

IMPACT OF LARGE INFRASTRUCTURE PROJECT ON LOCAL ECONOMY

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Abstract – India's rise in recent years is a most prominent development in the world economy. India has re-emerged as one of the fastest growing economies in the world. India's growth, particularly in manufacturing and services, has boosted the sentiments, both within country and abroad. According to many commentators, India could unleash its full potentials, provided it improves the infrastructure facilities, which are at present not sufficient to meet the growing demand of the economy. Failing to improve the country's infrastructure will slow down India's growth process. Therefore, Indian government's first priority is rising to the challenge of maintaining and managing high growth through investment in large infrastructure sector, among others. We have conducted our study on Balewadi, Pune. This area has seen a drastic development with the infrastructure project which changed the topography of this place

1. INTRODUCTION

Earlier considered as a small village near Baner, Balewadi has suddenly been revamped with several new properties coming up here. The major reason for the growth can be attributed to the Commonwealth Youth Games in 2008. The games, hosted at Shri Shiv Chhatrapati Sports Complex at Balewadi, brought the place into the limelight. The infrastructure has been uplifted in Balewadi after the Commonwealth Games, with good roads. Pune Mahanagar Parivahan Mahamandal Limited (PMPML) has their bus services from Katraj to Balewadi making Balewadi accessible to other parts of Pune. Katraj-Dehu Road bypass is a part of NH4 highway that connects places like Pimpri-Chinchwad, Hinjewadi and Balewadi. Katraj-Dehu bypass is also part of proposed ring road project in Pune. The road connecting from Balewadi stadium to Baner has been instrumental in enhancing the connectivity and real estate market of Balewadi.

Balewadi is located close to Baner and Aundh that are already exhausted in terms of good plots for residential projects, however provide for the necessary social infrastructure to the area.

Apart from infrastructure, the other facilities like schools, colleges and hospitals are also in place. Balewadi has educational institutes like Moze Engineering College, National Insurance Academy, MITCON Institute of Management and National Institute of Construction Management and Research (NICMAR), among others in its vicinity. The presence of hospitals in Aundh and Baner complement the medical needs of residents in Balewadi.

2. METHODOLOGY

We have studied some research Paper, Books related to Project management and infrastructure development.

2.1 Aim:

To describe the spatial development around Big Infrastructure project and assess the factors encouraging and restricting the development.

2.2 Objectives:

- To study the spatial Impact of Big Infrastructure project on the surrounding area in terms of the change in urban form, etc.
- To assess the change in property market in terms of real estate prices, rents, development pipeline, the scale of development, process of redevelopment and regeneration, etc.
- To come up with development guidelines around the large infrastructure projects.

2.3 Scope:

In keeping time and resource limitations of the study and also focus on actual analysis attempted, the scope of the study is limited in the following ways:

- The geographical study area is confined to an area around Balewadi in keeping with surrounding area of Balewadi Stadium.
- The study with its primary surveys has been limited to the present Household size, Occupation, Rent and commuting expenses for the population who are residing surrounding the above mentioned project.

3. Data Findings & Presentation

3.1 Housing:

From the survey carried out in the Balewadi area and considering the Housing as its 2nd criteria the classification of population can be done in the following ways:

40% of them stay on rental basis; another 40% of them pay EMI's and remaining 20% own houses.

3.2 Occupation:

From the survey carried out at Balewadi area and considering the occupation as its 1st criteria the classification of population can be done in the following ways:

30% are doing Business; 20% are govt. servants; 30% of them are IT workers & the rest of them work in service sector.

3.3 Vehicle Ownership:

From the survey carried out in the Balewadi area and considering the Housing as its 3rd criteria the classification of population can be done in the following ways:

Majority of people i.e. 90% own the Vehicles and only 10% of the population use public transport.

4. TOTAL MONTHLY EXPENDITURE

Divided into two categories EMI's and rent paying people.

4.1 Monthly expenditure in Rs. In 2016 (EMI)

	Jan-2016	April-16	July-16	Oct-16
Entertainment	1000	1000	1000	1000
Food	5000	5000	5000	5500
Shopping	1500	1500	2500	2000
Transportation	1500	1500	1500	1500
Mobile	1000	1000	1000	1000
Total	10000	10000	11000	11000

Table1: Monthly expenditure in Rs. In 2016 (EMI)

Survey data indicating the total monthly expenditure in Rs. of Balewadi population paying EMI's in 5 different categories viz. Entertainment, Food, Shopping, Transportation, Mobile bills; in the quarterly months of January, April, July, October 2016.

Mobile and Entertainment constitute only 10% of the monthly expenditure. Transportation constitutes 15% of the monthly expenditure.

Shopping constitutes 15 to 25% of the monthly expenditure throughout the year. Food constitutes the highest i.e. 50% of the monthly expenditure throughout the year.

4.2 Monthly expenditure in Rs. In 2018 (EMI)

	Jan-2018	April-18	July-18	Oct-18
Entertainment	1500	1500	1500	1500
Food	8500	8500	8500	8500

Shopping	2000	2000	2500	2500
Transportation	2000	2000	2000	2000
Mobile	1000	1000	1000	1000
Total	15000	15000	15500	15500

Table2: Monthly expenditure in Rs. In 2018 (EMI)

Survey data indicating the total monthly expenditure in Rs. of Balewadi population paying EMI's in 5 different categories for the year 2018 viz. Entertainment, Food, Shopping, Transportation, Mobile bills; in the quarterly months of January, April, July, October 2018.

All these findings clearly indicate the effect of inflation.

Mobile and Entertainment constitute only 7-10% of the monthly expenditure. Transportation constitutes 15% of the monthly expenditure. Shopping constitutes 15 % of the monthly expenditure throughout the year. Food constitutes the highest i.e. 58% of the monthly expenditure throughout the year.

4.3 Monthly expenditure in Rs. In 2016 (Rent)

	Jan-2016	April-16	July-16	Oct-16
Entertainment	580	600	636	654
Food	2900	3000	3182	3600
Shopping	870	900	1591	1309
Transportation	870	900	955	982
Mobile	580	600	636	654
Total	5800	6000	7000	7200

Table3: Monthly expenditure in Rs. In 2016 (Rent)

Survey data indicating the total monthly expenditure in Rs. of Balewadi population staying on rental basis in 5 different categories viz. Entertainment, Food, Shopping, Transportation, Mobile bills; in the quarterly months of January, April, July, October 2008.

Mobile and Entertainment constitute only 10% of the monthly expenditure. Transportation constitutes 15% of the monthly expenditure. Shopping constitutes 15 to 25% of the monthly expenditure throughout the year. Food constitutes the highest i.e. 50% of the monthly expenditure throughout the year.

4.4 Monthly expenditure in Rs. In 2018 (Rent)

	Jan-2018	April-18	July-18	Oct-18
Entertainment	900	900	920	920
Food	5130	5130	5244	5244
Shopping	1170	1170	1196	1196

Transportation	1170	1170	1196	1196
Mobile	630	630	644	644
Total	9000	9000	9200	9200

Table4: Monthly expenditure in Rs. In 2018 (Rent)

Survey data indicating the total monthly expenditure in Rs. of Balewadi population on rental basis in 5 different categories for the year 2011 viz. Entertainment, Food, Shopping, Transportation, Mobile bills; in the quarterly months of January, April, July, October 2011.

All these findings clearly indicate the effect of inflation. Mobile and Entertainment constitute only 7-10% of the monthly expenditure. Transportation constitutes 15% of the monthly expenditure.

5.Trip Purpose:

Trip Purpose	Working	Education	Shopping	Other
Year 2016	47	20	11	22
Year 2018	12	53	15	20

Table5: Percentage wise distribution of trip generation in different categories.

Indicates the percentage wise distribution of the trip generation in different categories in the year 2016 and 2018. Due to infrastructural enhancement we can see that workers constituted 47% of the trip generated population in year 2016 which came down to only 12% in year 2018.

As educational institutes grew the student’s population constituted only 20% of the trip generated population on year 2016 which came up to 53% in year 2018.

A Balewadi was never the place for shopping few retail outlets have increased the shopping population from 11% in 2016 to 15% only in 2018.

Due to infrastructural enhancement was can see the other category population constitutes 22% of the trip generated population in year 2016 which stayed almost same 20% in year 2018.

5. CONCLUSIONS

The conclusions which emerge from the study area as follows:

Research in the field of land use transport interactions is relatively in its formative stage in the country as compared to the state-of the art aboard. Desktop studies carried out aboard on transport impacts on land values and land use patterns demonstrate a definite interrelation amongst each

other. It has been observed that an improvement in transport supply leads to increase in land values which further affect the land use patterns.

Accessibility is a major dependent variable in the land price mechanism. As the accessibility of an area increases, and values too tend to rise.

Proposal of Outer ring road is the major factor to increase land values.

Land values increases every year without imagination. For that govt. more revenue. But it is an uncontrolled raise of prices.

In my study, Balewadi may become institutional and may also become Commercial hub as development is taking in that way.

Housing Sector has gone up, Baner – Balewadi road improved, Public transport has improved & is more frequent, Food retail outlets have opened, Markets are established nearer, Rents have gone up, Major change in Infrastructure, In the land market there is no interaction between buyers, sellers and govt, more agricultural lands are converted into plots.

Change in land use pattern leads to pressure on infrastructure facilities Pressure on Infrastructure will be increases in those areas. Local bodies will give more infrastructure facilities.

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