

Chattisgarh Housing Board as a Provider of Low Income Group Housing in Raipur

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Abstract—The paper studies the effect of the state Housing Board in providing public housing to its Low Income Group section of the city. The state of Chattisgarh has shown strong progress since it became a new state in the year 2000. Raipur as the capital of the state spearheads the economic prosperity with the now functional Naya Raipur or New Raipur as the gem of the state. Like other states, the government owes the responsibility to provide housing for all and for this purpose it has three public housing agencies namely the Raipur Development Authority, Chattisgarh Housing Board and the (then) Madhya Pradesh Housing and Infrastructure Development Board. Their major objective is to provide housing to the common public at prices affordable to them, which in most cases is below the market rates. Only Governmental agencies are strong enough financially, politically and humanely to meet these demands. Approximately 32,000 units were built from 1965 to 2013 out of which 10,542 were provided by the Madhya Pradesh Housing Board, 7,125 units constructed by the Raipur Development Authority and 14,348 units by the Chattisgarh Housing Board. On an average, the annual rate of housing supply was 1,300 units. In spite of the deficiency in housing for the Low Income Group and the Economically Weaker Section, many of the units were unoccupied as observed in the case studies. The study analyses the reasons and the causes for such situations and reveals how the efforts of the state authority is unable to meet the needs of the public.

Keywords: Public, Housing Board, Raipur, Tenure, Transport;

1. INTRODUCTION

Raipur is the largest city in the state and the Raipur Municipal Area has a population of 1,010,087 as per census 2011. Planning area of Raipur is spread over 188.01 sq.km¹ and consists of 41 villages within the planning area. Raipur Municipal Council was established in 1867 and it was upgraded to corporation status in 1961 comprising 5 zones and 54 wards and in November 1 in 2000 it became the capital of the newly formed state of Chattisgarh. In the year 2003, 26 villages were brought under RMC. These villages had a population of 88,139 as per 2001 census and were added as 16 Wards under RMC now having 70 wards with 8 zones.

¹ Square kilometres

1.1 Status of Public Housing in Raipur

With all the discussion on Housing for All, public housing is usually provided by Government agencies for the common public at affordable rates. [2]

Public housing Agencies in Raipur comprise of the Madhya Pradesh Housing Board (MP-HB), The Raipur Development Authority (RDA) and the Chhattisgarh Housing Board (CHB). The total housing supply from 1965 to 2013 is 32,015 units out of which 10,542 are constructed by MP-HB, 7,125 units by RDA and 14,348 units by CHB.

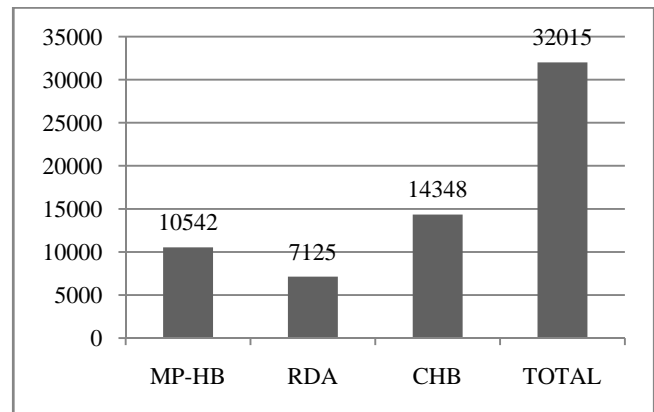


Fig. 1: Bar graph showing Public housing supply

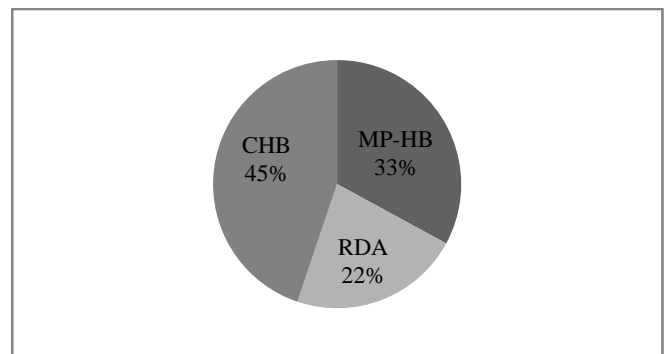


Fig. 2: Pie Chart showing Public housing supply

With respect to the total dwelling units in Raipur, public housing has a share of 4.7%.The total rate of housing supply was 1,286 units per year in the years 2006-10. During the years 1996 to 1999 the supply rate of MP-HB was 1600 units per year. During the years 2006 to 2010, supply rate of RDA was 615 units per year and during 2006-2010, supply rate of CHB was 780 units per year.

The following is a map showing the planning area of Raipur. The project at the south is the Kamal Vihar² project done by reconstitution (land pooling) of land of unauthorised colonies. The project taken up by Raipur Development Authority and Madhya Pradesh Housing Board are inside the city which was made before 2004. Chattisgarh Housing Board has built many if its projects outside the planning area of Raipur due to availability of cheaper land which could not be shown on the following map.

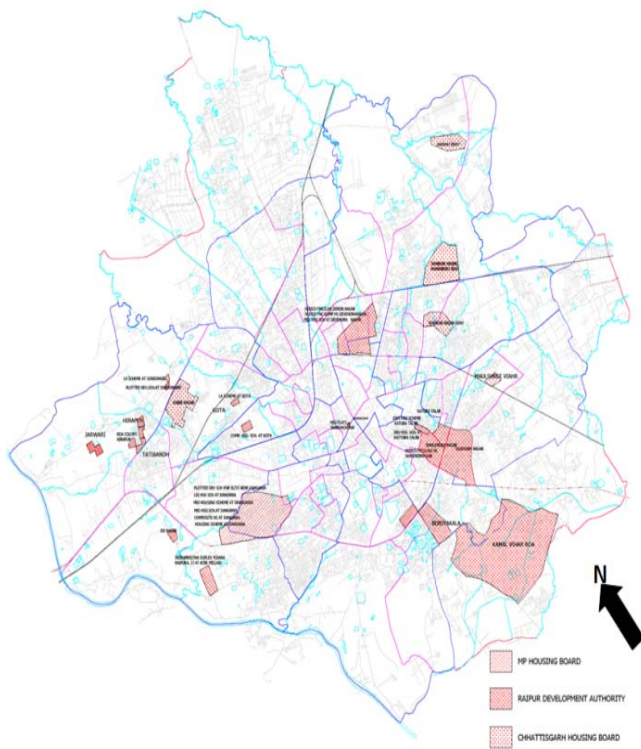


Fig. 3: Location of Public Housing in Raipur

In 1965, the Raipur Nagar Sudhar Nyas (RDA) built 50 units in Tikarapar, thus beginning the public housing system. Annual housing supply during 1975-80, rate was 647 units per year. This rate decreased to 197 units per year from 1981 to 1985 which further decreased to 76 units per year during 1986-90. Annual rate increased to 847 units /year during 1991-95. Rate during 1996-2000 was 896 units per year. From 2001-05, it was 945 units/year and lastly, 1,286 units were provided from 2006-10 from the obtained data.

² Kamal Vihar is the flagship land reconstitution or also called the land pooling programme of Raipur Development Authority.

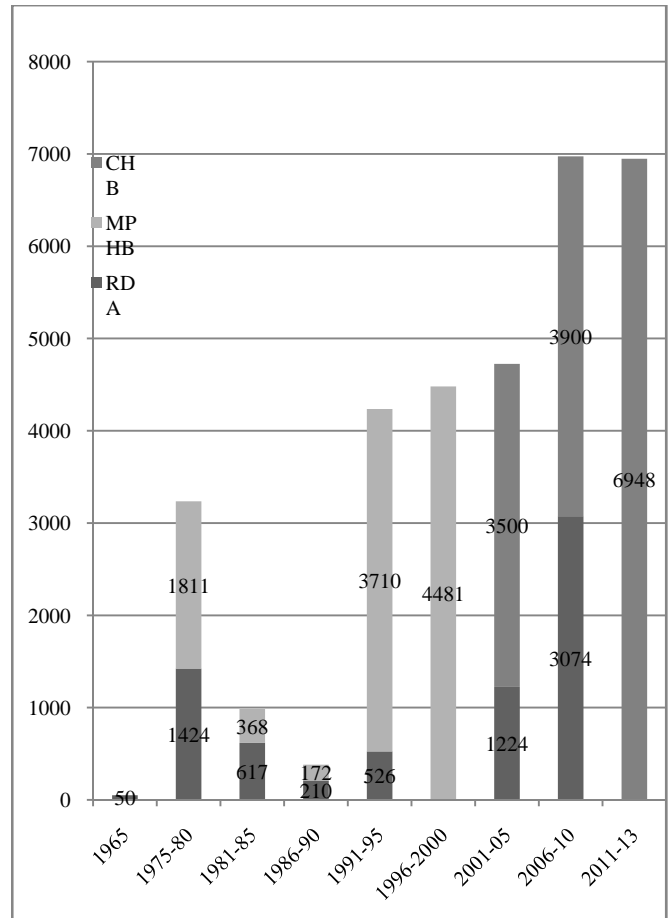


Fig. 4: Total public housing supply in Raipur

2. CHHATTISGARH HOUSING BOARD

After coming into existence under the Chhattisgarh Housing Board Act of 2004, CHB is a public sector undertaking. Its main function is to attend general improvement of city, construction of houses by removing slums and improvement of general sanitary conditions to safeguard public health. Chhattisgarh Housing Board was formed with many objectives which emphasis on development of lands. Its main objective of the Housing Board is to provide housing accommodation to the needy citizens at an affordable price by focussing on Low Income Group (LIG) and Economically Weaker Sections (EWS) housing. Some of its schemes are Atal Awas Yojana, Deen Dayal Awas Yojana, General housing scheme and Atal Vihar Yojana.

Though established in 2004, in two years CHB has managed to supply 3500 units at the rate of 1750 units per year. From 2006 to 2010, CHB supplied 3900 units at the rate of 780 units per year. Then from 2011 to 2013, the rate increased to 2316 units per year. Naya Raipur adds to the total supply of 13,457 units, with an increasing rate of supply annually.

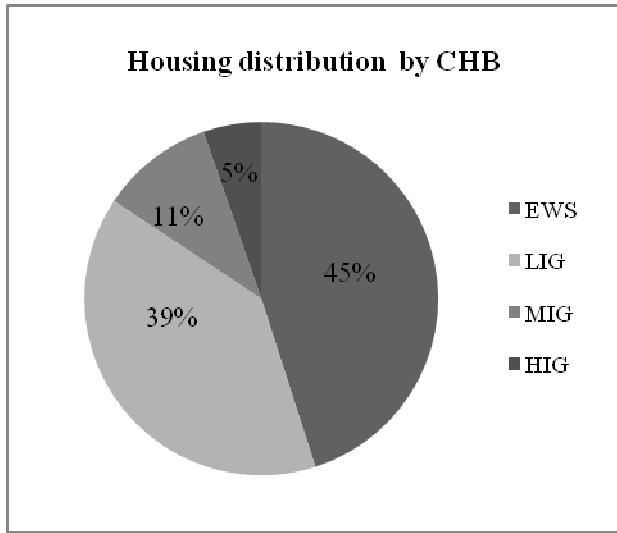


Fig. 5: Distribution of Housing according to Income Levels by CHB

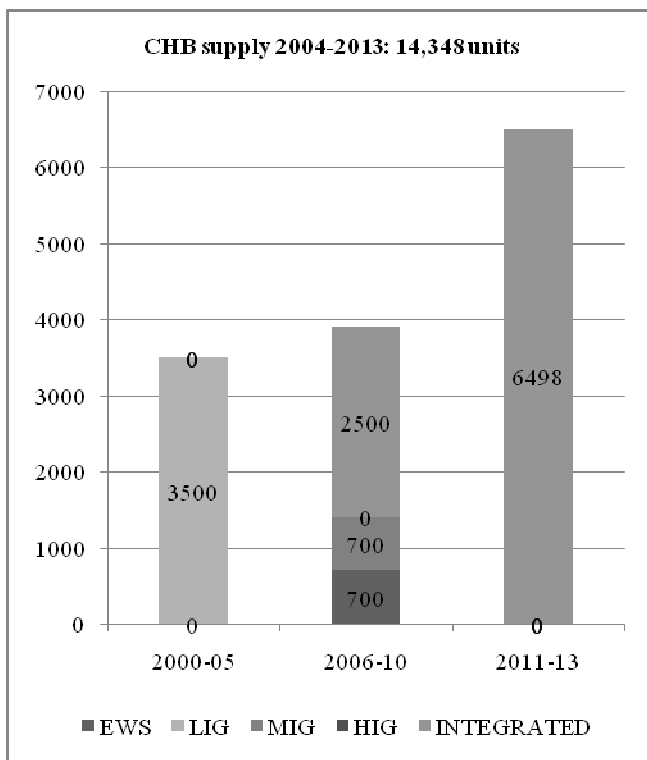


Fig. 6: Housing Supply by CHB

2.1 LIG Housing at Dhaunde Khurd: Case Study

Built in 2006 under the Deen Dayal Awas Yojana, it is located in Dhaunde Khurd which is about 20 kilometres from Raipur city in an area of 12 hectares. It comprises of Low Income Group Housing of carpet area of 49.44 square metres in which there are a total of 184 units. The dwelling units consist of

single storeyed units in semi-detached form made of reinforced cement concrete. Initially these units were sold at 3 lakh rupees each in 2006 by the board, their present value by 2014 is 10 lakh rupees. As of 2014, the occupancy rate is 47% in which 400 inhabitants in this housing occupying 86 out of total 184 dwelling units.

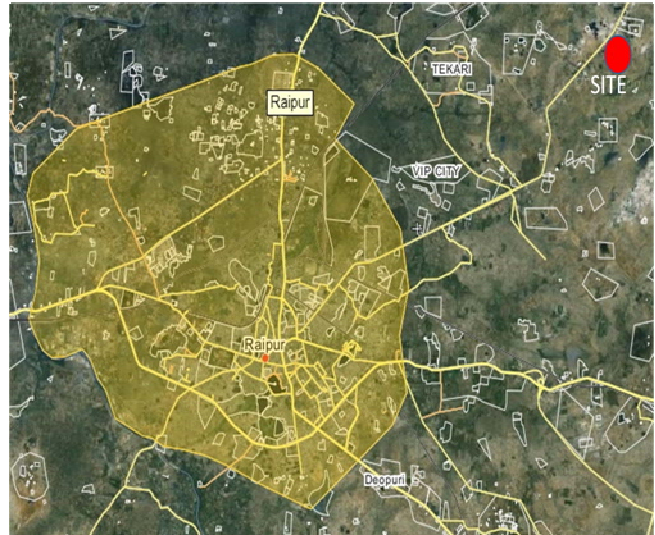


Fig. 7: Location of Housing in relation to Raipur city



Fig. 8: Dhaunde Khurd Housing Scheme

2.1.1 Accessibility and Circulation

The gravest of the problems observed here, the distance and the lack of transport facilities has isolated the project. Located 20 kilometres from the city, the distance is too far according to the residents of a city having a radius of about 7 kilometres. Furthermore, there is no system of public transport connecting the housing to the city. All the residents own some form of personal motorised transport. Within the site there are internal roads of width ranging from 12 metres to 19 metres which

show that internally the proper planning norms were followed as per the Raipur City Development Plan.



Fig. 9: 19 metre wide internal road



Fig. 10: Dwelling unit of the scheme

2.1.2 Physical Infrastructure

As per primary survey, the residents do not have any major complaint regarding the physical infrastructure. Water is supplied to individual units for an hour every morning and evening. Septic tanks fulfill the purpose of on-site sanitation. There are drainage channels along the internal roads for storm water drainage. No infrastructure has been provided for solid waste management and the residents dump the waste outside the boundary walls. According to the residents, power cuts take place every week. Being a relatively new housing, there is not much problems in the physical infrastructure and the residents surveyed were satisfied with them.

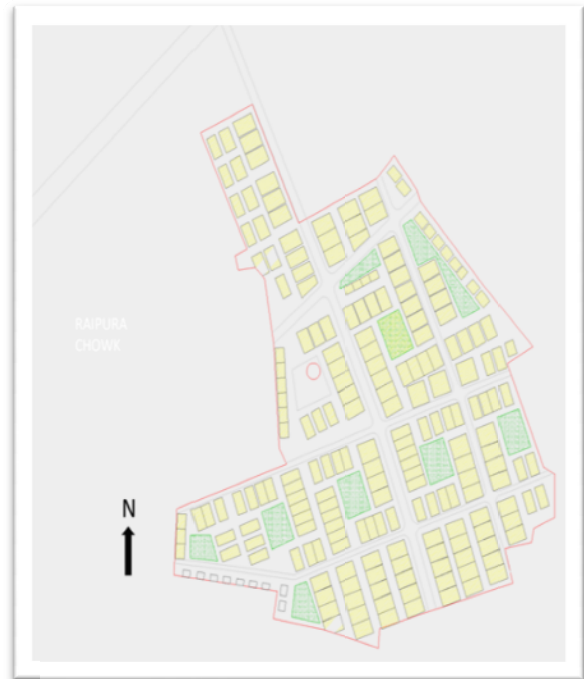


Fig. 12: Site Plan of the scheme



Fig. 11: Plan of the Dwelling unit (2 units as semi detached)



Fig. 13: Water tank in the housing.

2.1.3 Social Infrastructure

Social infrastructure in the study area can be termed to be negligible. There are 184 dwelling units meant for a population of 800 people. Two grocery stores and a play school were the only social infrastructure observed in the site area, though there were provisions of more shops. Nearest hospital and secondary school are 25 kilometres away. Recreation spaces like parks have not been built yet and as per survey, the residents do not feel secure due to the isolation and lack of any police post in the vicinity. These would explain the avoidance by the owners to occupy their units.



Fig. 14: Play school in study area



Fig. 15: Shops in the study area

2.1.4 Analysis

The cost target by the Housing board was achieved as the units were priced at 3 lakh rupees for the people whose annual income was not more than 1.2 lakh rupees. This was achieved due to the affordability of land, a major component in such projects, which was at a remote location. Factors like availability of public transport were not considered as it was assumed the target group owns individual transport means,

which turned out to be the biggest downside of the project. This was compounded with the lack of proper social infrastructure including police station or security, it becomes clearer why this project is not being accepted by the public.

3. CONCLUSIONS

It is a huge responsibility of the Government to provide housing to all in a country like India, it is the Government which has certain exclusive powers such as acquisition of land, regulation of excise and duties and so on to provide housing at affordable rates. As per the case study, this was fulfilled but the housing cannot be termed to be a successful project due to a variety of crucial reasons. The word location is a huge one having immeasurable implications but the obvious ones are physical infrastructure including transport facilities and social infrastructure. Buying land without considering at least transport facilities appropriate for the target group (Public transport like buses for the LIG in the study) is a gamble. Then there is the public perception of long distance such as in a place like Raipur, 10 kilometres may seem long for the dwellers. At present, the city has a rudimentary city bus service initiated by JNNURM though shared auto-rickshaws are the dominant public transport. Importance of social infrastructure cannot be undermined though it is usually constructed after everything else including moving in of residents. Consideration of these factors is as important as the public perception of distance in relation to the city concerned.

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