

JNNURM and Its Impact on the Bhopal City

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Abstract: *The paper aims at discussing the changes being brought about by the activities performed by JNNURM, in the lives of people of Bhopal, which is one of mission cities. The author observes that the stress of urban development tends to disturb or adversely affect the environmental harmony. The approach of JNNURM have started from the core by providing basic services for the poor, with improving the environment of the city along with enhancing the transportation sector of Bhopal by introducing projects like BRTS, and such a consideration to all the classes of people in city leads to an overall up gradation, and the improvement in quality of life of people.*

Keyword:-*JNNURM, Environment, People.*

I. Introduction

THE Bhopal in spite of being the state capital with possession of rich heritage and scenic beauty is facing problems of inadequate infrastructure and majority of population is living in sub-standard conditions. There is a threat to the environmental condition and scenic beauty in the City of Lakes. The JNNURM has provided the opportunity to the citizens of Bhopal to decide the future of their city, better urban lifestyle, better environment and physical social and economic uplift of urban poor. Initiatives under the Jawaharlal Nehru Urban Renewal Mission will provide a platform for the city to achieve this long term vision. The city is distinctly divided into two parts, the old city area with most of the raiding and commercial activities and the newly developed areas with mainly administrative, institutional and residential activities. Road network in the old city area, with very limited scope of road widening, mainly suffers from very high volume of traffic, heterogeneous traffic mix, and high degree of pedestrian movement and on-street parking. Some of the problems linked to transport sector in Bhopal city for its populace is due to many poorly designed intersections and encroachments along major arterial corridors, which ultimately result in congestion at times of peak traffic volume. Regional transport network has the bus terminals in the densely developed areas causing traffic congestion. Transport terminals lack basic facilities. Some of the transport corridors have a heavy flow, which can be seen as need for the mass rapid transport system. Due to above listed problems and high volume of traffic and noise, neglect of the built environment and lack of open spaces also contribute to a lower quality of life as well as a gradual weakening of the sense of neighborhood and local community. To encounter problems in transport sector, a series of works are being carried out under the JNNURM, like increase in width of the carriageway and up gradation of existing road surface from black top to cement concrete including footpath and storm water drains, street lighting, etc; along with removal of Encroachments and resettlement of the same and re-planning of existing services passing along the existing section of road. Parking area development and renewal of bus stands is also being done with successfully transplanting of trees under all transport sector projects. For public transport a Pilot Corridor of Bus Rapid Transit System of 16.05 km of Priority Stretch, Survey and Site Clearance works completed. Another 1.8 km of road at Bairagadh Area has been widened and 0.5 Km of GSB work is completed. Work started from another end at Misrod shortly after no objection from the National Highways Authority of India.

Strategy of the Mission

The objectives of the Mission shall be met through the adoption of the following strategy:

- (1) Preparing City Development Plan: Every city will be expected to formulate a City Development Plan (CDP) indicating policies, programs and strategies, and financing plans.
- (2) Preparing Projects: The CDP would facilitate identification of projects. The Urban Local Bodies (ULBs) / parastatal agencies will be required to prepare Detailed Project Reports (DPRs) for undertaking projects in the identified spheres. It is essential that projects are planned in a manner that optimizes the life-cycle cost of projects. The life-cycle cost of a project would cover the capital outlays and the attendant O&M costs to ensure that assets are in good working condition. A revolving fund would be created to meet the O&M requirements of assets created, over the planning horizon. In order to seek JNNURM assistance, projects would need to be

developed in a manner that would ensure and demonstrate optimization of the life-cycle costs over the planning horizon of the project.

(3) **Release and Leveraging of Funds:** It is expected that the JNNURM assistance would serve to catalyze the flow of investment into the urban infrastructure sector across the country. Funds from the Central and State Government will flow directly to the nodal agency designated by the State, as grants-in-aid. The funds for identified projects across cities would be disbursed to the ULB/Parastatal agency through the designated State Level Nodal Agency (SLNA) as soft loan or grant-cum-loan or grant. The SLNA / ULBs in turn would leverage additional resources from other sources.

(4) **Incorporating Private Sector Efficiencies:** In order to optimize the life-cycle costs over the planning horizon, private sector efficiencies can be inducted in development, management, implementation and financing of projects, through Public Private Partnership (PPP) arrangements.

Duration of the Mission

The duration of the Mission would be seven years beginning from the year 2005-06. Evaluation of the experience of implementation of the Mission would be undertaken before the commencement of Eleventh Five Year Plan and if necessary, the program calibrated suitably.

Basic services to urban poor

Availability and quality of basic services can differ widely within a city, and affect different groups in a multitude of ways. Urban poor often only have poor access to water supply, sewage and solid waste disposal systems. Apart from reducing the quality of life in settlements, the absence of basic services makes communities living in informal settlements particularly vulnerable to disease. Survey conducted by Bhopal Municipal Corporation in November 2005 reports 384 slums. Housing shortage estimated at present is about 120,000 units. Informal sector housing is witnessed mostly in the shape of jhuggi settlements involving more than 125,000 families, some of them occupying strategic locations and critical drainage basins. Lack of safety, security and healthy living environment with lack of basic infrastructure such as housing, piped water and inadequate provision of sewerage, sanitation, drainage has resulted in awful conditions for living. Most slums have reasonably good access roads on the periphery, largely asphalt. Older settlements, particularly those in and around the old city as well as those authorized, have better road coverage whereas the newer, rural, peripheral and unauthorized slums have kutcha roads.

Need for Development of the Urban Sector

According to the 2001 census, India has a population of 1027 million with approximately 28 per cent or 285 million people living in urban areas. As a result of the liberalization policies adopted by the Government of India is expected to increase the share of the urban population may increase to about 40 per cent of total population by the year 2021. It is estimated that by the year 2011, urban areas would contribute about 65 per cent of gross domestic product (GDP). However, this higher productivity is contingent upon the availability and quality of infrastructure services. Urban economic activities are dependent on infrastructure, such as power, telecom, roads, water supply, mass transportation, coupled with civic infrastructure, such as sanitation and solid waste management.

URBAN SECTOR INVESTMENT REQUIREMENT			
Category	Number of Cities	Investment Requirement (over 7 years starting 20013-14)	Annual Funds Requirement
Cities with over 4 million population	7	57,143	8163.3
Cities with 1-4 million population	28	57,143	8163.3
Selected Cities with less than 1 million population	28	6,250	892.9
Total	63	1,20,536	17219.5

Source: - survey base data

Investment Requirements in the Urban Sector: It is estimated that over a seven-year period, the Urban Local Bodies (ULBs) would require a total investments of Rs. 1, 20,536 crores. This includes investment in basic infrastructure and services, that is, annual funding requirement of Rs. 17,219.5 crores. It is well recognized that in order to fructify the investments, a national level initiative is required that would bring together the State Governments and enable ULBs catalyze investment flows in the various areas of urban infrastructure sector.

Environment

The overall objective of sustainable human settlement is to improve the socioeconomic and environmental quality of life of all people. This objective is well accomplished by the work being undertaken under the JNNURM for upgrading Different sectors like sewage, water and solid waste management.

Water

Urban water supply agencies tend to stress the importance of water quality over water quantity, although both have serious impacts on health and the quality of life (Cairn cross, 1999). With present water sources Bhopal city manages to produce only 240 MLD of water with a meager 20 percent of losses it should theoretically give 135 LPCD supply. But with lack of efficiency in the production at source, large amount ,nearly 64 percent of Non Revenue Water (NRW) and only 50 percent storage capacity available than demand has made the actual water supply of 88 LPCD. Only 67 percent of the population has access to piped water supply that too for a short period of 2- to hours in the day. Hence extension of the piped distribution system is a need of the hour (Report on Impact Assessment of JNNURM Projects Bhopal, 2010). Under the JNNURM the vision is to provide safe drinking water for all which will eventually have serious impacts on the health and will ultimately result in better quality of life. To meet water demand and close present gaps, different projects have been implemented. Narmada Water Supply Scheme is one of this under, which new sources of water have been created.

Need for Reform Initiatives

(1) **Harnessing the Potential of Reforms in Urban Infrastructure:** While several reform Initiatives have being taken e.g. the 74th Constitutional Amendment Act and model municipal law, there is potential for further reform-oriented steps in order to meet the development objectives. Reform initiatives also need to be taken further and articulated by the State Governments in order to create an investor-friendly environment.

(2) **Need for National-Level Reform-Linked Investments:** There is a need to integrate the reform initiatives and scale up the effort to catalyze investment in urban infrastructure across States in the country. There is a felt need to set up an initiative that will provide reform linked assistance to State Governments and ULBs in the country.

(3) **Need for Sustainable Infrastructure Development:** Another crucial aspect requiring immediate attention is that physical infrastructure assets created in urban areas have generally been languishing due to inadequate attention and/or improper O&M. The fiscal flows to the sector have laid emphasis only on the creation of physical assets. Not much effort has been made either to manage these assets efficiently or to achieve self-sustainability. It is therefore necessary that a link be established between asset creation and management, as both are important components for ensuring sustained service delivery. This is proposed to be secure through an agenda of reforms.

(4) **Need for Efficiency Enhancement:** Concurrent with statutory reforms, such as the enactment of a model municipal law, reduction in stamp duty, repeal of the Urban Land (Ceiling and Regulation) Act, 1976 (ULCRA) etc, there is an urgent need to take measures to enhance efficiencies in urban service deliveries.

The Mission

Mission Statement: The aim is to encourage reforms and fast track planned development of identified cities. Focus is to be on efficiency in urban infrastructure and service delivery mechanisms, community participation, and accountability of ULBs/ Parastatal agencies towards citizens.

2. Objectives of the Mission

(1) The objectives of the JNNURM are to ensure that the following are achieved in the urban sector;

(a) Focused attention to integrated development of infrastructure services in cities covered under the Mission;

(b) Establishment of linkages between asset-creation and asset-management through a slew of reforms for long-term project sustainability;

(c) Ensuring adequate funds to meet the deficiencies in urban infrastructural services;.

(d) Planned development of identified cities including peri-urban areas, outgrowths and urban corridors leading to dispersed urbanization;

3. Scope of the Mission

The Mission shall comprise two Sub- Missions, namely:

(1) **Sub-Mission for Urban Infrastructure and Governance:** This will be administered by the Ministry of Urban Development through the Sub- Mission Directorate for Urban Infrastructure and Governance. The main thrust of the Sub-Mission will be on infrastructure projects relating to water supply and sanitation, sewerage, solid waste management, road network, urban transport and redevelopment of old city areas with a view to upgrading infrastructure therein, shifting industrial and commercial establishments to conforming areas, etc.

(2) **Sub-Mission for Basic Services to the Urban Poor:** This will be administered by the Ministry of Urban Employment and Poverty Alleviation through the Sub-Mission Directorate for Basic Services to the Urban Poor. The main thrust of the Sub-Mission will be on integrated development of slums through projects for providing shelter, basic services and other related civic amenities with a view to providing utilities to the urban poor.

II. Expected Outcomes of the JNNURM

On completion of the Mission period, it is expected that ULBs and parastatal agencies will have achieved the following:

1. Modern and transparent budgeting, accounting, financial management systems designed and adopted for all urban service and governance functions
- (2) City-wide framework for planning and governance will be established and become operational
- (3) All urban residents will be able to obtain access to a basic level of urban services
- (4) Financially self-sustaining agencies for urban governance and service delivery will be established, through reforms to major revenue instruments
- (5) Local services and governance will be conducted in a manner that is transparent and accountable to citizens
- (6) E-governance applications will be introduced in core functions of ULBs/Parastatal resulting in reduced cost and time of service delivery processes.

III. Conclusions

The objective of sustainable urban development is to improve the quality of the environment and reduce the adverse impacts on the wider environment of cities. The projects expect the city to achieve the minimum level of basic services. The changes that were being brought about by the commenced projects ensure an equitable distribution of returns generated for the people. It makes up gradations in quality of lives of people of all classes. Therefore, the changed mindset and exposure to better facilities could lead to a better way of living which in turn could help in the improvement of quality of life and city's scenario. Sustainable urban development is central to the priority area 'environment and health and quality of life' of the communities. The resulting high quality of life attracts investments and skilled labor, which in turn contributes to a vibrant and competitive economy.

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