

जयपुर मास्टर प्लान 1971-91

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MASTER PLAN FOR JAIPUR

Prepared by :
THE CHIEF TOWN PLANNER & ARCHITECTURAL ADVISER
GOVERNMENT OF RAJASTHAN, JAIPUR, under
THE RAJASTHAN URBAN IMPROVEMENT, ACT, 1959

May, 1976

MASTER PLAN FOR JAIPUR

FOREWORD

The City of Jaipur has a glorious history of its own. Probably the first planned city of modern India, Jaipur continues to enthrall foreigners and fascinate Indians. The city's features of beautiful architecture, planned growth and cosmopolitan character have endowed it with uniqueness in India's urban setting.

Being a capital city with phenomenal possibilities of development, Jaipur has been attracting a large number of migrants from the neighbouring villages and towns and even from other States of India. But the resources of the city have been unable to cater to the requirements of the growing population. Thus housing, water, electricity, roads, transportation, education, health, recreation and other community services must develop in a synchronized and phased manner in order to cope up with the challenges of rapidly and constantly increasing demands of the city population. Besides, the emphasis on making Rajasthan a paradise for tourists needs to be reflected in the restructuring and beautification of the city. It is interesting to note that a tourist to Jaipur craves to observe the continuing 'traditions' of the city, while the pressures of urban life make 'modernization' of the city structure imperative. In fact it is this blend of 'tradition' and 'modernity' which should be the hallmark of Jaipur's growth.

A Master Plan of a city is a blue-print for rational growth. It provides guidelines to the State and city authorities for planned urbanization by controlling the environmental variables and redesigning its infrastructure. The present Master Plan of Jaipur has been approved by the Government of Rajasthan after taking into account various objections and suggestions received since the publication of its Draft in 1972.

The Master Plan surveys the existing community services, projects and demands in various sectors for 1991 and contains constructive recommendations for actions in order to meet these possible demands. It is difficult for a Plan of this type to be absolutely specific in its suggestions. In order to be practical, it has to make a leeway for unforeseen contingencies. Appropriately, therefore, the Master Plan of Jaipur is comprehensive in scope without being rigid in its orientation.

An important feature of Jaipur's Master Plan is its integrated approach to city's development. A functional relationship is aimed at among the numerous areas of urban growth. This will help develop the city in a balanced manner and thus keep the urbanization process under effective control. It is hoped that the various State and city authorities will endeavour to make the Master Plan a success through their respective contributions and demonstrable enthusiasm in its implementation.

Sd/-

(Gulab Singh Shaktawat)
State Minister for Town Planning
Rajasthan, Jaipur.

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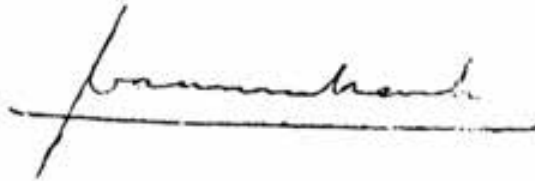
ACKNOWLEDGEMENT

The following Officers of the Town Planning Organisation rendered assistance in the preparation of this Plan :

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Some other officers and staff of the Organisation also assisted me at various stages in the field work, data processing and analysis and preparation of the drawings for the Plan.



B. KAMBO
Chief Town Planner &
Architectural Adviser
Rajasthan, Jaipur.

P R E A M B L E

The city of Jaipur has always been a planner's dream come true. Ever since Vidyadhar planned this now famous Pink City in the second quarter of the 18th Century and Sawai Jai Singh with his acumen and astuteness laid the foundations of the grandeur of this town. Jaipur has been referred to as a masterpiece in the art and science of town planning.

Over the years, however, the city's growth, on account of natural and other constraints has not been able to keep up with the lofty ambitions of its founders. The architectural beauty of the city has been marred by unauthorised and unplanned constructions littered throughout the city and the civic amenities have fallen short of the necessities of the continually growing population. A living city—as the city of Jaipur is—requires constant evaluation of its potentialities of growth and limitations of expansion. Town planning involves making the best of the available human and material resources keeping in view the projected demands for the future.

Considering that Jaipur's population will be about 12.5 Lac by 1991, the Master Plan of Jaipur has recommended notable improvements in the fields of housing, transport, education, health and other areas of public utilities. The present Plan is an outi

come of rigorous thinking and it would require effective coordination of efforts on the part of State and city authorities for its faithful implementation. In its preparation, the view of various communities, associations and prominent citizens have been given due consideration.

Preparations for the Master Plan began in 1969-70 and it is gratifying to see it in print in 1976. A task of large magnitude has been completed in such a short time due to untiring efforts of the Town Planning Organisation. The Chief Town Planner, Shri B. Kambo has been the main motivating force behind this. This team comprising of young energetic officers has discharged its obligations remarkably well. They are now engaged in similar exercise for the towns of Ajmer, Bikaner, Kota and Jodhpur and if all goes well this year 1976 is going to be a milestone in the history of Town Planning Organisation in the State.

Sd/-

(G. J. Mishra)

Secretary to Government
Department of Urban Development & Housing
Government of Rajasthan, Jaipur.

Introduction

JAIPUR is well known as the 'PINK CITY' of India. It is one of the very few planned cities in the country and is famous for its traditional Architecture and Civic Design aspects, well laidout roads, parks and palaces. Visitors to Jaipur can have a glimpse of the Town Planning principles of the late Medieval Period actually put into practice.

The walled city of Jaipur was founded in 1727 A. D. by the then Maharaja Sawai Jai Singh II who is said to have studied the Shilpa Shastras and commissioned Vidyadhar Bhattacharya to prepare a plan for the new city on the Town Planning principles contemporary of that period. The planner evolved a grid iron plan with the main road running almost east-west along the ridge in the centre and placing the palace complex as the core of the City Plan. The construction work started in 1728 A. D. The buildings were built under strict Architectural Control. "Harmony" was achieved by following specific style

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of architecture and later by using Pink colour over the external facades of all the buildings along the main thoroughfares of the city. This made it famous as the Pink City of India. Later rulers also followed these principles and added to its beauty and architecture.

The original development of the city was confined to the city walls till the beginning of this century. It started growing outwards with the incoming of the railway line and other economic factors. In the Thirties, five development schemes, Fateh Tiba, area south of Ramniwas bagh, Ashoknagar, New Colony in Jalu Pura and Bani Park, which are more commonly known as A,B,C,D and E respectively, were conceived to provide residential plots, land for public institutions and other amenities for the increasing population. Civil Lines area was developed primarily to house the senior Government servants.

Jaipur experienced a phenomenal growth during the post Independence period due to influx of displaced persons from Pakistan and it also being made the Capital of the new State of Rajasthan. After the 1948 Congress Session Jaipur, Bapu Nagar and Gandhi Nagar residential areas towards the south were developed. South-eastern area was developed during the fifties when Rajasthan University was also established. Development towards north-west took place in the early sixties with the establishment of Jhotwara Industrial area.

Expansion of the City towards the north and the east was restricted because of the existing hill ranges. Further development therefore continued towards the south and south-west. Jaipur, which originally had only about 2,000 acres within the fortifications, covered more than 14,000 acres in 1971. Municipal limits, however, encompass about 46,000 acres.

Urban expansion also brought many related problems, such as shortage of living accommodation, traffic congestion, lack of sanitation and other amenities etc. The recent building activity

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has kept little regard for the traditional Architectural and Civic Design aspects of the city with the result that there is a positive threat to the city's Beauty, Symmetry and Design for which it has been so famous. All is not well the way Jaipur is expanding and some "Order and System" is required to be brought in. It became imperative that adequate attention must be immediately paid to these problems and to avoid haphazard growth taking place almost everywhere. Need for a Long Range Comprehensive Plan or a Master Plan was thus felt urgent to guide its future development.

Rajasthan Urban Improvement Act, 1959 (under Chapter II) empowers the State Government to appoint an Officer or Authority for the purpose of preparing a Master Plan for any urban area in the State. Sections 3 to 7 deal with the various stages for the preparation of the Master Plan and notification of the same by the State Government. Accordingly, the Government issued a notification on October 7th, 1964 under sub-section (1) of section 3 notifying that a civic survey shall be carried out and a Master Plan shall be prepared by the Chief Town Planner & Architectural Adviser, Government of Rajasthan, Jaipur for the urban area which will include 125 revenue villages. Under sub-section (2) of the same section, the State Government constituted an Advisory Council under the chairmanship of the Minister for Town Planning for the purpose of advising the Chief Town Planner & Architectural Adviser for the preparation of the Master Plan. This was also issued as a part of the aforesaid notification.

With the help of the Officers of the Town Planning Organisation, various physical and socio-economic surveys, as were considered necessary, were carried out. Socio-economic survey was conducted through the aegis of the University of Rajasthan. A draft of the Master Plan was then prepared with 1961 as the base. This consisted of charts and drawings illustrating the results of the various surveys and studies, the proposals as well

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as an explanatory text. The Plan projected the needs of the City upto 1991. The Advisory Council held its first meeting on June 7th, 1968 and approved the Draft Plan subject to certain modifications to be made after obtaining comments from the Military, Civil Aviation and Railway authorities. Correspondence was accordingly made with the various departments on the desired issues. The Draft Plan was got ready for publication for the purpose of inviting suggestions and objections as required under section 5 of the said Act.

Rules framed earlier prescribing the procedure for the publication of the Plan and finalising the same required substantial amendments before the draft could be published. Considerable time lapsed in amending the relevant rules. In the mean time lot of development took place around Jaipur. 1971 Census had been conducted and the data collected in 1961-65, on which the Draft Master Plan was based, required updating. After the amendment of the relevant rule, fresh surveys, wherever necessary were conducted. Other supporting material was updated and proposals modified accordingly taking 1971 as the base year. On October 9th, 1972, fresh notification was issued by the Government under section 3 (1) declaring that urban area of Jaipur shall include 132 revenue villages including Jaipur City. The Advisory Council considered the revised Draft of the Master Plan in its meetings held on May 7th, 1971 and April 1st, 1972. The Council endorsed the Draft Plan as presented for the purpose of publishing the same to invite suggestions and objections from the public. A brief outline of the Draft Master Plan was also prepared in English as well as in Hindi explaining the background, Plan Objectives, Planning Policies and Principles and salient features of the Plan. It was released for public comments on December 18th, 1972. As per rules, 30 days time was allowed for filing comments objections, suggestions etc. This was extended by 30 days to provide further opportunity to the citizens for commenting on the Plan. An exhibition of the drawings

embodying the various studies/proposals was also held for the aforesaid period for giving adequate publicity.

Nearly 500 suggestions, objections and comments were received from individuals, group of individuals, co-operative housing societies, associations, local bodies, corporations, Government and Semi-Government departments etc. In order to examine each comment properly, these were compiled under the following five groups:-

Group 'A'	Central and State Government Departments, Autonomous Bodies & Local Authorities	13
Group 'B'	Non-Government Institutions/ Associations, Societies excluding Housing Co-operatives	31
Group 'C'	Housing Co-operative Societies	21
Group 'D'	Urban Farmers	331
Group 'E'	Individuals and Group of Individuals	95
Total		494

Site inspections were made to examine each representation in its proper context. Personal discussions were held wherever it was considered necessary. This was a very time consuming exercise. Finally in December, 1974 a report was compiled containing important points of almost each and every representation alongwith my comments thereon. Copies of that report were sent to all the members of the Advisory Council and their advice was sought on my observations and comments on the representations so received. The Advisory Council met twice on February 22nd, 1975 and May 30th, 1975 to consider the aforesaid report. All the four members of the State Legislature and member of the Parliament representing Jaipur

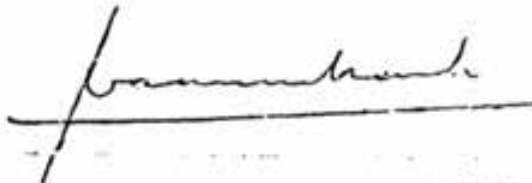
were requested to attend these meetings as special invitees. They attended both the meetings and actively participated in the discussions. The Council endorsed the modifications and revisions that I had suggested to be made in the Draft Land Use Plan. As a result of the detailed scrutiny of the aforesaid objections, suggestions and comments, some of the earlier proposals had been modified, consequential changes made and some new ones incorporated. The text of the Draft Plan has also accordingly been modified and chapters not required for the final Plan have been deleted.

I would like to acknowledge most gratefully the valuable advice from the Chairman and members of the Advisory Council from time to time at various stages in the preparation of this Master Plan. I am thankful to the members of the State Legislative Assembly representing Jaipur for their active participation and contribution made during the meetings of the Advisory Council. I would also like to express my grateful thanks to the various Departments of the Government, Urban Improvement Trust, Jaipur, Municipal Council, Jaipur and University of Rajasthan for their assistance and co-operation in this project. I would also wish to take this opportunity of acknowledging the most valuable help of the Officers of the State Town Planning Organisation connected with this project who worked very hard, conducted the various surveys, collected the desired data, analysed the same and assisted me in all possible ways in completing this Plan.

The Master Plan for Jaipur for the period 1971-91 has been prepared finally today as required under Section 5 (3) of the Rajasthan Urban Improvement Act 1959 and in token thereof I do hereby affix my signatures hereunder. It is now being

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submitted to the State Government as required under section 6 (1) of the said Act for approval and notification.



Rambagh
JAIPUR
May 29, 1976.

B. KAMBO
Chief Town Planner &
Architectural Adviser
Rajasthan.

This Master Plan has been approved by the Government of Rajasthan under section 6 (3) of the Rajasthan Urban Improvement Act, 1959 and was so notified under section 7 of the said Act on June 4th 1976 (Refer Appendix 3).

Planning Concept

Land is the primary resource of any community and the art and science of City and Regional Planning concerns with the regulation of and control on the USE of this primary resource to the optimum as well as best benefit of the community. The Planning process, therefore, is essentially a process of scientific evolution of the various categories of economic activities or Land Uses to which the land in a city or a town should be committed.

Physical Planning or City and Regional Planning is thus a method through which a city attempts to take certain decisions regarding its future size, form pattern, direction of growth etc. and also the machinery to implement such decisions. Once such broad decisions are taken on city-wide basis, it becomes easier to consider day-to-day issues in the overall framework to arrive at appropriate solutions. Implementation of every such solution in the context of the overall framework takes the

city one step further towards the realisation of the ultimate goals and objectives because then no decision is taken or a programme implemented in isolation. The overall framework in the planning language is called a Master Plan. The Master Plan is thus a written statement of Planning Policies and principles for guiding the future growth of a city. It is accompanied by a Land Use Plan and other maps. The Land Use Plan is the translation into spatial dimensions of these Policies and Principles. The Master Plan thus provides definite guidelines both for the city government as well as for the public. Each city has certain special characteristics of its own and which it may want to maintain. Certain Assumptions are therefore made and Objectives are listed. Planning Policies are formulated on these objectives. Planning Principles are evolved in the context of these policies and objectives. The Master Plan is then evolved based on the above. These steps have been followed in the formulation of Master Plan for Jaipur.

PLANNING POLICIES

Being the capital of the State, Jaipur shall continue to be the principal Administrative, Commercial and Distribution Centre of the State. The fact that Jaipur has been a major Tourist Destination Area and figures on the world tourist map has also to be taken into account. The development of the city in this context is, therefore, of paramount importance and special emphasis should be given to this aspect as well. Because it is the largest urban centre of Rajasthan, the city will attract a sizeable share of the industrial and allied economic activity also. Large scale, heavy industrial development shall however not take place within Jaipur. Separate township near Jaipur shall be developed for the purpose.

PLANNING PRINCIPLES

In the context of the aforesaid Policies, the following Principles have been evolved to guide the formulation of the Land Use Plan.

- ① Government and Semi-Government Offices should be in organised complexes and so located that they have adequate land

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nearby for housing and are directly accessible from the major thoroughfares. Commercial activities should be rationally distributed so as to minimise travel time and to avoid the necessity of travelling daily to the Central Business Area like Mirza Ismail Road, Johari Bazar, Tripolia Bazar, Chaura Rasta, Kishanpoie Bazar etc. Appropriate areas should be identified for industrial development and these should be planned properly. Locations should be determined in relation to their functional needs. Tourism both foreign and domestic, should be promoted on an accelerated scale. Necessary facilities such as boarding, lodging, transport etc. for all income groups should be provided in most appropriate locations and to suit varying needs. Special care should be taken to conserve the traditional Architectural and Civic Design aspects of the walled city while regulating development within that area. Areas of historical architectural and archaeological importance must therefore be carefully detailed out and protected from the invasion of ugly structures and conflicting Land Uses in the name of modernism.

While developing new areas, proper relationship between the walled city and the new expansions should be evolved both spatially and socially. The land should, therefore, be allocated for various uses in such a manner so as to promote more cohesive functioning between various activities of the city. Walled city has comparatively higher density while the adjoining newer developments are thinly populated. Disparities in residential densities should be narrowed down. New residential areas as well as work centres should be so developed to attract movement from the walled city outwards. Community facilities, Public utilities and services should be scientifically distributed in the entire urban area according to the pattern of residential densities and accepted norms and practices. Recreational facilities at the Regional, City and Local levels should be systematically distributed. Due emphasis should be given to places of historical interest and scenic beauty while developing new recreational areas.

(11) A hierarchical system be evolved for the Circular Pattern so as to make optimum use of the different types of roads and streets in the city. Land Use Plan and the Transportation plan should function as complementary to each other. Traffic bottlenecks within the walled city should be removed by finding alternative alignments and providing missing links. (12) A Peripheral Control Belt should be provided around the urbanisable limits in order to check any haphazard urban growth on the periphery of the city or ribbon development taking place along the thoroughfares entering the city. Development in the rural settlements within the peripheral belt should be regulated. Few villages should be selected and developed as urban villages to strengthen the rural economy.

(13) The entire urban area should be divided into a number of Planning Zones or Planning Districts each of which would be more or less self-contained in matters of work centres, living areas, shopping, educational, medical, recreational and other community facilities. Detailed Plans should then be prepared for each such planning Zone or District as a follow-up action.

(14) The Land Use Plan is the translation into spatial dimension of the aforesaid Planning Policies and Principles. It has been evolved on the basis of the existing characteristics and the present and potential economic structure of the city.

By virtue of its publication as a draft for public comment, followed by hearings and discussions with various persons thus ensuring participation of the people in its evolution and formulation, the Plan has been prepared in keeping with the need and sentiments of the citizens of Jaipur. The Plan is designed to be a guide for the official policy and for public and private action for the development of the city for the next twenty years. It is based on 1971 data and the horizon year is 1991. It is thus Long Range Plan. It gives an integrated picture of future requirements organising the various elements.

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in such a manner that these are functionally related, economically sound and socially desirable. It is, therefore Comprehensive. The Land Use Plan is General because precise location of every Use cannot be indicated in such a Plan. A Master Plan is therefore also called Long Range Comprehensive General Plan. It has, however, been prepared under an Act of the state Government. It, therefore, carries legal sanctity and to that extent it is rigid. Modification to this Plan can, however, be made according to the law to meet the changing needs of the city.

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Land Use Plan

Master Plan to guide the future development of Jaipur has been evolved on the basis of the various physical and socio-economic surveys and studies, the existing pattern of development, growth rate, economic structure, traffic pattern and volume etc. and also taking into account desired direction and orientation it requires during the plan period.

The Land Use Plan for Jaipur has thus been conceived to find appropriate solutions for the entire range of inter related complex urban problems. It aims at a balanced and integrated development of the entire notified urban area. It attempts to solve the present problems-physical, economic, social and developmental. It provides guidelines for the future growth upto the horizon year i.e. 1991. It has been kept in scale with the economic needs of its citizens and the financial resource of the State Government whose it is the Capital.

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The image of Jaipur City in 1991 presented in this Plan does not, therefore, claim to be an exact prediction of WHAT WILL BE nor it is intended to be a prescription for WHAT SHALL BE. It is an image of WHAT IS LIKELY TO BE if the public organisations and private individuals responsible for the development of the area pursue their interest in a proper way.

FUTURE SIZE AND OCCUPATIONAL STRUCTURE

Population of Jaipur according to 1971 Census was 6.15 lakhs. The City increased fourfold during the last four decades as will be seen from the growth trends given in table 1 below :

Table : 1
Population Growth Trends & Projections—Jaipur—1901-91

Year	Persons	Variation	%age Variation
1901	1,60,167	—	—
1911	1,37,098	— 23,069	— 14.40
1921	1,20,207	— 16,891	— 12.32
1931	1,44,179	+ 23,972	+ 19.94
1941	1,75,810	+ 31,631	+ 21.94
1951	2,91,130	+1,15,320	+ 65.59
61	4,03,444	+1,12,314	+ 38.58
71	6,15,258	+2,11,814	+ 52.50
81	9,27,400	—	—
1991	12,54,600	—	—

(Source : Census of India and T.P.O. Projections).

It will be seen from the above table that major growth occurred between 1941-51 as a result of the partition of the sub continent and the resultant influx of displaced persons from Pakistan to the boarder states of Punjab and Rajasthan in India. The second important factor for this accelerated growth is perhaps the declaration of Jaipur as the Capital of the new State of Rajasthan. Notwithstanding any abnormal factor that may have strong impact on the current trends of growth

during the next 20 years, the population of Jaipur may reach 12.5 lacs by the Census year 1991. This will give a growth rate of about 5.2 percent per-year. This also implies that the city may double its population during the Master Plan period.

1971 occupational structure had comparatively lower proportion of workers in industry and higher proportion under other services. As stone has been the traditional construction material, more than 3 percent of the working force had been engaged in mining and quarrying. The participation ratio in Jaipur was 26.9 percent as against 25.8 percent in Rajasthan (urban) as per 1971 Census. It is intended to increase this ratio to about 35 percent by the horizon yet so as to achieve a more balanced economic growth commensurate with the population growth rate mentioned above. Employment opportunities under Industrial Sector would, therefore, need to be increased percentage-wise as well as in total number. Table 2 given below indicates the Occupational structure and percentage of total workers in each of the seven standard classifications for the horizon year :

Table : 2

Occupational Structure-Jaipur-1971 and 1991

Sl. No.	Occupation	1971		1991	
		Persons	% age	Persons	% age
1.	Agriculture	5,279	3.2	1,700	0.4
2.	Livestock, Forestry, mining quarrying & allied activities	993	0.6	2,600	0.6
3.	Industry	45,171	27.3	1,44,400	33.0
4.	Construction	5,940	3.6	24,100	5.5
5.	Trade & Commerce	32,581	19.7	70,000	16.0
6.	Transport and Communication	14,459	8.7	35,000	8.0
7.	Other Services	50,957	36.9	1,59,700	36.5
TOTAL :		1,65,380	100%	4,37,500	100%

(Source : Census of India & T.P.O. estimates)

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**URBANIZABLE
AREA**

It has been mentioned earlier that Jaipur may grow from 6.15 lakhs in 1971 to 12.5 lakhs by 1991. This means that additional land has to be found to accommodate new population equivalent to the size of the present city of Jaipur. Because of the constraints of the hill ranges towards the east and the north and the existing Army establishment towards the west, future expansion of the city shall necessarily have to be towards the south, south-west and north-west. Small area of urbanizable land in the north-eastern valley has however been included.

Land in these directions is generally levelled and thus easier to develop although there are pockets of good agricultural land as well. Requirements of land for each of the major activities have been worked out keeping in mind the minimum desirable standards of development to house a population of 12.5 lakhs on a rational basis with adequately distributed network of work centres, residential areas, community facilities and services properly interlinked with an efficient circulation system. A total land envelope of about 38,400 acres shall be required to meet the projected needs.

While determining the boundaries of the land envelope, full consideration has been given to the existing physical features and contiguity of development. While the airport towards the south defines the southern limit for future development, Sanganer-Sodala road towards the south-west, series of high tension power lines, north of Ajmer road running north-south, towards the west are the other governing factors limiting development in these directions. The existing industrial area in Jhotwara shall be enlarged substantially to link it with Vishwakarma industrial area and also providing for adequate component of housing near it. Land in the north-eastern valley shall be developed primarily for the tourists' facilities and other connected needs. While the total land envelope shall be about 38,400 acres, the Developed area within it may be about 33,500 acres. Table 3 below shows the allocation of land for various Uses :

Table : 3

Land Use-Jaipur-1971 and 1991

Sl. No.	Use	1971		1991	
		Area in acres	% age of Developed Area	Area in acres	% age in Developed Area
1.	Residential	5,000	50.0	17,200	51.3
2.	Commercial	340	3.4	1,600	4.8
3.	Industrial	710	7.1	4,460	13.3
4.	Governmental	210	2.1	440*	1.3
5.	Recreational	330	3.3	1,000	3.0
6.	Public & Semi-public	1,680	16.8	2,580	7.7
7.	Tourist Facilities	—	—	200	0.6
8.	Circulation	1,730	17.3	6,020	18.0
	Developed Area	10,000	100.0	33,500	100.0
9.	Govt. Reserved	1,990	—	2,500	—
10.	Agricultural	985	—	1,000	—
11.	Other vacant and undeveloped land	1,435	—	—	—
12.	Water Bodies	—	—	1400	—
	Urbanised Area	14,410	—	—	—
	Urbanisable Area	—	—	38,400	—

*This does not include 60 acres provided in the Sub City Centre and some of the District Centres.

(Source : T.P.O. Surveys and estimates)

The Land Use Plan indicates the spatial distribution of the above in the context of their functional relationship.

PLANNING DISTRICTS

Jaipur Urban Area has been divided into nine Planning Zones, hereinafter referred to as Planning Districts, for the purposes of its improvement and future development. This has been done after taking into account the existing pattern of growth, natural and other existing physical constraints, proposed location of various economic activities, their functional relationship etc. Each of these Planning Districts shall thus be more or less a self contained community in matters of employment, housing, shopping, recreation and other community facilities and services. Walled city alongwith the future development towards the north-east has however been considered as one entity although it performs a number of city level functions. The nine Planning Districts alongwith the gross area encompassed by each are listed in table 4 below :

Table : 4

Planning Districts—Jaipur—1991

A. Walled City District	3,850 Acres Approx.
B. Bani Park District	2,700 " "
C. Ashok Nagar-Vilak Nagar District	3,300 " "
D. Gandhi Nagar District	3,050 " "
E. Jhalana District	5,600 " "
F. Sanganer District	5,250 " "
G. Civil Lines District	8,180 " "
H. Jhotwara District	6,470 " "
Urbanisable Area	38,400 " "
J. Green Belt District	57,900 " "
Notified Urban Area	96,300 " "
i.e. 385 Sq. Kms. approximately.	

The limits of each planning district are indicated on the Jaipur Urban Area map which also shows the Revenue boundaries, the existing developed area and the limits of proposed development upto 1991. While the first four districts primarily cover most of the existing developed area, the other four include most of the urbanisable lands. The last district represents the peripheral area around the urbanizable limits.]

Walled City District, besides encompassing the entire area of the 18th century Jaipur also includes all the urbanizable Lands towards the north and north-east. This is the core of Jaipur Urban Area and provides the most important functions and activities. Almost all points of tourist attraction are located within this District. Jal Mahal Lake area towards the north shall be the new feature of tourist attraction. Taking advantage of the physical features and its location, a site for another five star hotel and other tourist facilities shall be developed in this area.

Bani Park District mostly covers the development that took place in the Forties and after Independence. Additional areas for future development towards the north are also included. This District shall accommodate all District level offices, the Police Lines and the new district centre. It also includes the main Railway Station. New District Centre in subhas Nagar at Nirman Marg shall be the focal point of this District.

Ashok Nagar-Tilak Nagar District encompasses most of the development that took place since 1940. Statue Circle, where stands the statue of the founder of Jaipur, forms the central point of Ashok Nagar whereas Raja Park bazar is the most popular area in Tilak Nagar.

Jawahar Nagar, one of the largest housing estates of Rajasthan Housing Board, providing about 2,500 residential plots and developed since the formulation of the draft Plan, forms part of the District. The State Government office Complex is the

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core and the main work centre of this District. Other main elements are Rambagh Palace Hotel, Sawai Mansingh hospital and Medical College. Maharaja College, Maharani Gayatri Devi Girls public school and the popular Ram Niwas Garden. A very important physical feature within this District is the Moti Deongri hillock. Land around the palace on this hillock shall be developed into another major city level park (with the palace as the central feature) to supplement the present Ram Niwas Garden. New Commercial-cum-Community Centre in Jawahar Nagar shall be one of the additional important features of this District.

Gandhi Nagar District, which includes the Rajasthan University and its constituent Colleges, shall have some vacant lands to be developed during the Plan Period. Lal Kothi District Centre on Tonk Road shall be the focal point of this District. It shall also house the new State Assembly Complex and part of the State Government and its allied offices. New Offices of the Western Railway shall also be located in the south-western part of this District.

Jha'ana District shall provide large tracts of land for future development. It shall include the new sub-City Centre, Malviya Regional Engineering College, two Industrial areas and Sanganer airport. The new sub-City Centre shall be developed along Tonk road at its junction with the inner ring road. Immediately to the north of the new sub-City Centre, railways shall be developing large area for their operational and other requirements connected with the broad gauge line works.

Sanganer District provides maximum land for future expansion of Jaipur towards the south-west. It provides for the second Industrial area of Jaipur. A new major hospital and a University sub Centre shall also be located in this District. It includes the existing town of Sanganer.

Civil Lines District includes almost all lands earmarked for Military Cantonment, offices of the Public Works and Public Health Engineering Departments of the State Government and existing industries west of the main railway station. The new District Centre on Ajmer Road shall be the additional work centre in this area. This District provides substantial area for development during the Plan period.

Jhotwara District towards the north-west primarily provides for the existing and the new Industrial areas. Adequate land has been earmarked for corresponding housing and connected community facilities. A new commercial centre and a wholesale market at the junction of Bikaner road and the new Delhi-Jaipur northern bye-pass shall form the focal point of this district.

[The Green Belt District shall cover all the peripheral areas between the Urbanisable limits of 1991 and Jaipur Urban Area as Notified under the Act covering 132 revenue villages.] As mentioned earlier, selected rural settlements in this area shall be developed as 'Urban Villages' to strengthen the economy of the rural population living in this District. Amber town towards the north and Kanakpura-Bindaika township towards the west shall form part of the Green Belt District. Separate development plans shall however be prepared indicating the future urban area of Amber and the new industrial township. Separate Land Use Plans for these two settlements shall also be prepared as a follow up action of the Master Plan.

Each of these Planning Districts shall be further sub-divided into Planning Areas and Planning Units. In delineating the boundaries of the various Planning Areas within each Planning District, existing physical barriers, pattern of development, major variations in Land Uses etc. shall form some of the principal considerations. Detail District Plans shall be prepared on the basis of Planning Area boundaries.

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GOVERNMENT AND SEMI- GOVERNMENT OFFICES

The fact that Jaipur is the Capital of the State imparts it certain special characteristics. This has to be taken into account in any planning exercise for the city, as its future growth shall largely be effected by the expansion and changes in the Government activity. Taking cognizance of the existing conditions and problems of working area-living area relationship, due care has been taken while earmarking new areas for the purpose. The new Government and Semi-Government offices shall therefore be located in organised office complexes with adequate land nearby for provision of housing and other community facilities. Employment in Government and Semi-Government Offices may constitute about 13% of the total working force by 1991. Thus adequate land for Government offices would be required to accommodate about 56,000 office workers. It would be possible to accommodate the present strength of about 21,000 workers within the existing organised complexes of Secretariate, Collectorate and Jalebi Chowk, covering an area of about 190 acres but additional land shall be required for the balance 35,000 workers. Accepting the existing practice of Government buildings design and space standards and assuming that new office buildings shall generally be three storeyed, the gross density works out to about 200-250 persons per acre.

Additional land required would thus be about 160 acres making a total of about 350 acres. New office areas have been earmarked to achieve a rational distribution of population and work centres. This would relieve the existing congestion in some areas and also reduce the average distance of journey to work.

It is proposed to develop a new sub-City Centre in the southern part which shall also have a Government Office Complex. Secretariate Complex shall be extended southward along Bhagwandas road overlooking the spacious grounds of Sawai Mansingh stadium. Some Government offices shall also be

located in selected District Centres. Jai Singh Highway from M. I. Road and terminating at collectorate building shall primarily be developed for District level offices while Jalebi Chowk shall be for Local and Municipal Offices. Present U.I.T. office area is reserved for offices of the proposed unified Authority which shall have the overseeing responsibility of implementation of the Master Plan and co-ordinating the work of all other agencies.

A new site has been reserved for the State Legislative Assembly building as part of the Secretariate's southern extension scheme and making it the principal focal point for termination of Bhagwandas road extension. This important building shall close its vista at the southern end.

Additional area of about 150 acres has been earmarked for the new offices of the Western Railway to be built in connection with the broad gauge line construction works. Zonal offices of the western Railway may be located in this area. Table 5 indicates the distribution of various Government offices complexes.

Table : 5

Government Office Distribution—Jaipur—1991

1. Secretariate Complex	165.0	Acres approx.
2. Collectorate Complex	35.0	" "
3. Jalebi Chowk Complex	15.0	" "
4. F.W.D. Complex	50.0	" "
5. Sub-City Centre	30.0	" "
6. District Centres	30.0	" "
7. Other areas	25.0	" "
	350.0	
8. New Railway Office Complex	150.0	" "
Total :	500.0	

Government Reserved Areas ;

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Being the State Capital, Jaipur City has quite a large area under Cantonment, Rifle range and Police Lines. Keeping in view, the future expansion of these activities additional land has been provided for the purpose. The boundaries for the cantonment area have been so determined that even further expansion westwards would be possible in a contiguous manner. The Radio Station near Khasa Kothi and the Wireless stations near Jhotwara and Sanganer have been retained in their present locations. The total area provided for Government Reserved Use is about 2,500 acres.

COMMERCIAL

Jaipur is not only the State Capital for Administrative purpose, it is also the principal Commercial and Distribution Centre of Rajasthan. Traditional household industrial products like precious stones, textile prints, marble and ivory work etc. are known all over the country and abroad. General Business and Commercial activity shall therefore also continue to expand in the city during the plan period.

About 16% of the total working force i.e. 70,000 workers may be employed by the horizon year i.e. 1991 under various business and commercial establishments distributed at different levels. In order to distribute these activities more rationally and to minimise travel period, obviating the necessity of daily trips to Central Business Area, total commercial activity shall be distributed in the following hierarchy :

1. Central Business Area
2. Sub-City Centre
3. District Centres
4. Local Shopping Centres
5. Convenient Shops

Wholesale trade, Warehousing, Godowns and Special markets have been separately treated and provided for. Distribution of total commercial land as per Land Use Plan 1991 is given below

in table 6 under various sub-heads at different levels of the hierarchy :

Table : 6

Commercial Area Distribution—Jaipur—1991

1. Central Business Area	—	570	Acres	Approx.
2. Sub City Centre	—	115	"	"
3. District Centres	—	180	"	"
4. Special & Wholesale Markets	—	230	"	"
5. Warehouses and Godowns	—	335	"	"
6. Hotels	—	125	"	"
7. Other Commercial areas	—	45	"	"
Total		1600	"	"

For various historical, traditional and economic reasons, the existing Central Business Area comprising Johari Bazar, Chaura Rasta, Kishanpole Bazar, Tripolia and Mirza Ismail Road shall continue to function as the most important centre for trade and commerce. There is however not much room for its major expansion within the walled city. Some pockets may become available by shifting the congested and undesirable wholesale trade. A number of new areas shall therefore be developed outside the walled city as extensions to the Central Business Area. These are Sanganeri Gate Commercial Complex facing Ramniwas Garden, Shopping Centre on government garage site on M.I. Road, Kalwar Shopping Centre near main railway station, New Fruit and Vegetable Market near Ghat gate, New Grain Mandi outside Suraj Pale, Truck Terminus on Agra Road etc. Two new retail shopping bazars, west of Ajmeri Gate and east of Sanganeri Gate along the City wall, on either side and in continuation of the existing Nehru and Bapu Bazar respectively shall also be developed. These shall be planned as "Pedestrian Malls" with fountains, sitting areas,

Central Business Area

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green squares etc. In fact work on development of such a bazar west of Ajmeri gate has already been taken in hand. In due course Nuhru Bazar and Bapu Bazar shall also be converted into pedestrian malls. Adequate parking facilities for all types of vehicles shall however be provided on the fringe areas of these bazars.

Sub City Centre

As the future growth of the city shall by and large be towards the south and the south-west, the Central Business Area would tend to be in one corner. A Sub City Centre, covering an area of about 115 acres shall, therefore, be developed towards the south at the junction of Tonk road and inner ring road. It will supplement the facilities available in the Central Business Area for the population living in the southern planning districts which may be of the order of 4.5 to 5 lakhs. It shall also have land for Public Offices. Besides large show rooms and retail shopping, it shall have Cinema houses and hotels. When it is fully developed and starts functioning, traffic in the central area could be reduced considerably by taking other regulatory measures.

District Centre

In order to decentralise further the commercial activity, five District Centres shall be developed. Each shall form the nucleus of commercial activity for the Planning District concerned. Their size however may vary from 20 to 40 acres depending upon the location, distribution of population and the degree of functions these are expected to perform. A District Centre shall serve 1 to 2 lakhs of population and shall have retail shops, wholesale markets, commercial offices, hotels, restaurants, cinemas, service industries, workshops, service stations etc.

The following District Centres have been indicated in the Land Use Plan.

Table : 7

District Centres Distribution--Jaipur-1991

1. Subhash Nagar District Centre (in Bani Park District)	—	20 Acres Approx.
2. Lal Kothi District Centre (in Gandhi Nagar District)	—	20 " "
3. Sanganer District Centre (in Sanganer District)	—	20 " "
4. Ajmer Road District Centre (in Civil Lines District)	—	40 " "
5. Sikar Road District Centre (in Jhotwara District)	—	20 " "

While five new District Centres shall be developed in Bani Park, Gandhi Nagar, Sanganer, Civil Lines and Jhotwara Districts, sub District Centres of 10-20 acres each shall also be developed in the following locations :

1. Along Amber road north of Zoravar Singh gate.
2. Along Govind marg and along the main east west road in Jawahar Nagar.
3. Along Jawahar Lal Nehru Marg north of Clark Amber hotel.

These commercial areas shall provide the desired shopping and other facilities in the north and Ashok Nagar-Tilak Nagar and Jhalana Districts.

Local Shopping Centres shall be provided in each of the Planning Areas to serve a population of about 20,000. There shall thus be a number of Local Shopping Centres in each Planning District. These shall be indicated while detailing out the District Plans. Such a Centre shall require about 3-5 acres and would be 15-20 minutes walk from any part of

Local Shopping
Centres

the Planning area. It shall have retail shops, service shops, post office, community hall etc.

Convenient Shops For day to day requirements of the people, Convenient shops shall be provided within each Planning Unit. These shall be in groups of 6-10 shops to serve a population of about 5,000. Each Planning area may thus have 4-5 convenient shopping blocks.

Wholesale Markets Wholesale markets shall generate heavy traffic because of their extensive goods handling characteristics. Areas occupied by some of the existing wholesale markets within the walled city shall be redeveloped. Some activity may be retained at the existing sites whereas other with extensive land requirements like Steel, coal and timber depots, hardware and building materials, grain etc. shall be shifted to the new locations. The following sites have been earmarked in the Land Use Plan for various wholesale markets :

Table : 8

Distribution of Wholesale Markets—Jaipur—1991

1. Grain Market	(i) Chand Pole	14.0 Acres Approx.		
	(existing)			
	(ii) Surajpole	100.0	"	"
	(iii) Sub City Centre	15.0	"	"
2. Fruit & Vegetable Market	(iv) Sikar Road			
	Distt. Centre	40.0	"	"
	(i) Sub City Centre	5.0	"	"
	(ii) Lal Kothi Distt. Centre	15.0	"	"
	(iii) Sikar Road			
	Distt. Centre	5.0	"	"

3.	Building Materials	(i) Agra Road	10.0	„	„
		(ii) South of Industrial Estate & Gandhinagar Rly. Station	12.0	„	„
4.	(a) Iron & Steel Scrap Metal	(i) South of Industrial Estate & Gandhinagar Rly. Station	30.0	„	„
	(b) Coal & Timber & stone depots	(ii) East of Truck Terminus, Agra Road	40.0	„	„
5.	Slaughter House	(i) South of Industrial Estate	3.0	„	„

With increasing commercial and industrial activity, adequate provision has been made for storage and warehousing facilities. The following five sites have been earmarked in the Land Use Plan which are close to the railways and major arterial roads to facilitate easy movement of goods traffic :

Warehousing and Godowns

Table : 9

Distribution of Warehousing and Godowns—Jaipur—1991

1.	Jhotwara industrial area	—	50	Acres Approx.
2.	Jaipur South railway station	—	25	„ „
3.	South of industrial estate	—	95	„ „
4.	East/West of Sub City Centre	—	85	„ „
5.	Sanganer industrial area	—	80	„ „
Total :			335	„ „

INDUSTRIES

Jaipur has witnessed faster industrial growth during the past decade and this trend is likely to continue in future also. Industrial growth, therefore, has to be so promoted and regulated that the character of the urban environment is not polluted or ruined for all time to come. Jaipur is likely to have about 33% of its working force engaged in industries i.e., about 1,44,400 workers by the horizon year 1991. Break up of this working force into three—main categories has been derived after analysing their existing proportion and growth potential. Land requirements for each category have been worked out on the basis of workable densities. These are given below in table 10.

Table : 10

Distribution of Industrial Activity—Jaipur—1991

Type of Industry	%age of total industrial workers	Proposed density (persons/acre)	Area in acres
1. Household Industry	25	—	—
2. Small Scale & Light	40	25—30	2,110
3. Large Scale and Extensive	35	20—25	2,350
Total : 100%	—	—	4,460

Industrial Areas

Isolated industrial units can not receive optimum benefits of planned industrial development. Public utilities and services can be planned in an integrated manner for larger industrial areas and thus supplied more economically to individual units. All future industrial development shall take place in organised Industrial areas. The main industrial areas earmarked in the Land Use Plan area listed below in table 11.

Table : 11

Industrial Areas—Jaipur- :1991

Location	Small scale & Light	Large scale & Extensive	Total
	(Area in acres)		
1. Jhotwara industrial area	440	2,090	2,530
2. Near Jaipur Railway Station	—	230	230
3. Jaipur South Industrial area	280	—	280
4. Gandhinagar Industrial area	150	30	180
5. Sanganer Industrial area	700	—	700
6. Jhalana Industrial area	500	—	500
7. District Centres	40	—	40
Total :	2,110	2,350	4,460

It shall be necessary to relocate some of industries, particularly the abnoxious ones, from their present location in the congested parts of the city to the new industrial areas. Zoning regulations and economic forces shall also exert pressure on the available space for these existing industries in their present congested locations. Such units shall gradually be shifted to the planned industrial areas.

Service industries and small workshops may be permitted to function in the Central Business Area, Sub City Centre and the District Centres. This may include small flour mills, bakeries, small repair shops etc.

Household industries may be allowed to operate within the residential and commercial areas. Their locations however shall have to be carefully determined based on performance standards so that these do not create any noise, nuisance, traffic hazard, problem of waste disposal etc. particularly in the residential areas.

Extractive and Allied Industries

Inner slopes of the hill ranges running all along the northern and the eastern periphery of the city provide a very pleasant view and landscape. These are covered with green foliage during the rainy season and present very pleasant environment. The existing stone quarrying and crushing operations, being carried out at selected locations on the inner slopes of these hills, are however damaging this natural scenic beauty and environment. In order to preserve this nature's gift to the city, these activities on the city side shall be discontinued. These shall be shifted to the outer side of the hill ranges in the southern-eastern direction and operated under controlled conditions. An area of about 200 acres has been earmarked for the purpose. All brick and lime kilns shall also be shifted from the city. New sites shall be identified taking into account the direction of growth of the city during various phases of its development.

TOURISM

Jaipur offers very special attraction for the tourists but it receives only 10% of the foreign tourists visiting India. The main reasons for this so little share seem to be lack of proper linkages and transport facilities from different parts of the country, inadequate accommodation, poor conveyance arrangements and non-existence of certain other amenities required for the tourists within the city.

It is the traditional Architectural and Civic Design aspects of Jaipur that attract tourists to this city, both domestic and foreign. New building activity has however kept little regard for this. Buildings within the walled city are being replaced by neo-modern structures but which do not fit in with Jaipur style of architecture. Eye soiling hoardings can be seen almost everywhere. If the city is to preserve its traditional architecture so as to continue to attract more and more tourists in the future also, a firm policy must be formulated to save Jaipur. For this purpose, strict enforcement of building and other bye-laws and architectural control in the form of height regulations, set-backs, use of colour, clearance of all ugly hoardings

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and encroachments, prohibition on fixing of posters on city gates etc. is most essential. The 'Chaupars' need var; special attention. All types of encroachments in these key centres of public life must be removed and proper development plans prepared so that these 'chaupars' start functioning again in the manner visualised originally. The main bazars shall be cleared of all pavement shops and all unauthorised projections beyond the regular verandah lines removed. Amenities like effective street lighting, improved road junctions, improving the design of traffic islands and constructing flower beds therein, constructing fountains, placing decent street furniture at important points shall be provided so as to preserve the character of Jaipur, enhance its beauty and add to its grandeur. Besides the improvements to be made within the walled city, positive steps shall be taken for the preservation of historical monuments and other places of tourist's importance in and around Jaipur. Areas around these monuments shall be cleared, improved and proper landscaping done, so as to make the environment more pleasant as well as utilitarian.

A sizeable area of about 200 acres along the south and west side of Jalmahal lake shall be developed for provision of various tourist facilities. A five star hotel, tourist bungalows, holiday cottages and other tourist facilities shall be provided in this area. At present this land is almost vacant and offers excellent opportunity for development because of its obvious locational advantage in between Amber and the walled city of Jaipur. Jalmahal Palace, the lake, vacant land near it and the hills all around, offer a very unique opportunity for development of this area in an integrated manner providing for full range of tourist facilities. This locational advantage shall be fully exploited.

Nahargarh-Jaigarh hill is one of the unique features of Jaipur and of immense importance to the tourist. Detailed Plans shall be formulated for this area. The link road shall be made

moterable by taking advantage of the newly constructed defence road. View from Nahargarh looking down the city is breath taking and most picturesque and this asset shall be fully exploited for promoting tourism.

In addition to the above, five new sites for big hotels have been earmarked in the Land Use Plan, two on Jawaharlal Nehru marg, one in Lal Kothi District Centre and two in the Sub City Centre. State Hotel shall be substantially expanded by taking all the adjoining government lands. The entire area shall be judiciously planned and developed as a 1st Class hotel complex providing for convention halls, committee rooms, restaurants etc. Services and facilities in the other existing big hotels shall also be improved and increased. Provision for smaller hotels had been made on M.I. Road, in the Sub City Centre, District Centres etc. to suit the middle class and lower middle class tourists. Accommodation in the Government tourist bungalow shall also be substantially increased to take advantage of its location.

Jaipur lies on the Tourist's Golden Triangle. It however needs proper linkages with Agra and Delhi, which form the other two apex points. Fast and comfortable train, like Taj Express and luxury coaches shall be introduced on these routes. National Highways 8 and 11 link Jaipur with Delhi and Agra. While road to Delhi is quite good, the link to Agra needs substantial improvement to bring it upto the standard. This road shall be widened and reconstructed in coordination with Public Works Department of the Uttar Pradesh so as to provide atleast 24 ft. paved width with proper shoulders on either side throughout its length.

Flight schedule of Indian Air Lines changes far too often, causing great inconvenience to the tourists as well as to other passengers. Flight timings are also often found inconvenient. Indian Air Lines should schedule their flights to and from

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Jaipur in such a manner that the tourist is not DISCOURAGED to visit Jaipur. Department of Tourism should have closer liaison with the Indian Air Lines so that the flight timings are convenient.

To promote a healthy and rational pattern of residential development and to provide proper Work Centre-Living Area relationship, four ranges of residential densities have been evolved i.e. 30-50 persons per acre, 51-100 persons per acre and 101-150 persons per acre depending upon their proximity to the work centres. For the walled city a special density of 200-300 persons per acre has been adopted. Higher density areas shall be developed nearer the work centres and comparatively lower ranges for the fringe areas. As a matter of policy, no new residential area shall be developed below a gross residential density of 50 persons per acre. With the availability of better employment opportunities coupled with better and healthier living environment in the newer areas, certain amount of migration from the walled city may take place to such areas and the rate of growth inside the walled city would then be comparatively low. The entire walled city as such requires conservation and controlled redevelopment in order to improve the present conditions and preserve its traditional style, Architecture and Civic Design. This programme shall be given priority during the Plan period. Detailed projects shall be prepared for this purpose. Some of the existing low density areas of Ashok Nagar, Bani Park, Gandhinagar etc. shall be redensified to optimise the use of land and without affecting very much their existing character.

Philosophy of planning encompasses the total urban complex i.e. the entire city comprising of a number of relatively self contained communities which, at the lowest tier have a "Housing Cluster". Such a Housing Cluster may comprise of 150 to 200 families in order to promote intimacy, neighbourliness, personal and family contacts. A number

RESIDENTIAL

Residential Planning Area

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of clusters grouped together around some focal point such as a primary school and convenient shops with a small park shall form a "Planning Unit" containing population between 4,000 and 5,000. Three to four such Planning Units shall form a "Planning Area" with a population of 15,000 to 20,000. It shall have a secondary school, local shopping centre, a public park etc. A number of such Planning Areas shall constitute one Planning District which may have a population of 1 to 2 lakhs. Projected population of 12.5 lakhs shall therefore be distributed in a number of such Planning Areas in which all places of activities and interest shall be located within 15 to 20 minutes walking distance. Following facilities are proposed in a Planning Area/Planning Unit/Housing Cluster.

Educational : A higher secondary school in 6-10 acres of land shall be provided for a population of 15,000 to 20,000 i.e. for each Planning Area. A Planning Unit with a population of 4 to 5 thousand shall have a primary school with land area of 2-4 acres. A Housing Cluster, which is the smaller unit, shall have as its nucleus a nursery school having 0.2 to 1.0 acre of land and some public open space.

Medical : One health centre having 20 beds in a 2 acre plot shall be provided to serve two Planning Areas.

Community Centre : One Community hall shall be provided in every Planning Area.

Shopping : A Planning Area shall have a local shopping centre in addition to the few convenient shops proposed for each Planning Unit.

Housing Group housing or block type development shall be undertaken for all housing programme under Governmental, Industrial housing and housing by other Public and Semi-Public Agencies and Local Bodies and for redensifying some of the existing low density areas. Public agencies may also undertake plotted development as per conditions in specific areas. Plotted

development is visualised for the rest of the residential areas. In order to conserve urban land, residential plots shall ordinarily range between 100 and 500 Sq. yds. Larger plots may however be provided along major arteries and other selected areas. This shall result in economy in provision and maintenance of public utilities and services.

Urban Renewal Programme shall be carried out in specific areas by conservation, rehabilitation and redevelopment, depending upon the degree of deterioration and obsolescence. Areas having significant historical value shall be conserved. Rehabilitation programme shall be carried out for areas which are partially blighted. Redevelopment work shall be undertaken for such areas where slum conditions prevail.

Urban Renewal

Special attention shall be given to the redevelopment of Katchi Basti areas. Problems of relocation and resettlement shall be considered in an integrated manner and detailed schemes evolved for the purpose. While framing such schemes, efforts shall be made to effect minimum dislocation. As a first step in this direction, environmental improvement programme shall be carried out i.e. to provide the minimum standard of basic urban facilities like drinking water, public lavatories, surface drainage, paved walkways, street lighting etc. Replanning and resettlement in a systematic manner shall be carried out in consultation with the people living in such areas.

Katchi Basties

Community facilities like Educational, Medical, Recreational have to be made available at various tiers of Planning Areas to achieve the objectives of the Plan. An hierarchical arrangement for all such facilities has, therefore, been evolved keeping in view the residential densities, local character and the possibility for their future expansion.

COMMUNITY FACILITIES

The educational requirement for the year 1991 have been worked out on the basis of the educational policy of the

Educational

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Government. Estimated numbers of places for Primary, Middle and Higher Secondary Schools required for the projected population of 12.5 lakhs have accordingly been worked out. Those are given below in table 12.

Table : 12

Requirements of Schools—Jaipur—1991

Sl. No.	Standard/Class	Age Groups (in years)	School age %age of total pop.	Pop. Nos.	Expected enrol. (%age of School age pop.)	No. of Students	No. of Schools
1.	Primary (I-V)	6—10	9.23	1,11,000	90	1,00,000	350
2.	Middle (VI-VIII) Higher	11—13					
	Secondary (IX-XI)	14—16	12.5	1,48,450	80	,18,760	150

(Source : T.P.O. estimates)

Educational facilities from pre-primary to higher secondary school levels shall be provided within the Planning Areas. Their locations, therefore, is not indicated in the Land Use Plan. When District Plans for various areas are prepared, these shall also be specifically indicated.

Additional land has been reserved for higher educational institutions towards the south-east of the existing University campus. In view of the extension of the city towards the west and the south, a new University Sub-Centre, covering an area of about 16.5 acres shall be developed in the western direction.

In addition to this, 4 new sites for colleges, each covering an area of 15-20 acres have been earmarked along Amber road, Sikar road, Ajmer road and in Sanganer District. These along with the existing colleges shall be adequate to meet the projected requirements.

The existing Professional and Research Institutions shall be developed further in their present locations. Additional areas, wherever necessary and feasible, have been provided for their future requirements. Additional land has also been reserved south of Malviya Regional Engineering College for new Professional and Research Institutions.

One Health Centre having 2 acres of land and also having indoor medical facilities for 15-20 patients shall be provided to serve a population of 30,000-40,000. Every two Planning Areas shall, therefore, have one health centre. At present there are two general hospitals, namely Sawai Mansingh hospital and Zenana hospital. There is also a newly constructed 100 bedded private hospital. There are some other existing hospitals like Military hospital, Railway hospital and E.S.I. hospital which are not meant for the general public. A new general hospital shall, therefore, be constructed when the southern and south-western area is developed. It shall have 1,000 to 1,500 beds and 30-40 acres of land. New buildings are already under construction to shift the Zenana hospital to the new premises. The existing hospital shall be converted into a general hospital to serve the people living in the north western area.

Medical

Jaipur also has a few specialised hospitals like T.B. sanatorium, Mental hospital, Leprosy hospital etc. There may continue at their existing sites. Provision for additional land has been made for their expansion wherever it was considered necessary.

Public Parks and Open Spaces are more commonly known as the 'lungs' of the city as they reflect to some extent the social

Recreational

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and physical health of the people. Every urban area has to have a systematic and rational distribution of public parks, open spaces and recreational facilities. An effective plan has, therefore, been evolved for Jaipur for providing various types of recreational facilities at different levels i.e. local level, district level, city level and regional level. It is also intended to develop selected wooded areas, lands around historical monuments and picnic spots around Jaipur to provide the much needed relaxed environment for week-end trips, group parties etc.

**Parks and
Open Spaces**

A concept of District Parks has been evolved alongwith the District Centres indicated in the Land Use Plan. A District Park shall have an area of 10-15 acres serving a population of 1-2 lakhs. Large parks have also been indicated in the Plan near T.B. Sanitorium, along Amani-shah-nala, around Moti Doongri, south of Commerce College Campus, west of Secretariate etc. Precise areas and boundaries of these large parks shall be determined while preparing District Plans and detailed Area Plans. For residential areas with low densities, public open spaces shall be provided at the rate of .5 to 2.0 acres per 1,000 population. This would be relatively lower for densely built up areas. Their precise locations shall however be indicated in the detailed plans for the various Districts.

At present the only city level park in Jaipur is Ram Niwas Garden, which with the large increase in population, has become grossly inadequate. Two additional sites, one near Galtaji temple and the other in the Jhalana hills shall be developed as city and regional parks. These shall provide additional 750 acres for city/regional level parks. These parks shall be extensive in character and shall have formal and informal areas for various kinds of recreational activities. Some of the areas in these parks may have only large scale plantation, where people could just roam about in complete leisure and away from intense urban activity.

There are two stadiums in Jaipur, namely, Chaugan stadium in the walled city and Sawai Mansingh stadium near Rambagh. Both the stadiums are grossly undeveloped. It is intended to provide all active recreational facilities in these two stadiums. The existing polo ground and golf club in Rambagh complex shall also be retained.

**Stadium and
Playground**

There are quite a few picnic spots and historical monuments in and around Jaipur. Areas around these places shall be adequately developed and properly land-scaped. Small organised parks shall also be developed wherever possible near these places so as to provide varied facilities for the city's population.

It has earlier been mentioned that quarrying and stone crushing operations, at present being done on the western facade of Amargarh and Jhalana hills, shall be discontinued. Extensive plantation programme shall be undertaken on this face of the hills so as to cover the damaged areas. Similar plantation work shall be undertaken on Nahar Garh and Jai Garh hill slopes.

An area of about 250 acres has been reserved for construction of buildings for social and cultural activities in different parts of the city. These are along Jawaharlal Nehru marg, Govind marg, Tonk road etc. Besides these, social and cultural buildings shall also be located in the City Centre, Sub-City Centre and District Centres. As mentioned earlier a Community hall shall be provided in each Planning Area.

**Social and
Cultural Institutions**

Apart from Educational, Medical and Recreational Facilities, there are a number of other community facilities like Post & Telegraph Offices, Telephone Exchanges, Police Stations, Fire Stations, Libraries, Theatre Halls, Clubs etc. Some of these shall be provided in the District Centres, while others like Libraries, Theatres Hall etc. which serve a community of larger size than the feeding are of a District Centre, shall be provided

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to serve more than one District Centre. Their precise locations shall be determined while preparing the various District Centre plans and detailed area plans.

Cremation and Burial Grounds

Existing cremation and burial grounds, which are now in the heart of the populated residential areas, shall be discontinued from being used for these purposes. There are located on Nirwan Marg, in Adarsh Nagar and south of the Sawai Mansingh Stadium. Electric crematorium shall be built in Nirwan Marg and Adarsh Nagar cremation grounds as both these are now surrounded by built up areas. The cremation ground south of Sawai Mansingh Stadium shall however be discontinued. New Sites have been earmarked in the Land Use Plan for cremation and burial grounds distributed in different parts of the city. These sites have been indicated on the outer fringes of the urbanisable area and taking advantage of the existing physical features.

PUBLIC UTILITIES

Adequate water, sewerage, drainage and power are the basic needs of urban life. The increasing population of Jaipur has already over burdened all these services. It is, therefore, necessary that immediate attention is paid to these problems and decline in standards of services is checked through a carefully drawn planned programme.

Water Supply

Present capacity of the available sources of water supply is already being fully utilised. One of the alternative source for augmenting the supply is Banas River which is 60 to 70 miles away towards the south. The other alternative is tapping additional underground water by boring a series of tubewells. Necessary steps shall have to be taken urgently either to complete the Banas multipurpose project or to take up boring of series of tubewells around Jaipur nor a combination of both alternatives so that per capita water supply is brought upto the minimum acceptable standard of 25 gallons per day. Public Health Engineering Department of the State Government shall

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draw up a comprehensive scheme for augmenting the water supply system in conformity with the Land Use Plan, so that an integrated water supply distribution system is assured over the entire urbanisable area.

When the walled city of Jaipur was planned, it was provided with proper drainage system. This system has now got choked due to the increase in population and consequent increase in the discharge. New extensions of the city have hardly any drainage system.

Part of the walled city and almost whole of the new extensions do not have underground sewerage system. The latter have individual septic tanks and soak pits. With the gradually reducing plot sizes, even septic tanks may present some difficulties after few years. Public Health Engineering Department of the State shall, therefore, prepare an integrated drainage and sewerage plan for the entire urbanisable area of Jaipur in the context of the Land Use Plan. General topography of Jaipur is such that atleast two sewage treatment works, one towards the north and other towards the south-east shall be required. Construction of the sewage treatment plant towards the north has been taken in hand in the context of this Plan. This shall remove the stink from Amber Road area. The existing vegetable farm south of the Civil Lines, which utilises sewage water flowing southwards, shall continue till a proper treatment plant is constructed in the south or south-east. The exact location shall be determined after taking into account the levels of southern urbanisable area and the wind direction.

Drainage & Sewerage

With the growth of the city, there shall be more and more demand for power to serve the expanding economic activities in different sectors of economy. With the completion of all stages of Chambal project and Atomic Power Station at Kota, adequate power would be available to the city to meet its future demand. Within the walled city all the principal road already

POWER

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have underground cables for street lighting. This is however not functioning in a number of areas. All the main roads in the walled city shall continue to have underground cables for street lighting system. These shall however be illuminated effectively. This aspect forms an important part of the total Civic Design. Mirza Ismail road being the major thoroughfare of the city shall also be provided with cables in due course. The illumination on it shall be of a high standard. Bhagwandas road and Prithviraj road are the two other very important roads crossing each other at Statue Circle. These have underground cables for street lighting. Better light fittings shall be fixed on both these roads for improved illumination. Similarly standard of illumination with respect to some other major roads, which need substantial improvement, shall also be increased.

Other Utilities and Services

Other Utilities and Services like Telephone lines etc. shall have to be provided by the P & T Department conforming to the accepted standards. They shall prepare their schemes and programmes in conformity with the Land Use Plan so that future communication network is laid in a co-ordinated and integrated manner. Adequate areas in appropriate places shall be earmarked in appropriate places. Adequate areas in appropriate places shall be earmarked for Telephone exchanges, power sub-station etc. while preparing District Plans and detailed Area Plans.

CIRCULATION

Transportation Plan for Jaipur City has been evolved as an integral part of and complementary to the Land Use Plan, so as to provide for an efficient system for movement of people, goods and services. A hierarchical system of roads has been worked out for direct movement of people and goods around and within the urbanisable area. By-pass roads for national highway Nos. 8 and 11 have been provided both towards the north as well as to the south which shall also serve as the ring road of the city. A by-pass for Amber has also been provided towards the east of the town. The by-pass road towards the south and the north-west shall circumscribe the new residential

areas and also provide access to the major industrial complexes. While working out the alignment of the northern by-pass near the slopes of the Nahargarh hill, special care shall be taken so as to cause least amount of dislocation to the basti dwellers in that area. Because of the difficult terrain, minimum right-of-way shall be adopted. Possibility of having the traffic lanes at two different levels shall also be examined.

An inner ring road has been provided towards the south connecting Agra road and Ajmer road by using parts of the new by-pass, the existing road between State Institute of Public Administration and Malviya Regional Engineering College and Gopalpura road. This shall serve the purpose of the by-pass during the earlier stages of the Plan period. These ring roads should eliminate most of the extraneous traffic at present passing through Mirza Ismail road, Subash Chowk, Sirch Dcori Bazar, Johri Bazar, Jai Singh highway and other such roads of the city.

The arterials and sub-arterials shall mostly provide direct linkages to and between different functional areas, whereas the major roads shall provide access to the different residential areas and work centres. In addition, there shall be feeder roads, collector streets, residential streets and loop streets which shall be planned while detailing out the various District Plans. The standard rights-of-way for the various roads in the hierarchy of the Circulation Plan shall be as follows :

	300 ft. right-of-way.
National highways & By-passes	160—200 "
Other Arterial roads	120—160 "
Sub-Arterial roads	80—120 "
Major roads	60—80 "
Feeder roads	40—60 "
Residential streets	30 "
Loop streets & Culs-De-Sac	

Road Widening & Improvements

As a matter of policy all existing thoroughfares, which have been proposed as arterial, sub-arterial and major roads in the Land Use Plan shall have the standard right-of-way wherever possible. At places where widening is not possible or involves large scale demolition of good structure, lower standards may be adopted. All future road development shall, however, conform to the Circulation Pattern envisaged in the Land Use Plan so that most of the road network is implemented through annual development programmes. All important missing links such as Bhawani Singh Marg extension towards the east, within and along the northern boundary of the University, eastern bypass running north-south, inner ring road link between Jawahar Lal Nehru Marg and Tonk Road, Gopalpura road extension up to Ajmer road in the west etc. shall be taken up for construction as an immediate programme so that extraneous traffic could easily be diverted on the peripheral roads and the inner ring road. Construction of the above and consequent diversion of through traffic shall help to improve the flow of intra-city traffic.

Road Intersections

One of the important factors against the free flow of traffic within the developed areas is the congestion and delay caused by improper or faulty layout of the road intersections. Proper design of all road intersections is therefore a matter of prime importance. All important road intersections shall be examined and redesigned by the Town Planning Organisation. Traffic volume studies shall be conducted and the movement pattern studies wherever it is considered necessary.

Railway Interchanges

The Railway lines are dividing the urban area of Jaipur into different segments and frequent closer of gates at road-railway crossings seriously interfere with the free movement of traffic. At present there is only one overbridge i.e. on Ajmer Road and the rest are all level crossings. In order to bottlenecks,

grade separators shall be provided on arterial and Sub-arterial roads. These are listed below in order of priority :

1. Over bridge on Tonk road
(On Jaipur-Delhi line)
2. Underpass on Jawaharlal Nehru Marg
(on Jaipur-Delhi line)
3. Overbridge on Bhawani Singh marg to Civil lines
(north of Bais Godaam railway station)
4. Overbridge on the inner ring road towards the south
(on Jaipur-Delhi and Jaipur-Malpura lines)
5. Overbridge on by-pass road near the airport
(on Jaipur-Delhi & Jaipur-Malpura lines)
6. Overbridge on the by-pass road near Jhotwara Industrial
area
(on Jaipur-Sikar line)
7. Overbridge on the by-pass road in the west
(Jaipur-Ajmer line)

The existing passenger bus terminus (Sindhi Camp) on station road is already very crowded. It would become grossly inadequate to meet the increased passenger traffic volume. It is also not suitable from locational point of view. Land Use Plan, therefore provides for one central bus terminus and two other major loading and unloading points. Central terminus near the junction of Tonk road and Bhawani Singh Marg shall be most centrally located for movement of inter-city buses and without affecting the intra-city traffic. It shall also provide suitable connections to the intra-city bus routes from all directions. The other two loading and unloading points shall be developed for catering to the Bikaner side and Delhi/Agra side traffic. All routes shall however terminate at the central bus terminus. The three locations with the land area earmarked for each are given below :

Bus & Truck
Terminus

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: Central bus terminus on Tonk Road near S.M.S. Stadium

8.0 Acres Approx.

: On Nirwan Marg near Subhas nagar District Centre

3.5 " "

: On Agra Road near Truck Terminus

3.5 " "

Sindhi camp site shall be developed as the terminus for all intra-city buses. It is not only ideally situated but the infrastructure already developed for inter-city buses shall be utilised for intra-city movements.

Similarly three truck terminus have been provided in the Plan on the peripheral roads after taking into account the traffic volume and the destination areas. These are :

: On Agra road near the junction of National highway Nos. 8 and 11

50 Acres Approx.

: Near Jhotwara industrial area

35 " "

: Near Sanganeer industrial area

35 " "

A phased programme shall be chalked out to shift these activities from the congested parts of the city to the new sites.

Rail ways

The urbanisable area of Jaipur covers seven existing railway stations i.e. Dahar Ka Balaji, Jaipur Junction, Bais Godaam, Gandhinagar, Ghettor-Jagatpura, Durgapura and Sanganeer Town. Provision has been made for the extension of the railway yards and other facilities near the existing stations of Dahar Ka Balaji, Bais Godaam, Gandhi Nagar and Sanganeer Town railway stations because of their proximity to the industrial areas. Adequate land has been earmarked near these railway stations to provide for terminal facilities like parking of vehicles, loading and unloading of goods, godowns and warehousing etc. Because of the future plans for Jaipur being linked with the broad gauge railway system, land on either side

of main railway line, as suggested by the railways, has been reserved for the purpose. 150 acres of land has also been reserved on Gopalpura road for their new offices, marshalling yard etc.

Transportation problems of Jaipur could, to a great extent, be solved by introducing an efficient public transportation system linking various work centres and residential areas of the city. An efficient public bus service shall be introduced for the purpose. The intra-city traffic shall be served both by rail and bus transportation system. The pattern of development and the alignment of the railway track in Jaipur is very favourable to introduce shuttle services between the existing railway stations such as between Sanganer Town-Dahar Ka Balaji and Ghettor-Jagatpura-Jaipur Junction. Adequate and improved passenger facilities shall need to be provided at these railway stations to make the shuttle service popular and economical.

Mass Transportation

There shall be a considerable increase in the air traffic during the next twenty years. It is also likely that bigger aircrafts may start operating through Jaipur. Jaipur airport is most suited to be developed as an alternative location for international traffic, the other two nearest ones i.e., at Agra and Chandigarh primarily being defence airfields. An additional area has therefore been provided for the expansion of the present airport making the gross area to about 1,550 acres. A direct access from the city side to the airport terminus shall also be provided by extending Jawaharlal Nehru Marg further south. A new terminal building with all complementary facilities shall be built on the north side of the airport.

Airport

It shall be necessary to regulate all construction around the airport areas. No urban development shall be permitted towards the south. Residential development is anticipated towards the north and the east. Tonk road being the western boundary, all lands immediately west of it have been reserved

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for nurseries, orchards, poultrys, etc., so that any smoke emanating from the industrial plants, likely to be established further west of it may not create any problem for the air crafts for landing and take off.

**PERIPHERAL
CONTROL BELT**

• The Notified Urban Area of Jaipur covers an area of about 385 sq. kms. It includes 131 revenue villages and Jaipur City. Within the proposed Notified urban Area itself, besides the city of Jaipur, two smaller urban centres shall also be developed. These are the existing Tourist Town of Amber to the north and the new Kanakpura-Bindaika Industrial Township to the west. The development programme within the Notified Urban Area would thus be in three distinct ways, first the development of Jaipur City, secondly the development of two smaller urban centres and thirdly the development of rural settlements falling within the peripheral belt. //

The two urban centres being well within the Jaipur orbit will have considerable economic link with and consequent dependence on the mother city. A part of their population may live in Jaipur and travel for work or vice-versa. As these centres are very near to Jaipur, strong vigilance shall be necessary to save the intermediate open areas from being eroded by linear urban sprawl. These urban centres shall be designed on the Planning District concept considering that Jaipur City would provide all the city level facilities. District and local level facilities shall therefore be provided within these two centres.

**Kanakpura-Bindaika
New Industrial
Township**

A new industrial township shall be developed to the west about 7 kms. from the central area of Jaipur along Jaipur-Ahmedabad railway line. It extends in a linear form south of and adjoining the railway line between the two railway stations of Kanakpura and Bindaika. The availability of sizeable government land with the added advantage of the main railway line and metalled roads have been the governing factors for selecting this area for industrial development.

The new township area shall also include the two existing rural settlement of Sirsi and Bindaika inhabiting about 3,800 persons as per 1971 Census where about 64% of the workers are agriculturists, about 14% are engaged in industries, 17% in other services. The remaining 5% are engaged in other economic activities like trade and commerce, dairy farming, mining etc. Sirsi village has one dispensary, a post office and a middle school while primary schools exist in both the settlements. This area is connected with Jaipur city by a metalled road and the railway line. The land is generally flat with only mild undulations.

Population projections for the new township have been worked out by economic component method. An area of about 550 acres, which has been earmarked for industries, would provide employment to about 16,500 workers. With a ratio of 2:1, the supporting population may work out to about 8,000 workers. The total workers in the new township may thus be about 24,500. Taking the participation rate of 40%, the total population of the township may be about 60,000. The new township shall cover gross area of about 2,000 acres.

The Outline Plan for the township has been conceived on the linear city concept. The existing road to Sirsi separates the industrial area from Residential and other Uses. Industrial area extends from Kanakpura to Bindaika Railway Station between the main railway line and Sirsi road. Another direct road link to this new township shall be provided from Ajmer road near village Bhankota. Only large scale manufacturing units shall be permitted in this area so that they could provide for the industrial housing also for their workers. In order to meet the residential requirements, about 1,000 acres of land has been earmarked taking a gross residential density of about 60 persons per acre. About 30 acres of land has been provided for Retail Business and General Commercial purposes. In view of its industrial character and sub-urban location, about

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60 acres of land has been provided for Wholesale Trade, Warehousing, Godowns etc. About 25 acres has been earmarked for Public & Semi Public purposes, which may include a College, a Health Centre, Police Station, Post and Telegraph office and various other District level facilities. Due care has also been taken regarding the expansion of the railway stations and land has been kept reserved for the purpose. Precise location of these Uses shall be worked out while preparing the Land Use Plan for the new township.

Amber Town This strategically located fortress town of Amber situated 10 Kms. north of Jaipur served as the seat of the earlier rulers till the early 18th Century when the Capital was shifted to Jaipur. The town was planned in a picturesque setting amidst a valley encircled by rugged hills crowned with mediaeval fortresses. The city was composed of three elements, the private houses and the bazar, the palace proper and thirdly the fortress reminiscent of the days when the valient people fought fierce battles to save their motherland from the invading hordes. Amber is today one of the most important tourist place in Rajasthan and attracts people from far and wide.

The growth of Amber as a Tourist and Resort Town is therefore imperative. The development of tourist facilities north of the walled city along Amber road shall further enhance the importance of Amber as a tourist centre. Amber town is also characterised with healthy natural environment and has potential for development as a resort town. Besides, people who work in Jaipur may like to live in Amber because of its close proximity, well connected by bus service, lower land values, lower house rent etc. In view of all these factors, small town of Amber with a population of about 10,000 in 1971 is likely to grow into an important Tourist-cum-Resort Town by 1991. This factor has been given due consideration while preparing the Master Plan for Jaipur. Development Plan for Amber shall thus be evolved in an integrated manner

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and as complementary to Jaipur. It is necessary that Amber town be provided with proper infrastructure and better urban amenities like good hotels, better facilities for shopping, recreation and certain others. Land Use Plan for this place shall be prepared treating it as a Planning District by itself. Various requirements of the town would be worked out and provided for while preparing such a Plan.

Selected villages lying within the Peripheral Control Belt outside the Urbanisable Area shall have to be developed to strengthen the rural economy. These proposals shall envisage some degree of control on the Use of land in the rural areas. In the absence of any restrictions, people are likely to build in the rural areas in an indiscriminate manner which would not only spoil the rural country side but may also lead to haphazard and sub-standard urban sprawl outside the urbanisable area. This shall defeat the whole objective of compact and organised urban development. Selected settlements shall therefore be developed as "Urban Village" and the desired facilities developed therein to provide work opportunities in the rural areas.

Rural Settlements

Permissible Uses within the peripheral control belt may be forestry, cultivation, nurseries, orchards, dairy, poultry etc. A milch cattle colony may also be developed. Its location shall be governed by the milk feeding area, cattle population and the supply of milch cattle. This and other rural oriented economic activities shall help to reduce migration and stabilise rural economy.

Summary of the Plan

THE Urban Area of Jaipur as notified under sub-section (1) of section 3 of the Rajasthan Urban Improvement Act, 1959 covers 132 revenue villages including Jaipur city and encompasses an area of about 385 square kilometers.

The Master Plan for Jaipur covers the 20 year perspective from 1971 to 1991. It is based on 1971 Census data and other surveys conducted for the purpose. The horizon year is 1991. The Plan has also taken cognizance of the development that has taken place since 1971.

It has been assumed that Jaipur shall continue to be the principal Administrative Centre of Rajasthan. It shall also remain the most important Commercial and Distribution Centre of the State. Being the largest urban centre of Rajasthan, it is likely to attract a sizeable share of industrial and allied economic activity but it should not have an Industrial bias.

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The fact that Jaipur has been a major Tourist Destination Area cannot be disputed. Development of Jaipur in this context also shall, therefore, be of paramount importance.

Because of physical constraints due to hills towards the north and the east, future expansion of Jaipur would take place towards the south encompassing Sanganer, towards the south-west along Ajmer road and towards the north-west along Sikar road. Adequate area for future expansion of the Cantonment has been earmarked towards the west.

The Land Use Plan is the translation into spatial dimensions of the aforesaid Planning Policies and Principles. It has been evolved on the basis of the existing characteristics and the present and potential economic structure as well as the direction and orientation it requires for guiding its future growth. The image of Jaipur City in 1991 presented in this Plan does not, therefore, claim to be an exact prediction of WHAT WILL BE nor it is intended to be a prescription for WHAT SHALL BE. It is an image of WHAT IS LIKELY TO BE if the public organisations and private individuals responsible for the development of the area pursue their interests in a proper way.

According to the 1971 Census, Jaipur had a population of 6.15 lakhs as against 2.91 in 1951. The growth rate during 1951-61 was 38.6 percent whereas during the last decade it was 52.5 percent. The population of Jaipur in 1981 is expected to be 9.3 lakhs and it may reach 12.5 lakhs by the horizon year i.e. 1991. This would mean a growth rate of about 5.2 percent per year. Jaipur had a participation ratio of 26.9 percent as against 25.8 percent in Rajasthan (urban) as per 1971 Census. This is intended to be increased to about 35 percent by the horizon year so as to achieve a more balanced economic growth commensurate with the population growth rate.

Jaipur which was originally confined to about 2,000 acres within its fortification in the 19th Century had an urbanised

area of about 14,400 acres in 1971. This land envelope shall have to be increased to about 38,400 acres by the horizon year. This entire urbanizable area of about 38,400 acres has been divided into eight Planning Zones or Districts for detailed area planning. The lands in between Urbanisable Area and Notified Urban Area limits shall form the Green Belt District. This covers about 58,000 acres. The first four of the eight Planning Districts encompass more or less the existing urbanized area whereas the latter four covering about 25,000 acres shall provide most of the urbanizable land. The nine planning districts alongwith the gross area encompassed by each are given below :

A. Walled City District	— 3,850	Acres	Approx.
B. Bani Park District	— 2,700	"	"
C. Ashok Nagar-Tilak Nagar District	— 3,300	"	"
D. Gandhi Nagar District	— 3,050	"	"
E. Jhalana District	— 5,600	"	"
F. Sanganer District	— 5,250	"	"
G. Civil Lines District	— 8,180	"	"
H. Jhotwara District	— 6,470	"	"
Urbanisable area	38,400		"
J. Green Belt District	— 57,900		"
Notified Urban Area	— 96,300		"

i.e. 585 Sq. kms.

Government and Semi-Government offices shall be located in organized complexes separating State, District and Local level functions. The existing locations of the offices at Secretariat, Collectorate and Jalebi Chowk shall form the respective nucleus for the three levels of Government functions. The Secretariat office complex shall expand along Bhagwan Das road extension towards the south. This road shall form the vista for the new state legislative Assembly site located at its southern end. A

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new office complex shall form part of the new Sub-City Centre at the junction of Tonk Road and Inner Ring road. The Offices of the Public Work and Public Health Engineering Departments shall, however, continue in their present locations.

Adequate land has been earmarked for expansion of the Cantonment towards the west, contiguous to its present location. The rifle range on Sikar road shall be shifted to a new area outside the urbanization limits to make room for new housing and other community needs near Vishwakarma Industrial area. Land has also been provided for expansion of the new police lines.

Johari Bazar-Chaura Rasta-Kishanpole Bazar-Tripolia-Mirza Ismail Road shall continue to be the Central Business and Commercial Area. New Commercial schemes outside Sanganeri gate (south of the Old high court building), at state garage site on M. I. Road, Government bungalow site near Khasa Kothi and Kalwar Shopping Centre near the railway station shall provide additional areas to meet the expanding needs of the Central Business District. As the city's expansion shall mostly be towards the south and south-west, a new Sub-City Centre shall be developed at the junction of Tonk road with Gopalpura road to supplement Central Area functions. New Commercial area shall be developed in each Planning District as an integral part of the District Centres to provide for various levels of retail business and commercial facilities. Some Planning Districts may have only Sub-District Centres because of their size and population. Local shopping centres and convenient shops shall, however, be provided within each Planning Area when detailed plans for each Planning District are evolved.

Wholesale markets in grain, fruits, vegetables, building materials, iron and steel, coal, timber and stone depots shall be developed in the new areas so as to relieve congestion within the walled

city. Similarly, warehouses and godowns shall be located in the new areas keeping in mind the proximity of the railways and arterial roads. Locations of some of these are listed below :

Grain Markets :	: Outside Chandpole (existing)	Wholesale markets
	: Outside Suraj Pole	
	: Sub City Centre	
	: Sikar Road District Centre	
Fruit & Vegetable Markets :	: Lal Kothi District Centre	
	: Sub City Centre	
	: Sikar Road District Centre.	
Building Materials :	: Agra Road	
	: South of Industrial Estate	
	: Gandhi nagar railway station	
	: South of Industrial Estate	
Iron & Steel	: Gandhi nagar railway Station.	
Scrap Metal :	: East of Truck Terminus on	
Coal, timber and stone depots :	Agra Road.	
Slaughter House	: South of Industrial Estate.	
	: Jhotwara Industrial Area	Warehousing & Godowns
	: Bais Godaam railway station (oil depots)	
	: South of Industrial Estate	
	: East/West of Sub City Centre	
	: South-west of Sanganer Industrial Area.	

The existing Industrial areas of Jhotwara and Vishwakarma in the north shall be linked to provide additional land for large and extensive industries. Another Industrial area shall be developed towards the south near Sanganer town. Small scale and light industries shall be located near Gandhi Nagar and Bais Godaam railway stations. Specialized industries, not likely to create any smoke, noise, environmental pollution etc. shall be located east of Malviya Regional Engineering College

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on Jhalana road. This will give a reasonably equitable distribution of industrial employment centres in different parts of the City.

Jaipur offers a very special attraction to the tourists. It is popular the world over as Pink City of India because of its special style of Architecture, Civic Design aspects and uniformity in colour. It is intended to preserve these values so as to attract more and more tourists. Special Zoning Regulations and Building Bye-laws shall be evolved to preserve this character. Detailed projects and schemes shall be formulated to enhance its beauty and add to its grandeur.

New Sites in most appropriate locations have been selected for development of high class hotel facilities to provide additional accommodation for the affluent tourists. Areas have also been earmarked to provide such facilities for middle class tourists nearer the commercial centres. Because of its advantageous location between Jaipur and Amber, the entire area around Jal Mahal lake shall form the centre for providing variety of tourists facilities. Nahargarh-Jaigarh link road, on top of the hills, shall be reconstructed for tourist traffic. Extensive plantation shall be done on the surrounding hills, especially on the inner slopes, towards the north and the east, so as to add to the scenic beauty and the environmental values of Jaipur.

Residential densities within the walled city are expected to be reduced by attracting people from that area to newer residential areas where better houses with proper light, air, ventilation, drainage and community facilities shall be built through public agencies like the Rajasthan Housing Board. New residential areas shall be developed on Planning Area Concept i.e. for a population of 15,000 to 20,000 and providing a secondary school, local shopping centre and a public park as its nucleus. A health centre shall be provided for every two such Planning Areas and shall have 15-20 beds as well. New residential

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areas shall be developed with gross residential density of atleast 75 persons per acre. Urban Renewal programme shall be carried out in specific areas by identifying the same for conservation, rehabilitation and redevelopment after conducting detailed physical and socio-economic studies. Special attention shall be paid for effecting improvements in Katchi basti areas. Problems of relocation and re-settlement of persons affected by such schemes shall be considered in an integrated manner.

Sites for new colleges have been provided near the District Centres in various Planning Districts so that commuting to the main campus in the eastern corner of the city is avoided. A new University Centre shall be developed towards the south-west for providing additional post-graduate facilities. This Centre shall serve most of the new population. Lands have also been earmarked close to the existing educational complex along Jawaharlal Nehru Marg for new institutions of higher learning.

As S.M.S. Hospital shall form part of the Medical College complex, existing Zenana hospital shall be converted and remodelled so as to function as the district hospital. The Medical college complex shall have its own new Zenana hospital. Another new hospital having 1,000 to 1,500 beds shall be built as the areas towards the south and south-west get urbanised. A network of health centres also having 15-20 beds, shall be provided to serve every two Planning Areas (i.e. 30,000-40,000 population) for outdoor facilities.

The existing two Stadiums (SMS Stadium and Chougan Stadium) have adequate lands to provide games and sports facilities. The Polo Club and Golf Club near SMS Stadium shall be developed further in their present locations. New public parks around Jal Mahal lake, near Talkatora, adjoining Govindji temple, around Moti Doongri hill, in Gandhi Nagar, Subhash Nagar and Sangner shall be developed to supplement

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the already overcrowded Ramniwas garden. The Sub-City Centre and the District Centres shall also have public parks as an integral part of their plans. Land in the valleys south of Commerce College and near Jhalana and Galta hills shall be developed for regional recreation.

The sources of water supply shall be augmented so as to provide potable water at acceptable standard of 25 gallons per capita per day. An integrated scheme for the entire urbanizable area shall be prepared in the context of the Land Use Plan so that drinking water is assured to the entire population with equitable distribution. Similarly, comprehensive schemes for drainage and sewerage shall be prepared to replace the septic tank system and taking into account the topography of the area and the pattern of development. Treatment works towards the north and the south-east shall be constructed at the locations indicated in the Land Use Plan. An overall Plan for power distribution shall be prepared so that the work centres in different areas are assured of power connections to accelerate the development of these new areas. This will help to shift such activity from the central area for which new locations have been indicated in the Land Use Plan.

The entire walled city of Jaipur had underground cables for street lighting. Even the two main roads of 'C' Scheme (Prithviraj Road and Bhagwandas road) had underground cables. This forms one of the special characteristics of Jaipur. These cables have, however, worn out. New cables shall be laid in these areas as well as along Mirza Ismail road. The standard of illumination shall also be substantially improved to restore the original character of the city.

The Land Use Plan has indicated locations for colleges, hospitals, major Parks etc. Sites for primary, middle and higher secondary schools, health centres, local shopping centres, convenient shops, community centres, local parks and play

grounds, sub-stations, telephone exchanges, fire stations etc. shall be indicated in appropriate areas while preparing detailed plans for each Planning District.

Transportation plan for Jaipur has been evolved as an integral part of the Land Use Plan. Because two National Highways through Jaipur, appropriate by-passes have been provided to separate through traffic from intra-city traffic. Major city arteries provide connections to these by-passes at specific locations. To avoid bottlenecks at railway level crossings (which are many in Jaipur) over/under-bridges have been proposed. A Central Bus terminus east of SMS Stadium and facing Tonk Road with two inter change points has been proposed taking into account the inter-city movement of buses. The present terminus on station road shall be used for intra-city buses. Truck terminus shall be developed at the junctions of Agra road and Delhi road in the east and at two other locations, one near the industrial area towards the north and the other towards the south near Sanganer.

Taking advantage of the pattern of the railway lines within the urbanizable area of Jaipur, shuttle train services have been proposed on both Jaipur-Delhi and Jaipur-Sanganer lines for movement of people between the various work centres.

Jaipur is proposed to be developed as an alternate to Delhi as an International Airport. The other two nearby locations at Chandigarh and Agra are primarily defence airports and hence may not be available for civilian use. A new terminus is proposed to be built towards the city side so that it is directly accessible from Jawahar Lal Nehru Marg, the main ceremonial route of the city.

Notified Urban Area of Jaipur covering about 385 Sq. k.m. shall have three urban centres-Jaipur proper, Amber towards the north and Kanakpura-Bindayka Industrial Township

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towards the west. The lands in between and around these three urban centres shall constitute the peripheral control belt or the green belt. The development programme would thus be in three distinct ways i.e. development of Jaipur Urbanizable Area, the development of two smaller Urban Centres and the development of the Rural Settlements within the peripheral belt. While the new township towards the west shall be developed primarily for large scale heavy industries, Amber towards the north shall mainly be a tourists resort town. The projected population of the industrial township may be about 60,000 while Amber may be a much smaller community. These the Centres shall be developed on the Planning District Concept with Jaipur providing almost all the City level facilities. Some settlements within the peripheral control belt shall be identified to be developed as 'Urban Villages'. Detailed plans shall be prepared for their development to provide adequate work opportunities for the rural population and to strengthen rural economy.

Three drawings have been included in this document to illustrate the Policies and Principles of the Master Plan. Generalised Existing Land Use 1971 shows the distribution of various economic activities in Jaipur on the basis of the surveys carried out during that year. Land Use Plan 1991 indicates, in spatial dimensions, the distribution of various urban functions in relation to the major transportation network as visualized for the horizon year. The third drawing titled "Urban Area 1991 and Planning Zones/Districts" indicates the Notified Urban Area as per Rajasthan Improvement Act, 1959 covering 131 revenue villages and Jaipur City, as well as the Urbanizable Limits of Jaipur for the horizon year. It also shows the limits of the various Planning Zones or Districts into which the Notified Urban Area has been divided.

THE RAJASTHAN URBAN IMPROVEMENT ACT, 1959

Chapter II

Master Plans

3. Power of State Government to order preparation of Master plan—

2(1) The State Government may, by order direct in respect of and for any urban area in the State Specified in the order, a civic survey shall be carried out and a master plan shall be prepared, by such officer or authority as the State Government may appoint for the purpose.

(2) For the purpose of advising the officer or authority appointed under sub-section (1) on the preparation of the master plan, the State Government may constitute an advisory council consisting of a chairman and such number of other members as the State Government may deem fit.

4. Contents of master plan—The master plan shall—

- (a) define the various zones into which the urban area for which the plan has been prepared may be divided for the purposes of its improvement and indicate the manner in which the land in each zone is proposed to be used, and
- (b) serve as basic pattern of frame work within which the improvement schemes of the various zones may be prepared.

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5. Procedure to be followed :—(1) Before preparing any master plan officially the officer or authority appointed to prepare it shall publish a draft of the master plan by making a copy thereof available for inspection and publishing a notice in such form and manner as may be prescribed by rules made in this behalf inviting objections and suggestions from every person with respect to the draft master plan before such date as may be specified in the notice.

(2) Such officer or authority shall also give reasonable opportunity to every local authority within whose local limits any land touched by the master plan is situated to make any representation with respect to the master plan.

(3) After considering all objections, suggestions and representations that may have been received, such officer or authority shall finally prepare the master plan.

(4) Provisions may be made by rules made in this behalf with respect to the form and contents of a master plan and with respect to the procedure to be followed and other matter in connection with the preparation of the master plan.

6. Submission of master plan to Government :—(1) Every master plan shall, as soon as may be after its preparation, be submitted to the State Government for approval in the prescribed manner.

(2) The State Government may direct the officer or authority appointed for the preparation of a master plan to furnish such information as it may require for the purpose of approving any master plan submitted to it under this section.

(3) The State Government may either approve the master plan without modifications or with such modifica-

tions as it may consider necessary or reject it with directions for the preparation of a fresh master plan.

7. Date of operation of master plan—Immediately after a master plan has been approved by the State Government, it shall publish in the prescribed manner a notice stating that the master plan has been approved and naming a place where a copy of the same may be inspected during office hours; and upon the date of the first publication of the aforesaid notice the master plan shall come into operation.

APPENDIX ONE

NOTIFICATION OF 7.10-64

GOVERNMENT OF RAJASTHAN
(Town Planning Department)

Jaipur the 7th Oct. 1964.

No. F. 3/123/TP/63—In exercise of the powers conferred by sub-section (1) of Section 3 of the Rajasthan Urban Improvement Act, 1959 (Act No. 35 of 1959) read with item (x) of sub-section (1) of Section 2, it is hereby notified that a civic survey shall be carried out and a Master Plan shall be prepared by the Chief Town Planner and Architectural Adviser, Government of Rajasthan, Jaipur for the urban area of Jaipur which will include the following revenue villages :—

S. No.	Village	S. No.	Village
1.	Jaisla	2.	Bir Jaisla
3.	Mayla Bagh	4.	Amber
5.	Paper	6.	Mahapura (Kukar Khera)
7.	Charandi	8.	Nangal Jaisa Bora
9.	Shri Murlipura (Murli Manoharpura)	10.	Harnathpura
11.	Bir Sarkari	12.	Kishangarh
13.	Nahargarh	14.	Vijaymahal
15.	Parasrampura	16.	Jhotwara

S. No.	Village	S. No.	Village
17.	Gokalpura	18.	Bad Tilawala
19.	Bassi Sitarampura	20.	Badanpura
21.	Barodia	22.	Chak Hasanpura
23.	Shajpura	24.	Jagannathpura
25.	Hasampura	26.	Bir Khatipura
27.	Bishna ki Nagal	28.	Lawa Ka Bas
29.	Kanakpura	30.	Pancha ki Nangal
31.	Saliawas	32.	Machra
33.	Pempura	34.	Nathraoi
35.	Chak Bhawani Shankarpura	36.	Bhawani Shankarpura
37.	Galta	38.	Mahadeopura
39.	Jamdoli	40.	Moti Dungri (Shankargarh)
41.	Bhojpura	42.	Sundarshanpura
43.	Madrapura	44.	Baragaon (Sushilpura)
45.	Chooawas (I & II)	46.	Lalarwas (Lalarpura)
47.	Girdharpura	48.	Dhaowas
49.	Hirapura	50.	Sodala
51.	Lajpura (Kartarpura)	52.	Rampurapura
53.	Lanpura (Meenawala)	54.	Gopalpura
55.	Cori	56.	Brijlalpura
57.	Handpura (Sukaipura)	58.	Badarwas
59.	Kaj Singhpura	60.	Keshopura
61.	Bhankrota Kalan	62.	Sri Ramgopalpura (Bhojwas)
63.	Aswarpura	64.	Nand Kishorepura
65.	Mangiawas	66.	Singarpura
67.	Chak Ganpatpura	68.	Ganpatpura
69.	Bhanpura Devri	70.	Jhalana Chor
71.	Jhalana Doongar	72.	Dhula
73.	Bindaika	74.	Todaramjanpura
75.	Jagatpura (Jaichandpura)	76.	Manoharpura
77.	Sawai Gaitor	78.	Ramjipura
79.	Chainpura	80.	Durgapura

S. No.	Village	S. No.	Village
81.	Surajpura	82.	Bad Dolak
83.	Balrampura	84.	Ramsinghpura Dholi
85.	Ramsinghpura	86.	Narotampura
87.	Mohanpura	88.	Badh Mohanpura
89.	Kalyanpura	90.	Sulkhia
91.	Jaitpura	92.	Khokawas
93.	Budhosinghpura	94.	Tilawala
95.	Lachmi Damodarpura	96.	Chak Gaitor
97.	Dhehlawas	98.	Shopura (Shiv Singhpura)
99.	Bambala	100.	Sanganer
101.	Ramsinghpura Bas	102.	Jai Singhpura
103.	Shahpura	104.	Madau
105.	Jagatsiromanpura	106.	Pipla Bhairatsingh
107.	Jai Singhpura Bas (Bhankrota)	108.	Sri Rampura
109.	Chimanpura	110.	Sirsi
111.	Bir Sankri	112.	Manpura Sarw
113.	Kishanpura (Lalwas)	114.	Kishanpole
115.	Kilangarh	116.	Santok Sagar
117.	Tall tora	118.	Moti Katla
119.	Sew ge Farm	120.	Chak Daula
121.	Har ansapura	122.	Hashampura
123.	Shri Rampura	124.	Chak Pithawas Badar Badram
125.	Shri Mohraj Gopalpura Uri Chak Sunder Ka Bas		

2. Further in exercise of the powers under Sub-section (2) of Section 3 of the Rajasthan Urban Improvement Act, 1959, the State Government hereby constitutes an Advisory Council for

the purpose of Advising the Chief Town Planner and Architectural Adviser for preparation of the Master Plan :

1. Minister for Town Planning	Chairman
2. Secretary, Town Planning Deptt.	Vice-Chairman
3. Secretary, Revenue	Member
4. Secretary, Finance	"
5. Secretary, Industries	"
6. Collector, Jaipur	"
7. Director of Agriculture	"
8. Chief Engineer, P.W.D. (B&R)	"
9. Chief Engineer, (Health)	"
10. Development Commissioner	"
11. Divisional Superintendent, W. Rly, Jaipur	"
12. Station Commander, Jaipur	"
13. President, Municipal Council, Jaipur	"
14. Chairman, Improvement Trust, Jaipur	"
15. President, Chamber of C&I Raj., Jaipur	"
16. Shri Ram Karan Joshi	"
17. Shri Brij Sunder Sharma	"
18. Shri Narain Chaturvedy, Jaipur	"
19. Chief Town Planner & Architectural Adviser, Rajasthan, Jaipur.	Member-Secretary

By Order

Sd/-

Secretary to Government

APPENDIX TWO

NOTIFICATION OF 9.10.1972

GOVERNMENT OF RAJASTHAN
Town Planning Department (Gr. II)

Jaipur, dated the 9th Oct. 1972.

No. F. 1 (6)TP/72. In exercise of the powers conferred by sub-section (i) Section 3 read with item X of sub-section (1) of Section 2 of Rajasthan Urban Improvement Act (Act No. 35 of 1959) and in partial modification of this department Notification No. F. 3 (23)TP/63 dated 7th October, 1964 the State Government hereby declares that Urban Area of Jaipur will include the following revenue Villages :

JAIPUR TEHSIL

- | | |
|------------------------------|-------------------------|
| 1. Manpura Sarwa | 2. Kilangarh |
| 3. Vijay Mahal | 4. Santok Sagar |
| 5. Talkatora | 6. Nahargarh |
| 7. Moti Katla | 8. Badanpura |
| 9. Galta | 10. Jamroli |
| 11. Chak Bhawani Shankarpura | 12. Mahadeopura |
| 13. Moti Dungri | 14. Bhawani Shankarpura |

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|----------------------------------|---|
| 15. Kishanpole | 16. Hathroi |
| 17. Bhojpura | 18. Chak Sunder Ka Bas |
| 19. Rampura Rupa | 20. Manpura |
| 21. Sudershanpura | 22. Kartarpura |
| 23. Sewage Farm | 24. Chak Sudershanpura |
| 25. Sodawala | 26. Brij Lalpura |
| 27. Chak Chooawas | 28. Chooawas |
| 29. Premura | 30. Madram Pura |
| 31. Hasampura | 32. Barodia |
| 33. Bassi Sitarampura | 34. Chak Hasampura |
| 35. Shajpura | 36. Jagannathpura |
| 37. Saliawas | 38. Bir Khatipura |
| 39. Khatipura | 40. Jhotwara |
| 41. Parasarampura | 42. Kishanbagh |
| 43. Bir Papar | 44. Bir Sarkari |
| 45. Mahapura Alias
Kukarkhera | 46. Shri Murlipura |
| 47. Chirnandi | 48. Nangal Jaisabora |
| 49. Harnathpura | 50. Govindpura |
| 51. Chak Pithawas Badram | 52. Gokalpura |
| 53. Bishnawala | 54. L. was Alias Minawala |
| 55. Kanakpura | 56. P. acha Ki Nangal Alias
P. chawala |
| 57. Lalarpura | 58. Gi lharipura |
| 59. Hirapura | 60. Ba arwas |
| 61. Gajsinghpura | 62. Di. aowas |
| 63. Sirsi | 64. Chak Pithawas Alias
Jaipur Ka Bas |
| 65. Kishorepura Charnan | 66. Nanusar |
| 67. Vijaipura bas Nanusar | 68. Siwar |
| 69. Nimeda | 70. Bindaika |
| 71. Mukandpura | |

SANGANER TEHSIL

- | | |
|-----------------------|---------------|
| 72. Shri Ramgopalpura | 73. Keshopura |
|-----------------------|---------------|

- | | |
|---------------------------------------|--|
| 74. Bhankrota Kalan | 75. Hasampurabas
Bhankrota |
| 76. Chimanpura | 77. Shri Rampura Bas
Bhankrota |
| 78. Asarpura | 79. Singarpura |
| 80. Ganpatpura | 81. Chak Ganpatpura |
| 82. Mangiawas | 83. Nand Kishorepura Alias
Mangyawas |
| 84. Anandpura-Sukalpura | 85. Deori |
| 86. Gopalpura | 87. Ramsinghpura was
Medau |
| 88. Jhalana Chor | 89. Sukhalpura |
| 90. Manpura Deori | 91. Ramsinghpura was
Dholai |
| 92. Balrampura Alias Khejda
Ka Bas | 93. Badh Mohanpura |
| 94. Kalyanpura | 95. Sukhia |
| 96. Jaitpura Hajyawaia | 97. Sanganer |
| 98. Madrampura | 99. Kailashpura Kotawas |
| 100. Ramsinghpura | 101. Jaitawala |
| 102. Bambala | 103. Shopura |
| 104. Dhelawas | 105. Lachmi Damodarapura
Alias Nagariyatala |
| 106. Chak Gaitor | 107. Budh Singhpur |
| 108. Khokawas | 109. Dholi Ka Bas |
| 110. Surajpura | 111. Gaitor |
| 112. Chainpura | 113. Durgapura |
| 114. Ramjipura | 115. Jhalana Doongar |
| 116. Chak Daula | 117. Bindaika |
| 118. Dhula | 119. Jagatpura |
| 120. Manoharpura | 121. Bad Tilawala |
| 122. Tilawala | 123. Toda Ramjanpura |
| 124. Kho-Nagorian | 125. Paldi Meena |
- AMER TEHSIL
- | | |
|--------------|--------------|
| 126. Machela | 127. Harmada |
|--------------|--------------|

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128. Badarna
130. Amber
132. JAIPUR CITY

129. Bir Jaisala
131. Kishanpura Lalwas

Sd/-
Secretary to the Government
Town Planning Department (Gr. II)

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APPENDIX THREE

Government of Rajasthan Raj-Patra
June 10, 1976.

TOWN PLANNING (GR. II) DEPARTMENT

NOTIFICATION

Jaipur, June 4, 1976

No. F. 1 (6) TP/72—In pursuance of Section 1 of Rajasthan Urban Improvement Act, 1959, read with Rule 4, framed thereunder, namely-Rajasthan Urban Improvement Trust (General) Rules, 1962, notice is hereby given that the Master Plan prepared in respect of the following area has been approved by the State Government.

Name of the area—Urban Area of Jaipur. Copy of this Master Plan may be inspected in the Office of the Urban Improvement Trust, Jaipur/Municipal Council, Jaipur on any working day during the Office hours.

By order of the Governor.
Sd/-
Secretary to the Government.