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1976-96
(2001)

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MASTER PLAN - JODHPUR

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GODHRA

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Introduction

Jodhpur, the second largest city of Rajasthan and the capital of Rathore clan of Rajputs, is an oasis in that arid country which for centuries together has been known as the "Region of Death". The city itself is in complete contrast to the surrounding country, both in sudden appearance of hills and ridges and the presence of some lakes. This makes Jodhpur a picturesque place but in a different manner. It is indeed difficult to anticipate this until one reaches near the city, the abrupt contrast that it presents to the otherwise flat and weathered landscape.

The city of Jodhpur was founded in 1456 A.D. by Rao Jodha Singh who shifted his capital from Mandore, about 9 kms. to the north of the present city. Mandore was the ancient capital of Marwar State because of its strategic location. The remains of this ancient capital can still be seen. Till about

commerce. Because of its strategic location and proximity to international border, Jodhpur also became an important centre for defence establishments.

Expansion of the city towards the north and the west was restricted because of existing hill ranges and defence establishments towards the south-east restricted the growth in that direction. Further development thus continued towards the south and partly towards the north-east. Jodhpur, which originally had only about 1,030 acres within the city walls, covered more than 12,500 acres in 1972. Municipal area is, however, much larger. It encompasses about 56,800 acres i.e. 231 sq. kms. appx. Population of Jodhpur grew from 1,26,800 in 1941 to 3,17,600 in 1971, a two and a half time increase in 30 years.

Urban expansion also brought many related problems to Jodhpur such as shortage of living accommodation, traffic congestion, lack of sanitation and other community facilities and amenities. It became imperative that adequate attention must immediately be paid to these problems and 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 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. Section 3 to 7 of the said Act 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 February 20th, 1973, under sub-section (1) of section 3 directing 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

Municipalities Act

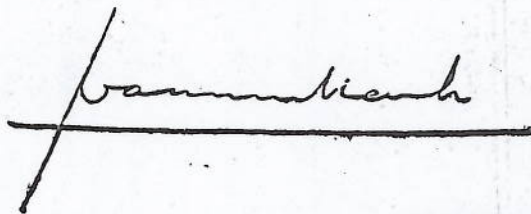
1/2 master plan

objections and comments were received from individuals, groups of individuals, Institutions, Associations, Municipal Councillor, Local Bodies, Government and semi-Government departments etc. In order to examine each representation properly, these were compiled under the following three groups :

GROUP 'A'	Central and State Government Departments, Autonomous Bodies, Local Authorities etc.	9
GROUP 'B'	Institutions, Associations & Trusts etc.	16
GROUP 'C'	Individuals and groups of Individuals.	16
	Total	41

Site Inspections were carried out to examine each representation in its proper context. Personal discussions were held wherever it was considered necessary. As a result of the detailed scrutiny of the aforesaid objections, suggestions and comments, some of the earlier proposals had to be modified, consequential changes made and some new ones incorporated. At this stage the limits of the Urban Area as notified in May, 1976 were re-examined to have a final review of inclusion/exclusion of any revenue area within the said limits. It was felt that 14 revenue villages out of the list notified in May, 1976 could conveniently be excluded. It was thus decided that notified Urban Area limits be revised to encompass Jodhpur city and 32 revenue villages. Accordingly Govt. issued a notification on September 1st, 1977. A report was then compiled containing important points of almost each and every representation along with my comments thereon. It also included the list of revenue villages to be finally notified under the Act. Copies of that report were sent to all the members of the Advisory Council in February, 1977 to seek their advice regarding my comments on the representations so received. The Advisory Council met on April 25, 1977 at Jaipur to consider the aforesaid report. All

The Master Plan for Jodhpur Urban Area for the horizon year 1996 has finally been prepared today as required under Section 5(3) of the Rajasthan Urban Improvement Act, 1959. It is now submitted to the State Government as required under Section 6(1) of the said Act and in token thereof I do hereby affix my signatures.



RAMBAGH
JAIPUR
September 19, 1977.

B. KAMBO
Chief Town Planner &
Architectural Adviser
Government of 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 November 26, 1977 (Refer Appendix VIII)

Existing Characteristics

Jodhpur is located in the lower middle of the arid western Rajasthan tract about 250 Kilometers from the Pakistan border. It has an altitude of about 241 meters (789 ft) above the mean sea level at the main railway station; the fort and parts of the walled city being much higher. It lies at 26°18' north latitude and 73°01' east longitude. It is about 340 kilometers south west of Jaipur via Ajmer and about 300 kilometers north west of Udaipur via Pali. City of Bikaner lies about 250 kilometers to the north via Nagaur. State Highway No. 5, generally running east-west and which links National Highway Nos. 8 and 15 at Beawar and Pokran respectively, passes through Jodhpur. Another State Highway No. 3, which runs more or less north-south from Bikaner to Pali, also passes through Jodhpur. State Highway No. 28 connects the city with Barmer, a district headquarter town, towards the south west. Jodhpur is the divisional headquarters of the Northern Railway and

Jalori gate, Siwanchi gate, Sojati gate, Nagauri gate etc. Internal conflicts between the rulers ended towards the end of the eighteenth century and the city again started growing. During the period 1804 to 1890 A.D., two areas outside the city wall, Mahamandir and the Chief's Court were planned and developed. This gave some impetus to further development outside the city wall. During that period, additional areas inside the city wall were also developed and built upon. Kailana dam was constructed for storing drinking water. Some other lakes like Fatehsagar, Padamsar, Gulab Sagar etc. were also constructed. A multipurpose school at Chopasni was also established. The first railway line was laid in the year 1891 and with that the development started towards south of the walled city. With the coming of the railways, trade and commerce also flourished. During the period 1891 to 1946, some new areas like Ratanada, Sardarpura, Paota etc. all outside the city wall, were planned and built upon to meet the growing needs of the town.

After independence of the country and with the influx of the displaced persons from Pakistan, the city experienced a phenomenal growth. It expanded considerably in size. Rajasthan's High Court was located at Jodhpur. Major institutions of higher education like the University, Engineering College, Medical College, Polytechnic, Central Arid Zone Research Institute were developed. Some industrial growth also took place during this period. Industries like Jodhpur Woollen Mills, Marwar Tent Factory, Alcobex Metal Corporation, Heera Crushing Factory etc. were established. Due to its strategic location and proximity to the international border, Jodhpur also became an important centre for defence establishments. These factors later contributed to all round growth of the city.

With a population of 3.17 lakhs persons in 1971, Jodhpur ranks second only to Jaipur in its population size. In 1901 also, when it recorded a population of 79,109 persons, it had the

DEMOGRAPHY

account for only 24.9 percent. The remaining 68.6 percent are employed in the tertiary sector. The industrial component is only 20 percent (5 percent household and 15 percent manufacturing) of the total working force, whereas other services account for 35 percent. Low industrial component is due to the lack of proper infrastructural facilities for the growth of industries. In 1971, 15.5 percent workers were engaged in transport and communication, perhaps because of it being a regional transportation centre and an important rail junction. Jodhpur district has the maximum number of registered trucks in the whole of State. Table 2 below gives the various components of the occupational structure

Table : 2
Occupational Structure—Jodhpur—1971

<i>Sl. No.</i>	<i>Occupation</i>	<i>Persons</i>	<i>% age of total workers</i>
1.	Agriculture	2,783	3.5
2.	Mining, Quarrying etc.	2,354	3.0
3.	Industry	15,637	20.0
4.	Trade & Commerce	13,843	17.7
5.	Construction	3,860	4.9
6.	Transport & Communication	12,180	15.5
7.	Other Services	27,782	35.4
Total :		78,439	100.0

Source : (Census of India)

Though Jodhpur municipal area encompasses about 56,800 acres within its limit, only about 12,500 acres can actually be called urbanised areas. The remaining land is under hills, quarries, sand dunes etc. Hills mainly lie to the north of the walled city extending upto Mandore, while quarrying areas are mostly towards the north west. Out of the total area of about 12,500 acres, only about 7,280 acres can be called as Developed area, as big chunks of land are under Government Reserved, forest, water bodies, hills etc. Out of the total developed area,

Sardarpura areas and some localities contiguous to the walled city have medium high densities. The density in these areas varies from 100 to 250 persons per acre. Sardarpura area near Gole building has a density of 50 to 100 persons per acre. The newly developed areas like Shastri Nagar and some areas like Paota and Zalim vilas have a density of 25 to 50 persons per acre. These are low density areas. The average gross density, outside the city wall is 60 to 65 persons per acre.

There are about 56 katchi basties in Jodhpur. As per the survey conducted by the Urban Improvement Trust, Jodhpur in the year 1971, total population in these Basties was about 38,500. Density in katchi basties was 100-150 persons per acre. There are about 8,530 households in these basties inhabited by construction workers, artisans, general labour and new rural migrants. According to 1971 Census, nearly 15,000 households in Jodhpur either have inadequate housing facility or live in katcha and sub-standard houses. This is further aggravated by the additional demand of about 4,000 dwelling units per year due to the annual increase in population.

The southern half of the walled city, stretching east-west between Clock Tower & Siwanchi gate, constitutes the main commercial area of Jodhpur where most of the activity, both wholesale and retail is carried out. Because of the limitations of space, there is little scope for further expansion in this area. The wholesale business is also confined mainly to Siwanchi gate area and near the Clock tower within the walled city. Some wholesale business in cloth etc. is located near Tripolia bazar and Mirchi bazar. Wholesale business in fruit and vegetables is located near the Clock tower. Most of the wholesale trade in iron & timber is carried out inside the walled city area near Sojati gate whereas the wholesale market for other important building materials like stone is near Fidusar on Soorsagar road. Oil Depots are presently located near K.N. hall along the railway line. Some warehouses and

Commercial

problems in the circulation system also enhanced. Housing problem is further aggravated since these defence departments have not got adequate housing of their own.

Due to the non-availability of raw materials and inadequate transportation facilities, industries in Jodhpur could not be flourished to the desired extent. In 1961 only 12% of the total workers were employed in this activity, as against 26% in Jaipur and 15% in Kota. Government has, however, given many incentives for the growth of industries and due to this there was a rise of 8% in the industrial component during the last decade. In 1971 Industrial component became 20 percent of the total working force. Most of the large and medium scale industries are located in the industrial area and industrial estate towards the south west of the old city. Among the large industries, Jodhpur Woolen Mills, Alcobex Metal Corporation, Marwar Tent Factory, Auto Spare Parts etc. are worth mentioning. Some light and small scale industries like Rajasthan Industries, oil mills etc. are functioning in the densely populated residential areas. These have created problems of noise, waste disposal and traffic.

Industrial

Good quality building stone is available in abundance in areas around Jodhpur and therefore quarrying of stone is done on an extensive scale in these areas. Quarries near Soorsagar are known for their quality stone. It is extensively used in the construction of buildings in and around Jodhpur. Chittar stone, which is known by the name of the place from where it is extracted, is famous for its colour, quality and strength and has been extensively used in the construction of Umaid Palace. Red and stone is found near Chopasni Village and quarrying of the same is done in the areas near that village. Because of the availability of large quantities of stone slabs; percentage of workers engaged in this sector is relatively high. About 3% of total workers are engaged in quarrying alone.

hospital for specific diseases. There are two separate hospitals one for the army establishments and the other for railway workers. Veterinary hospital is situated in Ratanada area. There are, in all 9 Government dispensaries in Jodhpur out of which only two have the facilities for indoor patients. These dispensaries are well located in the different residential areas to cater the needs of the people living therein.

Scarcity of water in Jodhpur is one of the main factors responsible for the deficiency of parks and organised open spaces. At present there are only three developed parks in the city. These are Nehru Park in Sardarpura, Umaid Park near High Court and Jai Narain Vyas Park inside the walled city area. There were two pologrounds and one golf course. A residential colony has been developed upon one of the pologrounds. Areas reserved for parks and open spaces in the newer residential areas have not been developed. One such area known as Gandhi Maidan is in Sardarpura.

Parks and Open Spaces

There are a few public gardens and open spaces around Jodhpur. About 9 Kms. from the city, to the north is the famous Mandore garden known for its excellence. Another picnic spot towards the west with nice open space has been developed near Kailana reservoir. Balasamund to the north of the city, is still the private property of the former ruler of Marwar. It has a nice lake and a good large park. There is a large open space near Shastri Nagar known as Rawan-ka-Chabutra, which is generally used for social functions. Ramlila and other social and religious functions are held there.

There are six cinema halls in Jodhpur city. One of them is located within the walled city and three of them are located in close proximity to Sojati gate. All these cinemas are concentrated in a narrow strip between stadium and the railway underbridge No. 1 along Pali line. There is one more cinema hall near Sojati gate which has thatched wall and roof and

Other Community Facilities

pass through the city and there is need for having by-passes for these to avoid congestion and traffic bottlenecks. Major roads are Residency road, Chopasni road, road in industrial area, 'B' road in Sardarpura etc. which connect the main arteries. Within the walled city area, there are narrow streets of irregular width. These roads are over-burdened resulting in congestion and traffic bottlenecks. General widening of these roads is not feasible but at some places like Fateh pole, Mehta market, Clock tower etc. improvement of road junctions is most essential. Sojati gate area, which is the major commercial centre, has the most acute problem of traffic. Similar congestion exists at Jalori gate and Siwanchi gate. A rational system of transportation has to be worked out to keep off the heavy traffic from the busy areas like Sojati gate, Jalori gate, Siwanchi gate, railway station etc.

City bus terminal is at present located near Raikabagh railway station opposite the Collectorate. A few of the private buses, which play on non-nationalised routes, terminate at three different places, near Stadium cinema behind Umaid park, near Siwanchi gate and at the railway station. The truck terminal is located behind stadium cinema in a residential colony. This has created acute problem of traffic movement and noise.

Jodhpur is an important railway Junction where a number of railway lines from various directions converge. These divide the city into a number of segments. The railway complex itself consisting of railway colony, workshop, yards etc. divides the city in two parts. This restricts the free movement of people and goods from one area to another.

Jodhpur's main sources of drinking water supply are Jawai and Hemawas reservoirs in Pali District and Lodia tank in Pali town. Water from these sources is brought to Jodhpur through a canal, known as Summer Samund Water Supply canal, which

**Public Utilities
Water Supply**

Drainage system, even in the newly planned areas, is far from satisfactory. Surface drains in the walled city area, Sardarpura, Paota and Ratanada are not working satisfactorily due to their limited capacity and lack of maintenance. No drainage system has been provided in other areas.

Distribution of power in the city is the responsibility of the Rajasthan State Electricity Board. Power is not generated locally. Supply of energy is made from Chambal power station, Rana Pratap Sagar Power station and Atomic power station. About 50% of the energy supplied is from Chambal power station. There is a thermal power plant in the industrial area as a stand by arrangement. Industries consume about 40 percent of the total power supply in Jodhpur.

Power

Planning Concept

The art of living together is the hall mark of civilisation. Throughout history, men have grouped themselves together for safety, for exchange of services, food and goods, for worship and social activities. The town is the highest expression of these mutual needs. It became in every way a utility for collective living. Individual and collective needs and ambitions change with the time. A major problem today is to find a way of life which reconciles our reliance on vehicle for personal, public, industrial and commercial use, with the need for safety, privacy and pace in our homes. Land is the primary resource of any community and physical Planning concerns itself with the regulation of and control on the USE of this primary resource to the optimum as well as best benefit to the community. The Planning process, therefore, is essentially a process of scientific evolution of the various categories of

region. It shall also be the principal Commercial and Trade Distribution Centre in western Rajasthan. Because of the availability of better infrastructural facilities and other incentives given by the Government, Jodhpur shall flourish as an important Industrial Centre of western Rajasthan. Due to its strategic location as a gate-way to "Thar Desert", it shall continue to be an important transport centre. Being in proximity to the international border, Jodhpur's importance from defence considerations shall also require due weightage. Jodhpur's status as one of the major centres of higher and specialised education in western Rajasthan shall also be recognised.

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

Government and Semi-Government offices should be in organised complexes and so located that they have adequate land nearby for housing and are directly accessible from the major thoroughfares. Commercial activities should be rationally distributed so as to minimise travel time and also to avoid the necessity of travelling daily to the central business areas like Sojati gate, Clock Tower, Siwanchi gate, Tripolia bazar, Mirchi 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. Transport terminals, both for passengers and goods, should be developed at appropriate locations. Transportation Plan should be so evolved that it shall function complimentary to the Land Use Plan. Traffic bottle-necks within the walled city should be removed by finding alternative alignments and by providing missing links. Locations for centres of higher education should be carefully identified in the future pattern of development. Areas of historical, architectural and archaeological importance must be carefully detailed out and protected from the invasion of ugly structures and conflicting Land Uses.

By virtue of its publication as a Draft for public comments, followed by discussions with various persons thus ensuring participation of the people in its evolution and formulation, the Master Plan for Jodhpur has been prepared in keeping with the needs and sentiments of the people of the city. 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 and 1972 data. The horizon year is 1996. It is thus a LONG RANGE PLAN. It gives an integrated picture of future requirements organising the various elements in such a manner that these are functionally related, economically sound and socially desirable. It is, therefore, a COMPREHENSIVE PLAN. 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. 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.

Land Use Plan

Master Plan to guide the future development of Jodhpur Urban Area has been evolved on the basis of the various physical and socio-economic surveys and studies, the existing pattern of development, trends in growth rate, economic structure, traffic pattern and also taking into account the desired direction and orientation it requires during the plan period. The proposals for future pattern of development have been spatially reflected in the Land Use Plan. The base year being 1971, the horizon year is 1996. The Land Use Plan for Jodhpur Urban Area has thus been conceived to find appropriate solution 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 find solutions to the present problems—physical, economic, social and developmental. It provides guidelines for the future growth upto the horizon year. It has been kept in scale with

This will give a growth rate of about 4.5 percent annually. The city may, therefore, double its population during the Master Plan period. Table 4 below shows the population of Jodhpur since 1901 and the decennial growth trends. It also shows the projections for the year 1981, 1991 and 1996.

Table : 4

Population Growth Trends & Projections—Jodhpur—1901-1996

<i>Year</i>	<i>Persons</i>	<i>Variation</i>	<i>%age Variation</i>
1901	79,109	—	—
1911	79,754	+ 645	+ 0.82
1921	73,480	- 6,276	- 7.87
1931	94,736	+ 21,256	+28.93
1941	1,26,842	+ 32,106	+33.89
1951	1,80,717	+ 53,875	+42.47
1961	2,24,760	+ 44,043	+24.37
1971	3,17,612	+ 92,852	+41.31
1981	4,47,000	+ 1,29,388	+40.70
1991	5,87,000	+ 1,40,000	+31.30
1996	6,75,000	+ 88,000	+15.00

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

In 1971, Jodhpur had a participation ratio of 24.7 percent as against 26.9 percent in Jaipur, 24.4 percent in Ajmer, 29.9 percent in Kota and 25.8 percent in all Rajasthan (urban). It had 6.5 percent of the total working force employed in primary sector i.e. agriculture, mining and quarrying. This is higher than in other Class I city of Rajasthan perhaps because of large scale quarrying activity in Jodhpur city. The industrial component was 20 percent. This low proportion was due to lack of proper infrastructural facilities for the growth of industrial activity. Being a regional transportation centre and an important railway junction, it had 15.5 percent of the total workers engaged in transportation and communication sector.

Table : 5

Occupational Structure—Jodhpur—1971 and 1996

Sl. No.	Occupation	1971		1996	
		Persons	% age	Persons	% age
1.	Agriculture	2,783	3.5	1,080	0.5
2.	Mining & Quarrying	2,354	3.0	9,720	4.5
3.	Industry	15,637	20.0	47,520	22.0
4.	Construction	2,860	4.9	10,800	5.0
5.	Trade & Commerce	13,843	17.7	41,040	19.0
6.	Transport & Communication	12,180	15.5	32,400	15.0
7.	Other Services	27,782	35.4	73,440	34.0
Total :		78,439	100.0	2,16,000	100.0

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

It has been mentioned earlier that Jodhpur may grow from 3.17 lakhs in 1971 to 5.75 lakhs by 1996. This means an addition of more than three and half lakhs or doubling itself over the plan period. Jodhpur would thus be adding about 14,000 persons on an average every year. Land has to be identified for their living, working and recreation. Land characteristics indicate that future urban expansion can take place only towards the south, south-west and north-east. There are a number of constraints to urban growth in other directions. To the north and north-west, the hill ranges start within the walled city itself and extend upto Mandore & Jaisalmer road. A sizeable flat area is occupied by the Border Security Force and Rajasthan Armed Constabulary. Development of the city in that side is therefore not possible. No land is available for development towards the south-east due to large establishments of the Army and the Air Force. Whatever developable land is available in this direction has been kept reserved to meet the future requirements of these defence

URBANISABLE
AREA

Table : 6

Land Use—Jodhpur—1972 and 1996

Sl. No.	Use	1972		1996	
		Area (in acres)	%age of Developed Area	Area (in acres)	%age of Deve- loped Area
1.	Residential	3,360	45.9	9,640	46.7
2.	Commercial	225	3.1	870	4.2
3.	Industrial	450	6.2	1,665	8.1
4.	Governmental	155	2.1	235*	1.1
5.	Recreational	205	2.8	3,010	14.5
6.	Public & Semi- Public	2,040	27.9	2,540	12.4
7.	Circulation	875	12.0	2,670	13.0
	Developed Area	7,310	100.0	20,630	100.0
8.	Government Reserved	3,120		6,490	
9.	Agricultural Research Farms & Dairy			560	
10.	Forest Land	425			
11.	Other vacant & undeveloped land	1,250			
12.	Hilly & Rocky Land	340			
13.	Water Bodies	55		120	
	Urbanised Area	12,500			
	Urbanisable Area			27,800	

* This does not include 5 acres in Pali District Centre.

(Source : Town Planning Office Surveys & Estimates)

Urbanisable Area of Jodhpur shall thus extend from Mandore towards the north to Basni village towards the south and from Army establishments towards the east to Chopasni school towards the west. Large chunks of land towards the east,

Table : 7
Planning Districts—Jodhpur—1996

	Acres	Persons
A. Walled City District	—1,030 approx.	1,60,000 approx.
B. Paota District	—4,980 „	1,50,000 „
C. Ratanada District	—1,230 „	70,000 „
D. Cantonment District	—4,630 „	1,800 „
E. Sardarpura District	—1,620 „	75,000 „
F. University District	—5,840 „	80,000 „
G. Chopasni District	—6,430 „	1,60,000 „
H. Soorsagar District	—2,040 „	75,000 „
Urbanisable Area	—27,800 „	7,71,800 „
J. Green Belt District	—76,800 „	
Notified Urban Area	—1,04,600 „	

i.e. 423 sq. Kms. approx.

The limits of each Planning District are indicated on the Urban Area Map which also shows the revenue boundaries, the existing developed area and the limits of the proposed development upto 1996. This map also shows the limits of the Notified Urban Area comprising Jodhpur city and 32 villages and also each village boundary. While the first eight Planning Districts primarily cover the total Urbanisable Area, the last District represents the peripheral area around the Urbanisable limits. Within these eight Planning Districts, most of the new areas for development fall in Paota, University and Chopasni Planning Districts.

The Walled City Planning District covers the entire area within the city walls. This has been considered a single entity from planning point of view although it shall continue to perform several city level functions. Paota Planning District encompasses the areas east of the walled city and north of Jodhpur-Jaipur railway line. It extends upto Mandore garden to the north. Ratanada Planning District lies to the south east of

market and the other dealing in grain have been developed in Paota Planning District. This was done as part of the action programme of this Master Plan to shift selected wholesale functions from within the walled city to better locations where proper facilities for their effective functioning could be provided. Redevelopment schemes shall be prepared for the central commercial area around clock tower to improve traffic movement. The overbridge-clock tower commercial scheme, already under implementation, shall also help to improve the movement within the walled city.

Paota Planning District covers about five thousand acres and provides extensive areas for new development. It lies to the north east of the walled city. Main work centre in this Planning District is Rajasthan High Court-Collectorate Office Complex. The whole-sale grain and vegetable and fruit markets are also located in this district. The inter-city bus terminal and its depot is located here. Famous Mandore gardens and Balasumand lake and park also lie in this Planning District. The city level garden known as Umaid park along with the stadium shall be major attraction for recreation in this district. Two railway stations namely Raj-ka-Bagh and Mahamandir fall in this district. Residential colonies like Paota, Zalimvilas, Pologround—first and second schemes are the major residential areas of this district. A new District Centre shall be developed on the vacant land along Mandore road about quarter mile north of Collectorate Chowk to provide the much needed shopping facilities for this area.

Ratanada Planning District lies to the south east of the walled city and covers about one thousand two hundred acres. The railway lines to Jaipur and Pali from the northern and western boundaries respectively. Residency road forms the southern limit and the foot hills of Chittar Palace the eastern limit of this District. The two new Government office complexes, one on the old Jail site near the over-bridge and another north of

Government Reserved Areas. The new District Centre on Pali road, the wholesale grain sub-market yard and part of the industrial area near Basni railway station shall be the main employment centre of this district. Jodhpur-Pali railway line to the west, residency road to the north, the urbanisable limits to the east and the south form the outer limits of this district. The golf course and pologrounds near the Air Force station lie in this district. A new college for physical education shall also be located in this district. An area of about 90 acres south-east of University has been earmarked for the purpose. Two railway stations namely, Bhagat-ki-Kothi and Basni, lie in this district, the former serves the main goods shed and the railway marshalling yard and the latter shall serve the new industrial areas on either side of it.

Chopasni Planning District, covering about six thousand five hundred acres, shall provide large tracts of land for future development. This district covers the entire urbanisable area in the south western part of the city beyond Soorsagar quarry railway line. Jodhpur-Pali railway line forms the eastern limit and Chopasni road the western boundary. The existing industrial areas, west of Bhagat-ki-Kothi railway station and the extensive new industrial area, which shall be developed to the west of Basni railway station, lie in this district. A large new District Centre having public offices, retail and wholesale market, central bus terminal shall be developed in this district along Barmer road. The Central Arid Zone Research Institute, a chain in the national research establishments of the Government of India, lies in this district. It covers a large tract of land. New veterinary and Ayurvedic hospitals shall be located in this district. The Chopasni school also falls in this district. Sumer Samand Water Supply water canal, more popularly known as SSWS Canal, running east-west almost divides this district in two parts. Lands have been reserved along both sides of this canal for public recreation. Extensive plantation shall be done on either side of this waterway so that

care has been taken while earmarking new areas for the purpose. New government and semi-government offices shall henceforth be located in organised office complexes with adequate lands nearby for provisions of housing and related community facilities. At present the High Court-Collectorate and P.W.D.-U.I.T. offices are the only two defined complexes. In 1972-73, about 10,500 persons were employed in various government offices. This did not include workers in Defence establishments, Railways and Central Arid Zone Research Institute. Of the above, only about 40% i.e. 4,500 persons were working in the organised office complexes, the remaining i.e. about 6,000 workers had their offices housed in private buildings generally meant for residential purposes. These offices are scattered all over the city. These shall gradually be shifted to the organised office complexes during the plan period so as to achieve better inter-departmental co-ordination and thereby higher degree of efficiency. It shall also be convenient for the citizens.

Employment in government and semi-government offices may constitute about 13% of the total working force by 1996. Thus adequate land for government offices would be required to accommodate about 28,000 workers by the horizon year. It would be possible to accommodate about 6,000 workers within the two existing complexes of Collectorate-High Court and P.W.D.-U.I.T.—Railways and Underground Water Board and other areas governing an area of about 110 acres but additional land shall be required for the remaining about 22,000 workers. Accepting the existing practice of government building design and space standards and assuming that new office buildings shall generally be three storeyed, the gross density works out to about 150-200 persons per acre. Additional land required for public offices would thus be 125 acres approximately making a total of about 235 acres. This additional area has been distributed in five locations, old jail site, north of Ratanada crossing, near Chopasni District Centre, new Municipal

13 Km. from Jodhpur, has been retained as its location has been found quite suitable.

Jodhpur is the principal centre for trade and commerce in western Rajasthan. It acts as a regional centre for almost all activities. People from Pali, Barmer, Jaisalmer, Nagaur and other nearby places visit Jodhpur for variety of specialised services. It has been estimated that about 19 percent of the total working force i.e. about 41,000 workers may be employed in various businesses and commercial establishments by the horizon year 1996. In order to distribute these activities more rationally, following hierarchy of retail business and commercial activity has been envisaged.

COMMERCIAL

1. City Centre —City and Regional level
2. District Centre and Sub-District Centres —Planning District level
3. Local Shopping Centres —Planning Area level
4. Convenient Shops —Planning Unit or Local level.

Wholesale trade, warehousing, godowns and special markets for grain, fruit & vegetable, timber, stone, fodder and other commodities have been treated separately and provided for. Land Use Plan 1996 provides for about 870 acres for all such activities which are distributed throughout Jodhpur Urban Area. Table 9 gives the distribution under various sub-heads at different levels of the hierarchy.

Table : 9

Commercial Area Distribution—Jodhpur—1996

1. City Centre	175	acres approx.
2. District Centres	150	" "
3. Sub-District Centres	25	" "
4. Specialised & Wholesale markets	210	" "
5. Warehouses & Godowns	210	" "
6. Hotels	45	" "
7. Other Commercial areas	55	" "
Total :	870	" "

The following District and Sub-District Centres have been indicated on the Land Use Plan :

Table : 10
District Centres Distribution—Jodhpur—1996

1. Paota District Centre	—20 acres approx.
2. University District Centre	—40 " "
3. Chopasni District Centre	—90 " "
4. Ratanada Sub-District Centre	—13 " "
5. Shastri Nagar Sub-District Centre	—12 " "
Total :	175 " "

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. A Local Shopping Centre shall, however, require about 3-5 acres and would be 10-15 minutes walk from any part of the Planning Area. It shall have retail shops, service shops, post office, community hall etc.

Local Shopping Centres

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.

Convenient Shops

Wholesale markets and godowns, which are at present located within the walled city generating heavy traffic, shall be taken out and located in the new sites. This would relieve the congestion in the old city area and land thus vacated could be used for retail shopping or other most desired community facilities. The following sites have been earmarked in the Land Use Plan for various wholesale markets :

Specialised & Wholesale Markets

The existing oil depots near Rai-ka-Bagh Palace shall be gradually shifted to the new localities near Basni Railway station.

During the last decade a large number of small & medium industries like Chemical factory, Jodhpur Woolen Mill, Gwargum factory, Standard Auto Parts etc. have come up in Jodhpur due to the various incentives provided for the growth of industrial activity. This trend is likely to continue in future also. Most of the new industries have been set up in planned industrial area towards the south of the city. Jodhpur is likely to have about 22% of its working force engaged in various industrial establishments (i.e. about 47,500 workers) by the horizon year 1996. 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 13.

INDUSTRIES

Table : 13
Distribution of Industrial Activity—Jodhpur—1996

<i>Type of Industry</i>	<i>Industrial Employment</i>	<i>%age of total industrial workers</i>	<i>Employment density (persons/acre)</i>	<i>Area (in acres)</i>
1. Household Industries	10,400	22	—	—
2. Small Scale and light	23,800	50	20-25	1,030
3. Large Scale & Extensive Industries including Railway Locosheds	13,300	28	18-20	635
Total :	47,500	100%	—	1,665

Industrial units located at random in different parts of a city cannot receive optimum benefits of planned industrial

Industrial Areas

Service industries and small workshops may be permitted to function in the various commercial areas. Their precise location shall have to be determined basing it on performance standards. Detailed plans of the commercial areas shall indicate specific locations for service industries and the type of units to be permitted in those areas. It may include small flour mills, bakeries, small repair shops etc.

Household industries and Special industries may be permitted 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.

As mentioned earlier, building stone and stone patties trade is one of the very important urban activities in Jodhpur. It is estimated that by 1996 about 4.5% of the total working force (i.e. about 9,700 workers) may be engaged in Mining and Quarrying activity. It would be essential to earmark all potential areas for quarrying operations. Major quarrying activity is located at Soorsagar and to a lesser degree near village Chopasni-Nathdwara. Better facilities for transportation, loading and unloading shall need be provided in these two areas. Quarrying activity shall be positively encouraged in Jodhpur and improved facilities for achieving the same, shall be provided. All Lime Kilns shall be shifted from the city. These may be allowed in the Peripheral Control Belt and beyond but under restricted and controlled conditions.

Extractive & Allied Industries

Jodhpur is well connected both by rail and air to Jaipur, Delhi and Bombay. The city can act as a base for the tourists desiring to visit Ranakpur, Jaisalmer, Osian and Barmer. They could also be prompted to extend their stay in Jodhpur itself. By developing properly the existing places of tourist's interest within the city and in its immediate environs and improving the tourist infrastructure, Jodhpur could become another very

TOURISM

shall constitute a "Planning District". It may have a population of 75,000 to 1.5 lakhs. District Centre shall be the focal point of each Planning District. It shall have retail shops, repair shops, service shops, restaurants, hotels, post & telegraph office, police station, cinema house and a large park. Projected population of 6.75 lakhs shall, therefore, be distributed in a number of such "Planning Areas" in which all places of activities and interest shall be located within 15-20 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 4,000 to 5,000 shall have a Primary School with land area of 2-4 acres. A Housing Cluster, which is the smallest Unit, shall have a nursery school having 0.5-1.0 acre land as its nucleus of activity.

Medical : One Health Centre having about 20 beds in about 2 acres plot shall be provided to serve every two Planning Areas.

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

Shopping : Each Planning Area shall have a Local Shopping Centre consisting of 20-30 shops of various sizes. This shall be in addition to a number of Convenient Shopping Bloks which shall be provided in clusters of 6-10 shops in appropriate locations within each Planning Area.

Recreation : There shall be a Public Park of 2-3 acres in each Planning Area suitably located near the shopping centre in the community centre.

Group housing or block type development shall be undertaken for a part of the housing programme under governmental, industrial housing and housing by other public and semi-public . **Housing**

shall be earmarked for schools, dispensaries, police posts, community hall, parks and playgrounds in appropriate locations on a sliding scale depending upon site considerations.

The educational requirements for the year 1996 have been worked out on the basis of the educational policy of the Government. Estimated numbers of places for Primary, Middle & Higher Secondary Schools required for the projected population of 6.75 lakhs have accordingly been worked out. These are given below in table 15. Educational

Table : 15
Requirements of Schools—Jodhpur—1996

Sl. No.	Class/ Standard	Age Group (in year)	School age %age of total population	Popu- lation Nos.	Expec- ted enrol. (%age of Sch. age pop.	No of Students	No. of Schools
1.	Primary (I-V)	6-10	9.25	62,400	90	56,200	200
2.	Middle (VI-VIII)	11-13 } 14-16 }	12.5	84,400	80	67,500	90
3.	Higher Sec. (IX-XI)						

(Source : T.P.O. Estimates)

onal 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 detail Plans for various Planning Districts or parts thereof are prepared, sites for all levels of schools shall also be specifically indicated.

An additional area of about 90 acres to the east of the University Campus has been earmarked for its future expansion.

The existing Veterinary hospital has been retained in its present location. A new veterinary hospital with an area of about 10 acres shall be developed south west of Khem-ka-Kuan in Chopasni Planning District.

Public Parks and Open Spaces are more commonly known as the 'lungs' of a city as they reflect to some extent the social and physical health of the people. Every urban area has to have a systematic and rational distribution of public parks, open spaces, play-grounds and other recreational facilities. A rational plan has, therefore, been evolved for providing various type of recreational facilities at different levels i.e. local level, district level and city level.

Recreational

Jodhpur has at present only three important parks. These are Umaid Park near High Court, Nehru Park in Sardarpura and Jai Narain Vyas Park within the walled city. A public park is already under construction on top of Masuria hill. Within the city wall, Bai-ji-ka-Talab, Ranisar and Padamsar shall be converted into recreational spots. Mandore and Balsamund are two large and extensive parks towards the north. One such park shall be developed near Kailana reservoir towards the west. Chopasni park near Umaid Sagar bund towards the south west shall also be developed as a city level park.

A concept of District Parks as part of the District Centres has been evolved and these are indicated in the Land Use Plan. A District Park shall have an area of 10-15 acres and may be serving a population of 75,000 to 1.5 lakhs. Local level parks shall be provided in all residential areas. For residential areas with low densities public open spaces at the rate of 1.5 to 2 acres per thousand population shall be provided.

Parks & Open Spaces

There are at present two stadiums in Jodhpur; one is Umaid Park Stadium and other is the Railway Stadium. An area of about 70 acres has been reserved for a new stadium south of the District Centre along Barmer road. This shall serve the

Stadium and Playgrounds

in the Land Use Plan. These lie on the fringe of the urbanisable area.

As the old jail area in Ratanada shall be developed for a Government office complex, a site for the new jail has been earmarked along Mandore road east of Balsamand garden. It is an extensive area and most suitable for the new jail.

Water, sewerage, drainage and power are the essential needs of urban life. Without proper water supply, an urban area cannot flourish and without adequate drainage and sewerage system a healthy urban environment cannot be assumed.

Average daily per capita consumption of water in Jodhpur in 1971-72 was 31.5 gallon which is quite good compared to other cities in the State. In 1996, the population would be doubled and hence the demand for water supply shall also be doubled. New sources shall thus need to be explored so as to cater to the anticipated needs of the city. Public Health Engineering Department and Underground Water Board of the State Government shall initiate investigations in this regard. PHED shall also draw up a comprehensive scheme for water distribution for the entire urbanisable area in conformity with the Land Use Plan.

The old city area has a drainage and sewerage system which is inadequate and strained due to high population concentration in that area. In some of the newly developed schemes, the sewerage lines have been laid but due to non-availability of any mains nearby for its disposal, these lines have not been in use. Public Health Engineering Department of the State shall, therefore, prepare an integrated Drainage & Sewerage Plan for the total urbanisable area of Jodhpur in the context of the Land Use Plan. Such a Plan shall take into account the phases of development in different directions so that investment can be made in stages and the system put in use accordingly. General slope of the city is towards the south-west. A site for

PUBLIC UTILITIES

Water Supply

Drainage & Sewerage

worked out for direct movement of people and goods around and within the urbanisable area.

Two by-pass roads shall be constructed to separate through traffic from the inter-city traffic. One such by-pass shall link Pali road with Barmer and Jaisalmer roads and the other shall link Pali road with Jaipur and Bikaner roads. These by-pass roads shall also serve as the ring roads of the city. The existing road linking Bikaner road and Jaisalmer road shall be substantially improved and upgraded to cater to the anticipated volume of traffic. With this an east-west by-pass, linking Bikaner road and Jaisalmer road along the northern urban limits shall also become available. When completed, Jodhpur shall have a regular Ring Road around the urbanisable area for proper movement of passenger & goods traffic between Jaipur and Jaisalmer on one side and Bikaner, Pali and Barmer on the other. Circulation Plan

Residency road connecting Jaisalmer road, Barmer road, Pali road and Jaipur road shall be suitably improved and developed as an Inner Ring Road. This shall function as a major thoroughfare for east-west movement and relieve other roads from all extraneous traffic. This road shall be upgraded as an arterial road. Chopasni road and Soorsagar roads shall also be upgraded as arterial roads. Mandore road shall, however, function as sub-arterial road.

The arterials and sub-arterials shall provide direct linkages to and between different functional areas, whereas the major roads shall provide access to the different residential areas and work centres. All these form part of the major circular system. There shall be feeder roads, collector streets, residential streets and loop streets as well. These shall be planned while detailing out the various District Plans and Area Plans. The standard rights-of-way for the various roads in the hierarchy of the Circulation Plan are given in table 16.

shall be studied so as to arrive at the most appropriate design solutions.

Railway lines are dividing the urban area into different segments and frequent closer of gates at road-railway crossings seriously interferes with the free movement of traffic. Till recently there was only one over-bridge near Sojati gate. The second one near Collectorate over Jodhpur-Jaipur line is under construction. Two under-passes are also existing, one near railway hospital and the other near P.W. Dak Bungalow, both Jodhpur-Pali railway line. Following additional grade separators have been provided in the Plan :

Traffic
Interchanges

1. Road over-bridge for Arterial road south of Basni Industrial Area (over Jodhpur-Pali line)
2. Road over-bridge for eastern by-pass road connecting Jaipur and Bikaner roads (on Jodhpur-Jaipur line)
3. Road over-bridge for Arterial road south of Mandore railway station & connecting Soorsagar road with eastern by-pass (on Jodhpur-Jaisalmer line).

The feasibility of constructing an pedestrian-overbridge near old power house shall also be explored in collaboration with Northern Railway. This will provide a direct link between the walled city and Ratanada area for pedestrians and relive to road on railway overbridge.

The existing passenger Bus Terminus at Rai-ka-Bagh would be quite far away from the newer developments towards the south and south-west along Pali and Barmer roads. New Bus Terminus having about 10 acres of area shall, therefore, be developed along Barmer road near the District Centre. This is considered a more central location.

At present there is no proper Truck Terminus in Jodhpur. Three Truck Terminals shall be developed in different parts of the city, one towards the south, second towards the east and

The pattern of development and the alignment of the railway track in Jodhpur is very favourable for introducing shuttle services such as between Mandore to the north and Basni to the south via Maba Mandir, Rai-ka-Bagh Jodhpur and Bhagatki-Kothi railway stations. Similarly, another shuttle service could be introduced between Soorsagar and Basni railway stations. Northern Railway shall be requested to examine the feasibility of these services.

At present there is only one flight between Delhi and Jodhpur and then on to Bombay via Udaipur. The defence air strip is being used for this purpose. Air traffic is not likely to increase to such a great extent in the next two decades so as to demand a new civil airport. The present facilities shall, however, need to be improved. Indian Air Lines shall be requested in this regard.

Airport

The Notified Urban Area of Jodhpur covers about 398 sq.kms. It includes Jodhpur city and 32 revenue villages. Within the Notified Urban Area itself, besides the city of Jodhpur, a small Industrial Township north of Mandore shall also be developed. The development programme within the Notified Urban Area would thus be in three district ways, firstly the development of Jodhpur city, secondary the development of the Industrial Township and thirdly the development of the rural settlements falling within the peripheral belt.

**PERIPHERAL
CONTROL BELT**

A new Industrial Township has been planned to the north of the city about 14 kms. away from the central area of Jodhpur. It lies between Jodhpur-Bikaner road and Jodhpur-Jaisalmer railway line. It extends north south in a linear form adjoining the railway line to the west. Bikaner road shall be realigned in this area and shifted towards the east and shall form the eastern limit. The availability of 350 acres of government land with the added advantage of the main railway line, metalled road, wind direction etc. have been some of the important factors for selecting this area for extensive industrial development.

**New Industrial
Township**

Table : 17

Land Use—Industrial Township—1996

1. Residential	250 acres approx.
2. Commercial	20 " "
3. Industrial	360 " "
4. Warehousing, Godowns and Wholesale trade	65 " "
5. Public and Semi-Public	25 " "
6. Truck Terminal	20 " "
7. Compost Plant	15 " "
8. Railways	15 " "
Total :	770 " "

The township plan has been conceived on the linear city concept. A major road shall separate the industrial area from the residential and other areas. The industrial area extends between the main railway line and the new arterial road. The township shall have a direct road link with Jaipur road. Generally large scale manufacturing units shall be permitted in this area so that they could provide housing facilities for their workers. The Land Use Plan 1996 indicates the broad pattern of development for the Industrial township also.

Selected villages, lying within the Peripheral Control Belt but outside the urbanisable area, shall have to be developed to strengthen the rural economy. This shall envisage some degree of control on the Use of land in this rural zone. In the absence of any restrictions, people are likely to build within this area 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. Important rural settlements shall, therefore, be identified and developed as "Urban Villages" and the desired facilities developed therein to provide work

Rural Settlements

Summary of the Plan

The Urban Area of Jodhpur as finally notified under subsection (1) of section 3 of the Rajasthan Urban Improvement Act 1959 covers Jodhpur city and 32 revenue villages and encompasses an area of about 398 square kilometers.

The Master Plan for Jodhpur covers the 25 year period from 1971 to 1996. It is based on 1971 Census data and other physical surveys conducted in 1972 for the purpose. The horizon year is 1996. The Plan has also taken cognizance of the development that has taken place since 1971.

Jodhpur shall continue to be the Principal Administrative Centre of western Rajasthan. It shall also remain the most important Commercial and Trade Distribution Centre in western Rajasthan. Due to the increasingly availability of

Jodhpur had a participation ratio of 24.7 percent as against 25.8 percent in Rajasthan (Urban) as per 1971 Census. This is visualised to be about 32 per cent in Jodhpur by the horizon year which may give a more balanced economic growth Commensurate with the population growth rate of the city.

Jodhpur had an urbanised area of about 12,500 acres in 1972 which included about 3,000 acres of Government Reserved areas and over 1,000 acres of vacant and undeveloped land. This land envelope shall have to be increased to about 27,800 acres by the horizon year. Vacant land within the urbanised area shall also be developed for appropriate purposes. While delineating the urbanisable area, care has been taken to recognise all physical and other constraints. Good agricultural lands as far as possible been avoided but contiguity of development has been kept in mind. This entire urbanisable area of about 27,800 acres has been divided into eight Planning Zones or Districts for detailed area Planning. The lands in between the urbanisable area and the notified urban area limits shall form the Green Belt District. This covers about 76,800 acres. The nine Planning Districts alongwith the gross area encompassed by each are given below :

A. Walled City Planning District	—1,030 acres approx.
B. Paota Planning District	—4,980 " "
C. Ratanada Planning District	—1,230 " "
D. Cantonment Planning District	—4,630 " "
E. Sardarpura Planning District	—1,620 " "
F. University Planning District	—5,840 " "
G. Chopasni Planning District	—6,430 " "
H. Soorsagar Planning District	—2,040 " "
	<hr/>
Urbanisable Area	—27,800 " "
J. Green Belt District	—76,800 " "
	<hr/>
Notified Urban Area	—1,04,600 " "
	i.e. 423 sq. kms. approx.

grain, fruit, vegetable, building material, coal, timber and stone depots shall be developed in the new areas as to relieve the congestion within the old 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 :

Wholesale Markets :

Grain Mandi	: Mandore Road	90 acres approx.	
	: Pali Road	24	" "
Fruit & Vegetable Market	: Near Paota crossing	8	" "
	: Chopasni District Centre	5	" "
Fodder Market	: Barmer Road	15	" "
Building materials including Stone Mandi	: Soorsagar Road	60	" "
Coal & Timber Depots	: South of Truck Terminus (on Jaipur Road)	10	" "
Cloth & General Merchandise	: Chopasni District Centre	10	" "
Slaughter House	: West of Siwanchi Gate	3	" "

Warehousing & Godowns :

Basni Railway Station	140	" "
Jaipur Road	60	" "
F.C.I. Godowns near C.A.Z.R.I.	10	" "

The existing Industrial area near Bhagat-ki-Kothi and Railway locosheds shall be retained as such. New Industrial areas shall be developed towards the south and the north-east. Small scale and light industries shall be located in the north-east of Jaipur road. Large scale and extensive industries shall be

of the University Campus has been earmarked for construction of new college of Physical Education.

The existing two hospitals namely Mahatma Gandhi hospital & Umed hospital provide about 1,000 beds. The Railway hospital and Military hospital could be expanded in their present locations. Two new hospitals with 600 to 700 beds shall be built as the areas towards the south got urbanised. One of these shall be part of the medical college complex. A network of health centres, each having 15-20 beds, shall be provided to serve every two Planning Areas (i.e. 30,000 to 40,000 population) for outdoor facilities. All specialised hospitals shall be retained in their present locations. A new Veterinary hospital in addition to the existing one shall be located along Barmer road.

The existing two stadiums (near Umed Park and Railway stadium) shall be further developed to provide games and sports facilities. A new stadium has been provided near Chopasni District Centre along Barmer road. This shall serve the new population towards the south. The golf course and pologrounds near the Air Force shall be retained. A public park on Masuria hill shall be developed to supplement the existing parks. Each District Centre shall also have sizeable public park as an integral part of its plan. Mandore and Balsamand Gardens towards the north shall be developed for regional recreation. Another park at Kailana reservoir towards the west shall also be similarly developed. Plantation programme shall be undertaken over the hills around Chittar Palace and near Jaisalmer and Chopasni roads.

Existing burial grounds located near Sejati gate and Mertia gate shall be discontinued and these shall be reserved open spaces. New cremation and burial grounds shall be developed along Barmer road and Pali road.

New sources of water supply shall be explored so as to retain the present supply of about 30 gallons per head per day. An

the pattern of the railway lines within the urbanisable area of Jodhpur, shuttle train service have been visualised, one between Mandore to the north and Basni railway stations for faster and efficient movement of people and goods within the urban area.

The existing defence air port shall continue to be utilised for an flights also.

Notified Urban Area of Jodhpur covering an area of about 398 square kilometers shall have two urban centres—Jodhpur proper and new Industrial Township, further north of Mandore. The lands in between and around these urban centres shall constitute the peripheral central belt or the green belt. The development programme of Jodhpur city, secondly, the development of Industrial Township and thirdly, the development of the rural settlements falling within the peripheral belt. The new industrial township towards the north shall be developed primarily for large scale, chemical and obnoxious industries. The industrial township may have a population of about 45,000 by 1996. It shall be developed on the Planning District Concept with Jodhpur providing all the city level facilities. Three drawings have been included in this document to illustrate the Policies and Principles of the Master Plan. Generalised Existing Land Use 1972 shows the distribution of various economic activities in Jodhpur on the basis of the surveys carried out during the year. Land Use Plan 1996 indicates, in spatial dimensions, the distribution of various urban functions in relation to the major transportation network as visualised for the horizon year. The third drawing titled "Urban Area 1996 and Planning Zones/Districts" indicates the Notified Urban Area covering Jodhpur city and 32 revenue villages. It also shows the Urbanisable Limits of Jodhpur for the horizon year. The limits of the various Planning Zones or Districts into which the Notified Urban Area has been divided, are marked in this drawing.

APPENDIX ONE

THE RAJASTHAN URBAN IMPROVEMENT ACT, 1959

Chapter II

Master Plans

3. Power of State Government to order preparation of Master Plan—
 - (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.

as it may consider necessary or reject it with directions for the preparations 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.

STATE GOVERNMENT

APPENDIX TWO

अधिसूचना

राजस्थान सरकार
नगर आयोजना विभाग (ग्रुप-2)

जयपुर, दिनांक 20-2-73

संख्या एफ 1(22)/नजा/ग्रुप-2/72:—राजस्थान नगर सुधार अधिनियम (राजस्थान अधिनियम संख्या 35 सन् 1959) 1959 की धारा 2 की उपधारा (1) के मद 10 के साथ पठित धारा 3 की उपधारा (1) द्वारा प्रदत्त शक्तियों का प्रयोग करते हुए राज्य सरकार एतद द्वारा घोषणा करती है कि मुख्य नगर नियोजक एवं वास्तुविधिक सलाहकार जयपुर द्वारा जोधपुर के नगरीय क्षेत्र का नगर सम्बन्धी सर्वेक्षण बहन किया जावेगा एवं मास्टर प्लान तैयार किया जावेगा जिसमें निम्नलिखित राजस्व ग्राम सम्मिलित होंगे:—

क्रमांक	ग्राम का नाम	क्रमांक	ग्राम का नाम
1.	गुजरावास	2.	खोखारिया
3.	आगनवा	4.	चैनपुरा
5.	बासनी मालियान	6.	भड़ वासिया
7.	बुजला	8.	वामली तम्बोलियान
9.	नान्दरी	10.	डिगरी कला
11.	डिगरी खुद	12.	डिगरी तिजी
13.	नान्दरा	14.	उच्चियारदा
15.	बासनी बदल	16.	खरदा नूनधीर
17.	अलख धारा	18.	मिंचारली
19.	विना हुकिया	20.	ढूंड
21.	बासनी चूहानन	22.	भाला मंड
23.	फिट कासनी	24.	मागेरा खुद
25.	मोगरा कला	26.	बासनी बौगला
27.	भाखारासानी	28.	कुरी भगतासनी

APPENDIX THREE

NOTIFICATION

GOVERNMENT OF RAJASTHAN Town Planning Department (Gr. II)

Jaipur the 10th September, 1973

No. FI(12) TP.Gr. II/72.—In exercise of the powers conferred under Sub-section (2) of Section 3 of the Rajasthan Urban Improvement Act, 1959, the State Government hereby constitutes an Advisory Council to guide the Chief Town Planner & Architectural Adviser, Rajasthan, Jaipur for the preparation of Master Plan for Jodhpur.

1. Minister for Town Planning	Chairman
2. Secretary, Town Planning Deptt.	Member
3. Secretary, Revenue Deptt.	"
4. Secretary, Finance Deptt.	"
5. Secretary, Industries Deptt.	"
6. Development Commissioner, Rajasthan, Jaipur	"
7. Director of Agriculture, Rajasthan, Jaipur	"
8. Chief Engineer, P.W.D. (B&R) Rajasthan, Jaipur.	"
9. Chief Engineer, PHED, Rajasthan, Jaipur	"
10. Chief Engineer, Under Ground Water Board, Jaipur	"
11. Collector, Jodhpur	"
12. Divisional Superintendent, Northern Railways, Jodhpur	"

- | | |
|--|------------------|
| 13. Station Commander, Military Area
Cantonment, Jodhpur | Member |
| 14. Commandant R.A.C. | " |
| 15. Office Incharge, Airforce Area Aerodrome,
Jodhpur | " |
| 16. Chairman, UIT, Jodhpur. | " |
| 17. President, Municipal Council, Jodhpur | " |
| 18. Shri Amrit Lal Gehlot MLA | " |
| 19. Shri Ram Singh Bishnoi, MLA | " |
| 20. Shri Liyakatullah Khan | " |
| 21. Chief Town Planner & Architectural
Adviser, Rajasthan, Jaipur | Member-Secretary |

By Order of the Governor

Sd/-

Secretary to the Government
Town Planning Department

APPENDIX FOUR

GOVERNMENT OF RAJASTHAN (Town Planning Department)

Jaipur the December, 1973

No. FL.(12)TP/Gr. II/72—In exercise of the powers conferred under Sub-section (2) of the section (3) of the Rajasthan Urban Improvement Act, 1959 the State Government hereby makes the following amendments in this department notification of even number dated 10.9.1973.

AMENDMENT

- (1) For the expression "Commandant, R.A.C. Jodhpur" appearing at Sl. No. 14 of the para one of the notification the expression "D.I.G. RAC" shall be substituted as member.
- (2) The following words may also be added after Sl. No. 21 Sl. No. 22 S.P. Jodhpur.

By Order

Sd/-

Deputy Secretary to the Government

APPENDIX FIVE

GOVERNMENT OF RAJASTHAN (Town Planning Department)

Jaipur the 25th May, 1974

No. F.I(12)TP/72—In exercise of the powers conferred by sub-section (2) of section (3) of the Rajasthan Urban Improvement Act 1959 the State Government hereby makes the following amendment, in this department Notification of even number dated the 10th September, 1973 as subsequently amended.

AMENDMENT

The following may be added after Serial No. 22-23
The Vice-Chancellor, University of Jodhpur.

By Order

Sd/-

(K.P. Srivastava)

Deputy Secretary to the Government.

APPENDIX SIX

NOTIFICATION

GOVERNMENT OF RAJASTHAN Town Planning Department (Gr. II)

Dated : 12th May, 1976

No. F.I(12)TP/72—In exercise of the powers conferred by sub-section (i) Section 3 read with item 'x' of Sub-section (I) of Section 2 of Rajasthan Urban Improvement Act (Act No. 35 of 1959) and in supersession of this Deptt. Notification No. F.I(12)TP/Gr. II/72 dated 20.2.73 the State Government hereby declares that Urban Area of Jodhpur will include the following revenue villages :

<i>Sl. Name of No. Village</i>	<i>Sl. Name of No. Village</i>
1. Gujrawas	2. Khekharia
3. Anganwa	4. Chainpura
5. Basni Maliyan	6. Bhadwasia
7. Pubjla	8. Basni Tambeliyan
9. Nandri	10. Digari Kalan
11. Digari Khurd	12. Digari Tiji
13. Nandra Kalan	14. Uchiarda
15. Basni Bedan	16. Kharda Randhir
17. Alakh Dhara	18. Bhicharli
19. Binayakia	20. Basni Chohanani
21. Jhalamand	22. Dhand
23. Fitkasni	24. Basni Bagola

- | | |
|------------------------|------------------------------|
| 25. Bhakrasni | 26. Kuri Bhagatasni |
| 27. Sangaria | 28. Tanawara Khurd and Kalan |
| 29. Pal | 30. Baranda |
| 31. Basni Silavatan | 32. Gangana |
| 33. Chokhan | 34. Chopasni Nathdwara |
| 35. Suthla | 36. Gewan |
| 37. Golasni | 38. Bagan |
| 39. Parli Magaliyan | 40. Mandore |
| 41. Desuriya Bishnoian | 42. Surpura |
| 43. Jodhpur City | 44. Basni Naikupan |
| 45. Desuriya Kharot | 46. Daijar |
| 47. Barli | |

By Order of the Governor

Sd/-

(Brijendra Singh)

Secretary to the Government

APPENDIX SEVEN

GOVERNMENT OF RAJASTHAN
Urban Development & Housing Department
(Gr. III)

NOTIFICATION

Dated Jaipur the 1st September, 1977

No. F.1(12)TP/72—In exercise of the powers conferred by sub-section (1) of Section 3 read with clause (x) of Sub-Section (1) of Section 2 of Rajasthan Urban Improvement Act 1959 (Number 35 of 1959) and in supersession of the Town Planning Department Notification of even number dated 12.5.1976, the State Government hereby declare that Urban Area of Jodhpur Town will include the following revenue village :—

<i>S. Name of No. Village</i>	<i>S. Name of No. Village</i>
1. Anganwa	2. Chainpura
3. Basni Maliyan	4. Bhadwasia
5. Punjla	6. Basni Tamboliyan
7. Digari Kalan	8. Digari Khurd
9. Digari Tiji	10. Basni Bedan
11. Kharda Randhir	12. Alkha Dhara
13. Bhigharli	14. Binayakia
15. Basni Chohanin	16. Jhalamand
17. Dhand	18. Kuri Bhagatasni
19. Sangaria	20. Pal

21. Chokhan
23. Suthla
25. Golasni
27. Mandore
29. Surpura
31. Daijar
33. Jodhpur City

22. Chopasni Nathdwara
24. Gewan
26. Bagan
28. Desuriya Bishnoian
30. Desuriya Kharot
32. Barli

By order of the Governor

Sd/-

(Vijay Singh)

Secretary to the Government

APPENDIX EIGHT

GOVERNMENT OF RAJASTHAN
Urban Development & Housing Department
(GR. III)

NOTIFICATION

Dated Jaipur, the 26th November, 1977

No. F. 1(12)TP/72—In pursuance of Section 7 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 areas has been approved by the State Government.

Name of the area :—

Urban Area of Jodhpur Town as notified vide this Department's Notification of even number dated 1st September, 1977.

Copy of this Master Plan may be inspected in the Office of the Urban Improvement Trusts/Municipal Council, Jodhpur on any working day during the Office hours.

By Order of the Governor,

Sd/-
(Vijai Singh)
Secretary to the Government