

Infrastructural Planning and Implementation in Developing Regions: Case of Jaipur Ring Road Project

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ABSTRACT:

While creating new structures, implementing master plans, adapting new techniques, we tend to ignore the fact that times may change but the earth shall remain as constant as it has been since ages. Planning in one form or other has become necessary for the development of a country or society and India is no exception in this regard and hence current economic and social conditions in our country necessitate development in a planned manner. There is a dire need to evaluate whether these dynamic changes are really needed whether they are being implemented by being mindful of the social, cultural, economical and environmental perspectives.

This paper evaluates the impact of ring roads in the infrastructural development of regions, through the case of Jaipur Ring Road Project. The study highlights the social and environmental impact of the project shall have upon the region and the innovative practices done in other such projects internationally explaining how such relatable practices can aide in the Indian context. Case study also observes the problems in inter-departmental coordination which act as a major hindrance in planning and execution, which leads to delay of certain projects, high infrastructural costs, public resentment and also posed a threat to flora and fauna leading to ecological imbalance.

The study highlights that such infrastructure will definitely boost economic growth, increase connectivity and initiate development of the region and there is a need for rigorous socio-environmental policy formulation and implementation.

KEYWORDS: Regional Development, Infrastructure, Regional Planning, Urban Geography, Ring Road, Jaipur.

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I. INTRODUCTION:

It is the need of the present times to check whether a development that will be taking place in an area in the name of Regional Development is needful or not. Thus, the idea behind choosing this area was the developmental works for Master Plan 2025 of jaipur is going on, and vast amount of land is being acquired, specially the agricultural belt. The farmers will lose their livelihoods, the long ongoing process which has been facing delaying since early 2000s has nowhere shown any promising financial benefits to any of the parties involved in the development of the area. The public is suffering because of the traffic jams, land acquisition processes, large scale unemployment, etc. Also, large scale deforestation has been carried out and posts the construction phase, there will be more influx of traffic, leading to more pollution, and leading to Jaipur becoming another smog filled Delhi.

Regional development and Urban Planning in Jaipur is neither unique nor exclusive, rather it is similar to the country wide phenomenon. Road infrastructure is another such niche which has not been given due importance in Jaipur which resulted into snail paced development in the region. Road infrastructure is one of strategic elements that aid in the development as it can also accelerate the activity flow, economy and facilitates inter-regional community mobility.

This research study focuses on the Impact of Ring Roads in the Regional development of cities with the help of the case study of Jaipur Ring Road.

These are some of the many issues that alarming and need to acknowledge. Although as discussed above, when such large scale infra structural works are commenced, some hurdles are bound to happen in a developing country like that of India. Post construction, this Ring Road shall generate income through various sources like toll taxes, local businesses being developed along the road, new infrastructural investment in terms of housing, public places, etc. So, this study shall help us administer whether works of such genre will really be beneficial and pave a path towards the predicted goals of development or not?

II. OBJECTIVES:

The objectives of this paper are to study the positive and negative impact of Ring Road Development in the Jaipur District.

III. STUDY AREA PROFILE:



(Source: www.patrika.com)

Jaipur is the capital city of the Rajasthan and ranks eleventh largest (in terms of population) in India. The city has maintained its glory and charm through ages and is well-known even today throughout the world as Pink City. Jaipur is amongst the first planned cities of India. It is located at 26.92°N 75.82°E with an average elevation of 431 metres (1417 ft). Jaipur district is situated in eastern part of Rajasthan.

Jaipur district is surrounded by Alwar in North, Sikar in north-west and Bharatpur and Dausa in East. Ajmer, Sikar, Alwar, Kotputli, Bandikui and Tonk cities around Jaipur share an inter dependent role in terms of the development process. Immediate influence zone of Jaipur city extends to cities and towns of Dausa, Lalsot, Niwai, Phagi, Dudu, Phulera, Renwal, Reengus and Shahpura. The city is regarded as one of the fast growing metropolitan in our country and has recorded exponential growth of population in last four decades.

Jaipur is the commercial and administrative head of the state. It is also one of the important tourist cities in India and hence is also draws good amount of revenue to our country. It lies on one of the most popular travel packages of India 'Golden triangle' connecting tourist spots like Delhi, Jaipur and Agra. The city of Jaipur also attracts a large number of international tourists to our country (Macwan and Kapadia, 2015). Thus; road connectivity plays an important role in easing a smooth flow of goods, services as well as human resource.



(Source: www.patrika.com)

IV. METHODOLOGY:

The research was designed to analyze the variables that affect Ring Road Project and examine possible relationships among them. For the identification and description of potential relationships between positive and negative impacts, primary data was collected through the use of valid and reliable questionnaires. The secondary data was collected through various agencies involved in this project like Jaipur Development Authority, National Highways Authority of India, Ministry Of Road Transport and Highways, Rajasthan Urban Infrastructure Development Project, etc.

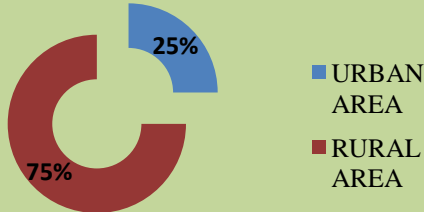
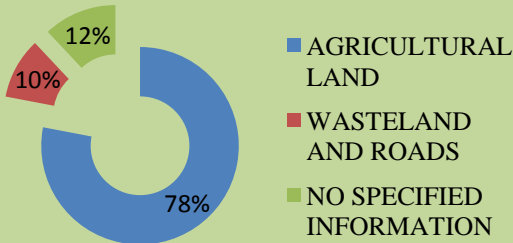
The research design of this study was non- experimental and empirical. The study used a convenience sample of Adult men and women, residing in the areas where ring road development is taking place, like Shivdaspura, Neota, Kanota, Bagru, Phagi, etc. The inclusion criteria for the study participation were: Questionnaires answered individually or through personal interviews.

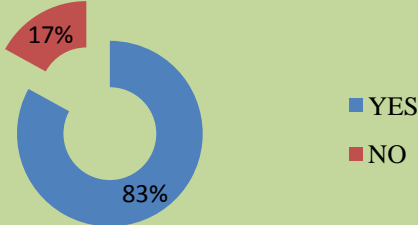
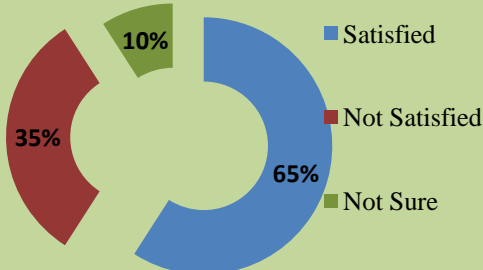
The specific age criterion of 18 yrs and above adults was in lieu with the fact that the older and individual is, the higher level of awareness one possesses of the socio-political and economical situation related to the ongoing project.

The Socio-Economic questionnaire of the project area consists of general profile, demographic profile, Economic background, social structure and specific questions related to land acquired under ring road project, compensation, satisfaction levels, future aspirations and expectations of the project.

V. DISCUSSION:

Table: Public Perception in regards of Jaipur Ring Road Project

<p style="text-align: center;">THE AREA UNDERTAKEN IN RING ROAD CONSTRUCTION</p>  <p style="text-align: center;"> ■ URBAN AREA ■ RURAL AREA </p>	<p>The primary data analysis has shown that the maximum area acquired under the Ring Road Project is Rural area which is 75% and rest is Urban Area is 25%.</p>
<p style="text-align: center;">THE AREA CHOSEN UNDER RING ROAD DEVELOPMENT</p>  <p style="text-align: center;"> ■ AGRICULTURAL LAND ■ WASTELAND AND ROADS ■ NO SPECIFIED INFORMATION </p>	<p>The primary data analysis has shown that the maximum area acquired under the Ring Road Project is agricultural land(78%) whereas 10% comprises of wastelands and roads. Some respondents were unaware of the status of the area (12%) acquired as it was either a part of the forest area/ <i>Sivayachak</i> land or personal property.</p>

<p style="text-align: center;">ROAD CONSTRUCTION CAUSES DAMAGE TO ENVIRONMENT</p>  <p style="text-align: center;">■ YES ■ NO</p>	<p>The primary data analysis has shown that 83% agreed to the fact that road construction causes damage to environment as large scale cutting of trees take place and habitat destruction causes major alterations in fauna as well as flora whereas 17% did not agree .</p>
<p style="text-align: center;">LEVEL OF SATISFACTION BY THE VILLAGERS WHO GOT COMPENSATION BY THE GOVERNMENT</p>  <p style="text-align: center;">■ Satisfied ■ Not Satisfied ■ Not Sure</p>	<p>The primary data analysis has shown that 65% respondents were satisfied by the compensation given to them by the government whereas 35% were not satisfied. The remaining 10% were not sure. This was due to the lack of awareness of the Land Acquisition Bill. The compensation given was mostly in cash and those who chose the land in exchange, mostly reported that the land was not productive and infertile.</p>

(Source: Data compiled by the author)

Table: Present Institutional Framework at Centre and State levels regarding Road Infrastructure

Agency	Planning And Design	Governance	Operation And Management
Ministry Of Road Transport and Highways (Centre)	Planning, development and maintenance of National Highways in the country, extends technical and financial support to State Governments for the development of state roads and the roads of interstate connectivity and economic importance, evolves standard specifications for roads and bridges in the country, serves as a repository of technical knowledge on roads and bridges.	Formulation and Implementation of policies for Road Transport, National Highways and Transport Research with a view to increasing the mobility and efficiency of the road transport system in the country	Evolves road safety standards in the form of a National Policy on Road Safety and by preparing and implementing the Annual Road Safety Plan, Collects, compiles and analyses road accident statistics and takes steps for developing a Road Safety Culture in the country by involving the members of public and organizing various awareness campaigns.
National Highways Authority of India (Centre)	National Highways, Flyover, Bridges	National Highways, Flyover, Bridges	
Jaipur	Preparation and	Widening of all main	Traffic control and

Development Authority (state)	implementation of master plan including transport system, development of ring roads, transport facilities like MRTS, etc., street lighting	roads, construction of over bridges, under bridges and flyovers, regulation of traffic on roads, removal of encroachments in non JMC but JDA areas	management, minimize pollution, environmental development by planning and implementing roadside plantation
Jaipur Municipal Corporation (state)	Urban Planning including town planning, regulation of land use, and Urban amenities like, bus stops.	Solid waste handling, street lights, removal of encroachments in JMC areas	Land use, Maintenance of roads, parking, road lights
Rajasthan Urban Infrastructure Development Project (state)	strengthening of the roads, construction of ROB/Flyovers, drainage	Linking investments to ongoing reforms, integrated quality infrastructural facilities	Integrated urban infrastructural facilities
Public Works Department (state)	Design and construction of Roads, Bridges	Acts as Technical Advisor to the State Government in these matters, evacuating the encroachments coming along the road sides	Permitting construction of approaches on both sides of roads to private individual, other institutions, factories, Petrol Pumps etc., plantation of trees along both sides of the road
Transport Department (state)	Policy for traffic control, Vehicle registration, setting standards including safety and environment	Traffic management systems, Fixation of Fares, Vehicle registration, driving Licenses, Special Permit	Road Transport, Inspection and Testing of vehicles, Enforcement of rules
Traffic Police (state)	Traffic plan awareness, Recommends road Engineering changes to PWD, JDA, JM	Traffic Enforcements for safe and smooth traffic	Road accidents investigation, Enforcement of Traffic Rules
Rajasthan State Road Development Corporation Ltd. (state)	Construction of Roads, Bridges	Construction of privately financed infrastructure projects, mainly Highways, Bridges and ROB being constructed on BOT/PPP Model.	Augment the limited number of specialized & quality construction agencies available in the State & Country so as to reduce the cost/time overruns in the construction of Bridges, Roads.

(Source: Sharma and Sharma, 2017)

VI. CONCLUSION:



(Source: www.dnaindia.com)



(Source: www.patrika.com)

The study acknowledges the importance of infrastructural projects like that of ring roads.

The ideology behind ring road development corridor is to create infrastructure to meet rapid growth and urbanisation. The project will also create provision for sport zones, special economic zones, garment processing areas, exhibition grounds, transport nodes, hospitals, satellite towns, etc.

This project will serve a dual purpose of providing improved access to areas that have already developed and will also serve as an impetus to the growth of under- developed areas.

The technical knowhow in the Baltic countries will enable us to achieve this task in a more sustainable manner both from infrastructural and environmental perspectives. The Washington State Ring road project is an ideal project that shows us that the development of the facilities in the influence area can lead to a more holistic development.

This endeavour is being viewed as a catalyst for economic growth and regional development. The immediate and direct positive impacts of the project include employment and business opportunity , better roads and transport facility to the nearby areas, other communication accessibility, easy access to basic services like schools, health centres, etc, and local marketing of agricultural produce.

The projects like this definitely create hindrances for the public as they restrict the movement. The same has been observed and the continuous delaying has added an extra burden and has given a negative connotation in the minds of people. Also, the inter- departmental lacks coordination, which led to slow paced transition.

The large scale deforestation, seeping of chemicals in ground water leads to contamination, habitat destruction causes long term ecological imbalance.

But the merits of this project supersedes the demerits and if this project is carried out in a sustainable and justified manner than it shall manifest huge economical success for the Jaipur District.

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