

Nagarlok Vol. XLII No. 2 April - June, 2010

Demolition Drive: Some Problems and Prospects: A Case Study of Hubli-Dharwad Municipal Corporation

A.R. JAGATAP AND V.R. BETGAR

THE FORMER Commissioner of Hubli-Dharwad Municipal Corporation (HDMC) was of the view that demolition drive was not a road widening exercise but to clear encroachment. He told "If we go by the Comprehensive Development Plan, then we would have to give compensation to the tune of Rs. 2,000 crore," he said. About roads that had been left out in the demolition drive; he said the corporation would clear the encroachments on some other roads that had not been identified for demolition. "But it would be only after development work like construction of footpaths and drains got completed," he said. HDMC Commissioner admitted that there were some lapses during the drive for which he owned the responsibility. "Wherever there were lapses because of which some legal structures were demolished, we would give the owners of the buildings suitable compensation. We would come before the Council with a proposal in this regard," he said.¹

There was no scope for rehabilitating people who had built houses illegally on the corporation property, the corporation would take steps to rehabilitate poor people on humanitarian grounds, he said. About the "completion certificates" of buildings, he said the corporation would take up the issue after a month. "Residential buildings would be dealt with in the end. First, we would deal with commercial establishments." Commissioner also said the corporation would issue notices to owners of multi-storied buildings to clear the protruding portions. He told the House that the corporation would soon issue an advertisement in newspapers giving full details on the construction of stairs to shops.

When the House met, a member of HDMC moved a call attention motion on the criteria adopted during the demolition drive. Members, including former Mayors, Leader of the House and Leader of the Opposition presented their views. Although everybody welcomed the demolition drive taken up by the corporation, they pointed out some lapses and urged for corrective measures. The councillors wanted to know if there would be another demolition drive shortly

80 A. R. JAGATAP AND V. R. BETGAR

based on the Master Plan and wanted the district-in-charge minister and the Deputy Commissioner or the State Government itself to clarify in this regard. Then Mayor, through a ruling, ordered the Commissioner to make up for the lapses and to correspond with the State Government about the implementation of the Master Plan. The process of clearing encroachments on the City Bus Terminal premises gained momentum on Friday with the residents of the area and shopkeepers themselves taking up the "demolition work" in order to salvage whatever they could.²

The demolition drive was scheduled to start at around 7 a.m. and would continue until all the roads in Navangar were cleared of encroachments. The demolition drive was aimed at making the roads of Navangar "wider" as many roads in the area have been encroached by gardens outside houses. Shopkeepers have encroached the HDMC property for widening the area of their "operations". According to HDMC sources another major area of concern to the authorities was illegal constructions over the drains.³ The blocks over drains were resulting in water clogging, and damaging the roads. Roads in Navanagar are nine to 12 metre wide. However, they have been reduced to six to three metre at few places, affecting the vehicular movement. About 80 persons from the HDMC and other agencies would be participating in the drive under police protection.⁴

In the recent years, for example some private real estate developers and colonisers have adopted the practice of buying agricultural land on the outskirts of Hissar and sell it in small chunks in the form of residential plots. They mostly form housing societies to hoodwink the government. The practice is more prevalent on the Gangwa Road, Kaimri Road, Tosham Road and in the areas surrounding the Hansi township of Hissar district (Haryana). While the authorities concerned repeatedly caution the people against buying plots in unapproved colonies, yet the attraction of getting a bigger plot at reasonable price makes the people take the risk.⁵

At the time of selling plots, colonisers present a rosy picture before the prospective buyers for luring them into investing money. However, many a time, there is no provision even for the basic amenities like water supply and sewerage lines, let alone other facilities promised to be "available in near future".⁶ Eventually, colonisers make a lot of money by selling plots at inflated prices. On the other hand, persons who invest their hard-earned money in purchasing these plots have to face multifarious problems. Since these colonies are unauthorised, plot holders live under the threat of

Written by Administrator

Wednesday, 10 November 2010 11:06 - Last Updated Thursday, 11 November 2010 05:10

DEMOLITION DRIVE 81

demolition drive which can take place any moment. They also face difficulties in getting ration cards and power and water connections. The residents of these colonies usually find some political figure to get such things done for them.⁷

With a view to having a loyal vote bank, many politicians promise regularisations. On coming to power, several such leaders manage to get these colonies approved and thus, the rot continues. Colonisers also cite the example of such colonies to woo more customers. Even the state governments are left with no alternative but to regularise colonies, which have been developed above a certain level. On the other hand, government officials entrusted with the job of razing the illegal structures also have their own set of problems. The Enforcement Wing of the Town Planning Department is responsible for demolishing unauthorised settlements. Apart from the procedural hurdles and bureaucratic tangles, political pressures and legal obstacles also come in the way of smooth functioning of the department. Then, like any other government department, rampant corruption also stands in the way of proper functioning and prompt action on complaints.

Demolition and construction began on various parts of the project in November. Buildings were demolished on the southwest corner of Main and Second streets to make way for the Figge Arts Center, set to replace the Davenport Museum of Art in 2004. The Redstone / Petersen building on the southeast corner of Main and Second streets was prepared for renovation into the River Music History Center in the basement to second floor, and office space on the third and fourth floors. Bids were awarded to companies for the parking garages on River Drive between Brady and Main streets and on 2nd Street between Harrison and Ripley streets. Preparations also were made for the AgTech Venture Capital Center, to be located on 2nd Street.⁸

A demolition drive was carried out by the district administration in a Sector 48 group housing society raising many an eyebrow. The district magistrate had directed the enforcement staff of the estate office to remove iron grills raised by occupants behind the flats in the Bank of India cooperative housing society.⁹ The enforcement staff had to face the ire of residents who alleged that selective demolition was carried out at the behest of certain vested interests. Two sets of rules were being followed to tackle such cases.¹⁰ Soon after the drive started, occupants of the houses gathered and objected to the selective action of the enforcement staff. On their insistence, the staff had to demolish encroachments allegedly done by the President of the society.¹¹

82 A. R. JAGTAP AND V.R. BETGAR

The Centre has come a step closer towards obtaining Parliamentary nod for a year-long moratorium of the court ordered demolition and sealing drive against unauthorised constructions in the National Capital Territory of Delhi. The Lok Sabha on Friday unanimously passed the Delhi Laws (Special Provisions) Bill 2006 that would ensure a one-year *status quo* on punitive action against unauthorised development existing as on January 1, 2006. Within this one-year period, the Government plans to take all possible measures to finalise norms, policy guidelines, and feasible strategies, to deal with the problem of unauthorised development.¹² The unauthorised development that would have to be dealt with related to mixed land use not conforming to the master plan, construction beyond sanctioned plans, and encroaching by slum and *jhuggi-jhopri* dwellers, and hawkers and street vendors.¹³

The Bill, which was moved by then Urban Development Minister, was given special consideration and exempted from the mandatory seven-day notice period for consideration.¹⁴ The law would also provide temporary relief to persons residing or carrying out commercial activities or otherwise dependent upon such unauthorised development till such time as the policy or strategy is finalised. The Minister also said that the report of the Tejender Khanna Committee was in the process of being finalised.¹⁵ (The Committee was constituted in February 2006 to suggest a comprehensive strategy to deal with the unauthorised construction issue.)

The demolition drive in Mumbai by the Congress-led coalition government pushed to the wayside the poor of Mumbai who lived in 'illegal' shanties. The government action went against the grain of successful experiments of community involvement in resettlement and appeared to reverse the slum development policy of the 1990s. Development could not proceed without taking into account the needs of the slum dwelling populace who made up substantial numbers of the city.¹⁶ In a demolition drive that began on December 8, 2004 and still continued, the Maharashtra government and the Brihan Mumbai Corporation demolished 70,000 shanties which, they claimed, were illegal, clearing in the process as many as 306 acres of land, dislocating over three lakh people and affecting many more.

It was a demolition that went against the grain of what the Congress promised in its election manifesto in the recent assembly elections – to protect slums built before 2000—a promise widely believed to have garnered electoral support among Mumbai's poor. At the same time, the government through its advertisements

Written by Administrator

Wednesday, 10 November 2010 11:06 - Last Updated Thursday, 11 November 2010 05:10

DEMOLITION DRIVE 83

continued to make the ironical claim that its actions offer a chance of freedom for slum dwellers – who comprised half of Mumbai's population. "The Slum Rehabilitation Authority through its various projects had been constantly working towards the upliftment of those citizens of metropolis", proclaimed one advertisement. The spate of demolitions, however, was an apparent reversal of Maharashtra's longstanding policy towards slums.¹⁷

Major Issues

The problem between the political and permanent executive had cropped up in the grassroots experiments of local self governments. This had given a new shape to officials and non-officials working at the grassroots level. Today, we find there is some understanding between officials and non-officials for sharing it from public exchequer. This seriously damaged the image of democratic system of governance which, appeared to throw up the developmental activities into public dustbins.

The efficient administration and good governance were essential for every development without which prosperous changes could not be expected for city development. Today we find a lot of criticism leveled against corporate administration. Corruption, selfishness, bribery, egotism, negligence and irresponsibility were common aspects in every municipal government. This has become a curse for city development. Encroachment, illegal constructions of buildings and shops in footpaths were common ugly scenes in developing cities in India. This seriously affected the common people and made them unable to have proper walk in the public streets. Heavy traffic, pollution and density of population virtually choked the people in every city. Therefore the need of the hour was to make tension free walk among the civilians.

In the backdrop of this problem, a case study was selected in light of "Demolition Drive" conducted in 2005 to vacate illegal structures in twin cities of Hubli-Dharwad. Henceforth, it was felt necessary to conduct a huge survey or research and some objectives were framed to examine the case study by adopting scientific methodology.

Focus of Study:

The study focusses on

1. To assess and examine whether bureaucratic leadership would provide good governance;
- 84 A. R. JAGATAI¹ AND V.R. BETGAR
2. To examine the role of officials and non-officials in fulfilling the objectives of urban development;
 3. To assess and examine whether people would give full co-operation for development;
 4. To find out whether non-officials would co-operate with officials in accomplishing the fulfillment of the aims and objectives of corporate administration;
 5. To study whether the HDMC (Hubli-Dharwad Municipal Corporation) would provide an efficient administration;
 6. To study and observe the peoples' views on "Demolition Drive" to vacate illegal structures in Hubli Dharwad.

Hypotheses

1. Administrative leadership is a key to city development.
2. Bureaucratic leadership would provide good governance.
3. Rampant corruption in corporate administration hampers urban development.

Methodology

To find out the effective results various research techniques were adopted to keep up the research methodology. Since the study was empirical in nature, structured questionnaire was framed to conduct interactions with officials, non-officials and public in general. Participatory observation method and sample survey method were adopted to investigate the problem. For review of literature, documentary sources and newspaper cuttings were referred.

Respondents' Responses on Demolition Drive

The main objective of demolition drive, which was conducted in Hubli-Dharwad Municipal Corporation was to bring about the changes for cleaning the encroachments on public streets and to ensure cleanliness awareness among the people. In order to collect the views of the people, corporators and officials, the structured questionnaire was designed for interaction. The responses of the people, corporators and officials are enumerated below, with the support of the tables. On being asked about the operation demolition drive in twin cities of Hubli-Dharwad, the reactions of the respondents were almost same.

Written by Administrator

Wednesday, 10 November 2010 11:06 - Last Updated Thursday, 11 November 2010 05:10

DEMOLITION DRIVE 85

TABLE 1: OPINION ON DEMOLITION DRIVE

| Sl.No | Responses | Corporators | Officials | Public |
|-------|------------------------------|-------------|-----------|-------------|
| 1 | Good | 65 (97.01) | 100 | 460 (92.00) |
| 2 | Not Good | — | — | 20 (4.00) |
| 3 | Useless | — | — | 05 (1.00) |
| 4 | Against the Public interest. | 02 (2.98) | — | 15 (3.00) |
| | Total | 67(100.00) | 100 | 500(100.00) |

The figures in Table 1, reveal that the respondents have strongly defended the demolition drive, 97 percentage of corporators, 92 percentage of public and cent per cent of officials have strongly supported the demolition drive. Only four percent people said that it was not good, one per cent said that it was useless and three per cent said that it was against the public interest. Whereas, only 2.98 per cent of corporators said that it was against the public interest.

TABLE 2: "ENCROACHMENT OF PUBLIC STREETS ARE POLITICALLY MOTIVATED"

| Sl.No | Responses | Corporators | Officials | Public |
|-------|-----------------|-------------|-----------|-------------|
| 1 | Yes | 08(11.94) | 82 | 260(52.00) |
| 2 | No | 53(79.10) | 08 | 120(24.00) |
| 3 | Partially agree | 6(8.95) | 10 | 95(19.00) |
| 4 | No comments | — | — | 25(5.00) |
| | Total | 67(100.00) | 100 | 500(100.00) |

When they were asked to give opinion whether encroachments of public streets were politically motivated, the responses were mixed and varied; the reactions of corporators and public did not tally with each other. Fifty two per cent of public said that it was politically motivated, whereas, hardly 11.94 per cent of corporators said that it was politically motivated and 82 per cent of officials opined that it was politically motivated. However, 79.10 percentage of corporators have held that it was not politically motivated and in addition 8.95 percentage of corporators partially agree with the statement. The reactions of the public are quite different, eight and 24 percentage of officials and public respectively told that it was not politically motivated and finally 10 and 19 percentage of officials and public have conceded it partially and five per cent of public did not react to the statement.

86 A. R. JAGATAP AND V.R. BETGAR

TABLE 3: JUSTIFICATION ON DEMOLITION DRIVE

| Sl.No | Responses | Corporators | Officials | Public |
|-------|-----------------|-------------|-----------|-------------|
| 1 | Yes | 65(97.02) | 98 | 480(96.00) |
| 2 | No | — | — | — |
| 3 | Partially agree | 02(2.98) | 02 | 20(4.00) |
| 4 | No comments | — | — | — |
| | Total | 67(100.00) | 100 | 500(100.00) |

Demolition drive against illegal structures has been universally accepted action. To find out the reactions about this, the questions were asked to the corporators, officials and public in general. The responses were more or less same. A little over 97 per cent of corporators, 98 per cent officials and 96 per cent public have strongly justified the demolition drive conducted in twin cities of Hubli-Dharwad Municipal Corporation during 2005. Hardly 20 per cent public and 2.98 percent of corporators and two percentage of officials did partially agree to the statement seems to be very meager and negligible. Not even, a single individual who didn't disagree with the statement.

In order to make an enquiry whether demolition drive was basically politically motivated issue or not, the question was raised to the respondents to answer, the responses were tabulated in Table 4.

TABLE 4: WHETHER DEMOLITION DRIVE WAS POLITICALLY MOTIVATED?

| Sl.No | Responses | Corporators | Officials | Public |
|-------|------------------------|-------------|-----------|-------------|
| 1 | Yes | 50(74.62) | 05 | 110(22.00) |
| 2 | No | 2(2.98) | 25 | 150(30.00) |
| 3 | Motivated by Officials | 05(7.46) | 60 | 160(32.00) |
| 4 | Motivated by Public | 10(14.92) | 10 | 80(16.00) |
| | Total | 67(100.00) | 100 | 500(100.00) |

The figures in Table 4 illustrate that 74.62 per cent corporators, five per cent officials and 22 per cent of public have viewed that it was politically motivated. 30 per cent of public, 25 per cent officials and 2.98 per cent of corporators did not agree with the statement. Whereas 32 per cent public, 60 per cent officials and 7.46 per cent corporators have viewed that it was motivated by officials. And 16 per cent public, 10 per cent officials and 14.92 per cent corporators said that it was a public initiative. Looking at these different views

Written by Administrator

Wednesday, 10 November 2010 11:06 - Last Updated Thursday, 11 November 2010 05:10

DEMOLITION DRIVE 87

of different dimensions there are about clear indications that since, corporators are politicians and they naturally differed on this particular issue and have strongly justified that it was a political initiation, and not either of public or official initiation.

TABLE 5: ATTITUDE OF OFFICIALS DURING DEMOLITION DRIVE

| Sl.No | Responses | Public | Percentage |
|-------|-------------------------------|--------|------------|
| 1 | Cordial | 314 | 62.08 |
| 2 | Harsh | 87 | 17.04 |
| 3 | Partially Good /Partially Bad | 45 | 9.00 |
| 4 | No Comments | 54 | 10.08 |
| Total | | 500 | 100.00 |

Bureaucracy is meant to provide an efficient and impartial service to the people. But some times some bureaucrats behave properly and some behave rudely. Keeping this in mind the question was asked to the public whether attitude of officials was good or bad at the time of demolition drive. The responses of the public were very good and they held that it was cordial (62.08 per cent). Only 17.04 per cent said that the officials' behavior was somewhat harsh. Nine per cent of public were of the view that it was partially good/partially bad and 10.08 per cent respondents did not make any comments. (Table 5)

TABLE 6: WHETHER ANY "NON-ENCROACHED PUBLIC STRUCTURES" WERE DEMOLISHED DURING DEMOLITION DRIVE

| Sl.No | Responses | Corporators | Officials | Public |
|-------|-----------------|-------------|-----------|-------------|
| 1 | Yes | — | — | 48(9.60) |
| 2 | No | 65(97.02) | 95 | 358(71.60) |
| 3 | Partially agree | 02(2.98) | 05 | 70(14.00) |
| 4 | No comments | — | — | 24(4.80) |
| Total | | 67(100.00) | 100 | 500(100.00) |

Sometimes it is quite natural, that non-encroached public structures were likely to be demolished in the heat of action. In order to make an enquiry the question was raised to the corporators, officials and to the public in general, the corporators and officials did strongly reject the view and 97.02 per cent corporators and 95 per cent officials said that no such demolition was carried out during operation demolition drive. Also 71.60 per cent of public have shared their view that there was no such action. Only 9.60 per cent of them

88 A. R. JAGATAP AND V.R. BETGAR

have held that some public structures were damaged at the time of demolition drive in twin cities. Only 4.80 percentage of public didn't make any comments. (Table 6)

TABLE 7: ANY PUBLIC STRUCTURES DEMOLISHED WITHOUT PRIOR NOTICE?

| Sl. No | Responses | Public | Percentage |
|--------|-------------|--------|------------|
| 1 | Yes | 85 | 17.00 |
| 2 | No | 380 | 76.00 |
| 3 | No comments | 35 | 7.00 |
| Total | | 500 | 100.00 |

The figures in Table 7, state that no public structures were demolished without prior notice to the concerned party. Seventy six per cent respondents have held the view that there was no such heinous action. Only 17 per cent of the respondents told that the demolition drive started without prior notice and seven per cent respondents didn't make any comments.

TABLE 8: WHETHER SUFFICIENT TIME GIVEN TO VACATE THE ENCROACHED PLACE BEFORE COMMENCEMENT OF DEMOLITION DRIVE

| Sl. No | Responses | Public | Percentage |
|--------|-----------------------|--------|------------|
| 1 | Sufficient time given | 425 | 85.00 |
| 2 | Not given | 53 | 10.60 |
| 3 | Without prior notice | 15 | 3.00 |
| 4 | No Comments | 7 | 1.40 |
| Total | | 500 | 100 |

When we asked the respondents whether sufficient time was given to them to vacate the place before commencing the demolition drive, 85 per cent public have conceded that no sufficient time was given to vacate the places. Only 10.60 per cent told that sufficient time was given. Three per cent respondents told demolition drive commenced without prior notice and 1.40 per cent of respondents did not make any comments on this statement (Table 8).

The figures mentioned in Table 9, state that no compensation was paid to the public for illegal encroachments on public places. When we asked the corporators, officials and public in this regard, 93 per cent public, cent per cent corporators and officials have strongly held that no compensation was paid to them for illegal encroachment. Only seven per cent of respondents had no idea about it.

Written by Administrator

Wednesday, 10 November 2010 11:06 - Last Updated Thursday, 11 November 2010 05:10

DEMOLITION DRIVE 89

TABLE 9: WHETHER COMPENSATION PAID FOR ILLEGAL ENCROACHMENTS IN PUBLIC PLACES

| Sl.No | Responses | Corporators | Officials | Public |
|-------|---------------------------|-------------|-----------|-------------|
| 1 | Yes | — | — | — |
| 2 | No | 67(100.00) | 100 | 465(93.00) |
| 3 | Given to some / not given | — | — | — |
| 4 | No Comments | — | — | 35(07.00) |
| | Total | 67(100.00) | 100 | 500(100.00) |

TABLE 10: DEVELOPMENTAL WORKS AFTER DEMOLITION DRIVE

| Sl.No | Responses | Corporators | Officials | Public |
|-------|----------------|-------------|-----------|-------------|
| 1 | Yes | 61(91.04) | 93 | 280(56.00) |
| 2 | No | — | — | 22(4.40) |
| 3 | Partially done | 06(8.96) | 07 | 183(36.60) |
| 4 | No comments | — | — | 15(3.00) |
| | Total | 67(100.00) | 100 | 500(100.00) |

In order to make very important investigation, we asked the respondents whether any developmental works were undertaken after demolition drive. The figures in Table 10, state those 91.04 per cent corporators, 93 per cent officials and 56.00 percentage of public have held that development works have been done and they are making a speedy progress. Only 36.60 percentage of public said that the development work is partially done and three per cent of them made no comments in this regard.

Reactions over former Commissioner's Transfer

As the trend continued, HDMC Commissioner was transferred to Karwar district as deputy commissioner. The public started to make the comments that it was political strategy to transfer him and finally task of transfer was over despite public demand to retain him as HDMC commissioner and appealed to change the transfer order. See (Table 12).

HDMC Commissioner was regarded as a man of strategy and dynamic administrative leadership at the time of demolition drive in Hubli-Dharwad Municipal Corporation. Most of the media appreciated his traits (HDMC Commissioner) for tackling the pressures from within and outside to clear public encroachments. Keeping this in mind, we asked the corporators, officials and public to react to this

90 A. R. JAGTAP AND V.R. BETGAR

TABLE 11: "OPERATION DEMOLITION DRIVE IS MOTIVATED BY HDMC COMMISSIONER"

| Sl.No | Responses | Corporators | Officials | Public |
|-------|--------------------------|-------------|-----------|-------------|
| 1 | Yes | 05(07.46) | 50 | 355(71.00) |
| 2 | No | 52(77.61) | 25 | 110(22.00) |
| 3 | Public Motivated | 01(1.49) | 10 | 30(06.00) |
| 4 | Motivated by Corporators | 09(13.43) | 15 | 05(1.00) |
| | Total | 67(100.00) | 100 | 500(100.00) |

particular question. The responses as shown in Table No. 11, were not uniform; about 71 per cent of opinions from the public were of that HDMC Commissioner was the brain behind the task. While only 7.46 per cent corporators and 50 per cent of officials said that it was because of HDMC Commissioner that the task was taken up. In addition to this, six per cent public, 10 per cent officials and 1.49 percentages of corporators viewed that it was a public motivation and about 13.43 per cent corporators, 15 per cent officials and one per cent public held that it was a political (Corporators) motivation.

TABLE 12: REACTIONS OVER THE TRANSFER OF HDMC COMMISSIONER

| Sl.No | Responses | Corporators | Officials | Public |
|-------|---|-------------|-----------|-------------|
| 1 | Political motivation | 07(10.44) | 20 | 360(72.00) |
| 2 | Public motivation | — | — | 40(08.00) |
| 3 | Transfers are common in Government services | 60(89.56) | 80 | 76(15.20) |
| 4 | No comments | — | — | 24(4.80) |
| | Total | 67(100.00) | 100 | 500(100.00) |

TABLE 13: DO YOU THINK THAT INCOMPLETE TASKS SHALL BE COMPLETED IN FUTURE?

| Sl.No | Responses | Corporators | Officials | Public |
|-------|--|-------------|-----------|-------------|
| 1 | Yes | 62(92.53) | 83 | 250(50.00) |
| 2 | No | — | — | 130(26.00) |
| 3 | Partially hopeful | 05(7.47) | 17 | 80(16.00) |
| 4 | Only feasible if former HDMC Commissioner returns back | — | — | 40(08.00) |
| | Total | 67(100.00) | 100 | 500(100.00) |

Written by Administrator

Wednesday, 10 November 2010 11:06 - Last Updated Thursday, 11 November 2010 05:10

DEMOLITION DRIVE 91

The figures in Table 13, illustrate that all are hopeful and said the development works would be completed in future. To support this view 92.53 per cent corporators, 83 per cent officials and 50 per cent public have supported that they are hopeful about the completion of remaining tasks very shortly. Still 26 per cent of public have expressed their doubt about the development works in future. And similarly 7.47 per cent corporators, 17 per cent officials and 16 per cent of public are partially hopeful, eight per cent of public have held that the remaining tasks shall be completed only if, former Commissioner comes back, as HDMC Commissioner to Hubli-Dharwad in future.

Development and Deprivation

The term development is very attractive. But when we look at the facts, it brings prosperity to some and troubles to others. In fact, we may redefine the term development in turn as deprivation. For every developmental work or activity, some public property has to be compensated. For instance, when we construct a dam or build a road for any public works, we need to demolish or perish the forest or a fertile land. This is a severe damage for the flora and fauna, as it will touch upon the life and livelihoods. Keeping this in mind, we asked the respondents whether this demolition drive did affect to that extent.

TABLE 14: DEVELOPMENT AND DEPRIVATIONS ARE ONE OR THE SAME

| Sl.No | Responses | Corporators | Officials | Public |
|-------|----------------------|-------------|-----------|-------------|
| 1 | Yes | 15(22.38) | 10 | 80(16.00) |
| 2 | No | 35(52.23) | 78 | 245(49.00) |
| 3 | Partially applicable | 17(25.37) | 12 | 155(31.00) |
| 4 | No Comments | — | — | 20(04.00) |
| | Total | 67(100.00) | 100 | 500(100.00) |

Table 14 illustrates for making generalisation on this question. Most of the respondents told that it didn't affect to that extent. Only 22.38 per cent corporators, 10 per cent officials and 16 per cent public have held that it was a deprivation not the development. But 52.23 per cent corporators, 78 per cent officials and 49 per cent public have strongly opined that it did not have an impact on development. Also 25.37, 12 and 31 per cent of the above mentioned corporators, officials and public respectively have conceived it to some extent. And there are hardly four per cent of the respondents to make any comment to this question.

92 A. R. JAGATAP AND V.R. BETGAR

SOME FINDINGS

1. CDS (City Development Strategy) is a very wonderful process; it has been recognised as fund raising agency. CDS has improved financial condition of the HDMC and it has been able to install many development works in twin cities.
2. SWOT (Strengths, Weaknesses, Opportunities and Threats) analysis has been very useful for understanding city problems. A website owned by people in Hubli-Dharwad, calls upon the public attention through email. The people can send their opinions in the form of suggestions to the website, and HDMC in turn considers them in good spirit and interest. That would help HDMC in solving the public grievances in the course of initiating and implementing the action plans.
3. Citizens Committee in Hubli-Dharwad has been regarded as the best advisory body to counsel the HDMC for solving urban problems to some extent, yet it is not working up to the expectations. The members of C.C. (Citizens Committee) are not very serious about considering the issues for discussion.
4. Demolition drive was an excellent expedition conducted in Hubli-Dharwad to clear the encroachments and it has helped to construct footpaths in twin cities.
5. People in Hubli-Dharwad, still do not follow the traffic regulations while crossing the roads; usually they walk on the roads instead on footpaths.
6. HDMC has constructed some foot over-bridges in Hubli-Dharwad, but they are not scientifically built as it is very difficult to climb. It has been noticed that the public in Hubli-Dharwad are misusing these bridges. Aged people and even young find it difficult to carry their heavy luggage.

SUGGESTIONS

After a careful examination of the case study, we would like to make some suggestions in this research article. They may be considered for the further developments in twin cities. Some of them are discussed in the following paragraphs.

Metro train: People in Hubli-Dharwad travel by bus only, it has caused heavy traffic between two ends. When compared with train fares bus fare is very expensive. We pay just Rs. four from Hubli to

Written by Administrator

Wednesday, 10 November 2010 11:06 - Last Updated Thursday, 11 November 2010 05:10

DEMOLITION DRIVE 93

Dharwad for train, whereas it is Rs. 10 (ten) for buses. As a matter of fact, it is felt necessary to introduce metro train facility in twin cities.

Ring Road: Another requirement to avoid traffic jam in Hubli-Dharwad is to generate the ring road to cover twin cities of Hubli-Dharwad. This is also said in plan to start construction work in near future.

Planned Market: We find clumsy and dirty scenes in the market places in Hubli- and Dharwad. Especially 'Super Market' in Dharwad which is an eyesore for its unhygienic conditions. A planned market needs to be built up in twin cities.

Encouragement to small scale industries: Unemployment has been a major problem in Hubli and Dharwad in the wake of use of heavy machines and JCB's. It has generated unemployment problem in twin city as it is noticed in SWOT Analysis.

Employment opportunities: Old industries like Kirloskar's Iron and Steel, Bhoruka Textile and other employment generating industries have ceased to work in Hubli-Dharwad. As a matter of fact, it is highly recommended to bring some initiation for regenerating employment opportunities in the twin cities.

Separate Private City Bus Terminals: Unlike metros New Delhi and others, Hubli-Dharwad suffers on the ground of heavy traffic jam in Hubli-Dharwad, as there are no separate private bus terminals in both the cities. The private bus transport service gives a stop to the passengers in any places at their request, and it is said that there is some understanding between traffic police and bus owners.

Social Auditing on public works: In India people are not seriously worried about public works. The mentality of the public is one of apathy and people are more concerned about their personal needs. This has encouraged open corruption in the state and resulted in inefficient service in public works. The contractors and bureaucrats together enjoy public assets, which in turn brings heavy loss to the public exchequers.

CONCLUSION

Demolition drive was a wonderful experiment which was conducted during 2005-06 in Hubli-Dharwad Municipal Corporation under the dynamic initiations of the then commissioner of HDMC. It raised many eyebrows for making positive and negative reactions during operation; especially those who were affected made negative

41 A. R. JAGATAP AND V.R. BETGAR

reactions about drive, others were positive and made very good reactions. It is also proved that Hubli-Dharwad Municipal Corporation is far heading in developmental activities. Karnataka state government has made some financial support in state budget 2009-10, giving prime priority to backward areas in Karnataka, as per the report of high power committee on regional imbalances. Hubli-Dharwad Municipal Corporation has come out from traditional style of functioning to dynamic style. Many public works have been taken up due to demolition drive that brought up some changes for beautification of cities. The roads in Hubli-Dharwad have been improved; drinking water facility has also improved. Public gardens and installation of high masts in busy circles is a special and very attractive work of the HDMC. CDS (City Development Strategy) is a fine magnificent strategy which has brought up some benefits and glamour to the cities. SWOT (Strengths, Weaknesses, Opportunities, and Threats) has also enabled Hubli-Dharwad Municipal Corporation to identify the problems and remedies that would help them in policy making and implementation. Citizen's Committee is yet to gain punctuality. A very important task is a need for active and efficient leadership i.e., administrative leadership along with the efficient corporators and good will between two could bring magnetisms in any institution. Hopefully we can expect many developments in the twin cities of Hubli-Dharwad in near future.

Footnotes

¹The Hindu, Online edition of India's National Newspaper, Thursday, November 30, 2006

²The Hindu, Online edition of India's National Newspaper, Saturday, January 26, 2008.

³The Hindu, Online edition of India's National Newspaper, Thursday, Nov 30, 2006

⁴The Hindu, Online edition of India's National Newspaper, Thursday, Nov 30, 2006

⁵The Hindu, Online edition of India's National Newspaper, Thursday, Nov 30, 2006

⁶Sunit Dhawan, *Demolition drive against unauthorised colonies*

⁷Ibid.

⁸Ibid.

⁹Whitney Carnahan, Dispatch/Argus Staff writer, *DavenportOne involved in*
DEMOLITION DRIVE 95

more than downtown

¹⁰Residents impede demolition drive, "Tribune News Service, Chandigarh, June 22.

¹¹Ibid.

¹²Ibid.

¹³To halt Delhi demolition drive Our Bureau Lok Sabha nod for 1-year moratorium, New Delhi, May 12.

¹⁴Ibid.

¹⁵Ibid.

¹⁶Ibid.

¹⁷Anu Kumar "Mumbai's Expendable Poor," *The Economic and Political Weekly*, February 5, 2005.