



DYNAMIC ADMINISTRATION

Indian Institute of Public Administration (U.P. Regional Branch)



From the Editor's Desk

EDITORIAL BOARD

Sri R. Ramani

Sri K Ravinder Naik (Editor)

Dr. Padma Iyer

I feel privileged & happy to take over the editorship of this Newsletter consequent to my being elected as Secretary of the UP Regional Branch. The Newsletter which is thirty nine years old has not only been informing its readers about the activities of the branch but has also helped them in appreciating the nuances of public administration.

Good governance is an integral part of public administration and as such a brain storming session was conducted on the theme "Good Governance: Whither are We Bound" in which senior members of the branch as well as faculties from the Indian Institute of Management and the Lucknow University, NGOs and officers of the State Government participated. This helped in identifying the issues which have to be addressed in order to ensure the same. Besides this several other events were organized to improve awareness amongst the people on the importance of public administration. One such event is the Annual Essay Competition.

UP has 1.4 crore teenagers between the ages of 15-17 years. This is the target group if properly motivated to enter the civil services can become excellent bureaucrats committed to make UP & India grow from strength to strength. With this clear objective in mind an Annual Essay Competition was started in 2019, for students of class 9 to 12, in the district of Lucknow, which has met with tremendous success. Enthused by it this competition was organized for the fourth year in a row in 2022. The Branch is also planning to conduct more such events for the youth at the graduate level as well as for younger school students.

A webinar conducted on "Road Traffic and Safety Management", which among many other important recommendations also emphasized the need for training the youth to obey traffic rules.

This issue of our newsletter gives you the details of all the above activities that took place in 2022 & much more. We hope to bring out the next issue in the month of July. Meanwhile you may send your feedback about the issue, so that we can do a better job in the future.

K Ravinder Naik
Editor

Annual Essay Competition, 2021

Annual Essay Competition, 2021 was organized by the Indian Institute of Public Administration, U.P. Regional Branch. The essay competition was announced to 110 educational institutions, by email, and positive responses were received by most institutions, though some of them were not able to send entries for the competition. The participants were given one month to submit their essays.

The topics of the Essay Competition were as follows.

- (a) Sustainable Economy in the Pandemic: Aatmanirbhar Bharat
- (b) One Nation, One Ration Card Scheme: PDS Reforms

Participants could attempt any one of the above essays. Both the essay could be attempted in Hindi and English, and each essay was to be written in about 2000 words. The participants of the essay competition were students from classes 9 to 12, of institutions located in Lucknow.

Participation of the students came from 10 institution and 35 students participated in the competition. 21 essays were in Hindi while 14 in English. 23 girls and 12 boys participated in the competition.

The essays were assessed by 2 Judges:

- (a) Dr. U.B. Singh, a member of IIPA

- (b) Dr. Sumita Dutt, Former Principal of Shashi Bhusan Degree College, Lucknow.

6 students from 4 educational institutions were announced as prized winners (3 for Hindi and 3 for English). The prizes were in the form of cash. The first prize was worth Rs. 5000/-, the second prize was valued at Rs. 4000/- and the third prize was worth Rs. 3000/- respectively. The prize winners were as follows.

The names of the winners in Hindi are as follows

1. Jayesh Krishna, St Dominic Savio College, Indira Nagar.
2. Ketki Kumari Pathak, DAV Public School, Sector-18, Indira Nagar.
3. Shreya Kashyap, Dayanand Girls Inter College Mahanagar.

The names of the Winners in English are as follows:

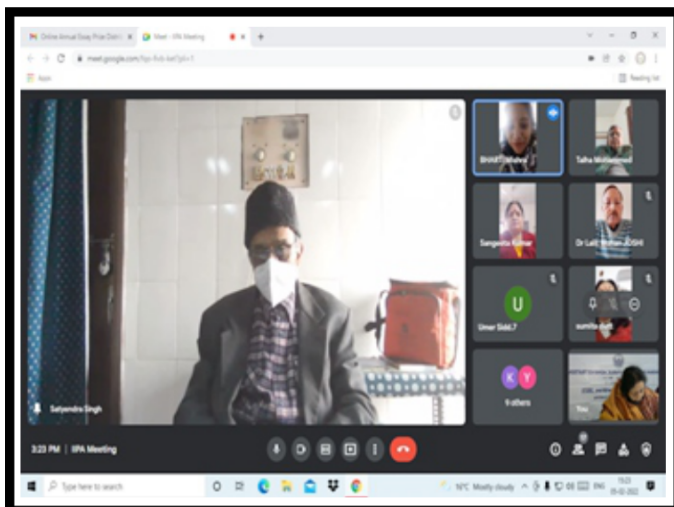
1. Tanmay Singh, St. Dominic Savio College, Indira Nagar.
2. Aiman, Dayanand Girls Inter College Mahanagar.
3. Ayush Kumar Jha, Mahavir Inter College, Vikas Nagar Kursi Road, Aliganj Sector N-2.

The prize distribution ceremony was conducted online on 5th February, 2022, at 3:00pm. All prize winners and to principals gave positive feedback of the essay competition. Dr. M. Talha Joint Secretary, Unity College, Lucknow gave his observations.

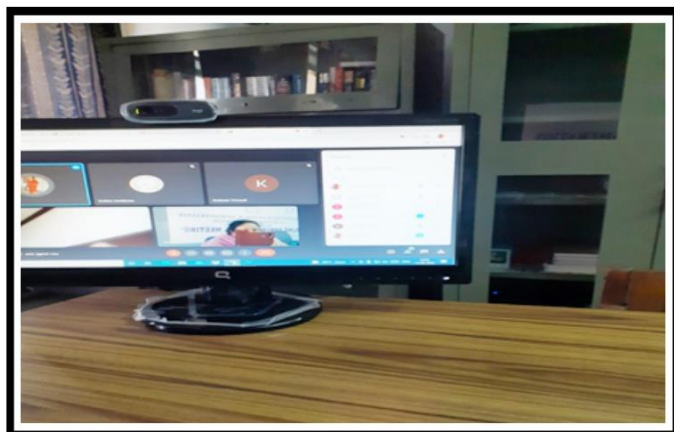
Sri R. Ramani, Chairman IIPA U.P. Regional Branch addressed the participants and also gave his remarks on the essay competition. The prize distribution ceremony was conducted by Dr. Padma Iyer, Joint Secretary and the vote of thanks was given by Dr. L.M. Joshi, Executive Member of IIPA U.P. Regional Branch.

Executive and Annual General Meetings (14th March, 2022)

An Executive Committee Meeting and Annual General Meeting were held on the 14th of March 2022, which discussed the conducted and ongoing activities of the branch, as well as its future activities.



Annual Essay Competition, 2021



Annual General Meeting (14th March, 2022)

Webinar on “Road Safety and Traffic Management”

A webinar was conducted by UP Regional Branch, on 2nd April, 2022, from 11.00 am. The guests of the webinar were initially welcomed by Dr. Padma Iyer, Joint Secretary.

Road safety and traffic management, as they existed in Uttar Pradesh was introduced by Sri Abhshek Srivastava, Advocate, High Court and Chairman, Consumer Guild. He said that according to NCRB data for 2020, Uttar Pradesh Accounts for the highest number of road accident deaths in the country. U.P was at top with 19,037 deaths while the total number of road accidents was 28,653. Last year there were 1.5 Lakh deaths due to road accidents in country and many more have suffered debilitating injuries.

The Motor Vehicles (Amendment Act 2019) provided some major changes to the old act of 1988. This act mainly aims at ensuring road safety, compensation for the victims of accident, third party insurance and health of the vehicles. This act defines a Samaritan as a person who stands up for helping out a road accident victim immediately; it ensures that they are not harmed in any manner whatsoever. The motor Vehicles (Amendment Act, 2019) made rules more stringent for offenders.

Uttar Pradesh has fully implemented the (Motor Vehicle Amendment Act 2019) and revised the penalties according to new act from the 30th July 2020. Before that it was partially implemented in state after the center notified the new law in month of August 2019.

As per the Motor Vehicle Act 2019, it is illegal to drive when you are drunk; driving under the influence

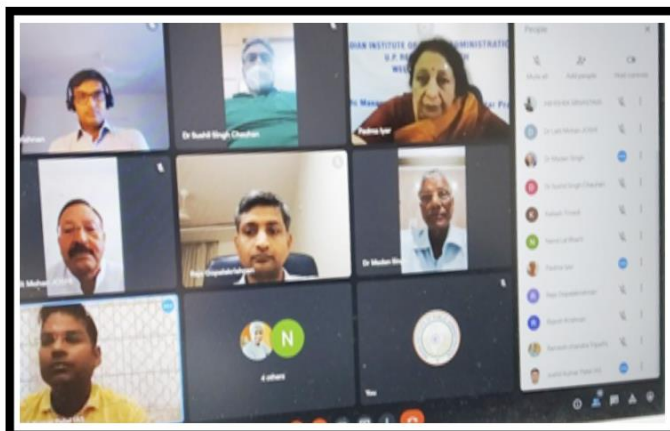
of alcohol is considered a criminal offence. Mandatory child restraint laws and enforcement are effective in increasing the use of child restraint. In order to be effective child restraint system must meet standards, be appropriate to the age and size of the child and installed correctly.

Supreme Court Committee on Road safety (SCCoRS) recently issued a direction regarding District Road Safety Committees for each district in accordance with Section 215 of the Motor Vehicle Act, 1988 to monitor and improve the standard of road safety in country.

A Notification from the Ministry of Road Transport and Highways (MoRTH) states that all helmets in India must bear the ISI Mark from June 1, 2021, onwards. Most of the high quality imported helmets comply with several international standards such as DOT and ECE can be sold in India alongside BIS- ISI Mark.

Wearing a seat belt can reduce fatalities among front seat passengers by upto 50 % and among rear seat car passengers by up to 75 %. The center motor vehicle rules makes it compulsory for rear passengers to wear a seat belt, however most rear occupants in India give seatbelts a miss because of lack of awareness and enforcement.

Distracted driving is a growing problem due to increased use of mobile devices and technology in vehicles. Drivers who are using mobile phones typically have slower reaction times to traffic signals and in braking, have trouble staying in their lane and maintain closer following distances. Drivers who are using mobile phones are about four times more likely to be involved in a crash. Offenders can be booked under Section 184, and punished with a jail term extending up to six months and a fine of



Webinar on Road Safety and Traffic Management

Rs. 1,000 of the Motor Vehicles Act, 1988 and section 67 of MV (Amendment Act 2019).

Uttar Pradesh has taken lead in efforts to strengthen road safety and it's high time to have a consultation processes with the concerned stakeholders to make the necessary diligent enforcement of the act and rules. In the new Motor Vehicles Act, 2019, around 89 provisions include increase in penalty related to risk factors such as drunk driving, over speeding, helmet wearing, seat belt and child restraint, culpability of parents of juveniles for violation of rules, provisions for the electronic monitoring and enforcement of road safety.

Intelligent Traffic Management System (ITMS) is prevalent in ten districts of the state, including Lucknow, Kanpur, Prayagraj, Varanasi, Agra, Aligarh, Bareilly, Moradabad, Saharanpur and Jhansi. Apart from this, it is under process in six districts, including Gorakhpur, Shahjahanpur, Ayodhya and Meerut. Road safety cell under Transport Department, Govt. of U.P is working to Meerut. Road safety cell under Transport Department, Govt. of U.P is working towards coordination with all the stakeholders on road safety initiatives.

Speaking in the webinar, the keynote speaker, Sri Raja Gopalakrishnan, Director, Centre for Railway Information Systems, said that ever since humans led a settled life, movement of people and goods has been essential for survival and growth. For movement, transportation systems consist of supply components (infrastructure and vehicles) interacting with agents (individuals, establishments) for fulfilling activities emanating from spatial and temporal characteristics of land-use. The resultant transport demand is fulfilled by one of the modes for movement of both individuals and goods. The spatial-temporal nature of transport demand assigned on the supply-mode results in traffic on the network.

The expert further added that economic growth and a concomitant rise in transportation demand has led to an increase in the number of vehicles and has brought focus on the negative externalities of traffic demand. The vehicle population has grown at an annual rate of 10.3% in the current decade to reach over 253 million in 2017. The burgeoning number of vehicles has worsened the traffic conditions with an increase in travel time with an additional burden on parking spaces.

India, he said, has achieved substantial progress in enhancing its road network with a total 5.9 million km. Within this network, as of March 31, 2018, 1,41,158 km (1.94%) are national highways (NH); 1,75,036 km (2.36%) are state highways (SH) while other roads constituting 56,08,447 km (95.10%). A few studies have estimated that around 40% of the traffic is handled by the national highways. This is also reflected in the number of accidents, with the bulk of the accidents—30% on national and 25% on state highways respectively.

While the inter-regional transportation demand has increased substantially in the national and state highways, the situation in urban areas is similar. The growing urbanization of India where people are migrating from rural areas to existing cities in search of economic opportunities has increased the burden on the traffic and land in the existing cities. While the world crossed the 50% urbanization milestone in 2007, India, with 34% of its population in urban areas as of 2017, is expected to be more urban than rural by the year 2030. This has already strained the existing transport infrastructure in the cities.

The modal choices differ across geographical regions. Urban areas are likely to have more public transport choices in the form of buses, car-pooling, or metros other than the personal transport modes such as two-wheelers, cars, taxis, autorickshaws, cycles, etc. The rural hinterland is likely to be dominated by personal mobility choices, both motorized and non-motorized - two-wheelers, cars, and cycles.

Traffic management is a serious issue in urban areas. The agents and vehicles moving on the network negative externalities in the traffic network – congestion, pollution, and accidents. Longer and uncertain travel times due to congestion lead to loss of manhours, reduction in vehicle efficiency and result in higher pollution levels. New Delhi NCR region has attained the dubious distinction of one of the most polluted regions of the world. Further, India ranks 1st among 199 countries with the highest number of road fatalities with over 150,000 deaths in 2018, which translates to around 25 deaths per a million population. On the positive side, the decadal growth in fatalities has reduced from an annual growth rate of 5.5% in 2000-2010 to 1.5% in 2011-18.

The challenges in transport management are multifarious. Currently, most of the interventions focus on the supply side- increase the supply of

vehicles, and by constructing more roads including national highways and state highways which have grown by 3.7% annually. City planners are already earmarking a substantial portion of the land for roads, and any further increase may be infeasible. Absence of a unified transport planning body, where all modes are represented, hampers development of a holistic view that is mode agnostic. Land-use policies that determine the spatial distribution of activities for individuals and households is the single biggest determinant of travel and freight demand. Transportation demand – origin-destination travel demand, mode, and route choices – is difficult to estimate due to lack of survey data.

Sri R Raja Gopalakrishnan concluded his talk by saying that in the presence of the above formidable challenges, the policy maker is faced to take recourse to heuristic decisions based on partial availability of data. Traffic management policies are often supply centric to include one-way streets, earmarked time-windows for certain classes of vehicles, parking restrictions, signaling changes. Demand management measures such as congestion tolls, parking pricing, and incentivizing individual-travel behavior to switch from personal to public transport are limited if not absent. In addition to passenger travel, little attention has been paid to freight – both urban and inter-regional. Freight continues to be the backyard whose existence is often forgotten by the transport planner. The way forward for India and any state would be to pay equal attention to the demand side by collecting realistic data, develop estimates of the origin-destination travel and freight matrix, and understand the price, income, and time sensitivities of the travel and logistics demand. Concepts such as a conducting a comprehensive survey of the travel behavior of households must be adapted to obtain rich micro-level data that is essential for the demand estimation. In addition, the institution changes such as a unified transport authority, integrating land-use and transport may be considered at the district, state, and national levels. Technology can play an important role in data collection through crowd sourcing, providing actionable information to the agents (drivers) in face of traffic congestion, aid in enforcement of traffic rules, and enable the adoption of public transport. Training and recruiting a wide pool of skilled transport planners, traffic engineers in the local, state, and national level supported with adequate financing will provide the recipe for overcoming this complex and challenging problem.

Another expert speaker in the webinar was Sri Rajesh Krishnan, CEO of ITS Planners and Engineers Private Limited. According to him, the demand for travel is a function of land use, socio-economic factors and the availability of transport connectivity. People choose their modes of travel based on travel times and cost between available options. Multimodal journeys are prevalent and desirable in order to maximize public transport usage and reduce congestion. The transport system in a city typically consists of private vehicles and mobility as a service (MasS), who use the roads, the bus network and Bus Rapid Transport (BRT), Metro and a number of non motorized transport (NMT) options typically used for last mile connectivity such as walking, and cycling. Inter modal interchanges are also an important part of the transport system that enables multimodal journeys such as Park + Ride.

Transport links are congestable; travel time on roads increase as the flow increases. Specifically, the travel time increases exponentially a flow nears road capacity. Hence it is important to manage traffic in such a way that the flow stays below capacity during most parts of the day. A useful strategy to achieve this is to increase public transport usage and correspondingly reduce private transport usage. Public transport is more road space efficient. Moreover, it has been established that one cannot build one's way out of congestion in a growing economy due to induced demands. Hence, in general, investment in widening roads and building flyovers. There may be specific instances when increasing road capacity will yield positive benefits, but this has to be verified using modelling.

Public transport networks should be designed based on an estimation travel demand and road choices rather than based on current usage patterns of the public transport system (to reduce observation bias). Given the estimate, the public transport network should be designed to cater to the estimated demand. At the same time, the estimate will also provide the demand for private transport and hence the level of traffic flow expected on the roads. Cities should implement an Area Traffic Control System (ATCS) to manage private transport flows while giving priority to public transport at signals to balance between the two modes.

The uptake of public transport has safety benefits. Public transport vehicles are driven by professional drivers. They can be sensitised about

safety issues and re-trained periodically. This will result in less amateur drivers on the road and more professional drivers. One can expect improved safety in this scenario. Last mile connectivity is important in public transport uptake. Hence, safety, security and comfort for users of NMT should be given adequate importance. It is important that we improve pedestrian safety, such as easy and safe crossing of roads and good footpaths, if we want more people to use public transport.

In summary, cities should estimate the mode-wise demand for travel, encourage the use of public transport and ensure that the public transport system is capable of catering to the estimated demand. In addition, urban streetscape should be made safe and secure for pedestrians for the ease of last mile connectivity to public transport. These measures will not only reduce congestion, but also improve safety.

Sri R.C. Tripathi, IAS (Retd.) and senior member of IIPA, said that in certain developed countries, sensitivity to traffic management is inculcated in students at a very young age. Thus, they will never try to flout traffic laws. Besides, Sri Sushil Kumar Patel, (IAS) M.D. at U.P. Jal Nigam, also believed that people in U.P. should be taught road safety and following the traffic rules

Later the Chairman, Sri R Ramani, IAS (Retd.) gave his concluding remarks, in which he appreciated the speakers and said that traffic management is an aspect which everyone should learn today, from a very early age, and training is a very essential aspect of it.

The vote of thanks was proposed in the end by Dr. L.M. Joshi, a life member.

Brainstorming Session on Good Governance

A brainstorming session was organized on the 11th of May, 2022, at the IIPA Seminar Hall. The participants of the session were as follows:-

1. Sri R. Ramani, IAS (Retd.) Chairman, IIPA, U.P. Regional Branch
2. Sri K.K.Sinha, IAS (Retd)
3. Sri Mukul Singhal IAS (Retd)
4. Prof. Kshitij Awasthi, Faculty, Indian Institute of Management, Lucknow
5. Prof. Sanjay Gupta, Political Science Department, Lucknow University
6. Dr. M. Talha, Joint Secretary, Unity College

7. Sri Varun Vidhyarthi, Founder and Director of Manvodaya Institute
8. Sri Ashutosh Kumar Singh, Deputy Director, Mahilla Kalyan Directorate
9. Dr. Padma Iyer, Joint Secretary, IIPA, U.P. Regional Branch

The Chairman Sri R Ramani gave his introductory address by mentioning that good governance amounts to implementation of policy as its intended objective and stressed on strengthening the delivery system. The discussion began and moved holistically touching upon a variety of topics. At first Sri Talha expressed disappointment with the governance both at official and political levels. He mentioned that while the quality of the political leadership has declined and politicians have started looking more like kings, the bureaucracy has also failed in doing its job of standing up against illegal orders of their political bosses. Sri K.K. Sinha then took the discussion forward by observing that there are differences in efficacy. Good governance is delivered to some to a great extent, others to some extent and to a majority it is not being delivered at all. The Chairman mentioned at this juncture that, nevertheless, there are islands of excellence and specially mentioned IIT and IIMs as examples. Dr. Sanjay Gupta provided a more optimistic picture by saying that governance has been at its best perhaps in the last few years and gave examples of and availability of power and DDVT. Sri Ashutosh Kumar Singh summarized a lot of aspects central to good governance- the one which has people's participation, like local self-government, e-governance, etc. He also mentioned that whenever executive has failed to deliver on its promises the judiciary has been playing its independent role by



Brainstorming Session on Good Governance, whither are We Bound?

stepping in to provide relief to the affected citizens. Sri Varun Vidyarthi spoke about the importance of the Panchayati Raj institutions, which are unique to India and emphasized the need to strengthen them so that they can be used as effective media for delivering services to the people. Further, he also added that the urban local bodies can also be used in the same manner.

The Chairman mentioned that we have a variety of models including states like West Bengal that have done well in land reforms but not as much in health and education. In this connection, he emphasized the need for bureaucracy to play its proper role of effective implementation of government policies rather than indulging in politics. Sri Mukul Singhal suggested that we should rather focus on the specific issues regarding poor governance, rather than blaming politicians and holding them responsible. He also added that actually many changes are happening for example if we look at how school education has come up. Prof. Gupta countered this argument by saying that development is happening more by accident rather than by design, whereas in fact politicians should be projecting these issues at the time of elections and make promises as to how they will improve the state of affairs instead of offering freebies to entice the people. Sri Sinha then brought forward the point of private sector governance and said many times attempts are made by the private companies also to bypass the laws. The chairman responded by mentioning the improvement happening on that front too after the end of the License Permit Raj, in 1991. Sri Singh further added that in private sector also, the issue of cartelization exists, which then defeats the purpose of liberalization. As such Sri Singh concluded by saying that the private sector cannot be a panacea for solving all our problems. Dr. Padma Iyer then touched upon another important dimension of the problem, the socio-psychological side. She mentioned that the government is eventually the reflection of its people. This is so because politicians are a small sample of the population. Whether good or bad they are the miniature public. Thus it is essential that the intelligentsia should be more willing to work for public welfare by taking part in politics and contesting elections. A splendid example this kind of political leader is Sri Arvind Kejriwal of Aam Aadmi Party. Sri Singhal mentioned that even good politicians find themselves helpless in the hands of bureaucracy and feel frustrated when they are unable to implement their programs. As such there is

a crying need to bring about culture of commitment at all levels of bureaucracy instead of the present indifference.

Prof. Awasthi then summarized the discussion and major takeaways. He mentioned that the meeting covered various facets of problems in good governance. He, however, felt that more emphasis could have been given during the discussion on the parameters of good governance.

The Chairman then suggested the following topics for further in-depth study and the persons who could help in carrying it forward.

1. Parameters of Good Governance and failure of the Political Executive & Legislature in enforcing it. This will entail how the academic disciplines of Political Science & Public Administration can play a more meaningful role in improving this scenario. The participants who will be evolving this concept would be Prof. Ksitij Awasthi and Prof. Sanjay Gupta
2. Lack of commitment in the bureaucracy headed by the All India Services and how to overcome it. This aspect would be looked after by Sri Mukul Singhal and Dr. Talha.
3. Role of the urban & rural local bodies in ensuring good governance and ways to strengthen them. This perspective would be seen by Sri Varun Vidhyarthi and Sri Asutosh Singh, and
4. Lessons to be learnt from the increasing frequency with which the Judiciary is forced to intervene in enforcing good governance. This would be evolved by Sri K.K. Sinha.

Towards the end of the session, the vote of thanks was given by Dr. Padma Iyer.

Executive Meeting

An Executive Meeting was held on 12th October, adjourned and later held on 9th November, 2022. The meeting concentrated on the renovation of the branch.

Annual General Meeting

An Annual General Meeting was held on 9th November 2022. The highlight of the meeting was the elections in the branch. The following members were reelected as office bearers:-

- | | | |
|-------------------|------------------------|--------|
| 1. Sri R Ramani | Elected Chairman of UP | 10410L |
| 2. Dr. Padma Iyer | Joint Secretary | 4994L |

		5063L
4. Dr. L.M. Joshi	Member	9355L
5. Dr. Raghavendra Shukla	Member	8477L
6. Dr. Chandani Mala	Member	8089L

The following members were newly elected as executive members-:

1. Sri Ravinder Naik	Secretary of UP Regional Branch	10040L
2. L. Venkateswarlu	Member	12294L
3. Dr. Mohammad Talha	Member	12350L
4. Dr. U. B. Singh	Member	6291L
5. Dr. Nandlal Bharati	Member	11107L
6. Dr Sanjay Gupta	Member	8762L
7. Sri Shishir Jindal	Member	3954L

The following members opted out of the executive position-:

1. Sri R.C. Tripathi
2. Sri I.C. Dwivedi
3. Sri P.C. Sharma
4. Sri V.N. Garg
5. Sri K. N. Trivedi
6. Sri Y.S. Bhadauria
7. Sri A.C. Bagchi

The AGM lauded the contributions of the outgoing members and thanked them for their relentless efforts.



Annual General Meeting (9th November, 2022)

Chairman's visit to the Head Office at New Delhi

The Chairman, Sri R. Ramani attended the Chairmen's meet and the AGM of IIPA on 31st October as well as the Annual Conference on the 1st November 2022.

District Documentation Profile

The Head Office, at New Delhi, has assigned to each regional branch, a study to document the profile of a particular district. UP Branch has proposed to document the profile of district Barabanki which has been approved by the Head Office.

Participation of Annual National Convention

Dr. Padma Iyer participated in the National Convention conducted by the Head office titled "Dr. Rajendra Prasad National Convention on Repositioning India @2047; Revisiting Sustainable Goals for Nation Building". She presented a paper titled "Where tireless striving stretches its arms towards perfection: Promoting women entrepreneurs in the Micro, Small and Medium Enterprises for Nation Building", for which she received the Best Presentation Award for the subtheme, titled "Promoting Women for Nation Building".



Dr. Padma Iyer receiving the award from Dr. Jitendra Singh, Honorable Union Minister (I/C) of State, Ministry of Personnel, Public Grievances and Pensions, and Chairman IIPA