

CHPATER-IV

FUTURE DEVELOPMENT PROFILE

The respective KMPC Sector Committees have drawn up a list of major interventions that shall need to be carried out in KMA by 2025 so as to achieve the vision and goals pertaining to basic infrastructure development within KMA.

Transport Infrastructure Development and Action Plan

The Transport Infrastructure Development Need for the Metropolis upto the horizon year 2025 has been assessed on the basis of the proposals for improvement of passenger and goods transportation included in earlier Chapters. The recommended projects have been classified into different categories and preliminary estimates on the basis of the current price level have been made for individual projects to assess the future investment requirements. An investment schedule has been made considering all the recommended projects and has been divided into 5 (five) years spans during the 25-year period.

A number of related actions have been recommended and these include:

- Setting up of a Centralised Information System by the Govt. of West Bengal covering all the data and information in respect of the Traffic & Transportation System of the Metropolis.
- Route Rationalisation Study covering all the mass transit modes and para-transit modes.
- Finalising the strategies to ensure the availability of lands for implementation of long-term projects.
- Setting up of a High Power Committee for co-ordination and monitoring of all kinds of activities and development projects in the traffic and transportation field taken up by the various organisations operating in the area.

Identified List of Projects Recommended upto 2025

The list of traffic & transportation projects recommended in the Master Plan is noted in the following pages. The projects have been categorized under the following heads.

Category of Projects

- New expressway/highway/arterial roads
- Widening of highways and arterial roads
- New flyover/bridge/underpass
- New bus terminals – outer ring, intermediate, inner ring
- Proposed truck terminal cum whole sale trading centre/intermediate truck terminal
- Areawide traffic engineering and operation improvement scheme

- Proposed off-street parking facilities
- Rail projects
- L.R.T.
- Surveys & studies
- Water transport projects
- Miscellaneous project

New Metropolitan Highways

- ★ Eastern Expressway
 - NH 34 to Taki Road to B.N. Dey Road to Baruipur Road.
 - NH 34 to Barrackpore Kalyani Expressway.
- ★ Serampur – Barrackpore – Barasat Expressway connecting NH2 and Eastern Expressway.
- ★ Extension of Belghoria Expressway to connect NH2 and Eastern Expressway
- ★ Dum Dum Barrackpore Expressway from Madhyamgram -Sodepur Road to Belghoria Expressway.
- ★ Southern Expressway
 - Baruipur Road to Diamond Harbour Road.
 - Diamond Harbour Road to Budge-Budge & Budge-Budge to Bauria to NH6.
 - Bridge over/Tunnel under river Hooghly.
- ★ Western Riverfront Expressway from Andul - Road to Bauria Connector.
- ★ Salt Lake Bypass from E.M. Bypass to VIP Road bypassing Saltlake Township with flyovers on V.I.P. road at Kestopur and Baguihati.

New Major Arterial Roads: 35 numbers.

Widening of Roads : 68 Highways, Expressways, Arterial Roads and Secondary roads

Conversion of Existing Arterial Roads: conversion of Arterial roads to Concrete pavements or to Mashtic Asphalt pavements - 28 nos.

★ Bus Terminals

- | | |
|-------------------------------|-----------|
| 1. Outer Ring Bus Terminals | : 24 nos. |
| 2. Intermediate Bus Terminals | : 9 nos. |
| 3. Inner Ring Bus Terminals | : 11 nos |

★ Long Distance Bus Terminals : 3 location.

1. Under the Ramps of Vidyasagar Setu (East-Bank)
2. Bus Terminus at Shalimar for intra-city routes
3. Long Distance Bus Terminus at Shalimar.

★ Area wide Traffic Engineering & Operation Improvement:
38 locations.

★ Proposed Truck Terminal cum wholesale trading centre/Proposed Intermediate Truck Terminal: 14 nos

Rail Projects:

★ Laying of Railway lines : 12 alignments.
★ Proposed improvement and development : 13 major Railway Station
alongwith existing of station area
dispersal facilities .

★ Railway Goods Terminals at

1. Sankrail-Abada
2. Gobra
3. Noapara
4. South East of Rajarhat Township
5. Amtola adjoining Diamond Harbour Road

★ Passenger terminals at:

1. Shalimar – Padmapukur
2. Chitpur

★ Possible Corridors for LRT

1. Along BT Road from Shyambazar to Dunlop Bridge
2. Along Kazi Nazrul Islam Sarani
3. Along EM Bypass
4. Along Barrackpore Kalyani Expressway – Barrackpore Dum Dum Expressway
5. Along Foreshore Road in Howrah
6. Along Diamond Harbour Road from Joka to Barasat.

★ Surveys & Studies

1. Techno-Economic feasibility studies and initial actions for L.R.T alignments.
2. Traffic Surveys & Studies including setting up of Centralised Information System.
3. Route Rationalisation Studies for all categories of transit routes operating within KMA.

★ **Proposed Off -street Parking Facility:** 13 places

★ **Water Transport Facilities:**

1. Construction of Gangway cum Pontoon Jetties and permanent Jetties on River Hoogly.
2. Improvement of Surface dispersal facilities around the major ferry stations
3. Restoration of North Canal System in Kolkata for passenger & goods transportation
4. Improvement of inland goods transportation through river Hoogly.

★ **Miscellaneous Proposals**

1. Restoration of Chorial Khal
2. New ferry routes along & across river Hooghly
3. Modern tram from Joka to Esplande
4. Conversion of Barrackpore Expressway, B.T. Road, Lock Gate Road into a Green Corridor.
5. Motor Training Institute on Jessore Road.
6. Concretization of major roads in phases.
7. Regulation regarding parking of Auto Rickshaws.
8. Area traffic control through Synchronised signaling system.
9. Initiation of actions towards introduction of C.N.G. in automobiles and transit vehicles.
10. Bridge across river Hooghly connecting Santipur and Kalna.

Water Supply Action Plan

The basic object of future provision for water supply is to gradually cover the entire population of KMA by treated surface water, having dispensed with ground water sources that are both qualitatively and quantitatively undependable. Another major object would be to ensure more equitable distribution of water over space and settlements, subject to the differential service delivery norms adopted by KMPC. With these primary objectives in view, new surface water treatment plants as well as augmentation of the existing ones have been proposed. Further, zonal reservoir-cum-boosting stations have been proposed for future development actions.

Existing Capacity, Proposed augmentation and New WTPs within KMA

Sl. No.	Name of the Plant	Existing Capacity (MGD)	Proposed Augmentation (MGD)	Proposed New TP (MGD)	Total (MGD)
1	Kalyani	-	-	30	30
2	Garulia	-	-	60	60
3	BKTP	30	40	-	70
4	Palta	220	40	-	260
5	Dhapa	-	-	65	65
6	Wattgunge	-	-	5	5
7	Jorabagan Park	-	-	8	8
8	GRWW	120	-	-	120
9	Dakshin Roypur, Budge Budge-II for Rajpur-Sonarpur & Baruipur	-	-	30	30
10	Bansberia	0.6	-	15	15.6
11	Chandannagar	1	2.5	-	3.5
12	Serampore	20	30	-	50
13	Howrah	30	30	20	80
14	Uluberia	-	-	10	10
Total		421.6	142.5	235	807.1

Sewerage, Drainage & Sanitation & the needed Actions for improvement

The intensive actions have been taken up for the overall improvement of drainage, sewerage and sanitation within the command area of KMA. The improvement programme will maintain the schematic format in every stage. Positive action programmes for improvement of drainage, sewerage and sanitation system were taken up in phased format maintaining the sub-heads.

Drainage : Improvement for drainage in the KMA mostly converges to the point of de-silting drains, channels, canals & other drainage systems. The construction of underpasses, culverts, road, bridges & other P. H. structures are also taken up for this programme.

Bager Khal Drainage Basin, Ichapur Khal Drainage Basin, Nowai Drainage Basin, Khardah Drainage Basin, Upper Bagjola Drainage Basin, Sonai Khal Udaypur Khal, Cantonment Khal, Lower Bagjola Khal, Howrah Drainage Basin, Circular-Beliaghata - Newcut-Kestopur-Bhangore Katakhal System SWF – DWF Channel System, Tollygunge - Panchannagram Drainage Basin, Tolly's Nullah Basin, Keorapukur Drainage Basin, Monikhali Drainage Basin, Begore Khal Drainage Basin, Churial Khal Drainage Basin Banikanta Khal Drainage Basin, Sunti Drainage Basin, Sonarpur Arapanch Drainage Basin, Ghia-Kunti Drainage Basin, Dankuni Drainage Basin, Kkonagar Drainage Basin, Barjola Drainage Basin, Rajapur Drainage Basin, Mograhat Drainage Basin.

Sewerage: The action for improvement for sewerage system in the K.M.A. is eventually hummar to a particular point of renovation & reconstruction of sewerage system, Mechanical & Manual cleansing of Sewerage net work, interception & diversion of sewerage system and other improvement works like augmentation of Sewage Pumping Stations & Sewage Treatment Plants and construction of new Pumping Stations & STPs and development & laying of sewer lines.

Kolkata Combined Sewerage System, Bhatpara Muncipal Sewerage System, Titagrah Municipal Sewerage System, Panihati Municipal Sewerage System, Kalyani Municipal Sewerage System, Baranagar- Kamarhati Municipal Sewerage System, Howrah Municipal Sewerage System, Bally Sewerage System, Serampore Municipal Sewerage System, Chandannagar Municipal Sewerage System, Khardah Municipal Sewerage System, Hoogly Chinsurah Sewerage System.

Sanitation: Municipal bodies and Panchayat samities in KMA which are not covered under GAP (Phase-I & II) must be covered by On-Site sanitation (septic tank/two pit pour flush latrine method) by 2025.

SWM improvement program for all 41 municipal bodies and 23 Panchayat samities are to be taken up in phases with in 2025 on the availability of land.

Basic Services for Urban Poor : Action Plan

A Quick Slum Survey has been carried out to make a broad-brush assessment of the extent of deficiencies that the slum families at the 40 ULBs of KMA confront in terms of their access to basic services in respect of both physical and social infrastructure facilities. Based on access or lack thereof to both social and physical infrastructure and services coupled with differential weightages assigned to different infrastructure and services, slum families have been marked on a scale of 1 – 100, where Category A represents slum families with highest level of deficiencies. The scale of marking for categorization are: A - more than 50 marks; B – 48 to 50 marks; C – 45 to 48 marks; D – 40 to 45 marks; and E - less than 40 marks. The results of the quick survey reveal that the slum families categorized as relatively worse in terms of access to basic services (combining Categories A, B and C) constitute about 10 percent of total families surveyed. Category E accounts for as large as 80 percent of the total slum families. While this relatively happy scenario may be explained by sustained slum improvement interventions carried out in KMA, especially at the instance of KMDA, there is not enough room for complacency as further upgradation of slum level infrastructure and facilities and specially provision of dwelling units for slum families are imperative. The social infrastructure facilities for slum dwellers would particularly count in design of interventions for slum dwellers.

A Phase-I Action Plan with duration of 3 years has already been drawn up for submission under the Basic services for Urban Poor sub-mission of JN-NURM. A total outlay of Rs.161.30 crore is involved in implementation of this Plan. A brief account of the proposal is furnished in the table below.