

INSTITUTE OF TOWN PLANNERS, INDIA

**International Conference
“Future of Cities: Opportunities and Challenges”**

27 – 28 July 2017

Vigyan Bhawan, New Delhi, India

ABOUT THE CONFERENCE

In 2000 only 40 percent population in developing countries lived in cities, which is expected to increase to 56 percent by 2030. Urban population in developing countries will continue to grow at 2.4 percent per year till 2030. According to the United Nations by 2050, the number of people living in cities in India and China alone will grow by 696 million (India 404 million; China 292 million). Half of Asia's and Sub Saharan Africa's population will live in cities by 2030. Over 80 percent of Latin American and Caribbean population will also become urban by 2030.

These staggering population figures could be converted into great opportunities resulting in high economic growth, political stability, and social cohesion, if citizens are appropriately educated, fed, clothed, and cared for. Human race could harness *demographic dividend* by creating equal opportunities for housing, employment, health care, and education for all. Politics of inclusion remains the centerpiece of such policy and planning efforts. However, large cities in large numbers are equally likely to violently shake up the economies and societies of developing countries for the worse leading to global risks like the climate change, hunger, homelessness, and public unrest, if city dwellers are ignored to singularly propel already swelling stocks of capital in few hands. Harmonious, peaceful, economically buoyant, and socially cohesive cities could be produced if built environments are created through fair decision making processes, reasonably equal distribution of resources such as land and housing, and sustainable production and consumption processes and patterns.

In fact the twenty first century is the century of the city. The city will dominate most aspects of our lives. Most innovation and wealth creation will happen in cities. City dwellers and diverse activities being carried out in cities will profoundly affect city environments. It appears that all sorts of opportunities, conflicts and challenges will be manifested in the cities. Future of humankind is located in the cities. Modern city civilization will develop or perish in cities depending on how citizens, planners, policy makers, development managers, entrepreneurs, governments, and the third sector join up and work collectively.

The organizers of this Conference would like to concentrate on the great opportunities without ignoring critical risks facing the city planners and other decision makers. In this line of thinking, the future of cities is viewed as strategically crucial part of urban planning and development. More orderly development of cities

for few and slums or slum like conditions of residence and work for the majority of the city dwellers is perilous and iniquitous. We seek contributions that pave the way for improving quality of life of people in the developing countries. We are hopeful that current inequalities and inequities in cities are surmountable, and with this hope in mind, the Institute of Town Planners, India (ITPI) seeks to create an enabling environment for deliberations and discussions about the development of better future cities in the developing world. As we go along we are aware of the fact that a vast majority of human race will live in the cities of developing countries in the near future. The objectives of the Conference are:

- To critically examine the nature of opportunities presented by the cities of developing countries to the human race globally.
- To analyze major challenges that the cities in developing countries would face in the future.
- To deliberate and codify ways and means to transcend major challenges of the cities.
- To work towards recommending better policy and governance arenas for making available more opportunities for city dwellers in the developing countries.

Extended over two days, this international conference led by the Institute of Town Planners, India along with its knowledge partners will be organized from 27 July to 28 July 2017. Day one will have Plenary Session – I, and two technical sessions in the form of Track – I and Track – II. Day two will have Plenary Session – II, and two technical sessions in the form of Track – III and Track – IV. Fourteen papers will be presented on each day. In each Plenary Session one paper will be presented by a prominent international practitioner and one by a distinguished academicians. Two papers will be presented by Indian academicians and one paper by an Indian practitioner of repute on each sub-theme of a track. Each author will present at least one success story.

Selected paper writers have been requested to prepare papers, which will be reviewed by specially nominated international jury of experts. Delegates from all continents are expected to attend this global Conference.

The Steering Committee for International Conference of the ITPI will oversee the organization of this Conference.

KEY DATES

Registration and Payment

- Early bird: till 15 June 2017
- Regular registration: after 15 June 2017
- On site: during the days of the Conference

Evaluation of Complete Papers

Submission of full paper : Till 30 June 2017

Peer review of submitted paper : Till 10 July 2017

All accepted papers after the peer review will be published in the form of Conference proceedings with an ISBN. DVD will be prepared for distribution to the authors and delegates.

The ITPI also plans to publish the selected papers in the form of a book by an international publisher once the event is over.

VENUE

Vigyan Bhawan, New Delhi



STEERING COMMITTEE FOR INTERNATIONAL CONFERENCE OF THE ITPI

The Steering Committee for International Conference of the ITPI is comprised of the following members:

- Prof. Dr. D.S. Meshram, President, ITPI, New Delhi, India
- Shri K.K. Joadder, Chief Planner, TCPO, New Delhi
- Shri S.P. Pathak, Commissioner (Planning), DDA, New Delhi
- Prof. Chetan Vaidya, Director, SPA, New Delhi
- Prof. Jagan Shah, Director, NIUA, New Delhi
- Prof. Dr. P.S.N. Rao, Chairman, DUAC, New Delhi

- Shri Hitesh Vaidya, Country Manager, UN-Habitat, India
- Shri G. Padmanabhan, Emergency Analyst, UNDP India
- Shri Ashok Srivastava, Sr. Project Officer (Urban), ADB India
- Dr. Roli Asthana, Deputy Head, DFID India
- Shri Dhiraj Ajay Suri, Advisor (Asia) Cities Alliance, India
- Dr. Shirish Sinha, Deputy Director, Swiss Agency for Development and Cooperation
- Dr. Angelique Chettiparambil Rajan, University of Reading, UK
- Shri Pradeep Kapoor, Secretary General, ITPI, New Delhi, India
- Prof. Dr. Ashok Kumar, Professor, SPA, New Delhi
- Dr. Ajith Kaliyath, Environment Specialist, NIUA, New Delhi

PARTNER AGENCIES

- UN-HABITAT
- Asian Development Bank
- Town and Country Planning Organization, Ministry of Urban Development, Government of India
- National Institute of Disaster Management (NIDM), Ministry of Home Affairs, Government of India
- NCR Planning Board
- Delhi Development Authority (DDA)
- National Institute of Urban Affairs
- Delhi Urban Art Commission (DUAC)
- Indian Institute of Public Administration, New Delhi
- Associated Chambers of Commerce and Industry of India (ASSOCHAM)
- University of Chicago, Centre in Delhi
- DOC Research Institute, Berlin
- Institute for Transportation and Development Policy (ITDP), Chennai
- Council of Architecture, New Delhi
- School of Planning and Architecture, New Delhi
- School of Planning and Architecture, Bhopal

- School of Planning and Architecture, Vijayawada
- South Asian University, New Delhi
- Cities Alliance, India
- Participatory Research in Asia (PRIA)
- ESRI, New Delhi

REGISTRATION AND PAYMENT

Registration fee - till 15 June 2017

- Indian authors and delegates: INR 4,000
- Asian authors and delegates: US\$ 100
- Authors and delegates from developing countries: US\$ 150
- Authors and delegates from developed countries: US\$ 250

Registration fee - after 15 June 2017

- Indian authors and delegates: INR 5,000
- Asian authors and delegates: US\$ 125
- Authors and delegates from developing countries: US\$ 175
- Authors and delegates from developed countries: US\$ 300

The above mentioned registration fee includes attendance at the conference, lunch, dinner, and conference kit. Registration fee will not be refunded once paid.

PROGRAM AT A GLANCE

The entire conference is divided into two plenary sessions, four tracks, and each track is further specified through three sub-themes as shown below.

27 July 2017

09.00 – 10.00 Hrs.	-	Registration
10.00 – 11.30 Hrs.	-	Inaugural Session
11.30 – 12.00 Hrs.	-	Tea Break
12.00 – 13.30 Hrs.	-	Plenary Session – I: Indian Urban Missions: City Planning and Development
13.30 – 14.30 Hrs.	-	Lunch Break
14.30 – 16.30 Hrs.	-	Track – I: Sustainable City and Regional Development
		<ul style="list-style-type: none"> • Mainstreaming Sustainable Development Goals • Climate Change, Risk, and Resilient Cities
16.30 – 18.30 Hrs.	-	Track – II: Planning for Inclusive Growth
		<ul style="list-style-type: none"> • Spatial Inclusive Economic Growth • Spatial Inclusions, and Exclusions

28 July 2017

- 09.30 – 11.00 Hrs. - **Plenary Session – II: Town Planning Profession and Education**
- 11.00 – 11.30 Hrs. - Tea Break
- 11.30 – 13.30 Hrs. - **Track – III: Universal Access**
- **Mobility, and Physical and Social Infrastructure**
 - **Housing**
- 13.30 – 14.30 Hrs. - Lunch Break
- 14.30 – 16.30 Hrs. - **Track – IV: Technology, Innovation and Equity**
- **Built Environment and Corridor Development**
 - **Citizenship and Governance**
- 16.30 – 18.00 Hrs. - **Valedictory Session**

PLENARY SESSIONS

Plenary Session - I: Indian Urban Missions: City Planning and Development

Government of India is steadfast in making world class cities in India. In this direction, the government has taken a number of significant policy initiatives including the launch of a number of flagship projects such as the Smart Cities Mission, Atal Mission for Rejuvenation and Urban Transformation (AMRUT), and Housing for All (Urban) in 2015, besides guidelines for the Heritage City Development and Augmentation Yojana (HRIDAY) were issued by the Ministry of Urban Development in January 2015. There are other important initiatives such as Swachh Bharat Mission, Skill India Mission, and Make in India Mission, etc. Another crucial policy initiative was undertaken by government of India on 3 December 2015 - Accessible India Campaign or Sugamya Bharat Abhiyan – aimed at obtaining universal accessibility for persons with disabilities by creating barrier free environment. Embedding of state of the art technologies in the built environment, and use of big data makes these initiatives globally unique for the Indian cities. Government of India expects to enhance the quality of governance by building partnerships between the public and private sectors. The chief objective of the government is to make cities economically buoyant, socially and culturally inclusive, and environmentally sustainable.

In this plenary session of the conference, the paper presenters are expected to showcase the success stories in regard to these city policies including how these flagship projects could be made more effective.

Plenary Session – II: Town Planning Profession and Education

This Session will focus on constraints planning practitioners are facing while performing their duties as prescribed under various planning statutes in developing and developed countries. In India land being the state subject and town and country planning being an important state function, presenters and delegates would share their experiences about plans being prepared by different stakeholders such as diverse interest groups eager to protect their own interests? The kind of planning environment all of us are involved in making plans for the cities and regions will also form part of discussions in this session. Further, we need to understand the nature of such plans as well as explicit and implicit linkages between such plans at various levels and how these plans shape our cities and regions. In today's context it is imperative to know who is making and implementing plans for demographically and economically fast growing cities and regions. How plans are being perceived by planners and other policy and decision making elites and other stake holders? Do we still perceive plans as statutory documents presenting definitive pathways for orderly development of cities and regions? Alternatively, do we hear voices of dissent and complexity where we perceive plans as human creations filled with uncertainties, incrementalism, and work in progress? This is not an exhaustive list of concerns about city and regional plans. Nonetheless, in this part of the session, we expect that paper presenters would be able to provide some, if not all, the answers to the concerns raised above.

Planning schools continually produce planning graduates expecting that they would become effective planners when employed on planning jobs. The critical question pertaining to what kind of planning knowledges should be produced by planning schools and research institutions is rarely asked and answered. One regular response to such a crucial question is to update the planning syllabus. As cities and regions change fast and become more complex in developing countries, it is appropriate that knowledges are collaboratively and collectively produced. Chief concern in this session is: what are other ways of producing planning knowledges that become more meaningful for tackling real life planning problems? Another aspect is that trained planners are equipped with planning knowledge by all knowing planning faculty where the primary source of knowledge is planning academy. But planning knowledges are also produced in planning practice where different stakeholders are constantly engaged in the production of planning knowledges. Sometimes planning knowledges emerging from planning practice appear in planning journals. It appears that there is no formal recognition in planning schools about the planning knowledges being produced by different stakeholders who are neither trained researchers nor planning faculty. Can we think of planning knowledges rather than the body of planning knowledge? Can we identify diverse producers of planning knowledges and the nature of planning knowledges that they produce? To what purposes such diverse planning knowledges are put? How we could ensure that planning knowledges produced by different stakeholders in planning practice get embedded in the syllabus of the planning schools? These and other similar concerns will be addressed in this session with the aim of enriching planning education and in

turn planning profession.

CONFERENCE TRACKS

Track – I: Sustainable City and Regional Development

- **Mainstreaming Sustainable Development Goals**

The Millennium Development Goals (MDGs), which were to be achieved from 2000 to 2015 have been replaced with 17 Sustainable Development Goals approved by the United Nations, and are to be achieved from 2016 to 2030. Goal -11 specifically deals with the urban:" Make cities and human settlements inclusive, safe, resilient and sustainable", and has been further elaborated in the form of 10 Urban Goals.

Goal -16 similarly focuses on sustainability and inclusiveness. Equality, justice, equity and poverty reduction are integral to Sustainable Development Goals. Goal -8 is also relevant to urban development as it focuses on 'inclusive and sustainable economic growth'. Ten Urban Goals focus on sustainable development of housing and services, and upgradation of slums, mobility, inclusive governance, protection of heritage, disaster reduction, access to the commons, prepare integrated policies and plans, integration of cities, peripheries and rural areas, and improving air quality. Sustainable Development Goals make important changes to the earlier held views on sustainable development. First, SDGs broaden the definition of sustainability by including justice and fairness apart from inclusivity in it. Second, new dimensions of `resilience' and `gender equality' are added to sustainability. Water and sanitation, energy, climate change, and inequality are also being regarded as new additions by its proponents.

The organizers intend to initiate a dialogue in this session for mainstreaming the sustainable development goals with a specific focus on Goal – 11. Sustainability, equity, and inclusiveness could be used as the signposts for writing in this session.

- **Climate Change, Risk, and Resilient Cities**

Risk basically implies the possibility of loss or injury. We can think of external risks and manufactured risks. External risks are the result of some natural processes, and manufactured risks are the result of excessive human activity. Needless to underscore that city civilization has to mitigate risks in order to survive. A resilient city is able to survive traumatic blows to its physical infrastructure, its economy, or its social fabric. The resilient city bends but does not break. It absorbs impacts without shattering. Resilience is the tendency of a city to resist against disasters and risks. Achieving resiliency in a disaster context means the ability to survive future natural disasters with minimum loss of life and property.

This Session on climate change, risk and resilient cities would debate the inter-connections between climate change, risk and resilience. We believe that planning professionals, educationists, and researchers should be able to identify risks posed by climate changes, and address the issue of mitigating such risks for

making cities resilient. Of course the scope and content of a resilient city in the context of developing countries needs to be further explored. So papers on the resilient city in a developing country would also form part of this Session.

Track -II: Planning for Inclusive Growth

- **Spatially Inclusive Economic Growth**

Planning has been facing major challenges due to uncertainties caused by political regime changes, economic upheavals and social transformations. Confronted with huge political, economic and social problems, several governments in the developing countries have yet to frame national policies for city and rural planning. Those states that adopted land use driven master plans in the 1950s and 1960s have been fast adopting project driven public private partnership models premised on the utilitarian calculus. International funding agencies and think tanks have majorly motivated developing countries to move between well-structured and legal master plans, and project oriented city plans, which leads to development of isolated pockets in the mist of unplanned, unintended developments like slums and blights. The issue of contestation between master plans and project plans is not yet fully settled, although pressure is building upto review the planning process totally.

New ways of developing the city has thrown open the issue of striking a balance between planning for economic buoyancy, and social inclusion. It is a fact that a large number of people have been pulled out of poverty in developing countries after economic reforms. It is also a fact that economies of the developing countries are growing at faster growth rates in Asia, Africa, and South America. But at the same time, it appears that a majority of people in the cities in developing countries are feeling excluded from the benefits of economic growth. These inequalities are also visible spatially in the form of slums, and also large sections of workers finding work only in the informal sector alongside rising number of unemployed youth. Formal sector has become the sole preserve of highly skilled blue and white collar workers.

Private sector led housing for the rich and middle classes, construction of metro rails, malls and multiplexes, elite entertainment arenas, rising car ownership, new land policies, smart cities, and transit oriented development have become possible with growing economies, liberal rules and regulations, and consequently rising individual incomes. At the same time rising inequalities have posed major challenges for the lower income populations living in cities. Movements like 'the right to the city' are the result of increasing spatial inequalities, where survival has become a challenge for large sections of the populations in cities. Papers in this session are expected to address the issues pertaining to striking a balance between spatial inclusions alongside economic growth.

- **Spatial Inclusions and Exclusions**

Planning practice as well as planning theory has been concerned with public participation in the plan making process after the Second World War. City planners

have generally believed that being present in a meeting or discussion implies that the relevant concerns of citizens will get addressed. However, inclusion can mutate and act as exclusion and that applies for exclusion as well. Merely being involved in a certain aspect of planning process cannot be understood as inclusion. Inclusion refers to the degree of freedom from constraints on the movement of people to do and be what they like in the context of city planning and built environment. If collective agency of the disempowered is not developed through involvement in any planning exercise, such involvement should be conceived as exclusion even if citizens are present in these decision making processes and arenas.

Difference on the basis of gender, caste, religion, region, ethnicity, race, etc.; has provided reasons for discrimination and exclusion of the dominated groups by the dominating collectives. While city planning agencies in the western countries have begun recognizing these differences, and have been making attempts to address the issues of exclusion based on social constructs, planners in India have so far avoided these differences in spite of the fact that spatial conflicts in cities have manifested themselves on a regular basis. In developing countries emphasis on largely physical aspects of planning has led to the exclusion of discrimination and social conflicts from the planning discourse. Difference and discrimination have spatial manifestations, and therefore, become part of the scope of work of a planner.

Papers on the nature of these differences, spatial manifestations of these differences, consequences of discrimination based on these differences, and probable planning strategies to mitigate discrimination are invited in this session. Focus must be maintained on the aspects which city planners could use to reduce and eliminate these differences. Authors writing for this session should focus on complexities of exclusions and inclusions along with their nature, spatial signs, and circumstances when inclusion is presented as exclusion. Authors could also write on empowerment and inclusion to make planning practices and planning theories better.

Track -III: Universal Access

- **Mobility, and Physical and Social Infrastructure**

Mobility has been intrinsic to human existence. Since antiquity people and their creations have been moved about for human survival. In modern times mobility remains at the root of human endeavors. Mobility is the core concern of urban and regional planning profession and education. Planners seek to make movement of people and goods within and beyond cities as affordable and efficient as possible by use of highly advanced technologies. Innovations like underground metro systems in cities, and air travel, regional and globally, in the backdrop of developments and intensive use of IT and ICT continue to hasten mobility. Mobility becomes crucial for human development as it enables to transcend the distances between places globally, and within the city. In today's era, movement of people, goods, services, and the capital is critical for widening and deepening social relations of capitalism. While mobility presents greater opportunities for economic growth and human wellbeing, it equally presents challenges of congestion and more importantly

environmental pollutions, etc. From a planning point of view, access to opportunities enabling mobility is unevenly distributed; some people and groups are more mobile than others. Economic opportunities globally are directly connected with mobility.

Relationships between mobility, accessibility, people, goods, services and the capital are multiple and complex. In this session, we would like the paper presenters to explore these multiple relations and also unearth complexities of such relationships. Radical and critical proposals to improve mobility and accessibility in the interests of sustainable human existence that does not threaten the existence of this planet are most welcome including existing success stories.

Normal discourse lends support to the often made argument that physical and social infrastructure is the driving force behind economic growth and well-ordered city development. However, what is not fully articulated in policy arenas is the fact that planners need to create physical and social infrastructure, which could be accessed by all citizens. Affordability of the urban poor remains largely unaddressed issue in city planning for the provision and maintenance of infrastructure. Public private partnerships based business models have been responsible for providing modern infrastructure to those who earn enough and could afford access to infrastructure through market oriented mechanisms. Mobility on toll roads, private schools and hospitals, privatized power and water, access to metro rails, malls and multiplexes, access to commercial entertainment avenues, etc.; are all largely service the rich and the middle income groups. Another 50 percent population of income poor urban residents also needs to be serviced with physical and social infrastructure, lack of which would produce generations of underprivileged city dwellers.

Sufficient planning and technical knowledge exists to encourage universal access to modern social and physical infrastructure. In this session, we expect that paper writers should critically examine and address as to how every citizen could have access to physical and social infrastructure. Simultaneously we need to know gaps in infrastructure provision, construction of relevant standards for provision and maintenance, the issue of core and periphery infrastructure, and whether public agency or private agency or a partnership arrangement would provide infrastructure in order to achieve the goals of equity and efficiency.

- **Housing**

Governments in the global south are steadfast in providing decent housing to all the citizens. This steadfastness is clearly demonstrated through continuous policy interventions and innovations based on different approaches. Different housing and land policies have been tried in the last century. Governments have tried to provide housing to the urban poor through government schemes. Governments have initiated housing policies where the private sector and the third sector play pivotal roles while governments act as enablers. Governments have also made policy provisions for self-help whereby citizens are asked to provide housing for themselves with the help and under the superintendence of governments. In the recent times,

governments in developing countries are looking at housing for 'non-provided' through the private sector. Here governments encourage the private sector through financial and spatial incentives. But in spite of all these diverse attempts, a large number of people in the cities of developing countries continue to live in slums and squatters, in habitats unfit for human living. On the other hand recent studies in some of the developing countries have shown that there are large numbers of houses in cities that are lying vacant even after completion. Questions of scarcity of developed land and finances have always remained at the centre of housing debates. But processes leading to homelessness are now being more fully explored by scholars. Most significantly, separation of debates about processes causing lack of housing for the urban poor (evictions, displacements, dispossessions, resettlement and rehabilitation), and the dominant discourse of lack of adequate land and finances for such housing more often appear to remain divorced in scholarly writings in developing countries. More recent trend of the 'housing rights talk' has not been very helpful either. The important question then is: will citizens in developing countries be ever able to get access to decent housing? In this session our aim is to explore possibilities of how it could be made possible to provide housing to all citizens in the cities of developing countries within the given social, political and economic environment dominated?

Track-IV: Technology, Innovation, and Equity

- **Built Environment and Corridor Development**

Smart cities have made global impact and developing countries do not want to be left behind. Accordingly, governments have also been initiating new policies to create smart cities with a singular focus on efficiency and competitiveness by embedding smart technologies in the built environment. However, city has been the primary arena for production and use of new technologies as elucidated by stalwarts like Lewis Mumford. But smart technologies are too different from historically developed technologies used in the last two centuries for providing various services in the city. Present technologies would no doubt make cities competitive but at the same time gaze into all aspects of our lives. New technologies have successfully transformed cities.

Whether more can be done with advanced computing technologies to benefit populations and the natural environment. Whether modern technologies can meet the day to day challenges faced by a vast majority of people living in cities of developing countries. These are the core issues that need to be addressed in this session.

Major national highway corridors linking mega metropolitan cities are being developed in India, and other developing countries throughout the globe. These developments are presented as a strategy to handle challenges of increasing level of urbanization and economic growth. Among other things, this approach takes advantage of the existing accessibility to develop cities as economic magnets. Accessibility within such urban agglomerations developed alongside major national

highways is also needed to be looked at from the point of view of how such developments could be leveraged to enhance access to housing and infrastructure to all citizens. We also view accessibility broadly by including IT, ICT, GIS, GPS, and the idea of communication in planning developed both from theoretical and practical standpoints. Developments promoting mobility and corridor development without access to all citizens is viewed exclusionary in nature.

- **Citizenship and Governance**

Technology has played a vital role in modern city development. Inventions of automobile and elevator are two examples, which have crucially shaped the form and function of the cities. Vertical and horizontal physical development of cities is critically linked with modern technologies. Like suburbanization was impossible without the mass introduction of automobile as a mode of personal mobility, and truly high rise tower construction for commercial, residential and other purposes could not be realized without the help of modern elevators.

Role of technologies, particularly those based on IT, ICT, GIS and GPS have revolutionized the city and its governance by completely transforming the ways in which citizens interact. One area where a major impact of technology could be seen is city governance. A large number of computer applications are developed by the same companies, which once ran computer businesses, for example, the IBM. These companies are now helping city governments govern the cities. Role of IBM in Rio is visibly important in making its governing systems transparent. Developing world is also experiencing interlacing of smart phones and city taxies for hiring purposes; use of GIS is becoming common for mapping and analyses; and GPS is interfacing between city governments and the citizens. Now it is possible that planners can encourage participation by voting, through predesigned and purpose built web platforms and internet platforms facilitating *touch points* for multiple interactions with city governments.

In this fast changing world of technology, the crucial questions to be addressed in this session are: where will be governance of cities positioned in the future, what kind of technologies will drive governance of our cities, and what kind of conflicts will emerge from such city governance processes? What form citizens and governing processes will take through application of advanced information and computing technologies? These are some of the issues that the conference would be interested in debating in this session.

ACCOMMODATION AND TOURS

Hotels

Delhi has 44 five stars hotels. Total number of hotels in Delhi ranges from 800 to 1,500, which include budget hotels and bed and breakfast hotels. Prices of hotels may vary from US\$ 70 for a three star hotel for one night, and US\$ 110 to US\$ 150 for a five star hotel for one night.

Conference organizers will arrange one day tour to the Taj at Agra on 29 July 2017 if adequate number of delegates show interest.

Airports

International delegates can directly travel to Delhi's Indira Gandhi International Airport Terminal – 3 from major airports around the world. Prepaid taxis are available from the Airport terminal to the city. A world class Delhi Metro provides excellent service linking the city.

Taxis

Delhi has a large fleet of taxis, most of them equipped with air conditioning. Ordinary taxis are identified by the yellow color number plates. Taxis charge according to their meter. Special taxis operated by licensed companies serve the airports and hotels and can be called by mobile telephone. At airports and major shopping centers, most of the taxis work on a fixed fare which is paid on completion of the journey. However pre-paid taxi services are also available from airport and also from New Delhi Railway Station. App based taxis namely Uber and Ola are also available.

VISA

Authors and delegates are responsible for securing visa from Indian Embassies and High Commissions located around the world. The Conference organizers will provide official letter of invitation to the registered authors and delegates on request.

In order to get an invitation letter, please write at the email id: futureofcities@itpi.org.in.

VACCINATION

International Vaccination Certificate as per the prevailing Government of India rules and regulations is essential.

ELECTRIC CURRENT

Power is supplied in Indian hotels and other buildings at 220 volts.

BUSINESS HOURS

Most offices open from 10 am to 5 pm, Monday to Friday. However, ITPI is open during 10 am to 5.30 pm from Monday to Saturday. Most large Shopping Centers and Malls are open throughout the week from 11 am to 11 pm. Banks are open from Monday to Saturday from 10 am to 4 pm. However, banks are closed during second and fourth Saturday.

CLIMATE

During the month of July, Delhi has tropical climate and temperatures during the day can go upto 35°C (91°F) and 25°C (77°F).

CLOTHING

Light summer cloths should suffice during the day. A formal attire is expected during the Conference.

For further details contact:

Prof. Dr. Ashok Kumar

Coordinator

International Conference

Future of Cities: Opportunities and Challenges

4-A, Ring Road, I.P. Estate, New Delhi – 110 002

Email id: futureofcities@itpi.org.in

Ph.: (011) 2370 2454, 2370 2457