

GPART I
EXECUTIVE SUMMARY

To have a quick review of the Master Plan Jalandhar a summary has been prepared under the following sub-headings:

History: The city of Jalandhar is one of the oldest cities since it finds earliest mention in the times of King Kanishka (100 A.D.). Jalandhar has seen various ups and downs in the course of its growth as it was visited by numerous Emperors namely Chinese Traveler Hiven Tsang, Ibrahim Shah, Jasrath Khokhar, Muhammadan Governors, Adina Beg etc,

Location: Jalandhar is situated at North latitude of 30°19' and East longitude of 75°36'48" with general elevation of 780 m above mean sea level. Jalandhar city, the district headquarter of District Jalandhar which is centrally located district of Punjab state.

Linkages: The city is well connected with other areas of state as well as the country through roads like NH1, NH1A, NH 70 and NH 71 and by rail links like Amritsar – New Delhi, Jalandhar – Pathankot, Jalandhar – Hoshiarpur, Jalandhar – Nakodar and Jalandhar – Kapurthala Railway line. However, the city has no air link with rest of the state or country so far.

Population: The population of Jalandhar city has increased from 67735 persons in 1901 to 754608 persons in 2001. The population growth rate of Jalandhar for the decade 1991-2001 was 39.47% with sex ratio of 865 / 1000 which is less than the state average of 876 women per thousand men. On the other hand, literacy rate of Jalandhar is 70.89% which is marginally higher than the state average of 70% in 2001. Jalandhar is dominated by Hindu population.

Trade and Commerce: Jalandhar is very famous trade and commerce centre of the state. There are about 25738 commercial establishments in Jalandhar which cater to the needs of the residents and provide employment to about 1.25 lakh persons in trade and commerce.

Industry: Jalandhar is internationally specialized in manufacturing of Sports Goods, Leather Goods, Hand Tools, Pipe Fittings and Surgical Implements etc. Large scale industrial units constitute only 0.23% of the total industrial units whereas the share of Small Scale Industries has been found to be of the order of 99.77%. The percentage growth rate of Large and Small Scale Industrial Units has been tabulated in Table No. 6.2 of the report. The main industrial estates in Jalandhar are Industrial Area (130.50

acres), Industrial Estate (5.30 acres), Focal Point (105.00 acres), Focal Point Extension (200.00 acres), Leather Complex (220.00 acres) and Sports & Surgical Complex (52.75 acres). The concentration of industry is on Kapurthala Road and areas around Pathankot Road and Bypass Road.

Employment: Out of the total employment generated in year 2004 by industries, the share of Small Scale Industrial Units was found to be 97.14% as compared to 2.86% large scale industries in the year 2004. The details of employment generated along with the growth rate and percentage of total employment generated are given in Table No. 6.3 of the report.

Tourism: Jalandhar provides varied type of tourism such as Religious and Historical Tourism, Medical Tourism, Educational Tourism, Recreational Tourism and Rural Tourism. The eminent tourist attraction points are Devi Talab Mandir, Tulsi Mandir, Shiv Mandir, Gurudwara Chhevin Patshahi, St. Mary's Cathedral Church and Pushpa Gujral Science City etc.

Housing: Housing is one of the important needs of human for survival. Thus to promote appropriate shelter parastatal agencies have contributed to Household stock in Jalandhar. In order to cope up housing demand numerous housing schemes have been framed by Department of Housing and Urban Development, PUDA, Improvement Trust, House fed and Municipal Corporation etc. As per Census 2001, the number of houses has increased from 81639 in 1981 to 142815 in 2001. Thus experiencing 24.82% growth in 1981-1991 and 40.15% in 1991-2001.

Slums: About 97 slums are also present in the city and about 25% of city's population lives in these slums. The detail of which is given in the report.

Rail and Road network: Jalandhar has ring and radial type of road network. It has an access to 4 National Highways namely NH1, NH-1A, NH70 and NH71. The major railway lines passing through Jalandhar are Amritsar – New Delhi, Jammu – New Delhi. Besides this Jalandhar – Nakodar, Jalandhar – Kapurthala and Jalandhar – Hoshiarpur railway lines also pass through Jalandhar it linking with other areas of the state / country. The terminals present in Jalandhar are Bus Stand, Truck Stand and Railway Station. The zig – zag street pattern, narrow roads, absence of pedestrian pathways, movement of mixed traffic, high dependency on personal vehicles and on-street parking results in chaotic situation in the city.

Water Supply and Sewerage System: 80% of the city area is covered under the intermittent water supply system leaving behind just 20% as un-served area. The source of drinking water is ground water. About 82% of the population of city is served with sewerage facilities through 682 km of sewer line of different sizes ranging from 200 mm to 2440 mm. On the contrary, only about 5% of city area is covered under Storm water network i.e., about 95% of the city area is devoid of this facility due to which rain causes havoc in the city especially during monsoon period. A sewerage treatment plant at village Pholriwal is in operation for the treatment of sewage of the entire city.

Fire Services: To safeguard the residents of the city from the hazardous effects of fire, Municipal Corporation Jalandhar has provided three fire protection centres at distinct locations in the city. The headquarter of fire protection centre is located at Old GT Road opposite Central Jail while sub fire stations are located in Partap Bagh and in Industrial Area, Dada Colony.

Education: Jalandhar is a predominant educational centre of the state. It has the privilege to provide education at different levels ranging from Primary Schools to Universities. Two universities namely Punjab Technical University and Lovely Professional University and six engineering colleges are working in the city. In addition to this, there are 3 B.Ed Colleges and 2 Law Colleges while the number of Senior Secondary Schools is 102 and that of Primary Schools is 354.

Health Care: Similar to its predominance in educational sector, Jalandhar is also the hub of Medical facilities. The total number of health care units operating at various levels in the city is 396 which provide latest health care facilities at regional and international level.

Sports and Recreation: Jalandhar has sufficient number of recreational centres in form of Organized Parks, Cinemas, Multiplexes, Stadium, Museum, Swimming Pools, Clubs, Amusement Parks, Library and Banquet Hall etc.

MASTER PLAN FORMULATION

Local Planning Area: With the objective of formulating the Master Plan for Jalandhar its' Local Planning Area constituting 5 urban settlements namely Jalandhar Municipal Corporation, Phagwara Municipal Council, Kartarpur Municipal Council, Adampur Municipal Council and Alawalpur Municipal Council and a Jalandhar Cantonment Board, along with 268 villages comprised in three districts namely Jalandhar, Kapurthala and Shaheed Bhagat Singh Nagar has been notified vide

Notification No. 12/9/2007-4HG1/5541 dated 18.07.2007 and amended vide notification no. 12/9/2007-4Hg1/2026 dated 16.07.09 and amended vide notification no. 12/9/2007-4Hg1/2365 dated 26.08.09. The total area of Local Planning Area is 77538 hectares (775.38 sq km) and total population is 1260592 persons.

Legal Backing: The Master Plan Jalandhar is being prepared under the provisions of “**The Punjab Regional and Town Planning and Development (Amendment) Act 2006**”. The relevant sections of this act are discussed in the course of this report. The other legal tools which assist in the implementation of Master Plan are listed as below:

- a) Chapter XI of Punjab Regional and Town Planning and Development (Amendment) Act 2006.
- b) Chapter XIV of Punjab Regional and Town Planning and Development (Amendment) Act 2006.
- c) Town Development Schemes (Chapter 12, Section 91 of Punjab Regional and Town Planning and Development (Amendment) Act 2006)
- d) Punjab Apartment and Property Regulation Act, 1995.
- e) Punjab Town Improvement Act, 1922.

Think Tank: For visualizing the future of the city, a “Think Tank” comprising members from public sector, private economic sector and social sector has been constituted vide letter no. 7463-72 dated 1-12-2008 under the chairmanship of Worthy Deputy Commissioner, Jalandhar. The basic objective of this committee is to discuss SWOT for the Master Plan, Jalandhar and to ensure the stake holder’s participation so that the Master Plan so prepared is technically foolproof and readily acceptable to the public.

SWOT: The present strengths, the opportunities likely to be presented by the surrounding region, the present weaknesses of Jalandhar city and the threats emanating in the region have been deliberated in the meetings of “Think Tank”. The strength and opportunities of Jalandhar are its central location in state with very good regional linkage, provision of regional level educational and health infrastructure, strong NRI Base, industrial hub, employment potential, regional level commercial potential, religious pilgrimage, vast catchment’s area and availability of vast tracts of fertile agricultural land. On the other hand, weaknesses and threats of the city are unplanned and haphazard urban development, lack of air travel facility, competing development in the vicinity, concentration of commercial centres in congested areas,

choked road intersections, inadequate water supply, sewerage system and storm water drainage, exorbitant urban land prices and height restriction due to proximity to Air Force Station and Defense installations.

Vision – 2031: Based on the outcome of discussions held with the members of the “Think Tank” comprising various intellectuals, Non – Governmental Organizations, Community Based Organizations, professionals and officials of the urban local body and other department’s a vision has been formulated as **“To make LPA Jalandhar an economically vibrant city with quality infrastructure and housing for all its citizens in environmentally sustainable manner achieved through effective partnership between the public, private and community sector”**, so that Jalandhar must become a centre of rapid economic and physical growth. The above stated vision is to be achieved through better urban governance, providing sufficient land for economic and social activities, through higher order of economic productivity, rationalized land use pattern, improved transport network, introducing eco-friendly economic and physical activities and through provision of social and physical infrastructure etc.

Strategies to obtain land for public purposes: In order to make sufficient land available for the public purpose, strategies for obtaining land has been formulated such as Land Acquisition through 1894 Act, TDR, Development of land through Punjab Apartment and Property Regulation Act 1995, Land Pooling and Govt / Panchayat / Waqf Board lands. None of the single alternative may be applied on entire area of LPA and thus different alternatives have to be used depending upon the nature, size, location and necessity of the project.

Master Plan Objectives: Considering the role, impact, growth and contribution made by the city of Jalandhar to the economy, employment and productivity of the State of Punjab, the future growth and development strategy for Jalandhar needs to be viewed in the larger canvas of regional context. Therefore, the task of preparation of Master Plan, Jalandhar with the perspective year 2031 has been undertaken with the objectives to have optimal city structure, to have better quality of life, efficient traffic and transportation plan, to have rational distribution of physical and social infrastructure, to have good governance and to promote sustainable development.

Evaluation of alternative city structures: Based on the trends of growth identified in Local Planning Area, Jalandhar and keeping in mind the expected doubling of

urban population in 2031, three different patterns of development have been identified namely:

Compact development of the city with intensification of core

Intensive growth along transport radials.

Development of Ring Towns.

Extension of peri urban areas

On the basis of current trends of development in the area, accessibility corridors and availability of land resources, no single alternative can be adopted for LPA, Jalandhar hence a combination of all the three alternatives need to be applied for coordinated planning and development of Local Planning Area, Jalandhar.

Projected Population: The population of LPA Jalandhar has been projected to be 25.36 lakh persons by 2031. Out of which the urban population is 22.49 lakh persons while rural population is 2.87 lakh persons. The population growth rate for urban and rural settlements for 2021-2031 is 55.75% and -24.67% respectively. The assumptions which have been kept in consideration while working out the population projections detailed out in the course of this report.

Jalandhar Urban Area 2031: To accommodate the projected population of 25 lakh by the year 2031 in Local Planning Area, Jalandhar, a four-pronged strategy is adopted:

Intensification of central core

Intensive growth along transport radials

Development of ring towns

Extension of peri urban area

Residential (Housing): Based on the projected population of 25 lakh by 2031 for Local Planning Area, Jalandhar, the additional demand for housing has been estimated keeping in view the number of urban and rural settlements which falls within LPA. It has been estimated that approximately 36765 hectares of the area is required for residential purpose. The different strata of society are also kept in consideration while determining housing demand.

Mixed Land use zones: The co-existence of residential with commercial and residential with industrial activities is a common character of our cities. This character is more prevalent in inner zone of the city. The economic role played by these areas cannot be ignored. Hence an attempt is made in the present Master Plan to make these

areas continue to play an active economic role and the strategy is to provide suitable framework for allowing mixed use activities appropriate to the character of the areas with greater flexibility in terms of permitting a variety of uses like commercial (retail shops), household and green category industry or outlets for specialized services etc along with residential use.

Two types of mixed land use are proposed for Master Plan Jalandhar viz., industrial mixed use and commercial mixed use.

Transportation: In order to support the required level of economic and physical development and to provide for the easy and efficient flow of goods and people in order to overcome the traffic hazards. A number of proposals have been put forth such as BRTS and LRTS; Road Improvements, provision of flyovers / Rail over bridges, underpasses, subways, service lanes; provision of parking lots, pedestrian pathways, cycle / rickshaw tracks etc.

Industry: Industrial sector is an employment intensive sector which provides employment to about 35.1% of the population. But the existing and continuous growth of industries in non-designated areas and lack of planned industrial estates has given birth to the pollution and negative environmental impact of industries. Keeping this industrial scenario in view, the area between Jalandhar – Pathankot road and Jalandhar – Hoshiarpur road, Jalandhar – Kapurthala road, Jalandhar-Nakodar road, Old GT Road, Phagwara Ludhiana road and on Phagwara Hoshiarpur road are proposed for the industrial sector so that dominance of Jalandhar in Sports Goods, Tanning, Hand Tools, Surgical equipments and Casting industries can be maintained. s

Trade and Commerce: Trade and Commerce is an important land use component of a Master Plan which reflects the economy and image of the city. Higher the level of shopping and commercial activity, stronger is the economy resulting in more employment and infrastructure. Presently trade and commerce provides an employment to about 1.25 lakh persons which are expected to increase. In addition to these, a large number of enterprises in other sectors such as restaurants and hotels, finance and insurance, real estate and business are operated from commercial centres which will generate additional employment and promote economy of the city.

With a view to provide appropriate level of commercial activity and to cover the entire city to meet day today needs and special requirements of the public a three – tier system of Commercial activity is envisaged to accommodate required shopping. Central Business District has been proposed at City level, District / Community Centre has been

proposed at sub – city level and Local Shopping / Convenience Shopping Centre have been proposed at Sector level. Decentralization of core area is also envisaged in the master plan.

Environment: Urbanization has major environmental impacts over ecosystem of an area. A balance is required to be maintained between urbanization and environmental health of the settlement. Master Plan Jalandhar aims to create sustainable physical and social environment for improving the quality of life. Thus to control ambient air quality of Jalandhar, it has been proposed to run all commercial vehicles (like trucks local buses, taxis / auto rickshaws and tempos etc) on CNG.

By proper land use planning, a buffer can be created between location of public, semi-public and commercial activities along major transport routes and residential zones. Green buffer of thin leaved trees, land formations, mounds embankment, etc along major roads could also provide effective barriers to transmission of noise. It is also necessary to improve monitoring and implementation of the Noise Pollution, (Level) Rules 2000 and, to notify certain areas as 'No Horn Zones'. The design and surface material of roads and pavements should also ensure reduction of noise. Certain measures have been envisaged for the rejuvenation of Chitti Bein and Black Bein.

Physical Infrastructure: The continuous and haphazard urban growth has put severe pressure on basic physical infrastructure viz., water supply, sewerage, power, drainage and solid waste management. As a result these facilities are deficient and over burdened. Master Plan Jalandhar envisages an integrated approach for the provision and up gradation of physical infrastructure components i.e., water, sewerage - drainage for recycling, harvesting, optimal use of water, power generation etc. Master Plan aims to encourage innovative techniques and use of alternative technologies like solar energy, recycling of solid waste etc. Augmentation of sewerage network, water supply and drainage, provision of sewerage treatment plants and waste dumping sites, are some of the proposals which should be on priority.

Social Infrastructure: The requirements for social infrastructure for Local Planning Area, Jalandhar has been worked out on the basis of existing scenario of each component and the projected demand by 2031 using UDPFI Guidelines

Development Controls: To promote planned and organized development of different land uses, certain development controls have been formulated pertaining to ground coverage, FAR, permissible height etc.

Zoning Regulations: Zoning regulations have been detailed out in the last section of this report so as to have planned and organized development in the future course of time. These rules pertain to land use zones and procedure for permission for development / change of land use in area where Master Plan is in operation and application for licence of a colony and documents to be submitted for grant of licence etc.

PART II: REGIONAL SETTING AND HISTORICAL BACKGROUND

2.0 REGIONAL SETTING

2.0.1 State of Punjab

Punjab is one of the advanced states in the country, with highly productive agriculture, a well-developed physical infrastructure and a high human development index with industrious, painstaking and entrepreneur skills. It accounts for almost 1.53 per cent of India's geographical area and 2.37 per cent of its population. State is credited with ushering in the green revolution and white revolution in the country. It today contributes nearly 35% of the wheat and 70% of rice procured for distribution through the public distribution system. An agro-based and agro-oriented industrialization is another prominent feature of the state economy. The cumulative effect of all this is manifest in the high per capita income of the state, a position which Punjab has been holding for most of the years since its formation in 1966.

Historically, Punjab has experienced many upheavals and turmoil, which, in turn, have influenced building brave and unique character of Punjabis and opened its path of development. The contours of administrative map of Punjab have undergone extraordinary changes in the past. The nomenclature 'Punjab' was widely used during the reign of Akbar (A.D. 1556-1605). It was known as the Kingdom of Lahore during the reign of Maharaja Ranjit Singh (1700-1839). The British occupied it in 1849 and merged Delhi and the Hissar division of the former Northwest Province (now Uttar Pradesh) with Punjab in 1858. In 1901, Punjab's border districts situated across the Indus were taken away to form the Northwest Frontier Province. Subsequently, Delhi was separated from Punjab.

At the time of the partition of the India sub-continent in 1947, Punjab was bifurcated into two parts: West Punjab (Pakistan) and East Punjab (India). Of its 3, 59,179 square kilometers and 29 districts, only 1, 52,649 square kilometers and 13 districts were left with Indian Punjab.

With massive migration, post-partition Punjab was faced with the daunting task of providing basic infrastructure necessary to accommodate 40 lakh displaced persons. They were put in refugee camps, institutions and other available structures in in-sanitary conditions. The immediate task was to create the infrastructure to accommodate the refugee population. New towns were constructed and economic projects initiated for the resettlement of refugees from rural areas. The pattern, established during the period, has continued to guide the path of development in the state.

In 1956, at the time of the reorganization of states, the former PEPSU territory was merged with Punjab. In 1966, the state was further reorganized under the Reorganization Act 1966. There was a strong demand for the reorganization of the state on a linguistic basis so that satisfaction of regional sentiments could be harmonized with the process of development. The Punjabi speaking areas were carved out of the erstwhile Punjab on 1 November 1966. The Hindi speaking areas in the north were merged with Himachal Pradesh. The southern Hindi speaking areas were constituted into a new state of Haryana. The Punjabi speaking state was created in 1966, with 11 districts, including Rupnagar. The reorganization reduced Punjab to about two-fifths the size attained after the merger of PEPSU in 1956. This was one-seventh the area of Punjab before Independence. At present, the state is a linguistic unit inhabited by Punjabi speaking people with 20 districts.

2.0.2 Rapid Urban Growth

Punjab is urbanizing rapidly and its future seems to be urban. With urbanization standing at 33.95%, Punjab is ranked fifth major urbanized state of India after Tamil Nadu (43.86%), Maharashtra (42.40%), Gujarat (37.35%) and Karnataka (33.98%) and most urbanized states in the northwest region of the country. The percentage of urban population in Punjab has been on the rise continuously.

Looking at the growth of urban population vis-à-vis total population of state during last century (1991-2001) it has been observed that while total population of the state increased approximately 3 times (7.5 to 24.28 millions), during this very period urban population recorded enormous increase of 9 times (0.9 to 8.25

million) However, during the same period rural population grew only by 2.5 times (6.61 to 16.2 million). In 1901 when every 8th person was an urbanite, in 2001 every 3rd person came to live in the cities/ towns. The trends of urbanization were slow in the first half of century when urban population merely doubled (0.93 to 1.98 million) in the space of 5 decades (1901-1951). However, it picked up in the post-independence era and urban population grew by more than 4 times (1.98 to 8.25 million) during the second half of century (1951-2001). In absolute numbers, increase in urban population recorded during the last century was 73.11 lakh persons whereas level of urbanization increased from 12.39% to 33.95% indicating the massiveness of the state's urbanization. Last decade witnessed a sharp rise of 37.38% in urban population whereas in absolute number the addition to the urban centers was of the order of 2252341 persons. From the ongoing trend it can be envisaged that urban growth will be much faster in years to come.

Table No. 2.1: Trends in Urbanization – Punjab (1901 – 2001)

Census year	Total number of UA's / Towns	Total population	Total urban population	Percentage of urban population	Decennial growth		Annual exponential growth rate (urban)
					Absolute	Percent	
1901	76	7544790	934766	12.39	-	-	-
1911	62	6731510	813224	12.08	-121542	-13.00	-1.38
1921	59	7152811	869526	12.16	56302	6.92	0.67
1931	66	8012325	1168413	14.58	298887	34.37	3.00
1941	75	9600236	1657415	17.26	489001	41.85	3.56
1951	110	9160500	1989267	21.72	331853	20.02	1.84
1961	106	11135069	2567306	23.06	578039	29.06	2.58
1971	106	13551060	3216179	23.73	648873	25.27	2.28
1981	134	16788915	4647757	27.68	1431578	44.51	3.75
1991	120	20281969	5993225	29.55	1345468	28.95	2.58
2001	157	24289296	8245566	33.95	2252341	37.58	3.24

(Source: Census of India)

State of Punjab recorded a population of 24289296 in 2001. During 1991-2001, population of state increased by 40.07 lakhs out of which addition to urban population was of the order of 22.52 lakhs (56%) due to the fact that number of urban centers recorded a sharp increase from 120 to 157. Concentration of population in urban areas of Punjab is very high as compared to rural areas. Villages recorded low density as compared to urban areas giving a density ratio of 1:12 in favor of urban centers. Apparently, Punjab is one of the most densely populated states in India.

It is expected that by 2011¹, population of the state would be of the order of 276.78 lakhs out of which urban component would be 38.59% i.e. 106.18 lakhs people will be the urban residents. This would further result in excessive concentration of urban population.

Table No. 2.2: Trends in Urban Population in different size-categories of Cities & Towns

Year	Class I	Class II	Class III	Class IV	Class V	Class VI	All Classes
1951	3 [33.11] (658725)	2 [7.73] (153719)	17 [26.17] (520558)	20 [14.44] (287223)	36 [13.18] (262197)	2 [5.37] (106845)	110 [100.00] (1989267)
1961	4 [38.25] (981890)	5 [10.15] (260707)	23 [28.11] (721684)	20 [10.44] (267913)	35 [10.38] (266439)	19 [2.67] (68673)	106 [100.00] (2567306)
1971	4 [40.52] (1303128)	8 [15.84] (509389)	22 [22.20] (714176)	31 [13.32] (428413)	29 [6.84] (219911)	12 [1.28] (41162)	106 [100.00] (3216179)
1981	7 [46.38] (2155714)	10 [14.39] (668780)	27 [20.24] (940482)	36 [11.28] (524505)	40 [6.50] (301905)	14 [1.21] (56371)	134 [100.00] (4647757)
1991	10 [54.16] (3246224)	18 [19.91] (1193171)	25 [12.92] (774453)	46 [10.82] (648230)	14 [1.72] (102945)	7 [0.47] (28202)	120 [100.00] (5993225)
2001	14 [58.38] (4814405)	19 [16.45] (1356386)	35 [12.50] (1030623)	54 [9.82] (809366)	28 [2.52] (207891)	7 [0.33] (26895)	157 [100.00] (8245566)

(Source: Census of India, 1951, 1961, 1971, 1981, 1991 and 2001)

Note: -

Number of towns in each category (without bracket)

Percentage population in each class []

Total population in each class ()

Increase in share of Class I towns in total urban population of Punjab has resulted in over concentration of population and resources in few larger towns majority of which including Jalandhar are situated on the Grand Trunk Road. Map 1 shows spatial pattern of urbanisation and growth rate of Class I towns in Punjab.

2.0.3 State Economy

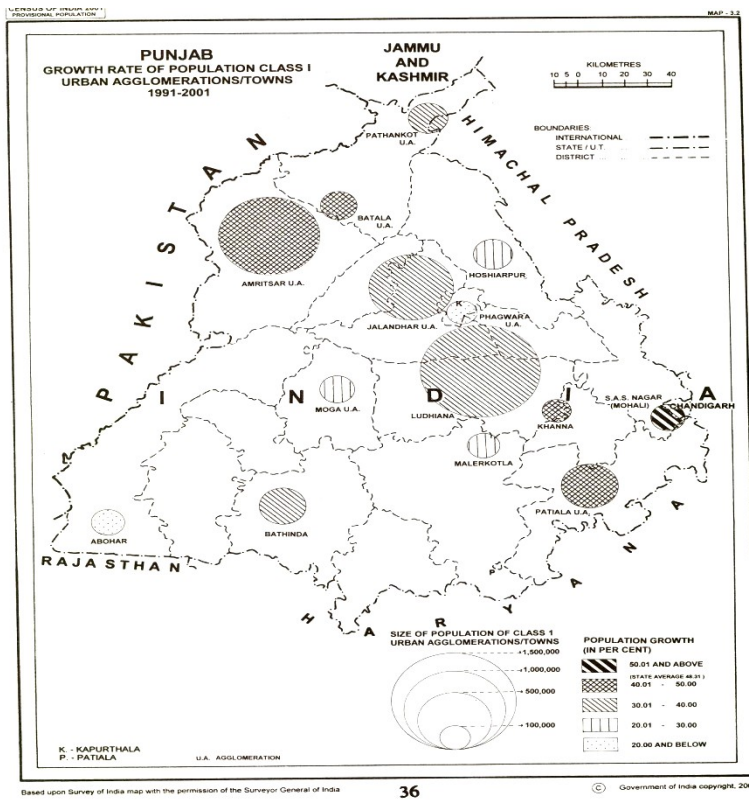
The Net State Domestic Product of the state has been tabulated as follows:

¹ Population Projections for India and states 2001-2026 Report of the Technical Group on Population Projections constituted by the National Commission on Population May 2006, Office of the Registrar General and Census Commissioner, India.

Table No. 2.3: Net State Domestic Product at Factor Cost by Industry of origin at 1999-2000 prices

Sr. No.	Sector	Rs. (in Lacs)							
		1999-2000	2000-2001	2001-2002	2002-2003	2003-2004	2004-2005	2005-2006	2006-2007
1	Agriculture	2403771	2559626	2644008	2555356	2785312	2915231	3165630	3617231
2	Forestry and Logging	20843	17055	21342	20184	19838	32285	32522	37101
3	Fishing	15210	16616	18147	21191	25463	22769	27615	30904
	Agri and Allied	2439824	2593297	2683497	2596731	2830613	2970285	3225767	3685236
4	Mining and Quarrying	429	351	1194	2614	2807	2640	2902	3026
	Sub total of Primary	2440253	2593648	2684691	2599345	2833420	2972925	3228669	3688262
5	Manufacturing	824963	875874	817157	896175	956934	1066040	1221776	1352700
	Manu – registered	495366	524193	472389	514154	520815	583085	671227	733718
	Manu – unregistered	329597	351681	344768	382021	436119	482955	550549	618982
6	Construction	286176	349307	386182	357921	438918	552564	703393	881140
7	Electricity, Gas and Water Supply	129602	151740	187201	177551	208112	146721	188230	201105
	Sub total of Secondary Industry	1240741	1376921	1390540	1431647	1603964	1765325	2113399	2434945
		1241170	1377272	1391734	1434261	1606771	1767965	2116301	2437971
8	Transport, Storage and Communication	248847	283576	340504	368182	416423	455417	519489	577516
	Railways								
	Transport by other means	248847	283576	340504	368182	416423	455417	519489	577516
9	Trade, Hotels and Restaurants	798461	1052177	1161192	1267789	1332332	1501375	1791833	2013662
10	Banking and Insurance	289762	309139	351329	407832	441021	471011	510670	549532
11	Real Estate, Ownership of dwellings and business services	242920	250244	251727	261205	269797	279991	284619	292361
12	Public Administration	275955	289163	304030	341854	366852	388153	425839	458884
13	Other Services	572417	619010	643428	673457	700179	790845	864075	930782
	Sub Total of Tertiary	2428362	2803309	3052210	3320319	3526604	3886792	4396525	4822737
14	State Domestic Product (Rs. Lacs)	6109356	6773878	7127441	7351311	7963988	8625042	9738593	10945944
15	Calculated State Domestic Product (Rs. Lacs)	6109356	6773878	7127441	7351311	7963988	8625042	9738593	10945944
16	Population	23854000	24310000	24621000	25076000	25540000	26012000	26493000	26983000
17	State Per Capita Income (Rs.)	25611	27865	28949	29316	31182	33158	36759	40566

Map 1: Spatial Pattern of Urbanization and Growth Rate of Class I Towns in Punjab.



2.1 THE LOCAL PLANNING AREA JALANDHAR – PUNJAB

The concept of Local Planning Area for the preparation of Master Plans of cities and towns in Punjab has been introduced under section 56 of the Punjab Regional and Town Planning and Development (Amendment) Act 2006 (earlier this act was known as the Punjab Regional and Town Planning and Development Act 1995). The Government of Punjab has declared Local Planning Areas for 44 cities / towns for providing better planning and regulating the development and use of land in planning areas. Out of these, 24 cities / towns (including Jalandhar) are in the priority list of the state government. In the above context the Local Planning Area, Jalandhar has been notified vide Notification No. 12/9/2007-4HG1/5541 dated 18.07.2007 and amended vide notification no. 12/9/2007-4Hg1/2026 dated 16.07.09 and amended vide notification no. 12/9/2007-4Hg1/2365 dated 26.08.09. The Chief Town Planner, Punjab has been designated as planning agency for Local Planning Area, Jalandhar by the govt vide notification 12/9/2007-4HGI/5694 dated 19/20 July 2007.

Jalandhar is located in District Jalandhar which is almost centrally located district among the 20 districts of Punjab State. It falls within Doaba region of the state. The city is located at the distance of about 160 kms South-East of Chandigarh, “The capital of Punjab”. River Beas flows at a distance of about 35 kms to the North of city. Jalandhar is third largest city of Punjab State

after Amritsar and Ludhiana having population (including Jalandhar Cantt.) of 7,54,608 persons as per 2001 Census.

Jalandhar is situated at North Latitude of 30° 19' and east Longitude of 75° 36' 48" with the General elevation of 780 m above mean sea level. A broad gauge railway line connecting Amritsar on one side and Delhi on the other sides makes the city easily accessible and is considered as the backbone of the state.

Jalandhar, the Divisional headquarters of the state and is situated on the national Highway 1 viz., the Grand Trunk Road and has an access to main Railway Line of Amritsar – New Delhi. The city is well connected with other areas of state and country through Road and Rail links. It is directly connected by road and rail with cities namely Ludhiana, Pathankot, Hoshiarpur, Kapurthala and Nakodar.

Jalandhar is specialized in manufacturing of sports goods, leather goods, hand tools, pipe fittings, surgical implements, agriculture implements & electrical goods etc. and is also famous for publishing houses and nearly 18 dailies are published in English, Punjabi, Hindi and Urdu.

2.2 CONSTITUENT AREAS AND JURISDICTION

As a first step towards the preparation of Master Plan Jalandhar, Local Planning Area has been delineated and notified under section 56 (1) of “The Punjab Regional and Town Planning and Development (Amendment) Act, 2006” in the official gazette. The Local Planning Area Jalandhar includes 5 cities / towns namely, Jalandhar, Phagwara, Adampur, Kartarpur and Alawalpur and Jalandhar Cantonment Board along with 268 villages. Out of these settlements, 4 towns and 229 villages fall in Jalandhar district, 2 villages in Shaheed Bahagat Singh Nagar district while Phagwara town and 37 villages come under the administrative boundary of Kapurthala district. The total area of Local Planning Area is 77538 hectares (775.38 sq kms); out of which 65893 hectares fall in Jalandhar district, 618 hectares in Shaheed Bhagat Singh Nagar district and rest of the 11027 hectares come under Kapurthala district. The detail of areas and population of Local Planning Area Jalandhar has been detailed out in Annexure I while the schedule of boundary has been detailed out in Drawing No. DTP (J) 7/2007 dated 21-06-2007 / 21-04-2009.

While delineating Local Planning Area of Jalandhar, the following factors mentioned in Rule 22 of the Punjab Regional and Town Planning and Development (General Rules 1995) have been considered:

- Administrative boundary limits of the villages and the district has been followed for better identification and management of the Local Planning Area.

LOCATION OF L.P.A JALANDHAR WITH RESPECT TO PUNJAB



- Geographical features of the area like Eastern Bein, Western Bein, Kala Sanghian Drain etc and other physical features like roads and railway lines have been also kept in mind.
- For better accessibility, the means of transportation and communication have been considered for better development of the area.
- The present and future growth trends and distribution of the population is another important factor considered for delineation of this area.
- Industrial location and trends of industrial growth.
- Economic base and commercial activities of the city / towns and their surrounding areas.
- Urban expansion trends and management of periphery areas for ecological and environmental balance have also been kept in mind.
- Dispersal of economic activities to alleviate pressure on Jalandhar city and balanced development of the area is another important factor which governed the delineation of Local Planning Area, Jalandhar.

2.3 PHYSIOGRAPHY AND CLIMATE

The physiography of Jalandhar city and its surrounding areas is a typically representative of an alluvial plain and it owes its origin to aggravation work of river Beas. The city is centrally located in the plain region which is marked for its flatness and featurelessness.

2.3.1 River and Drains

The Beas River, Western or Kali Bein and Eastern or White Bein, constitute the chief hydrographic features of the areas.

The Eastern Bein: - The drainage of the Shivalik hills passes through the Jalandhar Doab in two streams, the Eastern or White Bein and the Western or Black Bein. The Eastern Bein is first formed by a couple of drainage channels bringing rain water from villages of the Garhshankar Tehsil. It enters Nawanshahr Tehsil about 8 Kms from the Sutlej and is known as Jadla Bein there. Thence it runs north-west for about 26 Kms till it is joined by the Garhshankar Bein in village Bhaura. From Bhaura it continues in north-westerly direction for about 22 Kms in Nawanshahr Tehsil and 13 Kms in Phagwara Tehsil of Kapurthala district till it touches Ucha village in Jalandhar Tehsil. From Ucha, the stream takes south-westerly direction and is joined by Kali Nadi from the western part of Nawashahr Tehsil. It then reaches the Nakodar bet 6 Kms to the south west of Malsian and runs amongst west through the bet joining the Sutlej about 6 Kms above the confluence with the Beas. The stream is mostly knee-deep in winter but after

heavy rains, it rises rapidly and overflows its banks flooding the lands on either side. Even the bridge or Grand Trunk Road between Jalandhar and Phagwara used to get submerged during rainy season but had been raised appreciably.

The Western Bein: - The north-west of Jalandhar Tehsil drains into the Western Bein. This stream touches the district only two villages of Kudowal and Dhirpur, 6 Kms north-west of Kartarpur. There are three main drainage channels in the area which run westward to join the Western Bein. The most northerly channel is on the Hoshiarpur border. The middle one lies 4 to 6 kilometers southward. The most southerly channel is known as the Kingra Cho. During the rainy season this cho causes considerable soil erosion and when in fury it leads to loss to human life and property.

2.3.2 Climate

Climatic divisions and seasons and their duration: The cold season is from about the middle of November to the early part of March. The succeeding period upto June is the hot season. July, August and the first half of September is monsoon. Mid September to about the middle of November may be termed as the post monsoon or transitional period.

Temperature: June is generally the hottest month with the mean daily maximum temperature at 44.0°C and the mean daily minimum at 27.2° C. January is the coldest month of the year. The mean daily maximum in January is 19.5° C and the mean daily minimum is 6.4° C.

Rainfall: About 70 percent of the annual rainfall is received during period from July to September. The rainfall during the period of December to March accounts for about 16 percent of the rainfall. The average annual rainfall in the district is 649.9 mm (25.59”).

HISTORICAL BACKGROUND

3.0 BRIEF HISTORY OF THE CITY AND ITS LANDMARKS

According to a legend, this place used to be part of an ocean which receded to create kingdom for the "Daitya, King Jalandhar" from whom the city takes its name. It finds earliest mention in the times of King Kanishka (100 AD) when a conference of Buddhist theologians was held to collect manuscripts and preparing commentaries on them. Jalandhar gave rise to the Nath Movement and remained centre of its activity during the 8th to 10th century AD. The Samadh of Jogi Jalandhar Nath was situated at the place where now stands the shrine of Nasir-ud-din Chishti, constructed in the 15th Century. It was visited by Chinese traveler Hiuen Tsang when it was capital of Katoch Chiefs. At that time, the town was more than 3 km in circumference. It was occupied by Ibrahim Shah of Ghor in 1179-80 AD. Thereafter it remained in considerable importance in the struggle between Jasrath Khokhar and Muhammadan Governors in 1422-42 AD. During the Mughal period it served as capital of Jalandhar Doab. The last of the Mughal

Governors was Adina Beg who indulged in intrigues with Marathas and Sikhs. It was during the Governorship that Jalandhar was allowed to be burnt by Baba Badbhag Singh of Kartarpur in retaliation of burning of Kartarpur by Ahmed Shah Abdali in 1756 AD. In 1766 it fell in the hands of Sikhs of Faizullapuria misl under Khushal Singh. His son Budh Singh built a masonry fort which is known as Qila Mohalla. In 1811 it was annexed to Maharaja Ranjit Singh's dominions under the command of Diwan Mohkam Chand. Thereafter it served as capital of Lahore state in Jalandhar Doab. It later passed over to the British after the first Anglo Sikh War in 1845-46.

The city comprise of bastis founded and inhabited by the Pathans, which are as follows : Basti Danishmandan, Basti Sheikh (Darvesh), Basti Ghuzan, Basti Bawa Khel, Basti Pirdad, Basti Shah Kulli, Basti Shah Ibrahim, Basti Mithu Sahib, Basti Nau. The town had 12 Kots, 12 gates and 12 bastis. The kots were having predominantly Hindu population whereas bastis were mostly Muslim dominated areas. Since after 1947, the city has regained its lost glory.

It was made temporary capital of Punjab in 1947 but later shifted to Shimla and ultimately to Chandigarh. Jalandhar was known as mint city as copper coins were minted here during the reign of Akbar. It was also famous for copper, brass and bronze utensils. Besides, jars of earth and brass were manufactured here. Cotton and wool weaving industry and preparation of silk yarn for looms was also an important industry which has vanished with the Muslims, who migrated to Pakistan after partition of sub-continent.

After partition the town has made good progress in the field of industries, especially, sports goods, pipe fittings, hand tools, rubber goods, leather products, surgical instruments, auto parts, agricultural implements, ball bearings, motor body building, electrical appliances, household appliances, valves and cocks etc.

There are number of religious places in the city, such as temple of Varinda, wife of Jalandhar (also known as Tulsi Mandir) and a tank associated with Jalandhar ; Gupha Mandir, where image of Annapurana is installed; Brahm Kund; Shitla Mandir (as old as town itself); Devi Talab Mandir (Since renovated) with old Kali temple; Sanyas Ashram; Nathan-di-Bagichi; Darbar Muhammad Jamal Zohra; Baba Jhandianwala; Tomb of Imam Nasir-ud-din and Samadh of Baba Sodhal (a child deity). A two days fair is held at the Samadh of Baba Sodhal in August-September every year. Besides a musical festival is held every year in the month of December in memory of Saint Harballabh, a great singer of his times, at Devi Talab, which continues for four days. All the renowned musicians from different parts of country actively participate in this fair.

Institutional Development: The Municipal Committee, Jalandhar was created in 1867 and raised to Class-I in 1950 under the Punjab Municipal Act 1911. Under the Punjab Municipal

Corporation Act. 1976, it was further elevated to Municipal Corporation by Punjab Government on 5th July 1977. Many villages surrounding the city are now part of Municipal Corporation Jalandhar.

Educational, Health Care and Recreation – Entertainment Infrastructure: Jalandhar is a Municipal Corporation city, which reported a population of 714077 persons as per 2001 Census, against 509510 persons reported in 1991 Census. The city has 12 colleges, 2 B.Ed. training colleges, a Guru Nanak Dev University Regional Centre, an Ayurvedic College, a Dr. B.R. Ambedkar National Institute of Technology, 2 Polytechnics, 2 ITIs, 21 Senior Secondary Schools, 26 high schools, 18 middle schools and 117 primary schools. Besides there are 9 hospitals (one Ayurvedic), 5 health centres, 27 dispensaries (13 ayurvedic, 1 homeopathic, 1 unani), 4 family centers, a TB hospital, 7 other clinics/ hospitals, 3 stadiums, 15 cinemas, 10 public libraries and 48 reading rooms. There are two research stations and one research sub-station engaged in sugarcane, cotton and potato research, a central institute of hand tools and a leather institute. The government has also opened number of quality marking centers for standardizing quality of various products locally manufactured.

3.1 MAJOR EVENTS IN THE PLANNING HISTORY

The events in the history are important to know since these give the idea about the type of development a city underwent over the passage of time. The events in the planning history of Jalandhar city are listed in chronological order as follows:

Table No. 2.4: Major events in Planning History

Sr. No.	Year	Event
1	7 th Century AD	Chinese traveler Huen Tsang described Jalandhar as independent identity
2	Mughal era	Jalandhar was the capital of Northern India
3	Till 1846	Jalandhar Doaba was ruled by the Sikhs
4	1846	British Commissioner's headquarter set up & Jalandhar Cantonment established
5	1852	The Municipal Committee founded (one of the oldest)
6	1870	First rail link established
7	1945	Establishment of first Town Planning Scheme
8	Till 1947	Remained under British Rule and was a Divisional Headquarter
9	1947	Remained State Capital Headquarter
10	1947	Made temporary capital of united Punjab after partition
11	16.05.1948	Establishment of AIR
12	1950	Municipal Committee raised to Class-1
13	1951	Establishment of first Industrial Area
14	1960	Establishment of first Development Scheme
15	1971	Development of First Urban Estate
16	5 th July 1977	Municipal Committee elevated to Municipal Corporation
17	13.04.1979	Establishment of Doordarshan Kendra
18	1987	Establishment of Dr. B. R. Ambedkar National Institute of Technology
19	January 1997	Establishment of Punjab Technical University
20	2005	Establishment of Pushpa Gujral Science City
21	2005	Establishment of Lovely Professional University
22	18.07.2007	Constitution of Local Planning Area, Jalandhar

(Source: District Gazetteer, Jalandhar)

4.0 LEGAL FRAMEWORK FOR MASTER PLAN

4.0.1 Legal Set Up

Legislative support is an essential tool to control the planning and development activity in a state. Some states like Goa, Gujarat, Himachal Pradesh, Karnataka, Madhya Pradesh, Maharashtra, Manipur and Mizoram etc have comprehensive legislation which provided for urban planning and development in a regional perspective beyond the city limits and coordinated with the overall framework of economic development, priorities and resource availabilities.

Punjab state is the new entrant in this field. The first ever legal tool namely The Punjab Regional and Town Planning and Development Act, 1995 (PRTFDA) was enacted in the year 1995 (Punjab Act No.11 of 1995) which has been amended in the year 2006 and now this act is known as “The Punjab Regional and Town Planning and Development (Amendment) Act 2006” (Punjab Act No. of 2006). This is an act to make provision for better planning and regulating the development and use of land in planning areas delineated for that purpose, for preparation of Regional Plans and Master Plans and implementation thereof, for the constitution of a State Regional and Town Planning and Development Board, for guiding and directing the planning and development processes in the State, for the constitution of a State Urban Planning and Development Authority. Special Urban Planning and Development Authorities and New Town Planning and Development Authorities, for the effective and planned development of planning areas and for undertaking urban development and housing programs and schemes for establishing new towns and for matters connected therewith or incidental thereto.

Prior to the enactment of the Act ibid the Town Planning Activity within urban areas was being governed by different legislations such as The Town Improvement Act 1922, The Punjab Municipal Act 1911, The Punjab Municipal Corporation Act 1976, The Punjab Urban Estates (Development and Regulation) Act 1964 etc but no comprehensive legislation was available for the overall control and development at local and regional level.

4.1 MAIN PROVISIONS OF THE LAW

The Punjab Regional and Town Planning and Development (Amendment) Act 2006

The act is the sole legal framework available for preparing Master Plans and Regional Plans. It is a comprehensive act and provides for the manner in which the use of land in the area of a planning authority shall be regulated. The act also prescribes specific time period for various steps in the plan preparation process.

The act intends to achieve the following main objectives:

- I. To consolidate, with suitable modifications, in one place laws dealing with the different aspects of urban development.
- II. To set up a high powered Board to advise the State Government and to guide and direct planning and development agencies, with respect to matters pertaining to the planning, development and use of urban and rural land.
- III. To set up a State level Urban Planning and Development Authority and to provide for the setting up of a Special Urban Planning and Development Authorities and New Town Planning and Development Authorities to promote and secure better planning and development of different regions, areas and cities.
- IV. To create a legal and administrative set up for the preparation and enforcement of Master Plans for regions, areas and for existing and new cities.
- V. To make the whole programme of urban development mainly a self - sustaining and self - paying process.
- VI. To interlink land development and house construction permitting full exploitation of the urban land resource to provide a boost to the programme of house construction, especially the Economically Weaker Sections of the Society.
- VII. To provide a legal, administrative and financial framework for the preparation and execution of Town Development Schemes aimed at filling the gaps in the required civil infrastructure and securing the renewal and redevelopment of congested and decayed areas in the existing towns.

The following sections of the Act deal with the preparation of Master Plans:

U/s 56(1)

Under section 56(1) of this chapter, Local Planning Areas are notified in the official gazette for preparing Master Plan. Once an area has been declared under section-56 (1), no person can institute or change the use of land for any purpose or carry out any development in respect of any land without the previous permission of competent authority until the Master Plan comes into operation. However, this prohibition does not apply to any area comprised in abadi deh of any village falling inside its lal lakir or phirni.

U/s 57

This section deals with the designation of Planning Agencies. As soon as may be, after declaration of a local planning area or a site for new town, the State Government may designate planning agency for that area.

U/s 58

Section 58 of the act states that the

- (1) Designated Planning Agency will work under the overall directions and control of the State Government.
- (2) The state Government may assign any or all of the following functions to the Designated Planning Agency, namely to
 - (i) Carry out survey of the regional planning area, local planning area or a site for new town, as the case may be, and prepare reports on the surveys so carried out;
 - (ii) prepare an existing land use map and such other maps as may be necessary for the purpose of preparing regional plan and outline master plan, a new town development plan or a comprehensive master plan, as the case may be;
 - (iii) Prepare a regional plan, an outline master plan, a new town development plan or a comprehensive master plan.
- (3) Subject to and in accordance with the directions of the Govt., a designated planning agency shall exercise all such powers as may be necessary or expedient for the purposes of carrying out its functions under this act and also perform any other functions which are supplemental, incidental or consequential to any of the functions specified in sub section (2) or as may be prescribed.

U/s 59

This section deals with the preparation of present land use map and fixes six months time for this purpose, which may be extended by the State Govt. from time to time.

U/s 60

Section 60 provides for expenses that the State Government may determine for payment to the designated planning agency as contribution towards the expenses incurred by it in the discharge of its functions.

CHAPTER X

This chapter deals with the preparation and approval of Master Plans of towns / cities.

U/s 70 (1)

This section states that the planning agency shall not later than one year after declaration of planning area and after the designation of that agency for that area shall prepare and submit to the state government a master plan for its approval. The Master Plan so prepared shall –

- a) Indicate broadly the manner in which the land in the area should be used.
- b) Allocate areas or zones of land for use for different purposes.
- c) Indicate, define and provide the existing and proposed highways, roads, major streets and other lines of communication.

cc) Indicate areas covered under heritage site and the manner in which protection, preservation and conservation of such site including its regulation and control of development, which is either affecting the heritage site or its vicinity, shall be carried out.

d) Include regulations to regulate within each zone the location, height, number of storeys and size of buildings and other structures, open spaces and the use of buildings, structures and land.

U/s 70 (2)

Section 70(2) regulates the form and contents of the master plan and shall include such maps descriptive matter as may be necessary to explain and illustrate the proposals in the master plan.

U/s 70 (3)

This section has the provision for the state government to direct the designated planning agency to publish the existing land use plan and master plan and the information regarding the place or places where copies of the same may be inspected by the public for inviting objections in writing with respect to existing land use plan and master plan within a period of 30 days from the date of publication.

U/s 70 (4)

Under this sub section, the state government after considering the objections and in consultation with the board may direct the designated planning agency to modify the master plan or approve it as such.

U/s 70 (5)

Under this sub section, the Designated Planning Agency after approval of the state government shall publish the final master plan in the official gazette after carrying out the modification if any under intimation to the state government within a period of 30 days from the date of according approval by the state government.

U/s 75

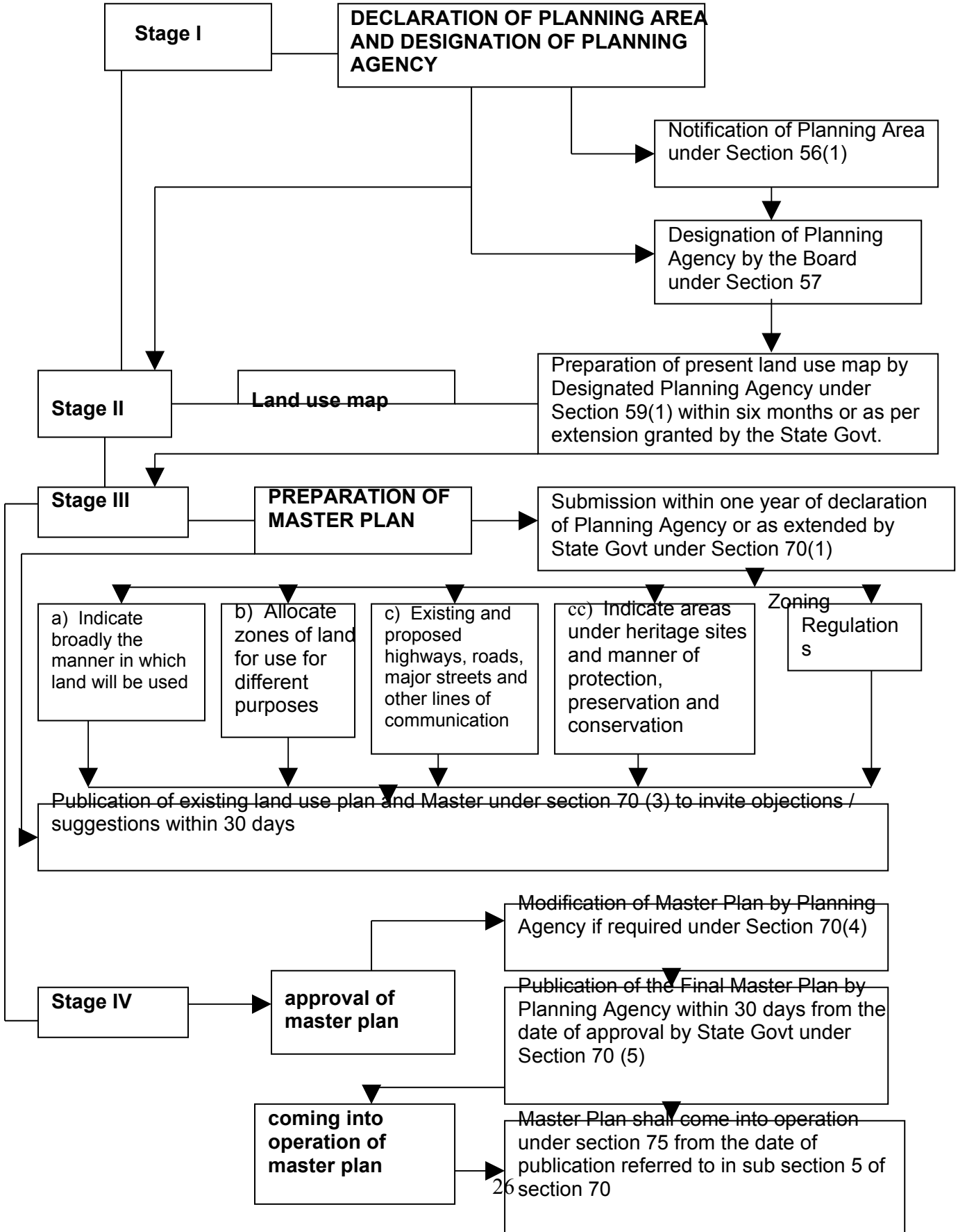
According to this section, the Master Plan shall come into operation from the date of publication. Refer to sub section 5 Of section 70.

U/s 76

This section provides for the amendment in the master plan and says that at any time after the date on which the master plan for an area comes into operation, and at least once after every ten years, after that date, the Designated Planning Agency shall after carrying out such fresh surveys as may be considered necessary or as directed by the government, prepare and submit to the government, a Master Plan after making alterations or additions as it considers necessary.

The flow chart showing the process of Master Plan preparation and approval is illustrated below:

STAGES OF MASTER PLAN PREPARATION
 (As per the provisions of the Punjab Regional and Town Planning
 and Development (Amendment) Act 2006)



4.2 OTHER LEGAL TOOLS

The legal provisions / acts mentioned below though do not have direct role in the preparation of Master Plan, but they have a definite role to play in the implementation of the proposals of the Master Plan.

CHAPTER XI OF PUNJAB REGIONAL AND TOWN PLANNING AND DEVELOPMENT (AMENDMENT) ACT 2006:

This chapter describes the legal provisions available for the control of development and use of land in area where Master Plan is in operation. As per the legal provisions, the Master Plan has a statutory force and the land cannot be used for a purpose which is not permitted by the same. Section 79 to 90 under this chapter lay down the procedure for grant of permission / prohibition of development, power to revoke or modify the permission for Conversion of Land use, penalty for unauthorized development or for use otherwise than in conformity with Master Plan.

Section 87 to 89 of this chapter lay down the procedure for the removal of unauthorized development whereas Section 90 empowers the Competent Authority to cancel the permission granted under Section 81, if such permission is found granted in consequence of any material misrepresentation or any fraudulent statement or information furnished by the owner of the building / land as the case may be.

TOWN DEVELOPMENT SCHEMES (Chapter 12, Section 91 of the Punjab Regional and Town Planning and Development (Amendment) Act 2006)

Chapter 12, Section 91 of the Act deals with the preparation of Town Development Schemes. Although Town Development Scheme does not have any role to play in the preparation of Master Plan but has a significant role in the implementation of Master Plan by way of planned development and through making land available for the open spaces, recreation, education and

health services, transport and communication network, water supply, sewerage, sewage disposal and other public utilities including electricity and Gas etc.

PUNJAB APARTMENT AND PROPERTY REGULATION ACT, 1995

The Punjab Apartment and Property Regulation Act, 1995 has been enacted with a view to regulate the promotion of the construction, transfer and management of apartments on ownership basis, to regulate colonies and property transactions and to provide for registration of promoters and estate agents and enforcement of obligations on promoters and estate agents and for matters connected therewith or incidental thereto. Before the enactment of 1995 Act, the Punjab Regulation of Colonies Act, 1975 occupied the field. However, it was felt that the private colonizers were operating in the State with the sole motive of making profits without regard to the interest and rights of individual buyers of plots / flats. In order to check, control and regulate the activities of private colonizers and protect the interest of the consumers keeping in view the National Housing Policy, the legislature enacted the 1995 Act.

Though this Act does not have any bearing on the formulation of the Master Plan, but the act is an important tool for ensuring planned development within the framework of Master Plan. Master Plan envisages neat and clean living environment with a reasonable level of social and physical infrastructure for the inhabitants. This act helps in achieving these objectives of the Master Plan if enforced in the right manner enacting proper urban land development policies in the following manner:

1. It provides planned development by checking, controlling and regulating the activities of the private developers.
2. It makes funds available for off-site or external development.
3. It provides land for the development of social and physical infrastructure through the mechanism of planned development.
4. It also has the provision to make social housing available at low prices for Economically Weaker Section of the society.

PUNJAB TOWN IMPROVEMENT ACT, 1922

The Punjab Town Improvement Act, 1922 is another tool which plays a significant role for the implementation of Master Plans in the following manner:

2. It helps to provide planned development through the mechanism of Development Schemes.
3. It makes land available for the development of social and physical infrastructure like schools, health, parks and play grounds, good road network etc.

4. It also provides social housing to Economical Weaker Sections and thus helps to check the growth of slums.

Note:

The Punjab Municipal Act 1911 and the Punjab Municipal Corporation Act 1976 is not being mentioned because of the reason that Section 192 (1c) of the Act ibid under which Town Planning Schemes were being prepared has been struck down by Hon'ble Supreme Court in a case reported as AIR 1994-SC-2550 and till date no amendment to this section has been effected by the Local Government.

PART III: EXISTING SITUATION

5.0 POPULATION GROWTH AND CHARACTERISTICS

The population study of Jalandhar city is done decade wise which helps in bringing out the trends of the growth rate, literacy level, sex ratio etc. of the city. The identity of the town depends upon the character of population so; it is an important component for town planning. The following studies related to demographic factors for Jalandhar city has been conducted to know the demographic character of Jalandhar city.

Jalandhar city had a population of only 135283 in the year 1941. However due to sudden influx of refugees from West Pakistan, around 67,000 more people descended in Jalandhar. The city population profile indicates that during the decades of 1941-1951 and 1951-1961, it registered a growth of 49% whereas in 1981-1991, the growth in population touched 31%. However, during the period of 1991-2001, the growth rate came up to 39.47 % because of normalized social and economic conditions which is almost 2% above the urban population of Punjab.

The urban growth is dynamic and continuous process. The city today faces multifarious physio-socio-economic and infrastructural problems. These, in turn, has lead to haphazard growth, overcrowding, congestion, insanitation, housing shortage, acute traffic problems, thereby further deteriorating the healthy living environment.

5.0.1 Population density

The population density of the city within municipal limits has been tabulated below:

Table No.5.1: Population density (within Municipal Limit)

Year	Population	Area (In hectares)	Population Density	
			Persons / sq km	Persons / hectare
1981	441552	10903	4050	40.50
1991	541050	10903	4962	49.62
2001	754608	10903	6921	69.21

(Source: Census of India, 1981, 1991, 2001)

Population density of M.C. Jalandhar has increased from 40.5 persons per hectare in 1981 to 69.2 persons per hectare in 2001. This is because of large scale migration taking place to Jalandhar city caused by the growth of industrial and trade and commerce sectors. Population density in 1981 in Jalandhar city was on lower side as there was increase in M.C. area i.e. 77.78 sq. km. in 1971 to 109.03 sq. km. in 1981. Local Planning Area, Jalandhar has a gross density of 16.3 persons per hectare in 2001.

In order to study population density of Jalandhar city a ward wise map has been prepared. The existing population of 2001 census has been depicted in circle diagrams for each ward. Orange colour depicts low population density of range up to 50 persons per acre, red colour is used for those wards having medium population density ranging between 51-150 persons per

acre and green colour shows the wards with high population density above 150 persons per acre.

A careful study of the map brings out the following pattern in municipal limits of Jalandhar:

1. The core area of the city mainly comprising ward number 6, 7, 8, 9, 17, 25, 26 and a part of 30 has high density of population viz., above 150 persons per acre. This is because the core area has small plot sizes with high rise (up to four storeyed) and congested development with minimum area under narrow roads, open spaces and other physical and social infrastructure. Secondly the mixed land use character of this zone is also a factor which results in high population density.
2. As we move away from the core of the city, the ward wise density of population starts decreasing as seen in the ward number 5, 32, 23, 24, 11, 16, 19, 22 etc. This is due to the reason that the nature of development in these areas is comparatively low rise, plot sizes are bigger than those in the core area, thirdly the roads are wider and level of social and physical infrastructure in these wards is also better. Ward number 30, 52, 53 and 40 are the exceptions in this zone with low population density (less than 50 persons per acre) as most of the schools, colleges, railway station and railway colonies fall in these wards.
3. As we further move away from the core of the city we find wards with low population density (less than 50 persons per acre). These areas are either sparsely built up or under development. The ward numbers 10, 13, 14, 15 etc are work areas (industrial) with minimum living areas. Also the area of these wards is larger than the wards in the core area of the city.

Table No. 5.2: Population Density of wards of Jalandhar city

Sr. No.	Population Density	No. of wards	Wards
1	Up to 50 persons per acre	29	1, 2, 3, 4, 10, 12, 13, 14, 15, 18, 27, 29, 30, 33, 34, 37, 40, 44, 45, 46, 47, 48, 49, 50, 51, 52, 53, 54, 55
2	51 – 150 persons per acre	19	5, 11, 16, 19, 20, 21, 22, 23, 24, 26, 28, 32, 35, 36, 38, 39, 41, 42, 43
3	Above 150 persons per acre	7	6, 7, 8, 9, 17, 25, 31

(Source: Municipal Corporation, Jalandhar)

5.1 POPULATION GROWTH SINCE 1901 OF THE CORE CITY

The population of the core city since 1901 has been tabulated in the following table so as to determine the population growth trends:

Table No. 5.3: Population Growth since 1901 of the core city

Sr. No.	Year	Population of Jalandhar Municipal Corporation (persons)	Decadal growth rate of population of Jalandhar city (percent)
1	1901	67735	-
2	1911	69418	2.48
3	1921	71008	2.29
4	1931	88430	24.53
5	1941	135283	52.98
6	1951	201990	49.30
7	1961	264393	30.89
8	1971	329830	24.74
9	1981	441552	33.87
10	1991	541050	22.53
11	2001	754608	39.47

(Source: Census of India)

5.2 POPULATION GROWTH OF CONSTITUENT PARTS 1981 – 2001

The decadal population of the constituent parts of the planning area has been tabulated as follows so as to determine the growth rate of population. In the table no. 5.3, the population of urban settlements as well as rural settlements has been tabulated while in the table no. 5.4, the growth rate has been determined from 1981 to 2001.

Table No.5.4: Population of constituent parts of LPA, Jalandhar

Area	1981	1991	2001
M.C. Jalandhar including Cantonment Board	441552	541050	754608
Phagwara, Municipal Council	72499	88316	102253
Kartarpur, Municipal Council	17878	21093	25157
Adampur, Municipal Council	10960	15331	16707
Alawalpur, Municipal Council	5851	6468	7172
Villages of District Jalandhar (229)	217529	251927	291172
Villages of District Kapurthala (37)	40097	46451	55958
Villages of District Shaheed Bhagat Singh Nagar (2)	5160	6389	7565
Total	811526	977025	1260592

(Source: District Census 1981, 1991, 2001)

Table No.5.5: Population growth of constituent parts of LPA, Jalandhar

Year	Population (in persons)	Growth Rate (%)
1981	811526	-
1991	977025	20.39
2001	1260592	29.02

(Source: District Census 1981, 1991, 2001)

5.2.1 Population growth of Local Planning Area

In order to study the pattern of population growth in Local Planning Area, Jalandhar a settlement wise population growth map has been prepared. Population of three decades viz., 1981, 1991 and 2001 has been depicted in circle diagrams for each settlement. Blue colour depicts population of 1981, red colour is used for population figures of 1991 and green colour shows the population of 2001. A careful study of the map brings out the following pattern of growth in Local Planning Area, Jalandhar:

1. Sharp increase (above 20% decadal growth) has been noted in the settlements falling in the peri urban areas of Jalandhar, Phagwara and Adampur settlements. This is because of the fact that a considerable percentage of population especially belonging to lower income group which cannot bear the burden of paying high price for housing accommodation within the urban areas tend to reside in the rural settlements which are in the near proximity of the urban settlements and secondly the new housing, commercial and industrial establishments also tend to establish in the peri urban area of the urban settlements due to its near proximity to the urban infrastructure etc. This increase is mostly concentrated in the southern part of the city. This is because most of the living areas of the city are concentrated in this part and the

environment is also conducive to living. The north and north – eastern parts shows less number of settlements as most of the industrial areas are located in this direction.

2. Map also shows that the most of the settlements located along or near to the major transport corridors have also shown a considerable increase (between 11 to 20%) in population during 1981 – 2001 i.e., the settlements on Jalandhar – Phagwara Road (NH-1), Jalandhar – Amritsar Road (NH-1), Jalandhar – Hoshiarpur Road (NH-70), Jalandhar – Pathankot Road (NH-1A), Jalandhar – Nakodar Road (NH-71) and Jalandhar – Kapurthala Road have shown comparatively higher increase in population during the past two decades than other settlements which are away from the major transport corridors or are distantly located from urban settlements.

5.3 DEMOGRAPHIC PARAMETERS

5.3.1 Sex Ratio

The numerical measurement of sex composition of population is often expressed in terms of sex ratio. According to 1981 census, there were 863 females for every 1000 males in Local Planning Area of Jalandhar. In 2001, the sex ratio was 865, which show the sex ratio has increased from 1991 to 2001. The sex ratio of Punjab state is 876 in 2001, which is on higher side as compared to Jalandhar city.

Table No. 5.6: Sex ratio

Year	Total	Males	Females	Sex ratio
1981	811526	435602	375924	863
1991	977025	518041	458984	886
2001	1260592	675987	584605	865

(Source: District Census, Jalandhar)

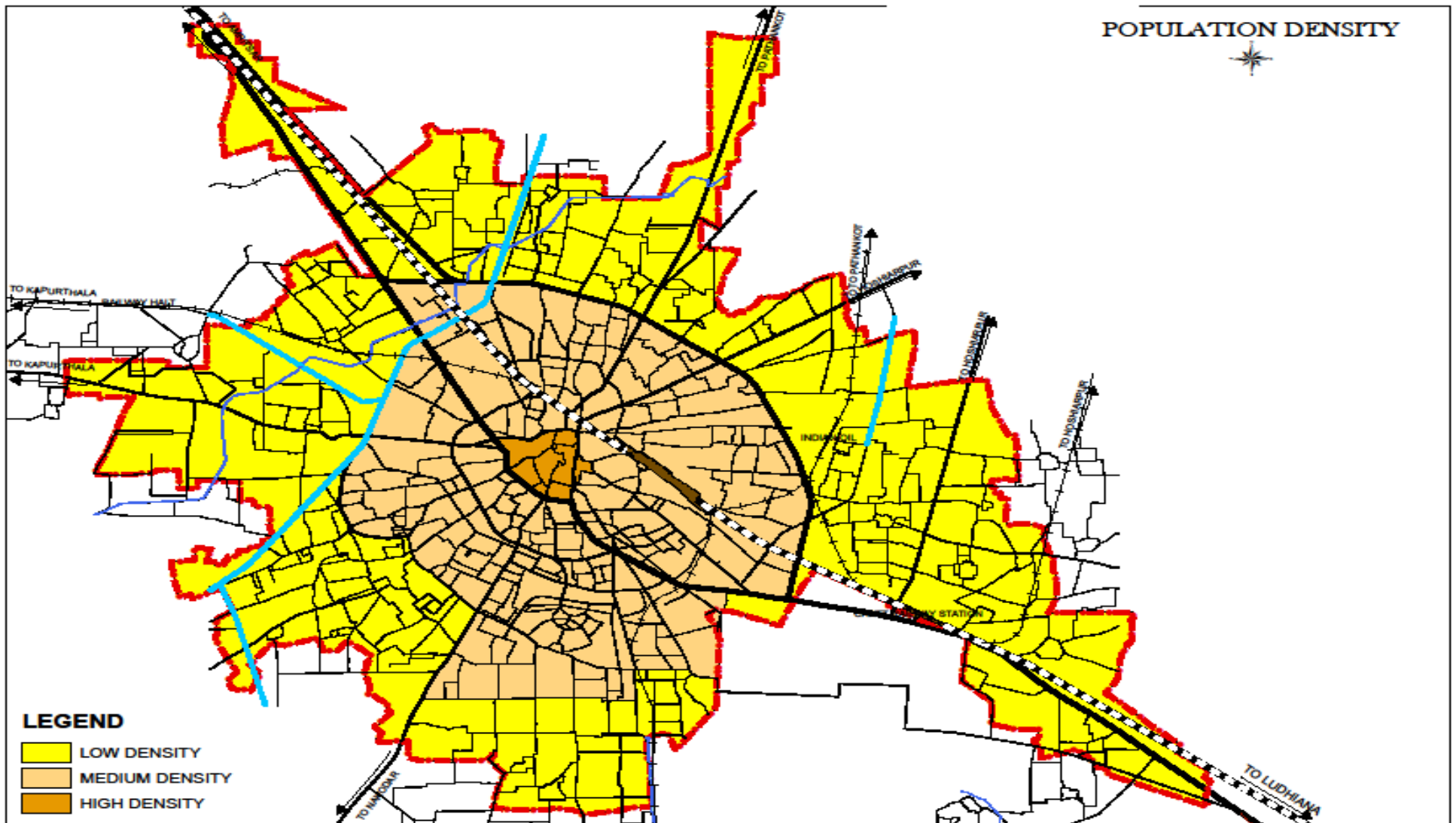
The paucity of females has been attributed to the practice of female infanticide in the past. This legacy of the past is still having its impact felt on the sex ratio of the Local Planning Area of Jalandhar city. This also shows that more male labour has migrated to Jalandhar for job purpose. Thus, the sex ratio puts impact on the occupational structure of the city and its local planning area and it decides the requirement of various facilities and services.

5.3.2 Literacy

Table No. 5.7: Literacy Rate

Year	Total Population	Total literates	%age of total pop	Males		Females		Literacy Rate (in %age)
				Number	%age	Number	%age	
1981	811526	335064	41.29	203503	61	131561	39	41.29
1991	977025	608422	62.27	345507	57	262915	43	62.27
2001	1260592	893917	70.91	473382	53	420535	47	70.91

(Source: District Census, Jalandhar)



Above table depicts that the literacy rate is increasing According to 2001 census the total literacy rate of Local Planning Area is 70.91%. Out of the total literate population 53% are male and 47% are females. In comparison with 1981 and 1991 the rate is growing. In 1991 male literates were 57 % and female were 43% where as in 1981 male literates were 53 % and female were 47% respectively.

Literacy rate is high in comparison with Punjab state i.e. 70 % in 2001; this means the people of this city are more aware about education. The literacy rate is high in Local Planning Area of Jalandhar city because its resources are been utilized properly and it is developing at a fast pace and people of Jalandhar are aware. Due to N.R.I status of most of the families which also contribute toward literacy rate. The increasing literacy rate is also a potential for the city because with this the civic sense is increasing along with the optimum use of resources. It affects physical and economic development in a positive way.

5.3.3 Religious Composition

Table No5.8: Existing Religious Composition

Religion	No. of Persons	% age of total population of Jalandhar LPA
Hindu	744254	59.04
Sikh	475873	37.75
Muslim	11093	00.88
Christian	14245	01.13
Others	15127	01.20
Total	1260592	100.00

(Source: District Census, Jalandhar)

Hindus constitute majority i.e.59.04% in Jalandhar while 37.75% are Sikhs, 1.13% Christian, 0.88% Muslims and rest of the population comprise of other religions. This religious community composition decides the number, location and area under various religious places like Temples, Gurudwaras, Mosques, and Churches etc. The past trend shows Christian population is increasing at a very higher rate, hence special planning consideration to be given to their religious sentiments as well as to other respective religious communities.

5.3.4 Caste Composition

Table No. 5.9: Scheduled Caste population & %age of SC Population to total Population

Year	SC Population	%age of SC Pop to Total Pop
1981	191717	23.6
1991	337811	34.6
2001	421520	33.4

(Source: District Census, Jalandhar)

The total SC population in the Local Planning Area of the Jalandhar city is 421520 persons which is 33.4% of the total population in 2001. Where as the average of SC population in Punjab state 28.85% of total population, which shows that the percentage of SC population in Local Planning Area is more than that of Punjab state.

5.4 POPULATION GROWTH IN THE CONTEXT OF PUNJAB STATE

Table No.5.10: Growth Trends – Urban Population in Punjab and Jalandhar

Year	Urban population of Punjab (persons)	Population of Jalandhar M.C. (persons)	Population of Jalandhar M.C. as percent of total urban population of Punjab	Decadal growth rate of urban population of Punjab (percent)	Decadal growth rate of population of Jalandhar city (percent)
1901	934766	67735	7.24	-	-
1911	813224	69418	8.53	-13.00	2.48
1921	869526	71008	8.16	6.92	2.29
1931	1168413	88430	7.56	34.37	24.53
1941	1657414	135283	8.16	41.85	52.98
1951	1989267	201990	10.15	20.02	49.30
1961	2567306	264393	10.29	29.06	30.89
1971	3216179	329830	10.25	25.27	24.74
1981	4647757	441552	9.50	44.51	33.87
1991	5993220	541050	9.02	28.95	22.53
2001	8245566	754608	9.15	37.58	39.47

(Source: Census of India)

It is evident from the above table that growth rate of Jalandhar city is more than Punjab state while in tri-decade of 1971-1991, urban growth rate is marginally less than that of the state while overall urban growth rate of the city is more as compared to the whole state.

The growth rate of urban population has been so volatile in the post 1961 period because of following mentioned factors:

The city sufficiently away from the International Border of Pakistan, thus it is considered as one of the safe city to live in.

Centrality factor plays pivotal role in this increase of the population.

Better accessibility and the presence of better health and educational facilities.

Clean and spacious city

A city with fertile tract of the land

The city which is least affected in the terrorism era.

From 1971 to 2001, Jalandhar grew almost 2.5 times in population (from 3.29 lakh to 7.54 lakh) but more than 5 times in physical size (from 19211 to 26930 Acres). Most of city growth was haphazard and unplanned, resulting in highly uneconomical use of agricultural land for urban purpose. Outcome of such a development was visible in serious shortfall in urban infrastructure.

Table No. 5.11: Population of Punjab State (1981-2001)

Sr. No.	Population	1981	1991	2001
---------	------------	------	------	------

1	Total	16788915	20281969	24358999
2	Urban	4647757	5993225	8262511
3	Rural	12141158	14288744	16096488

(Source: Census of India)

Table No. 5.12: Population Growth of Punjab State (1981-2001)

Sr. No.	Population	1981	1991	2001
1	Total	-	20.81%	20.10%
2	Urban	-	28.95%	37.86%
3	Rural	-	17.69%	12.65%

(Source: Census of India)

Table No. 5.13: Population of Local Planning Area (1981-2001)

Sr. No.	Population	1981	1991	2001
1	Total	811526	977025	1260592
2	Urban	548740	672258	905897
3	Rural	262786	304767	354695

(Source: Census of India)

Table No. 5.14: Population Growth of Local Planning Area (1981-2001)

Sr. No.	Population	1981	1991	2001
1	Total	-	20.39%	29.02%
2	Urban	-	22.51%	34.75%
3	Rural	-	15.98%	16.38%

(Source: Census of India)

Table No. 5.15: Share of Local Planning Area in Punjab

Sr. No.	Share of LPA	1981	1991	2001
1	Total	4.83%	4.82%	5.18%
2	Urban	11.81%	11.22%	10.96%
3	Rural	2.16%	2.13%	2.20%

(Source: Census of India)

6.0 ECONOMY AND EMPLOYMENT

6.1 SALIENT FEATURES OF PUNJAB'S ECONOMIC GROWTH

Punjab being an agrarian state, agriculture has played a pivotal role in the economic development of the state. Through green revolution in the sixties, Punjab took a major strike in increasing its productivity of food grains, especially of wheat and rice. It contributed significantly towards strengthening India's self sufficiency by contributing a major share in the central pool over time. During 2006-07, it contributed 75.3% wheat and 31.2% rice. However, the growth of secondary sector especially of manufacturing sector is not of satisfactory level. Neighboring states got an edge over Punjab in the growth of manufacturing sector due to Locational advantages and more conducive policies regime. Punjab has grown at the rate of 5.08% during tenth 5-year plan, as compared to 7.77% at All India level. Its secondary sector has grown at 8.40% as compared to 9.46% at all India level.

Table No.6.1: Key Economic Indicators

Item	Unit	2004-05	2005-06	2006-07
GSDP at 1999-2000 prices	Rs (Crores)	81229.39	85729.29	91148.12
Growth rate of GSDP at 1999-00 prices	Percent	5.20	5.54	6.32
Per capita income at 1999-00 prices	Rs	27851	28872	30158

Food grain production	000 Tonne	25662	25180	25309
Contribution to Central pool	Lakh Tonnes			
Wheat	Lakh Tonnes	92.4	90.1	69.5
Rice	Lakh Tonnes	91.1	88.6	78.3
Percentage share to Central pool				
Wheat		55.0%	60.9%	75.3%
Rice		36.9%	32.0%	31.2%
Electricity generated	mkW.h	21296.00	24642.00	23965.00
Per capita power consumption	kW.h	871	906	968
Net Irrigated Area	000 hectares	4035	4060	4078
Cropping Intensity	Percent	189.00	189.00	187.88

(Source: Economic Survey of Punjab 2007-08)

As per provisional estimates, the overall economy of Punjab has witnessed a growth rate of 5.54% at constant (1999-00) prices during 2005-06 and it is expected to grow by 6.32% during 2006-07 as per quick estimates.

The Gross State Domestic Product (GSDP) at Constant (1999-00) prices has increased to Rs 85729 crores in 2005-06 from Rs 81229 crores in 2004-05 showing a growth rate of 5.54% in 2005-06 as compared to 5.20% in 2004-05, quick estimate of GSDP at Constant prices for 2006-07 is Rs 91148 crores showing the growth rate of 6.32%.

The GSDP from primary sector which comprises mainly of agriculture and livestock activities has increased from Rs 27541 crore in 2004-05 to Rs 28004 crore during 2005-06 registering a growth rate of 1.68% at constant prices as compared to 2.16% in 2004-05. According to quick estimates, it will further increase to Rs 29138 crore in 2006-07 showing a growth rate of 4.05 percent.

The GSDP from the secondary sector which covers the manufacturing, construction and power sectors has increased from Rs 19086 crore in 2004-05 to Rs 21408 crore in 2005-06 showing a growth rate of 12.17% at Constant Prices as compared to 9.66% in 2004-05. Its share in 2006-07 is Rs 23609 crore registering a growth rate of 10.28%.

The tertiary sector which comprises of trade, transport, banking and insurance and public administration etc recorded a growth rate of 4.95% during 2005-06 against a growth rate of 5.34% in 2004-05. Quick estimates show a growth rate of 5.74% during 2006-07. Under this sector, transport, storage and communication and banking and insurance have shown the growth rate of 10.45% and 9.00% respectively during 2006-07 over the previous year.

The per capita income at constant prices in Punjab is Rs 28872 during 2005-06 as against Rs 27851 during 2004-05 registering an increase of 3.67%. It is expected to increase to Rs 30158 as per quick estimates in 2006-07 showing a growth rate of 4.45%. The per capita income at current prices is Rs 36759 in 2005-06 as against Rs 33158 in 2004-05 showing an increase of 10.86%. As per quick estimates, per capita income is

Rs 40566 during 2006-07, registering a growth rate of 10.36 percent.

6.2. EMPLOYMENT

The economy of the city and its Local Planning Area is based mainly on trade and commerce and on manufacturing industry including sports goods, leather goods, surgical instruments, rubber industry and casting and forging units and other industries. Real estate like multiplexes, malls and other commercial establishments, financial and banking services etc also contribute to the economic wellbeing of the people of the city. Maximum number of families has gone to foreign countries which also contribute towards economy. The employment data covering categories such as Agriculture, Hunting and Forestry, Fishing, Mining and Quarrying, Manufacturing, Electricity, Gas and Water Supply, Construction, Wholesale and Retail Trade, Hotels and Restaurants, Transport, Storage and communications, Financial Intermediation, Real Estate, Renting and Business Activities, Public Administration and Defence, Compulsory Social Security, education, health and Social Work, Other community, Social and personal Service Activities, Private households with employed persons, Extra-Territorial Organizations and Bodies of the Punjab and Jalandhar has been attached in the annexure.

6.3. MANUFACTURING INDUSTRY

Industries have been found to be the prime movers of the physical and economic growth of the urban areas. Rapid growth & development of Jalandhar Municipal Corporation in the post-independence period can also be attributed to the momentum generated by the various Industrial segments in the city. The post- independence period has witnessed enormous growth in small and large scale industries. City is known for dominance of the industrial development in various segments such as Casting, Hand Tools, Sports and Surgical equipments etc. The industrial growth of the city under went various stages during the course of the time. In other words, the growth rate remained positive as well as negative over years. But slowly and gradually the population growth became positive and now it is moving constantly at the same rate.

6.3.1 Industrial Growth

There is sizeable number of large and small scale industries in Jalandhar. The growth of Industries during the initial period of post-independence period has been very rapid. However, the growth has slowed down in the last decade as indicated by the data in table No 6.2. Table shows that the growth has been of higher order in the small scale sector as compared to large scale industries. Large scale industrial units constitute only 0.23% of the total industrial units existing in the city whereas share of small scale industries have been found to be of the order of 99.77%. From the data of the Industries compiled from 2004-2007, it is evident that there has been no establishment of Large Scale Industrial Units in 2007.

The trend of the Small Scale Industrial Units has been far different as compared to the Large Scale Industrial Units. Since the percentage growth during the decade has never been at zero

percent. Talking in the absolute terms, it may be said that starting from 9183 in 2004 it has increased to 9,581 in 2007. The percentage growth rate of the Large and Small Scale Industrial Units has been tabulated in the following table:

Table No. 6.2: Growth of Large & Small Scale Industrial Units in Jalandhar

Year	Large Scale Industries		Small Scale Industries	
	Number of Units	%age Growth	Number of Units	%age Growth
2004	22	-	9,183	-
2005	22	0	9,286	1.12
2006	22	0	9,402	1.25
2007	22	0	9,581	1.90

(Source: GM, DIC, Jalandhar)

It is evident from the above table that the trend of the percentage growth rate has been increasing gradually over the period from 2004-07. The trend of the Small Scale Industrial Units has been increasing from 2005 to 2007. Although the increase in the percentage growth is slow over these three years as it has increased only from 1.12% to 1.90%.

6.3.2 Employment

Keeping in view the trends prevailing in the Industrial Units, small scale industrial units have been found to be not only largest in number but also generator of major proportion of employment in the city. Out of the total employment generated in the year 2004 by the Industries, the share of small scale industry was found to be 97.14% as compared to 2.86% in the year 2004. Thus the small scale industries share was found to be 34 times as that of large scale industries. During the last decade, small scale industries units have continued to be major employment provider with 97.06% share in the year 2007 as against 2.94% for the large scale industries. During the last decade despite the fact the share of employment in the large scale industries have grown from 2.86% to 2.94%. It is interesting to note that the percentage of total employment of Large Scale Industries have been increasing gradually and resulted in 2.94% in 2007. As against this, the Small Scale Sector has always contributed largely to the generation of employment during this period. During this period large scale industries provided employment to 1700 (2004) to 1860 (2007). The details of employment generated along with the growth rate and %age of total employment generated are given in Table 6.3 below:

Table No. 6.3: Employment in Small & Large Industrial Sector

Year	Small Scale Industries			Large Scale Industries			Total Employment
	Employment	%age Growth	%age of total employment	Employment	%age Growth	%age of total Employment	
2004	57,818	-	97.14	1,700	-	2.86	59,518
2005	58,904	1.88	97.05	1,790	5.29	2.95	60,694
2006	60,034	1.92	97.06	1,820	1.68	2.94	61,854
2007	61,314	2.13	97.06	1,860	2.19	2.94	63,174

(Source: GM, DIC, Jalandhar)

6.3.3 Investment & Production

Keeping in view the positive contribution made by the Small Scale Industrial Units in the Employment generation, these units have also substantially contributed in terms of industrial production. These units have also attracted considerable investment. Despite the fact that the growth of small scale industrial units during the time from 2004-07 has been below moderate but looking at the investment and the production generated by these units, it can be observed that contribution of these units to the economy of the city and the State has been considerable. Looking at the investment, it has been observed that during the year 2004 the total investment made in this sector was found to be Rs194801.00 lakhs which has been steadily growing on annual basis till 2007. The total investment recorded during the year 2007 was of the order of Rs. 20324.30 lakhs. During the same period, the production also experienced same trend from Rs. 89965.07 lakhs (2004) to Rs.93865.81lakhs (2007). Similar to the trend of the investment, the production has been of the same order since it also shows the rate of 46.79% growth over the decade's time which has resulted in the economy of the Jalandhar city. Table No. 6.4 indicates the trends of investment & production in the small scale industrial units during 2004-2007.

Table No. 6.4: Small Scale Industrial Investment and Production

Year	Investment (Rupees in Lakhs)	Production (Rupees in Lakhs)
2004	19480.00	89965.07
2005	19700.59	90930.49
2006	19944.66	92070.90
2007	20324.30	93865.81

(Source: GM, DIC, Jalandhar)

6.3.4 Industrial Focal Points:

Jalandhar is known for its Industry in the Small and Large Scale particularly in the segments of Hand Tools, Tanning, Casting, Sports and Surgical. The city of Jalandhar has varied types of the Industrial Establishments which have been developed over the period of time on the major transportational networks. The area of the Focal Point is 105 acres in which 132 Small Scale Industrial Units and 3 Large Scale Industrial Units are functioning. Keeping in view the expansion of the Industries in the past years, another tract of land measuring 200.00 acres has been developed as Focal Point Extension in the close proximity of the Focal Point where 166 Small Scale Industrial Units are functional.

The Industrial Area has been spread on an area of 130.50 acres in which 289 Small Scale Industrial Units while 1 Large Scale Industrial Unit are operational. There has been an Industrial Estate of 5.30 acres in which only 28 Small Scale Industrial Units have been functioning. Taking the benefit of Jalandhar – Kapurthala Road, Leather and Sports and Surgical Complexes have

been established here. The Leather Complex has been spread over an area of 220.00 acres in which 167 Small Scale Industrial Units have been functioning. Similarly 142 Small Scale Industrial Units are operating in Sports and Surgical Complex which is spread over an area of 52.75 acres. The Industrial Establishments have been tabulated in the Table No. 6.5.

Table No. 6.5: Details about Industrial Establishments

Sr. No.	Type of Establishment	Area (in acres)	No. of Industrial units		
			Small	Large	Total
1	Industrial Area	130.50	289	1	290
2	Industrial Estate	5.30	28	-	28
3	Focal Point	105.00	132	3	135
4	Focal Point Extension	200.00	166	-	166
5	Leather Complex	220.00	167	-	167
6	Sports & Surgical Complex	52.75	142	-	142

(Source: GM, DIC, Jalandhar)

The major Industrial Establishments have been planned along the National Highways viz., National Highway 1 running between Amritsar and New Delhi, National Highway 70 running between Jalandhar and Pathankot and National Highway 71 running between Jalandhar and Hoshiarpur. All these establishments are concentrated in the northern direction of the city. Thus making the northern part of Jalandhar as a major industrial node. This part has been developed as an Industrial Zone keeping in view the better accessibility. But at present, the situation has got worsened up and needs special care at the earliest since the large volume of the traffic viz., both inter as well as intra traffic carried by the above mentioned national highways and inflow as well as outflow of the traffic from establishments has emerged as the major problem. The mixed traffic has added fuel to the flame and made the condition further critical for the smooth flow of the traffic.

The industrial establishment namely Industrial Area does not have adequate provision of storm water drainage resulting in the accumulation of water in the area particularly during the rainy season. In the process, every year considerable expenditure is incurred on the repair of the roads after the rainy season. There is requirement of the provision of efficient system of storm water drainage in order to minimize the problem which the residents face during the rainy season.

It is also mandatory to mention here that there are numerous industrial units which are located within the residences itself. At present various polluting industries are in operation in the densely populated residential areas thus creating pollution viz., noise as well as water etc.

In order to minimize the problem caused by the location of polluting industrial units within the residential areas and to improve the environment within the city, it becomes important that all the polluting industrial units shall be shifted out of the residential areas and located in the defined industrial zones. The shifting of the small scale industry would require a well defined

strategy based on providing incentives/disincentives. In addition, large scale industrial development would be required to be taken up around Jalandhar in order to shift the polluting industrial units from the residential areas. Such a development should be based on creating built up space where number of small scale industrial units could be housed in a single building rather than providing a plotted development.

Besides the planned industrial areas, a number of other areas have come up as clusters of industrial concentration. The prominent unplanned areas in Jalandhar are mainly around Jalandhar Bypass road and Jalandhar – Pathankot and Kapurthala and Old Hoshiarpur Road and include the revenue estates of the villages Dhogri, Gadaipur, Bulandpur, Salempur, Sangal Sohal, Suchi Pind, Dhadda, Chak Zinda, Basti Pir Daad, Basti Sheikh, Basti Guzan, Basti Bawa Khel, Kutlupur, Randhawa Masandan, Fazilpur, Raowali, Mubarkpur, Nurpur, Reru, Kotla etc.

In practical terms, these areas are deficient in terms of services and endanger the environment. The redevelopment for the widening of roads, laying of services, development of open spaces and parking etc in these areas should be taken up with the participation of owner / entrepreneur in a systematic manner.

6.3.5 Key Issues:

With a view to rationalize the growth and development of industries in Jalandhar and to provide a supportive and enabling environment which would attract higher investment, generate more employment and improve productivity of the industrial units, following key issues have been identified:-

- a) Large scale planned industrial development needs to be taken up to provide for existing shortfall and future land requirement of the industrial units.
- b) The infrastructure and services within the existing Industrial Establishments needs to be upgraded in order to improve the environment and productivity of the existing units.
- c) Open spaces present within the industrial establishments should be developed / landscaped. Large scale plantation of trees should be taken up along the road berms and the open spaces.
- d) Approach to the existing industrial establishments needs to be appropriately upgraded to facilitate the movement of traffic within and outside these units.
- e) All polluting industries operating from the residential areas needs to be shifted on priority to the defined industrial zones.
- f) All polluting industries should be provided with Effluent Treatment Plants in order to treat the toxic industrial waste. The treated industrial waste should be recycled to be used by

the industrial units in order to minimize pollution of the ground water or surface water sources.

g) All polluting industries should be located and segregated from the residential areas by creating appropriate green buffer so as to maintain the healthy living environment.

h) Multiplicity of agencies operating within the domain of industrial development should be eliminated and a nodal agency for growth and development of industrial establishments in Jalandhar should be designated.

6.4 WAREHOUSING AND WHOLESALE TRADE

As per the data of Municipal Corporation, Jalandhar there are 25738 commercial establishments which cater to the needs of the residents and in turns gives employment to a large proportion of population. There are 5 ware housing units in Jalandhar. Apart from these establishments, there is the system of Apni Mandi at distinct locations which are held on weekly basis at Guru Nanak Pura, Babreek Chowk, Urban Estate, Model Town, Partap Bagh, basti Sheikh etc.

6.5 TOURISM AND HOSPITALITY

Tourism is for leisure or recreation purposes. The World Tourism Organization defines tourists as people who "travel to and stay in places outside their usual environment for not more than one consecutive year for leisure, business and other purposes not related to the exercise of an activity remunerated from within the place visited".

Recently, the tourism industry has shifted from the promotion of inbound tourism to the promotion of intrabound tourism, because many countries are experiencing tough competition for inbound tourists. Some national policymakers have shifted their priority to the promotion of intrabound tourism to contribute to the local economy. Examples of such campaigns include Medical Tourism, Educational Tourism and Recreational Tourism.

TOURISM IN LPA, JALANDHAR

Jalandhar being a Non Resident Indians state, religious & historical district, has highest per capita medical facility in Asia, an educational center of Northern India, a sports goods, leather products & hand tools manufacturer of International repute enjoys the privilege of intrabound tourist destination. The following type of tourism is envisaged in Jalandhar:-

1. Religious and Historical Tourism
2. Medical Tourism
3. Educational Tourism
4. Recreational Tourism
5. Rural Tourism

1. RELIGIOUS AND HISTORICAL TOURISM

Jalandhar District boasts of many religious and historic monuments. Prominent among them are the mausoleum of Imam Nasir, the fort at Phillaur which once served as Maharaja Ranjit Singh's line of defence against the British, a Shiv Mandir which dates back to the Lodhi era, Devi Talab Mandir, Tombs at Nakodar, Sarai at Nurmahal, Gurudwara at Kartarpur etc. The domestic as well as national tourists visit the following religious as well as historical sites of Jalandhar.

2. DEVI TALAB MANDIR

It is situated in the heart of Jalandhar City. The old Devi Talab has been renovated and, in its centre, a new temple has been built. Recently a model of Amarnath Yatra has been built in the premises. An old temple of goddess Kali also stands by the side of the Devi Talab. On an average 10 lakh tourists visit this temple annually.



3. TULSI MANDIR

An ancient monument in the City is the temple of Vrinda, wife of Jalandhara, a demon, in the Kot Kishan Chand locality. It is now also known as Tulsi Mandir. On one side of the temple is a tank which is said to have been the bathing place of the demon Jalandhara. At some distance is the Gupha temple, with the image of Annapurna, the goddess of plenty, installed in it. Also nearby lies the Brahm Kund and some temples dedicated to Shiva. Near the



Balmiki gate is the Sheetla Mandir, said to be as old as the City of Jalandhar. Within its premises are also two small old temples of Hanuman and Shiva.

4. SHIV MANDIR

Situated at Gur Mandi, Shiv Mandir is reputed to have been built by a Nawab of Sultanpur Lodhi near Masjid Imam Nasar.

5. GURDWARA CHHEVIN PADSHAHI

Guru Hargobind visited the city of Jalandhar during his tour of Doaba area. Gurdwara Chhevin Padshahi in Basti Shaikh, Jalandhar city, stands on the spot where Guruji granted interview to a Muslim holy saint popularly known as Shaikh Darvesh. The saint blindfolded his eyes so that he could swear before the Mughal authorities that he had not seen the Guru.



The great Guru had in depth discussion with the Shaikh Darvesh about spiritual matters which created good impact on the holy man.

A few other places worth mentioning are

1. Sanyas Ashram (popularly known as Bahrian-da-Talab) on the Kapurthala road.
2. Nathan-Di Bagichi,
3. Darbar Muhammad Jamal Zahra (in Basti Sheikh),
4. Baba Jhandianala (in Basti Nau),
5. Shrines of Baba Lakki Shah Pir and Dargah Pir Hazi Shah Qutab situated in the Jalandhar Cantonment.

Jalandhar has been in the thick of the fight for freedom from the British Raj and has produced many patriots. A **Desh-Bhagat Memorial Hall** has been constructed here to perpetuate the memory of such martyrs.

The Gurudwara at Kartarpur (16 km from Jalandhar town) was built by the Fifth Sikh Guru, Guru Arjun Devji in 1656 A.D. Every year, a fair is held on the birth anniversary of the Guru when a large number of devotees gather to pay homage. Kartarpur is also known as the birth place of Swami Virjanand who was the teacher of Swami Dayanand Saraswati, the illustrious founder of the Arya Samaj. A memorial (Guru Virjanand Smarak) has been constructed here in his memory.

6. ST MARY'S CATHEDRAL CHURCH (JALANDHAR CANTT)

The old church dedicated to St. Patrick was built by Rev. Fr. John Macodnnel, Q.F.M.CAP of the Vicariate Apostolic of Agra, in 1947 at the same site of old church which existed since 1886. The Catholic Mission of the Indian Punjab was raised to the status of Apostolic Prefecture with it's headquarter at Jalandhar and the church at Jalandhar Cantonment became the Cathedral or the Mother Church of Punjab.



2. MEDICAL TOURISM

Jalandhar has a distinction of having a highest per capita medical facility in Asia. It has a few medical institutes of repute such as Kidney Hospital, Satyam Hospital for brain, Tagore Hospital, Pruthi Hospital, BBC Hospital, Oxford Hospital Guru Nanak Mission Hospital, Thind Eye Hospital and Pasricha Hospital for cosmetic surgery. Besides, there are Dental hospitals. The local as well as outsiders come to the hospitals for specialized treatment even Non Residents Indians prefer to get treatment from here.

3. EDUCATIONAL TOURISM

Jalandhar has been the educational hub of Northern India since independence. It has three Technical Universities namely Punjab Technical University, Lovely Professional University and National Institute of Technology (Deemed University) besides many reputed colleges such as

D.A.V. Institute of Engineering & Technology, D.A.V. College, Layalpur Khalsa College, H.M.V. College & K.M.V. College for girls, APJ College of Fine Arts, Govt. College of Education, MGN College of Education. Jalandhar is also famous for providing excellent education at Secondary level. St. Joseph's convent school, APJ School, MGN School, Swami Sant Das School is a few examples. Students from Other States as well as Abroad come to get Education in these institutions.

4. RECREATIONAL TOURISM

Jalandhar is credited of being the most beautiful, spacious, clean, green, pollution free, and well organized city. It is the most sought after place for residential purposes. Being an NRI region, people here are fond of enjoying life after working hours or holidays. So many recreational centers of good quality have come up here. Prominent among them are Pushpa Gujral Science City on Kapurthala road, Wonderland on Nakodar road, and Gymkhana Club. More than 3,00,000 persons and 1,08,000 persons visit Science City and Wonderland respectively each year from all over India and abroad.

PUSHPA GUJRAL SCIENCE CITY

The establishment of the Pushpa Gujral Science City at Kapurthala, in the heart of Punjab, is a major step towards enhancing the growth potential and spurring the entrepreneurial spirit amongst the people of the State. The Project which primarily aims at popularizing science through “edutainment” i.e. education through entertainment, has been set up on the 72



acres of land on the Jalandhar-Kapurthala Road. The biggest project of its kind in India, it is intended to fire the imagination and creativity, foster the spirit of inquiry and exploration especially in the young minds.

The Science City derives its strength from the association of several top ranking scientists of the country for development of its various galleries and selection of exhibits. It had the privilege of having Prof. APJ Abdul Kalam, Hon'ble President of India as its Chief Patron. Prof. Yash Pal, Padma Bhushan, known as the Carl Sagan of India, is a Patron of the Science City.

Pushpa Gujral Science City is a unique place which offers entertainment with learning experience for the whole family. The Science City offers a blend of education, curiosity and fun to ensure longer and repeated visits. The project has something for everyone, regardless of age, education, profession or social strata.

5. RURAL TOURISM

Jalandhar has the most beautiful villages with the best infrastructure. The living standard of rural people is more advanced. The people are rich, well to do, hard working and fond of cleanliness. They have created a healthy environment in and around their areas of living. The NRI people along with the local people and government had contributed financially and have laid the best physical infrastructure, e.g., roads, street lights, parks and swimming pools etc. Villages Dosanjh Kalan, Palahi are the best examples.

HOSPITALITY

Punjab state is known for its Hospitality in the whole world. In order to fulfill the requirements of the tourists, there are number of hotels and Guest Houses in Jalandhar. 55 Hotels and 16 Guest Houses which include Hotel Raddison, Hotel Leo Forte, Hotel President, Hotel Residency, Hotel Kamal Palace, Lily Resorts etc. Apart from these, there are number of restaurants which provide good and hygienic food at competitive prices, for instance, Haveli, Lucky Dhaba, Sanjha Chullah, Rangla Vehra etc.

6.6 MAJOR ECONOMIC DRIVERS OF THE LOCAL PLANNING AREA

There are numerous economic drivers which will be playing an eminent role in the near future. These are listed as follows:

1. Locational advantage – located on NH-1 and Jammu – Amritsar – Delhi Railway Line
2. Strong regional linkages – well connected through rail and road with neighboring towns/cities and states
3. Regional level educational infrastructure – Punjab Technical University, Lovely Professional University, Pushpa Gujral Science City, Dr. B.R. Ambedkar National Institute of Technology and four Engineering Colleges
4. Strong NRI base – a potential for Foreign Direct Investment
5. Industrial hub – Internationally known – sports – Leather, Surgical Instruments, Casting, Forging, Rubber and Pipe Fittings
6. Employment – Good employment generator due to industries, Trade and Commerce
7. Regional level commercial center – Sheikhan Bazaar, Rainak Bazaar etc
8. Health Infrastructure – Asia’s highest per capita health facility available
9. Rich economic, social and cultural heritage of city
10. Religious pilgrimage – Baba Sodal, Devi Talab Mandir etc
11. A reasonably good public transport system
12. A vast catchment area – No competing urban settlement within radius of 60km

13. Rich agricultural hinterland – A potential for industrial, trade and commerce development
14. New infrastructure investments in future – Punjab Institute of Medical Science, Development of Burlton Park by British architects etc
15. New traffic improvement investment – elevated road on Mahavir Marg – Flyover near Bus Stand, Flyover on Jalandhar – Amritsar Railway Line near Chandan Nagar
16. Development of Multiplexes – An opportunity to upgrade the commercial environment and to decentralize commercial activity existing in the old congested bazaars
17. Economic Corridor to be extended from Mumbai to Amritsar

7.0 HOUSING

As per the Central Statistical Organization (CSO) estimate, the Housing Sector contributed 4.5% to India's Gross Domestic Product (GDP) in 2003-04 at current prices. The contribution of housing in urban areas to the GDP in 2003-04 was 3.13%. Further, the spotlight is focused on the fact that 16% of the Indian work force is engaged in Construction and Transport Sectors. It is estimated that overall employment generation in the economy on account of additional investment in the Construction/Housing Sectors is eight times the direct employment (IIM Ahmedabad : 2005). In view of the substantial use of cement, steel, marble/ceramic tiles, electrical wiring, PVC pipes and various types of fittings; construction activity has a multiplier effect on industrial demand for these items.

The latest housing policy framed by the Government of India – National Urban Housing and Habitat Policy-2007. The preamble of the National Policy states:

"Shelter is a basic human need next only to food and clothing. At the end of the 10th Five Year Plan, the housing shortage is estimated to be 24.7 million. However, urban areas in our country are also characterized by severe shortage of basic services like potable water, well laid out drainage system, sewerage network, sanitation facilities, electricity, roads and appropriate solid waste disposal. It is these shortages that constitute the rationale for policy focus on housing and basic services in urban areas. This policy intends to promote sustainable development of habitat in the country with a view to ensuring equitable supply of land, shelter and services at affordable prices to all sections of society. Given the magnitude of the housing shortage and budgetary constraints of both the Central and State Governments, it is amply clear that Public Sector efforts will not suffice in fulfilling the housing demand. In view of this scenario, the National Urban Housing and Habitat Policy, 2007 focuses the spotlight on multiple stakeholders namely, the Private Sector, the Cooperative Sector, the Industrial Sector for labor housing and the Services/Institutional Sector for employee housing. In this manner, the Policy

will seek to promote various types of public-private partnerships for realizing the goal of Affordable Housing for all".

Housing is not merely confined to the four- walls which make a house but also all supporting infrastructure which are required to sustain the human beings in terms of physical & social infrastructure. Accordingly, National Urban Housing Policy laid emphasis not only on providing affordable shelter but also creation of appropriate quantity and quality of essential services etc.

7.0.1 Growth of Housing in Jalandhar

Housing is an activity which is mainly driven by individuals to provide itself with an appropriate shelter. With the rapid increase in population, number of houses has also recorded an increase. Besides individuals, parastatal agencies have also contributed to the household stock of the Jalandhar Municipal Corporation. In order to facilitate the construction of housing, large number of schemes has been framed by the Department of Housing & Urban Development, PUDA, Improvement Trust, House fed and Municipal Corporation, Jalandhar etc. These agencies have not only created built up houses but also have provided developed plots by framing Housing Schemes in LPA Jalandhar. It is mandatory to mention that Improvement Trust, Jalandhar and Phagwara have also made a notable share as far as planned development is considered. Improvement Trust, Jalandhar alone has transferred 43 Development Schemes developed at different parts of the city to Municipal Corporation Jalandhar for maintenance. The table illustrating the Development Schemes of Improvement Trust, Jalandhar is as follows:

Table No. 7.1: Development Schemes of Improvement Trust, Jalandhar

Sr. No.	Development Scheme	Location	Area
1	Adarsh Nagar	Bastian Road	79.0 acres
2	Opposite Police Line (GT road)	Along GT Road	14.0 acres
3	Baba Banda Bahadur Nagar	Mahavir Marg	18.0 acres
4	Rainak Bazaar Chowk	Rainak Bazaar	5.5 kanal
5	Shivaji Park	Ladowali Road	3.65 acres
6	Gopal Nagar	Gopal Nagar Old G.T. Road	31.66 acres
7	Vijay Nagar	Bastiat Road	22.5 acres
8	Bhai Ditt Singh Nagar (Dhannn Mohalla)	Old Railway Road and New Railway Road	14.5 acres
9	Shakti Nagar	Bastian Road	23.0 acres
10	Opposite Sub-Divisional Court	Opposite Sub-Judge Court	2.44 acres
11	Lajpat Nagar	Model Town Road	73.5 acres
12	Bhagat Singh Park	Ladowali Road	15.73 acres
13	Pratap Bagh	Model Town Road	8.05 acres, 0.98 acres, 3.5 acres
14	Subash Nagar, Mai Hiran Gate	Mai Hiran Gate Road	2.90 acres
15	Rajinder Nagar behind Commissioner Office	Police Line Road	12.36 acres
16	Near Kapurthala Chowk	Kapurthala Chowk	2.84 acres
17	Kirti Nagar on Ladowali Road	Ladowali Road	8.0 acres
18	New Jawahar Nagar	Model Town Road	112.8 acres
19	Post Office Road	Post Office Road	22 kanal
20	Empress Garden Colony	Empress Garden Road	5.62 acres

21	On Abbas Road	Abbas Road	3.7 acres
22	Shaheed Udham Singh Nagar	Backside Civil Hospital	84 acres
23	Kapurthala Road	Kapurthala Chowk	13 kanal
24	Area between Jail and Kapurthala Road	Jail and Kapurthala Chowk	4 acres
25	Milap Chowk	Milap Chowk	15.3 kanal
26	Backside Civil Hospital	Backside Civil Hospital	0.87 acres
27	Defence Colony	Cantonment Road	50.0 acres
28	In front of Nehru Garden	Nehru Garden Chowk	7.1 kanal
29	J.P. Nagar	Bastian Road	74.3 acres, 33.0 acres
30	Master Tara Singh Nagar	Police Line Road	55.0 acres
31	Master Mota Singh Nagar	Garha Road	81.6 acres
32	Guru Tegh Bahadur Nagar	Nakodar Road	110.0 acres
33	On Basti Guzan Road	Basti Guzan Road	2.5 acres
34	Gujral Nagar adjoining TV Centre	Mahavir Marg	25.0 acres
35	Street scheme winding of Road connecting Nijatam Nagar	Nijatam Nagar Road	19 marla
36	Guru Ravidass Nagar	Nakodar Road	13.37 acres
37	Guru Amardass Nagar	GT Road Bypass	51.5 acres
38	Bhagat Singh Nagar	GT Road Bypass	26.8 acres
39	Scheme on GT Road Bypass	GT Road Bypass	9 kanal 14 marla
40	GT Road	GT Road Bypass	5 kanal 3 marla
41	On Basti Guzan Road	Basti Guzan	9 marla

(Source: Improvement Trust, Jalandhar)

Table No. 7.2: Development Schemes of Improvement Trust, Phagwara

Sr. No.	Development Scheme	Location	Area (In acres)
1	Development Scheme of Area No. 6	Adjoining SDM Court	4.60
2	Development Scheme of Area No. 7,8 and 9	Phagwara- Banga Road	36.75
3	Development Scheme of Area No. 3	Hoshiarpur Road	50.00
4	Development Scheme of Area No. 4	Cinema Road	0.541
5	Development Scheme of Area No. 1	Along GT Road	76.00
6	Development Scheme of Area No. 2	Adjoining Grain Market	1.50

(Source: Deputy District Town Planner Office, Kapurthala)

On the other hand, the schemes which are in operation by Improvement Trust, Jalandhar are tabulated as follows:

Table No. 7.3: Development Schemes in operation by Improvement Trust, Jalandhar

Sr. No.	Scheme	Area
1	BSF Colony (G T Road)	41.6 acres
2	Niwi Chakki (Railway Road)	1.47 acres
3	Swami Shardhan Nand Nagar, Link Road	43.0 acres
4	Rishi Nagar	143.56 acres
5	Sarasvati Nagar Part of 118.05 acres	10.85 acres
6	Major Raman Dada Commercial Complex	3.71 acres
7	Transport Nagar (Amritsar Bypass)	74.9 acres
8	Surya Enclave (Pathankot Bypass)	170.0 acres
9	Master Gurbanta Singh Enclave (Maqsudan)	13.96 acres
10	Gazi Gulla Scheme	17 kanal 1 marla
11	Maharaja Ranjit Singh Enclave (Pathankot Bypass)	70.5 acres

(Source: Improvement Trust, Jalandhar)

Sr. No.	Name of Scheme	Locality	Area (in acres)
1	Gyan Singh Kahlon	Nijatam Nagar	3.62
2	Town Planning Scheme Area No. 25A	Ranjit Nagar	22.80
3	Town Planning Scheme K.S. Mohammad and other G.T. Road	Radio Station	4.79
4	Town Planning Scheme Kundan Lal and other	Ladowali Road and Old Jawahar Nagar	7.71
5	Town Planning Scheme C.D. Tiwari	Residential opposite Central Jail Market	9.77
6	Town Planning Scheme Fatehpuri	Abadi Fatehpuri	1.70
7	Town Planning Scheme Atma Niwas	Abadi Atma Niwas	27.70
8	Town Planning Scheme Dada Colony	Industrial Area	29.00
9	Town Planning Scheme Area No. 27	Civil Lines	9.90
10	Town Planning Scheme Area No. 16 and 19	Gobindgarh	10.00
11	Town Planning Scheme 12 D	Harbans Nagar	52.53
12	Town Planning Scheme Area No. 17 B and C	Sant Nagar	16.24
13	Town Planning Scheme Badri Dass and other	Badri Dass	54.00
14	Town Planning Scheme Central Town	Central Town	46.70
15	Town Planning Scheme Area No. 36	Basti Pir Daad	579 kanali marla

Municipal Corporation has contributed by framing 15 Town Planning Schemes offering residential plots on sites varying from 1.70 acres to 52.53 acres in area. The Town Planning Schemes sanctioned by Municipal Corporation Jalandhar and Municipal Council Phagwara, are tabulated as follows giving details about the area of each scheme.

Table No. 7.4: Town Planning Schemes in Jalandhar
(Source: Municipal Corporation, Jalandhar)

Table No. 7.5: Town Planning Schemes in Phagwara

Sr. No.	Name of Scheme	Location	Total Area (in acres)
1	Town Planning Scheme of Area No. 1	Near Railway Station	36.40
2	Town Planning Scheme of Area No. 2	Along Hadiabad Road	39.91
3	Town Planning Scheme of Area No. 3 Part II	Along GT Road	
4	Town Planning Scheme of Area No. 5 Part I	Along Hadiabad Road	48.15
5	Town Planning Scheme of Area No. 5 Part II	Along Hadiabad Road	50.85
6	Town Planning Scheme of Area No. 6	Along Banga Road	111.59
7	Town Planning Scheme of Area No. 7 and 7A	On Banga Road	30.27
8	Town Planning Scheme of Area No. 8	Along Hoshiarpur Road	177.40

(Source: Deputy District Town Planner Office, Kapurthala)

In addition to these schemes, Department of Housing and Urban Development has established two Urban Estates in Jalandhar, thus serving each strata of society by providing plots of variable sizes for building houses. The details of Urban Estates are tabulated as below:

Table No. 7.6: Urban Estates in Jalandhar and Phagwara

Sr. No.	Scheme	Location	Area
1	Urban Estate Phase I, Jalandhar	Along Jalandhar – Nakodar railway line	162.60 acres

2	Urban Estate Phase II, Jalandhar	Along Jalandhar – Nakodar railway line	173.34 acres
3	Chotti Baradari Phase I, Jalandhar	Garha Road	59.00 acres
4	Chotti Baradari Phase II, Jalandhar	Garha Road	60.72 acres
5	Urban Estate, Phagwara	Along GT Road	109.91 acres

(Source: PUDA, Jalandhar)

The erstwhile Punjab Housing and Development Board also added to the housing stock of the city by constructing houses for various segments of society. In addition, private developers have also taken up large number of colonies licensed under the Punjab Apartment & Property Regulation Act, 1995 and various private builders are offering various options of built up houses in Jalandhar city.

The growth of residential houses and households has been found to be keeping pace with the growth of population in the Jalandhar Municipal Corporation. As per the Census 2001, the number of houses has increased from 81639 in 1981 to 142815 in 2001. Thus experiencing growth rate of 24.82% in 1981-1991 and 40.15% in 1991-2001. The decade wise growth rate of houses is tabulated as follows:

Table No. 7.7: Number of Houses in Jalandhar (decade - wise)

Sr. No.	Year	Number of houses	Growth rate
1	1981	81639	-
2	1991	101902	24.82
3	2001	142815	40.15

(Source: Census of India, 1981, 1991, 2001)

The high growth rate of housing in Jalandhar can be attributed to large migration from the rural to urban area during the period. However, the growth was found to be higher than the last decade and was of the order of approximately 40%.

7.0.2 Pattern of using housing stock

Looking at the pattern of use of the existing housing stock, it has been observed that majority of houses are being used as residential houses which comprise of nearly 2/3rd of the total housing stock (64.7%). Mixed use of houses has also been observed in large number of cases. Every 6th house in the city is being used both for residential and commercial/office purposes. In addition, every 14th house has been found to have additional use besides serving for residential purposes. Despite the fact that the occupation density in the housing is very high, every 12th house in the city remains a vacant or unoccupied. Thus it has been observed that the available housing stock is also not being put to optimal use. The large number of vacant houses can be attributed to the legal framework including the Rent Control Act which leads to unwillingness on the part of the owners to rent out the houses. Accordingly, favorable environment needs to be created in order to minimize the number of vacant houses so as to ensure the optimum use of the housing stock. Details of use pattern of housing stock available in the city are given below:-

Table no. 7.8: Pattern of use of Census houses - Category wise (year 2001)

S. No.	Category	No. of houses	%age of total houses
1.	Residential	119182	64.7
2.	Residential cum other use	7708	4.2
3.	Residential cum shop cum office	29881	16.2
4.	School/college	555	0.3
5.	Hotel/Lodge/Guest House	248	0.1
6.	Hospital/dispensary	537	0.3
7.	Factory/Workshop/Work shed	4533	2.5
8.	Place of Worship	754	0.4
9.	Other Non Residential uses	5445	2.9
10.	Vacant houses	15383	8.4
	Total census houses	184226	100.0

(Source: Census of India 2001)

7.1 HOUSING CHARACTERISTICS

7.1.1 Predominant use of materials in the Housing Stock

Besides looking at the housing stock in term of various uses, the use of material for the roof of the residential houses has also been looked into in order to qualitatively ascertain the housing stock. It has been observed that the majority of the housing stock has a permanent roof which constitutes around 92.7% of the total housing stock. As against this only 7.3% of the housing stock has temporary roofing which includes materials like grass, thatch, bamboo, wood, mud, plastic, polyethene, slates, GI material and stones etc. This indicates that the economic conditions prevailing in the city are much better. Most of the housing stock having temporary roofing have been found to be located in the 97 existing slums of the city

It has also been observed that among the predominant material used for roof approximately 72% of the housing stock has cement concrete roofing whereas 8.71% of houses use brick as the predominant material of roofing. Approximately 11.79% residential houses have used tiles as the material for making the roof. Despite the fact that majority of housing stock is fairly placed so far as quality of roofing is concerned but still there are more than 13462 houses which require up-gradation of their roofs in order to improve the quality of housing. Table no. 7.9 indicates the distribution of residential houses by predominant material of roof in Jalandhar (year 2001).

Table no. 7.9: Distribution of residential houses by predominant material of roof in Jalandhar (year 2001)

Material	Grass, Thatch, Bamboo, Wood, Mud	Plastic, Polyethene	Tiles	Slate	G.I. Metal, Asbestos Sheets	Brick	Stone	Concrete	Any other material	Total no. of Census Houses
No. of Houses	8,001	827	21,730	756	3,025	16,041	853	1,32,384	609	1,84,226
%age of total	4.34	0.45	11.79	0.41	1.64	8.71	0.46	71.87	0.33	100.00

(Source: Census of India 2001)

7.1.2 Slums

A **slum**, as defined by the UN agency, is a run-down area of a city characterized by substandard housing and squalor and lacking in tenure security.

For the purpose of Census of India, 2001, the slum areas broadly constitute of:-

- (i) All specified areas in a town or city notified as 'Slum' by State/Local Government and UT Administration under any Act including a 'Slum Act'.
- (ii) All areas recognized as 'Slum' by State/Local Government and UT Administration, Housing and Slum Boards, which may have not been formally notified as slum under any act;
- (iii) A compact area of at least 300 populations or about 60-70 households of poorly built congested tenements, in unhygienic environment usually with inadequate infrastructure and lacking in proper sanitary and drinking water.

7.1.3 Slum Demographics

A) PUNJAB

Urban population in Punjab is estimated to have reached nine million by the year 2001, with two cities- Amritsar and Ludhiana figuring in the million plus cities. It is expected that Jalandhar will also have a million plus population by the year 2011. Punjab has the highest per capita income in the country, despite that; one fourth of the urban population in the state resides in slums.

The existing studies indicate that emergence of slums in Punjab is essentially the:-

1. Product of demographic growth in the cities.
2. Inability to meet the housing demands.
3. Existing urban land policies which prohibit the access of the poor to the urban land market.

B) JALANDHAR

Jalandhar ranks high in rate of urbanization and has the density of population at 598 persons per square km, as per the 1991 census. The reason for this is growing industrialization. However, Jalandhar which is acting as magnet for industrialization is also a center of pollution and growth of slums.

The main reasons for setting up of slums in Jalandhar are:-

1. Due to significant number and variety of industries operating in the city, there has been influx of people from the neighboring towns/ villages to work in these industries.
2. Migration of poor people from other states in search of work and money.
3. High prices of land in approved colonies force the poor workers to live in slums.
4. Lack of planned social housing

Jalandhar has an urban population of 714077 persons comprising 137390 households. The slum population is 177557 persons comprising 34820 households, which is 24.86% of the total urban population. Average size of the household in slum is 5.19 as compared to 5 in non-slum areas. There is dominance of male population in the slum areas. The sex ratio of population of slums is 703 females per 1000 males.

7.1.4 Slums In LPA Jalandhar

According to a recent survey, there are 97 slums in Jalandhar city. A slum wise status of number of households, civic facilities such as water supply, sewerage, storm water drainage, street lights, road etc are given in Table 7.10.

Table No. 7.10: Survey of Slums of Jalandhar city (year 2007)

Sr. No.	Description	Number
1.	Total No. of Slums	97
2.	Authorized	73
3.	Un-authorized	25
4.	Total Population	177557
5.	Approx. Households	34820
6.	Water supply	44+6 Partial
7.	Sewer	42+5 Partial
8.	Storm Water Drainage	Nil
9.	Public/Baths	1
10.	Toilets	1
11.	Existing Lanes Paved/Roads	43+14 Partial
12.	Street Lights	42+23 Partial
13.	Community centers	9
14.	Crèches	24
15.	Dispensaries	28
16.	Non-formal Education Centers	Nil
17.	Primary Schools	40
18.	Parks	10
19.	Established	22

As per the details of above table, 1.81 lacs of population i.e. nearly 25% of the city population live in slums. It practically coincides with the State average of urban population living in slums in Jalandhar. Nearly 34318 households are living in 97 slums. The survey also indicates that water supply, brick paved pathways and street lighting are available in most of the slums. Majority of slums are located on private lands. Concentration of slums has been found to be high in the unplanned areas as compared to planned areas.

Existing Civic facilities in Slums:

The table No. 7.11 depicts the level of existing civic facilities in the slums:

Table no. 7.11: Existing Civic facilities in Slums

Sr. No.	Facilities	% of slums
1.	Water supply	52% of slums
2.	Sewerage	45% of slums
3.	Paved roads	60% of slums
4.	Street lights	66% of slums
5.	Storm water drains	Nil
6.	Community centers	9% of slums
7.	Primary schools	38% of slums
8.	Dispensary	30% of slums

It is also noted that in a large number of slums in Jalandhar, people have built pucca houses with their own initiative. However the infrastructural facilities are to be provided at an acceptable standard. Approximately 25% of the slums are listed as ‘unauthorized’. Some of these may have to be relocated at alternative sites or re-planned at the same sites.

Generally the past efforts to improve slums suffered from the following:

- a) Slum identification was not done according to well-accepted criteria and similarly identification of beneficiaries was not according to the norms specified.
- b) Inadequate support structure due to non-representation of beneficiaries, lack of inter sectoral representation and co-ordination with line departments, untrained and non-responsive resident community volunteers (RCVs), lack of networking within community organizations and poor community mobilization/participation.
- c) The quality of training was poor and training provided for skill-upgradation was a mere formality. Such services as drainage and sanitation were poor in slums.
- d) Sanctioning of loans was arbitrary and beneficiaries were not identified according to the criteria of the scheme. Judged by established norms, the majority of beneficiaries of loans, training and other facilities were found ineligible.
- e) Leakages of loan money were as high as 12 per cent. Delay in processing of loan applications, inadequate raw material inputs and poor marketing of products, were the other shortcomings.
- f) Skill-up gradation was poor as training of women beneficiaries was limited only to stitching and sewing. Once trained, they were unable to utilize their skills, since there was no linkage between skill-up gradation and setting up of micro enterprises.

Most of the deficiencies in implementation of up gradation of slums’ programmes in Punjab in general and Jalandhar in particular are due to weak functional and fiscal base of municipalities. The improvement of slums is joint responsibility of Government of India as well as state governments. But unfortunately they have been unable to play the effective role in up gradation of slums due to variety of reasons as stated above. **7.1.5 Conclusion**

Jalandhar is second most urbanized city of the state and slums and poverty are two major challenges to the policy makers and planners. Large numbers of slums have concentration of urban poor, who do have adequate livelihood options. The migration is continuing and encroachment of public and private land by the urban poor/ slum dwellers is affecting social and environmental fabric of the city. Master plan and its proper implementation are needed to guide the future growth of urban area in Jalandhar. Concerned Development Agencies must speed up the slum development and poverty alleviation activities. A strong institutional mechanism is required for improving planning and local governance in the city. This will also help in protecting the interest of underprivileged sections.

8.0 EXISTING TRANSPORT INFRASTRUCTURE

Jalandhar contribute in financial health of state of Punjab and is the major centre of sports goods, leather units, surgical instruments, casting and forging units, rubber industry and small scale industry. The city growth has largely been haphazard and unplanned. The road network accordingly does not follow any well defined hierarchy. With Jalandhar recording high growth in the industry, trade and commerce, higher education, Medicare, vehicular ownership and travel demand in the city are increasing at a rapid pace. Further due to absence / inadequacy of reliable / efficient public transportation system, there is a growth of Intermediate Public Transport (Cycle rickshaws and Auto rickshaws). The existing transportation network has not kept pace with ever rising travel demand within and outside the city, accordingly roads have lost their functional character and are carrying traffic beyond their service capacity. The traffic and transportation in Jalandhar remains chaotic for major portion of the day and road users suffer enormously in the process.

8.1 ROAD NETWORK

The existing road network of the city is ring and radial, in other words, the roads are radiating outward from the core of the city. A series of major roads passes through Jalandhar city which all converge at one point in the centre. It has four National Highways and number of important roads passing through the city. The Bypass road runs from Bidhipur Phatak to PAP Chowk facilitating the traffic not to enter the city. Thus reducing the journey time and increasing the speed.

The National Highways and major roads give access to the city and make it a centrally located city with better linkages. The important roads are listed as follows:

Amritsar - Jalandhar- Ludhiana Road, NH-1

Jalandhar – Pathankot Road, NH-1A

Jalandhar – Hoshiarpur Road, NH-70

Jalandhar – Nakodar Road, NH-71

Jalandhar – Kapurthala Road, MDR

Jalandhar – Nurmahal Road, ODR

Jalandhar – Kala Sanghian Road, ODR

It is mandatory to mention here that the Old G.T. Road running through the city is one of the most congested road because of the mixed land use, mixed traffic and on street parking of the vehicles by the residents on this stretch. Due to which the effective road width decreases drastically which results in various traffic jams.

To prepare the Master Plan for the city of Jalandhar and to meet the future traffic needs and to facilitate movement of vehicles on the roads, the following transport studies related to length of carriages, right of way have been carried out. The carriage way and right of way of all the major roads passing through the Jalandhar city are tabulated in the following table:

Table No.8.1 Carriage way and length of major roads passing through Jalandhar city

Name of road	Length (km)	Right of way (m)	Carriage way (m)
National Highway			
Jalandhar – Amritsar Road (NH-1)	24	39-82	10+10
Jalandhar – Ludhiana Road (NH-1)	24	39-82	10+10
Jalandhar- Pathankot Road (NH-1A)	15.075	32-34	10+10
Jalandhar – Hoshiarpur Road (NH-70)	20.375	30-34	7
Jalandhar – Nakodar Road (NH-71)	17	27.34	10+6
State Highway			
Jalandhar – Kapurthala Road (SH)	17	18-48	10+10
Bypass			
Jalandhar-Amritsar Bypass (PAP chowk to Maqsudan Chowk)	9	61	26

(Source: Municipal Corporation, Jalandhar)

It is very much evident from the above table that the Right of Way of all the roads varies from 18 m to 82 m while the carriage way varies from 7 m to 26 m. It also indicates that the total lengths of the four National Highways ie., Jalandhar – Ludhiana (NH – 1), Jalandhar - Amritsar Road (NH-1), Jalandhar – Pathankot Road (NH-1A), Jalandhar – Hoshiarpur Road (NH-70) and Jalandhar – Nakodar Road (NH-71) are 24m, 24m, 15.075 m , 20.375m and 17 m respectively. A bypass road has been provided in order to check the through traffic but due to the scarcity of the land the road is much more exposed to the commercial activity. Due to which there has been the mushrooming of the Bus body building companies, marriage palaces etc.

Despite the adequate width of National and State Highways, their right of the way varies at certain points due encroachments. Therefore, the efficiency of these sufficiently wide carriageways decreases due to these encroachments.

The carriageways of all these National Highways are uniform with a width of 20 meters at all points with dual carriage way are provided with the width of 10m + 10m.

8.2 FLYOVERS / ROB'S IN THE CITY

On the bypass road running from Bidhipur Phatak to PAP Chowk, four flyovers have been constructed which help in the free movement of the people at junctions since grade separators avoid the intra-traffic to mingle up with the inter-traffic. The existing flyovers / ROB's are tabulated in the following table:

Table No.8.2: Existing Flyovers / ROB's within city limits

Sr. No.	Location	Carriage way (in meters)
1.	Reru Chowk	20
2.	Lamba Pind Chowk	7
3.	ROB near Guru Gobind Singh Avenue	26
4.	ROB near Ladhewali Chowk	26
5.	Hoshiarpur Road	7

(Source: Municipal Corporation, Jalandhar)

It is evident from the above table that the flyovers are dual carriage way which results in speedy distribution of the traffic and as a result decreases the delays. However, road network neither has nor expanded in proportionate with the increase in number of vehicles and other traffic generated in the city. Further due to large scale encroachments made by the informal sector and others road capacity has reduced considerably. Parking of the vehicles on the roads adversely affects to the freely movement of the vehicles. Due to all these reasons, the fly over / ROB's are being constructed in the city at five different locations and at four locations is under construction.

Table No.8.3: Flyovers / ROB's under construction within city limits

Sr. No.	Location	Carriage way (in meters)
1.	Near Sadar Thana	30
2.	Near DAV College	26
3.	Near Bhagat Singh Colony	26
4.	Domoria Bridge	7

(Source: Municipal Corporation, Jalandhar)

The above table details about the various flyovers which are under construction in the city. Due to the construction of all these flyovers, the local residents are suffering too much because of traffic congestion, dust etc. The bridge on the Domoria Bridge is lying in-complete since various years due to lack of coordination between different development agencies. Thus to speed up the construction, there must be strong coordination between different departments so that the implementation of the projects must not be a failure.

Table No. 8.4: Existing under passes within city

Sr. No.	Location	Carriage way	Name of Railway Line/ Road
1.	Ikehari Pulli	6 m	Amritsar – New Delhi
2.	Near PAP	7 m	Bypass Road

(Source: Municipal Corporation, Jalandhar)

The table No. 8.4 illustrates the underpasses present in the city. There are only two underpasses existing in the city.

8.3 TERMINALS

Terminals are the nodal points of the transportation network. In the city, all the three terminals exist viz., Bus Stand, Truck Stand and Railway Station.

8.3.1 Bus Stand: In Jalandhar the bus terminal is located in the center of the city, from where buses move in all the directions on the inter city and intra city roads. In order to facilitate the residents of Jalandhar city, the Inter State Bus Terminal has been developed on an area of 11.8 acres on Build-Operate-Transfer basis by a private firm for the tenure of seven years. The Bus Stand caters to 1,25,000 commuters who commutes daily to and fro the city with total number of Bus Trips accounting to 2700. The bus terminal has 34 counters for Long Route Buses while 24 counter for the Local routes. Also there is the provision of ATM's, Restaurants, Medical Stores and Police Station etc for the convenience of the users. Thus the objective of the convenience, self sufficiency has been attained.

8.3.2 Truck Terminal: The Truck Terminal has been planned and designed on the outskirts of the city in the Northern direction, in the close vicinity of the Industrial Area along the Bypass Road. The earlier truck terminal was present in the Patel Chowk. But due to increase in traffic, it has been shifted to the outskirts of the city so as to check the in flow of the trucks and trailers in the city and leading to traffic jams' situation.

8.3.3 Railway Station: The city of Jalandhar has the very strong railway linkages due to which it is well connected with the state as well as country. The railway linkages are listed as follows:

Amritsar-Jalandhar-New Delhi Railway Line

Jalandhar – Pathankot Railway Line

Jalandhar – Hoshiarpur Railway Line

Jalandhar – Kapurthala Railway Line

Jalandhar – Nakodar Railway Line

For the convenience of the people, there exist railway stations at various different locations namely:

Main Railway Station, in the center of the city

Suranussi Railway Station

Jalandhar Cantt Railway Station

Besides above Railway Stations in Jalandhar, the following Railway Stations also exist in LPA, Jalandhar:

Phagwara

Kartarpur

Adampur

Alawalpur

Cheharu

Bolina

Suchi Pind

Kala Bakra

The railway lines cut the road network of the city at numerous level crossings which become centre for traffic bottlenecks. To facilitate the people with the smooth traffic flow, four flyovers are under construction at different parts of the city.

8.4 INTENSITY OF BUS SERVICE

Following table depicts the number of buses plying on the different routes from the Bus Stand, Jalandhar to different cities. There has been an increase in the number of buses drastically since there has been an increase in the commuters.

Table No. 8.5: Yearly Bus traffic route-wise

Sr. No.	Year	Per Day	No. of Routes	No. of buses		
				Incoming	Outgoing	Total
1	1997	2200	803000	803000	803000	1606000
2	1998	2250	821250	821250	821250	1642500
3	1999	2300	839500	839500	839500	1679000
4	2000	2375	866875	866875	866875	1733750
5	2001	2400	876000	876000	876000	1752000
6	2002	2500	912500	912500	912500	1825000
7	2003	2520	919800	919800	919800	1839600
8	2004	2600	949000	949000	949000	1898000
9	2005	2750	1003750	1003750	1003750	2007500
10	2006	2801	1022365	1022365	1022365	2044730

(Source: Punjab Roadways, Jalandhar)

Table No. 8.6: Yearly Mini Buses traffic route-wise

Sr. No.	Year	Per Day	No. of Routes	No. of buses		
				Incoming	Outgoing	Total
1	1997	245	89425	89425	89425	178850
2	1998	270	98550	98550	98550	197100
3	1999	290	105850	105850	105850	211700
4	2000	325	118625	118625	118625	237250
5	2001	400	146000	146000	146000	292000
6	2002	500	182500	182500	182500	365000

7	2003	530	193450	193450	193450	386900
8	2004	550	200750	200750	200750	401500
9	2005	560	204400	204400	204400	408800
10	2006	581	212065	212065	212065	424130

(Source: Punjab Roadways, Jalandhar)

Table No. 8.7: Yearly number of passengers

Sr. No.	Year	No. of passengers
1	1997	5978700
2	1998	578817000
3	1999	62999000
4	2000	611557550
5	2001	67160000
6	2002	71175000
7	2003	249109434
8	2004	74460000
9	2005	78438500
10	2006	80048150

(Source: Punjab Roadways, Jalandhar)

It is very much evident from the above tables that buses have recorded rapid growth from 178850 in 1997 to 424130 in 2006. Thus depicting that there has been an abrupt increase in the number of commuters, table number 8.7 shows that number of passengers have increased almost 13 times from 5978700 in 1997 to 80048150 in 2006. Effective transport is the need of every city and for cities that are growing at rapid pace. The concept of public transport is quite old in the city but could not meet with any reasonable success so far. In Jalandhar, the services of the city transport started in operation of buses by Punjab Roadways in way back 1980's which shifted to Municipal Corporation. But the services were withdrawn by Municipal Corporation which is largely handled by the private owners these days and now again as a pilot project; Jalandhar City Bus Service is in operational at four distinct routes. If this pilot project becomes a successful project, then it would be extended to the whole city.

All the routes originate and terminate at Main Bus Terminal leading to the congestion in central areas of the city. Due to the inefficient services and un-organized system of public transport, predominant modes used for the intra city passenger travel are personalized vehicles, cycle rickshaws, auto rickshaws etc, which enhance the problems such as congestion, accidents, parking as well as pollution. In the city, there is an urgent need of the provision of efficient and reliable public transport system, which can effectively meet the existing as well as the future transport demand for the next 20-25 years.

However, the location of the existing Bus Terminal needs a review. Though from the point of view of users, the bus terminal has very convenient location, but it is one of the important reasons for the increased number of problems of traffic and transportation. Since most of the traffic originate and terminates at the Bus Terminal and preferred mode of travel is also the bus, accordingly, areas attract large volume of the traffic in process. In addition, terminal