A	B	C	D	E	F	G	H	I	J	K
	Feature	**Definition**	Scenario 1 (BASE)	Scenario 2	Scenario 3	Scenario 4 (ADVANCED)	**Self-assessment of the city (for Pan-City Solution) with regard to each feature**	**Basis for assessment and/or quantitative indicator (Optional - only if data exists)**	**Projection of 'where the city wants to be' with regard to the feature/indicator**	**Input/Initiative that would move the city from its current status to Advanced status (Scenario 4: Column G)**
1	**Citizen participation**	**A smart city constantly shapes and changes course of its strategies incorporating views of its citizen to bring maximum benefit for all. (Guideline 3.1.6)**	The City begins identifies priorities and projects to pursue without consulting citizens.	City undertakes citizen participation with some select stakeholders. The findings are compiled and incorporated in some projects or programs. Very few major decisions are shared with -citizens until final projects are unveiled.	City conducts citizen engagement at city level and local area level with most stakeholders and in most areas. The findings are compiled and incorporated in projects or programs.	City constantly conducts citizen engagement with people at each Ward level to incorporate their views, and these shape priorities and development projects in the city. Multiple means of communication and getting feedback such, both face-to-face and online are utilised. The effectiveness of city governance and service delivery is constantly enhanced on the basis of feedback from citizens.	Citizen participation is included only if it is mandatory requirement or activity of the project. Other development projects are proposed and implemented by government agencies in isolation (ULB, state & centre)	The city level plans like CDP 2012, CMP 2015 has included citizen participation at various planning stages (Inception, Interim and Draft Final) as per the mandate of the project preparation.	City constantly conducts citizen engagement with people at each ward level to incorporate their views and shape priorities in various city based development projects. The effectiveness of city governance and service delivery is constantly enhanced on the basis of time to time feedback from the citizens.	Platforms like ichangemycity.in to improve the citizen engagement. Such platforms should be supported by the corporation and used continuously in order to ensure active citizen participation and awareness.
2	**Identity and culture**	**A Smart City has a unique identity, which distinguishes it from all other cities, based on some key aspect: its location or climate; its leading industry, its cultural heritage, its local culture or cuisine, or other factors. This identity allows an easy answer to the question "why in this city and not somewhere else?" A Smart City celebrates and promotes its unique identity and culture. (Guideline 3.1.7)**	There are few architectural monuments, symbols, and festivals that emphasise the unique character of the city. Built, natural and cultural heritage is not preserved and utilised or enhanced through physical, management and policy structures.	Historic and cultural resources are preserved and utilised to some extent but limited resources exist to manage and maintain the immediate surroundings of the heritage monuments. New buildinds and areas are created without much thought to how they reflect the identity and culture of hte city.	Historic and cultural heritage resources are preserved and utilised and their surroundings are well-maintained. Public spaces, public buildings and amenities reflect the cultural identity of the city.	Built, natural and intangible heritage are preserved and utilised as anchors of the city. Historical and cultural resources are enahnced through various mediums of expression. Public spaces, open spaces, amenities and public buildings reflect local identity and are widely used by the public through festivals, events and activities.	Well known as "steel city". Strategically located with good rail and road connectivity, surrounded by forest & hills, moderate climate, perennial water source, rich mineral resources and high concentration of industrial activities – steel related products, sago, textiles, handlooms, jewellery art etc. Some city level temples celebrate annual fairs & festivals	NH-7, NH-47, NH-68 pass through city and 4th largest among Southern railway junctions; Av. temperature - 20.0° to 37.9° C; Major steel companies viz. SAIL and MALCO, national centre for sago production, four SIDCO industrial estates, 20,000 SSI and 30,000 unregistered units; Major temples - Kailasanathar, Kottai Mariamman & Sithar	City promotes its unique local art,culture, heritage, major fairs and festivals, prominent markets, industrial products and amenities within the city	Dashboards and mobile applications for information dissimination system w.r.t. city/ regional bus and train time tables, local handicraft, major markets, hotel/ restaurant ratings, tourist locations, fairs and festival calender etc
3	**Economy and employment**	**A smart city has a robust and resilient economic base and growth strategy that creates large-scale employment and increases opportunities for the majority of its citizens. (Guideline 2.6 & 3.1.7 & 6.2)**	There are some job opportiunities in the city but they do not reach all sections of the population. There are a high number of jobs in the informal sector without sufficient facilities.	There is a range of job opportunities in the city for many sections of the population. The city attemps to integrate informal economic activities with formal parts of the city and its economy.	There are adequate job opportunities for all sections of society. But skill availability among residents can sometimes be a challenge.	There are adequate opportunities for jobs for all sections of income groups and skill levels. Job-oriented skill training supported by the city and by industry. Economic activities are suited to and build on locational and other advantages of the city.	Major economic drivers are primarily trade & commerce (Mulgova mangoes, groundnut, sugarcane, rice and dal) and industrial activities. It is well known industrial hub for large scale (steel, steel products), agro based (sago, coffee, coir), textiles (handloom, power loom, readymade garments) and cottage industries (silver anklets, gold & silver smithy)	Total work force population as per 2011 census is 3,32,147 nos. (75% male & 25% female); WPR has increased from 35% (1991) to 40% (2011); Declining secondary sector - 39.8% (2001) to 10.4% (2011) and drastically increasing tertiary sector - 59% (2001) to 88% (2011)	Boost the economic activities in the city by developing economic or industrial hubs which will be equipped with good quality infrastructure and provision of housing. Promote and market the local art and handicraft of the city towards higher economic gain.	Develop website for online trade and marketing of various local arts and handicrafts - silver and gold jewellery, silver anklets, dhotis, sarees, readymade garments, coir products etc
4	**Education**	**A Smart City offers schooling and educational opportunities for all children in the city (Guideline 2.5.10)**	The city provides very limited educational facilities for its residents. There are some schools but very limited compared to the demand. Many schools are in poor condition.	City provides adequate primary education facilities within easily reachable distance of 15 minutes walking for most residential areas of the city. The city also provides some secondary education facilities.	City provides adequate primary and secondary education facilities within easily reachable distance for most residential areas of the city. Education facilities are regularly assessed through - databases of schools including number of students, attendance, teacher - student ratio, facilities available and other factors.	City provides adequate and high-quality education facilities within easily reachable distance of 10 minutes walking for all the residential areas of the city and provides multiple options of connecting with specialised teaching and multi media enabled education. Education facilities are regularly assessed through database of schools including number of students, attendance, teacher-student ratio, facilities available and other factors.	The present educational facilities in the city are adequate catering to all age group children (primary, secondary, senior secondary, colleges, technical institutes etc). It has some renowned educational institutes like Periyar University, Government College of Engineering, Mohan Kumaramangalam Medical College etc apart from private institutes.	Average literacy rate increased from 68% (2001) to 76% (2011). Comparison of present facilities with URDPFI guidelines indicates adequate number of primary, senior secondary schools, higher and professional educational facilities. However, lacks adequate mentally & physically challenged schools, nursing & paramedical college and integrated schools with hostel facility. (Refer Annexure)	The city shall develop effective systems to regularly assess qualitative and quantitative aspects of education facilities. The city shall use digital platforms to link the class rooms to the larger knowledge and skill domain. Similar steps to be taken for higher education facilities as well.	Introducing smart classrooms in all the government schools (primary, secondary and higher secondary schools) to encourage student attendence and better learning experience.
5	**Health**	**A Smart City provides access to healthcare for all its citizens. (Guideline 2.5.10)**	Healthcare is difficult for citizens to access - demand for healthcare often exceeds hospitals' ability to meet citizen needs.	The city provides some access to healthcare for its residents but healthcare facilities are overburdened and far from many residents. Access to preventive health care is only easily available for some residents.	City provides adequate health facilities within easily reachable distance for all the residential areas and job centers of the city. It has an emergency response system that connects with ambulance services.	City provides adequate health facilities at easily accessible distance and individual health monitoring systems for elderly and vulnerable citizens which are directly connected to hospitals to prevent emergency health risks and to acquire specialised health advice with maximum convenience. The city is able to foresee likely potential disases and develop response systems and preventive care.	The city is well equipped with good health facilities - government and private which caters to all the sections of the people in the city.	The present health facilities are adequate w.r.t. facilities like nursing home, child welfare & maternity centre, hospitals and veterinary hospital as per the URDPFI guidelines. The city lacks adequate facilities like dispensaries, polyclinics, health centres and dispensaries for pet animals.	Pro-active health care measures to be taken up at the city level to prevent the rise of epidemics and other diseases. The city shall improve the infrastructure by bringing the advanced technologies and increase the reach of healthcare facilities and educate the citizens through various media for pro-active health care.	Integrated information system on various health facilities in the city - location, facilities, overall public rating etc.
6	**Mixed use**	**A Smart City has different kinds of land uses in the same places; such as offices, housing, and shops, clustered together. (Guidelines 3.1.2 and 3.1.2)**	The city has mostly separated uses and areas are focused either on residential, commercial, or industrial, with little co-existance of uses. The average resident cannot walk to the closest market or shops near his or her home. For almost everyone, going to work or going shopping for basic needs requires a journey by automobile or bus of more than 15 minutes. Land use regulations prevent putting commercial or office locations in residential neighborhoods and vice versa.	In some parts of the city , there is a mixture of land uses that would allow someone to live, work, and shop in close proximity. However, in most areas, there are only small retail stores with basic supplies near housing. Most residents must drive or use public transportation to access a shop for food and basic daily needs. Land use rules support segretating housing, retail, and office uses, but exceptions are made when requested.	Most parts of the city have housing, retail, and office buildings in close proximity. Some neighborhoods have light industrial uses within them (e.g., auto repair, craft production). Land use rules allow for mixed uses.	Every part of the city has a mix of uses. Everyone lives within a 15-minute trip of office buildings, markets and shops, and even some industrial uses. Land use rules require or encourage developers to incorporate a mixture of uses in their projects.	The city evolved around the core city which over the time has transformed into commercial hub and residential pockets surrounding it. Industries are located in city periphery. Proposed land use pattern lacks adequate allocation for open spaces and community level amenities. Hence, there is absence of mixed land use pattern	Presently the land use pattern is highly complex and causing high traffic congestion, pollution and unsafe pedestrian movement Present land use pattern - 65% residential; 14% commercial; 12% industrial; 5% public/semi public and 4% educational	The city shall have a mix of land uses that include office spaces, social infrastructure and commercial spaces distributed all over the city. The industrial areas shall have social infrastructure, residential and commercial activities in closer proximity.	
7	**Compact**	**A Smart City encourages development to be compact and dense, where buildings are located close to one another and are ideally within a 10-minute walk of public transportation, forming concentrated neighborhoods. (Guidelines 2.3 and 5.2)**	The city is expanding rapidly at its periphery into undeveloped land, rural or natural areas, or along industrial corridors - both formally and informally. Formal new development is occuring in a way that is "sprawling," meaning that the buildings spread across a wide area and are far from one another. Residents or tenants find it easier or safer to travel by automobile because it takes a long time to walk between destinations and there are busy roads separating buildings. Large pockets of land in the inner-city are vacant. New developments at the periphery tend to be large-scale residential developments, often enclosed with a gate and oriented to the automobile.	The city has one or two high density areas - such as the city center, or historic areas, where buildings are concentrated together and where people can walk easily from building to building and feel as though they are in center of activity. Most of the city consists of areas where buildings are spread out and difficult to walk between, sometimes with low-density per hectare. Regulations tend to favor buildings that are separated from one another, with lots of parking at the base and set-back from the streets. The city likely has some pockets of under-utilized land in the center. New formal developments at the periphery tend to be large-scale residential developments, often enclosed with a gate and oriented to the automobile.	The city has multiple high density clusters that are easy to walk around where buildings are close together. However, the city actively encourages development to occur on under-utilized parcels of land into high-density, walkable areas. When new formal large-scale development projects happen at the periphery, they are encouraged to be dense and compact, with buildings that are close together and line the streets. The city actively encourages or incentivizes re-development of under-utilized parcels in the inner-city, especially those located close to public transportation.	The city is highly compact and dense, making the most of land within the city. Buildings are clustered together, forming walkable and inviting activity centers and neighborhoods. Regulations encourage or incentivize re-development of under-utilized land parcels in the city center. Buildings are oriented to the street — and parking is kept to a minimum, located below ground or at the back of buildings. Public transport and walking connects residences to most jobs and amenities. Residential density is at an optimal with afforgable housing available in most areas.	Highly compact core city due to concentration of commercial activities. The mixed land use in city facilitates easy access to shops, ATMs and other amenities but due to lack of proper pedestrian infrastructure motorised vehicles are in use. It lacks proper city level PT system and hierarchy of open spaces.	Average density in the city is 9,079 while in core city it is 32,000 persons per km^2. Average commute distance within city is 6.5 kms with average commute time of 20 minutes. 72% opting motorised mode while only 28% opt for NMT mode. Inadequate Public Transport system coverage (22.1 kms)	The city shall opt for compact development along with proper measures for decongestion. To maintain compact neighbourhoods shall be a main agenda while planning for the newly added areas in the city. More residential, commercial and office space to be made available within the city with all the infrastructure facilities.	
8	**Public open spaces**	**A Smart City has sufficient and usable public open spaces, many of which are green, that promote exercise and outdoor recreation for all age groups. Public open spaces of a range of sizes are dispersed throughout the City so all citizens can have access. (Guidelines 3.1.4 & 6.2)**	The city has very few usable public open spaces and very few usable green spaces. Available recreational spaces are located far away and are dispersed at long distances around the city. The few available public open spaces offer a limited variety of experiences for all sections of population and age groups such as places for sport, places for rest, and places for play.	A variety of public open spaces are available in some neighborhoods, but are not available in all the areas of the city or are located far away from residential areas Many of the open spaces have access restrictions, or are not well-maintained. A variety of types of public open spaces may be lacking, such as natural areas, green areas, parks, plazas, or recreation areas.	Most areas of the city have some sort of public open space. There is some variety in the types of public spaces in the city. However, public spaces are sometimes not within easy reach or access of more vulnerable populations and are more restricted in poorer neighbourhoods.	Public open spaces are well dispersed throughout the city. Every residential area and work space has access to open space within 10 minutes walking distance. Open spaces are of various types - natural, green, plazas, parks, or recreation areas - which serve various sections of people. Public spaces tend to truly reflect the natural and cultural identity of the city.	The city has only 2 number of city level parks at present. Apart from these, there are residential layout open areas which are mostly located in residential pockets of the city. It lacks hierarchy of open spaces and adequate green open space area as per URDPFI guidelines.	In comparison to URDPFI guidelines - 1. 4.86 m^2/person available against 10-12 m^2 2. Only 2 nos of open space/ parks availaible against 232 nos required 3. Total area under parks is 0.72 ha against 304 ha required	The city shall harness the potential of its natural features like water bodies and develop public green open spaces to cater all the sections of the society. This would in turn improve the quality of life of the citizens apart from city environment improvement and overall micro-climate.	
9	**Housing and inclusiveness**	**A Smart City has sufficient housing for all income groups and promotes integration among social groups. (Guidelines 3.1.2)**	Housing is very limited and highly segregated across income levels. Population growth far exceeds the creation of new housing. The poor live in informal settlements with limited to no access to basic services, and are concentrated in a few areas. The wealthy live in separate enclaves. Those in the middle have few , if any options.	Housing is available at most income levels but is highly segregated across income levels. Population growth slightly exceeds the creation of new housing. The wealthy and the middle class have housing that meets their needs at costs appropriate to their income. The poor live in informal settlements.	Housing is available at all income levels, but is segregated across income levels. The growth of supply of housing almost meets the rate of population growth. Increasingly, lower and middle-income people can find housing in areas that are conveniently located.	A wide range of a housing is available at all cost levels. The supply of housing is growing at pace with population. Afforable, moderate, and luxury housing are found clustered together in many areas of the city	Present housing stock in city and in slums is adequate w.r.t number of households with majority (city-99% & slums-88%) under good condition or livable. For HIG and MIG section varied options for housing units available with private sector involvement. However, for urban poor it is only through state government schemes.	As per 2011 Census - Total residential houses of 2,15,314 against total households of 2,15,747 (deficit: 433) Total slum houses of 46,074 against total households of 46,672 (deficit: 598) Various state/ centre schemes - IHSDP, TNUDP, NRY, Cash Loan, Vambay, Urban Renewals, XII Finance Commission, TNHB (Houses provided- 9,299)	A wide range of a housing to be made available for all the income groups. The new development proposals should contain a mix of affordable, moderate and luxury housing with adequate infrastructure facilities and common public amenities. The slums needs to be integrated into the existing city areas.	
10	**Transport**	**A Smart City does not require an automobile to get around; distances are short, buildings are accessible from the sidewalk, and transit options are plentiful and attractive to people of all income levels. (Guidelines 3.1.5 & 6.2)**	Personal automobile centric city with very few modal options. Long trip lengths for daily commute to work and education. Accessing various areas by walking or cycling is difficult. Women and vulnerable sections find it very difficult to move independently in the city. There is limited public transport. Vehicles cause high air and noise pollution levels in the city. Vehicles dominate public spaces and affect their effective functioning.	The street network system is elaborate but public transport choices are restricted. Public transport can be too expensive or unaffordable for the poor. Pedestrian infrastructure is only available in select areas. The majority of investments focus on reducing traffic congestion through the creation of more roads.	Network of streets are fairly complete. Public transport covers most areas of the city. However last mile connectivity remains incomplete -and affects transport options. Foot paths are accessible in most areas, whereas concerns of safe crossings and security throughout the day remain. Parking zones are demarcated but absence of pricing increases over utilization of parking lots.	Street network is complete and follows a clear structure. Public transportation network covers the entire city and intensity of connection relates with the demand. Plenty of options of public transport are available and affordable for all sections of the society. There is multi-modal integration at all mass transit staions and organized-priced on street and off street parking. Walking and cycling is prevalent.	Bus transport, two-wheelers and NMT viz. bicycle and walk are most preferred modes. LIG section heavily relies on NMT and public transport. People opt for motorised mode (72%) on NMT in absence of NMT infrastructure. The city bus routes operate only along the major regional roads.	**Citywide** - Two wheelers (41%); PT (30%) and shared/ private rickshaws (25%) **LIG section** - NMT (57.3%); PT (29.2%) and two wheelers (11.5%) The average trip length citywide is 6.5 kms with average commute time of 20 minutes Only 22.1 kms of bus route length in the city	Integrated NMT (pedestrain pathways, sideways along commercial areas, bicycle tracks) and PT system to facilitate easy mobility, reduced congestion and minimise use of private mode of transport. Efficient PT system with IT enabled information system catering to all sections.	Passenger information system with real time tracking of vehicles in addition to increased fleet, proper management of IPT, developing dynamic platforms to encourage car pooling, bike sharing etc, policy decissions to discourage the use of private transport.
11	**Walkable**	**A Smart City's roads are designed equally for pedestrians, cyclists and vehicles; and road safety and sidewalks are paramount to street design. Traffic signals are sufficient and traffic rules are enforced. Shops, restaurants, building entrances and trees line the sidewalk to encourage walking and there is ample lighting so the pedestrian feels safe day and night. (Guidelines 3.1.3 & 6.2)**	The city is designed mainly for the automobile. Daily life without a car requires long bus rides. Walking is difficult and often dangerous; there are few pavements, existing pavements need repair and lack trees to provide shade for pedestrians, and marked pedestrian crossings are rare. New buildings have their main entrances set-back from the street, sometimes with large driveways or parking lots separating them from the street, and sometimes are are enclosed by gates. Traffic signals are often disobeyed	Older areas of the city see a mix of pedestrians, cyclists, and vehicles but newer areas are focused mainly on the automobile. In the new areas, there are few pavements and main entrances to new buildings are not accesible from the front of the street. large driveways or parking lots often separating them from the street, and sometimes are are enclosed by gates. In these areas, traffic signals are disobeyed.	The city has a good network of pavements and bike lanes. Buildings in most areas of the city are easily accessible from the pavement. Howver, traffic signals are sometimes disobeyed and it can feel difficult to cross the street.	The city is highly walkable. Pavements exist on every street and are maintained. Trees line many sidewalks to provide shade for pedestrians. Buildings in most areas of the city are easily accessible from the sidewalk. Traffic signals control the flow of automobiles and are enforced. A network of bike lanes exists to promote cycling as a means of transport. Traffic rules are followed and enforced with great seriousness.	Absence of footpaths, pedestrain facilities, bicycle tracks etc in the city. Major junctions signalised and installed with CCTV survellience. The roads are too narrow and subjected to vehicular traffic in the commercial areas. The street lighting facilities are inadequate in the city at present.	28% of people opt walk (23%) or bicycle (5%) to commute in the city. Only 2 kms footpaths; Bicycle traffic share is 7% Zebra crossings, all the traffic junction signalised (24 nos.) with CCTV surveillance. One -way system in core city area. Street lighting - 99% coverage	The city shall emphasise and facilitate pedestrian as well as NMT modes through provision of appropriate infrastructure and regulatory mechanism. Walkways shall be well lit and shaded with trees suiting city's climate. Integrated traffic management system will be practised for monitoring, regulating and controlling the traffic movement in the city.	Signages to indicate the pedestrian paths, intelligent traffic signals to control the automobille flow and enforcement of traffic rules in the interest of pedestrian and cyclist safety.
12	**IT connectivity**	**A Smart City has a robust internet network allowing high-speed connections to all offices and dwellings as desired. (Guideline 6.2)**	City has no major plans to bring increased high speed internet connectivity to the public.	The city has made plans to provide high speed internet connectivity through the existing framework.	The city makes has high speed internet connectivity available in most parts of the city.	The city offers free wifi services to provide opportunity for all the citizens to connect with high speed internet across the city.	Presently no IT connectivity is available across the city, partially or in specific locations viz. transport nodes, public spaces, government offices etc.		The city will provide high speed internet access to all its citizens in public buildings, public spaces, bus stations, railway stations and residential areas within the city	Citywide public wifi at transport nodes, market areas, public areas and residential areas etc.
13	**ICT-enabled government services**	**A Smart City enables easy interaction (including through online and telephone services) with its citizens, eliminating delays and frustrations in interactions with government. (Guidelines 2.4.7 & 3.1.6 & 5.1.4 & 6.2)**	Essential Government services are not linked with online platforms. Paper intensive interactions with the local Government continues. Recieving services and response to citizen complaints take a long time. There is limited availability of data to monitor service delivery.	Some of the public services are provided online and infrastructure for total digitalization is not in place. Service delays occur regularly in some sectors. Responses to citizen inquiries or complaints are often delayed. No integration between services and billing.	Most of the services are provided online and offline. Data transparency helps monitoring. Systema and processes to better coordinate between various Government agencies are being developed.	All major services are provided through online and offline platforms. Citizens and officials can access information on accounting and monitor status of projects and programs through data available on online system. Robust data infratsructure system shares information and enhances internal governmental coordination.	The city has developed ICT enabled services to serve the citizens proactively on timely basis. The services like birth& death certificates, payment of water, property tax etc, public grievances system and citizen charter/ information system are made online. The building approval system is still not made online causing delays	Data w.r.t property tax, water charges and non-tax items are computeried with online payment system facility. Online issue of birth & death certificates. The corporation website www.salemcorporation.gov.in provides general information of its various activities regularly. Online public grievances system available on corporation website or through a toll free number.	The city shall provide hassle free approvals, tax payments and grievance system through online platforms. Transparency with the citizens on the status report for all the services. Trained responsive staff will be provided for its efficient O & M. Citizen's feedback will be used on timely basis to improve the services.	Platforms like ichangemycity.in to improve the grievience addressal.
14	**Energy supply**	**A Smart City has reliable, 24/7 electricity supply with no delays in requested hookups. (Guildeline 2.4)**	There is only intermittent electricity supply with regular power shedding. Many residents have to plan their days around when power is available.	Electricity supply and loads are managed as per demand and priority for various functions with clear scheduling, with electricity being available in many areas for most hours of the day.	Electricity is available in most parts of the city for most hours of the day but some areas are not so well-served. Smart metering exists in some parts of the city but not all.	Electricity is available 24 x 7 in all parts of the city with smart metering linked to online platforms for monitoring and transparency.	TANGEDCO is the nodal agency for power supply in the city. Presently the city receives power supply through 6 no of sub stations (407 MVA). There is 24 X7 power supply and SCADA monitoring unit is operational which includes 4 sub stations. Other two substations will be included shortly.	No of sub station - 6 nos. (locations) Total Power supply - 407 MVA Presently 24 X 7 supply without any power cuts The city is covered under the RAPDRP scheme	24 X 7 electricty supply without any power cuts. Installation of energy saving alternatives like smart meters, SCADA system, underground cabling of electric wiring etc will be implemented.	Smart meter system
15	**Energy source**	**A Smart City has at least 10% of its electricity generated by renewables. (Guideline 6.2)**	The city does not have any renewable sources of energy and there is no commitment to promote this for the forseeable future.	The city is preparing plans for ensuring that it gets more energy from renewable sources and is in the process of making commitments in this regard.	Some energy consumed is the city is produced through renewable sources. There are long term targets for higher renewable energy capacities and the city is making plans to achieve these.	At least 10% of the energy used in the city is generated through renewable sources. The city is undertaking long-term strategic projects to tap renewable sources of energy in its region/beyond to increase the percentage of renewable energy sources.	Presently no such initiative is taken up by the Corporation	The corporation has not initiated any projects/ proposals for integrating reneweable energy sources in the city.	Promote and facilitate use and generation of electricity through renewable sources especially solar electricity by creating awareness, increasing citizen participation and provide incentives to encourage citizens to opt for setting up household level solar panels. Waste to energy plant will be explored for further implementation.	Solar rooftop panels in government and residential buildings
16	**Water supply**	**A Smart City has a reliable, 24/7 supply of water that meets national and global health standards. (Guidelines 2.4 & 6.2)**	The city has a poor water supply system with limited water availability. There are no clear targets to achieve higher quality and optimal quantity standards. Unaccounted water loss is above 40%	The city has intermittent water supply and availability. However it is setting targets and processes in place to try to improve its water supply. Unaccounted water loss is less than 30%.	The city has 24 x 7 water supply in most areas but the quality of water does not meet international health standards. Unaccounted water loss is less than 20%.	The city has 24 x 7 treated water supply which follows national and global standards and also available in sufficent quantity and affordable across all sections of the society. Unaccounted loss less than 15%.	The city receives water supply from perennial source - Mettur dam and presently has adequate supply. But the distribution system is in dilapidated condition, inadequate and does not cater to 100% households. Moreover there is absence of metered connections. This results in high water losses and O & M cost.	Present Supply rate is @135 lpcd for 2.5 hours every 2 days 90% distribution network coverage; 45% of households have tap connections; 24% NRW losses; 0% metered connections	Access to 24 X 7 adequate quantity of treated water supply with 100% coverage w.r.t households and city area. IT based system will be installed like leak detectors, smart meters, water quality meters etc. to minimise the water losses. Tariff structure will be levied based on the usage	IT enabled water supply system - GIS mapping of WS network, SCADA, leakage sensor, quality meters etc.
17	**Water management**	**A Smart City has advanced water management programs, including smart meters, rain water harvesting, and green infrastructure to manage stormwater runoff. (Guideline 6.2)**	The city does not measure all its supply. It does not recycle waste water to meet its requirements and rain water harvesting is not prevalent. Flooding often occurs due to storm water run-off.	The city has meters for all its water supply but lacks mechanisms to monitor. Water wasteage is very high. Some, but not much, rainwater harvesting exists.	The has meters for all its water supply with some smart mechanisms to monitor. Rainwater harvesting systems are installed and storm water is collected and stored in water bodies. However, recycling of waste water and reusage of storm water is limited.	The city has meters for all its water supply. It includes smart mechanisms to monitor remotely. Rainwater harvesting systems are installed and utilised through the city and storm water is collected and stored in water bodies and treated for usage. Recycled waste water is supplied for secondary uses.	RWH system is mandatory for new buildings since 2005 hence effectively implemented. No system of smart meters to monitor and regulate the losses at the consumers end. No green infrastructure management system in practice.	As per Tamil Nadu District Municipalities Act, 1920 and Building Rules 1973, it is mandatory to provide RWH in all new buildings. 85% of houses covered by RWH system.	Installation of smart meters for 100% households and 100% coverage of RWH system. The city will develop green areas along the roads, streets, public spaces, traffic islands, in residential areas etc. to utilise the storm water runoff which will help in improving the water resource of the city.	100% coverage of smart meters
18	**Waste water management**	**A Smart City treats all of its sewage to prevent the polluting of water bodies and aquifers. (Guideline 2.4)**	The city is unable to treat all its sewage. Many local sewer lines open on to water bodies and open ground and pollute the environment.	Most waste water is collected and treated before before disposal. However the treated water does not meet standards and is not recycled for secondary uses.	All the waste water is collected and treated before before disposal. It is also treated to a high standard and some is recycled.	The city has zero waste water because all the waste water is collected, treated and recycled. It meets standards an reduces the need for fresh water.	Absence of UGD system. Sewage discharged into septic tanks or open storm water drains. Sewage directly discharged into storm water drains and further into River Thirumanimutharu The city is under process of implementation of UGD system covering the entire city.	Total Sewage generation is 90.11 MLD per day which has no treatment facilities. 0% Coverage of UGD; 58% household using septic tanks; 42% discharging directly into open drains. The proposed UGD system includes 421 kms length, 4 nos. of STPs with 98 MLD treatment capacity and 84,222 sewage connections.	100% coverage of UGD system in the city. 100% treatment of waste water generated as per CPCB and TNSPCB standards. Strict regulations and measures for prohibiting direct discharge of sewage into the water bodies. Recycling and reuse of waste water will be practiced for various purposes to optimise water usage.	Online data base system with GIS mapping of the UGD network, no of sewage connections, treated water quality, total discharge etc
19	**Air quality**	**A Smart City has air quality that always meets international safety standards. (Guideline 2.4.8)**	City does not have plans, policies or programs to improve the air quality. Systems to monitor air quality are absent.	City has programs and projects to monitor air quality and spatialising the data to ascertain reasons for degrees of pollution in the air. A few strategies to decrease air pollution have been implemented.	City has programs and projects to monitor air quality and spatialising the data to ascertain reasons for degrees of pollution in the air. Pollution levels are acceptable.	The city has clean air by international standards. Live Air quality monitoring cover the entire city and data of air quality are mapped.	The city has one air quality monitoring station located at Sowdeswari college building for mixed category. The major contributors to air pollution is vehicular traffic and dusty roads.	As per the TNSCB status for air quality the average over the period of 2009 -10 to 2011-12 indicates that SO2 and NOx levels within permissible limits while RSPM level is above the limits (permissible SO2, NOx, RSPM - 60). However, RSPM levels reduced from 85 to 62.	Installation of air pollution sensors with display boards at major locations to monitor as well as raise concerns/ awareness among citizens. Develop PT system and promote use of non-motorised transport modes which will minimise use of private motorised transport modes. Increase the green cover to improve the air quality.	Air pollution sensors with display boards installed at major traffic islands and major roads.
20	**Energy efficiency**	**A Smart City government uses state-of-the-art energy efficiency practices in buildings, street lights, and transit systems. (Guideline 6.2)**	City has no programs or controls or incentive mechanisms to promote or support energy effeciency in buildings	The city promotes energy efficiency and some new buildings install energy effeciency systems that track and monitor energy use and savings.	Most new public buildings install energy effeciency systems and some older buildings are also retrofitted to be more energy efficient. Local government conducts counselling and outreach with developer, businesses and residents to adopt energy effeciency strategies	All the existing old and new public buildings employ energy effeciency principles in development and operation and apply for energy rating by national and international forums. Many non-public buildings are also energy efficient because the government promotes energy efficiency through incentices and regulations.	Presently no such initiative is taken up by the Corporation		Promote installation of rooftop systems for electricity generation and solar heaters in all the buildings with smart grid. Utilisation of solar electricity for various purposes viz. LED street lighting, traffic signals and solar road studs/ blinkers. Enforcement of building byelaws to regulate violation of building construction requirements.	Solar based LED street lighting system, traffic signals and road studs/ blinkers
21	**Underground electric wiring**	**A Smart City has an underground electric wiring system to reduce blackouts due to storms and eliminate unsightliness. (Guideline 6.2)**	City does not have plans for underground electric wiring system.	More than 40% of the city has underground electric wiring system.	More than 75% of the city has underground electric wiring system.	More than 90% of the city has underground electric wiring system.	Presently there is no practice of underground electric wiring system in the city.	All the electric wiring system is along the streets and roads creating very unpleasant view within the city. The exposed wiring also causes frequent O & M due to damages during bad climate and other external factors. It is very risky w.r.t. the public safety especially in public areas.	Provision of underground cabling of all the electricity wiring in the city with priority to be given to public areas, markets, major city roads, institutional areas and transport nodes.	Non-ICT interventions are required.
22	**Sanitation**	**A Smart City has no open defecation, and a full supply of toilets based on the population. (Guidelines 2.4.3 & 6.2)**	Many parts of the city do not have access to sanitation infrastructure and facilities.	Sanitation facilities are availabile to 70% of the city's population.	Sanitation facilities are available to 90% of the city's poopulation.	Sanitation facilities are available to 100% of the city's population.	Presently there are inadequate sanitation facilities within the city w.r.t the household coverage as well as no of public toilets and community toilets. There is still considerable population resorting to open defecation due to lack of sanitation facilities.	Total properties with individual toilets: 1,61,774 (75%); Gap - 53,540 nos. (25%) 17% depend on community toilets & 8% practice open defecation Total Nos: 253 out of which 159 nos. are community toilets (1,850 seats) & 94 nos. are public toilets (284 seats); **Gap**: 816 seats	100% coverage of individual toilets in city including slums. Adequate well maintained public toilets at various locations. Bring public participation for improving sanitation levels in city through regular awareness programs at ward level and in schools. Various schemes facilitating easy access to sanitation facilities will be implemented on priority basis.	E- toilets in schools, slum localities and public areas
23	**Waste management**	**A Smart City has a waste management system that removes household and commercial garbage, and disposes of it in an environmentally and economically sound manner. (Guidelines 2.4.3 & 6.2)**	Waste collection systems do not pick up waste on a frequent basis and waste often enters into water bodies.	Waste generated is usually collected but not segregated. Recycling is attempted by difficult to implement.	Waste is segretated, collected, recycled and disposed in an environmentally sound manner.	The city reduces land fill caused by waste so that it is minimal. All the solid waste generated is seggregated at source and sent for recycling. Organic waste is sent for composting to be used for gardening in the city. Energy creation through waste is considered.	The agency involved in SWM is SMC (39 wards) & private sector (21 wards). Source segregation practiced in 21 wards **Waste Collection** - Primary collection by tricycle for door-to-door and dumper bins placed at end of streets. **Secondary transportation**: Dumper placers and compactors; **Waste Disposal & processing** facility is adequate with 380 TPD aerobic composting facility located at Chettichavadi Village and Landfill site of 100 acres	Total quantum generated: 380 TPD; per capita generation is 455 gms Primary waste collection Efficieny - 85% Inadequate primary collection facilities (400 addl. push carts ; 732 addl. Workers), secondary collection (277 addl. secondary vehicles)	100% door to door collection and scientific disposal of waste. Segregation of waste into wet and dry waste at household level. Compost wet waste from households and market areas while recycle the dry waste. Daily street sweeping and garbage collection will be practiced. Include citizen's participation in waste management	GPS tracking of garbage trucks
24	**Safety and security**	**A Smart City has high levels of public safety, especially focused on women, children and the elderly; men and women of all ages feel safe on the streets at all hours. (Guideline 6.2)**	The city has low levels of public safety - most groups of residents feel insecure during most parts of the day in many parts of the city.	The city has medium levels of public safety - some more vulnerable groups feel insecure during some points of the day and in some parts of the city	The city has high levels of public safety - all citizens including women, children and the elderly feel secure in most parts of the city during most time in the day.	The city has very high levels of public safety - all residents feel safe in all parts of the city during all hours of the day.	The safety and security within the city is managed by state Police Department. The city police have been ensuring the citizen safety by various means like traffic management, implementation of city wide CCTV surveillance system, separate women & child complaint facilities and 24X7 patrolling on major roads and within city.	Emergency helpline, 24 X 7 patrolling, online FIR system, CCTV surveillance with control room operational at traffic signals, bazaar areas, transport nodes, entry-exit locations (200 sanctioned; 52 operational monitoring 300 locations) **Women & Children** - Emergency helpline, 3 police stations with women officials & shelter homes managed by NGOs	Highest priority will be citizen safety and security. Well lit streets, 24 X 7 patrolling, installation of surveillance cameras, emergency helpline number, ease of lodging complaints, immediate response system, ensuring road safety measures, specialised women and child security measures and frequent interactions/ feedback with elderly group associations	Propose a robust CCTV surveillance system with a centralised control room and specialised staff which will monitor various locations within the city. The control room will be interconnected to all the police stations, include mobile based alert system and also have GPS tracking system of vehicles.

SALEM – CITY PROFILE

Figure 1

LOCATION

11'65" Latitude
78'17" Longitude

LPA AREA

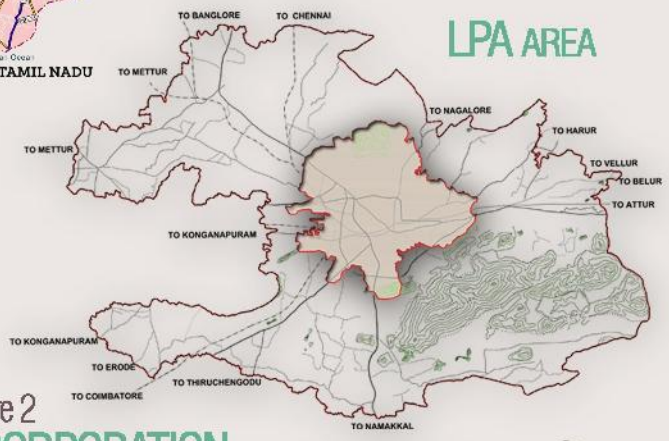
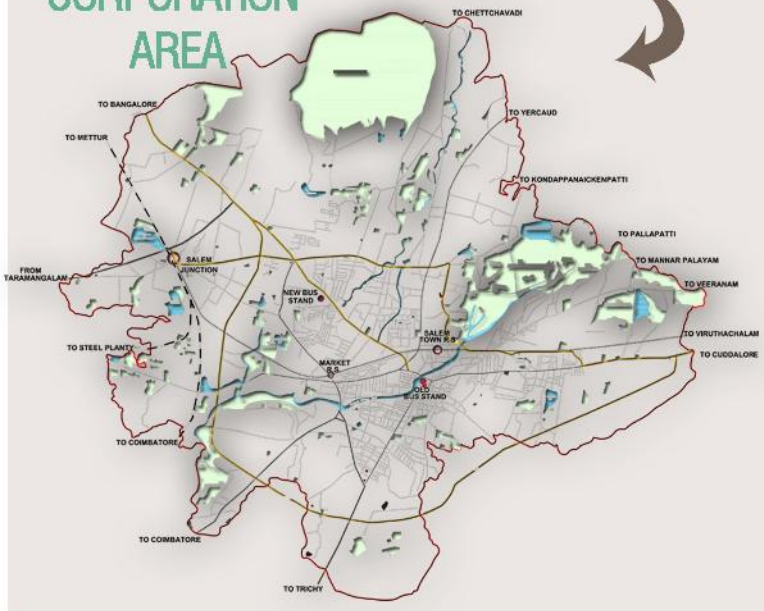


Figure 2

CORPORATION AREA



DEMOGRAPHIC FEATURES

91.34 SQ.KM
SMC AREA

LPA Population
16.45 lakhs

8.35 lakhs
SMC Population

DENSITY
9,079 per SQ.KM

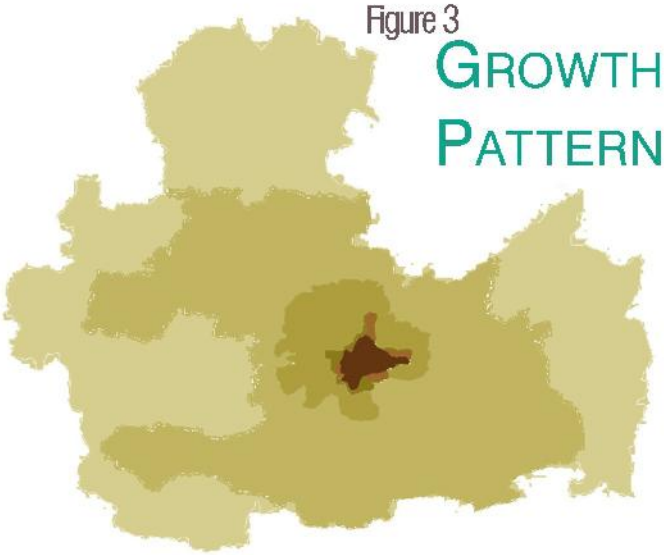
76 %
LITERACY RATE

SEX RATIO
987 / 1000

21.2 % population live in slums

Figure 3

GROWTH PATTERN



1866 - 9.09 SQ.KM
1924 - 14.11 SQ.KM
1941 - 19.33 SQ.KM
1994 - 91.34 SQ.KM (CORPORATION BOUNDARY)
1997 - 643.17 SQ.KM (OLD LPA)
2013 - 1263.43 SQ.KM (NEW LPA)

Average rainfall
920 mm

Contour range
262m - 290 m

MOBILITY

Modal Split of Public and Private transportation — 45 % : 55 %
Intercity bus services/day — 2938
Share of trips by NMT — 31%

4 sides surrounded by Mountains

Fairly undulated

MINERALS

Iron ore & Magnesite deposits

AMENITIES

40% production increase
135 Lpcd
80% efficiency
748 km of road network
4th largest junction in TN
Yercaud & Mettur dam

WATER SUPPLY

Household Coverage — 31%
Online billing efficiency — 100 %
Supply frequency — 2 - 4 days
NRW Reduction — 15%

Storm water coverage — 58%

Source: Salem CMP 2015

SALEM – CITY PROFILE

fig 4 : DENSITY MAPPING OF SALEM

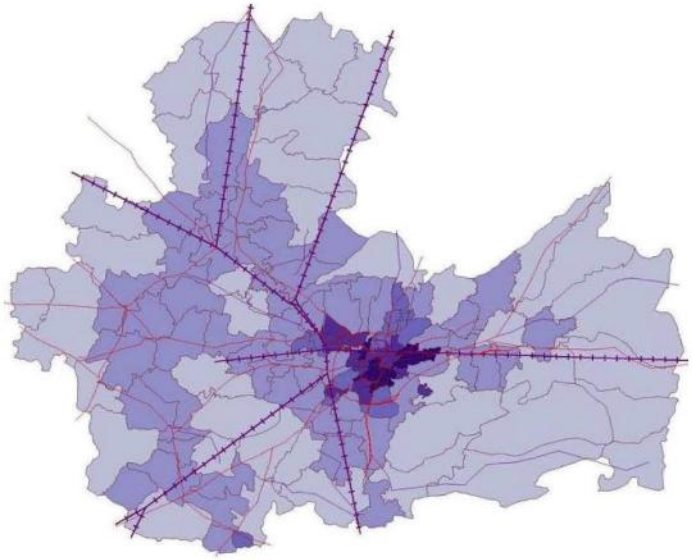


fig 5 : EXISTING FOOTPATHS

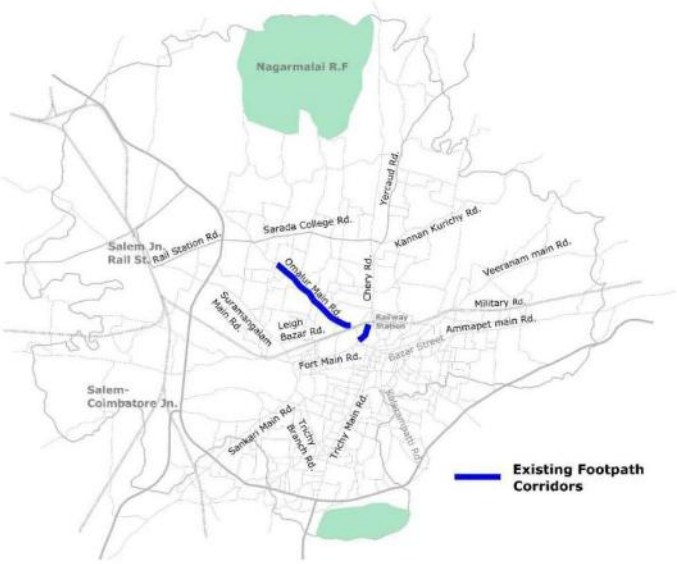


fig 6 : ORIGIN – DESTINATION DIAGRAM

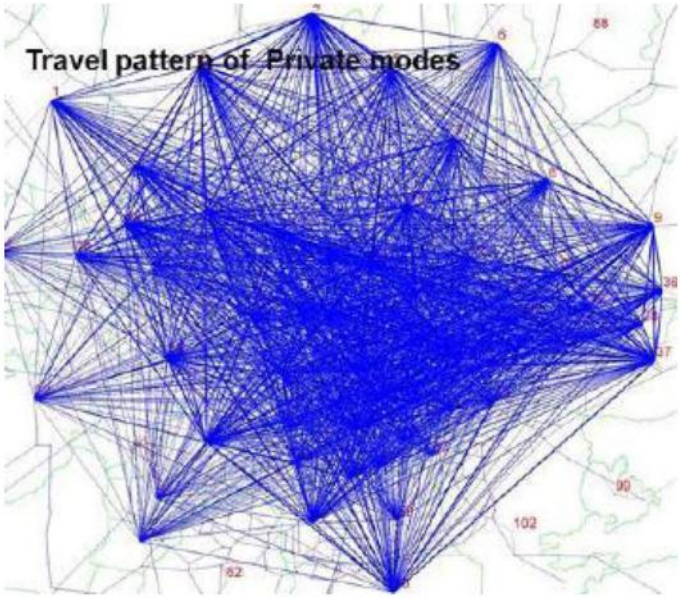


fig 7 : CURRENT CITY BUS ROUTES

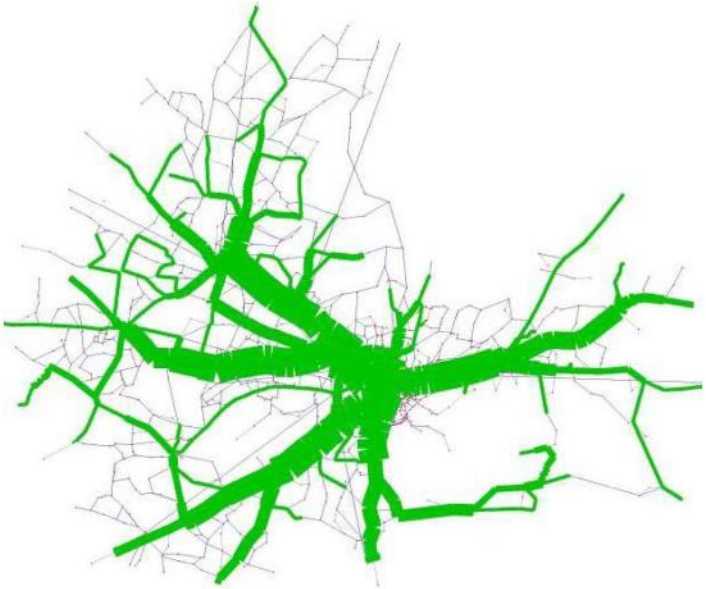


fig 8 : SALEM CORE CITY : TRAFFIC SPEED

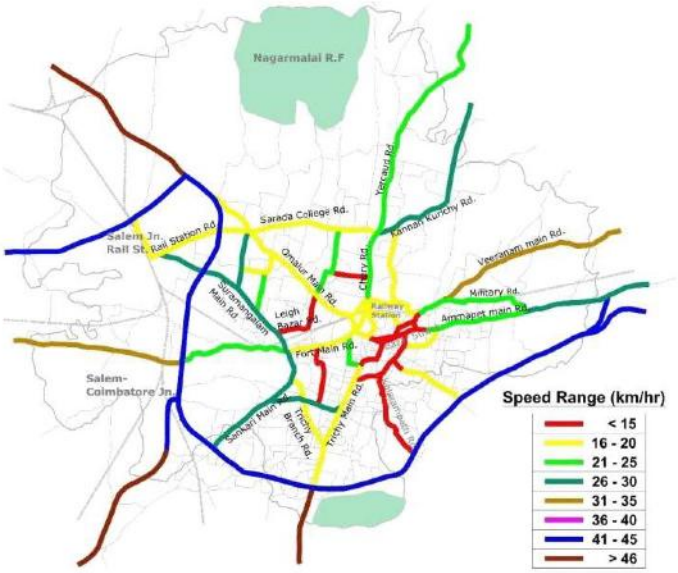
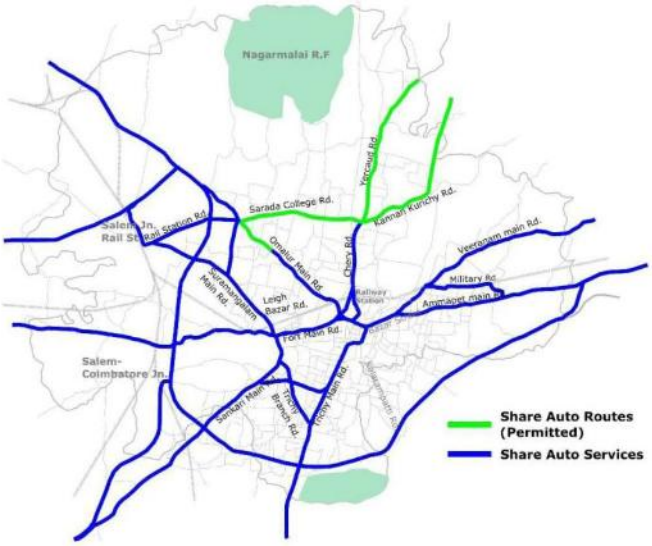


fig 9 : I.P.T ROUTES – SHARED AUTO



Source: Salem CMP 201

STAKEHOLDER CONSULTATION

CONSULTATION WITH STATE - LEVEL DEPARTMENTS & ASSOCIATIONS

22nd Sept. 2015
Citizen Awareness Workshop

25th Sept. 2015
Consultations with Collectorate, Line Depts & Corporation Staff

5th Oct 2015
Smart City Awareness for Public

Fig 10 : FDG DISCUSSION

THE HINDU

NATIONAL » TAMIL NADU

Published: October 6, 2015 00:00 IST | Updated: October 6, 2015 05:36 IST October 6, 2015

Salem Corporation elicits public opinion

- Staff Reporter

General Secretary, Salem City Chamber of Commerce, A. Jayaseelan, speaking during the consu
Monday — PHOTO: E. LAKSHMI NARAYANAN

THE HINDU

NATIONAL » TAMIL NADU

Published: December 15, 2015 00:00 IST | Updated: December 15, 2015 05:34 IST SALEM, December 15, 2015

Rs. 2,162-crore projects proposed to make Salem a smart city

- Staff Reporter

THE HINDU

NATIONAL » TAMIL NADU

Published: October 26, 2015 00:00 IST | Updated: October 26, 2015 05:34 IST SALEM, October 26, 2015

All hopes on Smart City project

- Staff Reporter

If things go well and the City Municipal Corporation gets selected for the smart city project, then the River Thirumanimuthar will get a new lease of life

Fig 11 : AWARENESS THROUGH PRESS

COMPETITIONS

Essay competition, Model Making competition and Tag Line competition where held for school students and college students in order to create awareness.

Fig 12 : COMPETITIONS FOR SMART CITY

2% of population participated in the competitions held against the expected 5% participation.

OFFLINE - 5 polling stations were set up in the city and questionnaires were distributed to people and their opinions were collected.

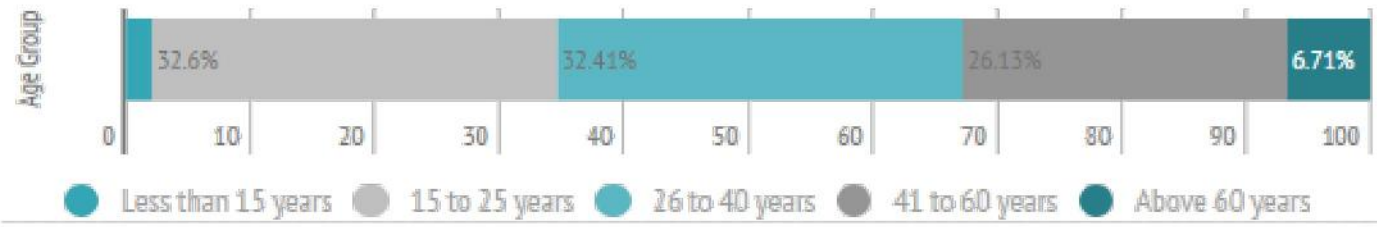
ONLINE - Online survey through Survey Monkey was conducted and the same was published in MyGov website as well as through Salem Smart City Facebook Page.

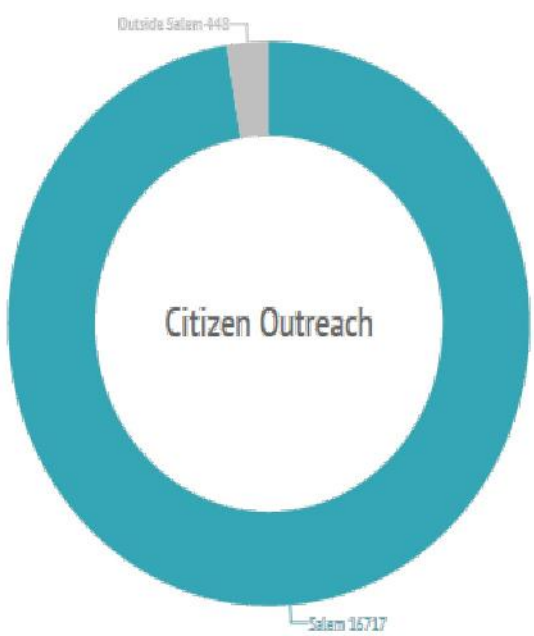
Fig 13 : ONLINE POLLING THROUGH FACEBOOK

CITIZEN ENGAGEMENT - RESPONSES

17,165

Total Responses





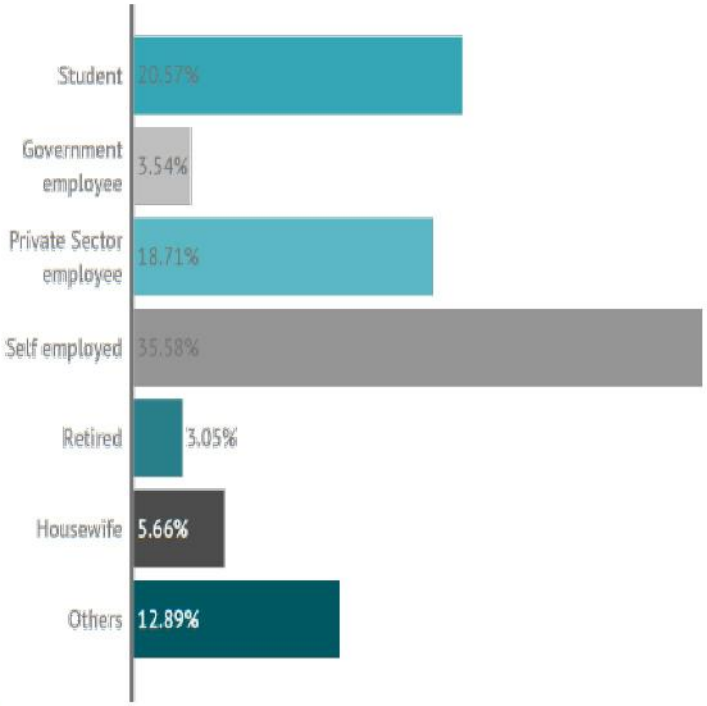


Fig. 13 : Citizeen Outreach & Response

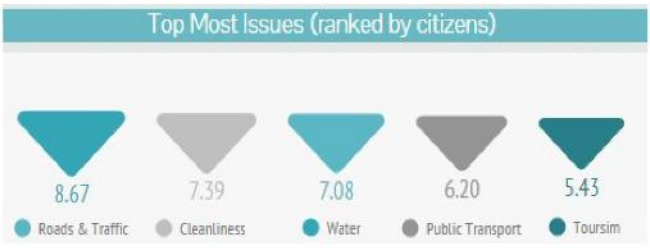


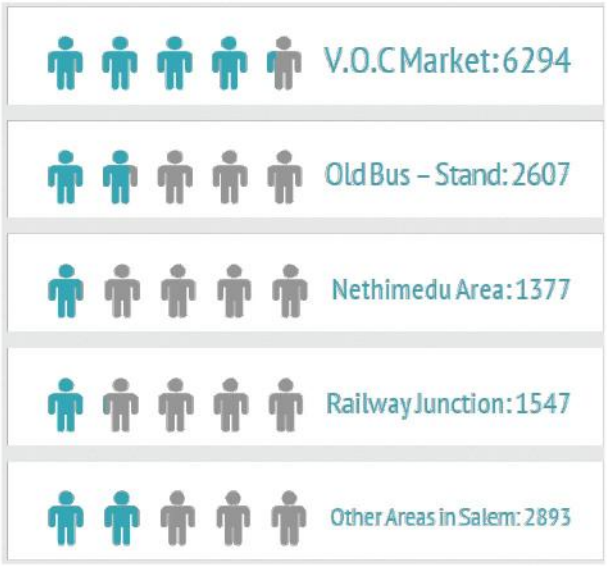
Fig. 14 : Top Votes by Citizens

4,588

Addl. ideas/suggestions

Areas for Development *(voted by citizens)*

Fig. 15 :



Other areas: Chinnammapalayam and Appavu nagar , elevated area adjacent to Burn & Co., Chinnakollapatty Kannankuruchi Main Road, Johnsonpet Area - Kothadimai Colony Indira Nagar, Kumaragiri Eri area and Dhadhubaikuttai Area Pulikuthi Streets

UNDERSTANDING THE PROPOSED AREA

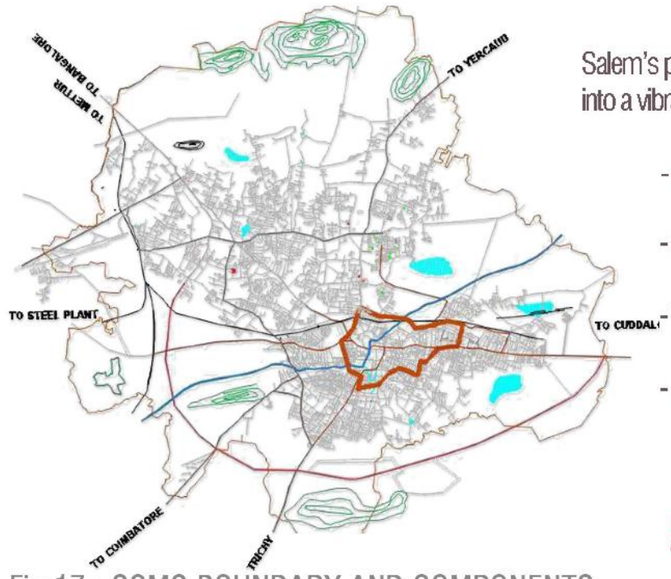


Fig 17 : SCMC BOUNDARY AND COMPONENTS

EXPANSION STARTED FROM THIS OLD CBD

ABD AREA 2.5 sq.km

Salem's proposal envisages to retrofit the core city area of 690 acres into a vibrant commercial business center by providing an

- enhanced core infrastructure with ICT based solutions
- Development of a transit hub with multi modal integration coupled with ICT solutions
- Transformation of the city into congestion-free- ZEZ and greener.
- Development of commercial markets, River channels and open spaces .

POPULATION DENSITY
28,518 per sq.km

POPULATION
71,295

ward number 31, 34, Part of 11, 12, 14, 32, 33, 35, 41, 42, 43, 44, 45, 46.

LANDUSE OF ABD

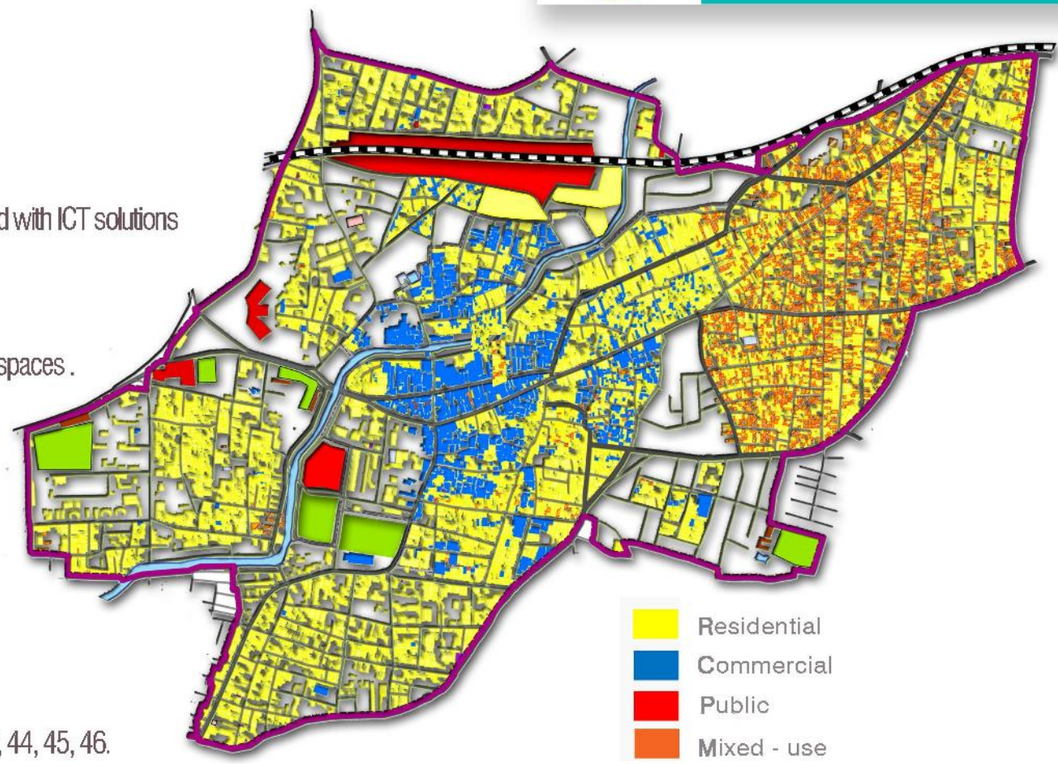
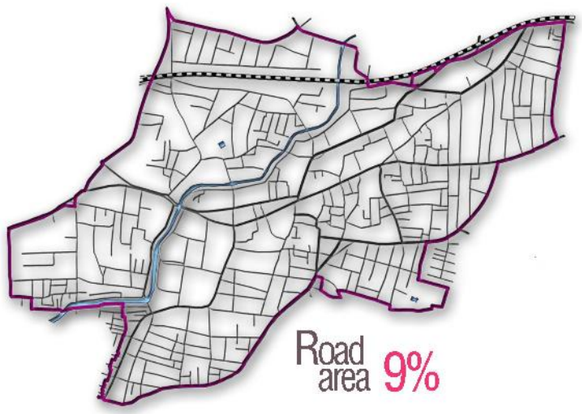


Fig 18 : ABD AREA WITH LAND USE

ROAD NETWORK

The desired lines were along the CBD area.
Well connected and accessible roads
Major roads – Bazzar Street,Agraharam Street, Chinnakadai veedhi,Fort road.



Road area 9%

Issues: Hap-hazard parking, lack of space for pedestrians, Increasing congestion, no city wide PT service.

RESIDENTIAL

Residential Area 70.32%

Mix of all income groups
Heritage area - Presence of ancient Hindu temples

Issues: Improper Solid waste management ,traffic congestion, Water supply interval 2-3 days and low quality of living.

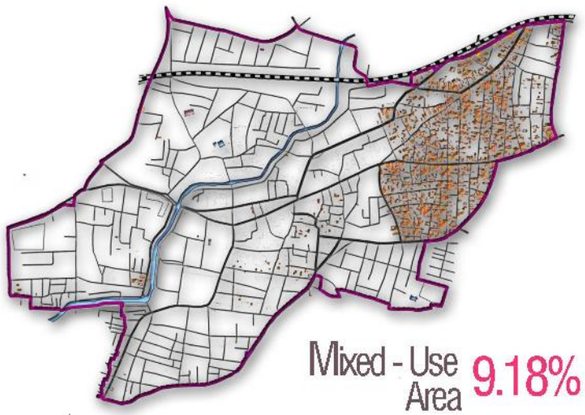
COMMERCIAL

Oldest Business centre of the city
Availability of all food products - Retail and Whole sale level.

Commercial Area 6.25%

Issues: Traffic congestion , Improper Market waste management, No facilities for Pedestrians ,HawkersEncroachments , Spatial congestion and unhygienic environment.

MIXED - USE



Mixed - Use Area 9.18%

The city is renowned for silk and cotton handlooms
Nearly 5000 family -profession of manual weaving.

Issues: Requires Skill development, Training centers, Requires Modernization of equipments to promote their business.

AREA DEVELOPMENT : SITUATION ANALYSIS

Fig 19:
MAP SHOWING TRAFFIC MOVEMENT PATTERN & CRITICAL INTERSECTIONS

TRAFFIC CONDITION:

Congestion in junctions due to the mixed traffic on narrow roads – Pedestrian, Private vehicles, Public Transport, IPT & Freight traffic.

Haphazard parking of two-wheelers on either sides of the road and on all major market roads.

Use of open grounds for surface parking.

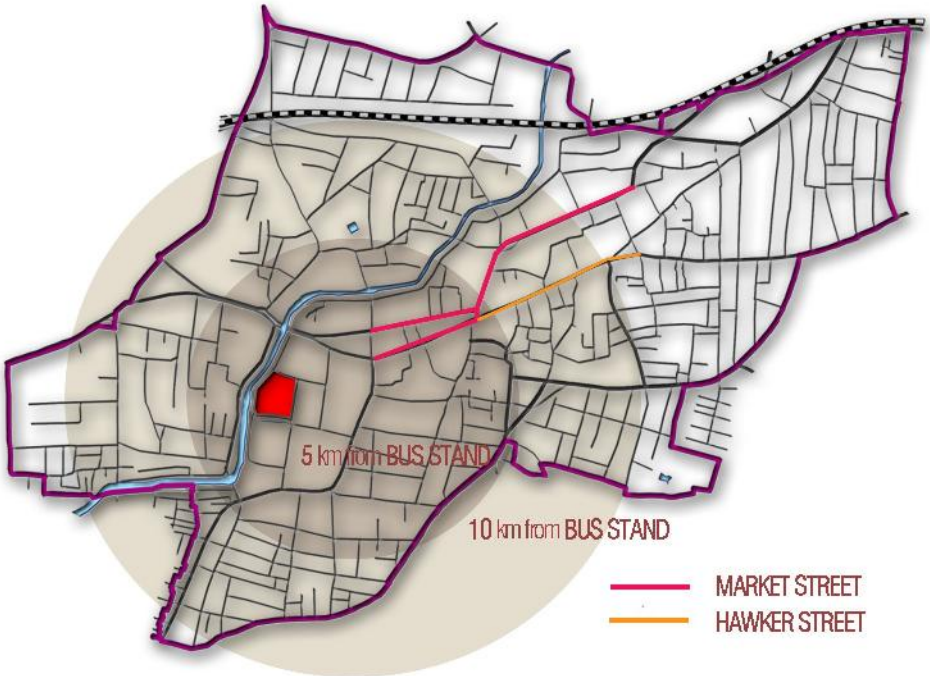


Fig 20:
MAJOR COMMERCIAL STREETS WITHIN ABD AREA

MARKETS & PUBLIC TRANSPORT:

Inter-city and intra-city buses exit from the Old bus stand through the major roads.

City level wholesale markets such as – Victoria Market, V.O.C Market, Leigh Bazaar and Retail Markets for garments, jewellery & perishables


View of Car Street


View of Street Enroachment


View of Bazaar Street


View of Surface Parking Shed near Bus stand


View of Un-regularised Parking


View of Bus Shelter

AREA DEVELOPMENT : KEY ISSUES

STREETS & TRAFFIC

fig 21 :
OMALUR MAIN ROAD

branches out from the NH7 and it is one of the major roads that brings traffic into the study area. It is one of the transport corridors along which growth is concentrated.

It is a 4 lane carriageway with a V/C ratio of 1.1. The speed range is observed to be 16-20 Km/hr.
The no. of pedestrians on the road is about 2450/direction/hour.

fig 22 :
AGRAHARAM ROAD

is characterised by high traffic, narrow roads, presence of junctions at close intervals, heavy pedestrian movement, haphazard parking etc. Several small market hubs exist on this road. Bicycle traffic is highest, but there are no dedicated facilities.

Onstreet parking is one of the highest in the city, about 63 PCE.
Vehicular speed is around 15 km/hr.
The no. of pedestrians on the road 1938 /direction/hour

fig 23 :
BAZAAR STREET

is also characterised by high traffic, narrow roads, presence of junctions at close intervals, heavy pedestrian movement, haphazard parking, bus stops on main roads, etc. Bazaar street has several small markets.

Onstreet parking is one of the highest in the city, about 98 PCE.
Vehicular speed is around 15 km/hr.
The no. of pedestrians is 1490/direction/hour

INFRASTRUCTURE

fig 24 : OPEN DRAIN, OVER HEAD ELECTRIFICATION

- No existence of UGD in the area. Only underground water supply network.
- Sewage released into open drain & mixed with storm water. Drains often choked due to solid waste dumping. Drains overflow during monsoons.
- Power cables and running overhead – both in residential and commercial areas.
- Most Bus stops in the area are without Bus Shelters & Bus Bays.

RIVER CHANNEL

fig 25 : VIEW OF RIVER CHANNEL

- Width of the stretch in the study area – 30m.River bunded on either sides under JnNurm scheme.
- Encroachment and untreated sewage water discharge from the surrounding areas.
- Under Flood Protection Scheme, cement lining of the river and strengthening of river beds.

AREA DEVELOPMENT : PROPOSAL OUTLINE

Retrofit the core city area of 690 acre into a vibrant commercial business center by providing enhanced infrastructure with ICT based solutions.

Compact Development

- Ensure utilization of incentives Avoid overloading of infrastructure
- Extend benefits of incentives to areas with potential for growth
- Meet market demands for residential and commercial development

Street Design and Access

- Improve cuality of streets
- Improve cuality of public spaces
- Strengthen proposals of the Safe Access Proposals

Area Character

- Protect existing character
- Ensure a mixed income bracket for housing
- Enhance the existing nodes
- Reduce conflicts between auto-oriented and pedestrian-friendly uses and activities

KEY INTERVENTIONS

Allocation of Space for retails
Hawker zone with Smart Vending Cart

REVAMPING BOSE MAIDAN
Joggers rack
Children Play area
Open garden Gym

LANDSCAPPING
the river bund

RENOVATION OF VOC MARKET
Green Building concept
Natural ventilation
Waste management

Real time information

Intelligent traffic monitoring system

Smart traffic signal

E-BUSES & ZEZ
vehicle charging stations
Promoting LeV

Water Quality Monitoring System

Re-usage of storm water

e-Toilets

DISABLE FRIENDLY ROAD DESIGN
Tactile Paths ,
Ramps,
Auditory Signals

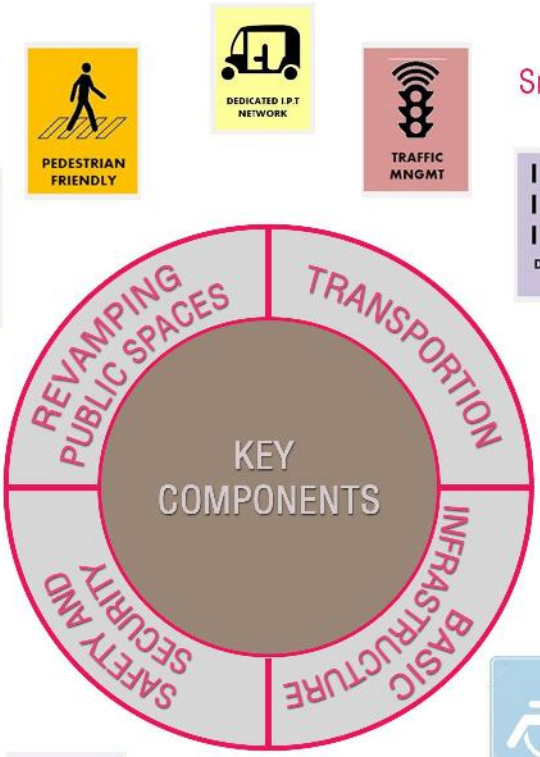


Fig 26 : KEY COMPONENTS OF ABD PROPOSAL

AREA DEVELOPMENT : KEY INTERVENTIONS

SMART STREET DESIGN

Fig 27: TYPICAL STREET DESIGN

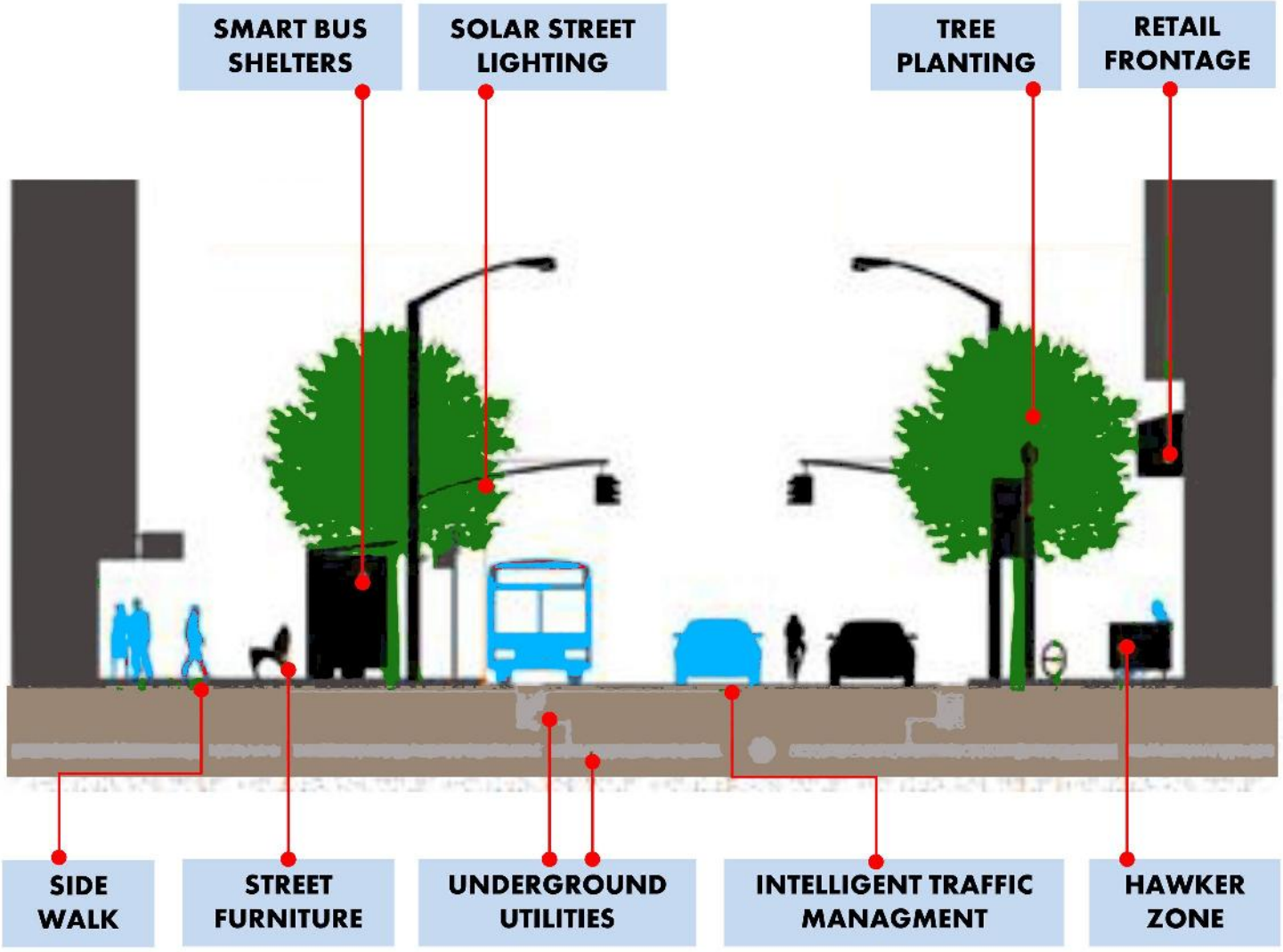


Fig 28: ESSENTIAL FEATURES

Considerations

Smart Infrastructure with Underground Duct for all utilities.

Limited on-street parking

Time based freight traffic management

Improved pedestrian amenities

Improved last mile connectivity

Dedicated hawking spaces

Solid waste and storm water management

Ordinance changes for TOD

Increase in FSI along transit corridor

Zero front setback

Increase in tbuilding height

Minimised landuse conversion charge

ZEZ - permission for ZeV only along market area

Shop frontage development

AREA DEVELOPMENT

Transit Hub

Transit Hub represents a comprehensive approach to developing the **compact, mixed-use, and pedestrian-friendly neighbourhoods** with a variety of housing types, workplaces, shops, entertainment, schools, parks, and civic facilities, all within a 5 to 10 minute walk

Figure 29 : Salient Features of Transit Hub

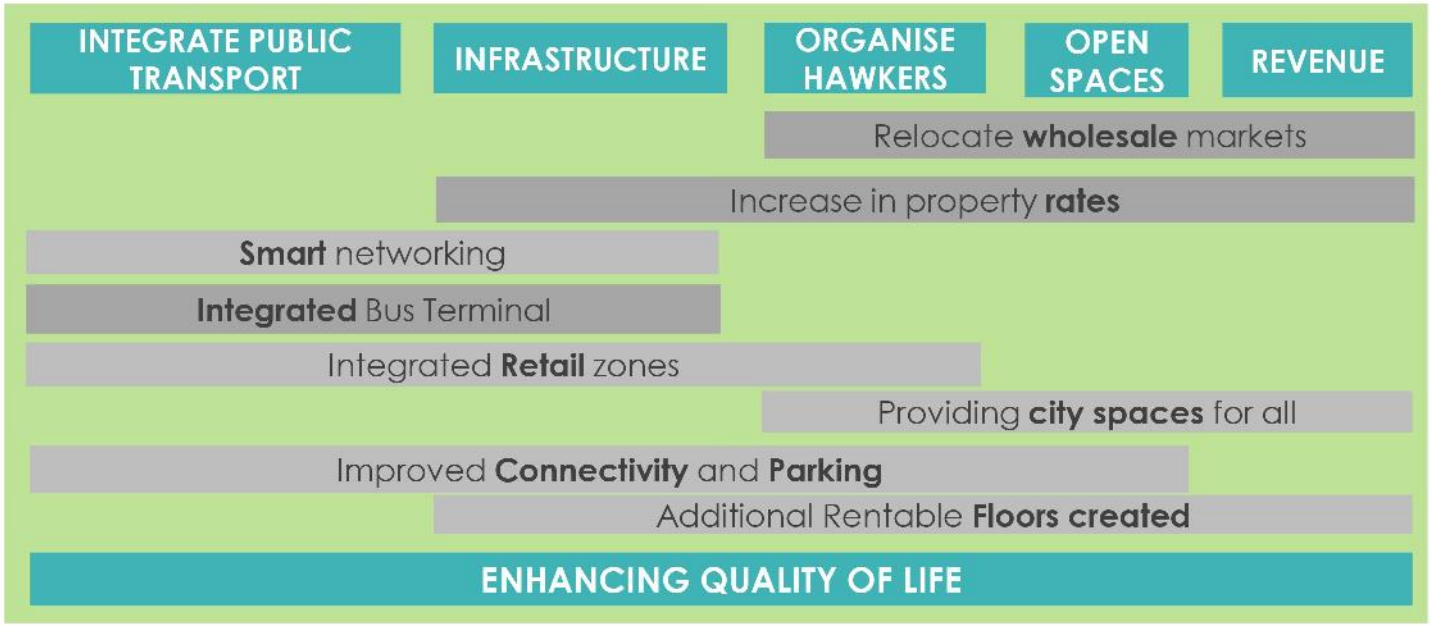
Source: ITDP Transit Hub Standards

Key components are:

- **Streets:** Designed for safe and efficient mobility of all users to minimize conflicts between modes.
- **Mixed Use:** A mix of diverse uses is preferred to segregating uses. Active uses, such as retail to be located at ground level along primary pedestrian frontages.
- **Open Spaces:** A diversity of public places, including open spaces and civic uses, encourages social interaction and community participation.

PROVIDING BETTER QUALITY OF LIFE

- By improving the infrastructure and amenities to state-of-the-art.
- By smart mobility to improve connectivity.
- By providing well-planned streetscapes
- Activating open spaces with public interface
- By providing smart infrastructure and technology solutions



AREA DEVELOPMENT :

Transit Hub

PAN – CITY INITIATIVES : IMPACT OF TRANSIT HUB ON THE OVERALL CITY

The proposal for the area based model, aims at transforming the character of public transport in the city, by creation of Transit Hubs across various nodes in the city. Also, Integration of railway & shared autos in the transit scheme. With the City Bus Terminal being the Focal Hub, looping of new routes & terminals.

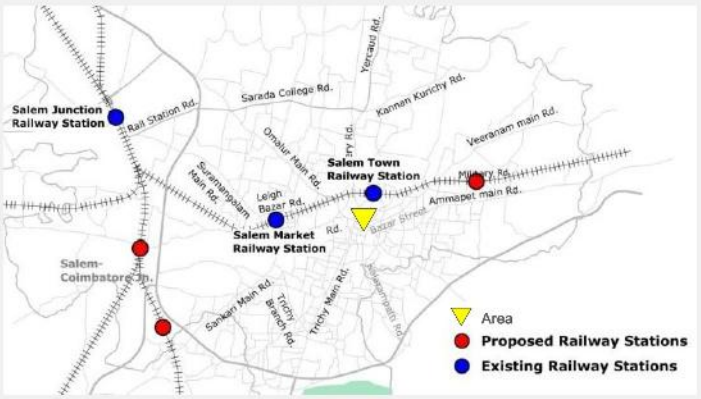


Figure 30 : Proposed Bus Terminals & Railway Stations across the city.

Source : Salem C.M.P Jan 2015

TRANSFORMATION OF OLD BUS STAND : UNDERSTANDING THE AREA

Figure 30 : Map showing the Transit Hub

- **Land Details :**
  Land Area = 2.25acres
  Built up Area = 12,000sft
  No. of bus bays = 32
  No. of buses = 158
  (TNSTC-148, Private-10)
- **Traffic Details :**
  Peak hour avg. speed :
  less than 15kmph
- **Parking :**
  Paid Parking at Bose Maidan
  On-Street Parking at
  Bazaar St, 1st Agraharam St.
- **Amenities :**
  Cloak room, Pay & Use Toilet,
  Cycle & Taxi Stand (10 bays)


View of Bus Stand


View of Bus Stand


View of Enroachments in Bus Stand

Fig. 31 :

PHASE-WISE IMPLEMENTATION

PHASE 01	PHASE 02	PHASE 03	PHASE 04

• Amalgamate the areas around the existing bus stand.
• Demolish the old Lodges, Shopping Centre
• Retain the Police station and Post Office
• Plan for an Integrated Bus Terminal with MLCP & Retail Upper Floors
	• Preparing a traffic management and circulation plan.
	• Creating separate zones for entry and exit of –
	  • State buses,
	  • Private buses
	  • Autos
	  • Pedestrians
	• Providing parking areas (Basement / MLCP)
		• Improving the spatial quality of Bose Ground
		• Dedicated areas for holding / waiting bay around Bus stand
		• Pedestrian connect to the Market.
		• Integrating the areas in VOC Market and create a landmark.
		• Create a multi-modal transit loop.
			Regulations on future development in the
			• integrated market areas,
			• Bus terminal circulation
			• dedicated parking zones,
			• traffic management,
			• pedestrian circulation
			• Improve quality of life

INTEGRATED TRANSIT HUB

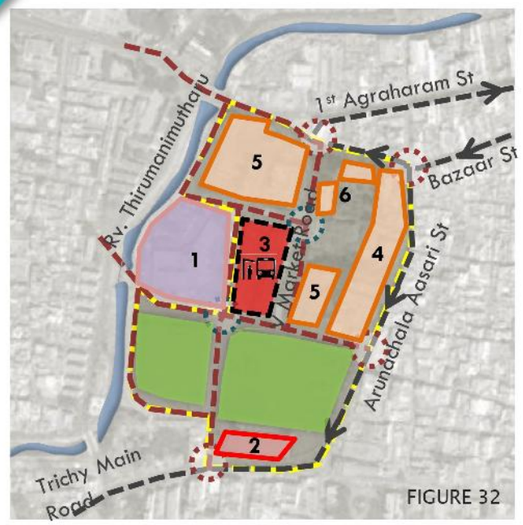


FIGURE 32

STRUCTURES TO BE RETAINED

1.VICTORIA SHOPPING MARKET
2. NEHRU KALAIARANGAM

STRUCTURES TO BE AMALGAMATED

3. OLD BUS STAND
4. LODGES (NOT IN USE)
5. COMMERCIAL ESTABLISHMENTS
6. POLICE STATION & POST OFFICE

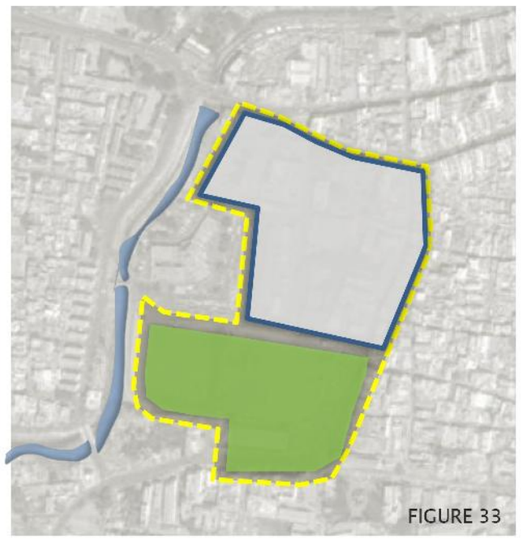


FIGURE 33

INTEGRATED BUS TERMINAL (12 ACRES)
INCLUDES :OLD TOWN BUS STAND, POST OFFICE, POLICE STATION, ADDITIONAL RETAIL FLOORS & MULTI-LEVEL CAR PARKING

BOSE MAIDAN (10 ACRES)
INCLUDES :PUBLIC PARK, AMPHITHEATRE, KALAI ARANGAM

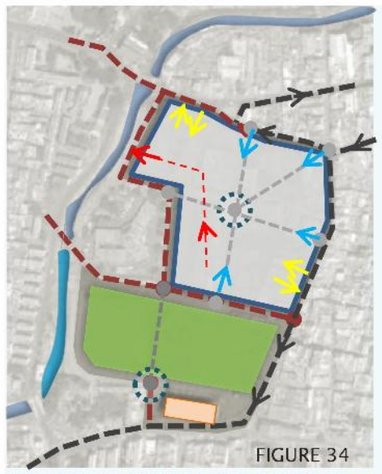


FIGURE 34


Image Source: Better Streets Design, San Francisco

TRAFFIC MANAGEMENT

- Bus Entry & Exit
- Parking Entry & Exit
- Pedestrian Entry & Exit

- Priority to Pedestrian s
- Segregated entry-exit for : State, private, autos & parking
- Limiting thorough fares
- Junction improvement

Pedestrian Friendly Streets....

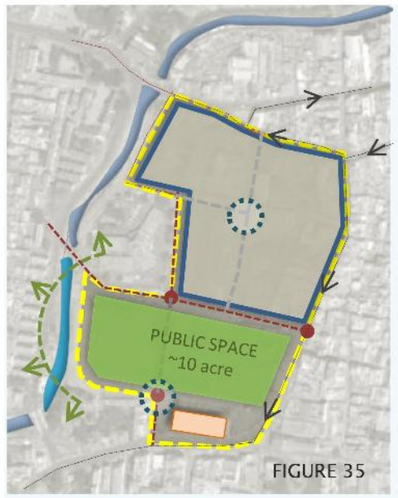


FIGURE 35


Image Source: Better Streets Design, San Francisco

COMMUNITY SPACE

- Public space by the river front
- integrated bus stand

- Unified area of Bose maidan
- Integration of Kalai Arangam
- Creation of city – level public space
- Vista potential of river channel

Extending the Vista beyond....

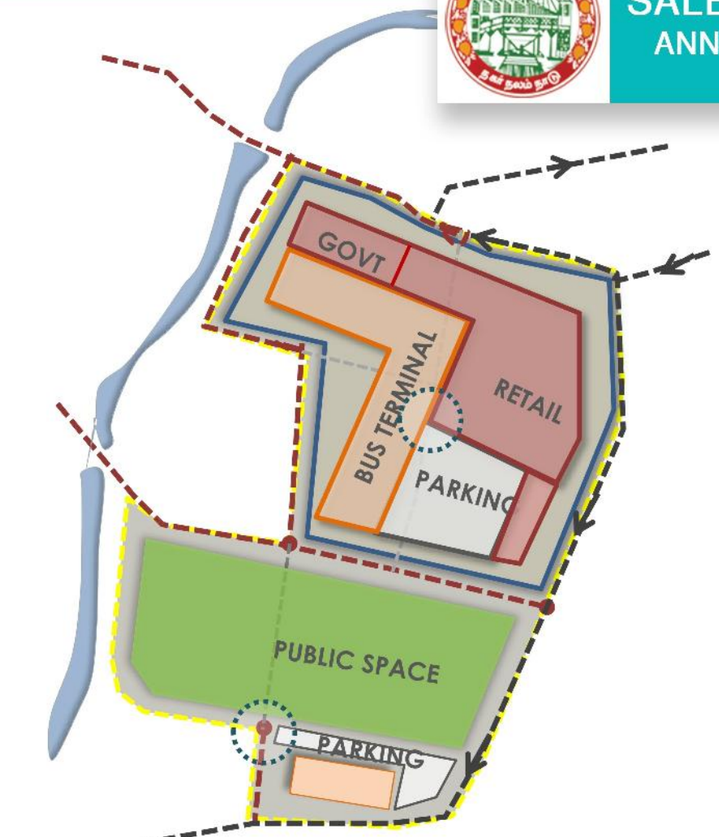


Fig. 36 **PROPOSED DESIGN OF INTEGRATED TRANSIT HUB**

PROPOSED BUS TERMINAL. Area = 20,000sft
PROPOSED RETAIL / OFFICE Area = 1,90,000sft
PROPOSED PARKING. Area = 6,000 sft

APPROACH

Proposal for vertical hierarchical zoning of integrated uses, based on traffic volume, public & semi-public spaces.

- Zoning of integrated uses
- Create active street frontage
- Provide required amenities
- Accounting for future growth
- Avoiding bus pile up on streets

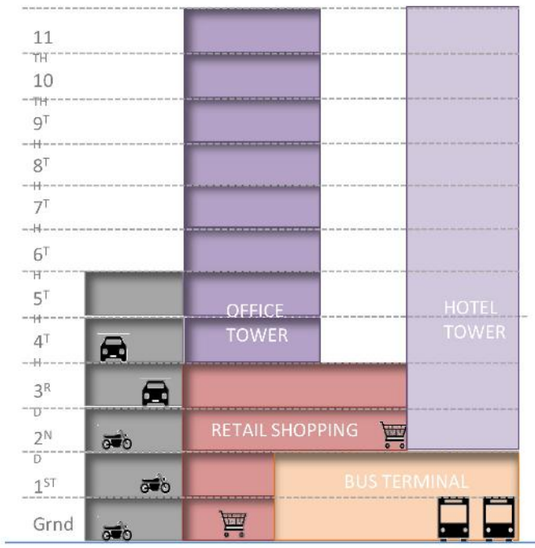


Fig.37 **Schematic Section Showing Vertical Zoning**

AREA DEVELOPMENT : REVAMPING PUBLIC SPACES

REJUVENATION OF THIRUMANIMUTHARU RIVER BUND, BOSE MAIDAN AND VOC MARKET

Expanding the visual potential of Thirumanimutharu river bund from the proposedTransit Hub area, as well as act as an extension to the open space (Bose Maidan).

The currently bunded channel can be enlivened by creating active public plazas.

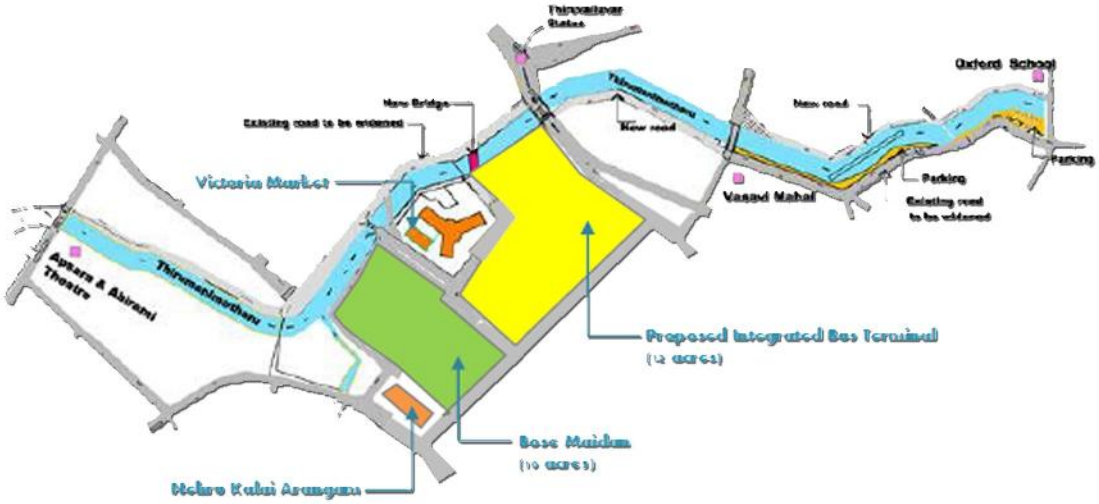


Fig 38 : Current scenario of Thirumanimutharu River

Redevelopment of uncluttered Bose Maidan into a creative recreation place (10acre) Children Play area, Open garden Gym, Joggers rack.

Fig 40 : Reference Visual of possible Bose Maidan

Fig 41 :Reference Visual of VOC market

Fig 39: View of existing river bund

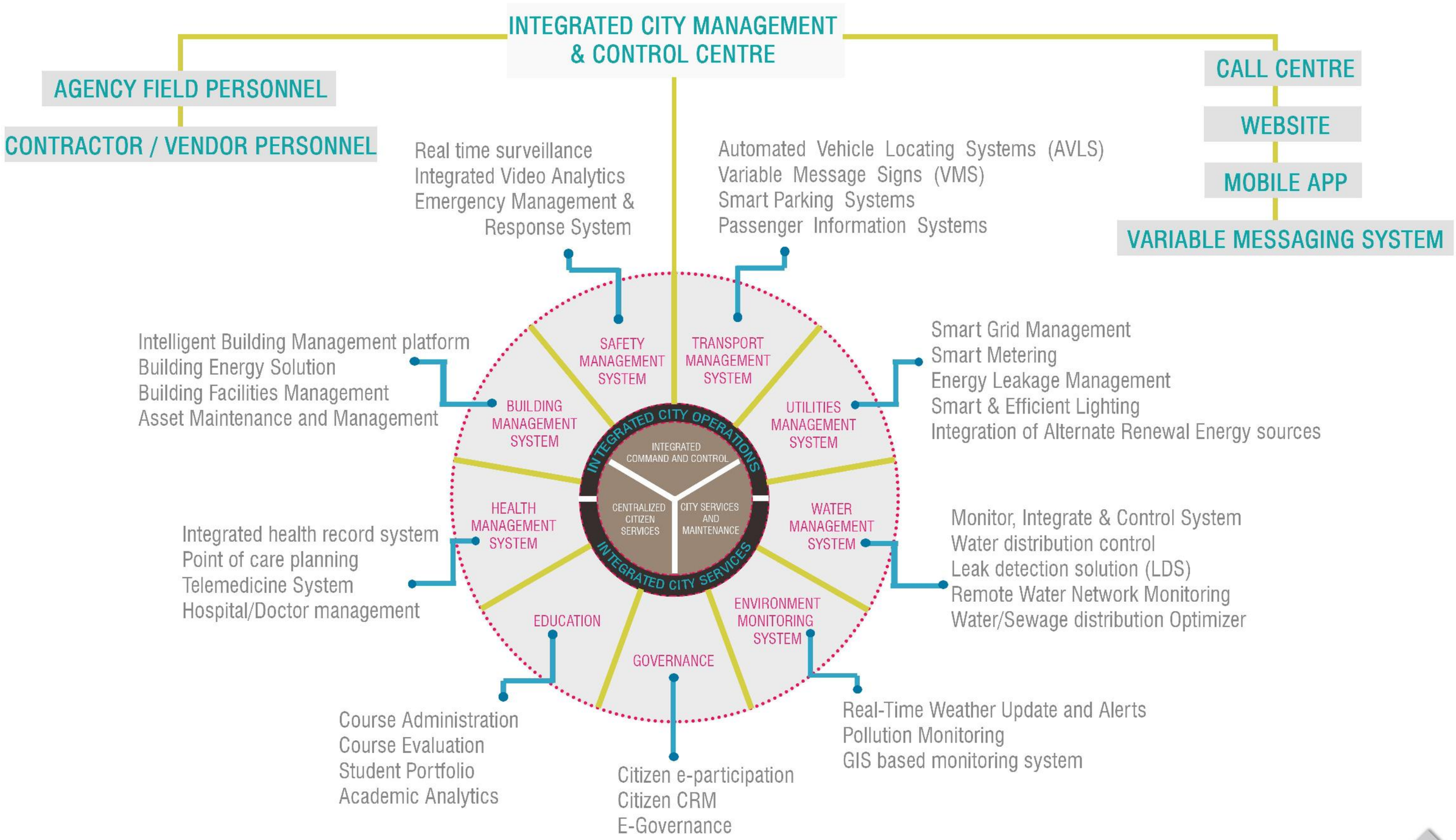
Rejuvenation of Thirumanimutharu river bund of 6km, landscaping the surroundings and redevelopment of surrounding areas.

Fig 42:Reference Visual of possible river channel improvement

Construction of Commercial Tower and Renovation of VOC Market based on Green building technology ,Natural ventilation , Waste management.

PAN CITY : COMPONENTS

Fig 43: KEY COMPONENTS OF PAN-CITY PROPOSAL



PAN CITY : PROPOSALS

WATER SUPPLY

Fig 44: SMART METERING

24/7 water Supply with 100% coverage

Dual water supply lines with Smart Metering and SCADA system

Water Quality Monitoring System .

E - GOVERNANCE

Fig 45: BHOOMI

Digitization of records
Provision of kiosks for easy access
Land record Modernization

HEALTH CARE

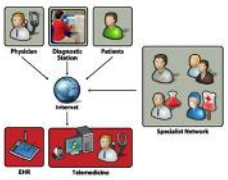


Fig 46: ONLINE PORTAL

Tele medicine (diet nutrition)
e-health record
Online City health portal.

EDUCATION

Fig 47: SMART CLASSROOM

Smart classrooms
e-books
performance management solution

PARKING MANAGEMENT

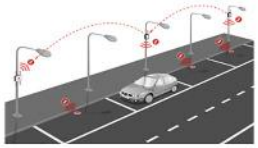


Fig 48: SMART PARKING

Sensors & cameras for data collection on parking lot capacity & availability.
- On-Street
- Off Street
- Multi level

TRANSIT MANAGEMENT

Fig 49: GPS BASED TRACKING

GPS-based tracking and route information of public transport and Fleet Management System

Passenger information dissemination (On-Board, At-Stops, At-Stations)

Fig 50: SMART WASTE COLLECTION

STORM WATER DRAIN

100% Coverage of Storm Drains and Rain water harvesting system in all the buildings

Efficient Contour based design for SWD network using GIS and integrated with canals

Reusage of storm water.

SAFETY AND SECURITY

Installation of Multi use CCTV cameras for security, video based analytic surveillance and traffic monitoring.

Installation of Unified Poles with solar powered LED Lights, Variable messaging system (VMS), Public Address system (PA), Variable Sensors etc,

Immediate response system, ensuring road safety measures, specialized women and child security measures and frequent interactions / feedback with elderly group associations

A robust CCTV surveillance system with a centralized control room and specialized staff which will monitor various locations within the city.

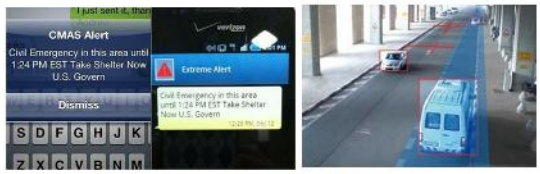


Fig 49: ICT FOR SAFETY AND SURVEILLANCE

SOLID WASTE MANAGEMENT

Sensor fitted bins
Waste transportation Route Mapping
GPS based vehicle tracking
RFID based segregation

QUESTION 32: GANT CHART

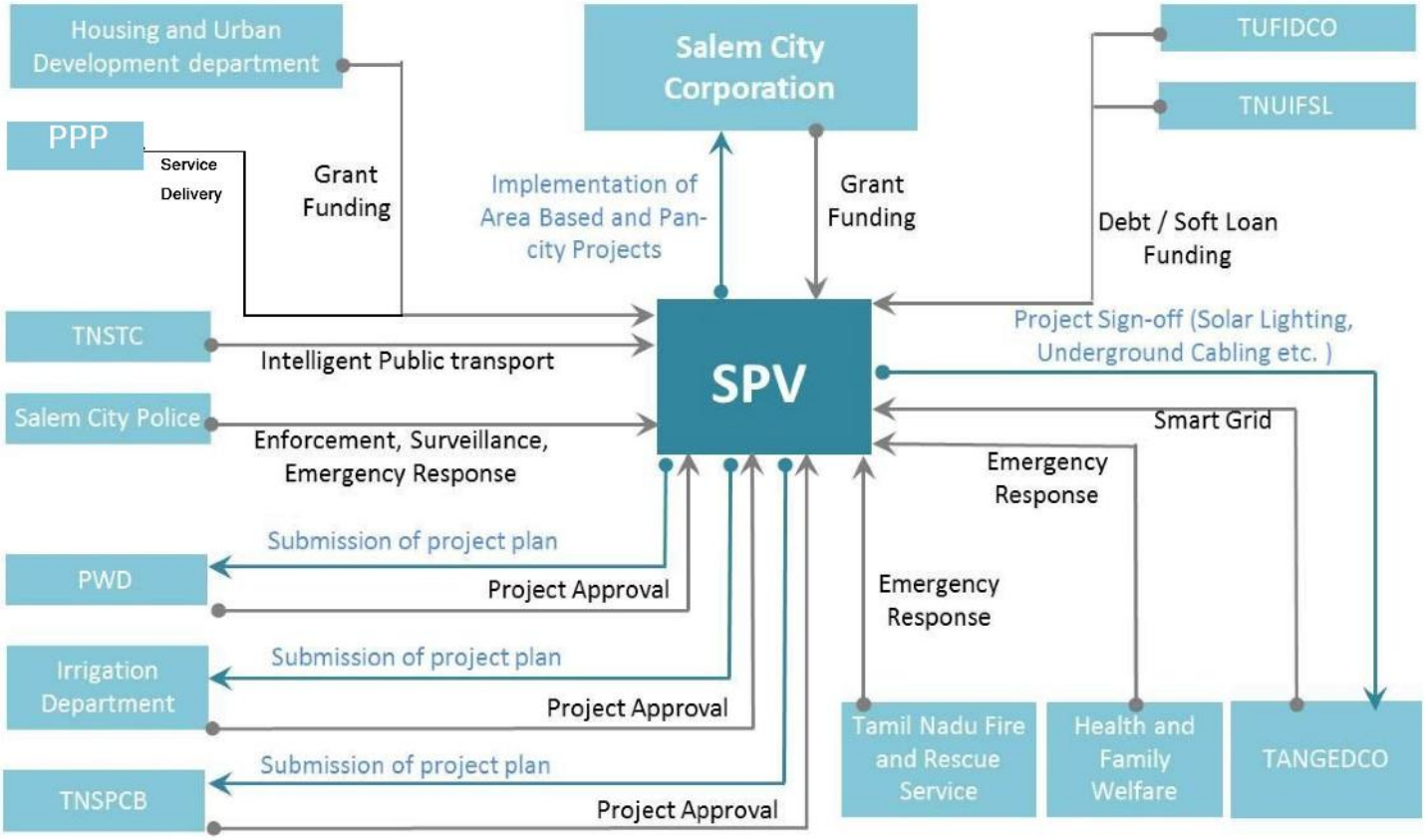
FIGURE 43 :

Task Name	FY 2017				FY 2018				FY 2019				FY 2020			
	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4
✳ Setting of SPV																
Incorporartion of SPV																
Execution of shareholders' agreement between all shareholders																
Recruitment of Key Staff for SPV																
✳ Research and planning																
Floating of tenders for appointment of consultants for Project DPRs																
Appointment of consultants for Project DPRs (by City ULB)																
Completion of DPRs																
✳ Tying up of funding for projects																
✳ Obtain clearances for projects																
✳ Procurement																
Floating of tenders for appointment of Contractors																
Appointment of contractors																
✳ Implementation of projects																
› Area Based Development																
Traffic and transport Management System																
Development Projects																
Smart Infrastructure & Visible Improvements																
Basic Infratructure Improvements																
› Pan City																
Smart solutions to basic urban infrastructure , heath care & education																
Integrated Platform for City e-Governance																
✳ Citizen Engagement to assess the satisfaction on progress and incorporation of feedback																

IMPLEMENTATION FRAMEWORK :

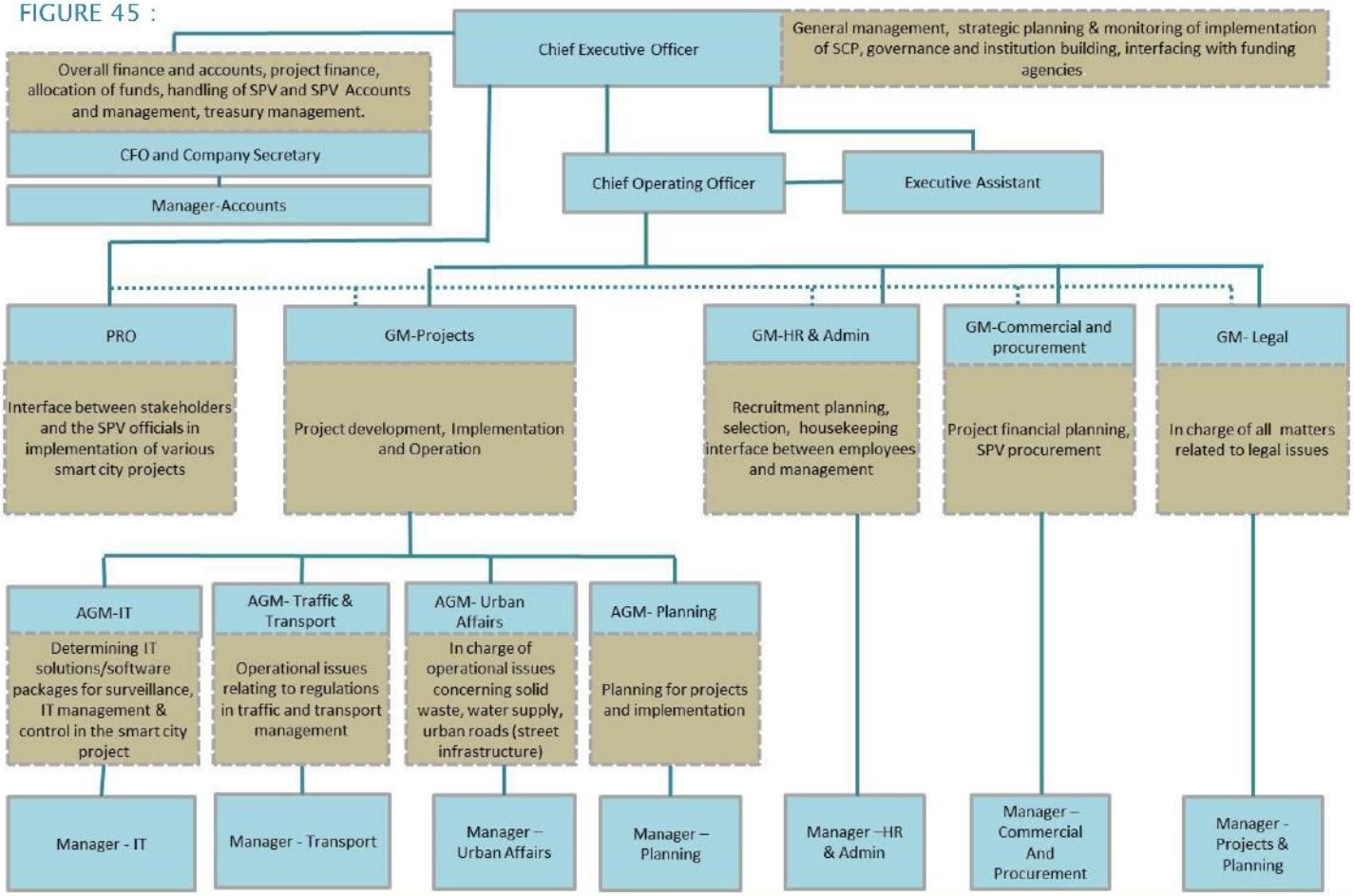
QUESTION 34. CONVERGENCE

FIGURE 44 :



QUESTION 36. ORGANOGRAM

FIGURE 45 :



FINANCIAL PLAN

FIGURE 45 : COST ESTIMATE

(Amount in Rs. Crores)

PARTICULARS	ESTIMATED COST	PHASING					SOURCES OF FUNDS			
		FY 2016	FY 2017	FY 2018	FY 2019	FY 2020	Smart City Grants	Convergence *Central/State Missions*	ULB Own Sources	PPP
AREA BASED DEVELOPMENT										
Traffic & Transport Management System	**678**	**-**	**224**	**398**	**132**	**11**	**698**	**-**	**32**	**34**
Bus Terminal Development: Removal of encroachments and Construction of state-of-the art Transit Hub	215	-	65	108	43	-	161	-	32	22
Smart Parking: On street & MLCP (Transit Hub & VOC market)	126	-	38	88	-	-	113	-	-	13
Public Transport Improvement: Shuttle bus service, conversion to Electric / CNG buses, Smart bus shelters	25	-	5	7	7	5	25	-	-	-
Streetscape redesign: Footpath, parking bays, street furniture, signage, landscape, paving, NMT zones, etc.	383	-	115	192	77	-	383	-	-	-
IT Integration: Intelligent signals, Free public Wi-Fi, Display boards, GPS tracking, real time arrival/departure, etc.	15	-	2	3	5	6	15	-	-	-
Development Projects	**572.10**	**-**	**176**	**407**	**-**	**-**	**80**	**-**	**56**	**448**
Government Office Buildings	12	-	4	8	-	-	12	-	-	-
Commercial Tower Development	560	-	168	392	-	-	56	-	56	448
Renovation of V.O.C Market – revised layout and storage facilities	12	-	5	7	-	-	12	-	-	-
Smart Infrastructure & Visible Improvements	**168**	**-**	**54**	**40**	**41**	**14**	**89**	**28**	**-**	**33**
River Channel Improvement: Parapet wall and Fencing, lighting and streetscaping	24	-	7	12	5	-	10	15	-	-
Redevelopment of Bose Maidan	21	-	21	-	-	-	21	-	-	-
Signages & Landscaping	33	-	26	7	-	-	33	-	-	-
Solar Energy - 4.5 MW Solar Rooftop	29	-	-	9	15	6	-	9	-	20
Street Lighting - 100% LED replacement	43	-	-	13	22	9	26	4	-	13
Basic Infrastructure Improvements	**63**	**-**	**26**	**28**	**9**	**-**	**-**	**59**	**3**	**2**
Water Supply System	16	-	3	10	3	-	-	15	-	2
Storm Water Drains	30	-	6	18	6	-	-	27	3	-
Solid Waste Management	17	-	17	-	-	-	-	17	-	-
TOTAL COST - ABD	**1481.10**	**-**	**480**	**874**	**182**	**25**	**866**	**86**	**91**	**517**
PAN CITY										
Integrated City Management & Control Centre	383.5	-	**21**	**41**	**62**	**12**	**120**	**18**	**-**	**-**
Smart Water Network	29	-	3	11	9	6	29	-	-	-
Intelligent Transport	4	-	3	0	0	0	4	-	-	-
Intelligent Signalling	15	-	3	8	3	2	15	-	-	-
Integrated Ticketing	16	-	-	-	16	-	16	-	-	-
VMS	3	-	2	0	0	0	3	-	-	-
Smart Parking	3	-	2	0	0	0	3	-	-	-
CCTV Camera Surveillance System	5	-	1	2	1	0	1	4	-	-
Emergency Response System	4	-	-	3	1	0	1	3	-	-
Waste Management System	0	-	0	0	0	0	-	0	-	-
Street-lighting control system	32	-	6	16	6	3	29	3	-	-
Control Room Set-up	25	-	-	-	25	-	18	8	-	-
Integrated Platform for City e-Governance	43	**-**	**-**	**14**	**4**	**2**	**14**	**6**	**-**	**-**
TOTAL COST - PAN CITY	427.5	**-**	**21**	**55**	**66**	**14**	**134**	**23**	**-**	**-**
TOTAL COST OF PROPOSAL	1908.6	**-**	**501**	**929**	**248**	**40**	**1,000**	**97**	**216**	**619.6**

FINANCIAL PLAN

FIGURE 46: ULB FINANCIAL PROJECTIONS (IN RS. CRORES)

YEAR		FY 12	FY 13	FY 14	FY 15	FY 16	FY 17	FY 18	FY 19	FY 20	FY 21	FY 22	FY 23	FY 24	FY 25
INCOME															
MMC		**181.4**	**196.4**	**264.3**	**269.5**	**286.5**	**303.3**	**321.5**	**341.3**	**362.8**	**386.3**	**412.0**	**440.1**	**471.1**	**505.3**
Own Income		*127.2*	*117.1*	*147.6*	*140.5*	*145.4*	*150.4*	*155.7*	*161.1*	*166.8*	*172.7*	*178.8*	*185.2*	*191.8*	*198.7*
Assigned Revenue		*6.7*	*12.6*	*12.7*	*12.6*	*16.6*	*19.7*	*23.4*	*27.7*	*32.9*	*39.0*	*46.4*	*55.1*	*65.4*	*77.8*
Capital Income		*47.5*	*66.7*	*104.0*	*116.3*	*124.5*	*133.2*	*142.5*	*152.5*	*163.1*	*174.6*	*186.8*	*199.9*	*213.8*	*228.8*
Smart City - SPV						**-**	**365.9**	**600.7**	**251.9**	**64.5**	**36.7**	**43.0**	**50.4**	**59.2**	**69.5**
Direct Income						-	*8.3*	*8.5*	*8.8*	*13.8*	*16.6*	*19.9*	*23.9*	*28.7*	*34.4*
Property Tax - Addl. Revenue						-	*1.7*	*7.5*	*16.6*	*17.4*	*20.1*	*23.1*	*26.5*	*30.5*	*35.1*
Capital Income						-	*356.0*	*584.7*	*226.5*	*33.2*	-	-	-	-	-
TOTAL INCOME		**181.4**	**196.4**	**264.3**	**269.5**	**286.5**	**669.2**	**922.2**	**593.2**	**427.3**	**423.0**	**455.0**	**490.6**	**530.3**	**574.8**
EXPENDITURE															
MMC		**180.8**	**195.3**	**263.5**	**268.9**	**285.8**	**303.7**	**322.7**	**342.9**	**364.5**	**387.4**	**411.7**	**437.6**	**465.2**	**494.5**
Revenue Expenditure		*95.7*	*105.8*	*125.7*	*142.4*	*150.4*	*158.8*	*167.7*	*177.1*	*187.0*	*197.5*	*208.6*	*220.2*	*232.6*	*245.6*
Capital Expenditure		*85.0*	*89.5*	*137.8*	*126.5*	*135.4*	*144.9*	*155.0*	*165.8*	*177.4*	*189.9*	*203.2*	*217.4*	*232.6*	*248.9*
Smart City - SPV						**-**	**391.0**	**629.5**	**274.6**	**84.9**	**54.6**	**57.3**	**60.1**	**63.5**	**67.0**
Revenue Expenditure						-	*35.0*	*44.8*	*48.1*	*51.7*	*54.6*	*57.3*	*60.1*	*63.5*	*67.0*
Capital Expenditure						-	*356.0*	*584.7*	*226.5*	*33.2*	-	-	-	-	-
TOTAL EXPENDITURE		**180.8**	**195.3**	**263.5**	**268.9**	**285.8**	**694.6**	**952.2**	**617.5**	**449.3**	**441.9**	**469.0**	**497.7**	**528.6**	**561.5**
BUDGET SURPLUS/(DEFICIT)		0.6	1.1	0.8	0.6	0.7	-25.4	-30.0	-24.3	-22.1	-19.0	-14.0	-7.1	1.7	13.3

FIGURE 47: SOURCES OF FUNDS

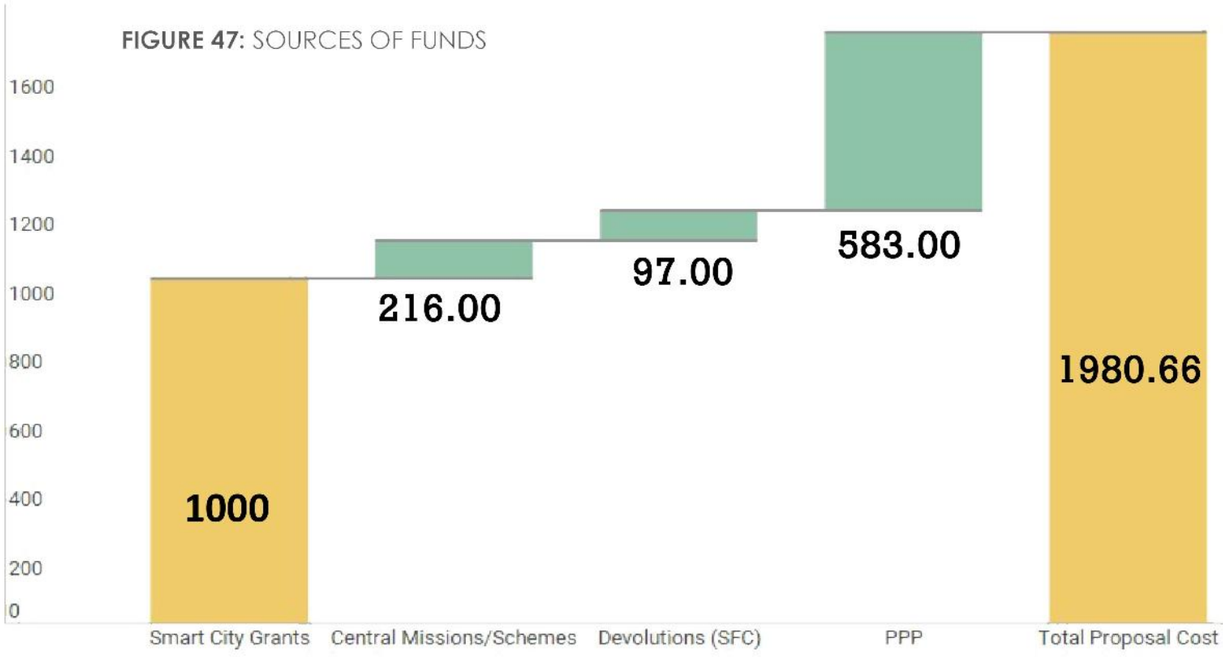


FIGURE 48: ULB REVENUE SHARE (PROJECTED)

FIGURE 49:
FUNDS – REQUIREMENT VS. AVAILABILITY

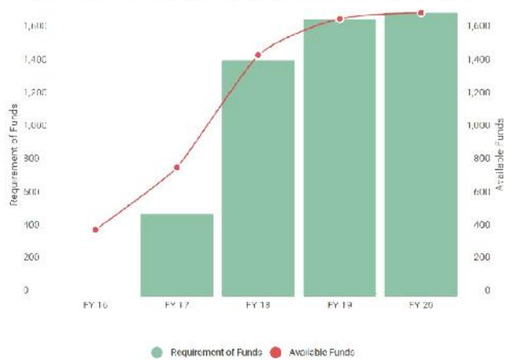


FIGURE 50: REVENUE SOURCES

PROPERTY TAX	USER CHARGES	ALTERNATIVE SOURCES	OTHER SOURCES
Tax Incrementation	Increase in user charges	Shared selling of PSUs land	Advertisement Revenue
Commercial Property: Revenue Share	Volumetric Billing	Rezoning of urban land	Fees from Parking & Market Facilities
Under-assessed & Un-assessed properties	Betterment Charges	Enhancement of Fees for Land Conversion	Any other sources

FINANCIAL PLAN

FIGURE 51: SMART CITY : SPV PERFORMANCE

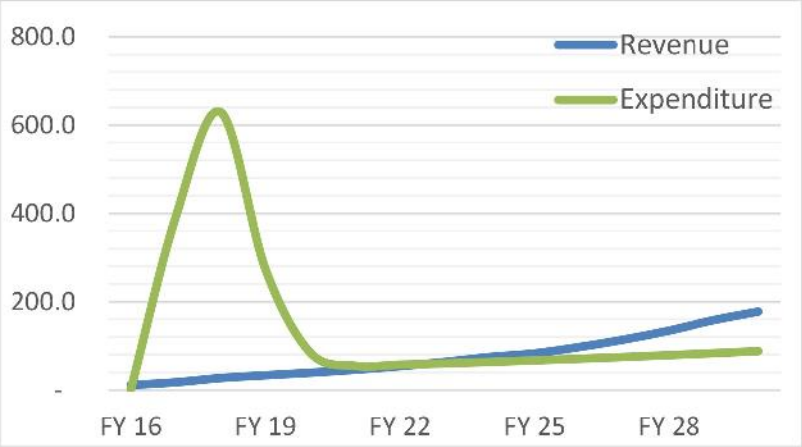


FIGURE 52: COMMERCIAL DEVELOPMENT

COMMERCIAL PROPERTY DEVELOPMENT		
Built up Area	sft.	2,60,000
Mode of Procurement	Mode	PPP
PPP - Scale of Investment	%age of TPC	80%
Revenue Share to ULB	Rs. per sft. Per month	8
Annual increase in revenue	%age p.a	5%

FIGURE 53: REVENUE ASSUMPTIONS

Water Supply	Households in the Catchment Area	*No. (in the area)*	18,500
	Current Coverage	*%age of total*	50%
	Betterment & Deposit Charges	*Rs. Per Connection*	12,000/-
	Deposit Charges – Existing Connections	*Rs. Per Connection*	4,000/-
	Volumetric Tariff	*Rs. Per KL*	10.0
Advertisement Revenue	Revenue Charges	*Rs. Per sq. m per month*	75.0
	Small Hoardings Size	*On street light*	2×3
	Large Hoardings	*Every redeveloped street*	20×30
Street Parking	Parking lots	*No. of lots in the area*	20
	Revenue per lot	*Rs. Per month*	50,000/-
Property Tax	Tariff Increase in city – one time	*%age of Existing*	10%
	Tariff Increase in ABD area – one time	*%age of Existing*	30%
	To be implemented by 2020		
	Periodic Increase	*%age every 5 years*	15%
Devolutions (SFC)	Yearly Increase – till 2025	*%age p.a*	18%
	Yearly increase – after 2025	*%age p.a*	12%
	Current Increase – 14% p.a		

FIGURE 54: SPV O&M EXPENSES

YEAR	FY 17	FY 18	FY 19	FY 20	FY 21	FY 22	FY 23	FY 24
Area Based Development	**31.9**	**34.1**	**36.2**	**38.7**	**40.9**	**43.1**	**45.4**	**47.9**
Water Supply	*1.8*	*2.3*	*2.6*	*3.3*	*3.4*	*3.5*	*3.7*	*3.8*
Storm Water Drains	*0.9*	*1.0*	*1.0*	*1.1*	*1.1*	*1.2*	*1.3*	*1.3*
Solid Waste Management	*4.1*	*4.3*	*4.6*	*4.8*	*5.1*	*5.4*	*5.7*	*6.0*
Maintenance of Streets	*0.7*	*0.8*	*0.8*	*0.9*	*0.9*	*1.0*	*1.0*	*1.1*
River Channel Imrpovement	*0.2*	*0.3*	*0.3*	*0.3*	*0.3*	*0.3*	*0.3*	*0.4*
Other Developments	*24.1*	*25.5*	*26.9*	*28.4*	*30.0*	*31.7*	*33.5*	*35.3*
Pan City	**3.1**	**10.7**	**11.9**	**13.0**	**13.7**	**14.2**	**14.6**	**15.5**
Total Expenditure	**34.99**	**44.80**	**48.10**	**51.69**	**54.58**	**57.26**	**60.09**	**63.39**

SALEM CORPORATION

Letter No. E4/17452/2015, dated 26.12.2015

From

Thiru. K.R.Selvaraj, M.Sc.,
Commissioner,
Salem Corporation.
Salem 636 007.

To

The Mission Director, Smart Cities Mission/
Additional Secretary to Government of India
Ministry of Urban Development
New Delhi – 110011

Dear Sir,

Sub: Submission of Smart City Proposal for Salem City under the Smart Cities Mission project

---

As directed please find enclosed the Smart City Proposal for Salem city (**TN-07-SAL SCP**). **As required FIVE nos. of Hard copies and ONE soft Copy (DVD) has been enclosed along.**

Thanking you

Yours Sincerely,

26/12/15

Commissioner
Salem Corporation

26.12.15

Encl along: (Five Hard copies and one soft copy –DVD)

Copy submitted to :

1.Principal Secretary, Municipal Administration and water supply Department.
Secretariat Chennai. 600 009.
2. Managing Director TUFIDCO, Chennai-35

True Copy of Salem Corporation Resolution No.235 Dated.14.12.2015.

Subject:

The Government of India has announced "Smart City Mission" for short listed 100 Cities in all over India. Salem City is one among them out of 12 cities selected in Tamil Nadu.

The Government of Tamil Nadu has accorded administration sanction vide GO. Ms. No. 112 Municipal Administration and Water Supply Department (MA2) dated.31.07.2015 to Implement the Smart City Project in 12 Cities of Tamil Nadu including Salem City.

The ministry of Urban Development , Government of India has issued Guidelines for this Smart City Mission. In the Guidelines., it is stated that the project will be implemented based on the following criteria.

b. Area based Development

3. Retrofitting
4. Redevelopment

b. Pan City solution for the city.

Under the Area Based development, the following are the essential features.

16) Assured Electricity
17) Adequate Water supply
18) Solid Waste Management
19) Rain water Harvesting
20) Smart Metering
21) Robust IT connectivity and digitalization
22) Pedestrian friendly path way
23) Encouragement to non motorized transport
24) Intelligent traffic Management
25) Non Vehicles Street/Zones
26) Smart Parking
27) Energy efficient street lighting
28) Innovative use of open spaces
29) Visible Improvement area
30) Safe of Citizens especially Children, Women and Elderly

Pan City

Any of two solution should be IT enabled to Improve Public services.

The Scheme will be implemented for five years and the financial pattern to implement the scheme mentioned in the Guidelines is given below.

4. Government of India Grant - Rs. 100.00 Crore/Year

5. Government of Tamil Nadu Grant - Rs. 100.00 Crore/Year

Rs. 200.00 Crore/Year

6. Under Public Private Partnership - Rs. 1000.00 Crore / For the Project / Period

To prepare "City wide conceptual plan" and smart City proposal, M/S. IDeCK – Infrastructure Development Corporation (Karnataka) Ltd., Bangalore has been appointed as consultant through TUFIDCO.

To Implement the Smart City Project in Salem City, the following activities have been carried out by the Corporation.

1. Preliminary meeting was conducted and the consultant explain about the Smart City Project. : 28.07.2015
2. Meeting was conducted under the chairmanship of Honorable Mayor, with Stake holders. : 22.09.2015
3. Meeting was conducted under the Chairmanship of District Collector with the line Department officials. : 25.09.2015
4. Meeting was conducted under the chairmanship of Honorable Mayor with Stake Holders : 05.10.2015
5. Meeting was conducted under the Chairman Ship of Honorable Mayor with Stake Holders : 27.11.2015

Apart from this, the following activities were initiated to get public opinion from the Salem Citizens about the Smart City Project.

- A separate web site was launched in the name of www.salemsmartcity.in to involve the citizens.
- Competition held through the website for essay writing, Craft, painting and Logo Design.
- The Competition conducted through "mygov" platform.
- 15 Nos of flex banners displayed in the prominent place for citizens awareness.
- Opinion poll was conducted among the citizens through website.
- 8 Nos of polling Booths were established in the important places .
- 13 areas were identified tentatively for citizen opinion poll for Area based development and Pan City.
- Advertisement made through F.M. Radio.
- A Video film has been taken and displayed in the important place for citizens awareness.

Regarding selection of the area, the Salem Corporation has selected following areas tentatively and hosted in the website for public opinion poll.

I. Area Based Development

d) Retrofitting

10. Perumalmalai Residential areas
11. Dr.M.G.R. Central Bus Stand and Surrounding Areas
12. Salem Railway Junction and Surrounding areas
13. Chinna kollapatty,Kannankuruchi Main Road, Kolla patty(Yercaud Foot Hills)
14. Old Bus Stand and Surrounding Areas , Bose Maidanam, I & II Agraharam Car street, Bazaar Street, Chinnakadai Street,
15. V.O.C market and surrounding area,VOC market, Old market area, Mvd.pura streets, Kallanguthu area, Pavadi Pattaikoil area
16. KumaragiriEri area and surrounding area, KumaragiriEri, Maruthi Nagar , Pachapatti area, Gandhi maidanam area, Ammapet area.
17. Dhadhubaikuttai Area Pulikuthi Streets Karugalpatty
18. Nethimedu Area (Maniyanoor, Annathanapatty, K.P.Karadu)

e) Redevelopment

4. Residential area consisting Chinnammapalayam and Appavunagar
5. Johnsonpet Area
6. Kothadimai Colony Indira Nagar, Moonankaradu, OnpathamPali, Oothumalai Adivraram, Ammal Eri Development

f) Green Field

2. The elevated area adjacent to Burn&Co. located in Omalur main road

In the Public opinion poll, the citizens responses received on area selection polling was 15,738, out of the above areas retrofitting Model for VOC Market and Old bus Stand surrounding has received higher No. of votes of 8695.

Based on the public opinion poll, the council may be resolved to implement the Smart City proposals in the VOC Market and Old bus stand surrounding area. under area based development is Retrofitting model.

Further the consultant M/S. IDecK- Bangalore has prepared the "City wide Conceptual Plan" and Smart City Proposals for the Salem City. In this, the following projects were identified and the estimate prepared by the consultant and the details are given below.

1.Area Based Development (Retrofitting Model)		**(Rs. In Crore)**
d) Basic Infrastructure improvements		
Water Supply and Storm Water Drains	:	46.80
e) Other Services		
Solid waste management, Underground cabling, Street Improvement& Street Scape Solar Energy, Street Lighting and Solar energy.	:	495.10
f) Development Project		
Bus terminals development, Govt. office building, MLCP, Signage & Land scapping, Commercial property development, IT connectivity, Market Improvement, Redevelopment of Bose Maidan, Public Infrastructure and river channel Improvement.	:	1425.10

Pan City Intiative

City Control Room	:	175.30
Integrated Plot form for city –e governance	:	20.00
Total		**2162.30**

The Source of funds for Implementation of the Smart City Project are Categorized and Indicated in the Smart City Proposals as given below.

1. Central Mission : AMRUT, Swatch Bharat, Digital India.
2. Other Mission / Schemes : Nirbhaya Fund, IPD Scheme
3. Other Sources : ULB Surplus & SFC Fund

The "Public Private Partnership" Mode will be implemented for Commercial Property development, Multilevel parking, Solar energy, Street Lighting and development of Bus terminal etc., in the Area based development.

Council May resolve to Implement the Project identified as above and as per the financial pattern stipulated in the Smart City Proposals.

Based on the the Government of India Guide lines, The Project has to be Implemented through **SPV (Special Purpose Vehicle)** . The Government of Tamil Nadu has issued orders vide Go.Ms.No.112, Municipal Administration & Water Supply (MA2) Department, Date.31.07.2015 for formation of SPV, City level inter Departmental task force, and City level Advisory Forum.

As per the Government orders, The SPV at State Level has to be established with the following Board of directors.

Special Purpose Vehicle at State Level

1. Director of Municipal Administration, Chennai : Chairman of the SPV
2. Representative form Ministry of Urban Development : Director
3. Representative form finance Department Government of Tamil Nadu : Director
4. Corporation Commissioner : Director
5. Chief Executive Officer of respective Special purpose Vehicle : Director
6. Independent directors (Towns) : Director

Further, the details of City level inter departmental Task Force and City level Smart City Advisory Forum to be formed as given below.

City Level Inter Departmental Task Force

1. District Collector, Salem, : Chairman
2. Corporation Commissioner, : Member & Convener
3. Chief Executive Officer of the Special purpose vehicle, : Member
4. Executive Engineer , : Member
5. Superintending Engineer (TANGEDCO) : Member
6. Divisional Engineer High Ways : Member
7. Assistant Director – Town and Country Planning : Member

8. Executive Engineer, Tamil Nadu Housing Board : Member
9. Executive Engineer, Tamil Nadu Slum Clearance Board : Member
10. District Information Officer National Information Circle : Member

(Any Officer of the State/Central Government as the District Collector Sectors Necessary)

City level Smart City advisory forum

1.	District Collector, Salem,	: Chairman
2.	Member of Parliament- Salem	: Co – Chairman,
3.	Member of Legislative Assembly	: Member
4.	Mayor	: Member
5.	Commissioner, Salem Corporation	: Member
6.	Chief Executive Officer of the SPV	: Member & Convener
7.	Local Youth	: Member,
8.	Technical Expert	: Member
9.	Non Government Organization / Chamber of Commerce /Slum level Federation	: Member

Council May resolve to Establish the the SPV, City level Inter departmental Task Force, and City level Smart City Advisory Forum as stipulated in the Government orders.

Based on the above, Guide lines and government Orders, The Consultant has prepared and submitted the City wide Conceptual plan and smart city Proposal for Salem City.

Hence the council may resolved to approve the City Conceptual Plan, and Smart City Proposals. Cost Estimates and financial patterns, formation of SPV, City level inter Departmental Task Force, City level Smart city Advisory Forum.

Further the council may be resolved to accord permission to submit the proposals to the "Smart City Mission", Government of India through the Government of Tamil Nadu for sanction.

Office Note:

4. Council may resolved to implement the project in the Retrofitting Model of Area based development as per the public opinion poll.
5. Council may resolved to establish "SPV" for the project implementation.
6. Council may resolved to establish City level inter departmental task force and City level Smart city advisory forum.

File No. R.O.C. **E4 /0 17452 /2015**

i. Resolved to approve the Smart City Proposals and to establish ' SPV', for SCP implementation.
ii. Resolved to establish city level Inter Departmental Task Force and City Level Advisory forum.

(Sd.) Thiru. S. Soundappan,
Mayor,
Salem Corporation.

/ True Copy /

15 XII 2015

For Commissioner,
Salem Corporation.

15/12/15

ANNEXURE:4

From

Superintending Engineer,
Tamil Nadu Generation and Distribution
Corporation Limited,
Salem.

To

The Mission Director,
Smart Cities Mission,
Ministry of Urban Development.

Roc No.

Dated: .12.2015

Dear Sir,

Sub: Smart City - Salem Electricity Distribution Circle – Letter of support towards co-ordinating and delivering the Pan City and Area Based Initiatives under the Smart City Mission – Regarding.

Ref: Letter from the Commissioner, Salem Corporation vide Roc. No. E4/17452/2015 Dated 12.12.2015.

****

It gives me great pleasure to note that Salem City Municipal Corporation (SCMC) has been short listed to participate in the Smart City Challenge. As part of the Smart city initiative, we hope to undertake host of projects under Pan city and Area Based components.

We understand that our Department falls under the ambit of Smart City and TANGEDCO assures to extend its co-operation in implementation of the Project and support the newly set up Special purpose vehicle.

For **Superintending Engineer,** 23/12/15
Tamil Nadu Generation and Distribution
Corporation Limited,
Salem.

PUBLIC WORKS DEPARTMENT

From
Er.A.Sekar, B.E.,
Executive Engineer, PWD.,
Buildings (C&M) Division,
Salem - 636 007.

To
The Mission Director,
Smart Cities Mission,
Ministry of Urban Development.
Delhi.

Letter No.\222/DB/JDO.1\ F.GI\2015 / Dt. 23.12.2015

Sir,

Sub: Smart City-Public Works Department-Letter of support towards co- ordinating and delivering the Plan City and Area Based Initiatives under the Smart City Mission-Regarding.

Ref: Letter from the Commissioner, Salem Corporation vide Roc.No.E4\17452\2015 Dated 10.12.2015 received on 23.12.2015.

.....

It gives me great pleasure to note that Salem City Municipal Corporation (SCMC) has been short listed to participate in the Smart City Challenge. As part of the Smart City initiative, we hope to undertake host of projects uner Plan city and Area Based components.

We understand that our Department falls under the ambit of Smart City and Public Works Department assures to extend its co-operation in implementation of the Project and support the newly set up Special purpose vehicle.

Executive Engineer,PWD.,
Buildings (C&M) Division, Salem-7.

23.12.15

ANNEXURE:4

From
T.Venkatramanan
District Fire Officer,
Fire and Rescue Office.
Navalar Nedunchezhiyan Road,
Salem 02.

To

The Mission Director,
Smart Cities Mission,
Ministry of Urban Development.

Roc No. 14572/A2/20

Dated: .12.2015

Dear Sir,

Sub: Smart City – Salem City Police – Letter of support towards co-ordinating and delivering the Pan City and Area Based Initiatives under the Smart City Mission – Regarding.

Ref: Letter from the Commissioner, Salem Corporation vide Roc. No. E4/17452/2015 Dated 12.12.2015.

****

It gives me great pleasure to note that Salem City Municipal Corporation (SCMC) has been short listed to participate in the Smart City Challenge. As part of the Smart city initiative, we hope to undertake host of projects under Pan city and Area Based components.

We understand that our Department falls under the ambit of Smart City and Fire and Rescue Department assures to extend its co-operation in implementation of the Project and support the newly set up Special purpose vehicle.

23/12/15

District Officer,
Fire and Rescue Service,
Salem District

23/12/15

23 DEC 2015

POLICE DEPARTMENT

From

Sumit Sharan, IPS.,
Commissioner of Police,
Salem City, Salem.

To

The Mission Director,
Smart Cities Mission,
Ministry of Urban Development,
New Delhi.

C.No.G4/328/34879/2015 date: 24.12.2015.

Sir,

Sub: Police – Salem City – Letter of support towards co-ordinating and delivering the Pan City and Area Based Initiatives under the Smart City Mission – Regarding.

Reg: Commissioner, Municipal Corporation, Salem in C.No. E4/117452 /2015 Dated: 23.12.2015.

<><><><><>

It gives me great pleasure to note that Salem City Municipal Corporation (SCMC) has been short listed to participate in the Smart City Challenge. As part of the Smart City initiative, we hope to undertake host of projects under Pan City and Area Based components.

2] We understand that our Department falls under the ambit of Smart City and Salem City Police Department assures to extend its co-operation in implementation of the Project and support the newly set up Special purpose vehicle.

Yours faithfully

24/12/15

Commissioner of Police,
Salem City, Salem.

24/12/15

Tamil Nadu State Transport Corporation (Salem) Ltd.,

(A Government of Tamilnadu Undertaking)
Registered and Administrative Office :
12, Ramakrishna Road,
SALEM - 636 007.
Phone: 2314391-3 (Lines)
Fax : 0427 - 2317468

Lr. No.172/MD/TNSTC/Slm/2015 Date: 23.12.2015

To

The Mission Director,
Smart Cities Mission,
Ministry of Urban Development.

Dear Sir,

Sub: Smart City – Tamil Nadu State Transport Corporation – Letter of support towards co-ordinating and delivering the Pan City and Area Based Initiatives under the Smart City Mission – Regarding.

Ref: Letter from the Commissioner, Salem Corporation vide Roc. No.E4/17452/2015 Dated.2.12.2015

*****

It gives me great pleasure to note that Salem City Municipal Corporation(SCMC) has been short listed to participate in the Smart City Challenge. As part of the Smart City initiative, we hope to undertake host of projects under Pan City and Area Based components.

We understand that our Department falls under the ambit of Smart City and Tamil Nadu State Transport Corporation assures to extend its co-operation in implementation of the Project and support the newly set up Special purpose vehicle.

Managing Director,
Tamil Nadu State Transport Corporation.

POWERING TAMILNADU'S PROGRESS ...

To whomsoever it may concern

Consequent to the 12 Corporations getting selected as Smart Cities, TANGEDCO has brought to the knowledge of the Corporation, the implementation of schemes that are in operation and in full agreement to the convergence of the schemes in the Smart City Mission. The department is very much interested in getting involved and providing necessary support in the implementation and operation of the sub projects identified under Area Based Development and Pan City Solutions, provided that there is funding by the Government of India/ Government of Tamil Nadu.

We confirm, No objection (NOC) towards implementation of the identified projects and wish Corporation for successful submission of Smart City Proposal to Government of India.

23/12/15

Chief Engineer/Planning & Resource Centre
TANGEDCO

ABSTRACT

Implementation of Smart Cities Mission in Tamil Nadu - Government of India sponsored Mission – Administrative Sanction – Orders – Issued.

MUNICIPAL ADMINISTRATION AND WATER SUPPLY (MA2) DEPARTMENT

G.O.(Ms)No.112 **Dated 31.7.2015**
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Read:

From the Chairperson and Managing Director, Tamil Nadu Urban Finance and Infrastructure Development Corporation Limited, Lr.No. TUFIDCO / Smart City / 44/AM(S)/2015, Dated 20.07.2015.

ORDER:

In the letter read above, the Chairperson and Managing Director, Tamil Nadu Urban Finance and Infrastructure Development Corporation has stated that, the Ministry of Urban Development, Government of India, has recently launched the Smart Cities Mission, with the **objective** to promote cities that provide core infrastructure and give a decent quality of life to its citizens, a clean and sustainable environment and application of 'Smart' solutions. The Mission will cover **100 cities** and its duration will be **five years** (Financial Year 2015-16 to Financial Year 2019- 20).

2. The core infrastructure elements in a Smart City would include adequate water supply; sanitation, including solid waste management; efficient urban mobility and public transport; affordable housing, especially for the poor; and robust IT connectivity and digitalization.

3. The strategic components of Area-based development in the Smart Cities Mission are; City Improvement - Retrofitting; City Redevelopment; Greenfield development and Pan-city development. A Smart City is expected to encapsulate either of these, or a mix thereof and a Pan-city feature with Smart Solution(s), which include, **e**–Governance and Citizen Services; Waste Management; Water Management**;** Energy Management and Urban Mobility, etc.

4. The total number of 100 Smart Cities have been distributed among the States and Union Territories on the basis of equal weightage (50:50) to urban population of the State and the number of statutory towns in the State. In the

first year of the Program, 20 cities will be taken up, followed by 40 cities, each in the second and third years. As per the guidelines, **12 cities** have been allotted to Tamil Nadu.

5. In Stage I of the **Process of Selection of Smart Cities**, cities in the State will compete on the conditions precedent and the **'Thirteen Criteria'** scoring criteria (100 points), which are laid out in the guidelines. **In Stage 2**, competition among the smart city proposals is the basis for the selection of cities.

6. The financial support of Government of India for the Centrally Sponsored Smart City Mission will be to the extent of Rs.48,000 crores over five years i.e. on an average Rs. 100 crore per city per year. An equal amount, on a matching basis, will have to be contributed by the State/Urban Local Body.

7. Under the Scheme, 93% is project funds and the balance is Administrative and Office Expenses funds for the State/ Urban Local Body (5%) and the Ministry of Urban Development (2%). Each selected Smart City will be given Rs.194 crore in the first year, followed by Rs. 98 crore out of Rs. 100 crore every year for the next three years.

8. As per the guidelines, a **State level High Powered Steering Committee (HPSC)** chaired by the Chief Secretary, which would steer the Mission Programme in its entirety is to be constituted. The key responsibilities of the Committee are, **i.** to provide guidance to the Mission; **ii.** oversee the process of first stage Intra-State competition; **iii.** review the Smart City Proposals and forward to the Ministry of Urban Development for participation in the Challenge.

9. Further, as per the guidelines, there would be a **State Mission Director,** whose functions include assisting the state level High Powered Steering Committee, guiding the Urban Local Bodies/Special Purpose Vehicles for planning, mobilizing funds and implementation of the smart city program.

10. The Chairperson and Managing Director, Tamil Nadu Urban Finance and Infrastructure Development Corporation Limited, has stated that, the Tamil Nadu Urban Finance and Infrastructure Development Corporation has successfully implemented various Government of India programmes including the Jawaharlal Nehru National Urban Renewal Mission and this expertise would enable the organization to effectively function as the Mission Directorate.

11. The mission envisages that, each Smart City will have a **Special Purpose Vehicle (SPV),** headed by a full time Chief Executive Officer and have nominees of Central Government, State Government and Urban Local Body on its Board.

12. As regards **Special Purpose Vehicle**, based on the indicative composition and their functions as given in the guidelines, the Chairperson and Managing Director, Tamil Nadu Urban Finance and Infrastructure Development Corporation, has proposed to constitute Special Purpose Vehicle as below:

i. City Level Special Purpose Vehicle (SPV) may be formed as a limited company under the Companies Act, 2013 and

will be promoted by the State and the Urban Local Body jointly, both having 50:50 equity shareholding. This shareholding pattern has to be maintained at all times. The State and Urban Local Body together have majority shareholding and control of the Special Purpose Vehicle.

ii. In order to facilitate smooth start up of the Mission and to have a holistic view of the infrastructure and basic amenities in the State, **the Director of Municipal Administration or a Secretary Level Officer may be designated as the Chairman of the Special Purpose Vehicle Board.** In case of Chennai, the Commissioner of Chennai Corporation may be designated as Chairman of the Special Purpose Vehicle. Accordingly, the Special Purpose Vehicle may be formed in each city under the Companies Act, 2013, with the composition of;

a.	Commissioner, Corporation of Chennai / Director of Municipal Administration /Secretary level Officer	Chairman
b.	Representative from Ministry of Urban Development	Director
c.	Representative from Finance Dept, Government of Tamil Nadu.	Director
d.	Corporation/ Municipal Commissioner	Director
e.	Chief Executive Officer of respective Special Purpose Vehicle	Director
f.	Independent Directors- Two Numbers	Director

Rep. from Financial Institution

iii. As regards delegating necessary powers to the Special Purpose Vehicle in order to ensure operational independence and autonomy in decision making, it is proposed that, **a.** the approval or decision making powers available to the Municipal Administration Department and **b.** the matters that require the approval of the State Government may be delegated, respectively, to the Board of Directors of the Special Purpose Vehicle and the State Level High Powered Steering Committee for Smart Cities, on a case-to-case basis.

13. One of the conditions precedent for the first stage of the selection process is, constitution of Inter-departmental Task Force consisting of parastatal bodies, Urban Local Body, Organizations and Urban Development Authorities in order to make the city Smart. It is proposed to constitute the city level **Inter-departmental Task Force,** as below:

i.	District Collector/Commissioner in respect of Chennai	Chairman

ii.	Corporation Commissioner/Deputy Commissioner of Corporation (works) in respect of Chennai	Member-Convenor
iii.	Chief Executive Officer of the Special Purpose Vehicle	Member
iv.	Engineering Director, Chennai Metropolitan Water Supply and Sewerage Board / Superintending Engineer/Executive Engineer, Tamil Nadu Water Supply and Drainage Board	Member
v.	Superintending Engineer, Tamil Nadu Generation and Distribution Corporation Limited (TANGEDCO)	Member
vi.	Superintending Engineer/Divisional Engineer, Highways	Member
vii.	Assistant Director of Town and Country Planning	Member
viii.	Executive Engineer concerned, Tamil Nadu Housing Board	Member
ix.	Executive Engineer concerned, Tamil Nadu Slum Clearance Board	Member
x.	District Information Officer, National Informatics Centre	Member
Any officer of the State/Central Government, as the District Collector deems necessary		

14. As per the guidelines, **City Level Smart City Advisory Forum** will be established for each Smart City to advise and enable collaboration among various stakeholders. Based on inputs from the line departments, the Chairperson and Managing Director, Tamil Nadu Urban Finance and Infrastructure Development Corporation Limited, has proposed the constitution of Smart City Advisory Forum as below:

i.	District Collector/Commissioner in respect of Chennai	Chairman
ii.	Member of Parliament	Co-Chairman
iii.	Member of Legislative Assembly	Member
iv.	Mayor	Member
v.	City Commissioner (other than Chennai)	Member
vi.	Chief Executive Officer of the Special Purpose Vehicle	Member - Convener
vii.	Local Youth*	Member
viii.	Technical Expert *	Member
ix.	Non Government Organization/Chamber of Commerce/ Slum Level Federation *	Member

(*As decided by the Chairman of the Committee)

15. The Government after careful examination has decided to accept the proposal of the Chairperson and Managing Director, Tamil Nadu Urban Finance and Infrastructure Development Corporation, and accords **Administrative Sanction** for the implementation of the Smart City Mission in the State, with the following institutional arrangements.

I. Constitution of the **State level High Powered Steering Committee**, under the Chairmanship of Chief Secretary to Government as below:

Chief Secretary to Government	Chairman
Principal Secretary, Municipal Administration and Water Supply Department	Member
Principal Secretary to Government, Finance Department	Member
Principal Secretary to Government, Planning, Development and Special Initiative Department	Member
Secretary to Government, Housing and Urban Development Department	Member
Representative of Ministry of Urban Development	Member
Mayors of Corporation (After Selection)	Member
Commissioners of Corporations (After Selection)	Members
Chief Executive Officers of the Special Purpose Vehicle in the State (After formation)	Members
Director of Municipal Administration	Member
Managing Director, Tamil Nadu Water Supply and Drainage Board	Member
Managing Director, Chennai Metropolitan Water Supply and Sewerage Board	Member
Chairman and Managing Director, Tamil Nadu Urban Finance and Infrastructure Development Corporation Limited/State Mission Director	Member - Secretary

II. The Chairperson and Managing Director, Tamil Nadu Urban Finance and Infrastructure Development Corporation is designated as the **State Mission Director** and the Tamil Nadu Urban Finance and Infrastructure Development Corporation, as the **Mission Directorate.**

III. Constitution of **Special Purpose Vehicle**, as a limited company under the Companies Act, 2013, with 50:50 equity share holding by the State and the Urban Local Body; the Director of Municipal Administration or a Secretary Level Officer as Chairman; in case of Chennai Corporation, Commissioner as Chairman; the detailed composition and other features, as at para 12 above.

IV. City Level Inter-departmental Task Force, with District Collector and in respect of Chennai, Commissioner of Corporation, with composition, as detailed at para 13 above.

V. City Level Smart City Advisory Forum, with District Collector/Commissioner in respect of Chennai as Chairman; Member of Parliament as Co-Chairman and with detailed composition as at para 14 above.

16. This order issues with the concurrence of the Finance department, vide its U.O.No.32/Fin(DS (PW))/2015, Dated 31.7.2015.

(BY ORDER OF THE GOVERNOR)

K. PHANINDRA REDDY
PRINCIPAL SECRETARY TO GOVERNMENT

To
The Ministry of Urban Development, Government of India,
New Delhi – 110 011.
The Commissioner, Corporation of Chennai, Chennai-3.
The Chairperson and Managing Director,
Tamil Nadu Urban Finance and Infrastructure
Development Corporation Limited, Chennai-35.
The Director of Municipal Administration, Chennai-5.
The Director of Town Panchayats, Chennai-108.
The Managing Director,
Chennai Metropolitan Water Supply and Sewerage Board, Chennai-2.
The Managing Director,
Tamil Nadu Water Supply and Drainage Board, Chennai-5.

Copy to
The Finance Department, Chennai-9.
The Planning, Development and Special Initiative Department,
Chennai-9.
The Housing and Urban Development Department, Chennai-9.
The Municipal Administration and Water Supply (OP II) Department,
Chennai-9.

/FORWARDED BY ORDER/

SECTION OFFICER

Most Immediate

Municipal Administration and Water Supply (MAII) Department, Secretariat, Chennai- 600 009.

Letter No.29870/MA.II/2015 – 4, dated 23.12.2015

From
Thiru.K.Phanindra Reddy, I.A.S.,
Principal Secretary to Government

To
The Mission Director, Smart Cites Mission/
Additional Secretary to Government of India,
Ministry of Urban Development,
New Delhi – 110 011.

Sir,

Sub: Smart Cities Mission – Smart City Proposals of the 12 Cities of Tamil Nadu – Forwarded - Reg.

I am directed to inform that, the second meeting of the State Level High Powered Steerng Committee of the Smart Cities Mission of the State of Tamil Nadu under the Chairmanship of the Chief Secretary to Government, held on 21.12.2015 reviewed the Smart City Proposals of the Mission Cities of the State, viz., 12 City Municipal Corporations and resolved to forward the said proposals for participation in the Stage II National level Challenge. Accordingly, the proposals are forwarded.

Yours sincerely,

231215

for Principal Secretary to Government

Copy to
The Chairperson and Managing Director,
Tamil Nadu Urban Finance and Infrastructure
Development Corporation Limited, Chennai-35.

Municipal Administration and Water Supply (MAll) Department, Secretariat, Chennai- 600 009.

MINUTES OF THE SECOND STATE LEVEL HIGH POWERED STEERING COMMITTEE MEETING HELD ON 21.12.2015 AT 5.30 P.M FOR SMART CITY MISSION

The Second meeting of the **State Level High Powered Steering Committee** for **Smart City Mission** was held in the Chief Secretary Conference Hall, Secretariat on 21.12.2015 at 5.30 P.M under the Chairmanship of **Thiru K. Gnanadesikan, I.A.S.,** Chief Secretary to Government.

The following members attended the meeting:

1. Thiru K Shanmugam IAS. — Member
   Principal Secretary to Govt,
   Finance Department, Secretariat
   Chennai-600 009

2. Thiru K.Phanindra Reddy IAS. — Member
   Principal Secretary to Government.
   Municipal Administration and
   Water Supply Department
   Secretariat, Chennai-600 009

3. Thiru S.Krishnan IAS. — Member
   Principal Secretary to Government.
   Planning, Development and
   Special Initiatives Department,
   Secretariat, Chennai-600 009

4. Thiru.Vikram Kapoor, I.A.S. — Member
   Principal Secretary/Commissioner,
   Corporation of Chennai,
   Chennai-600 003.

5. Dr. S. Swarna, I.A.S. — Member-Secretary
   Chairperson and Managing Director,
   TUFIDCO, Nandanam,
   Chennai – 600 035.

6. Dr.B.Chandra Mohan, I.A.S., — Member
   Managing Director,
   Chennai Metropolitan Water Supply
   and Sewerage Board,
   Chennai- 600 002

7. Thiru. Vijayaraj Kumar, I.A.S. — Member
   Managing Director,
   TamilNadu Water supply & Drainage Board,
   Chepauk,
   Chennai-600 009.

8. Thiru G. Prakash, I.A.S. — Member
   Director of Municipal Admin.
   Chepauk,
   Chennai-600 005.

9. Tmt. Kakarla Usha, I.A.S. — Mentor
   Managing Director,
   TNUIFSL,
   Chennai.

10. Thiru M. Kathiravan, I.A.S — Member
    Commissioner,
    Madurai Corporation

11. Dr.Vijaya Karthikeyan, I.A.S — Member
    Commissioner,
    Coimbatore Corporation

12. Tmt M.Vijayalakshmi — Member
    Commissioner,
    Trichy Corporation

13. Thiru N.Manohar — Member
    Commissioner,
    Dindugul Corporation

14. Thiru P.Kumar — Member
    Commissioner,
    Thanjavur Corporation

15. Thiru S.Sivasubramanian — Member
    Commissioner,
    Tirunelveli Corporation

16. Thiru K.R.Selvaraj
Commissioner,
Salem Corporation — Member

17. Thiru R.Mohan
Commissioner,
Erode Corporation — Member

18. Tmt P.Janaki Ravindran
Commissioner,
Vellore Corporation — Member

19. Thiru A.Laxmanan
City Engineer,
Thoothukudi Corporation — Representing Thoothukudi Corporation

20. Thiru M.V.D.Tamilselvan
Executive Engineer,
Tiruppur Corporation — Representing Tiruppur Corporation

The Chairperson and Managing Director, TUFIDCO elaborated the process adopted such as Citizen Engagement, Impact on the population, the rationale behind selection for Area based Development and PAN city Development Strategy by the Corporations for finalizing the 12 Smart Cities proposals before the Committee.

The Committee reviewed the Proposals presented by the 12 Corporations and deliberated in detail. The Committee accepted the rationale behind the strategy adopted by all the 12 Cities. The committee also directed that the technological options presented would have to be evaluated in detail for their technical feasibility and financial sustainability during projectisation stage. On discussion, the committee directed that the proposals be forwarded to Ministry of Urban Development, Government of India on-time.

K.GNANADESIKAN
CHIEF SECRETARY &CHAIRMAN OF HPSC

//True Copy//

23/12/15

Section Officer

POLICE DEPARTMENT

From
Sumit Sharan, IPS.,
Commissioner of Police,
Salem City.

To
The Commissioner,
Salem Corporation,
Salem.

C.NO:148-2/COP/SLM©/2015, Date: 23 .12.2015

Sir,

Sub: Police – Salem City – Installation of Tower, Camera Pole, Camera Booth – No objection for road cutting – Permission – requested – regarding.

Ref: G.O. Ms. No: 193 Home dept. Dt: 25.02.215

*****

In the reference cited above, the government has sanctioned Rs.3,51,35,010 for installation of CCTV cameras with accessories in 56 intersections in Salem City. For the above said project "V Link Systems Pvt. Ltd, Chennai "has been selected through open tender system. The supply, Installation, Commissioning of the above said project is to be handled by the V Link Systems Pvt. Ltd, Chennai. Hence it is requested to give no objection for fixing movable booth (Size : 4x4x6) ,erection of pole in the center median and road cutting for laying cables like Cat-6 and power cable.

The list of places is enclosed.

Thanking you,

23/12/15

Commissioner of Police,
Salem City.

Location list for Road cutting and Booth fixing

S.No	Location	No of Cameras	No of PTZ Cameras	No of Pillar
1	Collectorate nattamai building	2		1
2	Pattai Kovil Junction	3		3
3	Rajaj Statue	3		2
4	Old Bus Stand Entrance	3	1	2
5	Old Bustand Exit	2		2
6	Old Bustand inside	2		2
7	Paul Market	3		2
8	Rajaganapathy Koil Junction	4		2
9	Kamala Junction	3		2
10	Three Theaters	3		2
11	Johnson pet Junction	3		1
12	Sundhar Nursing	3		1
13	New Bus Stand inside	6	2	5
14	New Bus Stand Entrance	5		4
15	New Bustand Exit	4		2
16	ARRS Multiplex theatres Junction	3		1
17	Jagireddipatty Junction	3		2
18	Karungalpatty Junction	3		2
19	Valluvar Statue	5		3
20	Prabath	3		2
21	Pulikuthi Junction	3		2
22	Nethimedu	3		1
23	Annathanapatty	4		2
24	Manal Market	3		2
25	Ponnammapet Junction	3		1

Location list for Road cutting and Booth fixing

26	Nanjampatti Junction	4		2
27	Dunlop	3		1
28	Hasthampatty Junction	4	1	3
29	Sundhar lodge	5		2
30	Anna Park	3		2
31	Four Roads	4		2
32	Gorimedu	3		1
33	Central Prison	2		1
34	Saradha College	2		1
35	Brindavan Road, Pranav Hospital	2		1
36	Fairlands P.S Junction	4		2
37	Five Road Junction Rathna complex	3	1	3
38	Five Road Junction	3		2
39	Joy allukas	3		1
40	Leigh Bazzar	3		2
41	Three Roads	3		2
42	Railway Junction	4	1	3
43	Ulavar sandhai	3		2
44	Pudu road	3		2
45	R.K road Junction	3		2
46	Collectorate Junction	4		3
47	Dadagapatty Junction	3		1
48	Gandhi Statue	3		2
49	Ayothiyapattinam	3		1
50	Thirumagal Bye Pass	6		3
51	Thiruvagoundanur Bye Pass	6		3
52	AVR Junction	6		4

Location list for Road cutting and Booth fixing

53	Kuranguchavadi	3		2
54	Steelplant &Vennankudi Junction	4		2
55	Kondalampatty	4	1	2
56	Seelanaikanpatty	4	1	4

Location list for Camera Pole fixing In Salem City Corporation limit

S.No	Location	No of Cameras	No of PTZ Cameras	No of Pillar
1	Collectorate nattamai building	2		1
2	Pattai Kovil Junction	3		3
3	Rajaj Statue	3		2
4	Old Bus Stand Entrance	3	1	2
5	Old Bustand Exit	2		2
6	Old Bustand inside	2		2
7	Paul Market	3		2
8	Rajaganapathy Koil Junction	4		2
9	Kamala Junction	3		2
10	Three Theaters	3		2
11	Johnson pet Junction	3		1
12	Sundhar Nursing	3		1
13	New Bus Stand inside	6	2	5
14	New Bus Stand Entrance	5		4
15	New Bustand Exit	4		2
16	ARRS Multiplex theatres Junction	3		1
17	Jagireddipatty Junction	3		2
18	Karungalpatty Junction	3		2
	Total	**58**	**3**	**38**

MINUTES OF THE THIRD STATE LEVEL HIGH POWERED STEERING COMMITTEE MEETING HELD ON 23.06.2016 AT 5.30 P.M FOR SMART CITY MISSION

The third meeting of the **State Level High Powered Steering Committee** for **Smart City Mission** was held in the Chief Secretary conference hall, Secretariat on **23.06.2016 AT 5.30 P.M** under the Chairmanship of **Dr.P.Rama Mohana Rao, I.A.S.,** Chief Secretary to Government .

The following members attended the meeting:

1	Thiru K.Shanmugam, I.A.S., Addl Chief Secretary to Government, Finance Department, Secretariat, Chennai-600 009	Member
2	Thiru K. Phanindra Reddy, I.A.S., Principal Secretary to Government Municipal Administration and Water Supply Department Secretariat, Chennai - 600009.	Member
3	Thiru S.Krishnan, I.A.S., Principal Secretary to Government, Planning Development and Special Initiatives Department, Secretariat, Chennai-600 009	Member
4	Thiru.Vikram Kapoor, I.A.S. Principal Secretary/Managing Director, Chennai Metropolitan Water Supply and Sewerage Board, Chennai- 600 002.	Member
5	Dr. S. Swarna, I.A.S. Chairperson and Managing Director, TUFIDCO, Nandanam, Chennai – 600 035.	Member-Secretary
6	Thiru. Vijayaraj Kumar, I.A.S. Managing Director, TamilNadu Water supply & Drainage Board, Chepauk, Chennai-600 009.	Member
7	Thiru.Sandeep Nanduri, I.A.S., Commissioner, Madurai Corporation	Member

8	Tmt. N.S.Prema, Commissioner, Trichy Corporation	Member
9	Thiru N.Manohar, Commissioner, Dindigul Corporation	Member
10	Thiru. M.Varadaraj, Commissioner, Thanjavur Corporation	Member
11	Thiru. Sivasubramaniam, Commissioner, Tirunelveli Corporation	Member
12	Thiru. K.R.Selvaraj Commissioner, Salem Corporation	Member
13	Thiru. Seeni Ajmalkhan, Commissioner, Erode Corporation	Member
14	Thiru T.Kumar, Commissioner, Vellore Corporation	Member
15	Tmt.R.Poongodi Arumaikkan, Commissioner Thoothukudi Corporation	Member
16	Thiru M.Ashokan, Commissioner, Tiruppur Corporation	Member

The Chairperson and Managing Director, TUFIDCO elaborated the process adopted such as Citizen Engagement, Impact on the population, the rationale behind selection for Area Based Development and PAN city Development Strategy by the Corporations for finalizing the 10 Smart Cities proposals before the Committee.

The Committee reviewed the Proposals presented by the 10 Corporations and deliberated in detail. The Committee accepted the rationale behind the strategy adopted by all the 10 Cities. The Committee requested to incorporate all the basic service projects in the ABD area and also explore the possibility of more PPP projects. The Committee also directed that the technological options presented would have to be evaluated in detail for their technical feasibility and financial sustainability during projectisation stage. On discussion, the Committee directed that the proposals be forwarded to Ministry of Urban Development, Government of India on-time.

Principal Secretary,
Municipal Administration and Water Supply Department

Chief Secretary to Government &
Chairman of the SHPSC