



1/2013

CityMatters



Deaf & Blind Administration

Increasingly, I find the local administration totally unresponsive and lackadaisical. Perhaps the reasons are not so hard to find. The reasons include: poor leadership at the top; lack of accountability; existence of inertia and the priority of relevant officers being busy with generating extra incomes.

Many roads in our colonies are full of potholes and it is well over six months since the monsoons subsided. I have written to the Commissioner, Jaipur Development Authority and other concerned officials many a times but to no avail...not even a simple acknowledgement. If a person like me does not get an acknowledgement, what to speak about solutions, one can imagine the plight of the common man.

I also asked that whether it is my right as a tax payer and payer of development charges to JDA that I expect roads to be in order if not silken smooth like Hema Malini's cheeks, but that does not impress anyone. It is not as if JDA is bankrupt, but its priorities are to ensure good roads where people matter, such as Civil Lines or Gandhi Nagar, or when VVIPs are visiting an area. I even reminded the Commissioner that "a stitch in time saves nine" and earlier a pothole is attended to it would save further work; harm and damage to a vehicle and the pedestrians who use the roads. Even road hazards exist because people jay drive (an improvisation of jay walking) and the vehicles which follow do not know which way the camel in the front will turn (to paraphrase from a Hindi metaphor).

Two road junctions that I often use are always faced with traffic gridlocks, and one never sees a traffic cop or a traffic light. These are at the turning of Prince Road on Queens Road and the other is the U-turn on Station Road, actually a crossing, when one has to go to the railway station or Hathroi Fort when coming from Jai Singh Highway. Everyone has to go through this U-turn because the rightward access on Station Road crossing has been sensibly closed during the day time. I have twice written to the DCP (Traffic) with copies to the Commissioner of Police, but the same situation: no response, and no action as well.

On the left side of Queens Road when turning to Khatipura Road, there is an open space where garbage is dumped on the bare road. This is frequented by stray hungry cows, causing the vehicle flow to narrow itself and thus create accident hazards. Many a times I have written to JMC and the Ward Councillor but the situation remains statu quo, and once again no response from both.

Now on Ajmer Road, a BRTS corridor is being built, without bothering about the traffic flow on the reduced side lanes. Just before the Shyamnagar turning, there is a vegetable and fruit market on the main road, and as usual car owners park their cars haphazardly. Before the turning to Kings Road, handcarts selling vegetables & fruits ply their trade on the fringe of the road. Once again cars park and there is chaos. Can the JDA not think of developing proper vegetable markets in each part of the city on government or acquired land and see that the roads are not choked.

We spoke to Justice V S Dave, chairman of a Supreme Court appointed committee to make the walled city of Jaipur as a world class city. Please read his short heart rending interview on the back page. Even God cannot come down to Jaipur to make it a world class city with the type of administrators that we have. Let us not forget that we pay their salaries, through our taxes, and not the government. They are accountable to us, the citizens of Jaipur.



Pradeep S. Mehta
Pradeep S Mehta, Secretary General



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Resolving Grievances of Citizens

Urban local bodies (ULBs)/Municipalities play an important role in the planning and development of urban areas. ULBs are responsible for providing basic infrastructure and services in cities and towns. However, the performance of many of these bodies/municipalities including Jaipur, has continued to deteriorate over time. One of the reasons for their poor performance is ineffective and insufficient participation of the citizens in the decision-making process.

With an aim of improving the service delivery through citizen's engagement, CUTS launched a project entitled, 'Improving Service Delivery by Urban Local Government in the City of Jaipur through Enhanced Civic Engagement' (MyCity) in partnership with the Asia Foundation by implementing various social accountability tools and approaches to enhance the engagement and voice power of citizens.

Interface meetings are conducted to solve problems related to various service deliveries thereby giving an opportunity to provide the citizens with a platform for direct interaction with service providers and getting solutions. Jagroop Singh Yadav, Chief Executive Officer, Jaipur Municipal Corporation



(JMC) said that the project has helped JMC in reaching households in different wards and engaging directly with the citizens which is enhancing the quality of services under JMC. Manish Parik, Deputy Mayor, stated that mass awareness among citizens can only drive improvement in the service delivery.



Metro Updates

Metro track update

The Jaipur metro track from *Ambabadi* to *Sitapura* will also run from *Ajmeri Gate* to *Sanganer*. This will be connected to the airport, such is the thought behind the metro project's current position in its construction. According to the plan, the metro would have run from *Paanipech* to *Ajmeri Gate* and from here, it would have run on an elevated track to *Sanganer* but now it might be that the track is built underground from *Ajmeri Gate* itself. The metro project is getting ready to be connected to the *Sanganer* airport. The state government wanted *Sanganer* to be connected to the metro route in the proposed plan, turning towards *Sitapura* after the airport.

(www.pinkcity.com, 18.03.13)

Four metro coaches in April

Jaipur metro is all set to run, with its coaches arriving in April from BEML Bangalore. Rajasthan Minister for Urban Development Shanti Kumar Dhariwal visited the BEML facility in the city which is manufacturing the Metro Cars for Jaipur Metro. The visit of the Minister of Rajasthan assumes significance as BEML has planned to roll out the first set of Metro Cars to Jaipur Metro Rail Corporation in March 2013. In 2011, BEML has secured ₹318 crore order for manufacture, supply, testing and commissioning 10 train sets of 4-Car each, totalling 40 cars to Jaipur Metro Project.

(<http://jaipur.co>, 04.03.13)

Trial runs for metro at night

The Jaipur metro rail coaches will have to make trial runs at night for a few months before they become operational. The rolling stocks, which will be brought from Bangalore, will only be operational after two months as a run of one lakh kilometres is mandatory for them. As the civil construction work of 9.25 km of Jaipur metro corridor (*Mansarovar* to *Chandpole*) is already delayed, the Delhi Metro Rail Corporation (DMRC) has devised an alternative plan to run the coaches already in operation on the Delhi metro route. Sources said that the coaches of Jaipur metro have a different wheel profile; they have been modified according to the sharp curves on the tracks.

(*Tol*, 13.03.13)

ADB clears 900-cr loan for Metro

Asian Development Bank (ADB) has given a principal approval to loan ₹969 crore to support Metro underground line, *Chandpol-Badi Chaupar*. The decision was taken in a high-level meeting attended by JMRC officials and the Department of Economics. Notably, the state government had announced the underground line recently and had desired to organise a stone-laying ceremony this coming July. With this proposal the project cost has, however, crossed ₹3,000 crore and a loan of ₹969 crore was demanded from ADB. The JMRC had decided to take up the project at its own level and DMRC was appointed for the consultancy.

(*DB*, 09.03.13)



Nota bene

Here is an up-close-and-personal account of a 'public-private partnership' negotiation. A senior government official was offered money to close a deal, and once the negotiations were through, he duly wrote 'approved' on the file concerned. But before the file could be passed on, there was a glitch in the deal, so the official added the word 'not' in front of the original word 'approved'.

This being India, everything can be had for a price, and the deal was finally closed to everyone's satisfaction after further negotiations. So what would happen to the 'not approved' noting on the file? Easy, all that was needed was to add an 'e' at the end of the word 'not'. No doubt, the approval was duly noted.

(BS, 07.03.13)

Leonardo paints another Mona Lisa

Renaissance artist Leonardo da Vinci did paint an earlier and much younger version of his master-piece Mona Lisa, experts have confirmed. Mona Lisa, which has been on display in the Louvre in



Paris for three centuries, has long been regarded as the only one painted by the Italian artist.

However, according to a Swiss-based art foundation, recent tests have shown that the Isleworth Mona Lisa is almost certainly the genius da Vinci's work. Carbon dating placed the creation of the painting in the correct era, refuting claims that it was a later copy of the main painting, which was created in or around 1516.

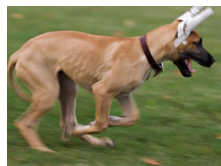
Geometric analysis has shown that the painting matches the proportions da Vinci depicted in his human forms. The said international group claimed that its authenticity has finally been proven.

(BL, 14.02.13)

A nose job done for your dog

The perky-eared silhouette of a dog graces the facade of the low-slung, bright red building in São Paulo, Brazil – the local mark for a neighbourhood vet – but this is no ordinary clinic: It is the

headquarters of Dr. Edgard Brito, the world's preeminent plastic surgeon for dogs.



At first glance, with grey curls and blue eyes, 50-year-old Brito looks like a telenovela villain. He has been a veterinarian his

entire life, after growing up on a farm surrounded by animals. It was only after breeding Doberman pinschers as a hobby that his career took its cosmetic turn.

Brito's first big success was Brutus, a miniature grey schnauzer. Since then, Brito has worked on thousands of other animals, usually costing US\$500 to US\$1,000 each time. He has fixed the ears of his own five-year-old Doberman, and also offers eyebrow correction, wrinkle reduction, and even face-lifts.

(ET, 18.02.13)

A fork to monitor overeating

If you come to a fork on the Internet, take it. It may end up being beneficial to your health. The French-based start-up Slowcontrol is unveiling at the Consumer Electronics Show what it calls the first Internet-connected fork, capable of monitoring the pace of eating to keep people from overdoing it.

Inventor Jacques Lepine developed a connected fork which monitors caloric intake for a meal, and if people go too far, 'it sets off an alarm' and begins to vibrate. The device, which is dishwasher safe when electronic components are removed, is expected to sell in the US for US\$99 starting in April. It will come with software allowing users to programme their appropriate eating habits.

The device to be called the 'HapiFork' may be sold along with other health devices through a firm called HapiLabs.

(BL, 09.01.13)

You can eat, drink & pump it out

Who would have thought that the future of weight loss might lie in the hands of the inventor of the Segway?

Dean Kamen, creator of



the two-wheeled wonder, along with a team from Aspire Bariatrics, of Philadelphia, has applied for a patent for a pump that can suck food and drink straight out of the stomach.

Users of the pump are able to stuff their face before draining their stomach by connecting the pump to a valve surgically installed in their abdominal wall. The makers hope to use it to treat the morbidly obese, and to provide an alternative to a gastric bypass.

Initial setbacks have occurred because the pump struggles to break up large foods. One patient reported 'clogging' and had to avoid eating cauliflower, broccoli, Chinese food, stir fry, snow peas, pretzels, chips and steak. No chips? It will never catch on...

(ET, 09.01.13)

Stuffed cat in the attic - Egyptian mummy?

In an astonishing discovery, a British man found that a stuffed cat in his dusty attic which he assumed to be a bizarre



antique is actually a 2,000-year-old Egyptian mummy. Robert Gray of Portscatho, Cornwall, who owns a bed and breakfast, took the ancient artefact in his attic for an x-ray, where images revealed the outline of a perfectly preserved ancient cat - complete with face, ears, spine and brain.

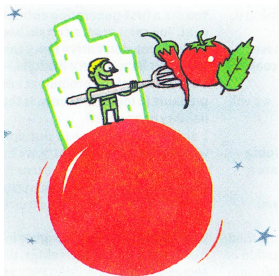
Ancient Egyptians mummified animals to ensure their beloved companions would follow them into the afterlife. Gray said his research has suggested that often the mummies would be fake.

Cats were particularly popular subjects during the Ptolemaic period from 305 BC to 30BC because they were believed to represent the war goddess Bastet. X-ray images of the mummified cat show the neck is still intact, suggesting it was a prized pet rather than a sacrifice to the gods.

(PTI, 15.02.13)

Vegans-Only City on Mars

Private space entrepreneur and billionaire co-founder of PayPal, Elon Musk, is planning to build a small city on Mars for 80,000 space explorers - but only vegetarians are invited!



Musk, whose Falcon 9 rocket delivers NASA cargo to the International Space Station, wants to construct a futuristic settlement on the red planet. The new civilisation would run off sustainable technology and cater only to vegetarians. Musk revealed he had been waiting ten years to share his vision.

The 146-year-old Royal Aeronautical Society in November 2012 awarded Musk, who founded his third company SpaceX in 2002, a gold medal for his contribution to space exploration.

One of America's most respected private space entrepreneurs, Musk has admitted the challenges remain daunting. These include the dangers of deep-space radiation, bone-rot and toxic dust. (IE, 07.01.13)

Minister pulled for extravagance

Nationalist Congress Party president Sharad Pawar admonished his partyman Bhaskar Jadhav for the extravagant weddings of the latter's son and daughter. Minister of State for Urban Development Jadhav had arranged a lavish wedding for both his son and daughter in the city of Chiplun.

According to reports, the venues of the big fat weddings of Samir and Kanchan Jadhav - that are estimated to have cost a staggering ₹3-4 crore - were swarming with choppers and car convoys to ferry VIPs from as many as 22 helipads to the spot of the marriage.

Pawar said he was 'disturbed' by media reports of 'gratuitous extravagance' displayed at a social occasion by one of his party men, especially when the State was in the grip of a severe drought.

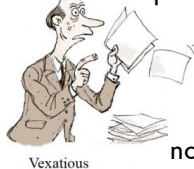
Jadhav has apologised to Pawar, stating that it was never his intention to hurt the sentiments of the State's populace by the weddings.

(TH, 15.02.13)

Dealing with vexatious litigants

Making its displeasure clear, the National Consumer Disputes Redressal Commission (NCDRC) slapped a penalty of ₹25,000 on Yamuna Nagar Improvement Trust, a local body, for locking an allottee into a prolonged and vexatious litigation. It also insisted that the same may be recovered from the salaries of officers pursuing such a vexatious and frivolous litigation.

In Dina Nath vs. Yamuna Nagar Improvement Trust, an 80-year-old man was pursuing a dogged legal battle with the Respondent over a small plot of land. He had paid the cost of the land but possession was not



handed over on one pretext or the other, with changed land use norm being the oft-cited reason.

The matter could have been easily resolved amicably by allotting a mutually acceptable plot as an alternative to the petitioner but for curious reasons, the officers of the governmental agency chose to lock him in a legal battle at various levels of consumer forum.

The NCDRC deploring this tendency cited several verdicts of the Apex court where the tendency on the part of the government departments to resort to vexatious litigation at the drop of the hat was graphically highlighted.

The NCDRC has given an order that would hopefully have a chastening effect on the bureaucracy across the country. Penalty on faceless governmental behemoths have had little effect on curtailing vexatious litigation thus far. The Commission has hit where it hurts. (BL, 10.01.13)

Imperial Class

Whenever the Indian prime minister travels abroad, he invariably takes a chartered Air India Boeing 747, which is re-configured for his

needs; that means a private cabin, while accompanying officials travel first class, and the media posse travels business.

A second plane stands by, in case the first develops a snag. The comparisons with British Prime Minister David Cameron are telling. Cameron, too, chartered a plane, a Virgin Atlantic, because unlike British Airways aircraft, it was configured with only two classes - business and economy.

British prime ministers, it turns out, are only allowed to fly business class. Even if they are offered free upgrades to first class, they are obliged to decline. Those in attendance on him have to fly economy.

Meanwhile, the 100 British businessmen who accompanied Cameron came along with him in the chartered plane. In India's case, any business delegation timing its visit with the prime minister's has to fly separately. (BS, 21.02.13)

Auto suggestion on Women's Day

The auto rickshaws in Delhi have a poor reputation in general and it hit new depths after it was discovered that the refusal of one of them to take passengers resulted in the gang rape and death of a young woman in December 2012. So, some of them decided to try a PR exercise of sorts on International Women's Day.



Women commuters who stepped out of prominent Metro stations like Pragati Maidan and Rajiv Chowk were pleasantly surprised to find uniformed auto drivers waiting at the stations and offering them a free ride to their destinations. "It is our way of making a difference and celebrating Women's Day," an auto driver explained.

(BS, 11.03.13)

500 low-floor buses soon

With increase in allocation of funds for projects running under



Jawaharlal Nehru National Urban Renewal Mission in the Union budget, the Jaipur City Transport Services Limited (JCTSL) has geared up to submit proposals for 500 new low-floor buses.

Already 100 new buses have been added to the JCTSL making the total strength of low-floor buses to 400. The additional 500 new buses will boost the public transportation in Jaipur.

At present, the JCTSL is in the process of inducting 40 new AC buses which will be plying on the existing routes. Rest are expected to arrive by the March 2013. To ensure proper upkeep of the buses, the company will use the money for construction and upgrade depots at *Bagrana*, *Sikar* and *Mansarovar*. (Tol, 04.03.13)

BRTS project shelved

Finding it non-viable due to space constraints along the road, the Rajasthan State Government has finally shelved ₹105 crore Bus Rapid Transit Service (BRTS) project proposed from *Panipech* to *Sanganer*.



The Jaipur Development Authority (JDA) took the decision to drop the project.

A JDA official stated that a fresh proposal has been made to connect the airport via *B2 bypass* by extending the route. The BRTS phase 2, a 13-km route was proposed from *Government Hostel* to *Amrit Nagar* (New *Sanganer road*). The plan is to extend the route by 7 km to connect with the *Sanganer Airport*.

(www.infrawindow.com, 24.01.13)

Door-to-door garbage collection

The JMC is gearing up to launch the free door-to-door garbage collection scheme in the city, after Chief Minister Ashok Gehlot's announcement to withdraw user charges imposed on power bills for sanitation services by private companies.

After the failure of A2Z Company, which was given the responsibility for door-to-door garbage collection, the JMC is now working on another model for integrated waste management system.



As per the new plan, garbage collection and sanitation work would be outsourced to nearly a dozen companies. The new model will ensure proper sanitation conditions as this kind of arrangement is running successfully in cities like *Ahmedabad*, *Surat* and *Vadodara*. (Tol, 14.03.13)

Ramniwas parking to extend

The State Government is likely to launch phase II of *Ramniwas Bagh* parking by extending the area to accommodate nearly 1,500 more cars.

If implemented the project is pitched to become the country's largest underground parking with space for 2,500 cars. An underpass to facilitate the underground traffic is also being considered.

Current parking capacity of *Ramniwas Bagh* is 950 cars. Once it opens, it will be mandatory for the visitors to park their vehicles in the parking area to ensure free flow of traffic on the city roads. (DB, 23.01.13)

Autorickshaws with GPS

Around 12,000 autorickshaws in Jaipur will be fitted with global positioning system (GPS) to enable police track them down in case of emergencies or respond quickly if passengers, especially women, are harassed by auto drivers.

After the implementation of the project, the police would be able to

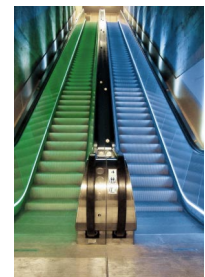
track down any auto running in the city. In case of an emergency, like a passenger being harassed, the GPS would enable them to respond quickly.

The route on which an auto can ferry passengers will be fixed and a control room will be set up to keep watch on their movements. Autos plying on a particular route will be painted in similar colours to differentiate them from those running on other routes. (IANS, 12.02.13)

Now, escalator at Rly Station

The Jaipur Railway Station finally added an escalator to its list of facilities offered to the passengers. The facility of automatic escalator was inaugurated by Jaipur MP Mahesh Joshi in presence of several Railway officials. The escalator has been built near the parcel house.

The escalator has been connected with all the platforms. Passengers who find it difficult to walk over the bridge to go towards platforms 2, 3 and 4 can now make use of this facility. It will also prove beneficial to the physically-challenged people and patients. The Railway authorities will soon install two more escalators at the station. (DNA, 21.02.13)



Parking fee to be charged

Renewing parking system in Jaipur, the traffic police have agreed to abandon no-parking zone timings from 10am to 11am. Under the new provision the parking fee will be charged from 10am and the parking dedicated for two and four-wheelers in the market area too will be charged.

Traffic police and market associations reached a consensus over traffic arrangement in *Johari Bazaar*, *Chaura Rasta* and *Bapu Bazaar*. It was decided that no-parking system will be abolished completely from these markets.

With this the parking charges will be levied from 10am till 8pm. Earlier, the parking charges were applicable from 11am to 9pm. (Tol, 19.02.13)

Can Jaipur be A World Class City?*

Let's be honest: there are some cities in the world that are bad. These are cities from which a multitude would flee if offered half a chance to relocate. These are utterly charmless, aggressive and inhospitable cities, cities with few parks and sidewalks, and with scarcely any of the amenities that comprise the core of urban civilisation.

Is Jaipur anywhere close to this? One shouldn't think so, it still has some charm and lots of heritage left. In contrast, one question that comes to mind is can it realise its dream of being world class, truly cosmopolitan and global. In other words, what makes a city truly world-class?

What makes up a city that people would opt to live in, to travel to, to long for? What makes a city cosmopolitan and alluring? In pursuit of answers, we spoke to Justice Vinod Shankar Dave, an accomplished city-dweller and Chairman of a court appointed committee on how to make Jaipur "A world class city". He gave a personal reckoning as well as official one as to what a city of this calibre must have and where does Jaipur stand?



Justice VS Dave



www.google.com

What according to you is a world class city?

The Supreme Court after going through a document, 'Intervention in the Walled' City observed that a world class city must have at least four essential ingredients: cleanliness, public utilities & facilities, regulated traffic and adequate parking. But here these words are borrowed and the planners don't have a vision. Most ideas are borrowed without their application and thrust on the city. In fact, those who advised the government in the past don't have an idea of the topography of the town. Interventions in the walled city would be necessary first to make Jaipur a heritage world class city and this is not possible without the participation of traders and house owners.

What are problems in the way?

The main problem is lack of global mindset. Let's take the parking. A parking for 800 people in Ram Niwas Garden has been constructed. It is a two-storeyed parking but has no elevators or ramps. What's more, the exit and entry of the parking were intersecting. There is basically no sense of direction, and with 90,000 vehicles in Jaipur, we need more parking areas. Restoring the walled city is an issue. 30 Shani temples have come up on the main roads. All the flyovers constructed are in a mess with traffic islands at the end of each.

What is your vision?

Let us first convert the walled city or the main **shahar** into a liveable place. The city was planned when the population of Jaipur was 50,000 to 80,000, 280 years ago. Now the population in the walled city is more than 5 lakhs with one and a half lakh floating population. Decentralise the walled city and relocate people. So for me, people's participation really works in this direction. I want to create facilitation centres for the tourists. I feel that all the roads must have link roads, there are eight roads, which lead to nowhere, and haphazard colonies have been carved out. Fast moving public transport is a must with laned roads. Overall, living in the walled city is miserable. So, what must we do?

**An interview with Justice VS Dave, (Retd.) Senior Advocate Supreme Court; former Judge of Rajasthan High Court; and former Chairman, Rajasthan Law Commission*

Sources: BL: The Hindu Business Line; BS: Business Standard; DB: Dainik Bhaskar; DNA: Daily News and Analysis; ET: Economic Times; IE: Indian Express; PTI: Press Trust of India; TH: The Hindu; Tol: Times of India