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Discipline Defines a World Class City

Two recent happenings in Jaipur need to be looked at in a dovetailed fashion: The Government of Rajasthan's announcement of an ambitious plan to make Jaipur a world class city. The second is the direct election of a lady mayor, Jyoti Khandelwal, who was elected by the voters in Jaipur to represent them. Her first promise is to make Jaipur a city which is safe for women and also to promote cleanliness. These two are essential ingredients for a world class city.



What else is needed to make Jaipur a world class city? Water and sanitation, and certainly with greater thrust on the latter. One can only hope for a continuous supply of potable water, but we can ensure cleanliness by being more conscious. The government has identified infrastructure as another imperative ingredient. Yes, we need better roads and transport facilities among a host of infrastructural needs. On the other hand, we also need adequate safety arrangements for all types of road users. Jaipur is one of the five worst cities in the country *vis-a-vis* road accident fatalities.

There is no point in having flyovers and good roads if we cannot control road accidents and save lives of citizens. Or to have pedestrian flyovers like the one near the Collectorate which are hardly used by pedestrians. Only the advertising agencies seem to be benefiting out of it.

To ease movement on the roads, there is a proposal to build a metro railway for Jaipur at a cost of Rs 6,000 crores. It will be good if the same can be done on a Public Private Partnership (PPP) basis rather than the government executing the project on its own. There are pluses and minuses for both modes but if the project has to be completed within time and cost, it can be done by a private investor. This is because of the lack of work culture and corruption in the administration, to which one can obtain stays from courts etc, which only hamper smooth execution. These projects are better managed by the private sector. And PPPs are not something new. Some of the major highways leading in and out of Jaipur have been built under the PPP mode. New metros in Hyderabad, Mumbai etc are being built under the PPP mode.

A metro will certainly ease the movement of people and reduce the burden on the roads, but the cost has to be commensurate for people to shift from their personal transport. Such a move should be accompanied by a congestion charge in the city where the traffic density is high, so that there is a greater incentive for people to use the metro.

However, for much of this to happen it is the attitude of people which will need a sea change. This can be achieved by the elected local government representatives who themselves will need to be trained to tackle the same. Changing attitudes and inculcating discipline will be the biggest challenge to turn Jaipur into a world class city. Infrastructure alone can not do much unless the people are ready to cooperate.

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Jaipur Metro Rail: A much needed facility



Metro rail in the city will start operation from March 2013. The ground level work will begin in March 2010, and the project will be readied by March 2013. The proposed route will be a 9-km long elevated track connecting Mansarovar and Chandpole. This will be part of 12 km long East West corridor from Ramganj to Mansarovar via Badi Choupar, Choti Choupar, Chandpole, Ajmer Road, Gopalpura Bypass, New Sanganer Road and Mansarovar. The government has given its consent to the final module. In the first phase, 28.5 km-long Metro corridor will be constructed at a cost of Rs 5,300 crore, including 12 km east west corridor and 16.5 km long North South corridor from the Jawahar Circle to Jal Mahal.

Mainly, it is the Jaipur Development Authority (JDA) which plans and implements infrastructure projects in the city with the Jaipur Municipal Corporation (JMC) having a little role in it. There is often confusion in the minds of the citizens too on which has what authority. The 74th amendment of the Constitution has sought to devolve most powers to the elected body of corporators/councilors in our cities and towns. But the progress has been tardy, because of the inertia and lack of political will in our governance structure.

Therefore, any further work on the metro rail etc. will be carried out by the JDA under the control and guidance of the state government and its specialised agencies. We are yet to see how the government will respond to the new municipal government in the city.

A metro rail project is usually underground as seen in all big cities. Some of the lines also run overhead where an underground rail is not feasible.

The first ever metro rail project in India was established in Kolkata. The second major one was erected in Delhi which has earned huge plaudits from all for the efficient manner in which it is being done. There are several other cities, such as Hyderabad, Pune, Kochi, Bangalore which too have announced their intention to build such a project.

Generally a metro project on its own can not be remunerative and has to be supported by the government through tax support and subsidies. Another way to garner extra non-operative revenues is through development of real estate and rental incomes.

In terms of the model of execution there are two modes: firstly through the PPP route where there is a joint venture with a private investor who builds and operates the metro for a fixed period of say 30 years or more, and shares all revenues with the government. The other is for the government to implement and operate the metro and get it constructed

by inviting contractors. The Delhi metro is being done on the latter basis.

In the Jaipur project there is already a big debate on the model to be followed. There are both pros and cons on either side. If there is a PPP partner, then the possibility of speedy and efficient execution and operation is far better. Even during construction the project will face many legal hitches, which can be better managed by a private investor.

If the government executes the project then one can very well imagine the likely cost and time over run due to the work culture. On the other hand, if there is a smart leader of the project appointed by the government with an assured tenure and time bound target, the project could well be completed successfully.

But that is wishing for too much when it has been seen that the government has shifted at least three commissioners in the JDA over the period of just one year.

Snow World in Desert City

Gurgaon based realty player Divya Aashirwad Properties has joined hands with French snow manufacturer Technofun to set up an indoor Snow World at the Metropolitan mall in Jaipur. The French company would provide technical assistance and technology in setting up a snow factory at the mall.



Anil Wadhwa, Managing Director, Divya Aashirwad Properties informed that the Rs 30 crore SnowWorld spread across 15,000 sq feet would have latest snow games for children as well as for adults, i.e. all the modern games including sledging, snow-carting, slides and snow discovery. The main feature would be artificial snow fall which would amuse people in summers when temperature rises above 45 degrees. This amusement centre would be completed in the next eight months. (RP, 20.11.09)

Metro Dairy to Come Up

To increase milk processing facility, the Rajasthan government has decided to set up a Metro Dairy Plant in Bassi, about 28 km from Jaipur. This will be in addition to the milk plant being run by the dairy in Jaipur.

The plant, which will have a collection capacity of 110,000 litres a day, is expected to cost Rs 100 crore. The state government also plans to set up two more processing plants in Chittorgarh and Jhalawar districts. These two plants will each have capacity to process 100,000 litres of milk a day.

To reach out to consumers, the Rajasthan Co-operative Dairy Federation has recently opened a 24-hour "Saras Parlour" in Jaipur. An investment of Rs 200 crore will be made in the Metro Dairy, which will have state of the art technology, with latest machines.

(HT, 17.12.09)

Jaipur Fourth in E-commerce

According to eBay India Census 2009, Jaipur is the fourth largest e-commerce hub in the country, whereas it ranked ninth in 2008. Ebay is a portal from where anyone can sell or buy anything.

The top five items bought in Jaipur are valuable handsets, USB drives,

diamond rings and anti-virus software. At the same time, five top items sold are necklaces, silver earrings, gems stone earrings, *salwar* suits, skirts and trousers. It shows that residents of Jaipur are technology-friendly. (HT, 17.12.09)

High Voltage: A Serious Problem

Damage to electrical gadgets and household equipment due to severe voltage fluctuations is a serious issue. Several household electronic and electrical gadgets were damaged and rendered defective due to a sudden surge of high voltage in Arvind Nagar in Barodia Basti.

A similar incident occurred at Chand Vihar Colony in Khatipura, affecting 150 residents of the locality. TVs, fridges, tube lights, computers and several other household electrical equipments were damaged, costing around Rs 10 lakh.

Residents are demanding compensation for faulty services, as maintenance is not being provided by service providers on a regular basis. Even after making several complaints, no representative from the concerned department visited the sites. The power supply was restored without issuing any notice. (DB, 04.12.09 & 06.12.09)

Ban on Mobile Towers

The Rajasthan High Court recently ruled that no mobile towers would be installed in Jaipur without its permission. Justice G K Vyas issued the order on a writ petition filed by Vimla Sharma, a resident



of Jaipur alleging that the towers create a lot of nuisance. Telecommunication connectivity towers are being installed without prior permission from the concerned authorities.

The petitioner alleged that the towers are a threat due to the high intensity microwave emissions which results in mental and sleeping disorders. It also causes lymphoma and can cause many other diseases. The petitioner has challenged the installation of the tower in the vicinity of her residence near the Jaipur airport. The Judge issued notices to the Chief Secretary and other top government officials, acting on a writ petition. (DB, 08.12.09)

Investment on Managing Traffic

A whopping amount of Rs 15,000 crore will be spent on ensuring better traffic management in Jaipur city. Wilber Smith Co. will be preparing a Detailed Project Report (DPR), taking into consideration the traffic needs by 2031.



The DPR would comprise eight additional central bus stands. However, it was suggested that the DPR should be prepared for traffic improvement and its better management, targeting the 2025 master plan. More suggestions, like separate lanes on roads for cyclists, safe crossings, footpaths for pedestrians and construction of underpasses, should be included in the DPR.

(DN, 20.11.09 & 21.11.09)

Auto-Cracy: Meter Down & Out

The government wants to introduce the Metro in Jaipur, but at the same time it is unable to regulate auto rickshaws that form the basic mode of public transport in this tourist city. The government, two months back, came up with a notification saying all autos would henceforth run on meters. It did not happen.



The availability of rate charts is the main issue which needs to be taken care of to ensure success of the initiative. Meanwhile, a reality check shows that despite the directives, the drivers have not fixed their meters and are not wearing their mandatory uniforms.

Earlier, the traffic department had started checks, along with transport department, and traffic cops were deployed at identified traffic points to check the functioning of meters in auto rickshaws, the uniform of drivers and the number of passengers travelling.

(Tol, 17.12.09)

Jaipur Master Plan: World Class City

A high-powered committee, headed by the Urban Development and Housing Minister, Shanti Dhariwal, approved the prestigious Master Plan 2025. By 2025, the population of Jaipur would be approximately 75 lakh, and keeping this

in mind, the master plan has been prepared. The Minister disclosed that the earlier planned 46 km Bus Rapid Transit System road would be extended to 68 km and be implemented only on 45 feet width roads.

The master plan is an output of efforts made by various departments to establish Jaipur as a world-class city. To obtain suggestions from various organisations, agencies and departments, the JDA called a meeting for media for their suggestions. (HT, 15.12.09)

Nod for Sewerage Projects

Keeping in mind the population of Jaipur in 2041, the JMC will send a DPR of Rs 500 crore for mega sewerage projects to the state government for approval. The projects are likely to benefit the residents of walled city, Jawahar Nagar, Bapu Nagar, C-Scheme and all other areas where the sewerage network is over 30 years old.



To solve the day-to-day problem of choking of sewer lines and to reduce contamination of water, the old network with limited capacity would be either renovated or changed with the use of third generation technology. In the first phase of the project at least 200 km network across the city would be taken up which would be extended to other areas in the city. During the second phase, similar technology would be introduced in areas like C-Scheme, Bapu Nagar, Jawahar Nagar and other areas having problems of choking.

(Tol, 15.12.09)

Acute Water Shortage in City

With the reduced supply of water in the city, residents are forced to budget their water consumption and outsource it to private suppliers. The government had restricted supply to once a day instead of twice, thereby cutting supplies by half. Reeling under the acute crisis, citizens complain that even the once-in-a-day supply has been erratic for the past few months.

Vijay Soni, resident of Brahmapuri says the situation has deteriorated in the past two months. Ravi Shankar from Malviya Nagar Sector A says they hardly get water for more than 30 minutes and that too without any pressure.

The government has sanctioned 50 new tubewells for the city other than the existing and functional 1,871. It signifies that underground water will continue to be used by the city and the Rs 800-crore Bisalpur project has not been of any help in reducing the crisis.

(Tol, 10.12.09)

Jumping Signal tops Traffic Violations

There is no denying the fact that violation of traffic rules is rampant in the city. Jumping red light tops the chart of traffic rules violations. In the first 10 months of 2009, over 75,560 people were found flouting the red light rule. Around 210 vehicle owners are being *challaned* each day.

The traffic police is planning to focus more on this area by deputing additional policemen on busy intersections. *Challans* were also issued to vehicle owners for displaying illegible registration numbers, driving without helmet and over speeding.

The traffic police has earmarked many places as no-parking zones in various markets of the city. Besides, there are regulations like timings when vehicles can be parked in a particular market. Still, most vehicles *challaned* were from the walled city. Another trend which has left the residents worried is that more and more people are being *challaned* for drunken driving.

(Tol, 07.12.09)

Work on Security Corridor

The JDA will finally start the work on the security corridor around Jaipur Airport. It would be constructed 30 feet away from the airport fence, according to the Bureau of Civil Aviation Security (BCAS) guidelines. The Central Industrial Security Force and state police personnel would be deployed along the corridor for around-the-clock surveillance.

The proposal for the corridor was mooted six years ago as per the BCAS rules. After conducting a survey, airport

authorities had asked the JDA to remove encroachments on the airport's peripheries. Common public would be allowed to use the pavement but 'suspicious' activity would be prohibited.

(HT, 24.12.09)

Tertiary Treatment Plants

Jaipur will soon have the country's first tertiary treatment plants (TTP) to produce water from sewage at Delawas and Jai Singh Pura Khor. The two plants will be supplied 40 million litres per day (mld) sewage. From this, the plants will produce 30 mld water through ultra-filtration. This water would be used for industries, gardens and agriculture.

At present 246 mld water is used for sewerage in the city. Of this, after filtration 62.5 mld is supplied to agriculture and industries via first unit of sewage treatment plant at Jai Singh Pura and Delawas. The second unit will filter more than 62.5 mld water making the total quantity 125 mld. Once these plants are operational, 232 mld sewage will be utilised out of total 246. This will help overcome the shortage of water in the city.

(HT, 20.12.09)

India's 1st Monorail in Jaipur

Jaipur would be the first city in India to get a monorail. The state government has issued the letter of intent to a Malaysian company MRails International for setting up the monorail project to be executed under build, own, operate and transfer (BOOT) basis.



Monorail, a mode of transport based on a single rail on an elevated corridor, is a cheaper and a lighter alternative to the metro. Since the pillars supporting the monorail are narrow and sleek, it is ideal for congested and narrow areas.

The cost per km is between Rs 50-80 crore. The train has a hybrid engine and will use liquefied natural gas for the start-up torque. Once it gains momentum, it will charge the battery. The AC and lighting will be done through solar power.

(HT, 20.12.09)

Sources: HT: Hindustan Times; Tol: Times of India; DB: Dainik Bhaskar; DN: Dainik Navjyoti; RP: Rajasthan Patrika