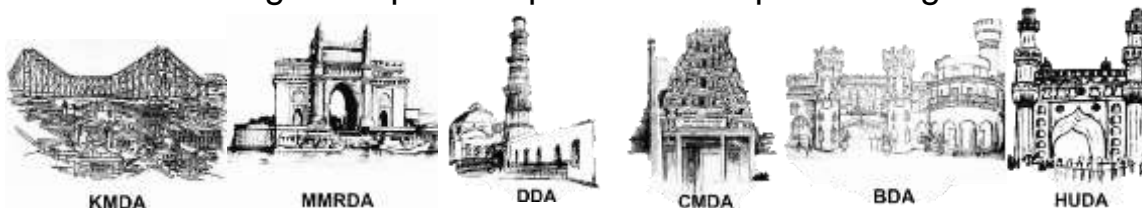
The institutional context of post-war metropolitan planning divides into three distinct periods:

Town and country planning (1940s-1970s), environmental planning (1970s-1990s) and Integrated planning (1990s-present).

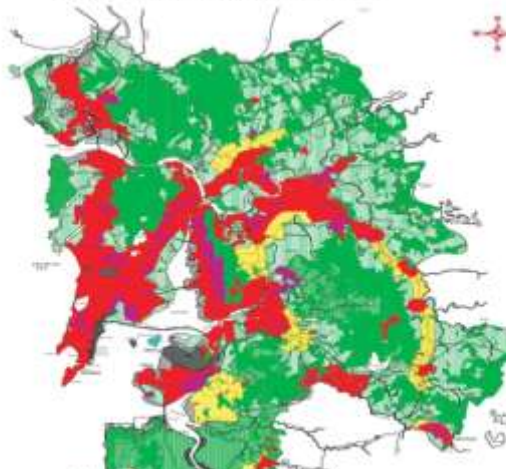
Metropolitan regions are witnessing increasing linkages with the global economy as well as competition among themselves for attracting investments. The metropolitan regions of Bengaluru, Chennai, Hyderabad, Kolkata, and Mumbai account for around 10% of India's gross domestic product.



Mumbai is one of the first metropolitan cities in India to articulate a vision for becoming a global city (Bombay First 2003). In order to realize this vision, land use policies were adopted that favored conversion of large tracts of derelict mill lands into spaces that housed commercial offices, luxury residences, and malls at the cost of depriving the city of much needed affordable housing and public spaces. Metropolitan regions have seen



Map - 3.3 Mumbai Metropolitan Area



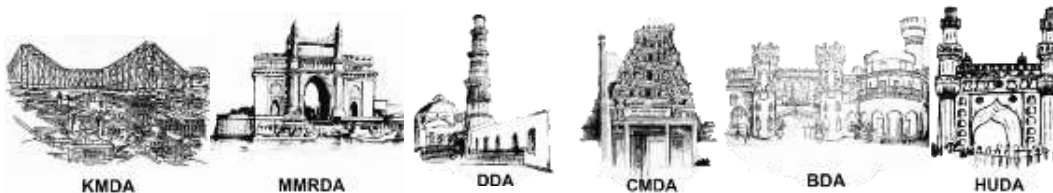
tremendous changes with the opening up of the economy, leading to several infrastructural challenges. Infrastructure projects of a large scale are increasingly undertaken at the regional level. These are typically carried out by state or central governments, either directly or through their parastatals. This infrastructure provision requires financing through various means at the metropolitan level. Thus, there has been a rescaling of urban governance to a metropolitan level. In the MMR, the planning authorities include, but are not limited to the MMRDA, ULBs, CIDCO (the City and

Industrial Development Corporation of Maharashtra), and the Maharashtra Industrial Development Corporation.

TOP TEN METROPOLITAN AREAS OF INDIA



According to the 74th Constitutional Amendment Act, metropolitan regions are areas, “having a population of ten lakh or more, comprised in one or more districts and consisting of two or more Municipalities or Panchayat or other contiguous areas, specified by the Governor by public notification to be a Metropolitan area. At the metropolitan level, a pivotal role in coordinating and providing infrastructure and channeling investments is played by urban development authorities, which are state parastatals, that is, they are under the direct control of the state government.



Planning at the metropolitan level involves articulating a vision for a region controlled by organizations at the center, state, metropolitan, and local levels, as well as functional coordination in order to achieve coherence among plans prepared at different levels and for different purposes, such as transport, land use, environment protection.

DRAWBACK OF METROPOLITAN PLANNING AND GOVERNANCE IN INDIA:

Despite their intrinsic importance, there is a serious infrastructure and governance deficit that has threatened the sustainable development of these metropolitan regions. In addition to the ULBs, there are a number of sector-specific public organizations operating at different scales in cities and metropolitan regions in India for urban service delivery. The restructuring processes in the post liberalization period in India has led to the emergence of metropolitan governance as the focal point, and thereby changed the spatial dimension of urban governance.

CONCLUSION:

As capital inflows and investments increase in metropolitan regions, different public organizations seek to attain control over the region by asserting their presence through large projects. In theory, a metropolitan governance system may be consolidated or polycentric. Both have positives and negatives, and depending on the situation, the most suitable system for providing goods and services in the region could either be one of the two forms or lie somewhere between the two extremes. It must be borne in mind that metropolitan governance structures have to be adaptive in nature as metropolitan regions are always in a state of flux. When viewed from the realistic and pragmatic lens of the political economy in India, as well as taking into account the capacities at the current conjuncture, it would be prudent to have an additional tier of government at the metropolitan level that is cut in size through a clarity of mandate which must not be unfunded. Thus, while reforms related to federalism largely focus on decentralization, improving regional outcomes necessitates reforms that consolidate some functions at the metropolitan level. These reforms will be successful if there is a clear delineation of power and functions at the metropolitan level, coupled with a strong.

