

BJYM *Magazine*

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THE MAKING OF NEW **URBAN INDIA**



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Shri Narendra Modi during
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**OUR CONSTANT EFFORT
IS TO MAKE PEOPLE'S
LIVE EASIER.**

*This is reflected in our policies,
in our decisions*

नरेंद्र मोदी

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Speech of
Prime Minister
Shri Narendra Modi
during the
Inauguration of
UER-II & Dwarka
Expressway

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When the world looks at India, evaluates it, its first glance falls on our capital, our Delhi. Therefore, we have to make Delhi such a model of development, where everyone feels that yes, this is the capital of a developing India.

For the last 11 years, the Bhartiya Janata Party government at the Centre has continuously worked for this at different levels. Now as there is the issue of connectivity. The connectivity of Delhi-NCR has seen unprecedented improvement in the last decade. There are modern and wide expressways here, in terms of Delhi-NCR metro network, it is one of the largest network areas in the world. There is a modern rapid rail system like Namo Bharat here. That means, in the last 11 years, commuting in Delhi-NCR has become easier than before.

The task we have undertaken to make Delhi a great city is continuing. Even today we all are witnesses to this. Be it the Dwarka Expressway or the Urban Extension Road, both roads have been constructed superbly. After the Peripheral Expressway, now the Urban Extension Road is going to help Delhi a lot.

Urban Extension Road has another feature. It is also helping in freeing Delhi from mountains of garbage. Lakhs of tons of waste have been used in the construction of the Urban Extension Road. That is, by reducing the garbage mountains, that waste material has been used in building the road and this has been done in a scientific manner. Bhalswa landfill site is nearby. We all know how much of a problem this is for the families that live around here. Our government is working to free the people of Delhi from every such problem. I am happy that the BJP government of

Delhi, under the leadership of Rekha Gupta ji, is continuously engaged in cleaning the Yamuna. I was told that 16 lakh metric tons of silt has been removed from the Yamuna in such a short time. Not only this, in a very short span of time, 650 Devi electric buses have been launched in Delhi and not only this, in the future also the electric buses will cross the figure of almost two thousand in a very large number. This further strengthens the mantra of Green Delhi-Clean Delhi.

After many years, the BJP government has been formed in the capital Delhi. We were not even remotely in power for a long time and we see the way the previous governments have ruined Delhi, the way Delhi has been pushed into such a pit, I know how difficult it will be for the new BJP government to get Delhi out of the problems that have been mounting for a long time. First, the energy will be spent in filling the pit and then with great difficulty some work will be visible. But I am confident that the team you have selected in Delhi will work hard and take Delhi out of the problems it has been facing for the last several decades.

This coincidence has happened for the first time, when there is a BJP government everywhere, in Delhi, Haryana, UP and Rajasthan. This shows how much this entire region has blessed the BJP, all of us. Therefore, understanding our responsibility, we are engaged in the development of Delhi-NCR. However, there are some political parties who are still unable to digest this blessing of the people. They are very disconnected from both the trust of the people and the ground reality; they have gone far away. You will remember how a few months ago conspiracies were hatched to pit the people of Delhi and Haryana against each other, to create enmity between them. It was even said that the people of Haryana were poisoning the water of Delhi. Delhi and the entire NCR have been freed from such negative politics. Now we are moving ahead with the resolve to transform NCR. And I am confident that we will do it.

Good governance is the identity of BJP governments. For BJP governments, the public is supreme. You are our high command; our constant effort is to make the lives of the people easier. This is reflected in our policies, it is visible in our decisions. There was a time when Congress ruled Haryana, when it was difficult to get even an appointment without any kharchi-parchi (without giving some money or other favour). But in Haryana, the BJP government has given government jobs to lakhs of youth with complete transparency. This process is continuing under the leadership of Nayab Singh Saini ji.

Here in Delhi also, those who used to live in slums, those who did not have their own houses, are getting concrete houses. Where there was no electricity, water, gas connection, all these facilities are being provided there. And if I talk about the country, then in the last 11 years, a record number of roads have been built in the country, and our railway stations are being renovated. Modern trains like Vande Bharat fill us with pride. Airports are being built in small cities. Just look at how many airports have been built in NCR. Now flights have started going to many cities from Hindon Airport also. The airport in Noida is also going to be ready very soon.

This has been possible only when the country has changed its old practices in the last decade. The level of infrastructure that the country needed, the speed at which it should have been built, did not happen in the past. Now we have the Eastern and Western Peripheral Expressway. Delhi-NCR had been feeling the need for this for many decades. During the UPA government, files started moving regarding this. But the work started when you gave us the opportunity to serve. When BJP governments were formed at the Centre and in Haryana. Today these roads are providing services with great pride.

This situation of indifference towards development projects was not just in Delhi-NCR, but in the entire

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country. Firstly, the budget for infrastructure was very low earlier, even the projects that were sanctioned were not completed for years. In the last 11 years, we have increased the infrastructure budget by more than 6 times. Now the emphasis is on completing the schemes quickly. That is why today projects like Dwarka Expressway are being completed.

With all this money being invested, not only facilities are being created, these projects are also generating a huge number of jobs. When so much construction takes place, lakhs of people, from laborers to engineers, get employment. Jobs increase in factories and shops related to the construction material used. Employment is created in transport and logistics.

For those who have run governments for a long time, the biggest goal was to rule the people. Our effort is to end both government pressure and interference in people's lives. I will give you another example of what the situation was earlier, in Delhi. You will be shocked to hear this. Our Swachhata Mitras in Delhi, the colleagues engaged in cleaning work, all of them play a very big responsibility in Delhi. As soon as we wake up in the morning, we should thank them first. But the previous governments considered these people as their slaves. There was one thing written in the Delhi Municipal Corporation Act that if a sanitation worker did not come to work without informing, he could be put in jail for a month. You tell me, think for yourself, what did these people think of Safai Karamcharis. Would you put them in jail, that too for a small mistake? Those who talk big about social justice today, had maintained many such rules and laws in the country. It is Modi who is digging out and searching for such wrong laws and eliminating them. Our government has already abolished hundreds of such laws and this campaign is continuing.

For us, reform means expansion of good governance. Therefore, we are constantly emphasising reform. In the times to come, we are going to do many big reforms so that everything, both life and business, becomes easier.

When it comes to road infrastructure, infrastructure, India has created a Gati Shakti platform, it has 1600 layers, one thousand six hundred layers of data and any project will have to go through what kind of conditions, what rules will it have to follow, whether it is wildlife or forest, whether it is a river or a drain, all these things are found in minutes and projects move forward at a fast pace. Today, a separate university of Gati Shakti has been created and Gati Shakti has become a very powerful path for the progress of the country.

Today, Delhi is becoming such a capital that brings together India's past with its future. Just a few days ago, the country got a new Central Secretariat, Kartavya Bhawan. A new Parliament has been built. The Kartavya Path is in front of us in a new form. Modern conference centers like Bharat Mandapam and Yashobhoomi are enhancing the glory of Delhi today. These are making Delhi a great place for business and trade. I am confident that with the strength and inspiration of all these people, our Delhi will emerge as the best capital in the world. With this wish, once again, for these development works, I extend my best wishes and congratulations to all of you, to Delhi, Haryana, Rajasthan, Uttar Pradesh, and the entire region is going to develop.

Excerpts from the Speech of the Prime Minister on 17th August 2025

Source: narendramodi.in



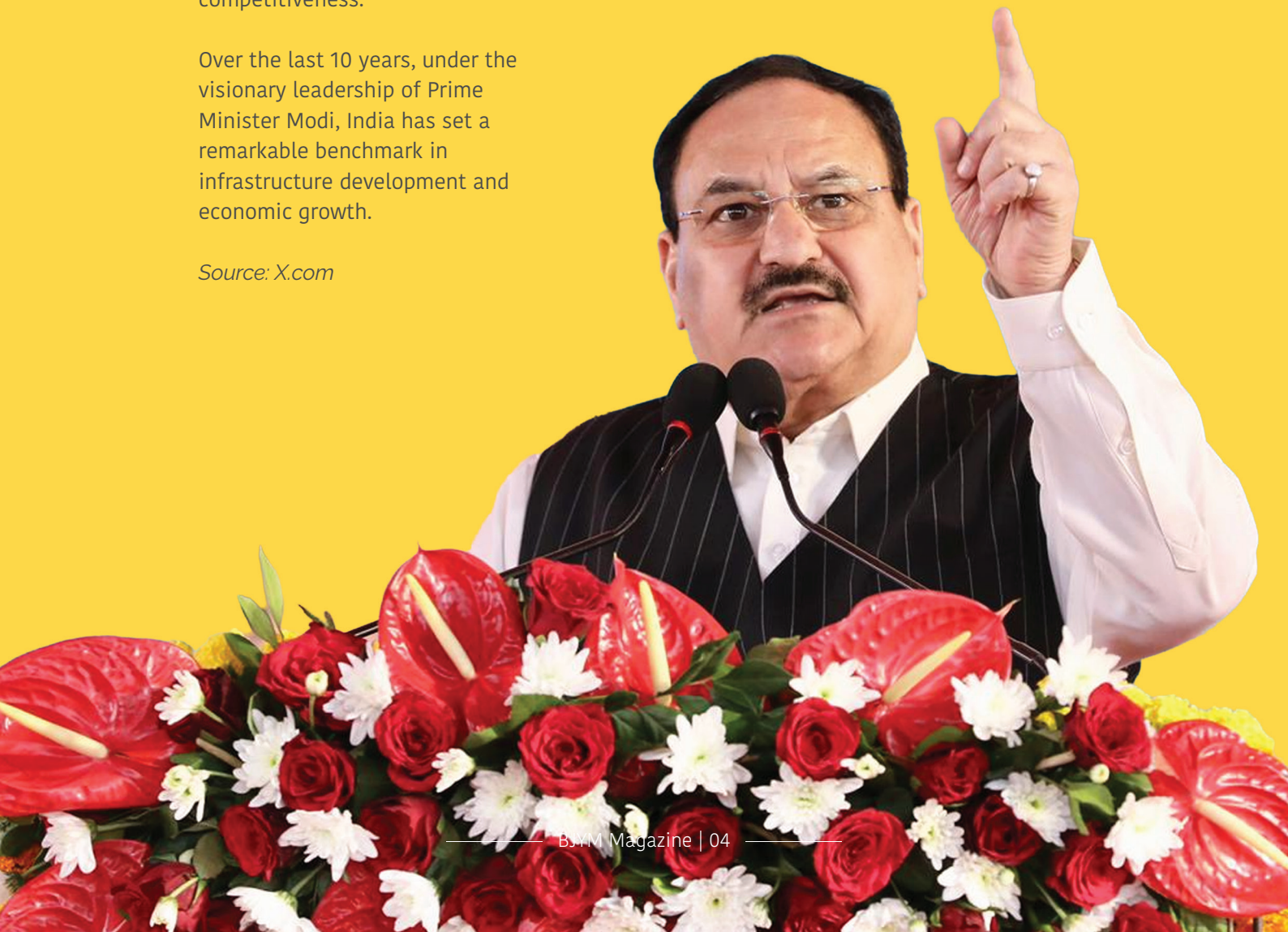
Cabinet Committee on Economic Affairs, chaired by Hon'ble PM Shri Narendra Modi ji, has approved the development of 12 Industrial Smart Cities across 10 states under the National Industrial Corridor Development Programme (NICDP), with an estimated investment of ₹28,602 crore.

This project will revamp the industrial landscape across the nation by building a comprehensive network of industrial nodes and cities, which will significantly boost economic growth and enhance global competitiveness.

Over the last 10 years, under the visionary leadership of Prime Minister Modi, India has set a remarkable benchmark in infrastructure development and economic growth.

Source: X.com

Remarks of the BJP President **Shri J.P Nadda**



भारतीय जनता
पार्टी के राष्ट्रीय
कार्यकारी अध्यक्ष,
श्री नितिन नबीन
का वक्तव्य



“

विश्व के सबसे बड़े राजनीतिक दल भारतीय जनता पार्टी के राष्ट्रीय कार्यकारी अध्यक्ष का दायित्व सौंपे जाने के अवसर पर आदरणीय प्रधानमंत्री श्री नरेंद्र मोदी जी, माननीय राष्ट्रीय अध्यक्ष श्री जगत प्रकाश नड्डा जी, माननीय गृहमंत्री श्री अमित शाह जी एवं माननीय रक्षामंत्री श्री राजनाथ सिंह जी के प्रति हृदय से आभार व्यक्त करता हूँ।

संसदीय दल के सभी सम्मानित सदस्यों तथा संगठन के समर्पित कार्यकर्ताओं का यह विश्वास मेरे लिए प्रेरणा और उत्तरदायित्व-दोनों है। मैं संकल्पबद्ध हूँ कि अपनी सम्पूर्ण शक्ति, सामर्थ्य और परिश्रम के साथ कार्यकर्ताओं के साथ कंधे से कंधा मिलाकर संगठन को और अधिक सशक्त, संगठित एवं उत्कर्ष की ओर अग्रसर करने का कार्य करूंगा।

यह विश्वास है कि हम सब मिलकर सेवा, संगठन और समर्पण के मार्ग पर चलते हुए 'विकसित भारत' का मार्ग प्रशस्त करेंगे।

स्रोत: X पर किया गया पोस्ट

**Message
from the
BJYM National
President
Shri Tejasvi Surya**

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Namaste

This edition marks the 51st issue of the BJYM Magazine. Since its launch in October 2021, the magazine has consistently highlighted diverse dimensions of India's development journey under the visionary leadership of Prime Minister Shri Narendra Modi. This issue is particularly significant, as it is the first edition published after Shri Nitin Nabin assumed the responsibility of National Working President of the Bharatiya Janata Party. Under the leadership of Prime Minister Shri Narendra Modi and BJP National President Shri J. P. Nadda, the party continues to recognise and reward genuine commitment, hard work, and unwavering dedication towards nation-building

India today stands at a decisive moment in its civilisational journey. The question before us is no longer whether India will rise, but how it will rise and who will lead that rise. Since 2014, under the decisive leadership of Prime Minister Shri Narendra Modi, India's cities have emerged as the new arena of nation-building. Urban development is no longer about managing chaos; it is about shaping confidence, capability, and collective purpose.

For decades, Indian cities symbolised disorder, congested roads, broken infrastructure, insecure housing, and indifferent governance. Urban India was expected to absorb population pressure without vision or dignity. That paradigm has been decisively rejected. What we have witnessed since 2014 is a structural shift: cities are now being designed as engines of growth, centres of aspiration, and platforms for youth leadership.

The Modi government approached urban development with a clear conviction that cities must work for citizens, not the other way around. This belief translated into mission-mode governance. The expansion of metro rail networks across the country has fundamentally altered how young Indians experience their cities. Reliable public transport is not a luxury; it is freedom to study, work, innovate, and participate in public life. When mobility improves, opportunity expands.

Housing reforms under Pradhan Mantri Awas Yojana reflect the same philosophy. A home is not just a physical structure; it is the foundation of dignity, stability, and ambition. Millions of urban families, especially the poor, women, and marginalised communities, have received not charity, but ownership. This shift from entitlement to empowerment is one of the most silent yet powerful revolutions of the last decade.

Cleanliness and sanitation, long ignored by previous regimes, were transformed into a national movement. Swachh Bharat did not merely clean streets; it cleansed mindsets. It reminded citizens, especially the youth, that nation-building begins with responsibility. Clean cities are not created by governments alone, but by disciplined citizens who take pride in public spaces.

Equally important is the emphasis on sustainability and climate responsibility. Urban forests, electric mobility, water rejuvenation, and green infrastructure reflect a forward-looking vision. Development under PM Modi has never been reckless expansion; it has been balanced growth where economic ambition walks alongside environmental consciousness. This is the development model of a confident civilisation, not a reckless one.

Urban governance has also undergone a transformation. Digital platforms, real-time monitoring, and financial discipline have brought transparency and accountability to city administration. Municipal reforms, public-private partnerships, and innovative financing mechanisms are enabling cities to stand on their own feet. Strong cities are not those that depend endlessly on grants, but those that can plan, invest, and deliver results.

A defining feature of this decade has been the reclaiming of India's cultural and civilisational spaces. Heritage cities have been revitalised not as museums of the past, but as living symbols of India's continuity. Development has not come at the cost of identity; instead, identity has become a source of strength, tourism, employment, and pride.

For the youth of India, this urban transformation carries a more profound message. Cities today are not just places to live, they are places to lead. Start-ups, innovation hubs, service economies, and new forms of entrepreneurship are flourishing because infrastructure now supports ambition. The message to young Indians is clear: this nation believes in your energy, your discipline, and your capacity to lead.

As we march toward Viksit Bharat 2047, urban India will play a decisive role. The foundations have been laid. The responsibility now lies with us, the youth, to protect these gains, deepen reforms, and ensure that cities remain inclusive, disciplined, and aspirational.

This is not merely an urban transformation. It is the shaping of a new national character, confident, capable, and rooted. And in this journey, India's youth are not spectators. They are stakeholders, torchbearers, and builders of the India that is rising.

Vande Mataram!

Tejasvi Surya

MP Lok Sabha,
Bengaluru South



Urban India is no longer merely expanding; it is being reimagined. Since 2014, urban development under the Modi government has undergone a decisive shift in philosophy, scale, and execution. Cities are no longer treated as isolated administrative units struggling to manage congestion and decay; they are being positioned as engines of national growth, centres of dignity, and platforms of opportunity for India's youth. This transformation marks one of the most consequential chapters in India's governance story since Independence.

For decades, Indian cities have grown in an unplanned, fragmented manner. Infrastructure lagged behind population growth, public transport remained inadequate, housing shortages widened, and basic services such as water, sanitation, and waste management were uneven at best. Urban governance was reactive rather than strategic. The post-2014 approach has been fundamentally different, mission-driven, integrated, and anchored in a long-term national vision.

At the heart of this transformation lies a recognition that urban development is not merely about concrete and steel, but about improving the quality of life. Programmes such as the Smart Cities Mission, AMRUT and AMRUT 2.0, Swachh Bharat Mission (Urban), and Pradhan Mantri Awas Yojana-Urban (PMAY-U) collectively reflect a new governance mindset, one that prioritises outcomes, accountability, and citizen participation.

Housing has been one of the most visible and socially transformative areas of reform. PMAY-Urban moved beyond token welfare to deliver ownership, security, and dignity to millions of urban families. For the first time, housing policy was designed with equity at its core, prioritising economically weaker sections, women ownership, Scheduled Castes and Scheduled Tribes, and migrant workers. Housing was no longer seen only as shelter, but as the foundation for stable livelihoods, health, education, and social mobility. The approval of PMAY-Urban 2.0 further signals that urban housing will remain central to India's development agenda.

Equally significant has been the revolution in urban mobility. Metro rail networks expanded from a handful of cities to more than twenty, transforming daily commuting and reducing dependence on private vehicles. The introduction of cost-effective solutions such as MetroLite and MetroNeo has ensured that modern transport is no longer restricted to megacities alone. Regional systems like the Rapid Rail Transit System are redefining how cities and surrounding regions connect, supporting balanced growth and reducing pressure on metropolitan cores. Electric buses under

PM-eBus Sewa and the push for green mobility reflect a clear alignment between urban development and climate responsibility.

Cleanliness and sanitation, once neglected subjects, have become defining features of urban governance. Swachh Bharat Mission (Urban) converted sanitation into a people's movement, changing behaviour and civic culture across cities. Door-to-door waste collection, segregation, processing, and waste-to-energy initiatives have moved Indian cities closer to scientific waste management. The dignity and safety of sanitation workers have finally received long-overdue attention, reinforcing the idea that sustainable cities depend on the respect and welfare of those who maintain them.

Water security and environmental resilience have also moved to the centre of urban planning. AMRUT and AMRUT 2.0 focused on strengthening water supply, sewage networks, and the rejuvenation of urban water bodies. Urban forests, green corridors, rooftop solar, and climate-responsive planning indicate a conscious shift toward building cities that are not only productive but also resilient to future environmental challenges. This is particularly critical as India's urban population continues to grow and climate risks intensify.

Urban governance itself has undergone a structural upgrade. Digital platforms, integrated command-and-control centres, real-time monitoring, and online citizen services have made municipal administration more transparent and responsive. Financial reforms, including improved accounting practices, municipal bonds, and public-private partnerships, have encouraged cities to become financially disciplined and investment-ready. Cities are increasingly being treated as economic entities capable of planning, borrowing, and delivering at scale rather than passive recipients of grants.

Another defining feature of this decade has been the integration of heritage and development. The redevelopment of historic cities and cultural centres has demonstrated that modernisation need

not erase identity. Instead, infrastructure development has been used to enhance cultural confidence, tourism, and local livelihoods. This approach reflects a deeper civilisational perspective, one that sees India's cities not just as markets, but as carriers of history, faith, and collective memory.

For the youth of India, this urban transformation carries special significance. Cities today offer better mobility, cleaner environments, digital access, new employment opportunities, and platforms for innovation. Start-ups, service sectors, creative industries, and the night-time economy are expanding alongside improved infrastructure. Urban development has become inseparable from youth aspiration, entrepreneurship, and participation in governance.

As India looks toward 2047, the direction is clear. Urban development under the Modi government has laid a strong and irreversible foundation. The challenge ahead is to deepen this transformation by strengthening urban local bodies, ensuring inclusivity for migrants and informal workers, integrating housing with livelihoods, and maintaining environmental balance as cities grow.

This decade has shown that when vision and execution align, cities can be transformed. Urban India is no longer a symbol of disorder and deficit. It is increasingly becoming a symbol of confidence, capability, and national ambition. For a young nation with a young population, this is not just development, it is destiny taking shape, city by city.



Bharat's Urban Renewal Under Prime Minister Narendra Modi

*"The cities we
build today will
define the
Bharat we live
in tomorrow."*

Rekha Gupta

Chief Minister, Delhi

Bharat's cities are at the centre of its development story. They are not merely spaces of habitation, but engines of economic growth, platforms of innovation, and reflections of national aspiration. Over the past decade, under the decisive leadership of Hon'ble Prime Minister Shri Narendra Modi, urban development in Bharat has undergone a fundamental shift, from fragmented interventions to integrated, future-oriented governance. His vision of a New Bharat, Modern, Clean, Secure, Future-Ready, has redefined the nation's development trajectory.



This transformation is guided by the core principles of Sabka Saath, Sabka Vikas, Sabka Vishwas, and Sabka Prayas, which have ensured that urban growth is not limited to a few privileged pockets but reaches every section of society. As Bharat moves steadily towards the goal of Viksit Bharat @2047, urban governance has emerged as a critical pillar of national progress. With over one-third of the population residing in urban areas, the quality of life in cities directly shapes Bharat's economic strength, social stability, and global standing.

Delhi, as the national capital, has a unique responsibility in this journey. Over the last decade, it has witnessed the impact of sustained reforms driven by the Centre under Prime Minister Modi's leadership and enabled by cooperative federalism. The visible changes in Delhi today reflect a broader national shift, one that prioritises planning over populism and outcomes over announcements.

"A city is not built by brick alone, but by vision, governance, and the aspirations of its people."

The flagship programmes under Prime Minister Modi have laid a strong foundation for a 21st-century Bharat. The Smart Cities Mission, covering 100 cities including Delhi, has introduced integrated command centres, sensor-based services, e-governance, energy-efficient infrastructure, and data-driven decision-making. Over 7,000 projects worth more than ₹2.5 lakh crore are underway, creating replicable urban models across the country.

Delhi's experience reflects this transformation. Technology-enabled civic services, improved traffic management, digital grievance redressal, and smart public infrastructure are increasingly shaping daily urban life. Governance today is more transparent, responsive, and citizen-facing than ever before.

Complementing this, the Atal Mission for Rejuvenation and Urban Transformation (AMRUT) addressed long-standing gaps in basic infrastructure. Through AMRUT, over 1,800 parks have been developed, 135 lakh household water connections installed, and sewage systems upgraded to address decades of neglect. Delhi has benefitted from modernised water networks, urban

greenery, and sustainable infrastructure.

The Swachh Bharat Mission (Urban) marked a decisive break from earlier approaches to urban sanitation. Cleanliness was no longer treated as a periodic campaign but as a continuous governance responsibility. Door-to-door waste collection, waste segregation, scientific processing, and landfill remediation became the new norm across urban Bharat.

Open defecation has been eradicated, door-to-door waste collection expanded to over 97% of households, and waste processing capacity quadrupled. Delhi's solid waste management reforms, landfill remediation, and decentralised waste processing mirror this national drive.

"Clean cities are not just healthier; they are the foundation of civic pride and economic progress."

Inclusive urbanisation is essential for sustainable growth. Under PM Awas Yojana-Urban, over 1.2 crore houses have been sanctioned, providing dignified homes to millions of low-income families. Delhi has accelerated EWS housing, adopted transparent allotments, and redeveloped slums to create a "slum-free, dignified-living city."

Infrastructure development has transformed mobility. Bharatmala and Sagarmala integrate roads, ports, and economic corridors; PM Gati Shakti unifies infrastructure planning using GIS-enabled platforms, and Vande Bharat trains elevate rail standards. Operational airports have increased from 74 to 157, and the UDAN scheme connects regional towns to the national grid.

Delhi's urban mobility reflects this national momentum. Expansion of the Metro network, induction of electric buses under FAME-II, smart parking solutions, and digital ticketing systems are steadily improving the commuter experience. Investments in electric mobility and charging infrastructure are also central to Delhi's clean air and sustainability objectives.

Urban transformation must place citizens at its centre. Ayushman Bharat, covering over 50 crore citizens, has redefined inclusive healthcare. Over 1.5

lakh Health and Wellness Centres, telemedicine platforms, and new medical colleges bring healthcare closer to citizens. Delhi continues to strengthen its healthcare infrastructure through Centre-State collaboration, ensuring that quality care is accessible and affordable.

Similarly, the National Education Policy 2020 is reshaping urban education by promoting multidisciplinary learning, skill development, and innovation. Delhi's focus on teacher capacity-building and student-centric reforms aligns closely with this national vision.

Digital India has revolutionised governance. Over 40 crore Jan Dhan accounts, the largest digital payments ecosystem, and record UPI transactions demonstrate transparency. Delhi's e-governance, from online certificates to grievance redressal, reflects tech-enabled administration.

"Digital governance is democracy in action, accessible to every citizen."

Urban economic progress rests on strong policy foundations: macroeconomic stability, targeted welfare, ease of doing business, and rapid infrastructure creation. PLI schemes, GST reforms, Start-Up India, Stand-Up India, and Make in India have made Bharat the fastest-growing major economy. Delhi's start-up ecosystem, space-tech innovators, and service hubs exemplify this momentum.

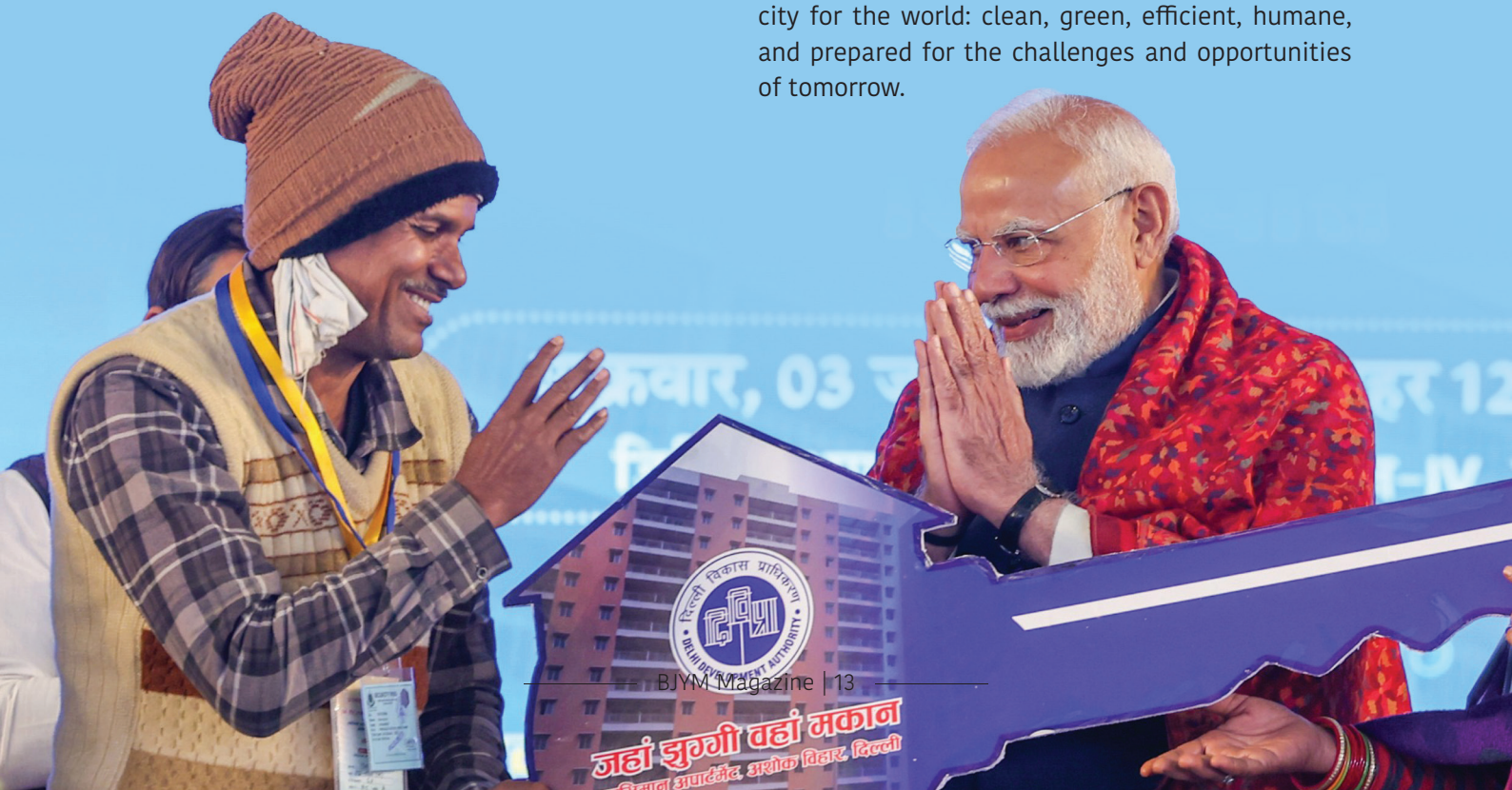
Prime Minister Modi's vision for Viksit Bharat @2047 integrates sustainability: renewable energy targets met ahead of schedule, solar capacity expanded 20-fold, International Solar Alliance launched, and green mobility and hydrogen missions initiated.

Delhi's Vision in the Era of National Transformation
As Chief Minister, I believe the capital must remain a beacon of Bharat's urban aspirations. For Delhi, the priorities are clear: modern public transport, housing redevelopment, rejuvenation of the Yamuna, strong law and order, expansion of clean technologies, quality education, and transparent governance. These goals align closely with the national vision articulated by Prime Minister Modi. The synergy between the Centre and Delhi embodies the spirit of double-engine growth, enabling the capital to move beyond outdated politics toward disciplined progress, cultural pride, and economic dynamism.

As Bharat advances towards 2047, sustainability and resilience will define urban success. Renewable energy, green mobility, and climate-conscious planning are no longer optional; they are essential.

Under Prime Minister Modi, the nation is evolving from a developing economy to a global leader, strong, sustainable, resilient, and future-ready.

Delhi's journey, aligned with the national vision, is a testament to cooperative federalism. Together, we are building not just a modern capital, but a model city for the world: clean, green, efficient, humane, and prepared for the challenges and opportunities of tomorrow.



Urban Governance

How Prime Minister Modi's Vision Inspires Indore's Transformation

Pushyamitra Bhargav
Mayor, Indore



When we speak of India's urban renaissance under the dynamic leadership of Prime Minister Shri Narendra Modi, Indore stands as one of the most powerful examples of what visionary governance, citizen participation, and discipline can achieve together. As Mayor of Indore, I have had the privilege of witnessing firsthand how the ideas of PM Modi — from Swachh Bharat to Most liveable Cities, from Aatmanirbhar Bharat to mission-driven governance- can be translated into practical, everyday systems that uplift an entire city. Indore's transformation is not accidental; it is deeply rooted in the ideology of self-reliance, sustainability, and people-centric governance championed by our Prime Minister.



From Cleanliness Drive to Cleanliness Culture

Indore's eight consecutive rankings as India's cleanest city are a matter of national pride. But for us, this recognition is more than a trophy; it shows how the Swachh Bharat Mission has become a cultural value here.

Our waste-to-wealth initiatives from bio-CNG plants to green waste processing centres and zero-waste markets demonstrate how a city can build a circular economy with discipline and innovation. The message is clear: in Indore, cleanliness is not enforced; it is embraced.

And today, we are not only improving Indore; we are helping nearby towns like Depalpur adopt professional waste management systems. This is how a model city becomes a mentor city.



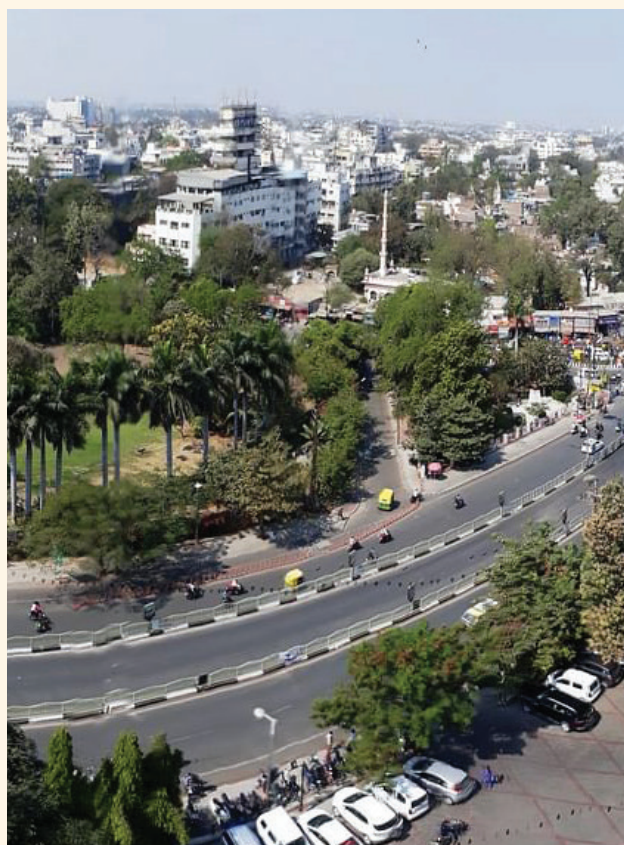
Aatmanirbhar Urban Governance- Turning Vision Into Action

Modi ji has always emphasised that cities must not depend solely on budgets but cultivate their own internal strength. In Indore, we took this message to heart.

One of our proudest achievements is becoming India's first Urban Local Body to issue Green Municipal Bonds. What makes this special is not

just financial innovation, but also the fact that citizens themselves invested, placing their trust in their city's future. This milestone not only marked Indore's entry into innovative urban financing but also set a national benchmark for how municipal bodies can leverage market confidence. The response to the bond was overwhelming; investors from 28 states placed bids of nearly ₹900 crore within just a few hours, against the requirement of only ₹240 crore. It clearly reflects the strong confidence and trust that investors have in Indore's governance. It also demonstrated that when a city has credibility, financial transparency, and a clear development vision, citizens and institutions are willing to invest directly in its progress. Indore's success has since inspired several other cities to explore similar climate-focused financing models, positioning our city as a pioneer of sustainable urban development.

Through these bonds, we have built a 60 MW solar plant that will power the Narmada water system and help us save nearly ₹5 crore every month. This is Aatmanirbharta in action ie citizens financing clean energy for their city.





People's Participation-The Heart of Good Governance

The governance philosophy of PM Modi is rooted in Jan Bhagidari, and Indore has internalised this deeply. In Indore, we've seen how small ideas can have a significant impact. Our Adopt-a-Green Spot effort is one such step where citizens, shopkeepers, and corporates take charge of a small corner of the city and turn it into a clean, green patch. These may be tiny spaces, but they create a sense of ownership. When people care for a spot every day, it strengthens our partnership with citizens and helps the city stay cooler, greener, and more beautiful. This is how real resilience is built, one green corner at a time, together with our people.

Traffic Mitra Campaign, where volunteers assist police at key intersections, helping crowds and commuters with humility and devotion. This is discipline born out of ownership, not obligation.

Here, civic sense is not a lecture — it is a habit.



Energy Conservation as a Mass Movement

Our 100-day energy conservation campaign saved 1.51 crore units of electricity and reduced CO₂ emissions by 12,000 metric tonnes. Students, corporators, shopkeepers, and housing societies all participated. This was not a government directive; it was a Jan Andolan, precisely the kind of citizen-driven initiative Modi ji envisages for a developed India.



Greening the Future: A City Growing With Nature

Indore's approach to greenery is not symbolic. It is systematic.

- 12.4 lakh saplings planted in a single day
- 100 new urban forests created across neighbourhoods
- Several Malwa Vatika are under development
- Green Awards given at the ward level to recognise responsible households

This is how a city builds an environmental legacy, not just more parks, but more participation.

Digitising Indore's History: Preserving the Past for a Better Future

A modern city must honour its past. That is why we undertook one of our most ambitious projects: digitising decades-old municipal records, including documents from the pre-Independence era.



Tax records, court files, land documents, and building permissions that once took weeks to locate can now be accessed in minutes through digital indexing and QR systems. Good governance begins with good documentation, and we are securing this foundation for generations to come.

Youth as Co-Governors-Learning by Doing

Through the Internship with Mayor initiative, more than 1,300 students have worked inside 42 departments of the municipal corporation.

These young minds helped in:

- Digitising old records
- Improving data systems
- Mapping service gaps
- Developing new solutions

This is not an internship; it is an early lesson in democracy. When young people learn governance from within, they become responsible citizens for life.

Humane, Sensitive, and Smart-Indore's Model of Urban Compassion

True smartness lies in sensitivity.

- Pink Buses and She Lounges safeguard women's comfort and dignity.
- Sanjivani Clinics ensure healthcare reaches neighbourhoods.
- Animal carcass incineration means even animals receive dignity in death.

Through YogMitra, nearly one lakh people gather across 85 wards every morning for community yoga. Public wellness, once an afterthought, has become a shared ritual.

This is the India Modi ji speaks of: modern, compassionate, and deeply rooted in its values.

A Pathway for India's Urban Future

Indore's journey shows what happens when national vision and local leadership align. We are proving that a city can:

- Generate its own clean power
- Finance its own development
- Digitise its history
- Turn waste into wealth
- Make youth partners in governance
- Export best practices to other towns
- Build habits of wellness, discipline, and cooperation

Urban progress is not only about infrastructure. It is about people, their pride, participation, and purpose. As India marches confidently toward becoming a Viksit Bharat, Indore stands as a living example of how cities must not only grow bigger, but they must grow better.

Building Clean, Green & Climate Ready Cities Urban Transformation Under PM Modi

Dr Somya Gurjar

Former Mayor of Jaipur

The foundation of Viksit Bharat will rest significantly on the progress of Tier 2 and Tier 3 cities. These cities represent the growing aspirations of a young nation and reflect the evolving relationship between tradition, development and public expectations. Over the past decade, they have undergone a notable shift in direction. This shift has been enabled by a national vision that places cleanliness, sustainability, and climate resilience at the core of urban development. Under the leadership of Prime Minister Shri Narendra Modi, cities across India have begun to redefine how they plan, deliver, and sustain essential services for citizens.



**RISING
RAJASTHAN**

The Swachh Bharat Mission provided the first significant step in this direction. It changed public thinking about cleanliness and civic responsibility. Clean streets and organised waste management were no longer viewed as tasks for municipalities alone. Citizens began to participate actively. Students learned segregation at school. Market associations took responsibility for public spaces. Families adopted small but essential changes in their daily habits. Cleanliness has become part of civic behaviour.

Visible improvements on the ground supported this change in attitude. Door-to-door waste collection expanded across cities. Waste processing facilities gained capacity and structure. The introduction of waste-to-energy plants added a modern and sustainable dimension to the system. These plants helped reduce the pressure on landfills and showed how urban waste could be converted into useful energy. This model demonstrated that scientific waste management can contribute to both environmental protection and responsible resource use.

Sanitation workers benefited from safer equipment and better work conditions. Their contribution, which supported the daily functioning of every city, began receiving the respect and attention it deserved. This focus on welfare strengthened the overall system because a sustainable urban environment depends on the people who maintain it every day.

Alongside cleanliness, the government recognised the urgent need for climate-ready planning. Rising temperatures, changing rainfall patterns, and more frequent incidents of urban flooding made it necessary for cities to prepare for new challenges. Programmes such as AMRUT, AMRUT 2.0, and Jal Jeevan Mission Urban expanded water supply networks, improved sewage systems, and encouraged the revival of water bodies. Lakes, ponds, and traditional water structures were restored to support ecological stability and future

water security. These efforts strengthened cities' ability to manage both drought and excessive rainfall.

Urban forests and green corridors began to appear in several cities. They provided much-needed relief from heat and pollution. They also improved public well-being and contributed to a more balanced relationship between development and the environment. Cleaner mobility also gained emphasis. Electric buses, cycle tracks, and more accessible footpaths promoted healthier travel options and reduced the strain on urban air quality.

.....
*Prime Minister
Shri Narendra
Modi's approach
has shown that
urban development
is not limited to
constructing
physical assets. It is
about protecting
dignity, promoting
sustainability, and
preparing cities for
future challenges.*
.....

These developments showed that cleanliness and climate resilience are closely connected. A city that processes waste scientifically reduces environmental pressure. A city that protects its water bodies becomes better prepared for periods of scarcity and heavy rain. A city with more green spaces improves residents' health, comfort, and safety. Clean cities and climate-ready cities strengthen each other and together form the foundation of long-term sustainability.

Public participation has been one of the strongest features of this progress. Urban improvement has advanced because citizens have taken responsibility for their surroundings. Waste segregation, avoiding plastic, and reporting local issues became more common in everyday life. This sense of involvement is especially strong in Tier 2 and Tier 3 cities, where community ties are close, and change is more visible in daily routines.

During my tenure as Mayor of Jaipur, I saw how national missions obtain real strength when supported by local commitment. Jaipur, with its heritage identity and growing population, required careful planning. We strengthened waste collection and improved segregation. We expanded processing facilities and monitored their performance to ensure consistency. Heritage areas and markets received special attention because cleanliness supported both public convenience and cultural



respect and strengthen the people who make the system function. These experiences highlighted a clear principle. National policies succeed when local institutions work sincerely and when citizens feel connected to the results.

As India enters a new stage of urbanisation most growth will occur in Tier 2 and Tier 3 cities. These cities are expanding steadily and will soon accommodate millions of new residents. The progress made in the last decade has created a strong base. Cleanliness systems have improved. Waste-to-energy models have taken shape. Water networks have grown stronger. Environmental awareness has increased. This foundation will support the next phase of urban development, but it will require continued innovation, stronger municipal capacities, and deeper public participation.

Prime Minister Shri Narendra Modi's approach has shown that urban development is not limited to constructing physical assets. It is about protecting dignity, promoting sustainability, and preparing cities for future challenges. It is about ensuring that citizens live in cleaner, safer, and healthier environments. It is about balancing cultural identity with modern requirements and enabling cities to progress confidently.

Tier 2 and Tier 3 cities will play the most crucial role in building Viksit Bharat. Their success represents the nation's ambition and determination. Clean cities promote good health and responsible civic habits. Climate-ready cities provide security and resilience. When both aspects work together, cities transform into places where opportunity, heritage, and sustainability coexist.

preservation.

Citizen involvement was essential. Schools, youth groups, resident associations, and volunteers played an active role in keeping the city informed and engaged. Water body restoration, cleanliness drives, and plantation activities gained purpose when communities participated. Improving the welfare of sanitation workers remained an important focus because urban development must

The last decade has established a clear direction for India's urban future. The coming decades will carry this transformation forward, supported by decisive leadership, committed local governance, and citizens who believe in the promise of a cleaner, greener, and more resilient India.

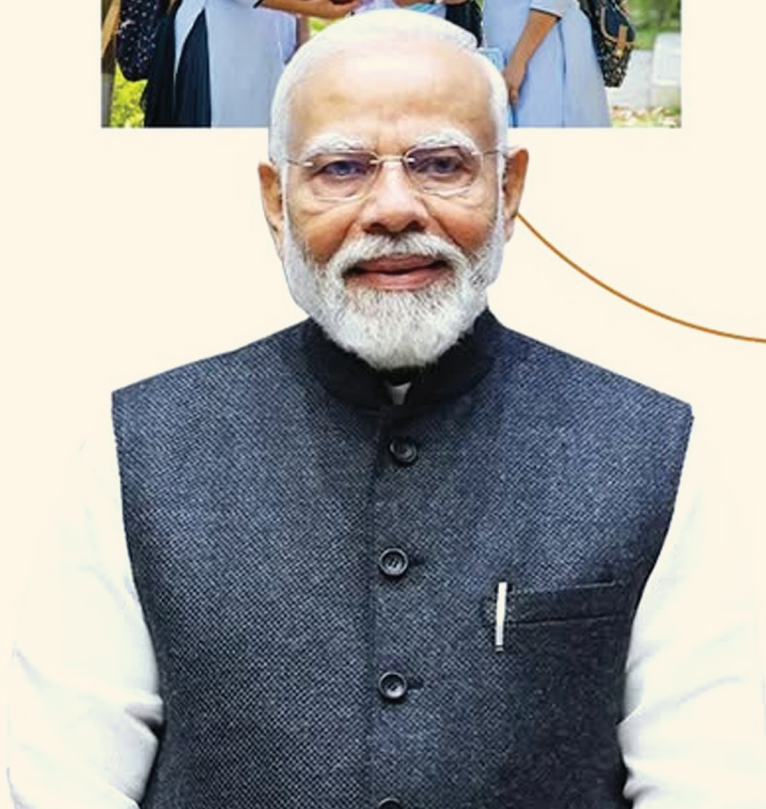
Creditworthy Cities, Bonds, and PPPs

Urban
Transformation
Through
Financial
Reform Under
the Modi
Government

Jay Ambani

SRCC Graduate

CA Finalist & CFA Candidate



Finance is often seen as a world of numbers, encompassing stocks, bonds, and commodity trading across global markets. But at its core, it is not about which stock to buy, but rather about something way beyond that. Today, it is about how countries pay for their roads, metros, and skylines and more so about how they turn their vision into reality through smart investments and sound planning. A simple saying, “Drop by drop, the ocean fills”, sums up a compelling truth about economic growth. Each policy reform, each bond issued, and each investment is today contributing to building a stronger foundation for the future. In recent years, this idea has taken practical shape in India’s urban transformation journey.

From Grants to Market Discipline

Under the leadership of Prime Minister Shri Narendra Modi, India has started redefining how cities are financed and built. Concepts once limited to textbooks, like municipal bonds, creditworthy cities, and public-private partnerships (PPPs), are now becoming tools for real change in the modern world. India’s push toward new financing pathways marks a turning point in how the nation is preparing for its trillion-dollar urban economy. India’s urban story is no longer just about flyovers, buildings, and smart cities. It is increasingly about how these projects are financed and how Indian cities are learning to stand on their own feet in capital markets. For a long time, urban development in India was limited to government grants and centrally sponsored schemes. Cities were treated mainly as administrative units and not as economic entities expected to manage balance sheets, build credit histories, or speak the language of investors. That began to change after 2014, when the Modi government started pushing for reforms that linked urban funding to financial discipline, transparency, and the ability to raise resources independently.

Building Creditworthy Cities

Picture a city like Indore, which once struggled financially, is today rated AA+ (very good) by rating agencies. Not only that, but it also raised ₹384 crore through bonds by improving tax collections and reducing bills. Or Hyderabad, for example, which issued multiple bonds worth ₹495 crore after

proving strong cash flow and clean accounts. Under PM Modi’s AMRUT and Smart Cities plans, cities have been given a simple rule. The rule is to get a credit rating, fix the books of accounts, and show progress on revenue collection. The motive is clear: grants help, but to fund big-city dreams worth trillions and attract larger pools of capital, the city has to prove it is “creditworthy,” which, in simple terms, means good with money.

Before 2014, cities used to wait for free money from the centre under old plans like JNNURM, which had little check on spending. However, today things have drastically changed. Now creditworthiness is no longer a vague label. Frameworks developed by institutions like CEPT University’s Centre for Water and Sanitation (CWAS), for instance, have tested this concept across 30 cities and broken it down into measurable indicators such as revenue performance, operating surpluses, cost recovery in services, liquidity, and existing debt obligations, using publicly available data. This kind of assessment has given investors a clear scorecard to compare municipal financial health across cities, and government leaders a simple list that helps them increase property tax coverage, improve collection efficiency, rationalise user charges, and maintain clean accounts to strengthen future borrowing capacity. Modi Ji’s push has cleverly turned cities from money-seekers into smart borrowers ready for India’s urban boom and made the concept of “creditworthy city” a niche technical phrase into a national policy goal and a prerequisite for serious urban investment.

Rise of Municipal Bonds & Investor Comfort

Municipal bonds are the most visible symbol of this shift. Think of municipal bonds like a city taking a loan from everyday investors, just like one borrows for a home and promises to pay back with interest from their salary. The city uses the money raised from municipal bonds for water pipes, roads, or sewers, pays regular interest (called coupon), and returns the full amount later. Before 2014, this was rare in India. Just a handful of bonds in the 1990s and early 2000s, like Ahmedabad’s small try, and then nothing much happened. Cities stuck to free government cash with no real market buzz.

PM Modi's leadership changed that big time. SEBI made clear rules in 2015 for these bonds, and cities woke up. By late 2025, 25 bond sales had raised ₹3,584 crore. For example, Pune kicked off with ₹200 crore in 2017 for water projects. Another, Hyderabad sold four rounds totalling ₹495 crore for sewers and roads. Newer ones like Agra (₹50 crore in 2025) and Varanasi funded clean Ganga projects. Interest rates? Almost 7-10% for 3-10 years, which is better than bank FDs for many. In early 2025 alone, six cities, including Chennai and Prayagraj, raised ₹575 crore. Experts say this could grow 15 times to ₹30,000 crore by 2034 if cities continue to improve.

Under PM Modi, India's municipal bond story now outshines even the economies of the US and China. America, for instance, has large markets but faces significant debt concerns and extremely complex rules. And China, which issues state-controlled bonds, does not allow local leaders to exercise independent decision-making. And where does India stand today? It has moved from almost zero activity to a clear, fast-growing market in just one decade, with simple rules, strong oversight, tax benefits, and almost 2% interest support from the central government.

PPPs and the New Financing Pathways

Municipal bonds are great, but public-private partnerships (PPPs) are the real game-changer, too. In urban India, PPP formats such as build-operate-transfer contracts are increasingly used for water supply, sewage treatment, solid waste management, multi-level parking, and public transport, blending central and state funds with user charges and private investment. Creditworthy cities shine here because a strong city like Indore can promise steady payments, so private partners trust them more, knowing there will be no delays or disputes. Earlier, weak city books used to scare investors away, but under PM Modi's era, PPPs run more smoothly because of the clean ratings system. The national PPP site lists over 1,800 projects worth ₹24 lakh crore across roads, water, waste, and more. Schemes like viability gap funding (VGF) provide additional funding to make challenging projects work. Before PM Modi, PPPs were hit-or-miss, with stalled Yamuna bridges under old plans being an



example. However, things have changed, and today PPPs are everywhere, blending smart money from all sides.

Financing the Trillion-Dollar Urban Future

These reforms mark a profound shift in national perspective. Under PM Modi, PPPs and municipal bonds have become essential tools for a trillion-dollar urban economy that is centred on creditworthy cities. For young Indians who grew up hearing that “drop by drop, the ocean fills,” this new urban finance architecture gives that proverb a concrete meaning. Each reform in municipal accounts, each rating obtained, each bond issued, and each PPP project closed adds another drop to the ocean of India's urban transformation. India's urban journey under PM Modi proves that true transformation happens when cities stop waiting for grants and start building their own financial future.

From Despair to Dignity

How Affordable Housing is Reshaping India's Urban Landscape Post 2014

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When India entered 2014, its cities were caught in a perfect storm of housing distress. Nearly 18.78 million urban families lacked adequate shelter, while 17% of urban India lived in sprawling slums characterised by overcrowding, poor sanitation, and precarious tenure. The housing shortage was not merely a statistical problem; it represented a humanitarian crisis in which more than 90% of the deficit affected the economically weaker sections (EWS) and low-income groups (LIGs). Rapid urbanisation was aggravating the situation, with migrants flooding into cities from distressed rural areas, and urban population projections suggesting a swelling to 600 million by 2031. This housing crisis threatened to undermine India's economic growth, perpetuate intergenerational poverty, and deny millions of citizens the fundamental dignity of a secure home.



Against this backdrop of urban deprivation, the Modi government launched the Pradhan Mantri Awas Yojana (PMAY) in June 2015, a transformative initiative promising "Housing for All". Over the past decade, PMAY has evolved from an ambitious policy vision into a comprehensive housing ecosystem that has delivered concrete results, reformed governance structures, and catalysed broader real estate sector transformation. This article examines how PMAY has addressed India's affordable housing crisis through strategic interventions, quantifies its measurable impact, and explores what the future holds for housing equity in India.

The Architecture of Change: PMAY's Multi-Vertical Approach

PMAY's effectiveness stems from its multi-pronged design, operating through distinct yet complementary verticals. The urban component (PMAY-U), launched in 2015, addresses city dwellers through four primary mechanisms: Beneficiary-Led Construction (BLC), where the government provides ₹1.5 lakh to individual EWS families for building or enhancing homes; Affordable Housing in Partnership (AHP), offering similar

assistance to developers who dedicate at least 35% of units to EWS categories;

In-Situ Slum Redevelopment, which rehabilitates slum dwellers with ₹1 lakh per household; and a Credit-Linked Subsidy Scheme providing interest rate reductions on home loans.

Similarly, the rural counterpart, PMAY-Gramin (PMAY-G), launched in 2016, targets rural households with assistance of ₹1.20 lakh in plain areas and ₹1.30 lakh in hilly and northeastern states. Beneficiaries are identified through the Socio-Economic and Caste Census (SECC) and verified by Gram Sabhas, with funds transferred directly to beneficiary accounts. This twin-track approach ensures comprehensive coverage across India's urban-rural continuum.

Delivering on Promises: Quantifying PMAY's Impact

The numbers tell a compelling story of execution at scale. As of June 2024, PMAY-Urban has sanctioned 1.18 crore (11.8 million) houses, exceeding the original target of 11.2 million units. Of these sanctioned units, 1.14 crore have been grounded for construction, and 83.67 lakh (8.367 million) houses have been completed. In financial terms, ₹1.99 lakh crore was committed, with ₹1.64 lakh crore released and ₹1.51 lakh crore already spent.

The rural segment shows equally impressive progress. PMAY-Gramin has sanctioned 2.94 crore houses against a target of 2.95 crore, with 2.62 crore houses completed as of June 2024. Remarkably, 68% of these rural houses,



1.75 crore units, were completed within just 10 months, demonstrating efficient execution. Combined, both components have delivered over 4 crore houses to Indian families since 2014, an unprecedented scale of intervention in the nation's housing history.

Inclusion by Design: Empowering Vulnerable Communities

PMAY's architecture embeds social justice principles directly into its beneficiary selection. The scheme mandates that houses be registered in the name of female heads of households or in joint ownership with male members, ensuring women's property rights. This provision has resulted in women owning 80% of the houses sanctioned under the scheme, making it one of the largest women's asset-building programs globally.

The inclusion extends further: nearly 60% of houses have been allocated to Scheduled Caste (SC) and Scheduled Tribe (ST) families, while 15% (44.24 lakh houses) are specifically targeted for minority communities. The scheme provides 5% reservation for differently-abled persons and prioritises widows, single women, senior citizens, and transgender individuals. Under PMAY 2.0, special focus groups include Safai Karamcharis (sanitation workers), street vendors under PM SVANidhi, and artisans under PM Vishwakarma, ensuring the most marginalised receive targeted support.

Economic Multiplier: PMAY's Contribution to Growth and Employment

Beyond social welfare, PMAY functions as a significant economic stimulus. Research using the Input-Output methodology reveals that PMAY-Urban alone generated approximately 119.20 crore person-days of employment from June 2015 to January 2019, translating to 42.57 lakh jobs. The rural component added 94.53 lakh jobs (both direct and indirect), with 83.35 lakh directly employed in

residential construction, representing a 1.77% increase in total national employment. Collectively, PMAY has created an estimated 56.87 lakh jobs across various sectors.

The scheme's demand for construction materials has catalysed allied industries. PMAY projects have consumed 55.7 million metric tons of cement and 12.6 million metric tons of steel, thereby directly benefiting the manufacturing sector. These multiplier effects extend beyond construction: increased employment generates demand in retail, transport, hospitality, and other services. With total investments of ₹8.07 lakh crore, PMAY contributes measurably to GDP growth, and experts estimate that the expanded PMAY 2.0 could boost GDP by over half a trillion dollars.

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By delivering over 4 crore houses, generating millions of jobs, empowering women and marginalised communities, and catalysing comprehensive real estate reforms, the scheme has fundamentally reshaped India's approach to urban and rural development.
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Reforming the Foundations: Governance and Real Estate Transformation

PMAY's success cannot be separated from parallel governance reforms that transformed India's real estate sector. The Real Estate (Regulation and Development) Act 2016 (RERA), introduced during Modi's first term, brought unprecedented transparency and accountability. As of January 2025, 1.38 lakh real estate projects and 95,987 agents have registered under RERA, with 1.38 lakh complaints resolved. RERA mandates project registration

before marketing, escrow account maintenance ensuring 70% of funds are used for construction, and clear accountability for delays—directly addressing the misuse of funds and project delays that plagued the pre-2016 sector.

Tax reforms further incentivised affordable housing. Section 80IBA provides 100% income tax deduction to developers on profits from affordable housing projects. In contrast, Section 80EEA allows first-time homebuyers an additional deduction of ₹1.5 lakh on home loan interest (over and above Section 24

benefits). GST on affordable housing was reduced to just 1%, substantially lowering buyer costs. The Model Tenancy Act, shared with states for adoption, aims to unlock vacant properties and formalise rental housing markets. These reforms created an enabling ecosystem that enabled PMAY to thrive. RERA reduced housing inventory overhang from 41 months in 2017 to just 15 months by the end of 2023, demonstrating increased market efficiency and buyer confidence.

Challenges and the Path Forward: PMAY 2.0 and Beyond

Despite remarkable achievements, challenges remain. Even with 1.18 crore urban houses sanctioned, the scheme has addressed only approximately 37% of the estimated 3.18 crore urban housing shortage. Land acquisition difficulties, implementation delays, beneficiary unwillingness, and coordination challenges across governmental tiers have slowed progress in some regions. The COVID-19 pandemic further retarded construction pace across 2020-2021.

Recognising these gaps, the government launched PMAY-Urban 2.0 in September 2024, targeting an additional 1 crore households over the next five years. This iteration introduces enhanced features: subsidy disbursement in five-year tranches (rather than a one-time disbursement), increased maximum loan eligibility to ₹25 lakh, and expanded property cost limits to ₹35 lakh. The Income Categories have been refined, with the Middle-Income Group (MIG) now defined as households earning between ₹6 and 9 lakh annually. Rural housing has also been extended, with Cabinet approval for 2 crore additional houses by 2029.

PMAY 2.0 emphasises convergence with other welfare schemes, integrating with PM Ujjwala (cooking gas), Ayushman Bharat (healthcare), and solar electricity initiatives. The Angikaar 2025 campaign, launched from September to October 2024, undertook door-to-door awareness drives across 5,000+ Urban Local Bodies to identify beneficiaries and accelerate approvals. As of October 2024, 1.47 lakh houses have been approved under PMAY-U 2.0.

Building More Than Houses

PMAY represents far more than a housing program; it embodies a commitment to social equity, economic empowerment, and dignified living. By delivering over 4 crore houses, generating millions of jobs, empowering women and marginalised communities, and catalysing comprehensive real estate reforms, the scheme has fundamentally reshaped India's approach to urban and rural development. Integrated reforms such as RERA, tax incentives, and transparent governance have created a sustainable ecosystem that enables affordable housing to flourish.

As PMAY 2.0 unfolds, targeting an additional 3 crore households (1 crore urban, 2 crore rural) by 2029, India moves closer to the vision of a country where every family, regardless of economic status or social background, has not just a roof but a secure, dignified home. This is not merely about bricks and mortar; it is about constructing a more inclusive, equitable India, supporting one house, one family, one dream at a time.



Moving Bharat

How Integrated Mobility Is Reshaping Indian Cities

Kunwar Chaitanya Sah

Master's student of Public Policy and Law at TISS and a Policy Intern at The Geojuristoday

For decades, India's cities grew faster than their transport systems. As people moved in large numbers to urban areas, roads became crowded, public transport remained weak, and daily travel turned into a test of patience. The urban commute was stressful, unsafe and unpredictable. Over the last decade, however, this situation has changed sharply. Under the leadership of Prime Minister Shri Narendra Modi, India's urban transport system has shifted from delay and disorder to speed, planning, and execution.

Today, urban transport is no longer only about movement. It supports economic growth, improves the quality of life, and helps cities become cleaner and safer. As India moves toward the goal of Viksit Bharat 2047, modern urban mobility has become one of its strongest foundations.

I. The Metro Revolution: From Limited Access to National Reach

Before 2014, metro rail was limited to a few large cities and covered only about 250 kilometres. Today, India operates about 1,036 kilometres of metro lines across more than 20 cities, making it the third-largest metro network in the world, behind only China and the United States, and surpassing developed nations like Japan.

This expansion is driven by the Metro Rail Policy 2017, which encourages greater use of Public-Private Partnerships (PPPs) and standardised norms. New systems in cities like Kanpur, Agra, Patna, Surat, and Bhopal have democratised access to modern transport.

The impact is visible in reduced travel time and safer commuting as daily ridership across Indian metros has now crossed the 10 million mark. Traffic pressure on roads has eased. Safety has improved, especially for women. Metro systems now act as economic corridors, helping businesses grow along transit routes. The rapid completion of projects like Agra Metro, along with major expansions in Pune and Bengaluru, shows the new pace of execution. Under Make in India, domestic manufacturing has strengthened and reduced import dependence.

Crucially, the government has introduced cost-effective solutions for Tier-2 and Tier-3 cities. Technologies like MetroLite and MetroNeo (adopted in cities like Nashik and Warangal) are providing metro-level comfort at a fraction of the cost, ensuring that modernisation is not limited to just the metropolitan giants.

Along with the city metro, projects like the Namo Bharat Regional Rapid Transit System (RRTS) connecting Delhi-Meerut, Delhi-Panipat, and Delhi-Alwar represent a new era of regional mobility. With speeds up to 160 kmph, the

Delhi-Meerut corridor alone is expected to cut travel time from over 2.5 hours to under one hour, helping decongest Delhi and support balanced regional growth. Metro development today is also more financially disciplined. They now act as long-term economic assets for cities.

II. Green Transport and Electric Mobility

Urban transport reform under the Modi Government has also focused on the environment. With air pollution becoming a serious public health issue, the push for electric mobility has gained strong momentum.

Through the FAME-I (Faster Adoption and Manufacturing of Hybrid and Electric Vehicles), the government has supported the adoption of electric two-wheelers, three-wheelers, cars, and buses through demand incentives and support for charging infrastructure. The FAME-II scheme, with an outlay of Rs 10,000 crore, catalysed the initial adoption of EVs. Today, India has over 5 million registered electric vehicles, a massive leap from negligible numbers a decade ago.

The PM-eBus Sewa Yojana, launched in 2023 with a budgetary outlay of Rs 57,613 crore, aims to deploy 10,000 electric buses in 169 cities, targeting smaller towns that lack quality public transport. These buses reduce emissions, cut noise levels, and lower fuel costs for city transport authorities. More importantly, they reduce India's dependence on imported oil. Electric mobility, therefore, supports both climate goals and national economic security. Furthermore, under the Green Urban Mobility Initiative (GUMI) component of PM-eBus Sewa, 181 cities are being supported to build charging infrastructure, ensuring the ecosystem grows alongside the fleet.

Charging infrastructure has also expanded rapidly, with thousands of public charging stations now operational across highways and cities. Domestic manufacturing of EVs, batteries, and components under the PLI (Production Linked Incentive) scheme is turning clean mobility into a major job-creating sector.

III. UDAN and Affordable Regional Aviation

Alongside cleaner buses and electric mobility, aviation has also been democratised through the UDAN (Ude Desh ka Aam Nagrik) scheme, which connects smaller towns to the national air network at capped, affordable fares. The scheme has significantly expanded last-mile access for citizens in Tier-2 and Tier-3 regions, mirroring the inclusiveness achieved in urban bus reforms.

The number of operational airports in India has doubled from 74 in 2014 to around 157-159 by 2024, with more than 80 aerodromes (airports, heliports and water aerodromes) added under the UDAN programme. This expansion has brought first-time air connectivity to cities such as Darbhanga, Jharsuguda, Rupsi, Pakyong, and many others.

While airfares on trunk routes fluctuate due to fuel costs and market dynamics, UDAN routes have enabled millions of first-time fliers to access capped, subsidised regional fares, ensuring that the benefits of aviation growth reach ordinary citizens rather than just large metropolitan hubs.

IV. Integrated Planning: Transit-Oriented Development and Last Mile Access

In the past, transport projects were often built without proper planning. Metro stations existed, but people struggled to reach them. This gap is now being addressed through Transit-Oriented Development.

Under TOD, cities promote high-density housing, offices, retail spaces, and pedestrian infrastructure within walking distance of metro stations. Cities like Delhi, Ahmedabad, and Nagpur are actively implementing TOD policies to reduce car dependency and promote compact urban growth. Railway station redevelopment under the Amrit Bharat Station Scheme is also turning over 1,300 stations into large multimodal hubs where railways, metros, buses, taxis, and non-motorised transport connect seamlessly.

Last-mile connectivity has received focused attention. E-rickshaws, feeder buses, cycle-sharing systems, and wider footpaths have improved access to metro stations and bus stops. The National Common Mobility Card (NCMC) allows commuters to use a single card across different transport services and even for small retail payments. This has made daily travel simpler and faster.



V. Institutional Reform and Unified Governance

The speed of India's urban transport expansion is also linked to stronger governance systems. Railways are undergoing a similar transformation, with the rollout of Vande Bharat semi-high-speed trains connecting major metros with emerging cities through faster, fully air-conditioned services. The recent introduction of Vande Bharat between Srinagar and Shri Mata Vaishno Devi Katra, running over the Chenab Bridge and entering the Kashmir Valley, marks a historic expansion of modern rail connectivity, significantly improving travel access to destinations such as Gulmarg and other Himalayan regions.

The PM Gati Shakti National Master Plan integrates 16 ministries, including roads, railways, ports, metros, and logistics, into one digital platform for coordinated planning. This reduces delays, ensuring faster approvals and better execution.

Urban local bodies (ULBs) have also gained stronger data systems, digital ticketing platforms, and real-time traffic monitoring. Through the Smart Cities Mission, Integrated Command and Control Centres (ICCCs) in 100 cities now monitor traffic in real time, improving safety and reducing congestion

through data-driven signalling. Transport planning has become more professional and accountable.

VI. A Clear Comparison: Then and Now

The modernisation of urban transport is not only about building roads, tunnels, and stations. It is about building dignity, safety, and opportunity. When a student in Meerut reaches a college in Delhi in 50 minutes, or when a woman in Mumbai travels safely on the underground Aqua Line, the real impact of policy becomes visible.

India's metro expansions, the rollout of 10,000 electric buses, and the creation of high-speed regional rail are reshaping middle-class life and youth aspirations. As Prime Minister Modi has often stated, infrastructure is about creating the future. The urban transport network being built today is the backbone of the Viksit Bharat of tomorrow. From metro networks beneath city streets to Vande Bharat trains and new airports connecting smaller towns, India's transport map is being redrawn at both metropolitan and regional scales.

Parameter	Pre-2014 Situation	Post-2014 (Modi Government)
Global Rank	Limited Global Presence	3rd Largest Metro Network Globally
Metro Coverage	Around 250 kms in 5 cities	1036 km in 23 cities.
Approach	Project-based and delayed	Metro Policy 2017 & Integrated under PM Gati Shakti to prevent delays
Technology	Heavy reliance on imports	Make in India manufacturing
Bus Support	JNNURM (limited focus)	PM-eBus Sewa (Rs 57,613 Cr Outlay)
Ticketing	City-Specific tokens	National Common Mobility Card
Regional Connect	Neglected suburban rail	Namo Bharat (RRTS) at 160 kmph
Tech Varieties	Heavy Metro Only	Heavy Metro, Metro Lite, Metro Neo
Air Connectivity	74 operational airports, very limited regional connectivity	Around 155 operational airports, dozens added under UDAN with capped regional fares.

How Digital Infrastructure and Urban Reform Are Changing Ordinary Lives in India

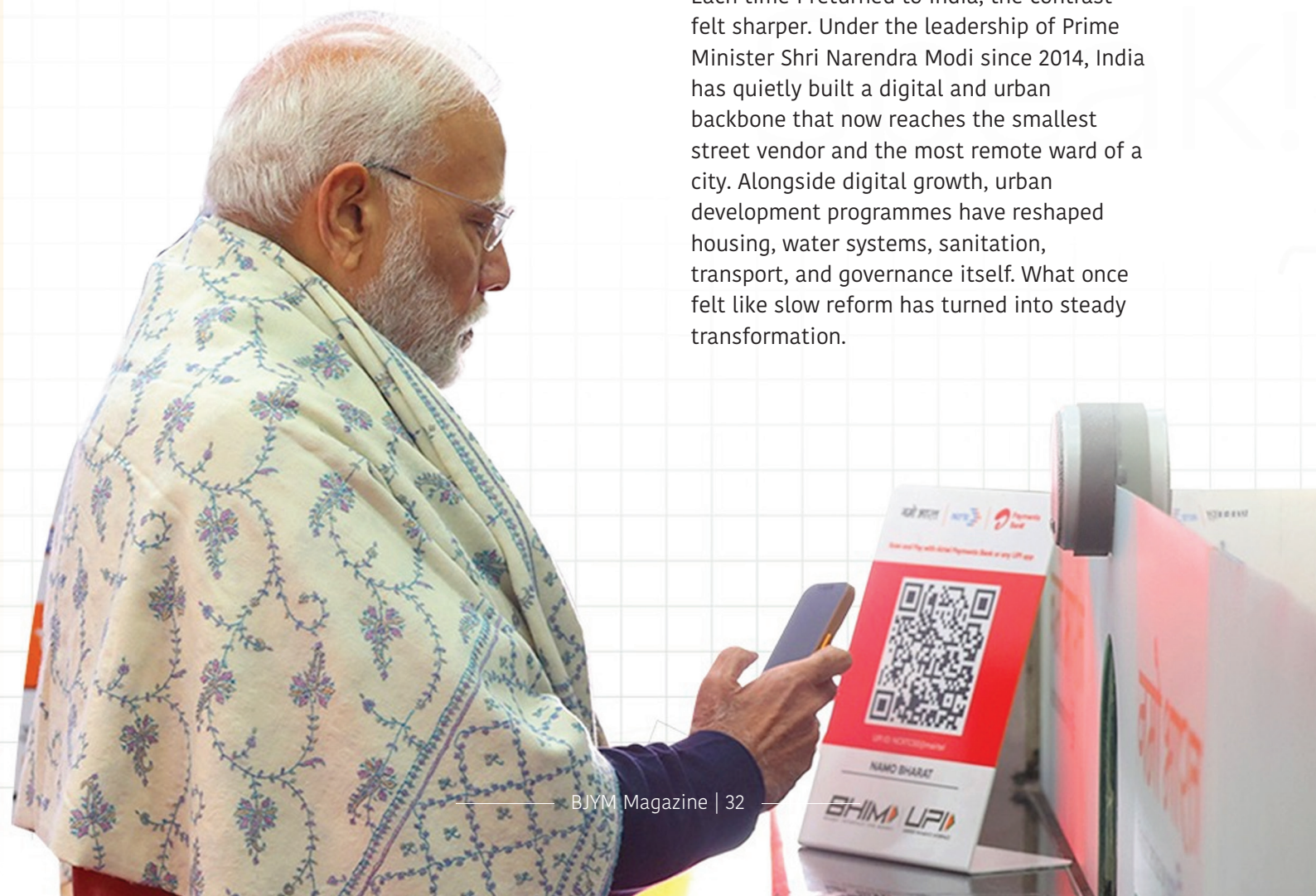
Eshwar Prasad Shetty

Entrepreneur, Digital Marketing
Professional & Founder of
Yatharth Social

When I arrived in London to pursue my MSc in Digital Marketing at Queen Mary University, I carried with me the quiet contrasts of home. In Mangalore, my auto rickshaw driver scans Google Pay without a second thought. The small shop near my street keeps a QR code pasted near the counter. Even the flower seller outside the temple accepts UPI. It is so normal for us that we hardly notice it anymore.

As I travelled across more than twelve countries during my academic year, from major European cities to smaller nations that remain outside the usual tourist map, I began to notice how rare this kind of digital ease truly is. In several places, cash still dominates daily life. Internet connectivity weakens without warning. Simple payments require exact change. The systems are old, structured, and reliable in their own way, but they have not kept pace with India's growth over the last decade.

Each time I returned to India, the contrast felt sharper. Under the leadership of Prime Minister Shri Narendra Modi since 2014, India has quietly built a digital and urban backbone that now reaches the smallest street vendor and the most remote ward of a city. Alongside digital growth, urban development programmes have reshaped housing, water systems, sanitation, transport, and governance itself. What once felt like slow reform has turned into steady transformation.



Before 2014, India faced a severe urban housing crisis. Nearly 18.78 million urban families lacked adequate shelter. Around 90 per cent of this shortage affected economically weaker and low-income groups. Rapid migration into cities was only increasing the pressure, with urban population projections pointing toward nearly 600 million people living in cities by 2031. The challenge was not just infrastructural. It was deeply human.

The Digital and Connectivity Foundation

I still remember my first SIM card in 2016. I paid about 140 rupees for 1 GB of data and used it carefully for calls and basic internet. Today, the same amount gives a whole month of uninterrupted access. Students stream lectures without hesitation. Farmers check rainfall forecasts on their phones. Families stay connected with loved ones overseas through video calls. Affordable data has reshaped how India learns, works, and communicates.

This digital backbone found its strongest expression through UPI. Billions of transactions now move across platforms every month. Tea stalls, temples, street vendors, small medical stores, and vegetable markets have embraced QR payments. The digital confidence seen on Indian streets today is still rare in many developed economies.

Urban mobility followed a similar trajectory. When I first used London's Underground, I was struck by its precision and discipline. Trains arrived precisely on time. Life moved smoothly because movement was predictable. Yet today, metro systems in Delhi, Mumbai, Bengaluru, and several other cities offer the same level of reliability. Clean stations, seamless ticketing, and safe travel have become part of the daily urban routine. The expansion of metro rail across more than twenty cities reflects the scale of India's new infrastructure vision.

Aviation and Regional Connectivity

Air travel in India has undergone one of its most

visible transitions. What was once reserved for a narrow segment of society is now within the reach of ordinary citizens. The number of operational airports in India has risen from 74 in 2014 to more than 140 by 2025. Over twenty new greenfield airports have been developed under regional connectivity schemes. Today, students, small traders, patients travelling for medical care, and first-time flyers regularly board flights from tier two and tier three cities.

This expansion of aviation has reduced travel time, improved business access, strengthened tourism, and connected distant regions to the national economy. It has also supported urban employment across construction, services, logistics, and hospitality.

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Under the leadership of Prime Minister Narendra Modi, governance shifted into mission mode. Ministries aligned. Technology became an enabler. Benefits reached last-mile households at an unprecedented scale.
.....

Housing for Every Family

The architecture of PMAY reflects a structured approach to urban and rural distress. Launched in June 2015 with the goal of "Housing for All," PMAY Urban operates through Beneficiary-Led Construction, Affordable Housing in Partnership, In Situ Slum Redevelopment, and the Credit-Linked Subsidy Scheme. Each vertical serves a different segment of urban society with targeted financial assistance. PMAY Gramin complements this by providing direct support to rural households, verified through Gram

Sabhas and census data.

By mid-2024, PMAY Urban had grounded 1.14 crore of the 1.18 crore sanctioned houses, while PMAY Gramin had completed 2.62 crore homes against a target of 2.95 crore. More than 1.75 crore rural houses were built within a short span of ten months. The scale of this construction effort is unmatched in India's housing history.

The PMAY inclusion framework is equally significant. Around 80 per cent of the homes have been registered in the names of women or under joint ownership. Nearly 60 per cent of the beneficiaries belong to the Scheduled Caste and the

Scheduled Tribe communities. About 15 percent of houses were allotted to minority families. Reserved quotas support the differently abled, senior citizens, widows, and transgender persons.

PMAY 2.0, launched in 2024, has extended this inclusion further by targeting sanitation workers, street vendors under PM SVANidhi, and traditional artisans under PM Vishwakarma. Its convergence with schemes like Ujjwala and Ayushman Bharat ensures that shelter becomes the base for improved health and economic stability.

For Mahesh, our family driver, PMAY meant moving out of a leaking kutchra house that flooded every monsoon into a permanent home with a toilet, electricity, and security. For his children, it meant studying without fear. For his family, it meant dignity.

Smart Cities and the AMRUT Framework

The Smart Cities Mission has reshaped how urban governance operates. One hundred cities were selected to integrate technology into traffic management, water supply, waste collection, and citizen services. Cities like Indore digitised their waste management systems, helping them repeatedly top national cleanliness rankings. Traffic management through sensors

and control rooms reduced congestion in pilot corridors. Across the country, public Wi-Fi zones, CCTV-based surveillance, and digital grievance systems improved urban service delivery.

AMRUT and its expanded version, AMRUT 2.0, focused on ensuring basic services in more than five hundred cities. Over 2.5 lakh kilometres of water pipelines have been laid. Sewerage infrastructure expanded rapidly. Household water coverage increased from around 40 per cent before 2014 to nearly 75 per cent by 2025. Urban drainage, green spaces, and non-motorised transport received sustained investment. Swachh Bharat complemented this with full sanitation coverage across thousands of towns. In cities of a similar scale to Mangalore, these changes translated into cleaner streets, reliable water supply, and visible civic order.

Economic Catalysts and Governance Reforms

Beyond social welfare, these urban missions created significant economic momentum. PMAY alone generated more than 119 crore person-days of employment in urban areas and about 94 lakh jobs in rural areas. The construction activity consumed nearly 55.7 million tonnes of cement and more than 12.6 million tonnes of steel. The overall investment value crossed 8 lakh crore rupees, creating demand across manufacturing, transport, retail, and services.



Smart Cities and AMRUT added further employment through technology, municipal services, engineering, and data management. Small and medium enterprises found sustained work across urban supply chains.

Parallel to these developments, governance reforms created institutional stability. The Real Estate Regulation and Development Act registered more than 1.38 lakh projects and over 95,000 real estate agents by 2025. Nearly 1.38 lakh consumer complaints were resolved through formal mechanisms. Housing inventory cycles shortened drastically. Tax incentives, reduced GST on affordable housing, and the Model Tenancy Act strengthened the rental market.

These regulatory changes made India's real estate environment more transparent and predictable, closer to global best practices that I observed during my travels.

Clean Kitchens, Connected Youth, and Rising Confidence

Urban development has always been linked with rural transformation. Ujjwala freed women from the daily burden of searching for firewood and breathing smoke in their kitchens. Swachh Bharat institutionalised waste management across cities. Expressways now stretch across states, connecting manufacturing hubs and markets. Renewable energy projects light homes far from traditional grids.

Affordable internet empowered youth to study online, create start-ups, and build digital ventures from small towns. Defence manufacturing and strategic infrastructure instilled a new sense of national confidence.

During my travels abroad, I often met members of the Indian diaspora who spoke with pride about India's current trajectory. The confidence with which they now discuss India's future is qualitatively different from earlier decades.

Challenges and the Road Ahead

India's transformation is ongoing. Land acquisition challenges, coordination issues, and the pandemic

slowed progress in specific regions. PMAY 2.0 now targets one crore additional urban houses and two crore rural houses by 2029. Loan limits have been raised. Subsidy disbursements are phased for better monitoring. The Angikaar campaign identified new beneficiaries across thousands of urban local bodies.

From permanent homes to metro corridors, from rural clean fuel to innovative surveillance systems, the threads of India's transformation are woven into everyday routines.

Conclusion

What I witnessed while studying and travelling abroad gave me perspective. What I witness every day in India gives me conviction. From a leaky roof to permanent shelter, from cash dependency to digital ease, from limited connectivity to seamless mobility, India's urban transformation is unfolding quietly yet decisively.

Under the leadership of Prime Minister Narendra Modi, governance shifted into mission mode. Ministries aligned. Technology became an enabler. Benefits reached last-mile households at an unprecedented scale.

This transformation is visible not only in government data but in the lives of ordinary families. It is visible in kitchens, classrooms, streets, metros, marketplaces, and homes.

For me, Viksit Bharat is no longer an idea. It is a woman unlocking the door of her own house, a grandmother cooking in a smoke-free kitchen, and a young student paying with a QR code. It is this quiet change in ordinary homes that is shaping India's future.

From Fragmented Networks to Integrated Corridors

India's Urban Infrastructure Transformation

Mayur Sudhir Balbudhe
Forensic Expert and PhD Scholar



The city in India has undergone tremendous change in its urban environment, especially since 2014, when Shri Narendra Modi became Prime Minister. Where there was a maze of traffic problems, inefficient transportation networks, and a lack of connectivity, it is now transformed into a symphony of high-speed roads, smart mobility, and thriving economic hubs. It is not restricted to revolutionising cities' infrastructure, but rather a strategic plan to make India an economically vibrant country, improve the living standards of Indians, and achieve a Viksit Bharat by 2047. The crux of this change lies in the ruthless ideology of the Modi government, which promotes inclusive growth. The ideology has transformed cities, empowered people, and created trillion-dollar opportunities under its slogan, Sabka Saath, Sabka Vikas.

The figures are interesting to tell the story. The national highways have increased by 60 per cent, from 91,287km in 2014 to 146,204km in 2024. The growth rate has risen by a comfortable 12km per day to an unbelievable 34km per day. It is not a stretch to say that the output of flagship programmes such as Bharatmala Pariyojana and PM Gati Shakti has given a new impetus to the road infrastructure budget, which is around 3 lakh crore per year. As centres swell, it is estimated that urban dwellers will reach 600 million by 2036. It is transforming metropolitan mobility, reducing logistics costs, and ushering in a new era of regional integration. This paper discusses the pillars of this revolution: the rapid expansion of expressways, metro lines, and flyovers; improvements in regional connectivity; and the development of new types of metropolitan open spaces, compound urban corridors, and logistics exchange points.

The Expressway Boom: High-Speed Arteries of Progress

The crown of the infrastructure program that PM Modi has initiated is expressways, which will no longer hinder the country's economy but rather

accelerate its growth. In 2014, there were only 93 km of high-speed corridors in the country. This has now grown to 2,474 km, and the total length of the expressways has increased to 6,059km, with an additional 11,127km underway as of December 2024. The genius of this jump lies in the Bharatmala Pariyojana, launched in 2017, which aims to build 34,800 km of highways, of which 26,000 km have been awarded. Approximately 20,000 km is expected to be completed by the end of 2025. These are controlled-access highways, but it is not just asphalt magic; they are passageways for business, leisure, and talent.

Take the case of the Delhi-Mumbai Expressway, a 1,386 km project expected to be completed by October 2025, reducing travel time across it to a mere 12 hours. Or the 701-km-long Mumbai-Nagpur Expressway, which has been in operation since June 2025 and has transformed the movement of freight in Maharashtra. With the synergy between the centre and the state, Uttar Pradesh is progressing with the construction of four new expressways: the Bundelkhand, Purvanchal, Agra-Lucknow, and Yamuna expressways. These expressways will help the state enhance agricultural production and industrialisation. The government has been ambitious, aiming to build 50,000 km of these corridors so that no Indian is more than 100-125 km

from an expressway. Not only has this expansion relieved congested urban peripheries, but it has also created 650 crore person-days of employment as infrastructure has become one of the key employment multipliers.

Flyovers and overpasses are added to this ground-level flooding, transforming the nightmare of urban crosswalks into smooth patterns. The Delhi-Meerut Expressway (₹8,000 crore) and Urban Extension Road-II (₹9,000 crore) are just two of the projects that have been implemented in Delhi alone

The Modi government's revolution in urban infrastructure is a good example of a daunting vision and ruthless implementation. It is knitting the Indian economy together with highways, metros that ease travel in India, and logistics centres that have made its exports run like a well-oiled machine.

to relieve the capital's arterial congestion. In a project costing 13,000 crore and scheduled to open in phases starting from 2024, the Coastal Road in Mumbai is a 29.2 km marvel that combines flyovers, tunnels, and reclaimed seafronts to reduce commuting time by 70%. These measures, along with the support of ₹65,000 crore in expressway investments from 2014 to 2019, are examples of how the time of urbanity can be reclaimed through strategic engineering, harnessing time, which is the source of productivity and wealth.

Metro Rail: The Backbone of Sustainable Urban Mobility

Any history of the urban revolution is incomplete without the metro rail explosion, which has propelled India to the third-largest network in the world, following only China and the USA. The network, which began small in 2014 with 248 km in 5 cities, had expanded to over 1,035 km in 23 cities by November 2025, having invested 2.5 lakh crore and with 919 km of construction underway. The number of passengers the road serves has increased fourfold, from 28 lakh to 1.12 crore, serving 2.75 lakh km daily, with a 22% decrease in

road congestion.

The 394 km monster in Delhi, which transports 65 lakh commuters each day, is the standard, and it will soon exceed 400 km by year-end. The 96 km network in Bengaluru, 80.2 km in Mumbai, and 74 km in Kolkata are no exception. The true game-changer is the geographic location: tier-1 metros versus new ones, such as Nagpur, Kanpur, and Agra. Union Budget allocations have increased six times to ₹34,807 crore in 2025-26, and the rate of construction underway has soared ten times, from 600 meters per month before 2014 to 6 km as of today.

It is not merely regarding tracks, but also equity. Access has become more democratic due to the presence of female coaches, low-cost airfare (as low as 10 rupees), and the last-mile solution, which utilises e-rickshaws. Transit-Oriented Development (TOD) is represented by the Regional Rapid Transit System (RRTS), which includes the 82 km Delhi-Meerut line, travelling at speeds of up to 160 kmph, combining the efficiency of a Metro with the suburban range. It is noted that a metro system spanning more than 2,000 km is projected to be in



place by 2030, making metros a green lifeline to urban sprawl and climate challenges.

Regional Connectivity: Bridging Urban-Rural Divides

The scope of Modi's vision extends beyond metros to create a national network of connectivity. The UDAN scheme has been operationalised at 88 airports since 2014, carrying 1.51 crore passengers to underserved regions and driving tourism growth. The flyovers in tier-2 cities, such as the 20 or more elevated structures in Lucknow, have alleviated traffic jams, whereas the PM Gram Sadak Yojana has provided 3.5 lakh km of rural roads, connecting 99 per cent of villages to urban markets.

Integrated projects are also notable in this respect: the Sewri to Nhava Sheva Trans Harbour Link (21.8 km, ₹17,843 crore) was inaugurated in January 2024, and the improved logistics of Navi Mumbai increased by 50%. Equally, resilient engineering can be seen in the Atal Tunnel in Himachal Pradesh and the Chenab Bridge in Jammu & Kashmir, among others, where accessibility to regions throughout the year is ensured, and the regions are disaster-proofed. These are coordinated under the multi-modal master plan of PM Gati Shakti to ensure that roads, rails, and airways are synchronised, reducing logistics expenditure by 14 to 8 per cent of GDP.

Modern Public Spaces, Urban Corridors, and Logistics Hubs: The Human-Centric Pivot

The new version of public spaces, such as Bengaluru's 50-acre urban forests or Ahmedabad's Sabarmati Riverfront, are nature-meets-resilience projects that utilise heat action plans and flood control measures. The majority of the integrated urban corridors, such as the 12 new smart industrial cities approved in August 2024 under the National Industrial Corridor Development Programme (NICDP), are expected to attract an investment of ₹28,602 crore and deliver 1 million direct jobs. These plug-and-play hubs are located in Khurpia (UP) and Zaheerabad (Telangana), which combine housing, transport, and green energy, attracting private investment of 1.52 lakh crore.

The economic powerhouses are logistics hubs. The National Logistics Policy 2022 has led to the development of 66 inter-corridors and 24 parks, which are connected to an 8,000 km network through the Bharatmala project. An example of a smart city is Dholera, where warehouses have been converted into IoT-based, multimodal parks that can process cargo by sea, air, and rail, resulting in a 40% reduction in dwell time. The digital twin mapped by PM Gati Shakti reveals gaps, and hence corridors such as the Delhi-Amritsar-Katra route (670 km) are included in global supply chains. These hubs serve not only as locational intermediaries for the product, but also as locational stimuli for inventors of MSME clusters, start-ups, and night economies, which generate around 60 per cent of the GDP associated with urbanisation.

The inclusion of society adds to this. Citizen apps promote a bottom-up ethos by empowering youth to manage and resolve complaints, such as those related to EV charging stations, thereby helping turn infrastructure into a community achievement.

Towards Global Cities

The Modi government's revolution in urban infrastructure is a good example of a daunting vision and ruthless implementation. It is knitting the Indian economy together with highways, metros that ease travel in India, and logistics centres that have made its exports run like a well-oiled machine. These measures have not only expanded India's material horizons, but also its intellectual ones. As long as Rs 11 crores have already been disbursed in the first 100 days of the third term of Modi, the future of 2047 is bright, with AI-based cities, digital twins, and robust ecosystems, according to which every citizen of any city will live prosperously.

It is a positive change that we, the young people, policymakers, and citizens alike, should write the next chapter of togetherness. We shall have no cities in Viksit Bharat as buildings, but flying, and things, self-sufficient, infinitely human.

People-Centric Urban Development Experiences from the Ground

Prakash Garodi

Secretary, BJP Yuva Morcha,
Dakshina Kannada

Over the last decade, I have watched our cities change in ways that go far beyond new buildings or roadworks. The real transformation has been in how people experience daily life, in terms of the safety, opportunity, and belonging that urban spaces now offer. Under the leadership of Prime Minister Shri Narendra Modi , urban development has become one of the strongest pillars of national progress, shaping the direction of a confident and aspirational India.

As a party cadre working closely with young people, vendors, and families in Dakshina Kannada, I often hear stories about how different schemes have brought small yet meaningful improvements. Students speak about better digital access, vendors mention new financial security, and young professionals feel more optimistic about career opportunities in growing cities. These personal experiences reveal a deeper shift in the country, a rise in aspiration, awareness, and involvement.





Urban development today is not just about infrastructure; it is about nurturing cities that are inclusive, efficient, sustainable, and ready for the future.

A New Urban Vision: From Cleanliness to Smart Governance

The Swachh Bharat Mission-Urban marked the beginning of this shift. What started in 2014 as a cleanliness effort soon became a collective movement that touched every household and every street. The Mission not only encouraged citizens and officials alike to take responsibility for public spaces, but also helped in changing the mindset for modernising India's cities.

Building on this foundation, several important initiatives advanced urban development. The Smart Cities Mission encouraged city administrations to adopt technology, data-driven planning, and people-friendly public spaces. From command-and-control centres to digital grievance systems, cities began using technology in ways that directly improved daily life for everyone residing in urban and rural areas.

AMRUT focused on strengthening essential services, such as clean drinking water, sanitation, and healthy open spaces. These are the quiet yet crucial systems that keep a city functioning smoothly. Schemes such as PMAY-Urban, HRIDAY, and PM SVANidhi supported housing, heritage preservation, and the financial stability of street vendors, creating a sense of dignity and inclusion among diverse groups.

Together, these initiatives made our cities more organised, more responsive, and more people-centric.

Housing Security: A Stable Foundation for Families

Housing has been one of the most impactful areas of urban change in the last decade. Through PMAY-Urban, many families who once lived in insecure or temporary conditions now have a permanent roof over their heads. The pride and emotional security that come with a pucca home cannot be measured in numbers alone; it changes how a family plans its future.

To support migrant workers, students, and others who shift to cities for opportunities, our government introduced the Affordable Rental Housing Complexes Policy (ARHCs). These provide decent, accessible living spaces close to workplaces, reducing the stress of high rents and long commutes, and also help them plan their savings. This initiative has strengthened the urban workforce and brought more stability to the people who keep our cities running every day.

Innovation & Youth Participation: India's New Urban Engine

One of the biggest strengths of this decade has been the involvement of young Indians in solving urban challenges. I have met many youth-led teams working on everything from waste segregation ideas to energy-saving technologies and digital tools for civic services. Their enthusiasm shows how deeply young people care about shaping the future of their cities.

This wave of innovation has been supported by initiatives such as Startup India, the Seed Fund Scheme, the National Green Hydrogen Mission, the Atal Innovation Mission, Waste-to-Wealth programmes, and solar initiatives such as PM-Surya Ghar. These platforms have helped young entrepreneurs experiment, test, and scale solutions that directly impact urban life.

From simple recycling methods to advanced data-driven tools, youth participation has made cities cleaner, more efficient, and better prepared for the future. It's really heartening to know that even the children are involved in this revolution towards a sustainable future.

As someone working at the grassroots, I have seen how citizens, especially the youth, willingly participate in urban development. Whether through cleanliness drives, digital governance platforms, or startup ideas, their involvement has become a major force behind India's urban transformation.

Digital Governance & Citizen-Centric Urban Systems

Another major change of the decade has been the shift toward digital governance. Many cities in our

country now use online systems for complaints, documentation, tax payments, and municipal services.

This has reduced long queues, increased transparency, and made public services more accessible. Urban governance reforms from municipal finance improvements to training for urban local bodies have created institutions better prepared for future challenges. With stronger systems, cities can now respond more quickly to citizen needs, environmental concerns, and planning requirements.

Building Cities for a Viksit Bharat

The journey from 2014 to 2024 represents a powerful new direction for India's cities. Under the guidance of our Prime Minister Modi ji, urban development has become structured, people-focused, transparent, and driven by a long-term vision rather than short-term fixes.

Cleaner cities, improved housing, modernised urban systems, empowered small entrepreneurs, and the rise of sustainability-focused startups have all contributed to a more confident urban identity. The momentum built in the last decade is now pushing India closer to the dream of Viksit Bharat @2047.

As a youth cadre, I feel inspired every time I meet young citizens who want to contribute to the growth of their community. Their energy and ideas reflect the strength of a nation ready to embrace progress, because the Vikas of a nation can only happen when everyone comes together.

The base has been built. People are more involved. And our cities are moving toward a brighter, more capable future, powered by India's youth.



Cities for All Slum Redevelopment and Inclusive Urban Growth

Ruchi Tiwari

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The Geojuristoday
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Urban India today is undergoing one of the most ambitious transformations in its history. Rapid urbanisation, shaped by construction booms, expanding metro networks, expressways and digital governance, has delivered new forms of progress. Amid these shifts, millions of citizens, especially migrants and informal workers, continue to live in the dense slums and informal settlements without secure housing or essential civic services.

The decade from 2014-2024 witnessed an unprecedented expansion of urban infrastructure, civic services, housing missions and inclusive policy frameworks aligning with the vision of Viksit Bharat 2047. Being driven by enhanced central funding, strong institutional coordination and digital governance platforms, policies such as the Pradhan Mantri Awas Yojana – Urban (PMAY-U), Smart Cities Mission, Affordable Rental Housing Complexes (ARHCs), and interconnected schemes like Swachh Bharat Mission, AMRUT, and Digital India Urban Dashboard have collectively re-shaped the urban inclusion strategies.



For India to move steadily toward Viksit Bharat 2047, urban development must be both inclusive and sustainable, ensuring that prosperity does not bypass those who keep Indian cities functioning. Slum redevelopment and inclusive urbanisation, therefore, form a critical pillar of 21st-century urban policy. Especially over the past decade, several large Tier-1 and rapidly growing Tier-2 cities have undertaken significant efforts to transform informal settlements into safer, legal and service-equipped neighbourhoods. This article assesses what has changed, what remains unresolved, and what policy direction is needed next.

Progress Made: Slum Redevelopment Enters an Accelerated Phase

Across cities like Mumbai, Ahmedabad, Pune, Indore and Delhi, the redevelopment models have gained clarity and institutional support. In Mumbai, particularly, the long-pending projects have witnessed a renewed momentum. The Maharashtra Housing and Area Development Authority (MHADA) has revived more than a dozen stalled clusters across the entire metropolitan region, offering hope to the families waiting for rehabilitation for years.

A significant shift in recent years has been the multi-agency approach. Earlier, a single authority, such as the Slum Rehabilitation Authority (SRA), used to manage the entire process. Today, bodies such as MHADA, MMRDA, municipal corporations, and special planning authorities work in collective coordination, creating a structured ecosystem for approvals, financing, and monitoring. This distributed responsibility has brought in greater transparency and parallel progress on multiple sites.

The rehabilitation unit sizes have also improved meaningfully. The 180 sq ft tenements offered in the 1990s have today expanded to around 300 sq ft, providing more breathable, dignified housing. For

migrants, small entrepreneurs, and multi-member families, this difference significantly improves living quality, safety, and hygiene.

Notably, the target setting has become far more ambitious. Authorities in Mumbai alone aim to build 5 lakh slum-rehab homes in the coming years, a scale that surpasses what took almost three decades to deliver earlier. Combined with PM Awas Yojana (Urban), Affordable Rental Housing Complexes (ARHC) and municipal schemes, India's housing ecosystem now integrates multiple pathways: ownership, rental, in-situ rehab and redevelopment.

These developments demonstrate a clear political and administrative push. Slum redevelopment has matured from scattershot clearance drives into a system-led urban inclusion strategy.

Housing for All: PMAY-Urban and Inclusive Shelter

One of the most visible transformations has been in the housing landscape. Under PMAY-Urban, launched in 2015 with the mission of "Housing for All" in urban areas, over 1.18 crore houses have been sanctioned across 4,618 Urban Local Bodies, and more than 88 lakh houses have been completed and delivered to beneficiaries with basic pucca dwelling units, water, sanitation and electricity since inception. This scheme emphasises equity by prioritising EWS, women beneficiaries (around 89 lakh houses in women/joint names), SC/ST and OBC categories, ensuring dignity and also security for socially vulnerable groups. Then the total investment under PMAY-U has crossed ₹8.07 lakh crore, with Central Assistance exceeding ₹1.6 lakh crore, generating employment (917 crore person-days) and boosting allied industries.

Building on this success, PMAY-Urban 2.0 was approved by the Union Cabinet in 2024 with a vision to construct 1 crore of the additional houses for the urban poor and middle classes over the next five

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India's last decade has built a strong base for inclusive urbanisation through historic PMAY-Urban housing delivery, ARHCs for migrants, more innovative infrastructure under the Smart Cities Mission, and coordinated multi-agency implementation.
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years, backed by a Central subsidy of about ₹2.3 lakh crore and an overall investment of ₹10 lakh crore underpinning a stronger, data-driven push towards affordable housing and enhanced urban inclusion.

Affordable Rental Housing and Migrant Inclusion

Recognising that ownership may not suit all, especially the migrant workforce, the Ministry of Housing & Urban Affairs has operationalised the Affordable Rental Housing Complexes (ARHC) scheme under PMAY-U. ARHCs provide dignified, affordable rental accommodation for urban migrants and the poor near workplaces through two models: conversion of existing government stock and new public/private constructions expanding housing choices beyond ownership and helping prevent future slum proliferation.

Smart Cities Mission: Transforming Urban Infrastructure and Quality of Life

Launched in June 2015, the Smart Cities Mission aimed to transform 100 cities into citizen-centric, sustainable, technology-enabled urban hubs. As of May 2025, approximately 7,555 out of 8,067 multi-sectoral projects (≈94%) have been completed under this mission with an investment of around ₹1.51 lakh crore, and several more are in advanced stages. The mission's integrated approach expanded urban service capabilities, including city-wide command and control centres, improved public transport, safer streets, waste management systems, and digital platforms for governance, contributing meaningfully to quality-of-life enhancements.

Integrated Urban Missions and Digital Governance

Urban inclusion gained further momentum with the convergence of key schemes like: Swachh Bharat Mission that helps urban ensuring universal sanitation and waste management; AMRUT 2.0 that improves water supply, sewage and drainage systems; The Digital Urban Dashboards enhancing the transparency and performance, enabling real-time tracking of urban housing and infrastructure delivery; and the strong policy linkages with PM Vishwakarma, PM SVANidhi, Ayushman Bharat, Ujjwala and Ujala, fostering livelihoods, health, energy access and financial

inclusion for urban residents. These convergent frameworks have collectively improved the operational efficiency and expanded coverage of essential services in urban India.

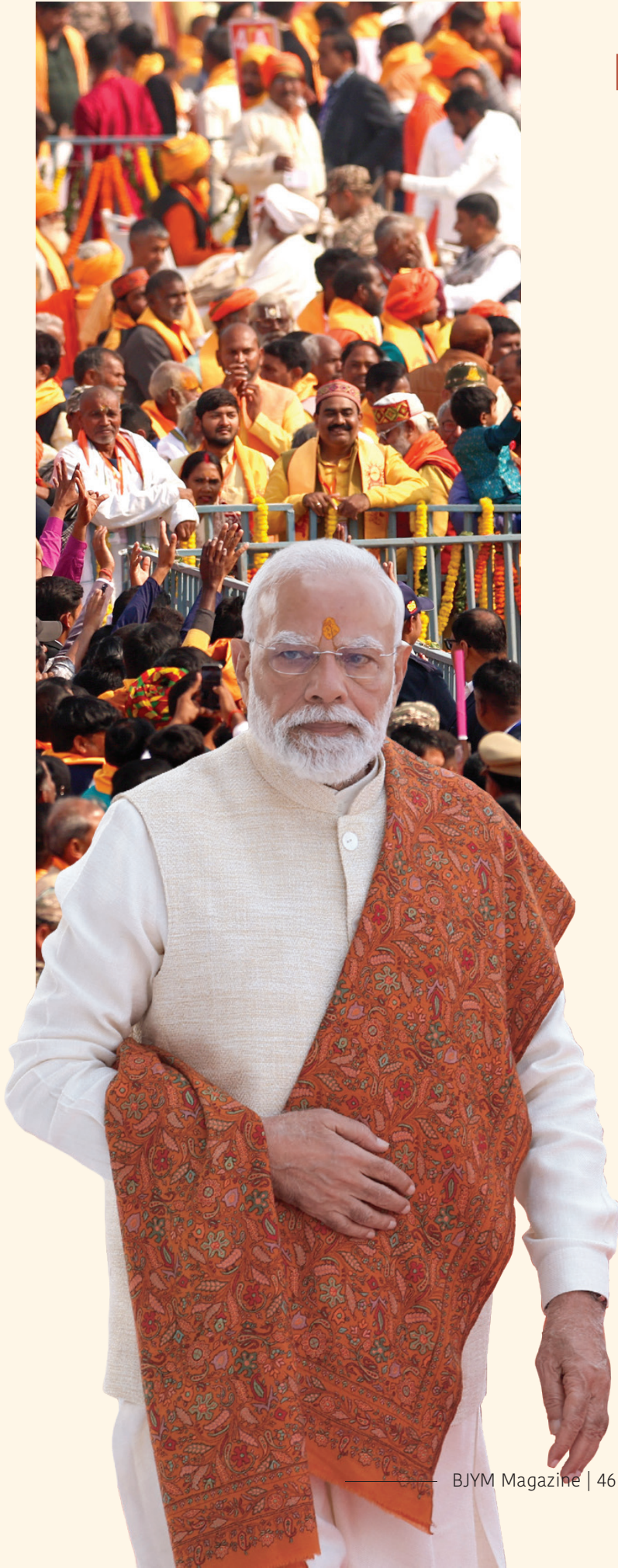
Positive Outcomes: Urban Transformation Visualized

The data confirms that urban India today boasts a more responsive civic ecosystem compared to the pre-2014 context: Exponential growth in sanctioned and completed urban housing units under PMAY-U and PMAY-U 2.0. Major strides have been made in the integrated project execution under the Smart Cities Mission, with over 90% of projects completed across the 100 cities. The dedicated rental housing for the migrant workers, and the diverse housing options. Then, a digitally enabled monitoring framework drives both transparency and timely delivery. These outcomes thereby importantly highlight how government missions have strengthened the urban service delivery, citizenship dignity and inclusive growth frameworks over the last decade, respectively.

The Way Forward

India's last decade has built a strong base for inclusive urbanisation through historic PMAY-Urban housing delivery, ARHCs for migrants, more innovative infrastructure under the Smart Cities Mission, and coordinated multi-agency implementation. Digital tools from PMAY-U dashboards to GIS surveys have strengthened transparency and targeted delivery, enabling a shift from incremental upgrades to future-ready, holistic redevelopment.

Going forward, expanding affordable housing and ARHCs near employment hubs, ensuring time-bound clearances, and strengthening beneficiary mapping can accelerate progress. Livelihood-sensitive designs, vending zones and structured O&M models will allow and support long-term sustainability. Then, integrating housing with transit, services and green spaces can help slum redevelopment rebuild lives, not just the infrastructure, making inclusive, dignified housing a core pillar of Viksit Bharat 2047.



Reviving India's Sacred Cities

Urban Renewal & Civilizational Identity

Prakhyat Mishra

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India's ancient cities are not just relics of history; they are living traditions that continue to shape everyday life. Sacred centres like Kashi, Ayodhya, Ujjain, and Mathura have always carried deep cultural and spiritual meaning for the country. Yet for many decades, these cities remained overcrowded, poorly planned, and largely neglected, despite their immense religious and historical importance. It is only in recent years, under the Modi Government, that serious attention has been given to reviving these heritage cities at a national level. This renewed focus has resulted in some of the most ambitious cultural and urban redevelopment projects seen since independence—projects that aim not merely at beautification, but at restoring the civilizational spirit of these places.

One of the most visible examples of this revival is the redevelopment of Kashi through the Kashi Vishwanath Dham Corridor. Planned and completed under the present administration, the project directly connects the Vishwanath Temple to the Ganga ghats via a broad, well-designed corridor. The temple area, which earlier occupied around 3,000 square feet, has now expanded to nearly five lakh square feet. More than 300 old structures were acquired with rehabilitation measures in place, allowing for the creation of a 320-metre-long pathway using traditional materials such as Makrana marble and Chunar sandstone. This has significantly eased pilgrims' movement and strengthened the livelihoods of local boatmen, craftsmen, shopkeepers, and weavers, whose work is closely tied to religious tourism.

A similar transformation can be seen in Ujjain with the Mahakal Lok Project, which has reshaped the surroundings of the Mahakaleshwar Jyotirlinga. With an investment of over ₹800 crore in its first phase, the project has added expansive public spaces, artistically illuminated walkways, and sculptures inspired by narratives from the Shiva Purana. Improved access and better urban planning have enhanced visitors' overall experience. Today, Ujjain stands as a city that is both spiritually vibrant and administratively organised, demonstrating how heritage-led development can revitalise an entire urban ecosystem.

Ayodhya presents perhaps the most symbolic example of heritage-based redevelopment in contemporary India. Following the resolution of the long-standing dispute,

the Modi Government initiated the construction of the Shri Ram Janmabhoomi Temple while simultaneously redesigning the city's broader infrastructure. Road widening, redevelopment of the Sarayu riverfront, heritage-themed streets, improved transport networks, and systematic festival planning have together transformed Ayodhya from a neglected town into a major global pilgrimage destination. This transformation has restored cultural pride and generated substantial economic opportunities for the local population.

Mathura and Vrindavan are also witnessing similar initiatives, particularly along the Yamuna riverfront. Here, development efforts have been consciously designed to avoid disturbing the sacred atmosphere associated with the life of Lord Krishna. The approach reflects an integrated vision in which faith, ecology, and urban planning are balanced. Rather than imposing modernity in a disruptive manner, these projects seek to preserve the spiritual essence of these towns while improving civic infrastructure and public amenities.

To institutionalise such efforts, the central government launched the Heritage City Development and Augmentation Yojana (HRIDAY). For the first time, heritage conservation was formally linked with urban renewal and infrastructure development. Culture was no longer treated as a peripheral concern but as a central driver of tourism, employment generation, and sustainable city planning. Similarly, the Smart Cities Mission adopted



heritage-sensitive approaches, indicating a clear shift in national policy toward culture-led development under the Modi Government.

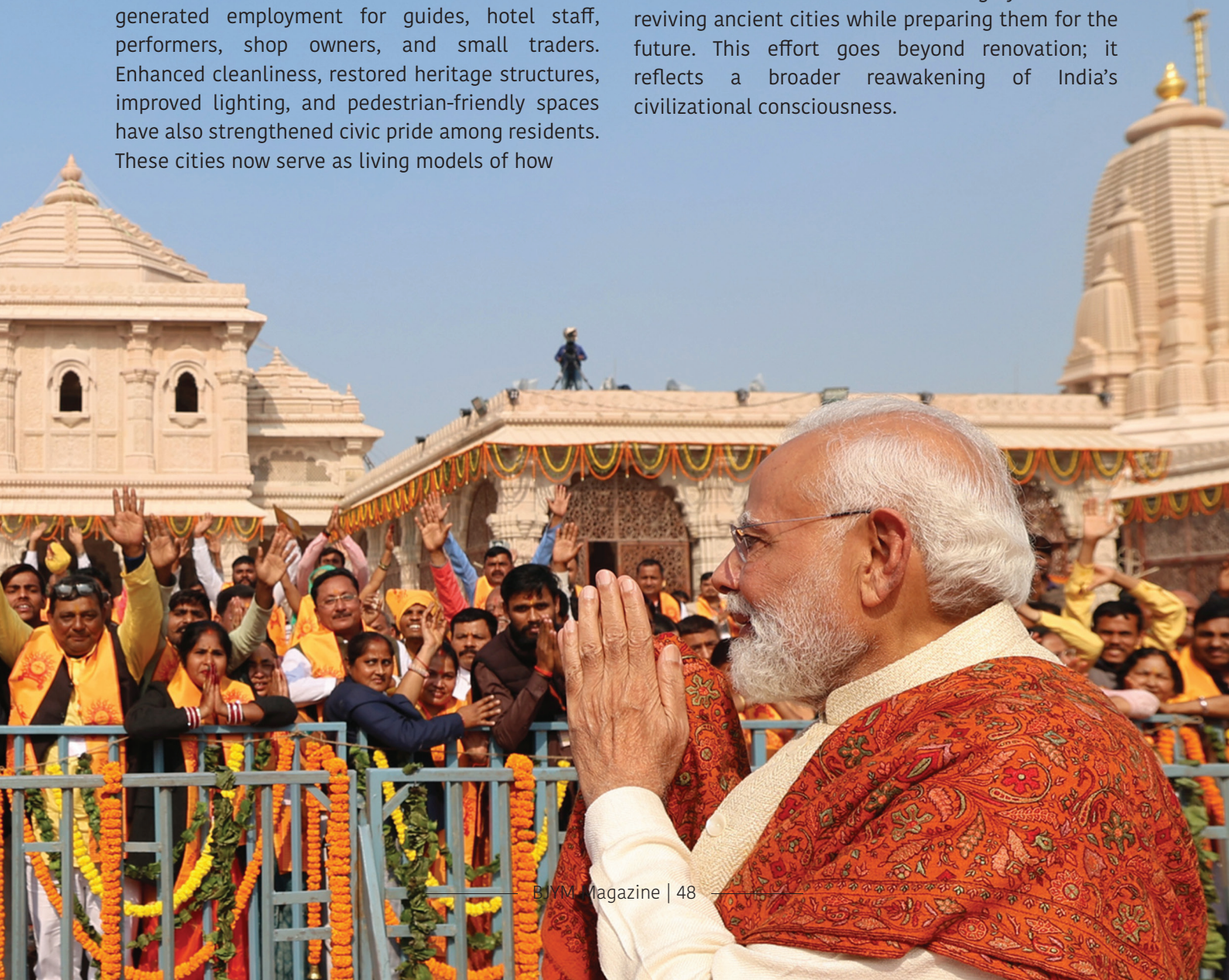
One of the most significant outcomes of these initiatives has been a renewed sense of cultural confidence across the nation. Earlier governments often approached the redevelopment of religious and heritage sites with hesitation due to political sensitivities. In contrast, the present leadership has viewed heritage restoration as a civilizational responsibility. The timely completion of large-scale projects reflects administrative efficiency, political will, and a coherent cultural vision. Active participation from historians, architects, artisans, religious institutions, and local communities has fostered a strong sense of collective ownership.

The tangible impact of these initiatives is evident in the rising number of tourists visiting cities such as Varanasi, Ujjain, and Ayodhya. Increased footfall has generated employment for guides, hotel staff, performers, shop owners, and small traders. Enhanced cleanliness, restored heritage structures, improved lighting, and pedestrian-friendly spaces have also strengthened civic pride among residents. These cities now serve as living models of how

heritage preservation and modern development can coexist.

At a broader level, these transformations mark an important shift in India's development philosophy. They demonstrate that modernisation need not rely solely on Western templates but can be rooted in indigenous traditions and cultural identity. The renewed urban landscapes of Kashi, Ujjain, Ayodhya, and Mathura illustrate how sacred geography and traditional aesthetics can support economic growth while reinforcing cultural self-confidence.

In conclusion, India's heritage-focused urban redevelopment under the Modi Government represents far more than physical transformation. It signifies a deeper cultural resurgence driven by strong political intent. By integrating infrastructure development with historical memory and local livelihoods, the government has undertaken a task that earlier administrations largely avoided: reviving ancient cities while preparing them for the future. This effort goes beyond renovation; it reflects a broader reawakening of India's civilizational consciousness.





Rewriting the Urban Map A Citizen's Take on India's Infrastructure Transformation

Rohaan Wadhwa

Entrepreneur, Author & Columnist

Urban infrastructure is one of those things that we rarely notice when it works well and constantly complain about when it doesn't.

Anyone who has spent hours on a jammed highway, watching missed meetings and delayed flights pile up, knows that roads and flyovers are not abstract engineering. They shape how we work, live and even dream. Over the last decade, as a citizen who has travelled through several big cities, it has been hard to miss that something fundamental is shifting in how India builds and connects its urban spaces. Let us take a look at what has changed.

Living Through Change

Anyone who has driven the old NH 48 stretch between Delhi and Gurugram at peak hours knows how a single bottleneck can hold an entire region hostage. There were days when a single breakdown near Rao Tula Ram Marg or Dhaula Kuan would ripple back into residential colonies and office hubs. The new Dwarka Expressway, with its elevated eight-lane span between Mahipalpur and Kherki Daula, feels like an answer to that very specific Delhi problem. For the first time, there is an alternative route to the airport and to Gurugram that is not at the mercy of the same old chokepoints.

Driving on it, what strikes you is not just the concrete multi-level flyovers, underpasses and service lanes but the intention behind it. This road is clearly built to pull heavy, long-distance traffic away from residential neighbourhoods and the chronically clogged older highway. For citizens, that translates into something very human: less anxiety about missing flights, fewer mornings lost to unexpected jams on the same old stretch, and a little more predictability in how long it takes to cross the city.

Beyond One Road, A new pattern

Dwarka Expressway is not an isolated upgrade. In the last ten years, India's national highway network has grown from about 91,000 km to roughly 1.46 lakh km, a significant expansion that has made it the world's second largest highway system. Access-controlled expressways and high-speed corridors have gone from being rare exceptions to a network of nearly 2,500 km, and highway construction has accelerated from around 12 km a day to well over 30 km a day.

As citizens, what this means is that distances are no longer defined only by kilometres on a map, but by the quality of the road between them. Towns and small cities that once felt far because the journey was unsafe or painfully slow are suddenly within

realistic reach for jobs, education and business. For a young entrepreneur or student, that expanded radius of opportunity is as significant as any policy announcement.

At the same time, many cities have seen a parallel improvement in public transport. Metro networks in Delhi, Mumbai, Pune, and Ahmedabad now reach neighbourhoods once considered disconnected. The Delhi Meerut RRTS, India's first regional rapid rail, is another example of how urban mobility is being reimagined as a seamless system rather than a collection of isolated projects. When fast roads align with dependable mass transit, the city begins to feel more accessible and less exhausting.

NCR's New Geography

In and around Delhi NCR, you can almost feel the map changing under your tyres. With the Eastern and Western Peripheral Expressways forming an outer ring and new corridors like the Dwarka Expressway and Urban Extension Road II looping around the west of the city, the idea of going around Delhi rather than through it is finally a reality. UER II, running roughly 75 km from Alipur in the north, down past Rohini, Mundka, Najafgarh, and Dwarka, to meet the Gurugram side, is designed as another ring that lets trucks and long-distance traffic skirt the core.

For those of us who have watched heavy trucks drive past schools and markets because there was simply no other path, seeing them diverted to peripheral expressways is about safety and an upgrade in quality of life. It also opens up new possibilities. Housing, warehouses, small industries, and campuses can now plan around a more predictable grid of fast corridors rather than clinging to a single overused artery.

Corridors as Economic Lifelines

There is another layer to this transformation that is less visible from the driver's seat but just as important. Under the PM Gati Shakti National Master Plan, different ministries and states are

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The momentum must continue and deepen towards better planning, safer design, stronger public transport integration, and more humane cities. The expressways, metros and logistics systems being built today will shape how young Indians move, work and dream tomorrow.
.....

working off a single digital map that overlays highways, rail lines, ports, airports, industrial parks and logistics hubs. The goal is simple: if a new expressway is being built, it should align with freight rail, with a logistics park, with an industrial zone, not pass them all at awkward angles.

On corridors like the Delhi-Mumbai Expressway, this thinking is becoming reality. The road itself is designed for high speeds with modern safety and tolling systems, but it is also being tied into ports and industrial nodes along the route so that goods can move more smoothly across the country. For city regions, that means more stable jobs in logistics, warehousing and manufacturing on the urban edge, reducing pressure on already crowded cores.

Smart Cities

While the expressways and flyovers are the most visible parts of this shift, a quieter layer of urban reform under the Smart Cities Mission is worth acknowledging. Integrated command centres now manage emergency response, traffic flows, waste collection and public safety in dozens of cities. Simple, often unnoticed changes, such as smart signals, better-lit streets, redesigned junctions, and improved surveillance near schools and markets, have made daily movement more predictable. These are the kinds of upgrades that rarely make headlines but steadily improve the texture of urban life.

Citizen's View

From the vantage point of someone who has grown up timing life around traffic jams and now finds real alternatives emerging, this does not feel like business as usual. The scale of highway expansion, the push for access-controlled expressways, the metro growth, the new logistics approach, and the way projects like Dwarka Expressway and UER II are designed to decongest rather than duplicate all suggest a government that sees physical connectivity as a primary tool of nation-building.

These improvements can further benefit from steady public engagement. Matters such as land acquisition, rehabilitation, environmental considerations, and the management of future

growth remain important and should continue to be part of the broader conversation. But as citizens, it is also important to acknowledge and appreciate when a long-standing pain point in daily life is being addressed at scale. When a flight is no longer missed because of one unpredictable junction, when a truck chooses a peripheral ring instead of cutting through a market, when a small town comes within comfortable driving distance because the road is finally worthy of the journey, that is policy showing up in our lives in the most concrete way possible.

If this is what an urban infrastructure transformation looks like from the driver's seat and the commuter's window, then the task ahead is straightforward. Our responsibility, as citizens, is to ensure that this investment in connectivity remains anchored to everyday human reality and that we contribute to the progress with a shared sense of responsibility.



Urban Growth Beyond Metros

India's Shift Toward Decentralising Urban Development

Raj A Bijalwan
Columnist and Poet

India is witnessing unprecedented efforts towards urbanisation. This is significant because urbanisation is necessary to realise the dream of Viksit Bharat by 2047. Urbanisation not only improves the standard of living in towns and cities but also opens unprecedented opportunities for people.

Since 2014, PM Modi has been making strident efforts to bring in urbanisation in the country. In fact, the government has ensured that urbanisation doesn't harm the town's or the state's culture. Urbanisation has been used as a catalyst to emphasise traditions and culture. One of the significant aspects of Urbanization under the BJP has been that it hasn't limited urbanisation to state capitals or important cities. It has made sure that urbanisation reaches tier 2 and tier 3 cities as well. The decentralisation of urbanisation has been a boon for the people.

For the people, this decentralised urbanisation has made it possible for them to get their desired job in a nearby town or in their own state. The standard of living has improved significantly, catalysed by the Digital India movement; people are finally living a comparatively easier life. The Smart Cities Mission has been a game-changer. Life in tier-2 and tier-3 cities has improved to the point that many companies are now opening offices there. The government has been spending a lot on infrastructure development. Infrastructure development is crucial for any city in order. The outlay for urban development has steadily increased in the budget. In 2025 alone, the allocation for urban development (FY2025-2026) was over ₹96000 crores.

The Modi government replaced the faulty Yojana Aayog with Niti Aayog to ensure that governance isn't just limited to planning but also implementation. This has greatly benefited the country's urbanisation process. Implementing policies and listening to feedback change the dynamics of how things are implemented. The implementation of Pradhan Mantri Awas Yojana has benefited lower-income families. The rehabilitation of people from slums and the ownership of the house being given to the female members are significant aspects that should be noted. The shift from slums to houses simply reflects the government's seriousness about developing Bharat, and this can only happen through urbanisation.

The smart cities mission isn't just about developing cities with technology, but also about improving the quality of life and making living easier for their people. When a town develops, the nearby villages and towns are also affected positively. By decentralising the urbanisation process, villages, suburban areas, and nearby towns are also witnessing significant changes. Efforts have been made to involve citizens in governance. Citizen-participation is being given importance. The government is not limiting urbanisation to just infrastructure. The government implemented the Dindayal Antyodaya Yojana—National Urban Livelihood Mission to empower the poor in urban areas by providing them with skills and job opportunities.

The government is balancing the preservation of a place's heritage with the development of the city or town. The development taking place in Ujjain, Dwarka, Varanasi, and Ayodhya bears testimony to the fact that heritage preservation and development are possible. Also, the pilgrim corridor projects have contributed to urbanisation. The Kashi-Vishwanath Corridor, the development of Maa Kamakhya temple, the Kartarpur Sahib Corridor, and the Buddhist circuit across different states highlight how the civilisation's wealth is driving urbanisation.

Decentralising the urbanisation process hasn't been easy. It requires a fine balance between continuing support for existing projects in key cities (tier 1) and opening up to new projects in tier 2-3 cities. In fact, tier 2-3 cities require greater funding due to the lack of basic infrastructure. The government, before 2014, failed to realise the need to draw urbanisation efforts towards tier2-3 cities. The focus was largely on Delhi and metro cities. The Narendra Modi government has brought things on track by maintaining a balance between the existing and new projects. Opening up urbanisation to cities and towns beyond the key cities. Metro has been diversified and has made travelling in cities easier. This is being endorsed to reduce the traffic burden on city roads. Highways are being constructed at high speed to make travelling between two cities or states easier and possible. The introduction of Vande Bharat trains has benefited citizens in many ways. This hasn't only reduced people's travel expenditure but also shortened travel times.

Urbanisation is also an attempt to keep comparatively more money in the hands of the people. Increased spending means increased demand. With increased demand, infrastructure development takes place, and companies descend to invest and open up to people. Opportunities in the city mean a better life and a better standard of living. Decentralised urban development, or urbanisation, has truly been a boon for the people of the country.

Mission-Mode Urban Governance

Technology, Housing, and Mobility Since 2014

For decades, India's urban centres were often viewed through the lens of chaos – characterised by crumbling infrastructure, burgeoning slums, and a lack of basic civic amenities. However, since 2014, the Government of India, under the Prime Ministership of Sri Narendra Modi, has spearheaded a paradigm shift in how the nation views its cities. No longer seen as mere hubs of population density, cities are now being developed as "engines of growth" and "centres of aspiration."

Santhati Srinavya

Andhra Pradesh State

BJYM member



Through a holistic strategy involving more than ₹18 lakh crore in planned investments, the government has moved from incremental changes to a "mission-mode" transformation. This evolution spans from the high-tech corridors of the Smart Cities mission to the fundamental dignity provided by the PM Awaas Yojana.

(i) SMART CITIES Mission: Redefining Urban Governance with Technology

Launched in 2015, it was designed to promote cities that provide core infrastructure and give a decent quality of life to their citizens. As of 2026, the results are tangible across 100 selected cities.

Integrated Command & Control Centres (ICCC):

All 100 cities now have operational ICCCs. These act as the "brain" of the city, using Big data, AI and IoT (Internet of Things) to monitor traffic, manage waste, and ensure public safety through 84,000+ CCTV cameras.

Livability and Sustainability:

Over 1,740 km of smart roads and 713 km of dedicated cycle tracks have been built. These projects prioritise pedestrians and non-motorised transport, reducing the carbon footprint of the urban middle class.

Economic Impact:

With over 8,000 projects worth ₹1.6 lakh crores, the mission has successfully bridged the gap between traditional civic management and digital-age efficiency.

(ii) Affordable Housing: Providing Dignity through PMAY-U (Pradhan Mantri Awaas Yoyana- Urban)

PMAY-U stands as one of the world's largest housing programs. Its primary objective, "Housing for All," has transitioned into its second phase (PMAY-U 2.0), which aims to assist 1 crore families between 2024 and 2029.

Scale of Achievement:

Over 1.14 Cr houses have been grounded, and nearly 96 lakh have been completed as of late 2025.

Inclusivity:

The scheme empowers women by requiring the title of the house to be in the name of the female head of the household or in joint ownership.

Diverse Verticals:

From Credit-Linked Subsidy schemes (CLSS) for the middle class to In-situ Slum Redevelopment (ISSR) for the urban poor, the program addresses the entire spectrum of housing needs.

(iii) Revolutionising Mobility:

The Metro Rail & Electric Transit is the backbone of any global city. The government has overseen an unprecedented expansion of the Metro Rail network, making it a reliable alternative to private vehicles.

Metric	2014	2025
Operational Network	248 km approx.	1013 km +
Cities covered	5 cities	23 cities
Daily Ridership	28 lakhs	1.12 crore +

The introduction of PM-eBus Sewa has further augmented this by developing and deploying 10,000 electric buses in 169 cities. This shift not only reduces urban congestion but also aligns with India's "Net Zero" climate commitments.

(iv) Water Security and Sanitation: AMRUT & Swachh Bharat

Urban development is incomplete without water security and hygiene. The Atal Mission for Rejuvenation and Urban Transformation (AMRUT) and Swachh Bharat Mission-Urban have fundamental impacts:

*** AMRUT 2.0:** This mission aims for 100% coverage of water supply to all households in 4,800 statutory towns. It focuses on the circular economy of water—recycling treated sewage for industrial and horticultural use.

*** Waste to Wealth (Swachh Bharat):** Under SBM-2.0, the focus has shifted from mere "Open Defecation Free" (ODF) status to 100% waste processing. Cities like Indore have become global models for waste segregation and management.



*** Water bodies:** Over 100 urban water bodies have been rejuvenated, acting as "blue-green" lungs for congested areas.

(v) Real Estate Reforms & Economic Governance:

For years, the real estate sector was plagued by delays and a lack of transparency. The implementation of the Real Estate (Regulation & Development) Act—RERA in 2016 was a watershed moment.

Consumer Protection:

RERA mandates project registration, ensuring developers are accountable for timelines.

Financial Discipline:

Developers are now required to keep 70% of project funds in an escrow account, preventing capital from being diverted, a practice that previously left thousands of homebuyers in the lurch.

Municipal bonds:

To make cities self-reliant, the government has encouraged Urban Local Bodies (ULBs) to raise funds through municipal bonds. Over a dozen cities, including Ahmedabad and Lucknow, have successfully tapped into the capital markets to fund infrastructure.

(vi) Strengthening Governance:

Urbanisation is not just about buildings; it is about the people who inhabit them. The PM SVANidhi

scheme, launched during the pandemic, provided collateral-free loans to over 60 lakhs street vendors. By integrating these vendors into the digital payment ecosystem, the government has brought the informal urban economy into the mainstream.

Towards a "Viksit Bharat"

The urban landscape of India has undergone a profound "renaissance" over the last decade, transitioning from haphazard expansion to a blueprint of structured, sustainable growth.

By synchronising "hard" infrastructure such as high-speed metro networks, flyovers, pipelines, climate-resilient utility grids, etc with "soft" institutional reforms like RERA and AI-driven digital governance, the nation has moved beyond mere expansion. This integration has enhanced the "Ease of Living" and created a high-tech foundation for a Viksit Bharat, aiming to turn urban centres into the primary engines of a global economic superpower by 2047.

Challenges remain, particularly in air quality and climate resilience, but the shift from "survival" mode to "future-ready" cities is undeniable. As India continues to urbanise, these missions ensure that the cities of tomorrow are not just places to work but spaces that offer dignity, health, and prosperity for every citizen

Urban Development is one of the most important components of development in any country. It matters more for a country like India, where more than 40% of the population resides in cities and 60–65% of India's GDP comes from them. Cities are a reflection of the country's mindset, and the policies that govern them reflect the priorities of the people governing the country. Urban development is one such field where the Modi-led NDA government has undertaken massive reforms in urban governance over the past decade, in areas such as urban finance, smart infrastructure, and governance, which have placed many cities across our country as key long-term economic drivers.

The first major reform in the diverse field of urban governance has undoubtedly been in smart infrastructure, particularly metros. Metros are the biggest symbol of ease of living, and in many cases, they have been seen as central to the city's identity. When the Modi government took over, metro coverage in Indian cities was limited to just 5 cities; that number has now reached 23, with metro coverage coming up in multiple cities. Even the existing metro lines have been expanded by the Modi government, demonstrating the NDA government's commitment to this critical issue. Metros in cities such as Nagpur, Agra, Bhopal, Ahmedabad, Chennai, Hyderabad, Indore, Jaipur, Patna, and Lucknow, amongst others, have become principal economic drivers of these cities today.

The expansion of Delhi metro with the introduction of orange line from Airport to Hauz Khas or the expansion of the Namma Metro with the timely completion of the Purple line or the completion of Aarey metro shed despite hyper activism in Mumbai, all point out to the fact that, the Modi government in the centre and the BJP governments in the state are viewing the metro lines as something which can fuel the growth trajectory of their states today. Additionally, the upcoming metro lines in cities such as Thane, Surat, Bhubaneswar, Vijayawada, Vishakapatnam, Rajkot, Trivandrum & Prayagraj can boost the strong urban growth rates in our country. Furthermore,

Urban Development In The Modi Era Reforms, Finance, and Infrastructure

Srikar Srivatsa Dahagam

MA student of MA International
Economics at IHEID, Geneva & Author



innovations such as expanding schemes like RRTS and bullet trains into various cities across the country indicate that the Modi government is definitely open to learning from successful experiments worldwide and willing to tweak them as per the Indian context.

The budget for the Ministry of Urban Development for FY – 2025 stood at a massive 97,000 crore, a 52% increase from FY – 2024. An interesting fact is that over the past 7 years, the ministry's budget has never been less than Rs. 42,000 crore, which shows the Modi government's priority of transforming the ease of life in the cities of our great nation, India.

Additionally, schemes like the AMRUT Bharat scheme launched by Indian Railways for the redevelopment of almost 1275 stations nationwide have benefited urban railway stations such as Delhi, Mumbai, Navi Mumbai, and Hyderabad the most. Furthermore, ongoing projects like:- Delhi – Mumbai expressway, Peripheral Ring road in Bengaluru, Integrated traffic management systems in Vizag, urban ropeway projects in cities like Varanasi and the introduction of BRTS systems highlight that the NDA government is committed towards improving the urban infrastructure, which will act as a backbone for the economic development of India in the long run.

The second aspect, where commendable changes have occurred, concerns urban housing. With the help of the PM Awas Yojana – Urban scheme, almost 1 crore homeless people in urban cities of India have received houses, which is a big step towards achieving SDG 1 – the elimination of poverty. The PMAY – U is now also expanding to address the problem of slum dwellers in Indian cities and is providing vertical support to state governments and urban local bodies to redevelop slum areas on the same site, using land as a critical resource. The central assistance is almost Rs. 1 lakh per EWS house for eligible slum families, which is also a very commendable step towards the financial inclusion of slum dwellers in our country's formal financial

system.

This single scheme is why many state governments are now actively moving to eliminate the problem of slum dwelling in India. Here also, the BJP governments have taken an active lead with mega ongoing projects like Dharavi Redevelopment, which was also opposed by vested political interests, Vishakapatnam Special Slum Redevelopment Project and formation of the Delhi Urban Shelter Improvement Board, all of which have led to policy thinking amongst all stakeholders of making our Indian cities more liveable. All the above-mentioned regions and the vision of PM Modi have led the BJP to win the recently concluded urban body elections in many states, including Kerala.

The third aspect, where the mantra of “Reforms leading to Performance” has succeeded, is undoubtedly urban finance. Urban finance is one of the most indispensable forms of finance

for a developing country. One such reform is definitely the introduction of the RERA Act, 2016, which seeks to protect the interests of home buyers while simultaneously boosting investments in the real estate sector. The RERA, 2016 act has been a single reason for the increase in foreign investment to US\$ 5.4 billion, as per Business Standard. The reason RERA has been credited with this brilliant turnaround is that the act has improved transparency in one of the sectors that was criticised for being dominated by multiple nexuses across the country. Additionally, the 100% FDI allowance in the construction industry has led to rapid growth in multiple cities, which is again a welcome sign for the Indian economy. Finally, with exciting innovations such as municipal and green bond issuance by various municipal bodies, India's urban finance sector has the potential to prepare itself for the 5th generation reforms, which will also be implemented effectively by the Modi government.

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Connecting Cities, Powering Growth

India's Infrastructure Push Since 2014

Tirthankar Jana
IT Professional

India has, over time, transitioned from a rural-based economy to a more balanced rural-urban mix. The migration from rural to urban areas has been on a consistent upward trend, with people seeking to raise their aspirations in towns and cities as India moved from an agriculture-dominant economy. As a result, urban centres became overflowed and inevitably, there was a need to revamp the urban infrastructure. The Modi government has stressed many projects and initiatives, but the focus here would be on the PM GatiShakti National master plan, which emphasises railways, roads, ports, waterways, airports, mass transport, and logistics infrastructure.

The PM GatiShakti National Master Plan was launched on October 13, 2021, as a far-sighted, long-term approach to improve connectivity across the country. The government has invested Rs 100 lakh crore in this project. This project aims to make the country “Atmanirbhar” and to implement all the parameters mentioned above, together with a common goal. The government believes this will boost economic growth, attract foreign investment, and diversify global competitiveness.

Over the last 11 years, there has been a stupendous 60% increase in the length of National highways, and as a result, we have the second-largest network in the world. During this period, we have added more than 54000 kms of roads to the National Highway network, and the length of National High Speed corridors has increased to 2474 kms from 93 kms. The length of 4-lane highways has almost tripled. The rate of construction of Highways has almost increased by three times.

The Metro railway in India is operational in 23 cities now. The length of metro rail lines has increased by almost 4 times in the last 11 years, making it the 3rd-largest metro rail network globally. Average daily passengers availing metro services now stand at 1.12 crore, a 4x jump. The annual budget for metro lines has increased 6 times. We have also made rapid strides in the Regional Rapid Transit System (RRTS), with the Delhi-Meerut RRTS corridor a shining example. The railway budget has multiplied by more than 9 times, and we have seen the advent of Vande Bharat trains, Amrit Bharat train, and Namo Bharat Rapid Rail. Vande Bharat trains are criss-crossing across 24 states and UTs. 200 new Vande Bharat trains are planned over the next few years. Amrit Bharat trains offer superior journeys with enhanced safety features, and 100 such trains will be introduced. Namo Bharat Rapid Rail trains operate on an inter-city network and provide short-distance services; 50 such new trains will be available to the public. Vande Bharat sleeper trains over long distances have also been introduced, with the first such train, serving Kolkata and Guwahati, already on the tracks. The Bullet Train project between Mumbai and Ahmedabad will finally see fruition on 15th August 2027.

The National Logistics Policy was implemented in 2022 and created a robust, efficient logistics network. This project strives to improve the global logistics performance index in the top 25 bracket. It aims to reduce logistics costs. India’s global ranking has improved to 38th.

To support regional aspirations, greenfield airports have been built in many towns. New international airports have opened in Noida and Navi Mumbai, which would reduce pressure and traffic at New Delhi and Mumbai airports.

India’s first container transshipment port, capable of hosting the world’s largest cargo ships, has come up at Vizhinjam in Thiruvananthapuram. Brand new facilities have come up at Kochi, ie the New Dry Dock and International Ship Repair facility.

All these measures have not only added to urban infrastructure but also generated massive employment opportunities. Any such infrastructural revamp and upgradation triggers a domino effect, with a significant impact on the wider macroeconomy. All these points have already shown their impact, as the Indian economy remains the fastest-growing economy, and the unemployment rate has come down as well. However, there are a few extremely critical points that we must keep a close eye on. This massive influx into urban areas has led to poor urban planning, resulting in poor water quality, air pollution, damaged roads, illegal construction, and flooding in cities. We have seen some railway accidents and overcrowding in trains, causing inconvenience to the public. The astounding pace of reforms in the last 11 years and the leadership of PM Modi have brought in massive transformations, the momentum of which should continue. No leader before has attempted to make India a developed nation, and Atmanirbhar talks of an attempt to turn that vision into reality. So, all these reforms and the forthcoming ones, along with addressing the perennial problems, would catapult us to where we envisage ourselves to be.

विरासत से विकास तक भारत के ऐतिहासिक नगरों का नवजागरण

सुनील कुमार साहू
प्रदेश मीडिया सह-प्रभारी,
भाजयुमो, मध्य प्रदेश



भारत का विकास तभी सार्थक है, जब वह अपनी विरासत को साथ लेकर आगे बढ़े। प्रधानमंत्री श्री नरेंद्र मोदी जी के नेतृत्व में केंद्र सरकार का शहरी विकास मॉडल इसी विचार पर आधारित है। भारत केवल एक भौगोलिक इकाई नहीं, बल्कि सहस्राब्दियों पुरानी सभ्यता, संस्कृति और आध्यात्मिक चेतना का जीवंत प्रवाह है। हमारे ऐतिहासिक नगर काशी, अयोध्या, उज्जैन और मथुरा जैसे तीर्थ एवं सांस्कृतिक केंद्र भारत की आत्मा के प्रतीक हैं। लंबे समय तक ये नगर अव्यवस्थित विकास, बुनियादी सुविधाओं की कमी और उपेक्षा के शिकार रहे। किंतु वर्ष 2014 के बाद प्रधानमंत्री जी के नेतृत्व में भारत ने शहरी विकास की एक नई परिभाषा गढ़ी, जिसमें 'विकास के साथ विरासत' को केंद्र में रखा गया।

मोदी सरकार का दृष्टिकोण स्पष्ट रहा है कि आधुनिकता और परंपरा में कोई टकराव नहीं है, बल्कि दोनों का संतुलित समन्वय ही भारत की विशिष्ट पहचान है। इसी सोच के तहत ऐतिहासिक शहरों का पुनर्विकास केवल सौंदर्यीकरण तक सीमित नहीं रहा, बल्कि उसे सांस्कृतिक पुनर्जागरण, नागरिक सुविधाओं, आर्थिक सशक्तिकरण और वैश्विक पहचान से जोड़ा गया।

सबसे पहले पावन नगरी काशी का उल्लेख करना आवश्यक है। काशी के विषय में प्रधानमंत्री जी का भाव है कि "काशी सिर्फ एक शहर नहीं, बल्कि भारत की आत्मा है।" इसी भाव के अनुरूप आज काशी अपनी प्राचीन आत्मा को संजोते हुए आधुनिक भारत का मार्ग प्रशस्त कर रही है। मोदी सरकार के शहरी पुनर्विकास मॉडल का सबसे सशक्त उदाहरण 'काशी विश्वनाथ धाम कॉरिडोर' परियोजना है। इसने न केवल श्रद्धालुओं की सुविधा बढ़ाई, बल्कि काशी की आध्यात्मिक गरिमा को वैश्विक स्तर पर प्रतिष्ठित किया। संकीर्ण गलियों और अव्यवस्थित संरचनाओं वाले क्षेत्र को सुव्यवस्थित सार्वजनिक स्थलों, चौड़े मार्गों, स्वच्छ घाटों और आधुनिक सुविधाओं से जोड़ा गया। गंगा घाटों का सौंदर्यीकरण, भव्य प्रकाश व्यवस्था, सांस्कृतिक कार्यक्रमों के लिए मंच और विरासत भवनों का संरक्षण इन सभी ने काशी को एक आधुनिक आध्यात्मिक शहर के रूप में स्थापित किया है।

अब बात करते हैं प्रभु श्रीराम की पावन नगरी अयोध्या की। प्रधानमंत्री मोदी जी ने कहा था कि अयोध्या में परंपरा और आधुनिकता का संगम होगा, जहाँ सरयू के पावन प्रवाह के साथ विकास की धारा भी बहेगी। आज अयोध्या एक वैश्विक धार्मिक और सांस्कृतिक नगर के रूप में उभर रही है। श्रीराम जन्मभूमि मंदिर के साथ-साथ पूरे शहर का विकास 'मास्टर प्लान' के आधार पर किया गया। नवीन सड़कें, राम पथ, भक्ति पथ, जन्मभूमि पथ, आधुनिक रेलवे स्टेशन, अंतरराष्ट्रीय हवाई अड्डा, स्वच्छ सरयू घाट और सुव्यवस्थित सार्वजनिक स्थलों ने अयोध्या को न केवल श्रद्धालुओं के लिए सुगम बनाया, बल्कि स्थानीय अर्थव्यवस्था, पर्यटन और रोजगार के नए अवसर भी सृजित किए। एक समय विकास के मानकों पर पिछड़ी अयोध्या आज उत्तर

प्रदेश के अग्रणी शहरों में से एक है।

बाबा महाकाल की नगरी उज्जैन के बारे में शास्त्र कहते हैं कि "प्रलयो न बाधते तत्र महाकालपुरी" अर्थात्, महाकाल की नगरी प्रलय के प्रहार से भी मुक्त है। ज्योतिषीय गणनाओं में उज्जैन न केवल भारत का, बल्कि भारत की आत्मा का भी केंद्र रहा है। यह नगर हमारी पवित्र 'सप्तपुरियों' में से एक है, जहाँ स्वयं भगवान कृष्ण ने शिक्षा ग्रहण की थी। उज्जैन ने महाराजा विक्रमादित्य का वह प्रताप देखा है, जिसने भारत के स्वर्णकाल की शुरुआत की थी। मध्य प्रदेश का निवासी होने के नाते हमें गर्व है कि 'महाकाल लोक' परियोजना भारत की आध्यात्मिक विरासत को वैश्विक मंच पर प्रतिष्ठित कर रही है। उज्जैन को समग्र शहरी केंद्र बनाने की दिशा में 'मेडिसिटी' परियोजना एक नया आयाम है, जिससे अत्याधुनिक चिकित्सा सुविधाएँ, अनुसंधान और स्वास्थ्य पर्यटन को बढ़ावा मिलेगा। इससे पूरे मालवा अंचल में रोजगार और आर्थिक गतिविधियों के नए अवसर पैदा होंगे।

इसी क्रम में लीलाधारी भगवान श्रीकृष्ण की जन्मभूमि मथुरा-वृंदावन का विकास भी उसकी धार्मिक पहचान को सुरक्षित रखते हुए किया जा रहा है। यमुना के घाटों का विकास, अतिक्रमण का नियोजन और तीर्थयात्रियों के लिए सुविधाओं का विस्तार प्रमुख कदम हैं। 'डबल इंजन' की सरकार में इंफ्रास्ट्रक्चर के साथ-साथ ब्रज क्षेत्र के पावन तीर्थों को संरक्षित व संवर्धित करने का कार्य पूर्ण प्रतिबद्धता से हो रहा है।

काशी, अयोध्या, उज्जैन और मथुरा जैसे ऐतिहासिक नगरों का पुनर्विकास यह सिद्ध करता है कि आज का भारत विकास के साथ अपनी सांस्कृतिक विरासत को भी समान महत्व दे रहा है। यह 'विरासत-आधारित शहरी विकास' न केवल अतीत को सहेजता है, बल्कि 'विकसित भारत' के संकल्प को भी सशक्त बनाता है।

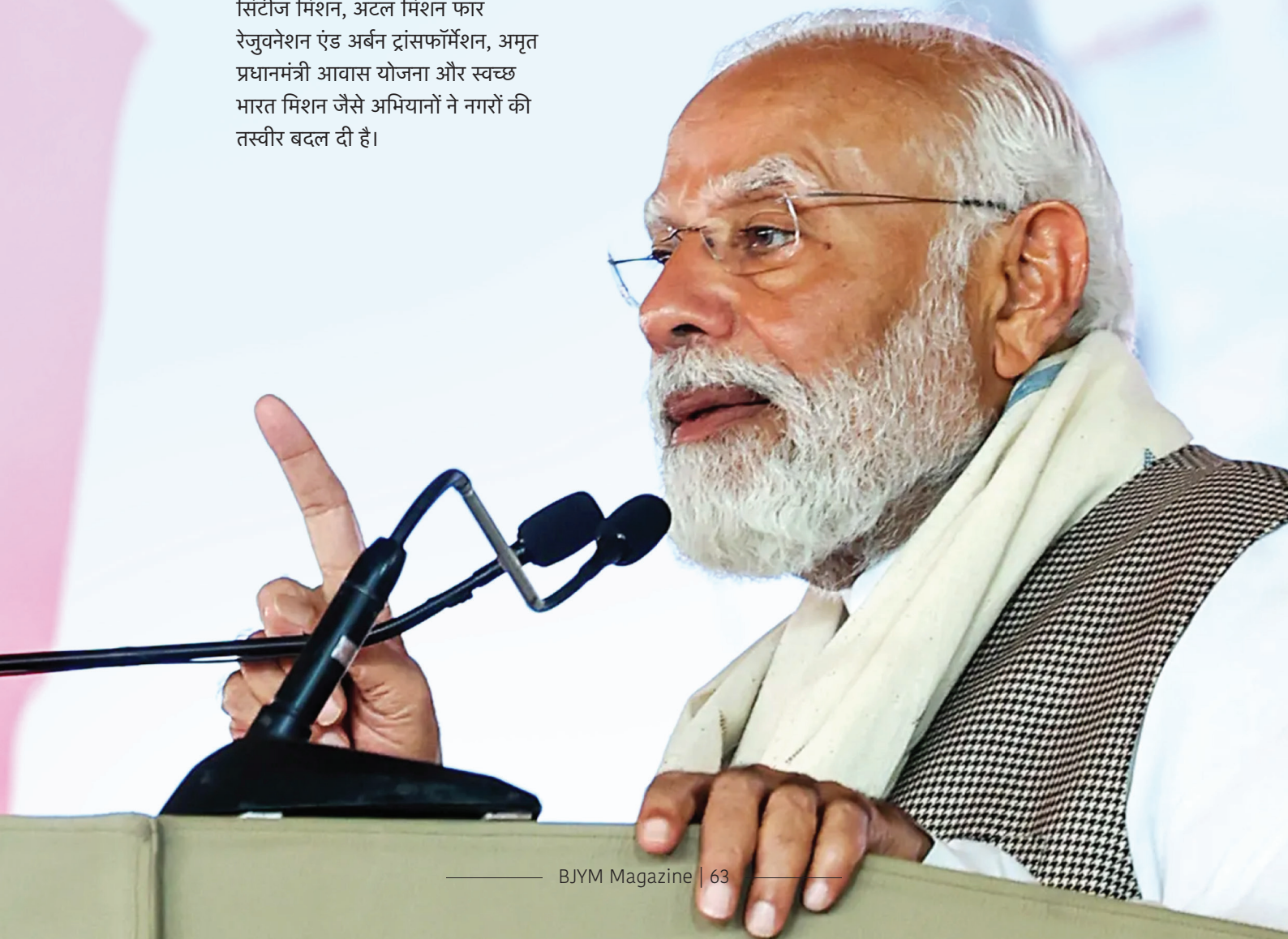
शहरी विकास का स्वर्ण युग मोदी सरकार के दशक में बदलता भारत

अंकित पाण्डेय

युवा उद्यमी एवं सामाजिक विषयों
पर स्वतंत्र टिप्पणीकार

भारत का विकास अब सीमाओं तक सीमित नहीं है, गांव हो या शहर अब नए भारत की गति, गरिमा और दिशा तय कर रहे हैं। प्रधानमंत्री नरेंद्र मोदी के नेतृत्व में वर्ष 2014 से 2024 का दशक भारत के शहरी कायाकल्प का दशक बन चुका है। न्यू अर्बन इंडिया की परिकल्पना अब हकीकत में बदल रही है, जहां हर नागरिक को बेहतर परिवहन, स्वच्छ जल, सुरक्षित आवास और स्मार्ट जीवनशैली का अधिकार प्राप्त हो रहा है।

मोदी सरकार ने शहरी विकास को केवल बुनियादी ढांचे तक सीमित न रखते हुए, इसे संपूर्ण जीवन गुणवत्ता सुधार अभियान में परिवर्तित किया है। स्मार्ट सिटीज मिशन, अटल मिशन फॉर रेजुवनेशन एंड अर्बन ट्रांसफॉर्मेशन, अमृत प्रधानमंत्री आवास योजना और स्वच्छ भारत मिशन जैसे अभियानों ने नगरों की तस्वीर बदल दी है।



2014 से पहले जहां भारतीय शहर भीड़, अव्यवस्था और प्रदूषण के प्रतीक माने जाते थे, वहीं अब ये स्मार्ट, हरित और डिजिटल शहरों में परिवर्तित हो रहे हैं। मोदी सरकार ने शहरों को जोड़ने और गतिशील बनाने के लिए अभूतपूर्व निवेश किया है। देश में पचास से अधिक शहरों में मेट्रो रेल नेटवर्क का विस्तार हुआ है। दिल्ली मेट्रो आरआरटीएस, मुंबई ट्रांस हार्बर लिंक, गति शक्ति योजना और राष्ट्रीय लॉजिस्टिक्स नीति ने शहरी परिवहन को विश्वस्तरीय स्वरूप दिया है।

राष्ट्रीय राजमार्गों की लंबाई में साठ प्रतिशत की वृद्धि, हजारों फ्लाईओवर, एक्सप्रेसवे और मल्टी लेवल पार्किंग जैसी सुविधाएं इस परिवर्तन का प्रमाण हैं। शहर अब कनेक्टिविटी हब बन रहे हैं, न कि जाम और अव्यवस्था के केंद्र। सबका घर, सबका विकास के संकल्प को मूर्त रूप देते हुए मोदी सरकार ने प्रधानमंत्री आवास योजना के तहत अब तक एक करोड़ पच्चीस लाख से अधिक घरों की स्वीकृति दी है। गरीब और मध्यम वर्गीय परिवारों के लिए यह केवल छत नहीं, बल्कि सम्मानजनक जीवन का प्रतीक है। साथ ही रेरा कानून ने रियल एस्टेट क्षेत्र में पारदर्शिता और भरोसे का नया युग शुरू किया है। अब घर खरीदारों के अधिकार सुरक्षित हैं और निवेशकों का विश्वास पुनर्स्थापित हुआ है।

अमृत और जल जीवन मिशन शहरी के माध्यम से मोदी सरकार ने शहरों में जल आपूर्ति और अपशिष्ट प्रबंधन को वैज्ञानिक रूप दिया है। आज करोड़ों परिवारों तक नल का स्वच्छ जल पहुंच चुका है। नगरों में सीवेज ट्रीटमेंट प्लांट, वर्षा जल संचयन प्रणाली और तालाबों का पुनर्जीवन जल प्रबंधन की दिशा में ऐतिहासिक कदम हैं। मोदी सरकार ने हरित परिवहन को भविष्य की दिशा के रूप में अपनाया है। इलेक्ट्रिक बसों, मेट्रो नेटवर्क विस्तार और लास्ट माइल कनेक्टिविटी के माध्यम से नागरिकों को पर्यावरण अनुकूल यात्रा सुविधा मिल रही है। ट्रांजिट ओरिएंटेड डेवलपमेंट की नीति शहरों को अधिक सघन, ऊर्जा कुशल और टिकाऊ बना रही है।

साल 2015 में शुरू हुई स्मार्ट सिटीज मिशन आज भारतीय शहरी विकास की पहचान बन चुकी है। सौ शहरों में इंटीग्रेटेड कमांड एंड कंट्रोल सेंटर, स्मार्ट लाइटिंग, डेटा आधारित नगर प्रबंधन, ई गवर्नेंस और सिटी इनोवेशन लैब्स जैसी पहलों ने स्मार्ट नागरिकता का नया युग प्रारंभ किया है।

स्वच्छ भारत मिशन शहरी एक और दो ने भारत की शहरी संस्कृति को पुनर्परिभाषित किया है। अब सफाई केवल सरकारी जिम्मेदारी नहीं, बल्कि नागरिक गर्व का विषय है। घर घर कचरा संग्रहण, कचरा पृथक्करण, रीसाइक्लिंग और वेस्ट टू एनर्जी प्लांट के माध्यम से भारत के शहर स्वच्छता की नई मिसाल बन रहे हैं। शहरी योजनाओं में अब जलवायु लचीलापन एक प्रमुख घटक है। रूफटॉप सोलर मिशन, अर्बन फॉरेस्ट, हीट एक्शन प्लान और ग्रीन बिल्डिंग नीतियां यह

दर्शाती हैं कि भारत अब केवल विकास नहीं, बल्कि टिकाऊ विकास की ओर अग्रसर है।

मोदी सरकार ने नगर निकायों को डिजिटल गवर्नेंस, वित्तीय सुधार और नागरिक केंद्रित सेवाओं के माध्यम से सशक्त बनाया है। अब जन्म मृत्यु प्रमाण पत्र से लेकर संपत्ति कर तक, सब कुछ ऑनलाइन उपलब्ध है। चौहत्तरवें संविधान संशोधन अधिनियम की भावना के अनुरूप स्थानीय निकायों को सशक्त और जिम्मेदार बनाया जा रहा है।

वर्ष 2047 तक भारत के शहर वैश्विक स्तर के नगरों के रूप में उभरने की दिशा में अग्रसर हैं। कृत्रिम बुद्धिमत्ता आधारित नगर प्रबंधन, डिजिटल ट्विन सिटी मॉडल, अर्बन डेटा एक्सचेंज और युवा नवाचार भारत को विकसित भारत के पथ पर अग्रसर कर रहे हैं। शहर अब केवल रहने की जगह नहीं, बल्कि राष्ट्र निर्माण के इंजन बन चुके हैं। प्रधानमंत्री नरेंद्र मोदी के नेतृत्व में भारत का शहरी विकास केवल भौतिक संरचनाओं का निर्माण नहीं, बल्कि जीवन की सहजता का साकार रूप है। यह दशक भारत के नगरों को आत्मनिर्भर, हरित, स्वच्छ और स्मार्ट बनाने का साक्षी है। एक ऐसा युग, जहाँ शहर अब केवल ईट और कंक्रीट नहीं, बल्कि सपनों और संकल्पों का प्रतीक बन चुके हैं।



संस्कृति का पुनर्जागरण ऐतिहासिक नगरों का मोदी युग में मेगा रीडेवलपमेंट

आयुष नन्दन

शोधार्थी, संस्कृत विभाग
दिल्ली विश्वविद्यालय

प्रस्तुत आलेख काशी, अयोध्या, उज्जैन और मथुरा जैसे ऐतिहासिक नगरों पर आधारित है। इन नगरों में जो बड़े परियोजना लागू हुए हैं उनका समीक्षात्मक अध्ययन के साथ 2014 से पूर्व तथा उसके बाद के विकास कार्यों का तुलनात्मक अध्ययन भी किया जायेगा। यह विकास कार्य का प्रयास केवल भौतिक सुधार तक सीमित नहीं हैं अपितु सांस्कृतिक, धार्मिक और पर्यटन-परिचालन जैसे विषयों को जन जन तक पहुंचाने का भी एक पहल है। भारत में 2014 के बाद जब मोदी सरकार सत्ता में आई तो जिन ऐतिहासिक, आस्थावान नगरों में विकास और पुनरुत्थान की पहल हुई है उनका क्रमशः अध्ययन करेंगे।



काशी

2021 में उद्घाटित काशी विश्वनाथ कॉरिडोर परियोजना के तहत प्राचीन मन्दिर परिसर का पुनर्निर्माण व विस्तारीकरण हुआ है। अब पहले 3,000 वर्ग फीट में सिमटी मन्दिर परिसर की जगह व्यापक पैदल और दर्शन व्यवस्था उपलब्ध है। 2023 में सात-मंजिला स्वर्वेद महामन्दिर का निर्माण कार्य शुरू हुआ। विश्व भर में सबसे बड़ा ध्यान केन्द्र जिसकी दीवारों पर “स्वर्वेद” के 4000 दोहे नक्काशी के साथ खुदे हैं। 2024 में नए टर्मिनल और रनवे विस्तार की आधारशिला, स्मार्ट-सिटी मिशन के तहत रोड, पार्क, विद्यालय-भवन, सीवेज व वाटर सप्लाई सहित कई परियोजनाएँ निहित हैं। गंगा घाटों की साज-सज्जा, जेट्टी, पैदल मार्ग का सौन्दर्यीकरण एवं पुनरुद्धार, धार्मिक, पर्यटक व स्थानीय उपयोगकर्ता दोनों को ध्यान में रखते हुए कार्य किया गया है। स्वास्थ्य, शिक्षा, ग्रामीण विकास जैसे विषयों में महाविद्यालय, विश्वविद्यालय, शिक्षक-प्रशिक्षण केन्द्र (IUTEC BHU), सुपरकंप्यूटिंग केन्द्र (PARAM Shivay), बिजली सबस्टेशन और ग्रामीण पेयजल योजनाएं आदि पर भी बहुत जोरों से कार्य प्रारम्भ है। काशी अब केवल एक प्राचीन धार्मिक नगर नहीं अपितु आधुनिक सुविधाओं, बेहतर यातायात, शिक्षा-स्वास्थ्य-बुनियादी ढांचा और तीर्थ-पर्यटन सुविधा के साथ एक हेरिटेज प्लस स्मार्ट सिटी के रूप में विकसित हो रही है। काशी में 2021 से लेकर अब तक बड़े पैमाने पर धार्मिक, पर्यटन और बुनियादी-ढांचा जैसे सड़क, परिवहन, ठहरने की सुविधा का विकास हुआ है। विश्वनाथ कॉरिडोर और टेंट-सिटी से तीर्थ-यात्रा सुगम और व्यवस्थित हुई है साथ ही रोपवे (3.75 कि.मी.) कैंट से गोद्वलिया तक ₹ 645 करोड़ रुपये की लागत से विकास जारी है। संत रविदास की जन्मस्थली को अमृतसर के रवर्ण मंदिर की तर्ज पर विकसित करने के लिए करीब 400 करोड़ रुपये बजट से कार्य निर्माणाधीन है। इसे ‘तीर्थ धरोहर’ के रूप में विकसित करने के क्रम में संत रविदास मंदिर में 50 मीटर चौड़ा

परिक्रमा पथ बनेगा। इसके अलावा ऑडिटोरियम, सत्संग हाल, सरोवर, म्यूजियम, लाइब्रेरी और अन्य सुविधाओं को भी विकसित किया जाएगा। इन सब के साथ मंदिर जाने वाले सामनेघाट-छित्तपुर मुख्य मार्ग को भी चौड़ा किया जाएगा।

अयोध्या

22 जनवरी 2024 को श्री राम जन्मभूमि मन्दिर का प्राण-प्रतिष्ठा और उद्घाटन हुआ। यह घटना न केवल धार्मिक अपितु सांस्कृतिक पुनरुत्थान का प्रतीक मानी गई। नगर के बुनियादी ढांचे एवं कनेक्टिविटी का व्यापक सुधार जैसे नए हवाई अड्डे, पुनर्निर्मित रेलवे स्टेशन, चौड़ी व सुन्दर सड़कों, फ्लाईओवर, सड़क चौड़ीकरण, पार्किंग और यातायात व्यवस्थाएं आदि जैसे विषयों पर कार्य किया गया है। वह सच में किसी सपने को साकार करने से कम नहीं है। नागरिक सुविधाएँ जैसे नए मेडिकल महाविद्यालय, अस्पताल, होम्योपैथिक महाविद्यालय, कचरा प्रबंधन सिस्टम, मजबूत सर्कुलर या नगर विकास इन सब पर काम हुआ है। धार्मिक-पर्यटन के लिए विशेष प्रावधान जैसे मन्दिरों के चारों ओर कॉरिडोर, नए घाट, पर्यटक सुविधा केन्द्र, पार्क, पर्यटन-मार्ग, नगर सौन्दर्यीकरण जिससे अयोध्या न केवल तीर्थ-नगर अपितु पर्यटन केन्द्र भी बन सके। बड़े निवेश जैसे राज्य और केन्द्र के संयुक्त प्रयासों से अयोध्या व आस-पास के विकास के लिए हजारों करोड़ रुपये के परियोजना स्वीकृत एवं क्रियान्वित करने का कार्य किया गया है। अयोध्या अब पुराने मन्दिर-नगर से आगे बढ़कर आधुनिक सुविधा-युक्त सुव्यवस्थित और तीर्थपर्यटनानुकूल नगर में बदल रहा है जहाँ श्रद्धा, संस्कृति और सुविधा का समन्वय है। अयोध्या ने 2023 में हवाई अड्डा व नया रेलवे स्टेशन पाकर तीर्थ-यात्रा तथा आम यात्रियों दोनों के लिए कनेक्टिविटी और सुविधा के क्षेत्र में महत्वपूर्ण कदम बढ़ाया है। यह केवल धार्मिक केन्द्र नहीं अपितु अब आधुनिक संरचना, यात्री-सुविधा व पर्यटन-हब के रूप में भी तैयार है।





उज्जैन

11 अक्टूबर 2022 को चालू हुआ महाकाल कॉरिडोर लगभग ₹ 850 करोड़ से भी ज्यादा की लागत से बना हुआ है। इसका उद्देश्य प्राचीन महाकालेश्वर मन्दिर परिसर व आसपास के क्षेत्र का सौन्दर्यीकरण, विस्तार व भीड़-संतुलन था। मन्दिर परिसर का विस्तार को देखा जाये तो पहले लगभग 2.82 हेक्टेयर क्षेत्र को बढ़ाकर 47 हेक्टेयर तक लाया गया है। इसमें पुराने क्षेत्र के साथ 17 हेक्टेयर के प्राचीन तालाब (रुद्रसागर लेक) को भी शामिल किया गया है। इसका उद्देश्य पुनरीक्षित मन्दिर परिसर, बेहतर सुविधा, तीर्थ-और पर्यटन दृष्टिकोण से उज्जैन को राष्ट्रीय व अंतरराष्ट्रीय तीर्थ-गंतव्य बनाना था। प्राचीन वैदिक व पौराणिक महत्व वाला अब नई “पिलग्रिम-कॉरिडोर तथा आधुनिक सुविधाओं” के साथ फिर से निखर रहा है। उज्जैन में महाकाल कॉरिडोर महाकाल महालोक परियोजना ने मन्दिर-परिसर व आसपास के क्षेत्र को आधुनिक तीर्थ तथा सांस्कृतिक केन्द्र में बदलने की दिशा में बड़ी प्रगति की है। मन्दिर परिसर का आकार, सुविधाएं और पर्यटक-सेवा में काफी सुधार हुआ है।

मथुरा

उज्जैन और काशी की तरह भारत सरकार और राज्य सरकार ने मथुरा-वृंदावन सहित ब्रज क्षेत्र में धार्मिक-पर्यटन तथा सांस्कृतिक पुनरुद्धार की रूपरेखा बनाई है। उदाहरण के लिए उज्जैन के महाकाल कॉरिडोर के बाद मथुरा का भी “कॉरिडोर” विस्तार प्रस्तावित है। 2025 में ब्रज-क्षेत्र को पुनर्जीवित करने की दिशा में विभिन्न अधिकारियों एवं राज्य सरकार द्वारा नया दृष्टिकोण अपनाने की जानकारी प्राप्त हुई है। मथुरा एवं ब्रज क्षेत्र पर केन्द्रित संस्कृति और तीर्थ-पर्यटन पुनरुत्थान की योजना है जिसकी रूपरेखा तैयार हो चुकी है परन्तु उज्जैन और काशी की तुलना में पूर्ण क्रियान्वयन अभी जारी है।

मोदी सरकार ने धार्मिक-परम्परा और आधुनिक बुनियादी ढांचे को एक साथ देखने की नीति अपनाई है। पुरातन मन्दिरों एवं तीर्थस्थलों की मरम्मत, पुनर्निर्माण, विस्तार और सौन्दर्यीकरण किया जा रहा है जैसे कॉरिडोर, मन्दिर परिसर विस्तार, घाट पुनर्निर्माण, श्रद्धालुओं व पर्यटकों के लिए सुविधाएं आदि हैं साथ ही शिक्षा, स्वास्थ्य, स्मार्ट-सिटी-इन्फ्रास्ट्रक्चर, परिवहन (एयरपोर्ट, रेलवे, सड़क), नागरिक सुविधाओं आदि पर भी ध्यान रहा है जिससे नगर केवल धार्मिक केन्द्र न रहकर जीने, काम करने, पर्यटन व तीर्थ तीनों का केन्द्र बने। इस तरह के “मेगा-रीडेवलपमेंट” ने न केवल धार्मिक व सांस्कृतिक पुनरुत्थान को सम्भव बनाया है अपितु स्थानीय अर्थव्यवस्था, रोजगार, पर्यटन, जीवन-शैली व आधुनिक नागरिक सुविधाओं को भी समेकित किया है। भूमि अधिग्रहण प्रक्रिया भी शुरू है जिसमें मथुरा-वृंदावन के पास हेरिटेज सिटी (यमुना एक्सप्रेसवे के पास), सांस्कृतिक/पर्यटन टाउनशिप साथ में रिवर-फ्रंट और आधुनिक तीर्थ सुविधाएं होंगी जो 753 एकड़ में फैला होगा और उसकी कुल लागत ₹7,200 करोड़ होगी।

घोषणा हुई तथा क्रियान्वयन कई चरणों में होगा जिसका विवरण इस प्रकार से है –

16 अगस्त 2025 को 118 विकास-परियोजनाएं जैसे सड़कें, तीर्थ पथ सौंदर्यीकरण, कुंड/जल संरक्षण, विरासत पुनरुद्धार, कनेक्टिविटी आदि जिनका वजट ₹ 646 करोड़ है। इनमें से 80 परियोजनाएं ₹ 273 करोड़, 38 परियोजनाओं की आधारशिला ₹ 373 करोड़ की लागत से सम्पन्न किया जायेगा।

मोदी सरकार के अंतर्गत शहरी विकास परिवर्तन, समावेशन और भविष्य की नींव

आदर्श कुमार
लेखक, युवा पत्रकार

वर्ष 2014 के बाद भारत के शहरी परिदृश्य में एक गहरा और दूरगामी परिवर्तन देखने को मिला है। यह परिवर्तन केवल इमारतों, सड़कों और मेट्रो लाइनों तक सीमित नहीं है, बल्कि शासन की सोच, नागरिक सुविधाओं की गुणवत्ता, पर्यावरणीय संवेदनशीलता और समावेशी विकास के दृष्टिकोण में भी स्पष्ट रूप से परिलक्षित होता है। मोदी सरकार के नेतृत्व में शहरी विकास को राष्ट्र निर्माण की धुरी के रूप में देखा गया, ताकि भारत के शहर आर्थिक प्रगति के साथ-साथ जीवन की गुणवत्ता के भी केंद्र बन सकें।



पिछले एक दशक में शहरी बुनियादी ढांचे में अभूतपूर्व निवेश हुआ है। देश के कोने-कोने में मेट्रो रेल नेटवर्क का विस्तार, एक्सप्रेसवे और फ्लाईओवरों का निर्माण, क्षेत्रीय कनेक्टिविटी को सशक्त करने वाली परियोजनाएं और आधुनिक सार्वजनिक परिवहन प्रणालियां शहरी भारत की नई पहचान बन रही हैं। इन पहलों से न केवल आवागमन सुगम हुआ है, बल्कि समय और ईंधन की बचत के साथ उत्पादकता में भी वृद्धि हुई है। ट्रांजिट-ओरिएंटेड डेवलपमेंट और अंतिम छोर तक कनेक्टिविटी पर जोर देकर शहरों को अधिक संगठित और नागरिक-अनुकूल बनाया गया है।

आवास के क्षेत्र में भी सरकार की पहल ऐतिहासिक रही है। प्रधानमंत्री आवास योजना (शहरी) के माध्यम से करोड़ों परिवारों को पक्का घर उपलब्ध कराने का लक्ष्य रखा गया, जिससे शहरी गरीबों और मध्यम वर्ग को सम्मानजनक जीवन का अवसर मिला। रियल एस्टेट (विनियमन और विकास) अधिनियम ने इस क्षेत्र में पारदर्शिता और जवाबदेही सुनिश्चित की, जिससे घर खरीदारों का विश्वास मजबूत हुआ। साथ ही, किराये के आवास और पुनर्विकास मॉडल्स ने शहरीकरण की चुनौतियों के लिए व्यावहारिक समाधान प्रस्तुत किए।

जल सुरक्षा और स्वच्छता शहरी विकास की आधारशिला हैं। अमृत और अमृत 2.0 जैसी योजनाओं ने पेयजल आपूर्ति, सीवरेंज नेटवर्क और जल निकायों के पुनर्जीवन को प्राथमिकता दी। स्मार्ट जल प्रबंधन, अपशिष्ट जल उपचार और वर्षा जल संचयन से शहरों को जल-संकट के प्रति अधिक सक्षम बनाया गया है। स्वच्छ भारत मिशन (शहरी) ने कचरा प्रबंधन और स्वच्छता को जन-आंदोलन का रूप दिया, जिससे नागरिकों की सहभागिता बढ़ी और स्वच्छता संस्कृति विकसित हुई।

स्मार्ट सिटीज मिशन ने शहरी नवाचार को नई दिशा दी। एकीकृत कमांड और कंट्रोल सेंटर, डिजिटल गवर्नेंस, डेटा-आधारित निर्णय प्रणाली और नवाचार प्रयोगशालाओं ने शहरी सेवाओं को अधिक प्रभावी और पारदर्शी बनाया। प्रौद्योगिकी के माध्यम से ट्रैफिक प्रबंधन, आपदा प्रतिक्रिया और नागरिक शिकायत निवारण जैसे क्षेत्रों में उल्लेखनीय सुधार हुआ है।

शहरी शासन के सुदृढ़ीकरण पर भी विशेष ध्यान दिया गया। नगरपालिका वित्त सुधार, डिजिटल सेवाएं, नागरिक चार्टर और पारदर्शी शिकायत निवारण प्रणालियों ने स्थानीय निकायों की क्षमता बढ़ाई है। 74वें संवैधानिक संशोधन की भावना के अनुरूप शहरी स्थानीय निकायों को अधिक अधिकार और संसाधन प्रदान करने के प्रयास किए गए हैं, जिससे जमीनी स्तर पर शासन मजबूत हुआ है।

पर्यावरणीय दृष्टि से टिकाऊ और जलवायु-अनुकूल शहरों का निर्माण मोदी सरकार की प्राथमिकताओं में शामिल रहा है। हरित गतिशीलता, इलेक्ट्रिक वाहनों को प्रोत्साहन, रूफटॉप सोलर, शहरी वन और हीट एक्शन प्लान जैसी पहलों ने शहरों को जलवायु

जोखिमों के प्रति अधिक लचीला बनाया है। बाढ़ प्रबंधन और पर्यावरणीय नियोजन के माध्यम से शहरी विकास को प्रकृति-अनुकूल दिशा दी गई है।

शहरी अर्थव्यवस्था आज भारत की वृद्धि का प्रमुख इंजन बन चुकी है। स्टार्ट-अप्स, सेवा क्षेत्र, औद्योगिक क्लस्टर, पर्यटन और नाइट-टाइम इकॉनमी ने रोजगार और नवाचार को बढ़ावा दिया है। वित्तपोषण के नए मॉडल, जैसे म्युनिसिपल बॉन्ड और पब्लिक-प्राइवेट पार्टनरशिप, ने शहरी परियोजनाओं के लिए संसाधनों की उपलब्धता सुनिश्चित की है।

समावेशी शहरीकरण की दिशा में झुग्गी पुनर्विकास और इन-सीटू पुनर्वास मॉडल्स ने सामाजिक सेवाओं के साथ आवास उपलब्ध कराया है। प्रवासी श्रमिकों और शहरी गरीबों के लिए किफायती आवास पारिस्थितिकी तंत्र विकसित किया गया है, जिससे सामाजिक न्याय और समान अवसर सुनिश्चित होते हैं।

सांस्कृतिक और विरासत आधारित पुनर्विकास ने शहरों की आत्मा को संरक्षित रखते हुए आधुनिक सुविधाओं का समावेश किया है। ऐतिहासिक नगरों के पुनर्जीवन, सौंदर्यीकरण और हेरिटेज संरक्षण से पर्यटन और स्थानीय अर्थव्यवस्था को नई ऊर्जा मिली है।

युवाओं की भागीदारी शहरी विकास की सबसे बड़ी शक्ति है। सततता, नवाचार और नागरिक सक्रियता में युवाओं की भूमिका बढ़ी है। स्टार्ट-अप्स और सामाजिक नवाचार शहरों की समस्याओं के समाधान में महत्वपूर्ण योगदान दे रहे हैं।

आगे बढ़ते हुए, विजन 2047 के अंतर्गत वैश्विक-स्तरीय भारतीय शहरों की परिकल्पना की गई है, जहां कृत्रिम बुद्धिमत्ता, डिजिटल द्विन्स और डेटा-आधारित शहरी नियोजन जीवन को अधिक सहज, सुरक्षित और समृद्ध बनाएंगे। मोदी सरकार के नेतृत्व में शहरी विकास की यह यात्रा भारत को एक विकसित, आत्मनिर्भर और नागरिक-केंद्रित राष्ट्र की ओर ले जा रही है।

AT A GLANCE

Income upto
₹12.75 Lakh to get
**full tax
rebate**
under the New Tax
Regime

5G
rolled out in
99.6% districts
of the country
in just 22 months

More than
2297
government services
accessible through
UMANG App

**₹ 37,000
crore**
unlocking of stalled
real estate projects
under **SWAMIH fund**

**1+ Lakh
cases**
disposed off by
RERA across the
country

UPI
users is now close
to **46 crore**
individuals and
6.5 crore
merchants

Over
4 crore
urban and rural
houses under
PM Awas Yojana

**Metro
expanded**
from 5 cities in 2014
to **23 cities** in
2025

1.50+ crore
people have availed
affordable air travel
under
UDAN

More than
**52.14
crore**
Digilocker users

Cost of
internet data
down by
97%

All cities
are now
ODF*

*Open Defecation Free

AT A GLANCE

570%

increase in road transport and highway budget allocation from 2014 to 2023-24

400

world-class **Vande Bharat Trains** to be manufactured, **136 train services** already operational

Speed of highway construction reaches

34 km/day in 2025

Rural road connectivity at

99% coverage

Railway budget increased by more than

9 times since 2014

Length

of metro

increased from 248 km in 2014 to **1013 km** in 2025

Over **363 projects** reviewed by PM Modi through

PRAGATI meetings

86

airports operationalized since 2014

3600 Km

of high speed corridors built in last five years

6933 projects for urban development completed under

AMRUT and **AMRUT 2.0**

3.96

lakh kms of rural roads built since 2014

111 waterways

declared as **National Waterways** (NWs) under the National Waterways Act, 2016



BHARATIYA
JANATA YUVA
MORCHA