



# GOVERNANCE IN ACTION



## Is City Planning Enough?

### CITIES DON'T GROW IN ISOLATION

Cities are not isolated systems; their growth, infrastructure, economy, and environmental impact extend far beyond municipal boundaries. While Development Plans (DPs) guide city-level development, they are **limited by jurisdictional boundaries**.

#### REGIONAL PLANNING: THE MISSING LINK



DEVELOPMENT PLAN	VS.	REGIONAL PLAN
City-level focus		Multi-jurisdictional
Regulatory		Strategic
Short-medium term		Long-term vision
Limited integration		Cross-sector integration

### 74<sup>TH</sup> CONSTITUTIONAL AMENDMENT

- has provisions for
- District Planning Committees (DPCs)
  - Metropolitan Planning Committees (MPCs)

In this context, the Development Plan remains an important instrument for local-level regulation and implementation. However, Regional plans provide the **strategic spatial structure** within which these plans can operate more effectively. In essence, a regional plan is not an additional layer of planning, but a **necessary framework** to ensure that urban growth is coordinated, resource-efficient, and ecologically responsive across scales.



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The MMR (Mumbai Metropolitan Region) Regional Plan is a compelling case study on how regional planning addresses issues that a city-level Development Plan cannot.



Scan the QR code to access the MMR Regional Plan



## SCALE AND GOVERNANCE

- The MMR covers ~6,300 sq. km, including multiple municipal corporations, councils, and over 1,000 villages, clearly demonstrating a **multi-jurisdictional planning region**.
- The plan is prepared to coordinate development across these jurisdictions, something individual DPs cannot achieve.



## STRUCTURING REGIONAL GROWTH

- The plan promotes **polycentric development** through growth centres (e.g., Navi Mumbai, Kalyan, Vasai-Virar), aiming to decongest Mumbai by **redistributing population and economic activity** across the region.



## REGIONAL TRANSPORT INTEGRATION

- The Regional Plan integrates:
  - Metro rail expansion across the region
  - Regional road corridors and ring roads and multimodal transport hubs
- These systems are **planned beyond municipal boundaries**, ensuring last-mile connectivity between employment centres and residential areas.



## ENVIRONMENTAL STRUCTURING

- The plan identifies and protects:
  - Forests, wetlands, and coastal areas and eco-sensitive zones such as the Matheran region
- It establishes **regional-level environmental buffers** and **regulates development** in sensitive areas.



## LAND USE AND INFRASTRUCTURE INTEGRATION

- The Regional Plan provides:
  - A broad **land use structure** for the entire region
  - Identification of infrastructure corridors and investment zones
- It guides Development Plans by giving a **strategic spatial framework** within which they operate.



## INSTITUTIONAL ROLE

- The MMR Regional Plan is **implemented through MMRDA (Mumbai Metropolitan Region Development Authority)**, which acts as a regional coordinating authority.
- In principle, this aligns with the intent of Metropolitan Planning Committees (MPCs) under the 74th Constitutional Amendment Act—to **consolidate plans across City Governments** and **enable regional planning**.

## WHY THIS MATTERS NOW?



- **Urban growth is outpacing** city boundaries, leading to rapid peri-urban expansion.
- **Peri-urban development** is often unplanned and fragmented.
- **Cities as regions:** jobs, housing, and mobility span multiple jurisdictions.
- **Integrated infrastructure planning** is essential for transport, water, and energy systems.
- **Regional climate risks** like flooding and heat cannot be managed in isolation.
- **Fragmented governance** across agencies leads to inefficiencies and delays.
- **Long-term impact of decisions:** current choices will shape future urban growth, equity, and resilience.

This is not just a planning gap. It is a **strategic imperative** for India's urban future.