



Service Level Improvement Plan (SLIP)
Atal Mission for Rejuvenation and Urban Transformation (AMRUT)



BARIPADA



Water Supply

Mission Management Information System

1. Assess the Service Level Gap

The first step is to assess the existing situation and service levels gaps for Water Supply (AMRUT Guidelines; para 3&6). This will also include existing institutional frame work for the sector. AMRUT is focused on improvement in service levels. The zone-wise data shall be used in identifying the gaps. These zone-wise gaps will be added to arrive at city level service gaps. While assessing service level gap reply following questions not more than word indicated against each question

Question: What kind of baseline information is available for water supply system of the city? Detail out the data, information, plans, reports etc related to sector. Is zone wise information available?(75words)

Ans. As per census 2011 the population of the town is 109743. There are 28 nos. of in the wards ULB. All information related water supply are available ward wise. Consumer and asset database is maintained which are updated annually. One project is ongoing under UIDSSMT which covers all the wards of Baripada City.

Question: Have you collected census 2011 data? Are you aware of baseline survey data of MoUD? Have you correlated data from these and other sources? (75words)

Ans. The data regarding census 2011 has been collected. We have correlated the data with other sources before preparing the proposal

What are existing services levels for water supply in the city? What is the coverage of water supply Connections? What is per capita supply of water? How much is the extent of metering? How much is non-revenue water? Provide information in table.

Ans: The existing service levels for water supply to Baripada city are given below in the prescribed table.

Table: Status of Water Supply service levels

TABLE 1.1 : Status of Water Supply Service

Sl. No.	Indicators	Present status	MOUD Benchmark	Reliability Level
1	Coverage of water supply connections	38%	100%	B
2	Per capita supply of water	108.45	135	C
3	Extent of metering of water connections	0%	100%	D
4	Extent of non-revenue water	31%	20%	D
5	Quality of water supplied	100%	100%	C
6	Cost recovery in water supply services	50%	100%	B
7	Efficiency in collection of water supply related charges	42%	90%	B

Question: What is the gap in these service levels with regard to benchmarks prescribed by MoUD? (75 words)

Ans: The quality of water has low reliability through the benchmark is achieved. HH coverage is deficit by 62.00 % as compared to the benchmark. Though LPCD has achieved 108.45 LPCD, there is heavy draw down during summer and hence not sustainable in long run. In absence of metering the NRW is 31%. The low cost recovery is due to low coverage.

Source of Water and Water Treatment System

Please provide information in 150 words on the above responding to (however not limited to) following questions.

Question: What is the existing source of water? Is it surface water source or underground water source? What is the capacity of these sources?

Ans. The existing source is a mix of surface and ground water and the total capacity of both the source is 14.87 MLD. From 50 production well (10.07 MLD) and surface source (4.80 MLD).

Question: Is there any treatment provided to water from these sources? How much water is required to be treated daily ? What is the treatment capacity installed in the city?

Ans. Yes, 4.80 MLD of surface water is being treated daily. The capacity of the treatment plant is 9.00 MLD. The ground water 10.07 MLD is also being disinfected using beaching powder.

Question: What per capita water supply in LPCD (liter per capita per day) comes out, if you divide total water supply by the total population?

Ans.: The per capita water supply is 108.45 LPCD after deduction of 15% losses from the total production.

DISTRIBUTION ZONES

Please provide information in 150 words on the above responding to (how ever not limited to) following questions.

Question: City is divided in how many zones for water supply?

Ans. The entire water supply system of the city is divided in 6 zones.

Question: Provide details of total no of Households (HH) in each zone, no of HH with and without water tap connections in the Table

Ans: Detailed information given below.

Table: Zone Wise Coverage of Households

TABLE 1.2: Zone wise coverage of household

Zone No	Total No of Households	Households with direct water supply Connection	Households without direct water supply connections
1	2338	811	1527
2	7222	1940	5282
3	3958	1557	2401
4	1211	224	987
5	3617	504	3113
6	6372	1947	4425
Total	24718	6983	17735

STORAGE OF WATER

Please provide information in 150 words on the above responding to (however not limited to) following questions.

Question: What is the total water storage capacity in the city? What is capacity of elevated and ground water reservoirs?

Ans. The total water storage capacity in the city 3.57 ML. The capacity of ESR is 0.91 ML and Ground water reservoirs is 2.66 ML.

Question: In case of surface water, does city need to have ground level reservoirs to store raw treated water?

Ans. There is no requirement to store Raw Water. However storage for treated water is required.

Question: Is water being supplied to consumers through direct pumping or through elevated reservoirs?

Ans. Both practices are being adopted now.

Question: Is storage capacity sufficient to meet the cities demand ?

Ans.No.

DISTRIBUTIONNETWORK

Please provide information in 150 words on the above responding to (however not limited to) following questions.

Question: What is the total length of water supply distribution pipe line laid in the city?

Ans. Total distribution length is 135.6 Km

Question: What is the total road length in the city? Is the pipe lines are laid in all streets? Is the objective of universal coverage of water supply pipe line is achieved?

Ans. The total road length in the city is 258.2 K.Ms. With completion of the ongoing UIDSSMT project all the street will be covered with piped network.

Question :What are the kind of pipe materials used in distribution lines?

Ans. The pipe materials used in distribution lines are generally C.I., M.S. and PVC.

Question: Provide zone wise details of street length with and without water distribution lines in the Table?

Table: Zone Wise length of distribution network

TABLE 1.3: Zone wise length of distribution network

Zone No	Total Street Length (Km)	Street length with water distribution pipe line (Km)	Street length without water distribution pipe line (Km)	Remark
1	25.2	13.2	12	Work is in progress under UIDSSMT scheme
2	76.5	38.6	38	
3	42.0	23.6	18	
4	12.0	6.3	6	
5	36.4	19.1	17	
6	66.1	34.7	31	
Total	258.2	135.6	122.6	

INSTITUTIONALFRAMEWORK

Please provide information in 150 words on the above responding to (however not limited to) following questions.

Question: Define role and responsibilities in terms of O&M, policy planning, funding, service provision in table

Table: Functions, roles, and responsibilities Planning and Design

TABLE 1.4a: Functions, roles, and responsibilities Planning and Design

Planning and Design	Construction/ Implementation	O&M
Planning and design Cell in EIC (PH) office headed by SE(P&D) and supported by technical cell and PDMC	Project team headed by divisional EE of PHEO along with supervision field engineers (AEE/AE/JE) and supported by PVMU and PDMC. MoU will be signed between PHEO and ULB for execution of the project	O & M team headed by EE of PHEO and supported by operations engineers and operators. MoU will be signed between PHEO and ULB for O & M of the infrastructure. Outsourced PPP model will also be explored.

Question: How city is planning to execute projects?

Ans.The city is planning to execute the ongoing project through a dedicated filed supervision team with hierarchical monitoring by PHEO.

Question: Shall the implementation of project be done by Municipal Corporation or any parastatal body? Please refer para 8.1 of AMRUT guidelines.

Ans. It will be executed by a Public Health Engineering Organization, which a wing of Housing & Urban Development Department

2. Bridge the Gap

Once the gap between the existing Service Levels is computed, based on initiatives undertaken in different ongoing programs and projects, objectives will be developed to bridge the gaps to achieve universal coverage. (AMRUT Guidelines; para 6.2 & 6.3, Annexure-2; Table 2.1). Each of the identified objectives will be evolved from the outcome of assessment and meeting the opportunity to bridge the gap.

Question: List out initiatives undertaken in different ongoing programs and projects to address these gaps. For this provide details of ongoing projects being carried out for sector under different schemes with status and when the existing projects are scheduled to be completed? Provide information in Table

Table: Status of Ongoing/ Sanctioned

TABLE 1.4b: Status of Ongoing/ Sanctioned projects

Sl. No.	Name of Project	Scheme Name	Cost (Cr. Rs.)	Month of Completion	Status
1	Augmentation of water supply to Baripada Town.	UIDSSMT	53.79	June 2018	Procurement process in progress

Question: How much the existing system will able to address the existing gap in water supply system? Will completion of above will improve the coverage of network and collection efficiency? If yes, how much. (100 words)

Ans. After completion of the above ongoing water supply project, the physical coverage of the city will be 100%. However some house service connections will need to be filled in from AMRUT scheme.

Question: Does the city require additional infrastructure to improve the services? What kind of services will be required to fulfill the gap?

Ans. Only house service connections are required.

Question: How does the city visualize to take the challenge to rejuvenate the projects by changing their orientation, away from expensive asset replacement programs, to focusing on optimum use of existing assets?

Ans. This exercise has already been done earlier to finalise the ongoing project.

Question: Has city conducted assessment of Non Revenue Water? If yes, what is the NRW level? Is city planning to reduce NRW?

Ans. City has conducted assessment of Non-Revenue Water through indirect methods which is approximately 31.00%. Yes the city has plans to reduce NRW by way of introduction of HH level metering, reducing illegal connections and reducing technical losses.

Question: Based on assessment of existing infrastructure and ongoing / sanctioned projects, calculate existing gaps and estimated demand by 2021 for water supply pipe network, number of household to be provided with tap connections, and required enhancement in capacity of water source/ treatment plant (MLD). Gaps in water supply service levels be provided as per Table

TABLE 1.5: Gaps in water supply service levels

Component	2015			2021	
	Present	Ongoing projects	Total	Demand	Gap
Source (MLD) -Surface Source		32	32	32	0
Treatment capacity (MLD)	9	16	25	25	0
Elevated Storage capacity (ML)	0.9	4.7	5.6	5.6	0
Distribution network coverage (m)	135600	122610	258210	258210	0

OBJECTIVES

Based on above, objectives will be developed to bridge the gaps to achieve universal coverage. While developing objectives following question shall be responded so as to arrive at appropriate objective.

Please provide List out objectives to meet the gap in not more than 100 words.

Question: Does each identified objectives will be evolved from the outcome of assessment?

Ans: The identified objective is universal coverage and achieving benchmark level of all indicators as per SLB framework, which has been evolved from the outcome assessment.

Question: Does each objective meet the opportunity to bridge the gap?

Ans. Yes, the objective will be achieved by bridging the gap through 100% house service connection

3. Examine Alternatives and Estimate Cost

The objective will lead to explore and examine viable alternatives options available to address these gaps.. These will include out of box approaches. (AMRUT Guidelines; Para 6.4 & 6.8 & 6.9). This will also include review of smart solutions. The cost estimate with broad source of funding will be explored for each. While identifying the possible activities, also examine the ongoing scheme and its solutions including status of completion, coverage and improvement in O&M. Please provide information on the above responding to (however not limited to) following questions.

Question: What are the possible activities and source of funding for meeting out the objectives? (75 words)

Ans. The activities other than the ongoing project would involve provision of house service connections which will be met from AMRUT scheme.

Question: How can the activities be converged with other programme like JICA/ ADB funded projects in the city etc? (100words)

Ans. UIDSSMT for Holistic approach in 6 zones.

Question: What are the options of completing the ongoing activities?(75words)

Ans: .State budgetary support

Question: How to address the bottlenecks in the existing project and lessons learnt during implementation of these projects? (75 words)

Ans. Realistic estimate and availability of the land are the two major lessons learnt.

Question: What measures may be adopted to recover the O&M costs?(100words)

Ans. Increase coverage, introduces metering, reduce unauthorized connection, introduce automation and the like

Question: Will metering system for billing introduced?

Ans. Yes

Question: Whether reduction in O&M cost by addressing NRW levels be applied? (75 words)

Ans. Yes, with reduction on NRW the production will be controlled which will lead to reduction in O&M cost.

Question: Does each objective meet the opportunity to bridge the gap?

Ans. Yes.

The alternative activities to meet these activities be defined as per table

Table: Alternative Activities To Meet Objectives

TABLE 1.6: Alternative Activities to Meet Objectives

Sr. No.	Objective	Activities	Financing Source
1	Quality water supply	Rehabilitation of venerable stretches	UIDSSMT
2	Adequacy of water	Treatment facility	UIDSSMT
3	Universal coverage	Network expansion and house connection	UIDSSMT
4	NRW reduction	Consumer metering & leak reduction	UIDSSMT
5	Cost recovery	Coverage & NRW reduction	

4.Citizen Engagement

ULBs will organize and conduct city level citizen consultation and receive feedback on the suggested alternatives and innovations. Each alternative will be discussed with citizens and activities to be taken up will be prioritized to meet the service level gaps. ULB will prioritize these activities and their scaling up based on the available resources. (AMRUT Guidelines; Para 6.6, 6.7 & 7.2). Please explain following questions in not more than 200 words detailing out the needs, aspirations and wishes of the local people.

Question: Has all stakeholders involved in the consultation?

Ans. Yes

Question: Has ward/ zone level consultations held in the city?

Ans.Yes. Ward level consultation

Question: Has alternative proposed above are crowd sourced?

Ans. Yes

Question: What is feedback on the suggested alternatives and innovations?

Ans.

Question: Has alternative taken up for discussions are prioritized on the basis of consultations?

Ans. Yes

Question: What methodology adopted for prioritizing the alternatives?

Ans. Since there is only one activity under the scheme, the same is prioritised

5. Prioritize Projects

Based on the citizen engagement, ULB will prioritize these activities and their scaling up based on the available resources to meet the respective objectives. While prioritizing projects, please reply following questions in not more than 200 words.

Question: What are sources of funds?

Ans. UIDSSMT, AMRUT & State budget.

Question: Has projects been converged with other program and schemes?

Ans. Yes

Question: Has projects been prioritized based on "more with less" approach?

Ans. Yes

Question: Has the universal coverage approach indicated in AMRUT guidelines followed for prioritization of activities?

Ans. Yes

6. Conditionalities

Describe in not more than 300 words the Conditionalities of each project in terms of availability of land, environmental obligation and clearances, required NOC, financial commitment, approval and permission needed to implement the project.

Ans. Land is available for the proposed infrastructure and environmental clearance are not required for the project.

7. Resilience

Required approvals will be sought from ULBs and competent authority and resilience factor would be built in to ensure environmentally sustainable water supply scheme. Describe in not more than 300 words regarding resilience built in the proposals.

Ans. The project under implementation as well as proposed now are environmentally sustainable and also disaster resilience.

8. Financial Plan

The State has identified 1 Water Supply projects with an estimated cost of Rs. 8.96 Cr. to achieve universal coverage as envisaged under AMRUT. The completion period of these projects is by the year 2019-20. The water supply projects shall be implemented by a parastatal agency, i.e. Public Health Engineering Organization (Urban). As the own revenue of ULBs is insufficient, the State has taken a decision to meet ULB share from within state resources and funds. Therefore, all infrastructure development projects under AMRUT will be funded by Centre/State grants or loan funds by state agencies. Accordingly, the present investment on AMRUT projects is on the basis of 50 percent fund as grant from Centre and 50 percent fund that will be met by State Government grant. The state share will be met from funds budgeted for the Housing and Urban Development Department. In the case of Bhubaneswar however, the water supply project is proposed for implementation through PPP and State Government share by way of VGF (Viability Gap Funding) will predicate on the response to the PPP offering. Based on the above financial plan the specific responses to the questionnaires given in the template are as under:

- **How the proposed finance plan is structured for transforming and creating infrastructure projects?**

The financial plan is made considering 50 % Central grant and 50% state grant. Since the ULB do not have the financial capability, no share has been considered from ULBs. Nevertheless, the state government has taken proactive steps to amend Municipal Corporation and Odisha Municipalities Act to amend property tax to improve the revenue stream of the ULBs. This will help the service provider manage the O & M expenses (OPEX) and move towards financial sustainability. The state shall provide budgetary support fill up the financial gaps if any.

- **List of individual project which is being financed by various stakeholders?**

All the projects listed are planned under AMRUT on the basis of 50 % Central grant and 50% state grant. Soft loan from funding agencies will be explored which will form part of ULB contribution. However, the state share will not be less than 20%.

- **Has financial plan prepared for identified projects based on financial convergence and consultation with funding partners?**

Yes, the project identified here does not include the ongoing projects covered under other schemes. As all the identified projects are funded under AMRUT on 50: 50 basis, consultation with external funding partners is not required. However, consultation for involving other funding partners will be explored to achieve the objective of the mission.

- **Is the proposed financial structure sustainable? If so then whether project has been categorized based on financial considerations?**

Yes, the financial structure proposed is sustainable. The state govt. is committed to contribute required funds for all AMRUT projects. However, the O&M cost for these projects will be met from internal resources including collection of user charges. The projects have been categorized based on gap analysis identified for universal coverage as required under AMRUT scheme.

- **Have the financial assumptions been listed out?**

Yes, the financial assumption of 50% grant by the State Government is committed and listed.

- **Does financial plan for the complete life cycle of the prioritized development?**

Yes, projects proposed include O&M for 5 years, which shall form an integral part of the execution contract so that the agency/contractor who develops the assets shall be responsible for post asset creation O&M for 5 years. The O&M cost for Water Supply shall be borne by the PHEO, which is provided with budgetary support for both CAPEX and OPEX by the State Government.

- **Does financial plan include percentage share of different stakeholders (Centre, State, ULBs and)**

Yes, the financial plan is based on 50 % Central grant and 50% state grant.

- **Does it include financial convergence with various ongoing projects?**

Yes, it includes convergence with various ongoing projects under different schemes supported by both Central & State grant.

- **Does it provide year-wise milestones and outcomes?**

Yes, the detailed milestones and outcomes are furnished at table 2.1.

Details in financial plan shall be provided as per table 8.1, 8.2, 8.3, 8.4 and 8.5. These tables are based on Amrut guidelines tables 2.1, 2.2, 2.3.1, 2.3.2, and 2.5.

TABLE 2.1: Master Plan of Water Supply Projects for Mission period

Sr. No.	Project Name & code	Priority number	Year in which to be implemented	Year in which proposed to be completed	Estimated Cost (Cr. Rs.)
1	Improvement of WS to Baripada - P1 (metering)	1	16-17	17-18	8.96
	TOTAL				8.96

TABLE 2.2: Master Service Level Improvement during Mission period

Sr. No.	Project Name & code	Physical Component	Change in Service Levels			Estimated Cost (Cr. Rs.)
			Indicator	Existing	After	
				(As-Is)	(To-be)	
	Improvement of WS to Baripada - P1 (metering)	Metring	Metering	0%	100%	8.96

TABLE 2.3.1a: Total Fund Sharing Pattern for water supply projects during mission period

Sr. No.	Name of Project & code	Total Project Cost (Cr. Rs.)	Share (Amount in Cr. Rs.)				
			GOI	State	ULB	Others	Total
1	Improvement of WS to Baripada - P1 (metering)	8.96	4.48	4.48			8.96
	Total	8.96	4.48	4.48	-	-	8.96

TABLE 2.3.2: Annual Fund Sharing break up for water supply project (Amount in Cr of Rs.)

Sr. No.	Project Name & code	Gol	State			ULB			Convergence	Others	Total
			14 th	Others	Total	14 th	Others	Total			
			FC			FC					
1	Improvement of WS to Baripada - P1 (metering)	4.48		4.48	4.48						8.96
	Total	4.48		4.48	4.48		-	-	-	-	8.96

TABLE 2.5: Year wise Plan for Service Level Improvement

Proposed Project	Project Cost in Cr. Rs.	Indicator	Baseline	Annual Targets							
				(Increment from the Baseline Value)							
				FY 2016		FY	FY	FY	FY		
				H1	H2	2017	2018	2019	2020		
Ongoing under UIDSSMT	53.79										
Proposed under AMRUT	8.96										
		Coverage of water supply connections	28%	30	35	40	70	100	100		
		Per capita supply of water	108.5	108.5	108.5	108.5	135	135	135		
		Extent of metering of water connections	0%	0	5	40	80	100	100		
		Extent of non-revenue water	31%	31	31	28	20	20	20		
		Quality of water supplied	100%	100	100	100	100	100	100		
		Cost recovery in water supply services	50%	52	55	60	80	100	100		
		Efficiency in collection of water supply related charges	42%	45	60	80	100	100	100		

Storm Water Drainage

Mission Management Information System

I. Assess the Service Level Gap

The first step is to assess the existing situation and service levels gaps for Storm Water Drainage (AMRUT Guidelines; Para 3 & 6). This will also include existing institutional framework for the sector. AMRUT is focused on improvement in service levels. The zone wise data shall be used in identifying the gaps. These zone-wise gaps will be added to arrive at city level service gaps. While assessing service level gap reply following questions not more than word indicated against each question.

1.1. What kind of baseline information is available for storm water drainage system of the city? Detail out the data, information, plans, reports etc related to sector. Is zone wise information available? (75 words)

The base line information of urban population(ward wise) is available in Census-2011, rainfall data with significance of catchment area is received from metrological department, information about length of roads& drains (ward wise), maps are available in draft CDP for Baripada City-2046 prepared by Srei Consultants India Pvt. Ltd..

Yes, zone wise information for Storm Water Drainage (SWD)is available.

1.2. Have you collected data from census other sources? Are you aware of baseline survey data of MoUD? Have you correlated data from these and other sources?(75 words)

Yes, the data are collected from population Census 2011, District Statistics Office, slum population from Urban Poverty Alleviation programs like Urban Statistics for HR and Assessments, RAY etc.

Yes, the above information relating to baseline survey data of MoUD are ascertained from CDP for Baripada City-2046.

Yes, all the data so manifested above are correlated as per availability of different sources.

1.3 What is existing service levels for storm water drainage in the city? What is the coverage of drains? What are the no of incidence of sewerage mixing in the drains? How many times water logging incidence happens in the city? Provide comparative information of service levels (in tabulated form) with respect to the service level bench marks prescribed by MoUD and sustainable standards for service levels under the National Mission on Sustainable Habitat (NMSH) in table 1.1

Sr. No.	Indicators	Sustainable standards	Black (Caution for improvement)	Red (Immediate action for improvement)	Present Status
1	Coverage of Storm water drainage network	100%	<75%	<50%	23.5%
2	Incidence of sewerage mixing in the drains ¹	0%	<25%	<50%	5%
3	Incidence of water logging ² (in nos. per year)	0	<25	<50	16

Table 1.1 :Status of Storm Water Level service levels

1.4: What is the gap in these service levels with regard to benchmarks prescribed by MoUD and sustainable standards for service levels under the National Mission on Sustainable Habitat (NMSH)?(75 words)

¹Incidence of sewerage mixing in the drains are ratio of no of households discharging wastewater directly into the drains to the total no of households.

² No of times water logging is reported in a year, at flood prone points in the city

The Service Level Benchmarks as prescribed by the MoUD are being maintained w.r.t. promotion of facilities to the urban citizens within the limited resources as per guidelines under National Mission on Sustainable Habitat (NMSH). The coverage area of drain is achieved only 29% w.r.t. road length. There are 16 nos. of water logging spots are identified within the city.

1.5 What are major challenge facing the city in regard to achieving these service level benchmarks?

The challenges faced by the city to achieve SLB are as follows

1. Lack of proper drainage network
2. Encroachment & obstacles
3. Tidal river/ high tide/ flooding of river/ natural calamities
4. Choking of drains by solid waste
5. Silting of drains
6. Uncovered Drainages

1.6: Identify gaps in capacity in managing the services efficiently and also provide an innovative solution for efficiently managing these services.

The challenges faced by the city to achieve SLB are as follows

1. Existing drain should be covered
2. Kutcha drains need to be converted to RCC.
3. Raising & widening of existing culverts at 7 points

1.7: Brief the ongoing drainage projects in the city. The components included in these projects, how and up to what extent it will support to the drainage system of the city. Weather it address all the issues related to drainage?

NO, there are no ongoing project present.

2.0 Coverage of drains **

Please provide information in 150 words on the above responding to (however not limited to) following questions.

2.1: Describe how at present, the storm water of City is drained off? How many natural and manmade drains are exists and their coverage with respect to road network?

There exist a network of kutch of total length 201.06 km and pucca 76.10 km drains finally leading to 4 natural drain and small river which finally leads to Budhabalanga River.

There are four major natural drains an approximately and a small river. which sums up to be a total of 313.16kms of drain. This compared to 258.6 kms of road network provides an coverage 29.4% on storm water drainage sector with consideration of only manmade drains.

2.2 What is the capacity and condition of these drains? Is sufficient to carry the peak flow of the catchment/water shed?

Presently the existing Pucca drains are in captive condition. These SWD are repaired and maintained on regular basis. Some of them are 3 years old and some are 10 years old. However none of them have a cover clab which is very much required.

No, the existing SWD network is not sufficient to carry the peak flow of the catchment/water shed.

2.3 Does city have separate storm water drainage network? If no, provide the information regarding locations of gray water mixes with the existing drains in table 1.2. In case of mixed drainage how it works in peak rainy days?

There is no separate SWD network prevailing in the city. The households outlet their gray water to thesoakpit. Only 5% of house hold located in the slum area drains dispatch their grey water in the SWD.

S. No.	Sewer Zone/ Ward No	Location	Merging with which sewer
1	5	Vegetable market	
2.	15	Dumosai tank	
3.	14,20	Near TB hospital	

Table 1.2: Detail of Locations where storm water get mixed with sewer

2.4 In case of mixed drainage how it works in peak rainy days?

During the peak rainy days there is no much problem, water passes through the SWD.

3.0 Water Logging

Please provide information in 150 words on the above responding to (however not limited to) following questions.

3.1 Presently how the problem of water logging is handled? Is it provides the satisfactory outcome?

At, the present scenario at the water logging area pumps area used.

Somehow it solves the present problems during peak rainy season approx.. 105 hours per year.

3.2 Provide details of flood points/areas prone to frequent water logging with special focus on Key road intersections, along roads (50 mt length or more) and Locality (affecting 50 HH or more) in the Table 1.2.

The reason for water logging and flooding are generally observed during peak rainy season in low laying areas of the town with adjacent to the locality of the river bed side. Especially during flood situations. As a result of which a very few households on the slum pockets are being affected.

S.No.	Area	No of points	No of times water logging reported in a year (stagnant water for more than four hours of a depth more than 6")
1	Key road intersection	Balgadi sahi, waligunj UP school, K.C. Circle (Udala road), Jagganath temple south gate, sarathi clinic (back side), tini kunia bandho (back), Jotish advocate house (back), mama ice cream factory,	
2	Along roads (50 mt length or more)	Bhudi Khamari (West Side), Purana Patra House To NH-5, Puranashwara Mandit Towards East, Back Side Of Rakhal Gop-UP School. Back of Jail khana tank. Jamana deipur. Nilaratna Dash house, Back of Bhanjpur railway stn	2
3	Locality (affecting 50 HH or more)	cinema hall chowk, gudi pada,	1/2

Table 1.2: Flood prone points in the city

4.0 Chocking of drains

Please provide information in 150 words on the above responding to (however not limited to) following questions.

4.1 Provide details of flood points/areas prone to frequent water logging with special focus on Key road intersections, along roads (50 mt length or more) and Locality (affecting 50 HH or more) in the Table 1.2.

S. No.	Sewer Zone/Ward No	Location	Stretch Length Affected (mm)
1	1	Rajib Colony	53
2	1	Balogadia Drain	52
3	1	Near Panchanan Mandir	53
4	3	Satysahi School to River	56
5	4	Sai Nurshing home back side	53
6	5	Duli Padia	55
7	5	MPC College front Drain, Near Gujuri Market	53
8	5	Gujuri Market, Main Drain	56
9	5	College Front, Max Mart towards traffic	50
10	6	Ram & Shyam Drain	50

11	6	Sidhath Hotel	53
12	7	Bapa Puo Tiffin Shop, Hospital Chaka	50
13	7	Huduka Colony drain	52.36
14	8	BJP office front Drain	52
15	8	Durga Hotel Drain	52
16	9	Baruni Drain, Sai Binayak	53
17	9	K.C Circle Dharama Shala to River	61
18	10	Dinakrushna Babu House Back Side	56
19	10	Surya Nibas to River	52
20	11	Dr. Sukumar Das , Chaka to Mauna Hotel Backside	56
21	12	Convert Chhaka to Pratappur Road Booth Side	53
22	13	Hatababu Drain (Sharma House to River)	52
23	14	Sunagadia Main Drain , Front of Sunagadia U.P. School	53
24	14	Infront of Pradeep Mishra	53
25	15	Tiranga Club Front Side	61
26	16	Mangala Mandir	52
27	17	Thakurani Thana Drain	53
28	18	Bala Sharma Chhaka	56
29	18	Jamuna Dei School Front side	52
30	18	Jamuna Dei Baripada dCollege back side	61
31	19	Tower Goli	53
32	20	Nurul House	52
33	21	Grand Goli	56
34	21	NH side Drain	58
35	21	Naba Diganta Residential School	53
36	22	mangala Bag Drain	56
37	23	Takatpur Chaka	53
38	24	Prakash Mishra House	59
39	25	NH Drain, Near Nico	53
40	26	B.D.O Chaka to towards West	56
41	26	Bata Basa House towards Prabhakar House	59
42	27	Kali Mandir Back side	53
43	27	Nirmala House to Rama House	52
44	27	Jiten Shop Back Side	61
45	27	In Front of Bhubaneswari Temple	56
46	27	Puhan Babu House to Meher House	53
47	28	Bagh Diha College	52

Table 1.2: Detail of Locations prone to chocking of drains due to solid waste

4.2 How presently the problem is addressed?

This ULB is taking all appropriate measures for Desilting of drains by municipality sweepers.

5.0 Institutional Framework

Please provide information in 150 words on the above responding to (however not limited to) following questions.

5.1 Define role and responsibilities in terms of O&M, policy planning, funding, service provision in table 1.3. Is it in accordance with the AMRUT guidelines (Clause 8.1)?

This ULB is confined with promoting basic amenities to its town's people in terms of O&M creating awareness amongst the people and their role of social responsibility through the community participation. The Planning & Policies are being prepared and monitored by technical experts and stakeholders. The implementation of the policy with reference to appropriation of funds is being monitored by GA with a view of maximum utilities with limited resources.

Planning and Design	Construction/ Implementation	O&M
ULB,	ULB	ULB

Table 1.3: Functions, roles, and responsibilities

5.2 How city is planning to execute projects?

The council of the ULBs at the beginning of the FY prepares the projects to be undertaken under this head with availability of funds and execution of projects in time bound manner. It should be tender based and in a contractual basis.

5.3 Shall the implementation of project be done by Municipal Corporation? If no, weather resolution has been passed by the Municipal Corporation and accordingly, a tripartite Memorandum of Understanding (MoU) between State Government, Municipal Corporation and Parastatal has been signed? Please refer Para 8.1 of AMRUT guidelines.

YES. The projects shall be implemented by the ULB concerned with due weightage to MoU and AMRUT guidelines with the help of technical experts, designers and stakeholders.

II. Bridge the Gap

Once the gap between the existing Service Levels is computed, based on initiatives undertaken in different ongoing programs and projects, objectives will be developed to bridge the gaps to achieve universal coverage. (AMRUT Guidelines; Para 6.2 & 6.3, Annexure-2; Table 2.1). Each of the identified objectives will be evolved from the outcome of assessment and meeting the opportunity to bridge the gap.

1.1 List out initiatives undertaken in different ongoing programs and projects to address these gaps. For this provide details of ongoing projects being carried out for sector under different schemes with status and when the existing projects are scheduled to be completed? Provide information in Table

S. No.	Name of Project	Scheme Name	Cost	Month of Completion	Status (as on ddmm 2015)
1.	NIL	NIL	NIL	NIL	NIL

Table 1.4: Status of Ongoing/ Sanctioned

1.2 How much the existing system will able to address the existing gap in storm water drainage system? Will completion of above improve the coverage of network; eliminate the chocking of drains and water stagnation problem? If yes, how much. (100 words)

The existing system is able to cover only 29% of the road length and have 7 major flooding points. As there is no ongoing project so there would not be any change in improvement of the service level and the above said gaps remains that is 71% coverage and no flooding points.

1.3 Does the city require additional infrastructure to improve the services? What kind of services will be required to fulfill the gap?

Yes, the city would require additional asset creation and renovation of the existing one to achieve the 100 % universal coverage necessary to improve the SWD system.

The city needs 100% SWD coverage with covered drains and which would need proper maintenance of the existing infrastructure and new system.

1.4 How does the city visualize to take the challenge to rejuvenate the projects by changing their orientation, away from expensive asset replacement programs, to focusing on optimum use of existing assets?

There is a good network of Kutchra and pucca drains which could be retrofitted and rejuvenated to bring down the cost of the total new asset creation.

Further As the terrain is align towards Budhabalanga River, hence there should be a proper network of primary, secondary drains & tertiary drains which would lead SWD to the existing natural drain.

1.5 Has city conducted assessment of O&M cost of drains and potable pumps? if yes, what is it? Is city planning to reduce it?

There is no assessment done in maintenance of the drains and the pumps. However there are maintenance as in when required.

1.6 Based on assessment of existing infrastructure and ongoing / sanctioned projects, calculate existing gaps and estimated demand by 2021 for Rejuvenation of existing drains, construction of new primary and secondary drains, construction of pump house with pumping machinery, covering of drains. Gaps in Storm water drainage service levels are provided as per Table 1.5.

1.7 Provide details of flood points/areas prone to frequent water logging with special focus on Key road intersections, along roads (50 mt length or more) and Locality (affecting 50 HH or more) in the Table 1.5.

Component	2015			2021	
	Present	Ongoing projects	Total	Demand	Gap
Major Drains (new construction)	NIL	nil	Nil	12.75	12.75
Network requirement to provide proper drainage to all identified water stagnant point/ flooding points up to the end discharge point (in Km)	76.10	nil	76.10	258.26	182.16
Network length where households discharging wastewater directly into the drains	3.80	nil	3.80		
Rejuvenation of existing primary drains and primary drains including covering and installation of filter	0	nil	0	42.85	42.85

1.8 Whether these gaps presented in measurable/ executable ways considering all the ongoing projects? (75 words)

As there are no existing projects available.

2.0 Objectives

Based on above, objectives will be developed to bridge the gaps to achieve universal coverage. While developing objectives following question shall be responded so as to arrive at appropriate objective.

2.1 Does each identified objectives will be evolved from the outcome of assessment?

Yes, the objective has been evolved from the SLB assessment which tries to fill the gap in order to achieve the 100% universal coverage.

2.2 Does each objective meet the opportunity to bridge the gap?

Yes, all the objectives has been derived keeping in mind the existing opportunities which would probably try to bridge the existing gap in order to achieve the 100% universal coverage.

2.3 Does objectives clearly address all these gaps /solution to all the problems related to storm water drainage of the city?

Yes, each of the objectives has been formulated in order to bridge the existing gap and find solution to all the problems related to storm water drainage of the city.

Please provide List out objectives to meet the gap in not more than 150 words.

III. Examine Alternatives and Estimate Cost

The objective will lead to explore and examine viable alternatives options available to address these gaps. These will include out of box approaches. (AMRUT Guidelines; Para 6.4 & 6.8 & 6.9). This will also include review of smart solutions. The cost estimate with broad source of funding will be explored for each. While identifying the possible activities, also examine the ongoing scheme and its solutions including status of completion, coverage and improvement in O&M. Please provide information on the above responding to (however not limited to) following questions.

1.1 Does all these gaps clearly identified and addressed? (75 words)

Yes, The detail estimate with source of funding have been identified in respect of Baripada City with respect to SWD which can some extent improvise the present scenario with an expectation of greater utility.

1.2 What are the possible activities and source of funding for meeting out the objectives? (75 words)

The construction kuccha drains, retrofitting, renovation of the necessary pucca drains and lining of the left out natural drains could be constructed under the state and ULB funding. (Annual cleaning of Drainage is also from state / ULB fund)

The possible activities are as follows:

- 1) Construction of RCC kuccha drains with cover slabs
- 2) Covering of existing puccaa drains
- 3) Desilting / retrofitting, renovation of existing puccaa drains
- 4) Lining of the left out natural drains
- 5) Frequent Cleaning of SWD channel.

The major funding of the above sector has been three folded that is central, state and ULB.

1.3 How can the activities be converged with other programme like JICA/ ADB funded/SBM/Smart city mission projects in the city etc.? (i.e. convergence with other schemes)(100 words)

The convergence of the activity can't be done for the city as the city is not covered in any of the major mission like SBM. However, the SBM is taken up by the municipality. So we could propose the action necessary to avoid choking of the drainage through the SBM, which indirectly helps in improving the SWD of the city.

1.4 What are the options (financial alternatives) of completing the ongoing activities specially ongoing JnNURM projects? (75 words)

As Baripada city is not covered under the JNNURM/UDISSMT etc. So there are no other mission which would cater as a financial alternative. Further there is no major ongoing activity on the sector for the city.

1.5 What are the lessons learnt during implementation of similar projects? (100 words)

There has been an issue related to execution of the similar project. There exists local and site specific issues. Further there are also encroachment & eviction of the property adjacent to the SWD.

Also there are various service lines like cable line/ service lines/ phone line laid with the SWD which creates an unnecessary delay in O&M and also renovation of the SWD. Also, there has been shortage of staff, lack of skilled personnel, training. The ULB also need proper capacity building for the staffs and the service providers who can improvise the day to day activities.

1.6 Have you analyzed best practices and innovative solutions in sector? Is any of the practice be replicated in the city?(75 words)

Certain of cities of Kerala is seen to be the best practice and many of the issues related to the flooding and storm water network could be resolved by looking at those city.

However there are no similarity in geographical features of the Cuttack and Baripada.

1.7 What measures may be adopted to recover the O&M costs?(100 words)

Presently there is only holding tax being imposed in the town so by imposing property tax the sector could achieve the required financial help at least for the maintenance. Then inclusion of SWD into the Property tax.

1.8 Whether reduction in O&M cost by energy efficient pumps etc be applied?(75 words)

Yes, as the ULB uses pumps in the city to take off the flooding water so it is necessary to considered energy efficient pumps.

1.9 Are different options of PPP such as Design-build-Operate-Transfer (DBOT), Design Built Finance Operate and Transfer (DBFOT) are considered?(100 words)

There is no PPP mode used in any of the plan or project in Baripada city. The alternative activities to meet these activities are defined as per Table 1.6

IV. Citizen Engagement

ULBs will organize and conduct city level citizen consultation and receive feedback on the

Sr. No.	Objective	Activities	Financing Source
1	To Have Complete network Coverage and covering of The Storm Water Network	Augmentation Of The SWD Network	State / Central/ ULB
		Creation of the new network	
2	To reduce the flooding points and its flooding time.	Covering of the SWD	
		Improving the SWM under Swatch Bharat Abhiyan	
		Creating the energy efficient pumping facility	
3	To reduce the backflow of the flooding water	Creating the energy efficient pumping facility	
4		Creating the Swiss gate facility	

suggested alternatives and innovations. Each alternative will be discussed with citizens and activities to be taken up will be prioritized to meet the service level gaps. ULB will prioritize these activities and their scaling up based on the available resources. (AMRUT Guidelines; Para 6.6, 6.7 & 7.2). Please explain following questions in not more than 200 words detailing out the needs, aspirations and wishes of the local people.

1.1 Has all stakeholders involved in the consultation?

All the major stakeholder has been included in the consultancy workshop. This includes majorly council members and media persons etc.

1.2 Has ward/ zone level consultations held in the city?

Yes, but not separately the ward council members have been called up in the consultations.

1.3 Has alternative proposed above are crowd sourced?

No the alternative hasn't been proposed above the crowd source.

1.4 What is feedback on the suggested alternatives and innovations?

Yes, only the major and the relevant feedbacks and alternatives/innovations has been taken up.

1.5 Is any new potential alternative is received? If so, how it is addressed?

No there are no potential alternative is received.

1.6 Has alternative taken up for discussions are prioritized on the basis of consultations?

As no alternatives has been received so it hasn't been taken up for discussion.

1.7 What methodology adopted for prioritizing the alternatives?

Our approach has been taken up with the consideration of prioritizing the more problematic area with less problematic area as the city is flood affected.

V. Prioritize Projects

Based on the citizen engagement, ULB will prioritize these activities and their scaling up based on the available resources to meet the respective objectives. While prioritizing projects, please reply following questions in not more than 200 words.

1.1 What are sources of funds?

The major sources of State fund / ULB fund/ finance commission fund (central)

1.2 Has projects been converged with other program and schemes?

Yes. But partly and indirectly with the SWM, for choking of the drains

1.3 Has projects been prioritized based on “more with less” approach?

Our approach has been taken up with the consideration of prioritizing the more problematic area with less problematic area as the city is flood affected.

1.4 Has the universal coverage approach indicated in AMRUT guidelines followed for prioritization of activities?

Yes, we have taken up approach to completely solve (Universal coverage that is 100% coverage) the problem of SWD.

VI. Conditionalties

Describe in not more than 300 words the Conditionalties of each project in terms of availability of land, environmental obligation and clearances, required NOC, financial commitment, approval and permission needed to implement the project. ** (Plz : attach pages)

As the project is for Storm Water Drainage so no major land is required. However, it is necessary for the pump house. There is requirement of environmental clearance and the NOC for the outfall points.

The financial commitment, approval and permission is needed to be implement for the project from the necessary department.

VII. Resilience

Required approvals will be sought from ULBs and competent authority and resilience factor would be built in to ensure environmentally sustainable storm water drainage scheme. Describe in not more than 300 words regarding resilience built in the proposals. ** (Plz : attach pages)

The BOD and the COD of the storm should be lower down to the necessary level such that it doesn't affect the nearby environment.

Further the possibility of the necessary ground water recharge for the area should be considered.

VIII. Financial Plan

Once the activities are finalized and prioritized after consultations, investments both in terms of capital cost and O&M cost has to be estimated. (AMRUT Guidelines; Para 6.5) Based on the investment requirements, different sources of finance have to be identified. Financial Plan for the complete life cycle of the prioritized development will be prepared. (AMRUT Guidelines; Para 4, 6.6, 6.12, 6.13 & 6.14). The financial plan will include percentage share of different stakeholders (Centre, State and City) including financial convergence with various ongoing projects. While preparing finance plan please reply following questions in not more than 250 words

- **How the proposed finance plan is structured for transforming and creating infrastructure projects?**

The financial plan is made considering 50 % Central grant and 50% state grant. Since the ULB do not have the financial capability, no share has been considered from ULBs.

- **List of individual projects which are being financed by various stakeholders?**

All the projects listed are planned under AMRUT on the basis of 50 % Central grant and 50% state grant.

- **Has financial plan prepared for identified projects based on financial convergence and consultation with funding partners?**

Yes, as all the identified projects are funded under AMRUT on 50: 50 basis, consultation with other funding partners is not required. However, consultation for involving other funding partners will be explored to achieve the objective of the mission.

- **Is the proposed financial structure is sustainable? If so then whether project has been categorized based on financial considerations?**

Yes, the financial structure proposed is sustainable. The state govt. is committed to contribute required funds for completing the projects. However, the O&M cost for these projects will be met from internal resources including collection of user charges. The projects have been categorized based on gap analysis identified for universal coverage as required under AMRUT scheme.

- **Have the financial assumptions been listed out?**

- Yes, the financial assumption has been listed to work out the operational sustainability.
- **Does financial plan for the complete life cycle of the prioritized development?**
Yes, the financial plan takes care of apart from infrastructure cost, the O&M requirement of project life cycle. It will be possible to be sustained throughout the life cycle.
 - **Does financial plan include percentage share of different stakeholders (Centre, State, and ULBs)**
Yes, the initial sharing of financial plan is based on 50 % Central grant and 50% state grant.
 - **Does it include financial convergence with various ongoing projects?**
Yes, it includes various ongoing projects under different schemes supported by both Central & State grant.
 - **Does it provide year-wise milestones and outcomes?**
Yes, it has been provided

Details in financial plan shall be provided as per Table 1.7,1.8,1.9,1.10 and 1.11. These tables are based on AMRUT guidelines tables 2.1, 2.2,2.3.1,2.3.2, and 2.5.

Sr. No	Project Name	Priority number	Year in which to be implemented	Year in which proposed to be completed	Estimated Cost
1	Augmentation of SWD in Baripada town in zone 4 AMRUT/OD/BARIPADA/SWD/04	1	2015-16	2016-17	70.80
2	Augmentation of SWD in Baripada town in Zone-2 AMRUT/OD/BARIPADA/SWD/02	2	2016-17	2017-18	122.96
3	Augmentation of SWD in Baripada town in Zone-5 AMRUT/OD/BARIPADA/SWD/05				
4	Augmentation of SWD in Baripada town in Zone-1 AMRUT/OD/BARIPADA/SWD/01	3	2017-18	2018-19	106.92
5	Augmentation of SWD in Baripada town in Zone-3 AMRUT/OD/BARIPADA/SWD/03	4	2018-19	2018-19	45.50
6	Augmentation of SWD in Baripada town in Zone-6 AMRUT/OD/BARIPADA/SWD/06	5	2019-20	2019-20	22.65
Grant Total					368.83

Table 1.7 Master Plan of Storm Water Drainage Projects for Mission period(As per Table 2.1 of AMRUT guidelines)

S. No	Project Name	Physical Component	Change in Service Levels			Estimated Cost
			Indicator	Existing As-Is	After to Be	
1	Augmentation of SWD in Baripada town in zone 3 AMRUT/OD/BARIPADA/SWD/03	1. Construction of covered storm water drainage network. 2. Renovation of existing Drain with covered slab 3. Construction of wet well. 4. Construction of Pumping Station and erection of pumping arrangement. 5. Arrangement of Sluice gate 6. Lining of Natural Drain	Coverage Drainage Network	39.25%	100%	19.19
			Incidence of Water Logging	5	0	

2	Augmentation of SVD in Baripada town in zone-2 AMRUT/OD/BARIPADA/SVD/02	1. Construction of covered storm water drainage network. 2. Renovation of existing Drain with covered slab 3. Construction of wet well. 4. Construction of Pumping Station and erection of pumping arrangement. 5. Arrangement of Sluice gate 6. Lining of Natural Drain	Coverage Drainage Network	34.59%	100%	22.49
			Incidence of Water Logging	3	0	
3	Augmentation of SVD In Baripada town in zone-4 AMRUT/OD/BARIPADA/SVD/04	1. Construction of covered storm water drainage network. 2. Renovation of existing Drain with covered slab 3. Construction of wet well. 4. Construction of Pumping Station and erection of pumping arrangement. 5. Arrangement of Sluice gate 6. Lining of Natural Drain	Coverage Drainage Network	30.50%	100%	45.48
			Incidence of Water Logging	2	0	
4	Augmentation of SVD in Baripada town in Zone-1 AMRUT/OD/BARIPADA/SVD/01	1. Construction of covered storm water drainage network. 2. Renovation of existing Drain with covered slab. 3. Lining of Natural Drain	Coverage Drainage Network	24.26%	100%	108.88
			Incidence of Water Logging	0	0	
5	Augmentation of SVD in Baripada town in Zone-5 AMRUT/OD/BARIPADA/SVD/05	1. Construction of covered storm water drainage network. 2. Renovation of existing Drain with covered slab. 3. Lining of Natural Drain	Coverage Drainage Network	20.22%	100%	22.56
			Incidence of Water Logging	0	0	

Table 1.8 Master Service Levels Improvements during Mission Period
(As per Table 2.2 of AMRUT guidelines)

Table 1.9 Annual Fund Sharing Pattern for Storm Water Projects

Sr.No	Name of Project	Financial Year	Total Project Cost	Share				Total
				Govt	State	ULB	Others	
1	Augmentation of SVD in Baripada town in zone 3 AMRUT/OD/BARIPADA/SVD/03	2015-16	19.19	9.59	9.59			19.19
2	Augmentation of SVD in Baripada town in zone-2 AMRUT/OD/BARIPADA/SVD/02	2016-17	22.49					
3	Augmentation of SVD In Baripada town in zone-4 AMRUT/OD/BARIPADA/SVD/04	2017-18	45.48					
4	Augmentation of SVD in Baripada town in Zone-1 AMRUT/OD/BARIPADA/SVD/01	2018-19	108.88					
5	Augmentation of SVD in Baripada town in Zone-5 AMRUT/OD/BARIPADA/SVD/05	2019-20	22.56					
Total			218.58	9.59	9.59			19.19

Table 1.9 Annual Fund Sharing Pattern for Storm Water Projects
(As per Table 2.3.1 of AMRUT guidelines)

Sr. No.	Project	Gol	State			ULB			Convergence	Others	Total
			14 th FC	Others	Total	14 th FC	Others	Total			
1	Augmentation of SWD in Baripada town in zone 3 AMRUT/OD/BARIPADA/SWD/03	9.59	9.59								
2											
3											
4											
5											
	Total									19.19	

Table 1.11 Year wise Plan for Service Levels Improvements
(As per Table 2.5 of AMRUT guidelines)

Sl. No	Proposed Project Cost in Cr	Indicator	Base Line	Present Status	Gap	FY2016		FY 2017	FY 2018	FY 2019	FY 2020
						H1	H2				
1	218.58	Coverage of Storm Water Drainage Network	100%	29%	71%		38.24 %	48.70 %	70.51 %	88.77 %	100.00 %
2		Incidence of Water Logging	0	7	7		5	3	2	0	0

Sewerage

Mission Management Information System

1. Assess the Service Level Gap

The first step is to assess the existing situation and service levels gaps for Sewerage (AMRUT Guidelines; para 3 & 6). This will also include existing institutional framework for the sector. For this City has to review all policy, plans, scheme documents etc. to identify service level gaps and hold discussions with officials and citizens. AMRUT is focused on improvement in service levels. The zone wise data shall be used in identifying the gaps. These zone-wise gaps will be added to arrive at city level service gaps. While assessing service level gap reply following questions not more than word indicated against each question.

Question: What kind of baseline information is available for sewerage system of the city? Detail out the data, information, plans, reports etc related to sewerage available with city? Is zone wise information available? Have you correlated your data with census 2011 data? (100 words)

Ans. Census 2011, Draft CDP, are available and have been correlated with census 2011 data.

Question: What are existing service levels for sewerage for coverage of sewerage network services, efficiency of collection of sewerage and efficiency in treatment. Provide information in table

Table 2.1 : Status of sewerage network and Service Levels

Sr. No	Indicators	Existing Service level	MOUD Benchmark
1	coverage of latrines (individual or community)	73%	100%
2	Coverage of sewerage network services	0%	100%
3	Efficiency of collection of sewerage	0%	100%
4	Efficiency in Treatment: Adequacy of sewerage treatment capacity	0%	100%

Question: What is the gap in these service levels with regard to benchmarks prescribed by MoUD? (75 words)

Ans: There is no sewerage network & hence no collection & no treatment. The septage disposal is irregular and mostly to open drains. Hence the gap in these service level with regard to benchmarks prescribed by MoUD is 100% .

Question: Does city has separate drainage system or sewer lines take care of storm water? (50 words)

Ans: Yes, the city is having partly separate drainage system.

Coverage of latrines (individual or community), Please provide information in Table 2.2 A

Zone No	Total number of HH (a)	Total number of HH without individual or community toilets within walking distance b	Coverage of latrines (%),(a-b)/a*100%
1	4963	1340	73%
2	16335	4410	73%
3 septage	3420	923	73%
Total	24718	6673	

SEWERAGE NETWORK AND COLLECTION OF SEWERAGE

Question: How much of the area of the city is covered by sewerage network? What is the status of household connections in each zone? What are the areas covered under septage? Provide information in Table

Table 2.2b : Sewerage network and collection of sewage

Zone No	Total No. of Households(HH) a	Households with Sewerage Network b	Coverage of sewerage network services (b/a)*100%
1	4963	0	0
2	16335	0	0
3	3420	0	0

Question: Are there any areas where sewer lines have been laid but still households are not connected to sewer lines? Are there any areas where toilets may be connected to sewer lines but kitchen or bathroom waste are not connected to sewerage system? (75 words)

Ans: Such condition does not arise.

Question: Is there any systematic and organized method to collect and treat waste from septic tanks? What is the duration of cleaning of septic tanks (monthly, quarterly, semiannually or annually)? Indicate status of overflows of septic tanks, either in the nearby drains /open fields/ sewerage lines etc? (75 words)

Ans: At present there is no systematic and organized method to collect and treat waste from septic tanks. Only 1(one) nos. of Cess Pool emptier are available which is not sufficient for systematic and organized cleaning. As there is no organized method of collection in many of the cases, the septic tanks overflow either into nearby drains /open fields etc.

Question: What is the situation of O&M of the existing sewerage system? Does the city has routine maintenance system or breakdown maintenance system? What is the duration of cleaning of sewer lines (monthly, quarterly, semiannually or annually)? Indicate infrastructure available for O&M of the sewerage system i.e sewer jetting machines etc? (100 words)

Ans: Does not arise, since there is no sewerage system .

SEWAGE TREATMENT SYSTEM

Question: Does city has Sewage Treatment Plant (STP)? Which areas are covered under each of the STPs? Provide details in Table 2.3

Table 2.3: Status of Existings STPs :

Sr. No	Location zone	Capacity (MLD)	Inflow in the STP (MLD)	Efficiency in %
1		NIL		
2		NIL		
3		NIL		

Question: Does decentralized waste treatment system exists or planned in the city? If yes, provide details (75 words)

Ans: There is no decentralized waste treatment system in the city

Question: How much of sewerage is generated in the city? How much of this sewerage generated reaches the STPs? What is the Biological Oxygen Demand (BOD) of incoming and outgoing sewage of each STP? (100 words)

Ans: NIL. Since there is no sewer collection & treatment system, no sewage reaches the STP.

Question: Is treated sewage being reused or recycled? Is treated water being used for irrigation or industrial purpose? Does the option of power generation being explored? (75 words)

Ans: No.

INSTITUTIONAL FRAMEWORK

Question: Define role and responsibilities in terms of O&M, policy planning, funding, service provision in table

Table: 2.4: Functions, roles, and responsibilities

Planning and Design	Construction/Implementation	O & M
Planning and design Cell in Ms of , OWSSB	Project team headed by divisional PE OWSSB supported by PMMU and PDMC . There will be MOU between Municipality and State Govt/ OWSSB for implementation.	O & M team headed by Municipal Engineer of Baripada Municipality.

Question: Please also detail that how city is planning to execute projects. Shall the implementation of project be done by Municipal Corporation or any parastatal body? (75 words)

Ans: Implementation of project will done by Orissa Water Supply & Sewerage Board

2. Bridge the Gap

Once the gap between the existing Service Levels is computed, based on initiatives undertaken in different ongoing programs and projects, objectives will be developed to bridge the gaps to achieve universal coverage. (AMRUT Guidelines; para 6.2 & 6.3, Annexure-2; Table 2.1). Each of the identified objectives will be evolved from the outcome of assessment and meeting the opportunity to bridge the gap.

Question: List out initiatives undertaken in different ongoing programs and projects to address these gaps. For this provide details of ongoing projects being carried out for sewerage system under different schemes with status and when the existing projects are scheduled to be completed? Provide information in Table

Table: 2.5 Status of Ongoing/ Sanctioned

Sr. No	Name of Project	Scheme name	Cost in Rs Cr	Month of completion	Status (as on ddmm 2015)
	NIL		0		
			0		
			0		
Total			0		

Question: How much the existing system will able to address the existing gap in sewerage system? Will completion of above will improve the coverage of network and collection efficiency? If yes, how much. (100 words)

Ans: The existing system will be able to address the existing gap by 0%. Since no on going scheme, ongoing/ sanctioned system will be able to improve 0% network and collection efficiency.

Question: Does the city require additional infrastructure to improve the services? What kind of services will be required to fulfill the gap?

Ans: Yes, the city require additional infrastructure to improve the services. It needs sewerage system and treatment.

Question: How does the city visualize to take the challenge to rejuvenate the projects by changing their orientation, away from expensive asset replacement programs, to focusing on optimum use of existing assets?

Table 2.6: Demand Gap Assessment.

Component	2015			2021	
	Existing	Ongoing projects	Total	Demand	Gap
Sewerage net work km	0	0	0	221.91	221.91
No of Households covered under sewerage system (2021 demand)	0	0	0	28277	28277
Sewerage treatment plant MLD (2030 demand)	0	0	0	15	15

Note: The demand gap will be fulfilled as per requirement of CPHEEO Manual.

Based on assessment of existing infrastructure and ongoing / sanctioned projects, calculate existing gaps and estimated demand by 2021 for sewerage network, number of household to be provided with connections, and required enhancement in capacity of STP (MLD), area to be covered under septage management. Based on the demand and gap assessment, evolve objectives to achieve bridging this gap.

Question: Does each identified objectives will be evolved from the outcome of assessment?

Ans: Yes

Question: Does each objective meet the opportunity to bridge the gap? Please provide List out objectives to meet the gap in not more than 100 words.

Ans: Yes, each objective meets the opportunity to bridge the gap.

3. Examine Alternatives and Estimate Cost

The objective will lead to explore and examine viable alternatives options available to address these gaps. These will include out of box approaches. (AMRUT Guidelines; Para 6.4 & 6.8 & 6.9). This will also include review of smart solutions. The cost estimate with broad source of funding will be explored for each alternative. While identifying the possible activities, also examine the ongoing scheme and its solutions including status of completion, coverage and improvement in O&M. Please reply following questions in not more than 200 words.

Question: What are the possible activities and source of funding for meeting out the objectives?

Ans: The activities are sewer network, treatment and house connection to meet the objective for universal coverage of sewerage system.

Question: How can the activities be converged with other programmes like JICA/ ADB funded projects in the city etc?

Ans: Does not arise.

Question: What are the options of completing the ongoing activities?

Ans: here does not arise. But done Through State Govt and other funding.

Question: How to address the bottlenecks in the existing project and lessons learnt during implementation of these projects?

Ans: The bottlenecks that is disposal arrangements, reuse of treated waste water etc learnt have been addressed and shall be taken care during implementation of these projects under AMRUT.

Question: Has projects includes O&M of sewerage system?

Ans: Yes.

Question: What measures may be adopted to recover the O&M costs? Can the option of sale of treated wastewater be applicable to recover the O&M cost.

Ans: Collection of of new connection fees and monthly sewerage fees.

Question: What are innovative alternative solutions explored in achieving objectives?

Ans: Options for STP methodology and innovation that is reuse of treated waste water explored in achieving objectives.

Question: Are different options of PPP such as Design-build-Operate-Transfer (DBOT), Design Built Finance Operate and Transfer (DBFOT) are considered?

Ans: Yes, Design-build-Operate-Transfer (DBOT) will be considered.

Question: How the recycle and reuse of waste water will be done? How much quantity of treated water may be reused?

Ans: Does not arise.

Question: Have you analysed best practices and innovative solutions in sewerage sector? Is any of the practice be replicated in the city?

Ans: Yes.

Question: Have you identified the areas for decentralized waste treatment system? Explore the approaches for septage management i.e People Public Private Partnership (PPPP) model or replacing septic tanks by bio-digesters, bioremediation etc.

Ans: Decentralized waste treatment system provided.

The alternative activities to meet these activities be defined as per Table 2.7

Table2.7 Alternative Activities To Meet Objectives

Sl. No	Objective	Activities	Financing Source
1	Universal coverage with sewerage system	Sewerage system and construction of STP, re use of treated waste water.	AMRUT

4. Citizen Engagement

Each alternative will be discussed with citizens and activities to be taken up will be prioritized to meet the service level gaps. ULB will prioritize these activities and their scaling up based on the available resources. (AMRUT Guidelines; Para 6.6, 6.7 & 7.2). Please reply following questions in not more than 200 words.

Question: Has all stakeholders involved in the consultation?

Ans: Yes

Question: Has ward/ zone level consultations held in the city?

Ans: Yes

Question: Has alternative proposed above are crowd sourced?

Ans: Yes through website.

Question: What is feedback on the suggested alternatives and innovations?

Ans: Proposed proposal is well appreciated.

Question: Has alternative taken up for discussions are prioritized on the basis of consultations?

Ans: Yes.

Question: What methodology adopted for prioritizing the alternatives?

Ans: Keeping in mind how the house holds can be well covered under sewerage facilities opted for achieving early coverage of the gap assessed under AMRUT.

5. Prioritize Projects

Based on the citizen engagement, ULB will prioritize these activities and their scaling up based on the available resources to meet the respective objectives. While prioritizing projects, please reply following questions in not more than 200 words.

Question: What are sources of funds?

Ans: State Govt. fund/ Govt. of India fund

Question: Has projects been converged with other program and schemes?

Ans: Yes

Question: Has projects been prioritized based on “more with less” approach?

Ans: Yes.

Question: Has the universal coverage approach indicated in AMRUT guidelines followed for prioritization of activities?

Ans: Yes.

6. Conditionalities

Describe the Conditionalities of each project in terms of availability of land, environmental obligation and clearances, required NOC, financial commitment, approval and permission needed to implement the project. Please reply following questions in not more than 100 words.

Ans: Govt land has been identified and available. Environmental clearance applied and other clearances / NOC are under process.

7. Resilience

Required approvals will be sought from competent authority and organisations. The resilience factor would be built in to ensure environmentally sustainable sewerage scheme. Please reply following questions in not more than 100 words.

Ans: The proposed project under AMRUT and ongoing/ sanctioned would be built in to ensure environmentally sustainable sewerage scheme. Also Odisha State Pollution Board requirements shall be adhered to.

8. Financial Plan

Once the activities are finalized and prioritized after consultations, investments both in terms of capital cost and O&M cost has to be estimated. (AMRUT Guidelines; para 6.5) Based on the investment requirements, different sources of finance have to be identified. Financial Plan for the complete life cycle of the prioritized development will be prepared. (AMRUT Guidelines; para 4, 6.6, 6.12, 6.13 & 6.14). The financial plan will include percentage share of different stakeholders (Centre, State and City) including financial convergence with various ongoing projects. While preparing finance plan please reply following questions in not more than 200 words

- **Does financial plan for the complete life cycle of the prioritized development?**

Yes, projects proposed include O&M for 5 years. O&M shall be integral part of the execution contract so that the agency/contractor who develops the assets shall be responsible for post asset creation O&M for 5 years. The O&M cost for Water Supply shall be borne by the OWSSB (Odisha Water Supply and Sewerage Board).

- **Does financial plan include percentage share of different stakeholders (Centre, State, ULBs and)**

Yes, the financial plan is based on 50 % Central grant and 50% state grant.

- **Does it include financial convergence with various ongoing projects?**

Yes, it includes convergence with various ongoing projects under different schemes supported by both Central & State grant.

- **Does it provide year-wise milestones and outcomes?**

Yes, it has been provided as per detailed furnished at table 8.1

Details in financial plan shall be provided as per Table 8.1, 8.2, 8.3, 8.4 and 8.5. These tables are based on AMRUT guidelines tables 2.1, 2.2, 2.3.1, 2.3.2, and 2.5.

Table 8.1 Master Plan of Sewerage Projects for Mission period

Sr. No.	Project Name and Code ⁶ (list all projects to achieve universal coverage in the City separately for water supply and sewerage)	Infrastructure Improvement			
		Change in Service Levels			Estimated Cost
		Priority number	Year in which to be implemented	Year in which proposed to be completed	(Amount in Rs. Cr.)
1	Sewerage System for Baripada , Zone 1 – Sewer network AMRUT/OD/Baripada /SG/01	2	2016-17	2018-19	59.7
2	Sewerage System for Baripada, Zone 1 – STP & Pumping Stations. AMRUT/OD/Baripada /SG/02	3	2016-17	2018-19	13.23
3	Sewerage System for Baripada, Zone 2 – Sewer network AMRUT/OD/Baripada /SG/03	4	2016-17	2018-19	186.15
4	Sewerage System for Baripada, Zone 2– STP & Pumping Stations. AMRUT/OD/Baripada /SG/04	5	2016-17	2018-19	30.52
5	Septage Management works for Baripada AMRUT/OD/Baripada /SG/05	1	2015-16	2015-16	1.83
Grand Total				Total AMRUT	291.43
				on going	0

Table 8.2: Master Service Levels Improvements during Mission Period

(As per Table 2.2 of AMRUT guidelines)

Sl. No.	Project Name and code ⁷	Physical components	Infrastructure Improvement			Estimated Cost (Amount in Rs. Cr.)
			Change in Service Levels			
			Indicator	Existing (As-is)	After (To-be)	
1	Sewerage System for Baripada , Zone 1 – Sewer network AMRUT/OD/Baripada /SG/01	Sewer network & house connection	a .Coverage b.Collection efficiency	0%	100%	59.7
2	Sewerage System for Baripada, Zone 1 – STP & Pumping Stations. AMRUT/OD/Baripada /SG/02	STP, Pumping main and Pumping Stations	Sewage treatment & disposal	0%	100%	13.23
3	Sewerage System for Baripada, Zone 2 – Sewer network AMRUT/OD/Baripada /SG/03	Sewer network & house connection	a .Coverage b.Collection efficiency	0%	100%	186.15
4	Sewerage System for Baripada, Zone 2– STP & Pumping Stations. AMRUT/OD/Baripada /SG/04	STP, Pumping main and Pumping Stations	Sewage treatment & disposal	0%	100%	30.52
5	Septage Management & ID works for Baripada AMRUT/OD/Baripada /SG/05	FSM & treatment	Collection & Treatment	0%	100%	1.83
Total						291.43

Table 8.5:Year wise Plan for Service Levels Improvements

(As per Table 2.5of AMRUT guidelines)

Proposed Projects	Total Project Cost in Cr	Indicator ⁸	Baseline ⁹	Annual Targets					
				(Increment from the Baseline Value)					
				FY 2016 / 2015-16		FY 2017	FY 2018	FY 2019	FY 2020
				H1	H2				
Ongoing Sewerage Project	0								
Sewerage and Septage Management									
		1. Coverage of latrines (individual or community)	73%	77%	81%	95%	100%	100%	100%
		2. Coverage of sewerage network services	0%	0%	0%	0%	50%	100%	100%
		3. Efficiency of Collection of Sewerage	0%	0%	0%	0%	50%	100%	100%
		4. Efficiency in treatment	0%	0%	10%	10%	30%	60%	100%

Urban Transport

Mission Management Information System

SECTOR WISE SLIP TEMPLATE: URBAN TRANSPORT

Under AMRUT Mission, Urban Transport components which are admissible are; Side-walks, Foot-over bridges, Non-motorized transport (NMT), Buses, BRTS, Multi-level parking, Waterways Ferry vessels Ferries and Waterways. (AMRUT Guidelines; para 3).

1. Service Level Gaps Assessment

1. SERVICE LEVEL STATUS

Assess the existing transportation situation and service levels gaps for indicators urban to achieve service level benchmarks. (AMRUT Guidelines Table.1.4 & Table 2.5). Service Level gaps will be analyzed as per indicators prescribed in Service Level Benchmarks (SLBs) for urban transport of MoUD, Gol. Please provide information in 200 words responding to the following questions;

1. **Question:** What is the baseline information available for improvement city transportation? Whether City has prepared City Mobility Plan? If yes then, Does CMP includes NMT, Ferries, waterways?

Answer:

A City Development Plan (CDP) has been prepared and is in the finalization process. A Detailed Project Report (DPR) for City bus services has been prepared which elucidates the future requirement of the city bus fleet and all other infrastructure required. There should be a proposal for preparing a City Mobility Plan (CMP) in the near future which includes the study of NMT.

There are four Levels of Services (LOS) which will be calculated considering various indicators as LOS1, LOS2, LOS3 and LOS4 correspond to adequacy and quality of city's available transportation services. The summary of the service level gap and performance should be presented as per illustrative Table

Table: Service level Benchmark

Sl. No	Indicators	Levels of Service as per SLB, MoUD		Present Service Level
		Level of Service	Range	
1	Service Coverage of urban transport in the city	1	≥ 1	4
		2	0.7-1	
		3	0.3-0.7	
		4	< 0.3	
2	Availability of urban transport per 1000 population	1	≥ 0.6	4
		2	0.4-0.6	
		3	0.2-0.4	
		4	≤ 0.2	

Question: Have level of services (LOS) been calculated based on the indicators prescribed in the SLB for urban transport by Ministry of Urban Development? As per MoUD SLB for urban transport, there are four Levels of Services (LOS) which will be calculated considering various indicators as LOS1, LOS2, LOS3 and LOS4 correspond to adequacy and quality of city's available transportation services.

Answer: Yes

Question: While assessing the above indicators, also analyze following aspects as an outcome of the broad components of urban transport under AMRUT;

a) Non-Motorised Transport Facilities

1. % of network covered
2. Encroachment on NMT roads by vehicle parking (%)
3. NMT parking facilities at interchanges (%)

Answer: No NMT Parking facilities available in Baripada.

b) Parking: Availability of parking spaces

Answer:

Authorised municipal parking spaces: Bus Stand,

Unauthorized parking spaces: Chowpadia, Station Bazar, Jagannatha Mandir Front, Ambika Mandir Fronr, Gujuri, Balasore Golei, Bhanjapur Market Complex, Murgabadi Golei, Near Shishu vidyalay,

Development of parking areas: Chowpadia, Station Bazar, Jagannatha Mandir Front, Ambika Mandir Fronr, Gujuri, Balasore Golei, Bhanjapur Market Complex, Murgabadi Golei

Question: Have specific issues for the city been identified and addressed including issues with the existing traffic, NMT, parking / transport environment?

Answer:

Encroachments on roads: Balasore Golei, Ambika Mandir, Gujur Bazar, Statin Bazar

Parking: Chowpadia, Station Bazar, Jagannatha Mandir Front, Ambika Mandir Fronr, Gujuri, Balasore Golei, Bhanjapur Market Complex, Murgabadi Golei

Sidewalks, Foot-over bridges and NMT

Question: Do you think city roads are safe for pedestrians? If no then, which section of roads needs immediate attention?

Answer:

No. the city roads are rather narrow and there are insufficient footpaths available for pedestrians to walk. There are few proposals that are identified to improve pedestrianisation in Baripada City:

Requirement of Pedestrian Walkways:- Murgaabadi Golei, Ambika Mandir Front, Balasore Golei, Station Bazar, Gujur Bazar, Dargdabadi to Bus Stand

Question: What type of Non-Motortised Vehicle (NMV) infrastructure available in the city?

1. Lanes reserved for NMV
2. Footpath allocated for both pedestrian and NMV
3. Area allocated to NMV parking

Answer: No lanes or infrastructure available for NMT

Question: Has budget provision for NMT included in the transportation projects in the city?

Answer: No

Buses and BRTS

Question: Have city initiated feasibility of BRTS?

Answer: No

Question: What kind of public transport is available in the city? Please mention Number of public transport vehicles operating in the city.

Answer: City Bus Services has been initialized and DPR for the same has been prepared. No existing city buses are plying in the city.

Question: What is the total length of public transport corridor in the city limits?

Answer: NA

Multi-level parking

Question: Whether city has designated parking spaces? If yes, provide list of

Answer: No

Question: What is the total available on street paid parking spaces on Arterial, sub arterial roads?

Answer: Bus Stand (1) on street paid parking spaces available

Availability of paid parking spaces

Total available on street paid parking spaces = (a) = 1

Total available on street Parking Spaces = (b) = 10

Availability of paid parking spaces = $(a/b) * 100 = 10\%$

Question: Whether parking supply inventory is available for the city including; Types of on-road and off road parking restrictions (time)

Answer: No

Question: Whether parking facilities available for bicycles, auto rickshaw, goods delivery.

Answer: Parking facilities are not available for bicycles. For auto rickshaw parking, No authorized auto rickshaw stations but there are unauthorized auto stands at Chowpadia, Station Bazar, Jagannatha Mandir Front, Ambika Mandir Fronr, Gujuri, Balasore Golei, Bhanjapur Market Complex, Murgabadi Golei

Question: Is private sector involved in parking?

Answer: No

Question: Whether adopted parking bans/restrictions on major roads .

Answer: Yes. Near Shishu vidyalay, Jagannath Mandir, Ambika Mandir

Waterways and Ferry vessels

If city has waterways system then provide following questions;

Question: Whether city has inland waterways system?

Answer: No Waterway System in available.

Question: Who is managing and operating the ferry system? if any

Answer: Ferry System in not available.

Question: Provide number of ferry vessels

Answer: Ferry System in not available.

Institutional Set Up

Describe the institutional framework including role and responsibilities in terms; administration and Policy making, planning, Vehicle Registration, public transportation operators including Private operators and overall traffic management.

Role and Responsibilities of all the agencies shall be provided in the illustrative table No. 2

Table: Role and responsibility of agencies involved in management of City transport

Sl. NO	Agencies	Responsibilities
1	PWD, Municipality	Planning
2	Municipality	City Bus Services
3	RTO, MAYURBHANJ	Vehicle Registration
4	SP, MAYURBHANJ	Traffic Management
5	SP, MAYURBHANJ	Administrative and Policy Making

Please provide information in 200 words responding to the following questions;

Question: Who is responsible for management of urban transport in the city?

Answer: Police/RTO/Municipal Authority, Under Process for City Bus Services

Question: Is there enough provisions for enforcement of traffic rules for pedestrian safety on roads?

Answer: No. There are few proposals for Pedestrian walkways.

Question: How are you planning for execution of transport related projects for AMRUT, whether, present role and responsibilities lying with these organizations is capable to implement projects under AMRUT?

Answer: There is insufficient capacity to implement the projects. Most importantly, there is no sufficient ROW of roads to propose the urban transport projects which needs to be overlooked.

1.2 Status of On-going Projects

Critically examine the existing and ongoing projects for improvement of urban transport as to be filled in illustrative Table No.3

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Project/Sector	Approved Cost (Rs. Lakhs)	Status of projects	Expenditure (Rs. Lakhs)	Scheme
Road Improvement/ Widening Bhanjpur Chak to Belgadia Sports Hostel to Roxy via kacheri Market.	1.50 200	BT Road with Bopth side CC widening & RCC Road side Drain.	Under Progress Completed	State Planning
Road Improvement/ Widening KC Circle to Damadar Ghat . Saty Sahi School Chak to Balasore Galei	247 145	BT Road with Bopth side CC widening & RCC Road side Drain	Under Progress	State Planning
Purchase of City Buses under MoUD Scheme	Nil			
Non motorized Transport	Nil			
Street Parking	Nil			
Multi Level Parking	Nil			
Others	Nil			

Question: Whether convergence with other ongoing Central and State and Local Government Programs/Schemes can be done at this stage.

Answer: Yes

Question: Whether ongoing scheme and projects has been critically reviewed? Please explain what is the extent of convergence to bridge the gaps?

Answer: No

2. Bridging the Gap

Demand Gap Assessment

Despite the fact, non-motorized modes and public transit account for a significant proportion of travel activity of a city. The city needs to pursue different strategies and programs for bridging the gap on transportation facilities where the city is and where it wishes to go in future.

Please provide information in 200 words responding to the following questions

Question: What steps can be taken to bridge these gaps? Please explain in 200 words,

Answer:

Road Construction: Restoration and reconstruction of existing BT and CC roads based on existing condition and type of pavement.

Road up-gradation: Construction of R.O.B at Baghru road and Station Bazar

Public Transportation: Provision for Intra-city Bus services and provision for eco-friendly mode of transport.

Up-gradation of Bus Stand, Terminals: Inter-state Bus terminus with modern amenities near Dargadi

Development of Pedestrian walkways and facilities: Construction of pedestrian pathways and dividers, street furniture, introduction of cycle tracks along major roads

Development of Truck Terminal: Truck terminal with basic infrastructure facilities on side of NH-18

Development of Auto and Rickshaw Stands: Chowpadia, Station Bazar, Jagannatha Mandir Front, Ambika Mandir Fronr, Gujuri, Balasore Golei, Bhanjapur Market Complex, Murgabadi Golei,

Development of parking areas: Provision of Multi-layer Car parking at market area

Regional Transport: Improvement of railway connection from Balasore to Baripada and improvement and expansion of Baripada station with modern infrastructure facilities

Whether present level gaps as identified through SLB indicators will be achievable by 2021 as compare with the present level of gap and demand?. (Table)

Table: Bridging the gap- Demand Assessment

Sl. No	Benchmark	Levels of Service as per SLB, MoUD		Present Service Level	Current Gap	Demand/ Target by 2021
1	Service Coverage of urban transport in the city	Level Service	of Range	4		
		1	≥ 1			
		2	0.7-1			
		3	0.3-0.7			
		4	< 0.3			
2	Availability of urban transport per 1000 population	Level Service	of Range	4		
		1	≥ 0.6			
		2	0.4-0.6			
		3	0.2-0.4			
		4	≤ 0.2			
	Other indicators					
3	Percentage of City Covered by footpaths wider than 1.2m	-				
4	Non Motorised Transport Facilities including;					
a)	% of network covered	-				
b)	Encroachment on NMT roads by vehicle parking (%)	-				
c)	NMT parking facilities at interchanges (%)	-				

5	Availability of On-street paid public parking spaces (%)	Level of Service of Range		4		
		1	≥ 75			
		2	50-75			
		3	25-50			
		4	< 25			
6	Water ways and Ferries	-				

3. Objectives

The objective will lead to explore and examine viable alternatives options available to address these gaps. These will include out of box approaches. (AMRUT Guidelines: para 6.4 & 6.8 & 6.9).

Please provide information in 200 words responding to the following questions;

Question: How will you define your overall goal to improve city transport?

Answer: The vision of the City Public Transport is “**To provide safe, efficient and cost effective multi modal transportation system accessible to all the citizens and compatible with future land use of Baripada.**”

Sector Goals:

- Development of easily available and affordable public transport.
- Encourage non-motorised transport by developing the pedestrian friendly road infrastructure.
- Development of traffic management and monitoring system.
- Existing road improvement and construction of new roads to provide city wide linkages.
- Development of terminals along the radial roads to decongest the inner city area.
- Development of grade separation facility.
- Provision of Multi-layer Car parking at market area

Question: What possible strategies envisaged to achieve various LoS to improve the transportation components under AMRUT?

Answer:

NMT: Construction of pedestrian pathways and dividers, street furniture, introduction of cycle tracks along major roads

Parking: 1 Provision of Multi-layer Car parking at market area

Public Transport: Provision for Intra-city Bus services and provision for eco-friendly mode of transport with Inter-state Bus terminus with modern amenities near Dargadi.

Question: How well does goals and objective for developing efficient urban transportation facilities can articulate the use of NMT options and parking facilities to improve the quality of life of local citizens?

Answer:

This is related with the optimal utilisation Right of Way of the Road. To cover this aspect, the roads in the core area should be identified to encourage pedestrian walking facilities to limit the movement of the vehicles in the congested areas which relates to the last mile connectivity.

This would be achieved by providing the high frequency PT system with parking facilities at the interchanges.

Question: How identified each objective can evolve considering bridging the gap with present level of services as to achieve SLB indicators.

Answer: each identified objective needs to be assessed carefully and proposed with respect to citizen and stakeholder consultation. The present level of service of every transport component is inadequate and to enhance the same requires lot of funding and land availability. As there is enough land for implementing off street parking and depots/terminals for City Bus Services, land need to be identified to widen the most important roads so to ply the buses and increase efficiency and accessibility to citizens.

Question: How objectives can be framed ensuring sustainable mobility solutions and creating city-wide NMT facilities for pedestrians and cyclists.

Answer:

The objectives need to be framed in such a manner so to provide safe and secure way to promote walkability and mobility to citizens. Improving main road structure and enforcing the most congested and crowded zones of the city such as markets, mandis, old city areas, railway station etc to convert them to NMT zones.

Question: How objectives for improvement of NMT facilities integrate with other modes of transport.

Answer:

Presently, there is a proposal of city buses under City Bus Services connecting several important areas. But still the demand would not be met for the overall citizens in the city. As we know there is no existing NMT facility for the city, proposed pedestrian tracks should in future be integrated to the existing CBS so to achieve the first and last mile connectivity.

4. Alternate Activities to Meet Objectives

Evolve overall objective is to ensure that mobility solutions for the city that are sustainable and create city-wide NMT facilities for pedestrians and cyclists and integrate them with other modes of transport. Suggest possible strategies and options to achieve each objective with estimate cost of alternate solutions as per table 1 & Table 2

Table 1: Possible Strategies to meet objectives

Sl. No	Objectives	Possible Activities	Financing Source
1	Barrier free pedestrianisation	Construction of pedestrian pathways and dividers, street furniture	PWD(R&B)
2	NMV	Introduction of cycle tracks along major roads	PWD(R&B)
3	NMV	Provision for eco-friendly mode of transport	Baripada Municipality
4	Public Transport	Provision for Intra-city and inter-city Bus services between Rainrangpur-Baripada-Udala etc	PWD(R&B)
5			

Table 2: Estimated Cost for various possible activities (till 2019)

Sl. No	Projects	Unit	Quantity	Total Cost (in Crores)
1	Construction of pedestrian pathways and dividers, street furniture	kms	10	6.00
2	Introduction of cycle tracks along major roads	kms	5	4.00

3	Road Improvements	6	3 Cores Per Unit	18.00
4	Street Parking	7	0.10 Cores per Unit	0.70
5	Development of Transport Nagar	1	0.75 Cores	0.75
6	Over Bridges	1	15 Cores	15.00
7	Bus Depots and Truck terminal	1	20 Cores	20.00

While addressing alternate solution to achieve these objects, please provide information in 500 words responding to the following questions:

Question: How realistic and feasible urban transport strategies are to be evolved to address key challenges, priorities as an outcome of the citizen consultation

Answer: With respect to the citizen and stakeholder consultation, there are several actions that need to be addressed to improve the city wide transportation scenario. Mostly improving/widening/upgradation of roads, improved network of CBS, installation of NMT facilities at congested areas, development of truck terminal, parking areas and rickshaw areas etc

Question: What alternative innovative solution can be adopted for improving the service delivery by creating

a: Citizen friendly provision of barrier free pedestrian facilities including, footpaths, road marking and signages

Answer: Vehicle tracking System, automatic pedestrian crossing facility,

b: pathways

Answer: Urban planning with built-in street design,

c: Parking

Answer: Multilevel parking spaces, Zoning near the congested areas to promote NMT

d: traffic management using ITS

Answer: Vehicle tracking System, Surveillance System, GIS based traffic analysis (real-time), Signanisation,

Question: What strategic intervention is required in the implementation of above projects

Answer: Special Purpose Vehicles (SPVs), Traffic Management Committees or agencies etc appointed to overlook and undertake the specific tasks related to the transport criteria.

Question: Whether alternative modes of transport such as cycling can be provided in major roads

Answer: Not in the existing situation. If the roads are widened and upgraded enough then there would be scope to identify cycling tracks

Question: Whether non-Motorised Transport (NMT) facilities corridor suggested with dedicated NMV, Cycle track and Signalized Intersection count.

Answer: No

Question: How innovative solutions for alternative modes of transport including NMT such as cycling, pedestrian and public transportation system will address the overall transportation issue of the city?

Answer: this would shape the future city transportation in such a way to improve mobility of the city with barrier free pedestrian movement and enhanced levels of safety and security.

Question: What will be the source of funding for identified project?

Answer: Central, State, ULB and community Participation and funding from other development agencies through pooling of resources.

Question: Whether convergence with other scheme has been made. Please explain each identified projects and their source of funding such as AMRUT, 14th FC and also converge with other schemes.

Answer: No

5. Citizen Engagement

Each alternative will be discussed with citizens and activities to be taken up will be prioritized to meet the service level gaps. The section will summarize the Citizens priorities for adoption of alternate solution of urban mobility, drawing on SLIP preparation.

Please provide information in 200 words responding to the following questions:

Question: Have all stakeholders including residents (RWAs), Transporters, RTOs, Traffic Police attended the citizen consultation?

Answer: Yes.

Question: Has alternate proposed crowd sourced?

Answer: Yes. Crowd and stakeholder sourced.

Question: What is feedback on the suggested alternatives and innovations?

Answer: the most important criteria for citizens is enhancing the public transport which can cater to almost all the areas of the city. Secondly, to designate various parking spaces so to decongest the main roads.

Question: Has alternative taken up for discussions are prioritized on the basis of consultations?

Answer: Yes

Question: What methodology adopted for prioritizing the alternatives?

Answer: Studying the entire area and identifying the loopholes in the service provision.

Question: How citizen has been exposed best practices and smart solutions in order to generate citizen-driven solutions for urban mobility?

Answer: Through presentations and seminars.

Question: Please examine whether identified solutions are addressing citizens requirement

Answer: Yes

Question: Whether ULB have adequate resources to implement prioritized alternate solutions?

Answer: No.

Question: How innovative alternate options of NMT facilities examined and shared with citizens?

Answer: Yes. Through presentations and study material.

6. Prioritization of projects

Based on the citizen engagement, ULB will prioritize these activities and their scaling up based on the available resources to meet the respective objective. (AMRUT Guidelines; para 6.6, 6.7 & 7.2). Please provide information in 200 words responding to the following questions:

Question: Are innovative solution prioritized based on the available resources and demand of citizens?

Answer: Yes.

Question: Has source of funding considered while prioritizing the project?

Answer: Yes

Question: Whether project has been prioritized considering last mile connectivity?

Answer: No

Table 1: Possible Strategies to meet objectives

Priority No	Project (till 2030)	Cost (in Cr.)	Financing Source
1	Restoration and reconstruction of existing BT and CC roads based on existing condition and type of pavement	75.00	Baripada Municipality
2	Construction of R.O.B at Baghru Road	10.00	PWD(R&B)
3	Construction of R.O.B at Station Bazar	10.00	PWD(R&B)
4	DPR for City Mobility Plan	0.50	Municipality
5	Construction of pedestrian pathways and dividers, street furniture	6.00	PWD(R&B)
6	Introduction of cycle tracks along major roads	4.00	PWD(R&B)
7	Inter-state Bus terminus with modern amenities near Dargadi	70.00	PWD(R&B)
8	Truck terminal with basic infrastructure facilities	50.00	PWD(R&B)
9	Provision for Intra-city and inter-city Bus services between Rainrangpur-Baripada-Udala etc	2.50	PWD(R&B)
10	Provision for eco-friendly mode of transport	0.40	Baripada Municipality
11	Provision of Multi-layer Car parking at market area	60.00	Baripada Municipality
Total		288.40	

7. Out of Box Solution Used

Please provide information in 200 words responding to the following questions:

Question: What are the out of box thinking on alternative and new innovative solutions for the following;

a: Citizen friendly provision of barrier free pedestrian facilities including, footpaths, road marking and signages,

Answer: Escalators and underpasses for pedestrian movement, solar lighting and panels for signages and road marking.

b: pathways

Answer: Escalators and travelators for pedestrian movement

c: parking

Answer: Automated Valet System, Mobile integrated citizen info systems, parking line alarms,

d: traffic management using ITS

Answer: Real Time Vehicle tracking using Saetllite imagery

Question: Whether solution provided to improve the safety of vulnerable groups such as old age/handicapped/children

Answer: Yes

8. Conditionalities Fulfilled and Resilience Built-in

First and foremost condition is to identify the availability of land for projects such as parking, widening of roads for pedestrian, cycle tracks and hawkers zone. Further, agencies need to be brought on board for any new initiatives as part of convergence process and necessary approval and permissions.

Please provide information in 200 words responding to the following questions:

Question: Whether described the conditionalities of each project in terms of availability of land parking, widening of roads for pedestrian, cycle tracks and hawkers zone?

Answer: Yes. Government lands are available.

Question: How these projects will be funded? Are projects being implemented through own sources or borrowing then which is the commitment in this regard.

Answer: Both sources are considered. This can be done through Central, State, ULB and community Participation and funding from other development agencies through pooling of resources.

Question: Has environmental obligation such as clearances and NOC required? Please suggest action and initiatives need to be taken in this regards

Answer: No

9. Financial Plan

Prepare Financial Plan for the complete life cycle of the prioritized development. The financial plan will include percentage share of different stakeholders (Centre, State, ULBs and) including financial convergence with various ongoing projects. Describe briefly the institutional arrangement), leveraging potential partnerships, convergence with other Government Schemes, monitoring and evaluation and also provide year-wise milestones and outcomes.

- **How the proposed finance plan is structured for transforming and creating infrastructure projects? Explain in 200 words how these institutional arrangements are leveraging partnership and converge with government scheme and provide list of individual projects which is being financed by various stakeholders.**

The financial plan is made considering 50 % Central grant and 50% state grant. Since the ULB do not have the financial capability, no share has been considered from ULBs.

- **Has financial plan prepared for identified projects based on financial convergence and consultation with funding partners?**

Yes, the project identified here does not include the ongoing projects which are covered under other scheme. Therefore, financial convergence from other schemes has not been planned for projects listed under this scheme. Since all the identified projects are funded under AMRUT on 50: 50 basis. Consultation with other funding partners is not required. However, consultation for involving other funding partners will be explored to achieve the objective of the mission.

- **What are the different sources of funding being tapped for this project.(75 words)**

Own Source, PPP mode and CSR source of funding will be tapped

- **Is the proposed financial structure is sustainable? If so then whether project has been categorized based on financial considerations (100 words)**

Yes, the financial structure proposed is sustainable. The state govt. is committed to contribute required funds for completing the projects. However, the O&M cost for these projects will be met from internal resources including collection of user charges. The projects have been categorized based on gap analysis identified for universal coverage as required under AMRUT scheme.

- **Have the financial assumptions been listed out? Please provide the list. (100 words)**

Yes, the financial assumption has been listed to work out the operational sustainability.

10. Finalization of Master Service Level Improvement Plan

Question: Discuss Draft Master Service Level Improvement Plan with citizen. Based on the final citizen consultations, prepare final Master Service Level Improvement Plan. Annual Plan will be prepared as an application for monitoring the improvement in achieving the service level indicators as targeted in the Service level improvement plan. (AMRUT Guideline; Table 2.1, 2.2, 2.3., 2.4 and 2.5) and Annual Plan (AMRUT Guidelines; Annexure-2, 3, 4, 5& 6)

Answer:

Details in financial plan shall be provided as per table 8.1, 8.2, 8.3, 8.4 and 8.5. These tables are based on amrut guidelines tables 2.1, 2.2, 2.3.1, 2.3.2, and 2.5.

MASTER SERVICE LEVELS IMPROVEMENTS DURING MISSION PERIOD

Sl. No	Project Name	Physical Components	Change in Service Levels			Estimated Cost (in lakhs)
			Indicator	Existing	Proposed	
1	Restoration and reconstruction of existing BT and CC roads based on existing condition and type of pavement	Pavements				75.00
2	Construction of R.O.B at Baghru Road	ROB				10.00
3	Construction of R.O.B at Station Bazar	ROB				10.00
4	DPR for City Mobility Plan	DPR for feasibility study				0.50
5	Construction of pedestrian pathways and dividers, street furniture	Pathways, dividers, street furniture				6.00
6	Introduction of cycle tracks along major roads	Cycle tracks, street furniture, road markings, signals				4.00
7	Inter-state Bus terminus with modern amenities near Dargadi	Depot/Terminal, passenger facilities, Parking, Staff buildings,				70.00
8	Truck terminal with basic infrastructure facilities	Parking areas, Staff buildings,				50.00
9	Provision for Intra-city and inter-city Bus services between Rainrangpur-Baripada-Udala etc	Depot/Terminal, passenger facilities, Parking, Staff buildings,				2.50
10	Provision for eco-friendly mode of transport					0.40
11	Provision of Multi-layer Car parking at market area	Parking Building, Security Systems,				60.00
Total						288.40

ANNUAL FUND SHARING PATTERN FOR TRANSPORT PROJECTS

(As per Table 2.3.1 of AMRUT guidelines) (Amount in Rs. Cr)

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Sl. No	Name of Project	Total Project Cost	Share				Total
			Gov	State	ULB	Others	
1	Construction of Multilevel Parking at Market Area (AMRUT/OD/BARIPADA/UT/01)	5.00	2.50	2.50			5.00
2	Preparation of DPR on City Mobility Plan (CMP) (AMRUT/OD/BARIPADA/UT/02)	0.50	0.25	0.25			0.50
3	Construction of pedestrian pathways and dividers, street furniture (AMRUT/OD/BARIPADA/UT/03)	6.00	3.00	3.00			6.00
4	Construction of cycle tracks along major roads (AMRUT/OD/BARIPADA/UT/04)	4.00	2.00	2.00			4.00
5	Construction of Truck terminal with basic infrastructure facilities (AMRUT/OD/BARIPADA/UT/05)	10.00	5.00	5.00			10.00
6	Augmentation of City Bus fleet - Rainrangpur-Baripada-Udala etc (AMRUT/OD/BARIPADA/UT/06)	10.00	5.00	5.00			10.00
7	Introduction of Eco-friendly mode of transport (AMRUT/OD/BARIPADA/UT/07)	0.50	0.25	0.25			0.50
8	Construction of Foot Over Bridges (AMRUT/OD/BARIPADA/UT/08)	3.00	1.50	1.50			3.00
9	Construction of Inter-state Bus terminus with modern amenities near Dargadi (AMRUT/OD/BARIPADA/UT/09)	20.00	10.00	10.00			20.00
Total		59.00	29.50	29.50			59.00

ANNUAL FUND SHARING BREAK-UP FOR TRANSPORT PROJECTS

(As per Table 2.3.2 of AMRUT guidelines)

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Sl. No	Project	Gol	State			ULB			Convergence	Others	Total
			14th FC	Oth ers	Total	14th FC	Oth ers	To tal			
1	Construction of Multilevel Parking at Market Area (AMRUT/OD/BARIPADA/UT/01)	2.50			2.50						5.00
2	Preparation of DPR on City Mobility Plan (CMP) (AMRUT/OD/BARIPADA/UT/02)	0.25			0.25						0.50
3	Construction of pedestrian pathways and dividers, street furniture (AMRUT/OD/BARIPADA/UT/03)	3.00			3.00						6.00
4	Construction of cycle tracks along major roads (AMRUT/OD/BARIPADA/UT/04)	2.00			2.00						4.00
5	Construction of Truck terminal with basic infrastructure facilities (AMRUT/OD/BARIPADA/UT/05)	5.00			5.00						10.00
6	Augmentation of City Bus fleet - Rainrangpur-Baripada-Udala etc (AMRUT/OD/BARIPADA/UT/06)	5.00			5.00						10.00
7	Introduction of Eco-friendly mode of transport (AMRUT/OD/BARIPADA/UT/07)	0.25			0.25						0.50
8	Construction of Foot Over Bridges (AMRUT/OD/BARIPADA/UT/08)	1.50			1.50						3.00
9	Construction of Inter-state Bus terminus with modern amenities near Dargadi (AMRUT/OD/BARIPADA/UT/09)	10.00			10.00						20.00
		29.50			29.50						59.00

Urban Transport

Mission Management Information System

PARKS AND PLAYGROUNDS

The objective of this template is to assist ULBs in preparation of SLIP for Green Space and Parks component for rejuvenation of at least one park in each of the 500 Urban Local Bodies (ULBs) involving creation and upgradation of basic elements, especially for the youth, children and the elderly. Rejuvenation also includes involving local citizens and groups in the maintenance and upkeep of the park in order to make the development sustainable. Cost of this component will be met from the 2.5 per cent annual allocation for development of parks under the Mission and used in accordance with its Guidelines. (Refer AMRUT Guidelines: Section 5.1 Sr.No.6, 6.7 & Annexure-1 Sr.No.4) SLIP would involve write up on following sections:

1. Assess the Service Level Gap

First and foremost aspect of SLIP is to assess the existing situation and service levels gaps for organised Green Space and Parks based on standards prescribed in URDPFI Guidelines (Refer AMRUT Guidelines; Para 3.1.6 & 6.2). This shall also include describing existing institutional framework vis-à-vis development and maintenance of organised green space/ parks. In order to assess the service level gap the City shall have to review all policies, plans; scheme documents etc., hold discussions with concerned officials and citizens, as per the requirement and conduct physical assessment of city parks to understand the current status (Refer Indicative Parks Assessment Tool as given in Annex-1 of this document). The city should undertake overall assessment of Parks and Open/ Green Space in terms of a) Physical Activities Resources, b) Family Facilities including child friendly play equipment's, c) Available General Services and Facilities, and, d) Aesthetics and other

While discussing about the existing status of the organised green space in your city make a sincere effort to analyze the proportion of area under the categorization of parks as per URDPFI Guidelines eg: Housing Area Park (HAP), Neighbourhood Park (NP) Community Park (CP), District Park (DP), and Sub-City Park (SCP). Also focus on qualitative aspects of existing parks like geographical distribution across the city, encroachments, child and elderly friendly features; staffing, maintenance & equipment issues; and maintenance by RWAs/ Corporate under their CSR Activities etc.

Please respond to the questions given below (Word Limit: 800 words).

Question: What are the available data sources/ plans/ reports/ schemes that exist as regards development and maintenance of parks?

BARIPADA municipality has done elementary tabulation of the existing parks such as name of the park, area, O&M costs and brief description about the parks. But the existing parks are developed with the help of state government and maintenance of the parks is covered in the municipal expenditure.

Question: Review the recommendation on open/ green space as per Master Plan/ Development Plan and map existing green cover against the same. Identify the areas where there is deficiency of open/green space

The referred document CDP which provide the 1.73% land use and stating that green spaces have to be developed in the city but there is no document where the deficiency of open/green spaces identified to fill the gap but there no map showing the existing green space locations for the city.

Question: Does the ULB follow URDPFI Guidelines to categorize its organized greens/ parks/ open space or follow its own categorization? If ULB follow its own categorization, what is the rationale and how well they are interlinked to development of parks?

Baripada Municipal Corporation do not categorize the parks and open spaces as per the hierarchy of organized green spaces based on population and area criteria as prescribed by URDPFI guidelines it only categorizes parks in developed and undeveloped category .

Question: What is the per person open space availability in the city in general and within built-up areas?

13.838 hectares is the cumulative area of developed parks in the BARIPADA town including open spaces and playgrounds spread over the city for children’s to play and elders to take a fresh walk in the morning but these play grounds and not equipped with any amenities.

Service Level Status

Sr. No	Indicators	Present Status	Benchmark	Source	Reliability Factors
	Per person open space in plain areas as per URDPFI guidelines	0.99 sq m	10-12 sq m		C

Source: URDPFI–2014 & Analysis of ULB Level Data

Question: Have the ULB/ City prepared park wise inventory of facilities and amenities? (ULB should identify some of the quick-win parks, which could be developed with minimal intervention that can attract good number of citizens)

BARIPADA municipality has done elementary tabulation of the existing parks such as name of the park, area, O&M costs and brief description about the parks apart from this they identified few parks for renovation which can attract a lot of people to use the parks and enhancing children friendly features identified by the municipality will make them quick-win parks.

Question: How is the physical condition of parks in the city? Do they have boundary wall, fenced area, facilities of public conveniences, tube well, dustbins etc. (Mention in proportions, if possible)

Parks in BARIPADA municipality are in good physical condition overall , nevertheless...parks lack in toilet facility and park furniture is not in a good shape .

Question: Whether parks have well planned play area encouraging physical activity? Are they equipped with child friendly play equipments, snack/ ice cream parlours/ kiosks etc. (Mention in proportions, if possible?)

As per the data provided by the municipality all the parks have the dedicated play area to an extent of 60 to 70% and Kiosks are not provided in any of the park

Question: How well aesthetics component have been built in parks of your city? Are they well illuminated, landscaped – manicured with water bodies/ fountains etc. wherever possible? (Mention proportions, if possible)

Parks in BARIPADA municipality are in decent aesthetic condition overall, nevertheless all the parks has shortage of landscape and park furniture is not in a good shape. All the parks has no electricity, water supply, toilet, compost and parking space.

Question: Are there some running schemes/ projects – Central/ State/ Donor funded in the city as regard development of parks/ open spaces? Or else ULB is funding park development of parks/ green space out of its own budget?

Development of open spaces, green spaces and parks in Baripada are done with the help of state government and maintenance of the parks is covered by the municipal fund

Question: Explain the process how a park/ open space is normally shortlisted for development? Does the city have rationale for park selection for development or it is done on ad-hoc basis.

BARIPADA municipality shortlists the parks/open spaces in a unique process as follows

1. Identification of government lands in the city
2. Gap analysis based on the existing parks coverage
3. Initial prioritization based on the size and coverage of the park
4. Stakeholder consultation by the municipal engineers
5. Citizen consultation and enlightening them with the facts
6. Finally considering all the above aspects the chairperson and counsellors shortlists parks for development.

Question: List the organizations/ authorities/ private sector firms etc. and describe their roles and responsibilities in development of city parks/ open space along with green area under their jurisdiction.

No such private sector firms /organizations are involved in the development or maintenance of any park in the city, all the parks are under the municipal authority and they operate and maintain.

Question: Where can new parks be developed in the future; how much space may be available.

BARIPADA municipality has identified few government lands in the municipal jurisdiction where there is a need for parks but the land is under the state body which has to be transferred to the municipality so that they can plan and execute the projects

Question: How much is allocated under Parks/ Open/ Recreational space as per the DP or Master Plan for new areas?

From the data given given by the municipality on the existing parks and playgrounds the land use 1.73 % and stating that green spaces have to be developed in the city but there is no allocated under Parks/ Open/ Recreational space as per the DP or Master Plan for new areas.

Question: Who manages the parks in the city? How much delegation of responsibility has been given to RWAs and/or NGOs?

Parks are undertaken by the municipal Corporation, no NGO's delegation of responsibility has been given.

Question: Which parks have uneasy accessibility issues or get flooded/water logged etc.?

All the existing parks are easy to access and there is no such problem of flooding/water logging etc transpired in the parks.

Question: Does the ULB have any guidelines for providing safe and secure access to parks for children and elders?

Private architects are hired for designing the parks and then the plans are reviewed by the internal technical experts with regard to safety, security and universal accessibility measures taken in the design and then finalize the plan for execution which makes parks in BARIPADA safe and secure for all age groups.

Question: Is there a system for preventing the entry of animals into parks?

All the existing parks in the BARIPADA municipality are with the boundary wall so there is not even a single event occurred in the past few years that the animals entering the parks.

Question: Does the city have any guidelines for horticulture; types of trees and plants, etc?

City has not specifically followed any guidelines for horticulture or selecting type of trees or plants .the plan given by the landscape architect is followed and implemented on field because of shortage of capacity in that sector.

Table2: Jurisdiction wise–Allocation of Green Space and Parks

Sr. No	Jurisdiction	No. of Parks	Area of Parks (in hec)	Proportion (in Percentage)
1	ULB	8	13.8	
2	Development Authority	0	0	0
3	Private Ownership - Corporate/NGO's	0	0	0
	Total	8	13.8	1.73

Table3: Hierarchy of Organised Greens in the City (AsperURDPFI-2014)

Sr. No	Category	No. of Parks	Area under the category (in hec)	%Area under parks and open spaces
1	Housing Area Park (HAP) (Less than 5000 Sq.m.)	2	0.05	0
2	Neighbourhood Park (NP)(5000 -10000 sq.m.)	2	0.15	0
3	Community Park (CP) (10000 - 50000 sq.m)	1	0.3	0
4	District Park (DP) (50000 – 250000 Sq.m.)	2	1.95	0
5	Sub-City Park (SCP) (2,50,000 sq.m. & above)	1	2.43	0

2. Bridge the Gap

Once the gap between the existing Service Levels is computed, list out initiatives undertaken in different ongoing programs/ projects/ master – development plans to address these gaps. While bridging the gaps convergence with other ongoing Central, State and Local Government Programs/ Schemes will also be looked into. Based on above, objectives will be developed to bridge the gaps (AMRUT Guidelines; Para 6.3, Annexure-2; Table 2.1). Each of the identified objectives will be

evolved from the outcome of physical assessment of parks using “Assessment Tools for Parks” (Refer Annex-1 of this document) and meeting the opportunity to bridge the gap.

As per para 5.1 (Sr.No.6) of AMRUT guidelines all projects involving development of green spaces & parks shall have to make special provision for child friendly components and establish a system of maintenance with local residents participation. At least one park from each of the 500 ULBs under AMRUT would be taken up for developing facilities for Children, Youth and Elderly.

Assessment of the current status of City parks/ open spaces would clearly bring out the gap/ dearth of open spaces in terms of area allocation, having inadequate citizen friendly features and issues pertaining to its maintenance. And these will lead to formulation of three broad objectives.

Please respond to the following questions in not more than 500 words

Question: Have the city took physical assessment of city parks? (ULB’s may refer Annex-1 indicative procurement of this document).

Question: Estimate the demand gap of open/green space in the city

Question: Explain how the city plans to fill the gap in green cover and progressively enhance green cover within City to 15% over next 5 years. ?

BARIPADA municipality has done elementary tabulation of the existing parks and decided to construct a park every year and renovate the existing facilities so that they can fill the gap in green cover and within next decade green cover in the city will be close to 15 %.

Question: Assess and describe, if requisite provisions as per Master Plan and other State legislation have already been made?

No requisite provisions as per Master Plan and other State legislation have already been made

Question: Explain the city’s action plans to make special provisions for installing child friendly components in the city parks as per AMRUT Guidelines. ?

Lacks in child friendly components the municipality is planning to renovate the park apart from that all the new proposed parks are with child friendly components.

Question: Provide details of the initiatives undertaken in different ongoing programs and projects to address the gaps in enhancing the green cover and rejuvenation/ development of parks. Provide information in Table 4.

There are no ongoing projects in this sector as the city is concerned

Tabel4: Status of Ongoing/Sanctioned/Committed Projects

Sr. No.	Name of the Project	Scheme Name	Cost in Rs. Lakhs	Month of Completion	Status (as on dd mm 2015)

OBJECTIVES

Based on above, objectives will be developed to bridge the gaps. While developing objectives following question shall be responded so as to arrive at appropriate objective.

Question: Please provide a set of 2-3 objectives to meet the gap in not more than 100 words.

1. Installation of child friendly equipment
2. Image of wild life to be conserved
3. Urban greenery in prioritization through plantation on both sides of all pivot routes
4. Identification of huge vacant lands in the city to build parks

3. Examine Alternatives and Estimate Cost

Suggest alternatives/ options to complete the ongoing projects pertaining to developing parks and green spaces. Identify quick-win parks and open space which can also have play area and associated facilities for Children, Youth & Elderly. Also identify & describe the prevailing models of parks development & maintenance in your city? Any new model your city wishes to adopt? (Word Limit: 200 Words)

City is trying to incorporate the industries surrounded by to take reasonability and develop parks as part of corporate social responsibility to compensate the pollution created by them in the city .these are in the stages of discussion but under implementation

Table 4: Cost Estimates for Park Development

Sr. No.	Component	Rate	Amount in Rs.
1	Boundary wall	2000	800000
2	Jogging track	800	560000
3	Gate	200000	200000
4	Parking	500	100000
5	fountain	250000	250000
6	Toilet	200000	200000
7	Gazebo	100000	100000
8	Stone Pillars and Sculpture	30000	30000
9	Garden Bench/Sitting	10000	100000
10	Lawn	150	450000
11	Shade loving foliage Plants	300	900
12	Climbers over pergolas	500	1500
13	Foliage and Flowering shrubs	500	2500
14	Gate Light	20000	20000
15	Bollard Light Beside Jogging Track	10000	10000
16	Boundary Light	40000	40000
17	Focus Light	15000	15000
18	Coffee Stall	75000	75000
19	Snacks Centre	75000	75000
20	sliders	250000	250000
21	See-saw	250000	250000
22	Swing	200000	200000
23	Areal Stroller	75000	75000
Grand Total			3804900

As per AMRUT guidelines half of Rs. Cr. may be sought from Government of India under the scheme and balance could be explored and converged from other sources like 14th Finance Commission, State Government (Park Development Fund) and CSR Activities of Corporate Groups active in the City.

4. Citizen Engagement

ULBs will organize and conduct city level citizen consultation and receive feedback on the suggested alternatives and innovations. Each alternative pertaining to development and maintenance models for parks will be discussed with citizens and activities to be taken up will be prioritized to meet the service level gaps. ULB will prioritize these activities and their scaling up based on the available resources. (Refer AMRUT Guidelines; Para 6.6, 6.7 & 7.2). Please explain following questions detailing out the needs, aspirations and wishes of the local people. (Word Limit: 250 Words)

Question: Has all relevant stakeholders groups been involved in the consultation?

Private architects are hired for designing the parks and then the plans are reviewed by the internal technical experts and then the discussions are carried out to the all relevant stakeholders groups

Question: Explore option for O&M Contracts including PPPP with (RWAs/ Citizens Groups/ Corporate Groups – CSR, Selling advertisement rights etc.).

City is trying to incorporate the industries surrounded by to take reasonability and develop parks as part of corporate social responsibility to compensate the pollution created by tm in the city .these are in the stages of discussion but under implementation. Scope for exploring Selling of Advertisement rights is under process.

Question: Explain how the city plans to establish a system of maintenance with active citizen's engagement as per AMRUT Guidelines.

Residents Committee of the Housing Colony area will be involved for maintenance of Parks.

Question: Has ward/ zone level consultations held in the city

Ward level consultations are done after the stakeholder consultation and they are used for prioritization of the projects

Question: Has alternatives explored are crowd sourced?

No

Question: What is feedback on the suggested alternatives and innovations?

3 times consultation programs were held under the chairmanship of, Baripada bfor development of BARIPADA town all the feedbacks and suggestions are considered in planning the parks

Question: Has alternative taken up for discussions are prioritized on the basis of consultations?

No, it is not done based on consultation initially, all the technical aspects are considered by engineers & the Administrator.

Question: What methodology adopted for prioritizing the alternatives?

BARIPADA Municipal Corporation prioritizes the parks/open spaces in an exclusive process as follows

1. Gap analysis based on the existing parks coverage
2. Initial prioritization based on the size and coverage of the park
3. Citizen consultation and enlightening them with the facts and ask their priorities
4. Finally considering all the above aspects the chairperson and counselors prioritizes parks for development

5. Prioritize Projects

Based on the citizen engagement, ULB will prioritize these activities and their scaling up based on the available resources to meet the respective objectives. While prioritizing projects, please reply following questions (Word Limit: 100 Words)

Question: What are the sources of funds?

The funds are divided into three parts

1. Construction of parks 50% from AMRUT(GOI)
2. Construction of parks 50% from STATE GOVERNMENT
3. O&M cost by ULB 100%

Question: Has projects been converged with other program and scheme

No

Question: Has projects been prioritized based on “more with less” approach?

YES the projects undertaken are prioritized based on “more with less” approach in such a way that we **spend less money and coverage is more** .

6. Conditionalities

1.1 Describe the Conditionality’s of each project in terms of availability of land, environmental & social obligation and clearances, required NOC, financial commitment, approval and permission needed to implement the project. Required approvals will be sought from competent authority and organizations. (Word Limit: 100 words)

BARIPADA municipality has identified few government lands/Open space as per Master Plan of the Development Authority in the municipal jurisdiction where there is a need for parks but the land is under the state body which has to be transferred to the municipality so that they can plan and execute the projects if provided funds on time by the state & central government, and approval of DPR by the apex committee

7. Resilience

The resilience factor would be built in to ensure environmentally sustainable, safe and secured park development schemes. Ensure use of rust free sturdy steel structures for child and elderly friendly features. (Word Limit: 100 words)

Plans are reviewed by the internal technical experts with regard to safety, security and universal accessibility measures taken in the design and then finalize the plan for execution which makes parks in BARIPADA safe and secure for all age groups. And the materials used considering there sustainability in mind .

8. Financial Plan

Once the activities are finalized and prioritized after consultations, investments both in terms of capital cost and O&M cost has to be estimated. (AMRUT Guidelines; Para 6.5) Based on the investment requirements, different sources of finance have to be identified. Financial Plan for the complete life cycle of the prioritized development will be prepared. (AMRUT Guidelines; Para 4, 6.6, 6.12, 6.13 & 6.14). The financial plan will include percentage share of different stakeholders (Centre, State and City) including financial convergence with various ongoing projects. While preparing finance plan please reply following questions (Word Limit: 100 words)

- **How the proposed finance plan is structured for transforming and creating infrastructure projects?**

The financial plan is made considering 50 % Central grant and 50% state grant.

- **List of individual project which is being financed by various stakeholders?**

All the projects listed are planned under AMRUT on the basis of 50 % Central grant and 50% state grant.

- **Has financial plan prepared for identified projects based on financial convergence and consultation with funding partners?**

Yes, the project identified here does not include the ongoing projects which are covered under other scheme. Therefore, financial convergence from other schemes has not been planned for projects listed under this scheme. Since all the identified projects are funded under AMRUT on 50: 50 basis. Consultation with other funding partners is not required. However, consultation for involving other funding partners will be explored to achieve the objective of the mission.

- **Is the proposed financial structure is sustainable? If so then whether project has been categorized based on financial considerations?**

Yes, the financial structure proposed is sustainable. The state govt. is committed to contribute required funds for completing the projects. However, the O&M cost for these projects will be met from internal resources including collection of user charges. The projects have been categorized based on gap analysis identified for universal coverage as required under AMRUT scheme.

- **Have the financial assumptions been listed out?**

Yes, the financial assumption has been listed to work out the operational sustainability.

- **Does financial plan for the complete life cycle of the prioritized development?**

Yes, the financial plan takes care of both CAPEX and OPEX costs to ensure sustenance throughout the life cycle of all projects identified in SLIP.

- **Does financial plan include percentage share of different stakeholders (Centre, State, ULBs and)?**

Yes, the financial plan is based on 50 % Central grant and 50% state grant.

- **Does it include financial convergence with various ongoing projects?**

Yes, it includes financial and physical convergence with various ongoing projects under different schemes supported by both Central & State grant.

- **Does it provide year-wise milestones and outcomes?**

Yes, it has been provided

Details in financial plan shall be provided as per Table 2.7, 2.8, 2.9, 2.10 and 2.11. These tables are based on AMRUT guidelines tables 2.1, 2.2, 2.3.1, 2.3.2, and 2.5.

MASTER SERVICE LEVELS IMPROVEMENTS DURING MISSION PERIOD

(As per Table 2.2 of AMRUT guidelines) (Amount in Rs.Cr)

Sr. No	Project Name	Physical Components	Change in Service Levels			Estimated Cost (Cr)
			Indicator	Existing (As -Is)	After (To - be)	
1	Construction of Park in Baripada near thakurani sahi up school - AMRUT/OD/Baripada/PR/01					0.35
2	Construction of Park in Baripada near buuguda kota - AMRUT/OD/Baripada/PR/02					0.15
3	Construction of Park in Baripada near Sripada Gonja park - AMRUT/OD/Baripada/PR/03					4.21
4	Construction of Park in Baripada near suna muni bagdia - AMRUT/OD/Baripada/PR/04					1.94
5	Construction of Park in Baripada near near jotis adv nivas - AMRUT/OD/Baripada/PR/05					0.37
6	Construction of Park in Baripada near Near police staff quarters - AMRUT/OD/Baripada/PR/06					0.35

ANNUAL FUND SHARING BREAK_UP FOR PARKS and PLAY GROUND PROJECTS

(As per Table 2.3.2 of AMRUT guidelines)

Sr. No	Project	GOI	State			ULB			Convergence	others	Total
			14th Fc	Others	Total	14th Fc	Others	Total			
1	Construction of Park in Baripada near thakurani sahi up school - AMRUT/OD/Baripada/PR/01	0.17			0.17					0.35	
2	Construction of Park in Baripada near buuguda kota - AMRUT/OD/Baripada/PR/02	0.13			0.13					0.15	
3	Construction of Park in Baripada near Sripada Gonja park - AMRUT/OD/Baripada/PR/03	2.11			2.11					4.21	
4	Construction of Park in Baripada near suna muni bagdia - AMRUT/OD/Baripada/PR/04	0.97			0.97					1.94	
5	Construction of Park in Baripada near near jotis adv nivas - AMRUT/OD/Baripada/PR/05	0.19			0.19					0.37	
6	Construction of Park in Baripada near Near police staff quarters - AMRUT/OD/Baripada/PR/06	0.18			0.18					0.35	

ANNUAL FUND SHARING PATTERN FOR PARKS AND GREEN SPACE PROJECTS

(As per Table 2.3.1 of AMRUT guidelines)

(Amount in Rs. Cr)

Sr. No.	Name of the Project	Total Project Cost (Cr)						Total
			GOI	State	ULB	Others		
1	Construction of Park in Baripada near thakurani sahi up school - AMRUT/OD/Baripada/PR/01	0.27	0.17	0.17			0.35	
2	Construction of Park in Baripada near buuguda kota - AMRUT/OD/Baripada/PR/02	0.15	0.75	0.75			0.15	
3	Construction of Park in Baripada near Sripada Gonja park - AMRUT/OD/Baripada/PR/03	4.21	2.11	2.11			4.21	
4	Construction of Park in Baripada near suna muni bagdia - AMRUT/OD/Baripada/PR/04	1.94	0.97	0.97			1.94	
5	Construction of Park in Baripada near near jotis adv nivas - AMRUT/OD/Baripada/PR/05	0.37	0.19	0.19			0.37	
6	Construction of Park in Baripada nearNear police staff quarters - AMRUT/OD/Baripada/PR/06	0.35	0.18	0.18			0.35	

YEAR WISE PLAN FOR SERVICE LEVELS IMPROVEMENTS

(As per Table 2.5of AMRUT guidelines)

Proposed Project	Project Cost	Indicator	Baseline	Annual targets (Increments form the baseline value)					
				FY 2016		FY 2017	FY 2018	FY 2019	FY 2020
				H1	H2				
Construction of Park in Baripada near thakurani sahi up school - AMRUT/OD/Baripada/PR/01	0.35								
Construction of Park in Baripada near buuguda kota - AMRUT/OD/Baripada/PR/02	0.15								
Construction of Park in Baripada near Sripada Gonja park - AMRUT/OD/Baripada/PR/03	4.21								
Construction of Park in Baripada near suna muni bagdia - AMRUT/OD/Baripada/PR/04	1.94								
Construction of Park in Baripada near near jotis adv nivas - AMRUT/OD/Baripada/PR/05	0.37								
Construction of Park in Baripada nearNear police staff quarters - AMRUT/OD/Baripada/PR/06	0.35								

Annex-1: Indicative Assessment Tools for Parks (Indicative – ULBs can have its own assessment tool as per the requirement or customize this tool to suit its need)