

iDEAS FOR GOVERNANCE

IDEAS FOR GOVERNANCE TRUST BELIEF

- Administrators and Practitioners in government bodies would welcome ideas that improve the quality of life for all citizens
- It is possible to empower government bodies by making freely available ideas that could work in their local environment
- If appropriate ideas are generically available, local government body CEOs and their team would adapt them suitably and take it forward under their leadership
- Ideas which take shape through this process in local bodies have a greater chance of success over those 'pushed' by external bodies
- The trust does not expect any acknowledgement for use of any of the ideas set out in its forum. It hopes that some of its ideas find form across government bodies.

IDEAS FOR GOVERNANCE TRUST OBJECTIVES

- To compile ideas for use by government bodies for improving quality of life for all citizens
- To make available these ideas as 'freeware' for use by anyone
- To disseminate these ideas by using suitable channels of communication
- To encourage others to contribute ideas for use as 'freeware'

ABOUT IDEAS FOR GOVERNANCE TRUST

Ideas for Governance Trust is a not for profit trust set up to assist government bodies in improving the quality of life for its citizens. This has been set up by V. Ravichandar, Chairman & CEO, [Feedback Business Consulting Services Pvt. Limited](#), India as part of the Corporate Social Responsibility of the firm.

Since 2000, Ravichandar has been serving as a Member of the Bangalore Agenda Task Force (BATF) working with civic agencies in Bangalore on a pro bono basis. The idea of a Ideas for Governance Trust is based on the experience of working with urban local bodies in Bangalore, being part of Janaagraha, a citizen movement for participatory democracy, and carrying the message of public governance to many cities across India.

Contact details

V. Ravichandar,
Trustee,
Ideas for Governance Trust,
c/o Feedback Business Consulting Services Pvt. Ltd,
5th Floor, Oxford Towers,
139, Airport Road,
Bangalore 560 008.

Ph : 91-80-2520 2902
Mob: 91-98450 24823
Fax : 91-80-2520 1402
<http://www.ideasforgov.org/>

Civic assets

Road cutting protocol , April 2, 2004

The Idea

The agency that digs the roads restores it within a tightly defined time frame. Penalties for delays and poor restoration.

The Rationale

Utilities like telephones, power and water need to access city roads / pavements for new lines & maintenance. Citizens need them back in good shape at the earliest. A mechanism needed to ensure compliance.

An Approach

- For any access requirements for laying new lines below roads / pavements or for maintenance set out a norm. This should set out the days the utility firm has access to the city asset for digging, laying & restoration.
- The utility firm is responsible for bringing the road back to its original condition.
- A nominal fee is charged for this access provided it is done within the norms. An additional charge can be levied for third party audit of the work - the third party auditor is hired by the Corporation to report on the time lines and the quality of restoration work.
- In case of delay beyond the norm, levy an escalating penalty rising with each day of delay

Potential Partnership

Local civil engineer associations and Corporations for third party audits.

The Benefits

- The utility agency will be on guard to ensure timely completion and proper restoration. If not done, they will have to explain to their finance departments why there was a cost over run.
- The city gets back its assets at the earliest. Minimizes inconvenience to citizens.

Basis for providing access below city roads & pavements , April 5, 2004

The Idea

Do not give free right of way to utilities below the ground. Ensure the city Corporation has a lieu on the below ground infrastructure.

The Rationale

In the new economy, access is critical. Firms are getting free right of way for life from City Corporations when the terms of their license for operations is of 15-20 years tenure. The City should lock into future gains from use of its underground assets.

An Approach

- Utility firms can get access to city assets for laying the lines.
- However, the deal with the urban local body (ULB) should make the ULB the owner of the duct (conduit) through which the wires are drawn.
- The ULB needs to get into an agreement with the utility for a nominal access charges (could be Rs. 1 / km / year) for the duration of the license from the Government
- In case the utility sells its business to another firm, the ULB is free to set a suitable rental charge / annum for use of the underground duct. The idea is that the city needs to get a share for loaning access to its assets to a commercial body

Potential Partnership

Between private utilities and ULBs.

The Benefits

- A source of financial security for future citizens of the city in the years to come
- Over time, like property tax likely to be become a useful revenue source for the city
- Firms likely to think of wireless access options reducing the road cutting activity in the city

Pay and Park , April 5, 2004

The Idea

Collect annual parking fees in city through vehicle insurance firms. Restrict additional pay and park to select high traffic areas

The Rationale

Traditional pay and park schemes based on tender bids by Contractors. This yields low revenue to Corporations while offering no guarantee on safety of vehicles. Case for examining alternate avenues for levying pay and park charges

An Approach

- Collect pay and park charges as city asset levy charges when vehicle owners renew their vehicle insurance
- The rates can vary by class of vehicle - LCV, 4 wheeler (by size), 2 wheelers
- Insurance firms can be paid an collection charge for the service of collecting & remitting the amounts on a fortnightly basis - say 10% of the levies
- In busy thoroughfares, to ensure that a few vehicles do not monopolise the scarce parking space, parking meters which need to be charged up (eg. every 2 hours) regularly can be installed

Potential Partnership

With insurance firms for collection of levy.

The Benefits

- In most cities, an annual levy of around Rs. 100 per 4 wheeler (average) and Rs. 50 per 2 wheeler will more than quadruple the existing collections through pay and park
- Easier administration
- Less litter of parking tickets
- However, a scope for employment is removed. With higher revenues, scope for hiring contract labour for guiding vehicle parking at high traffic areas.

Levy license fees for using civic assets , April 23, 2004

The Idea

Monthly fees for using city roads for night parking. Permission fees for digging bore wells for water.

The Rationale

Day time parking attracts parking charges. Why not extend the concept to night parking too. Similarly if fees need to be paid for mining, why not charge for digging bore wells?

An Approach

- Some cities may need changes in State legislation to levy additional charges of this nature
- Need to convince the citizens that these additional levies are warranted
- In respect of bore wells, it could be made mandatory to invest in rain water harvesting facilities at the site

Potential Partnership

Local citizen groups & the Corporation

The Benefits

- Additional source of income for the city
- Conserve scarce resources

Leasing out Non Performing Assets profitably , May 10, 2004

The Idea

Local bodies have 'dead' investments - community halls, auditoriums, shopping complexes, marriage halls, etc. Leasing these out to private bidders will help augment revenue and improve upkeep of these facilities

The Rationale

While there is interest in building infrastructure (if funds available), many are in decrepit condition due to negligible operating funds as well lack of interest in running the facilities. Leasing viable facilities will improve the state of the facilities while generating additional revenue.

An Approach

- Make a list of all the NPAs in the local body
- Identify those assets which have high commercial viability
- Set out user charge limits and any reservations / special cases
- Go in for a tender cum auction for the Operations & Transfer of assets to maximise return. It could be for a 3-5 year period
- Enter into an MoU on conditions to be met by the private bidder

Potential Partnership

Private bidders and government agencies

The Benefits

- Assets will be refurbished to attract citizen traffic
- Maintenance will be taken care of by the private bidder - needed to attract business
- Additional revenue to the local body
- Better citizen services