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Sustainable Sloution of Urban Infrastructural Development

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Infrastructure development in the mega cities was introduced in 1993-94 to cover a wide range of projects on water supply and sewerage, roads and bridges, city transport, solid waste management. Infrastructure development is a key role to play in both economic growth and poverty reduction. Cities hold tremendous potential as engines of economic and social development, creating jobs and generating wealth through economies of scale. They need to be sustained and augmented through the high urban productivity for country's economic growth. A constant influx of population into urban centres and urbanisation is a phenomenon which is expanding rapidly. It is estimated that population living in urban areas will increase from 29 percent in 2000 to 40 per cent by 2030.

The experience of urbanisation is not unique to India but a part of the history of other Asian countries as well. The escalating demand for basic services in urban centres is resulting in a serious deterioration of service quality across housing, transport, healthcare, power, water supply and sanitation and education. As an economy grows, towns and cities expand in size and volume and the contribution of the urban sector to the national economy increases. Urbanisation is an unstoppable process that is to be factored into all development process. Despite their adverse externalities, cities are considered an important engine of economic growth.

Urban India today, faces serious challenges of growth and its management. Across geographies, the issues of urbanisation manifest in the form of overcrowding, congestion, insufficient infrastructure, inadequate service provisioning mainly in terms of drinking water, sanitation, energy, transport, solid waste management, environmental degradation, and pollution. Chronic problem faced by the urban areas are inadequate infrastructure, lack of governance,

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Table-1
Metro Cities and their Population

Census Year	No. of Metropolitan Cities	% of Urban Population living in Metro Cities
1951	5	18.9
1961	7	23.6
1981	12	27.7
2001	35	37.8
2011	50	42.3

Source: Report on Urban Infrastructure and Services by High Powered Expert Committee (HPEC), Chaired by Dr. Isher Judge Ahluwalia, March 2011.

Table-2
Infrastructure Investment Required (Urban Cities, 2012-2031) (Rs. Crore)

S.No	Infrastructure Details	Investment Level
1	Urban Road	17,28,941
2	Urban Transport	4,49,426
3	Renewal and Development including Slums	4,08,965
4	Water Supply	3,20,908
5	Sewerage	2,42,688
6	Storm Water Drains	1,01,031
7	Capacity Building	1,01,759
8	Basic Support Infrastructure	97,985
9	Solid Waste Management	48,582
10	Street Lighting	18,580
11	Other /Sectors	3,09,815
Grand Total		39,18,670

Source: Report on Urban Infrastructure and Services by High Powered Expert Committee (HPEC), Chaired by Dr. Isher Judge Ahluwalia, March 2011.

deplorable health and social indicators of the poor and congested and unsanitary slums with high risk potential. These, along with the poor management of rapid growth, affect the socio-economic development of the country. The question of urban planning and its capacity to organize towns, manage their growth and make them more and sustainable (solution of urban infrastructure in India).

Infrastructure Process in Urban Development

India's urban population is expected to rise from 29 percent to 40 percent of the total population by 2030, placing increasing strain on the country's urban infrastructure. Future growth is likely to concentrate in and around 50 to 70 large cities having population of one million or more. The gross inadequacies of urban infrastructure, especially those of public transport, water supply and sanitation, demand corrective action. Decentralisation of municipal governance and greater reliance on institutional financing and capital markets for resource mobilization are likely to increase the disparity between the larger and smaller urban centres.

According to the latest census of India 2011 report, almost a third of 1.2 billion Indians are now living in cities and towns. More new towns came up since the last census (2001) than did new villages-2,744 versus 2,278. And out of the 181.4 million additions to the country's population between 2001 and 2011, towns accounted for more than half at 91 million. Some states like Tamil Nadu, Kerala, and Maharashtra neared the 50 per cent landmark.

Infrastructure of the cities everywhere is crying for help, while the policy spotlight has thus far focused largely on Tier-I cities

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(Mumbai, Delhi, Chennai, Kolkata, Bangalore, and Hyderabad, cities such as Nagpur, Surat, Vadodra, Ahmedabad, and Vijayawada). The Tier-II cities with population of over half a million are growing at daunting pace and need urgent policy attention. The National Council Applied Economic Research, estimates that though India's Tier-I cities remain the country's richest, those in tier-II are emerging as the new growth centres (NCADR-2003).

Investors, policy makers and citizens alike acutely feel the constraint of physical infrastructure on economic growth. Many initiatives taken in the infrastructure sector, laudable as they are coming under the scrutiny of the public and the investors. The infrastructure investments are essential for economic expansion and a large part of the available capital resources has to go into them. But at the same time, the rapid urbanisation in these under developed economies is said to hamper development, because it increases the demand for investment in relation to social overhead capital in relation to the investment in directly productive activities. In other words, the greater proportion of investment resources earmarked for urban services could slow down the pace of economic development.

According to Amilakh Kant, CEO of Delhi-Mumbai Industrial Corridor Development Corporation (DMICDC), the only cities built in the post-independence India are the capital cities of Chandigarh and Gandhinagar, whereas the only major urban scheme launched is the Jawaharlal Nehru National Urban Renewal Mission (JNNURM). The JNNURM aims at improving urban infrastructure and basic services in over 60 cities. Many of these Cities tend to be unplanned urban areas, more often than not lacking

civic amenities like electricity and water supply sewage and sanitation systems and so forth. What is worse, several of these census towns tend to reject the notion of having their own municipalities or governing boards/committees so as to take advantage of the prevailing lower utility tariffs.

Sustainable Solutions of Urban Infrastructure in India

In the present scenario, the Indian cities as well as the urban areas are still beyond the accessible limits of basic infrastructural indispensability's large scale migration and tendency of even well off rural lists to permanently settle in urban areas has lent a serious concern to the problem. The centralization of industrial and commercial establishments in cities and mega cities manifests itself in the fact that rural areas lack even the basic facilities e.g. transport, electricity, communication, education, health and banking. This lends strength to the fact that already weakened urban infrastructure is crumbling. The problems emanating from rapid urbanisation have their solution in the suggested emphasis by our former President Dr. A.P.J. Abdul Kalam to ensure implementation of the concept of 'PURA' (Provision of Urban Amenities in Rural Areas) coupled with science efforts towards green signing the prioritized projects like JNNURM on mandatory basis.

Recent Development on Urban Infrastructure:

Cities are wealth creators and generate employment for Urban Youth – rich and poor, skilled and unskilled. Urban infrastructure projects are ideal for financing through public-private partnership (PPP) routes and the time is ripe to regenerate urban India. In the following sections of the

projects that are being built to meet the existing demand for urban transport.

Government of India has proposed to merge its entire urban improvement schemes into three ways:

1. Jawaharlal Nehru National Urban Renewal Mission (JNNURM),

2. Urban Infrastructure Development Scheme for Small and Medium Towns (UIDSSMT), and Integrated Housing and Slum Development Programme.

Jawaharlal Nehru National Urban Renewal Mission:

Prime Minister (Dr. Manmohan Singh) launched Rs One lakh crore Jawaharlal Nehru National Urban Renewal Mission on December 3,2005. The JNNURM aimed at improving urban infrastructure and urban basic services in over 60 cities with a million plus population, all state capitals and some cities of religious, historical and tourist importance. A combined investment by Central Government, State Government and urban local bodies of over Rs One lakh crore is proposed to be spent on the ambitious programme in the next five years. Of this Centre's share would be about Rs.50,000 crore and the remaining Rs.50,000 crore would be arranged by local bodies with the close co-operation of State Governments. Commencing from 1st April 2005 to 31st March 2010, the Plan identifies total 60 cities for upgradation, viz:

• **7 Mega Cities:** Mumbai, Kolkata, Chennai, Delhi, Bangalore, Ahmedabad and Hyderabad.

• **28 Million plus Cities (agglomeration Cities):** According to the 2001 census, these cities amount of population exceeding 10 lakh- Kanpur, Pune, Nagpur, Lucknow,

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Jajpur, Bhopal, Coimbatore, Indore, Kochi, Ludhiana, Madurai, Patna, Surat, Vadodra, Varanasi, Visakhapatnam, Agra, Meerut, Nashik, Jabalpur, Jamshedpur, Asansole, Dhanbad, Fardabad, Allahabad, Amritsar, Vijayawada, Rajkot.

• **28 other Big Cities:** categorized (as per 2001 Census) with population less than 10 lakh, such as remaining state capitals, and cities of religious, historical and tourists importance.

Urban Infrastructure Development Scheme for Small and Medium Towns (UIDSSMT):

This scheme was launched in 1979 -80 to improve the economic and physical infrastructure and to provide essential facilities and services in small and medium towns. Since inception, up to 31 March 2007, a total of 1564 towns, out of 5092 small and medium towns (2001Census), were covered under the scheme. The State Governments have been advised to get the City Development Plan (CDP) prepared for the cities covered under UIDSSMT as a Vision Document. State-Level Model Agencies (SLNMA) should develop in house capacity to advise and guide the Urban Local Bodies (ULBs) in preparing variable DPFRs. The state governments should ensure adequate provisions in their Budget to meet state/ULBs share as stipulated in the guidelines.

Integrated Housing and Slum Development Programme:

Housing is a major problem in most urban centres in India. Housing, besides being a very basic requirement for the urban shelter, also hold the key to accelerate the pace of development. Less than one-third of India's people live in cities and towns. It's generating over two-third of the country's GDP and account for 90 per cent of government revenues.

The 1998 National Housing Policy has been replaced by a National Habitat and Housing Policy, 2007 with and the development of civic amenities to make land habitable as its two critical elements. That is one for improving the quality of life in urban areas, and development of new housing stock in existing cities as well as new townships.

Hence, the success of this new initiative will be determined by the collective effort of states, Urban Local Bodies (ULB) and the government of India where each has to play an important role in developing this new approach. At present it is not clear whether sufficient incentives will be provided for states or cities to reform urban service delivery systems.

Measures to Strengthen JNNURM Process:

1. Seminars and Workshops have been organized at regional and state level, apart from day-to-day interactions to speed up the participation of low performing states in the Mission. 2. Enhancing citizen involvement and improving technical capacities for project preparation and implementing by the ULBs other city level agencies in various cities and states. 3. To Enhance community participation in the planning process and in various aspects of implementing JNNURM. 4. To Bridge the capacity gap in implementation of projects and reforms.

5. Strengthening communication channels to facilitate institutionalization and internalization of reforms is a key to the success of the Mission. 6. Municipal Finance Improvement Programme has been launched. 7. The State Governments should ensure adequate budgetary provisions in their budget to meet state/ ULB s share as stipulated in the guidelines. 8. To encourage

Private Sector participation in urban infrastructures. 9. Municipal Act which will be recommended to the State Government would include modification and simplification of Municipal bylaws.

Conclusion

India is a part of the global trend towards increasing urbanisation in which more than half of world's population is living in cities and towns. Urbanisation is unstoppable process that is to be factored into all development process. Government of India is also encouraging reform and restructuring so as to ensure that cities are managed efficiently and become creditworthy which will enable them to prepare long term plans for infrastructure investments and implement poverty alleviation programs. Despite their adverse externalities, cities are considered an important engine of economic growth. Chronic problem faced by the urban areas are inadequate infrastructure. Urban infrastructure in India has been given needed fillp in terms of planning and policy inputs. Local governance issues, including effective municipal functioning, need to be prioritized by both State and Central governments.

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