



Pune Municipal Corporation

e-Governance, to serve citizens better.



C O S M O P O L I T A N

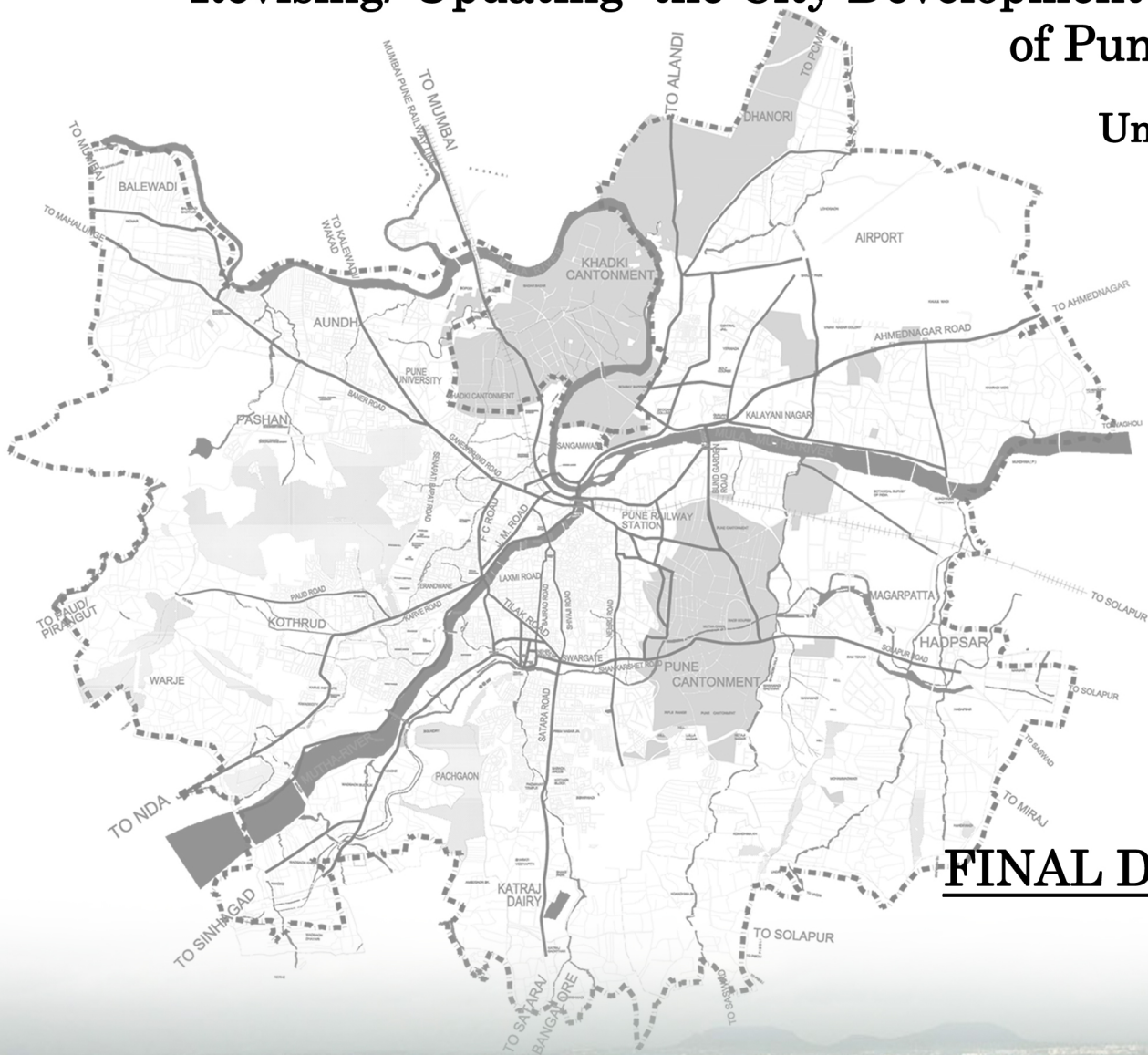
H I S T O R I C A L

H O S P I T A L I T Y

S E R V I C E I N D U S T R Y

Revising/ Updating the City Development Plan (CDP) of Pune City-2041

Under JNNURM



FINAL DRAFT CDP (Volume II)

2012





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1 Kick off meeting for Revising/ Updating City Development Plan of Pune - 2041

1.1 List of Participants in the Kick off meeting

1.1.1 List of PMC officials who attended the Kick off meeting on 13th April, 2012

List of Pune Municipal Corporation Officials in Second & Third Workshop/ Meetings from 22nd June to 24th July, 2012		
S. No	Name	Department/Designation
1	Mr Mahesh Pathak	Municipal Commissioner
2	Mr. Vivek Kharwadkar	Additional City Engineer PMC
3	Mr. Pravin Ashtikar	DMC (S)
4	Mr. Anoop Kumar Yadav	Add. Commissioner PMC
5	Mr. Dinesh D. Girolla	Planning Officer (PMC)
7	Ms. Nalawade Savita Sunil	Dy. Account Officer JNNURM
8	Mr. Mangesh Dighe	Environment office

1.1.2 List of PIU officials who attended the Kick off meeting on 13th April, 2012

List of Project Implementation Unit Officials in First Workshop on 13th April, 2012		
1	Mr. Chetan Zaveri	Vice President IL&FS
2	Dr. S.B. Katoley	Tech Advisor Environment
3	Mr. Ashish Agarwal	PIU JNNURM
4	Ms. Sandhya Agarwal	PIU JNNURM
5	Ms. Nidhi Chandra	PIU JNNURM

1.1.3 List of VSPL officials who attended the Kick off meeting on 13th April, 2012

List of Voyants Solution Pvt. Ltd Officials in First Workshop on 19th May, 2012		
1	Ms. Bhavya Kukrety	Asst. General Manager
2	Ms. Meenakshi Tyagi	Project Coordinator
3	Mr. H. Vaz	Socio-economic Expert



1.2 Presentation to the PMC officials in the Kick Off meeting by VSPL

1.2.1 The presentation made by VSPL

Revising /updating the City Development Plan of Pune (2012-2041)





Best Practices 1

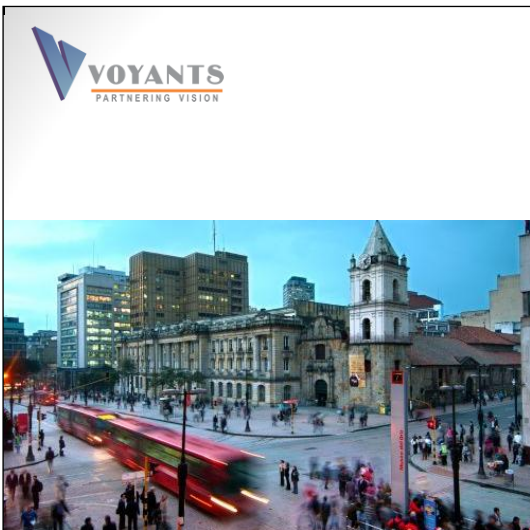


The world's best metropolitan cities had a
strong **VISION**



*“I want to deliver those changes that Londoners, and visitors to the city, tell us they want to see: a **cleaner city** with **safer streets**, better transport, and **good quality affordable housing**.”*

Mayor of London, Boris Johnson



“When you have little money, you learn to be creative.”

– Jaime Lerner, former Mayor of Curitiba





“Managing traffic and expanding travel choices are keys to improving and sustaining Seoul’s economy, environment, and livability,”

Seoul Mayor Myung Bak Lee



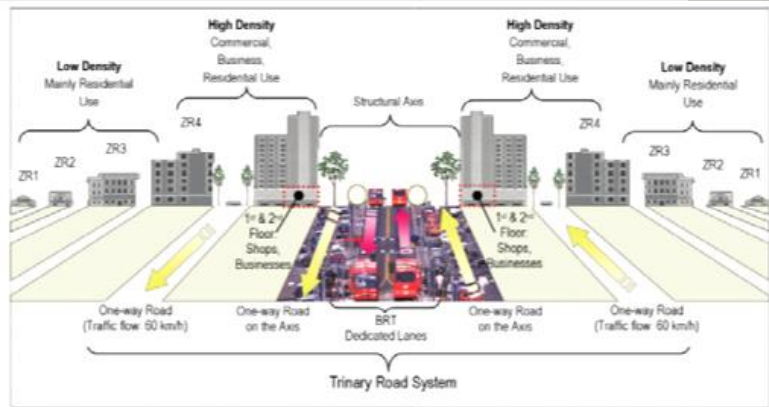
What influences Livability of a city?

Consistency between its infrastructure,
its regulations and its spatial structure

Better accessibility to public transportation and more frequent and faster services create new demand for developed settlement nearby...

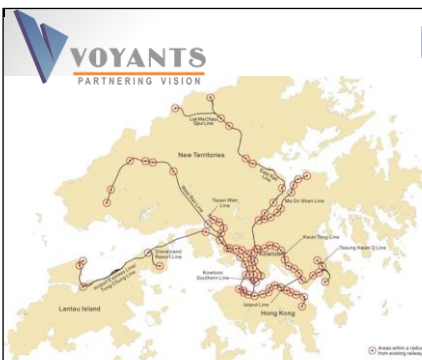


Curitiba



“65 km of exclusive busways 340 km of feeder services serving more than 1.3 million passengers every day.”

*Reduction of about 27 million auto trips per year
Saving about 27 million liters of fuel annually*



Hong Kong

42% of the territory's households, 43% of the employment population and 75% of the commercial/office areas

are located within a radius of 500 meters of metro/railway stations.

Development Clusters around the Railways Stations in Hong Kong

“The public transport systems in Hong Kong carry over 90 percent of the area's 11 million daily trips.”







My vision for London is of a green city, and a fair city, where everyone has access to a high quality green space in which wildlife can be encountered close to where they live and work.

Ken Livingstone

Ken Livingstone, Mayor of London

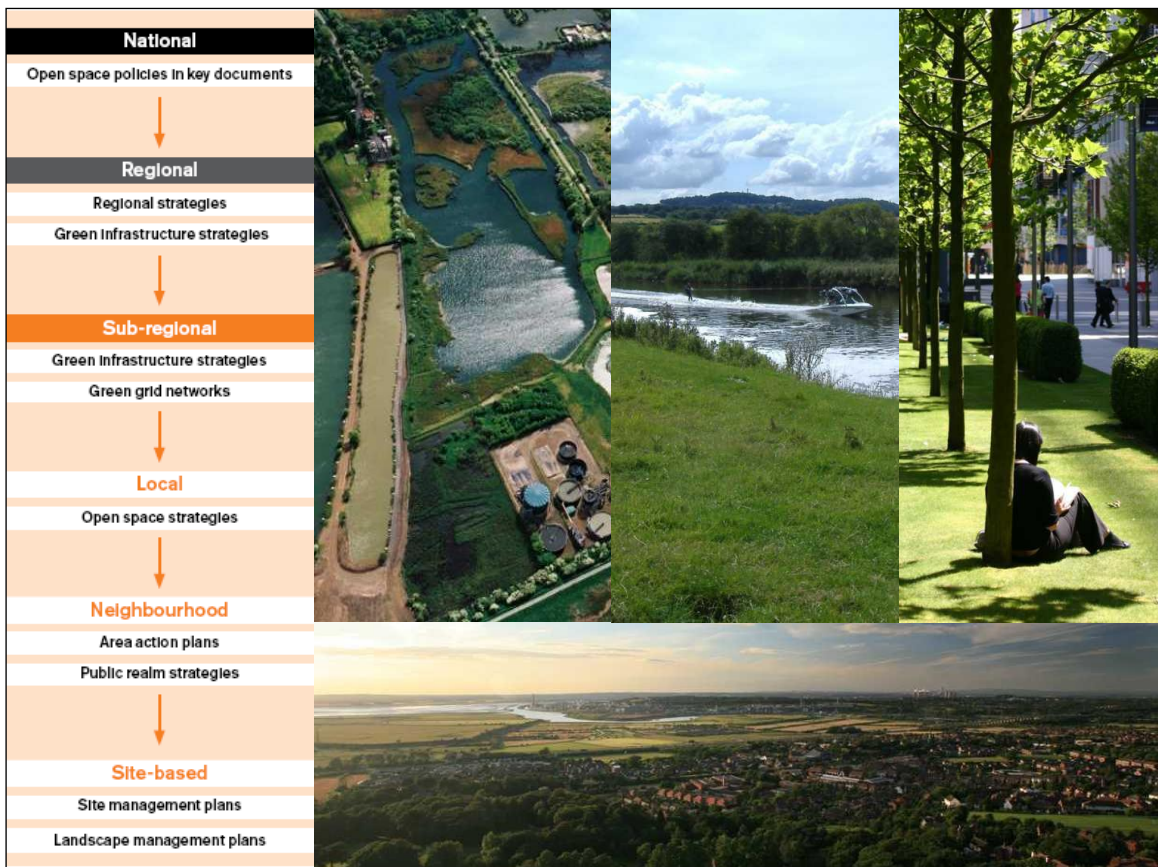


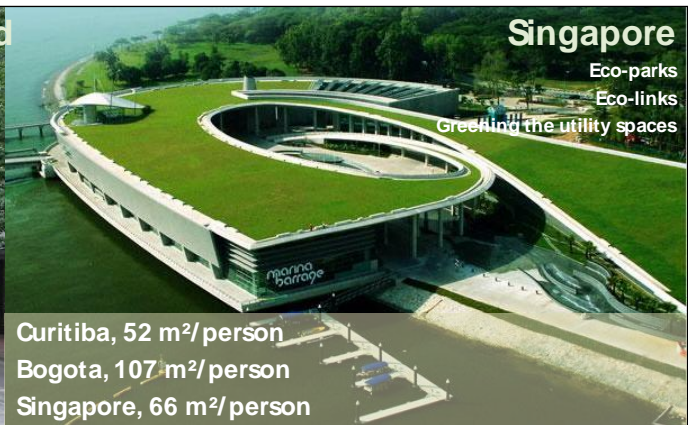
"GREEN BELT" ,

"GREENSPACE" , and

"GREENSTRUCTURE"

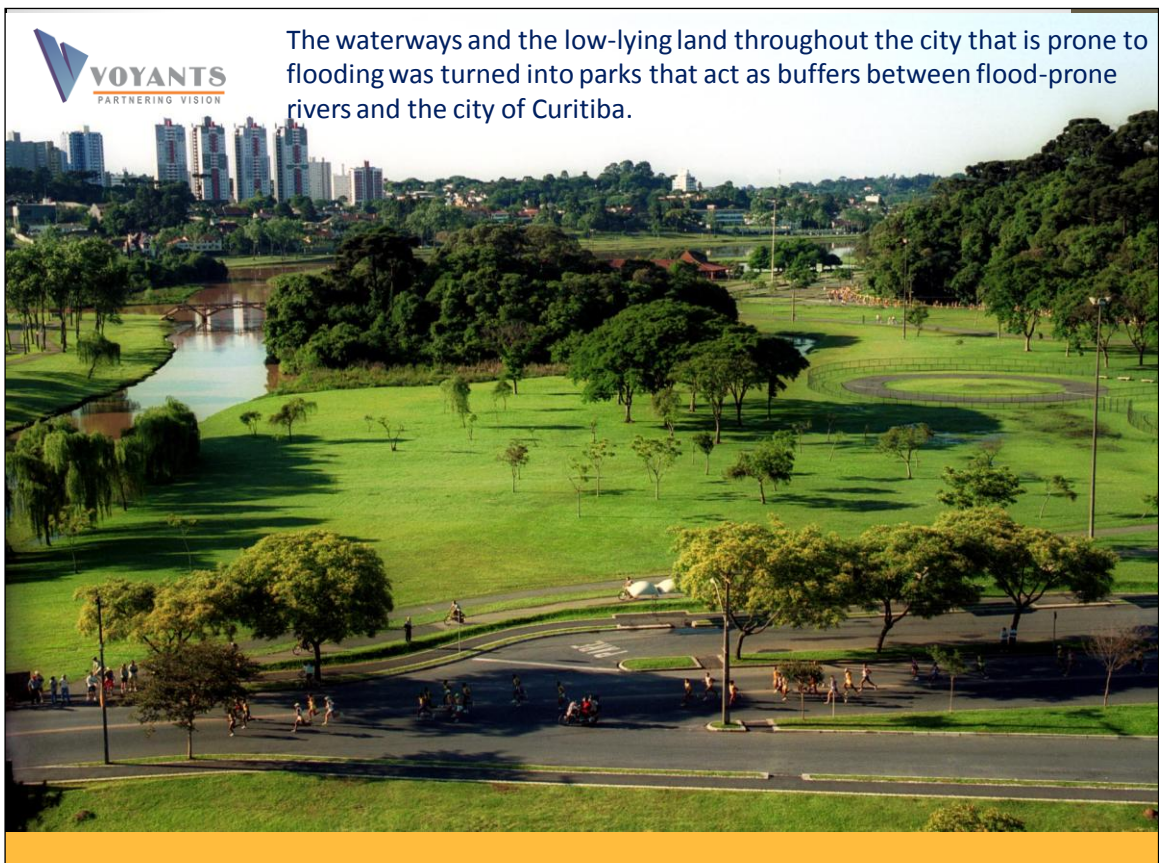
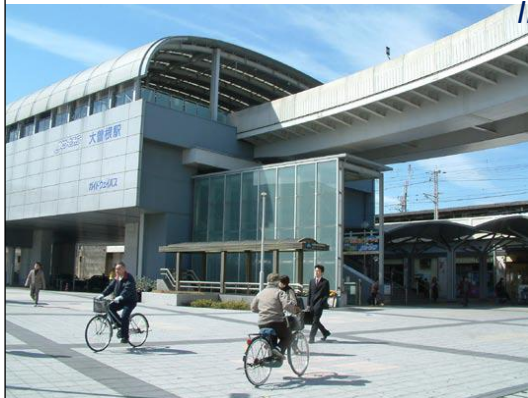
...are an important aspect of sustainable development







Integration of busway & commuter rail



The waterways and the low-lying land throughout the city that is prone to flooding was turned into parks that act as buffers between flood-prone rivers and the city of Curitiba.



Sabarmati riverfront development & heritage walk



Ground realities..



 **“Purchase of Garbage” programme, Curitiba**



“The city of Curitiba has the highest percentage of citizens who recycle in the world. The program is voluntary, but 70% of households take part.”

 **Towards environmental management...**



Through São Paulo’s “Ecopoint” initiative, the city says it collected 57,400 cubic metres of waste in the first six months of its implementation, that would otherwise have been left on the streets.



VOYANTS
PARTNERING VISION

Towards environmental management... reducing carbon footprint

Renewables Wind turbines: Efficiency up from 1 MW to 3.6 MW	CO₂-free energy to the city Example HVDC: China 800 kV, 6.4 GW, 2,000 km	Building technologies 30% less energy used through building energy management	Traffic management system <ul style="list-style-type: none"> ▪ Traffic speed: +37% ▪ Commuter times cut by 17% 	SIPLINK 12 tons less CO ₂ emissions per ship and day by local grid connection
Efficient energy production Combined Cycle: From 50% to 60% Steam Power Plant: From 40% to 47%	High-voltage urban link Efficient energy transport by HV close to the consumer	Industry 40% less energy consumption with variable-speed drives	Complete Mobility Higher attractiveness of public transport (reduced waiting and up to 20% fuel savings)	Street lighting Potential in Europe: 3.5 million tons less CO ₂ emissions with LED systems

VOYANTS
PARTNERING VISION

Towards environmental management... Slum Networking, Indore

SLUM AND RIVER CORRELATION

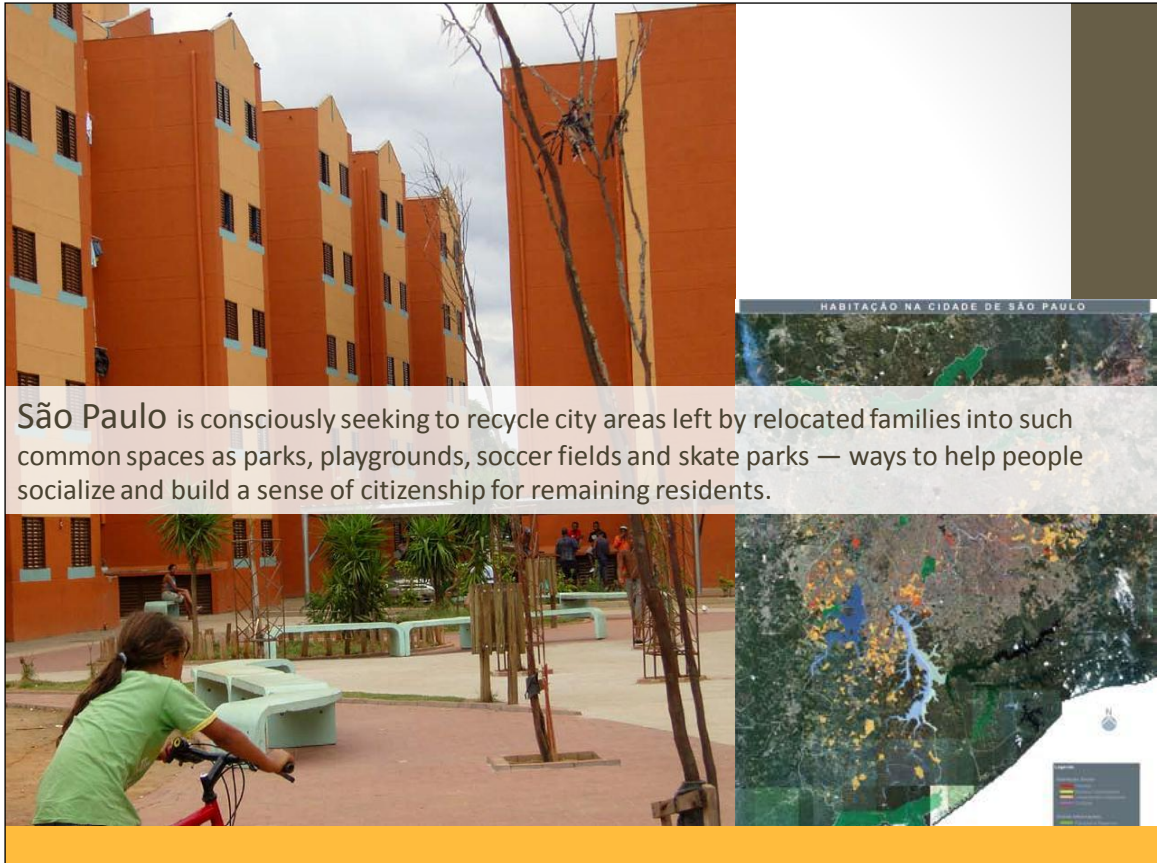
Correlation Between City Slum Fabric and Natural Drainage Courses - Indore.

Component	Slum networking method (Rs. million)	Conventional city system (Rs. million)
Overall drains	60	200
Sewer mains	100	200
Distribution systems	220	400
Pumping stations	Nil	30
Capitalized pumping costs	Nil	20
Total costs	380	850

SLUM BEFORE AND AFTER

Before the Slum Networking Project, the rivers Khan and Saraswati in Indore, India had been reduced to open sewers.

The river and its surrounds after Slum Networking in Indore. New pedestrian pathways and gardens make the river bed a major recreational area.



São Paulo is consciously seeking to recycle city areas left by relocated families into such common spaces as parks, playgrounds, soccer fields and skate parks — ways to help people socialize and build a sense of citizenship for remaining residents.



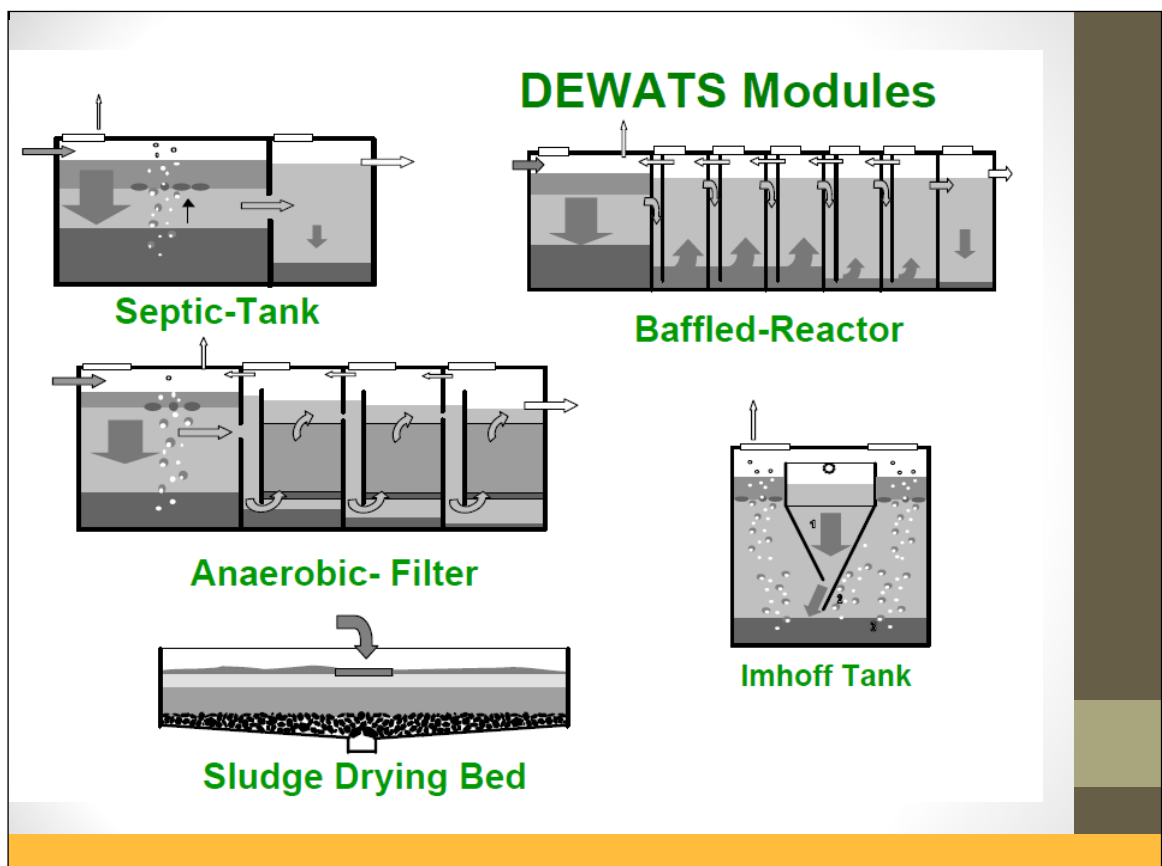
Chitrakutir Kalagram, Maharashtra

Total Volume Of Water Treated Per Day: 51000 LITERS

- | | | | |
|----------|---------------------------------|----------|---------------|
| System 1 | for 10 houses | System 2 | for 12 houses |
| System 3 | for 16 houses | System 4 | for 6 houses |
| System 5 | individual systems for 7 houses | | |
- (system commissioned in October 2003).



Tianjin Eco city...





Seoul, the world's fifth biggest metropolis, with a population of over 10 million people, is using the Internet to give its residents a direct role in the running of the city.

Published in International Telecommunications Union, May 2010

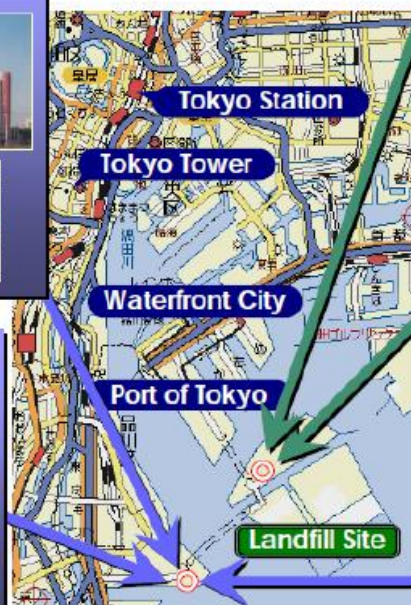
Super Eco-Town

Eco-industrial Park in Tokyo's Waterfront Area

C&D Waste Recycling Plants



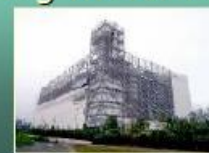
E-Waste Recycling Plants



PCB Waste Disposal Plant



Gasification & Melting Power Plant



Food Waste Recycling Plants





The Pratt Centre for Community Development, Brooklyn NY

Eempowers communities through:

- Community Planning
- Equitable Development Policy and Advocacy
- Sustainability and Environmental Justice :
- Helping Communities Build





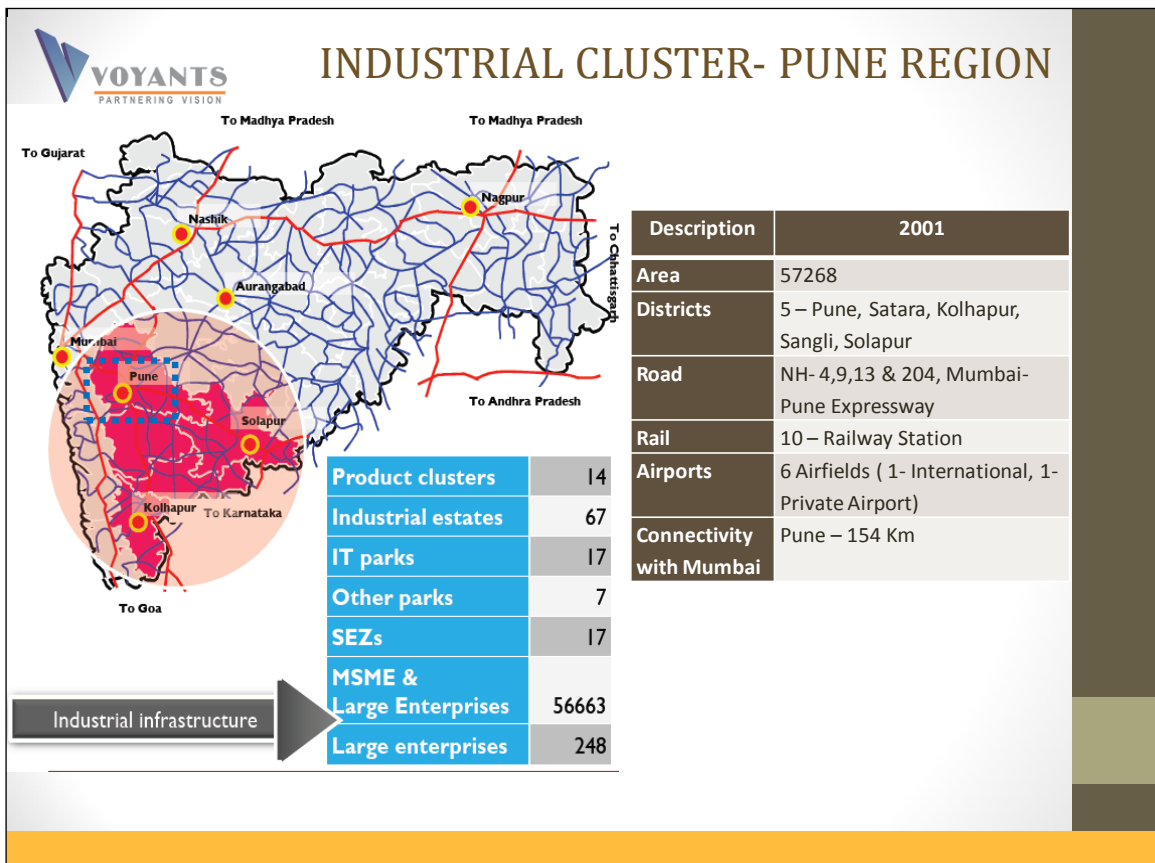
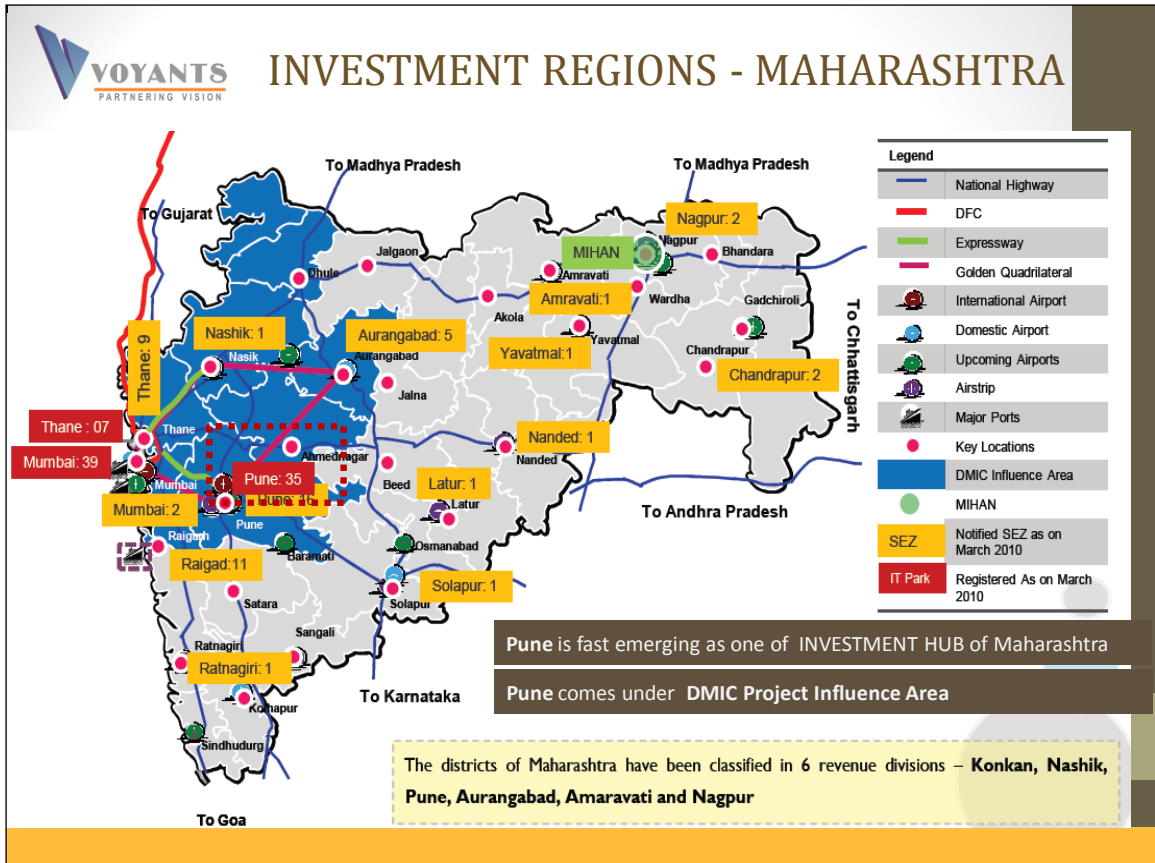
Pune – A unique city **2**



PUNE - PROFILE



Description	2001	2011
Population	7,232,555	9,426,959
Population Growth	30.73%	30.34%
Area (Sq.km)	15,643	15,643
Density	462	603
Proportion to Maharashtra Population	7.47%	8.39%
Sex Ratio	919	910
Average Literacy Rate	80.45%	87.19%
Male Literacy Rate	88.34%	92.72%
Female Literacy Rate	71.89%	81.13%





VOYANTS PUNE – ONGOING & UPCOMING PROJECTS

IT/ ITES Parks	
Software Technology Parks Registered Units by 2006-07	635 (108 added)
IT/ITeS Major Players	Cognizant, Convergys, EXL, KPIT, Msource
Volume of Supply Upcoming	20 million Sq ft of office space



Roads/ Transportation	
Pune Metro phase I	to be ready by April 2013 (cost Rs. 12,880cr)
Maharashtra Airport Development Company (MADC)	Developing Pune International Airport on 24.28 Ha land
BRTS Phase I	To be completed by December 2012

PHASING OF RECOMMENDED METRO

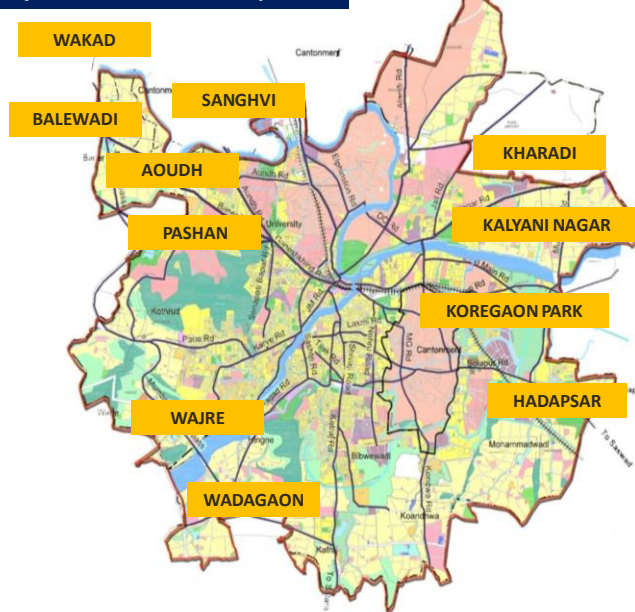


LINE	PHASE	DETAILS OF PHASING	LENGTH
Line 1	Phase I	Pimpri-Chinchwad to Swargate via Agriculture College	16.5 Km
	Phase II	Extension from Chinchwad, Nigdi and Swargate to Katraj	11.5 Km
Line 2	Phase I	Aundh to Kalyaninagar via Shivajinagar	14 Km
	Phase II	Ext from Aundh to Hinjewadi and Kalyaninagar to Kharadnaka	13 Km
Line 3	Phase I	Agriculture College to Swargate via J M Road and Mhatre bridge	9 Km
	Phase II	Ext from Swargate to Hadapsar	9 Km
Line 4	Phase III	Agriculture College to Warje via J M Road and Karve Road	9 Km

PUNE – ONGOING & UPCOMING PROJECTS

Upcoming Residential/ Township	
Central Pune	Bhosale Nagar, Deccan, Model Colony, Prabhat Road, Shivaji Nagar
North Pune	Chinchwad, Akurdi, Pradhikaran, Talegaon, Chakan, Ravet
South Pune	Ambegaon, Katraj, Kondhwa, Parvati, Salisbury Park, Sinhad Road, Mohammadwadi, NIBM, Warje
East Pune	Boat Club, Hadapsar, Kalyani Nagar, Kharadi, Koregaon Park, Wagholi, Viman Nagar
West Pune	Aundh, Balewadi, Baner, Bavdhan, Hinjewadi, Kothrud, Pashan, Pimple- Saudagar, Wakad

Major Residential Development





VOYANTS
PARTNERING VISION

CITY DEVELOPMENT PLAN

A CITY DEVELOPMENT PLAN (CDP) IS BOTH A PERSPECTIVE AND A VISION FOR THE FUTURE DEVELOPMENT OF A CITY

Where are we now?

Where do we want to go?

What do we need to address on a priority basis?

What interventions to make in order to attain the vision?

THINKING
solutions

VOYANTS
PARTNERING VISION

CDP IN CONTEXT OF JNNURM

JNNURM INCLUDES 2 SCHEMES FOR THE METROPOLITAN CITIES

MoUD

SUB MISSION FOR URBAN INFRASTRUCTURE AND GOVERNANCE

MOHUPA

SUB MISSION FOR BASIC SERVICES FOR THE URBAN POOR

COVERAGE- 65 CITIES

PUNE WAS COVERED UNDER MISSION CITIES

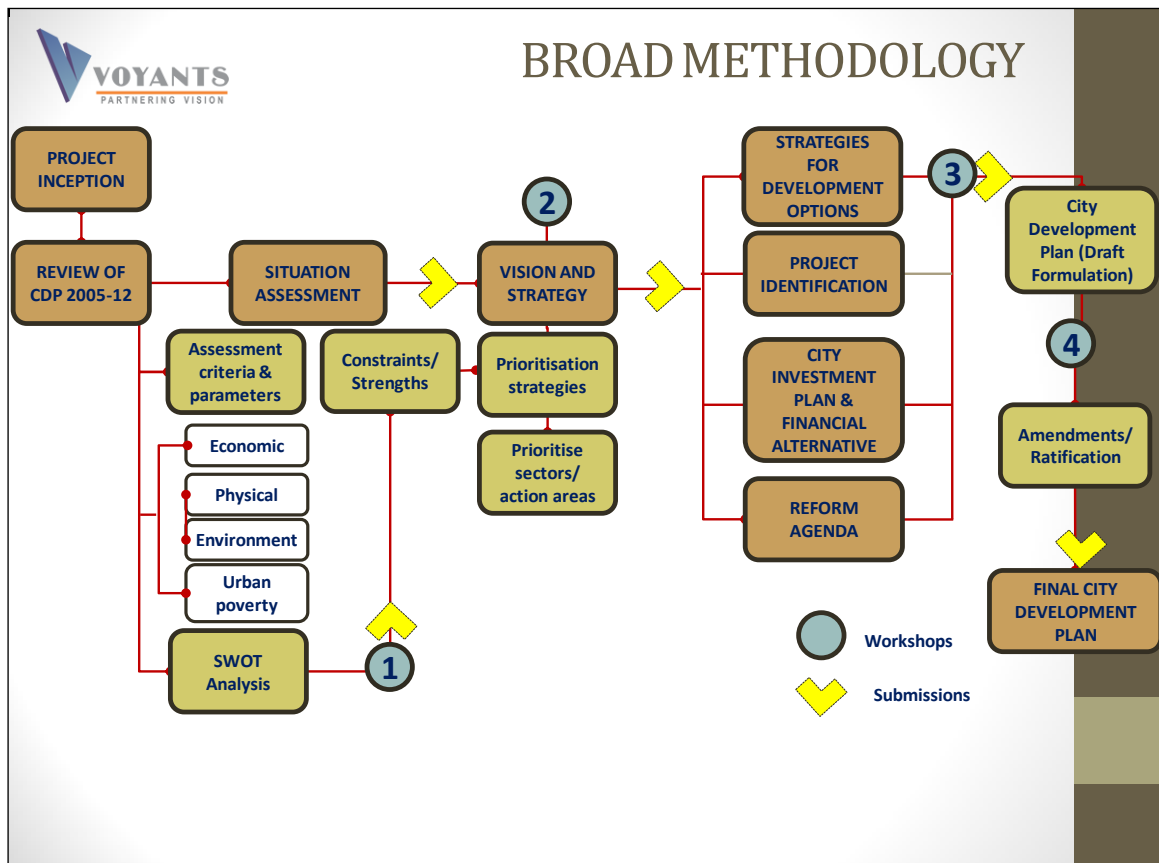


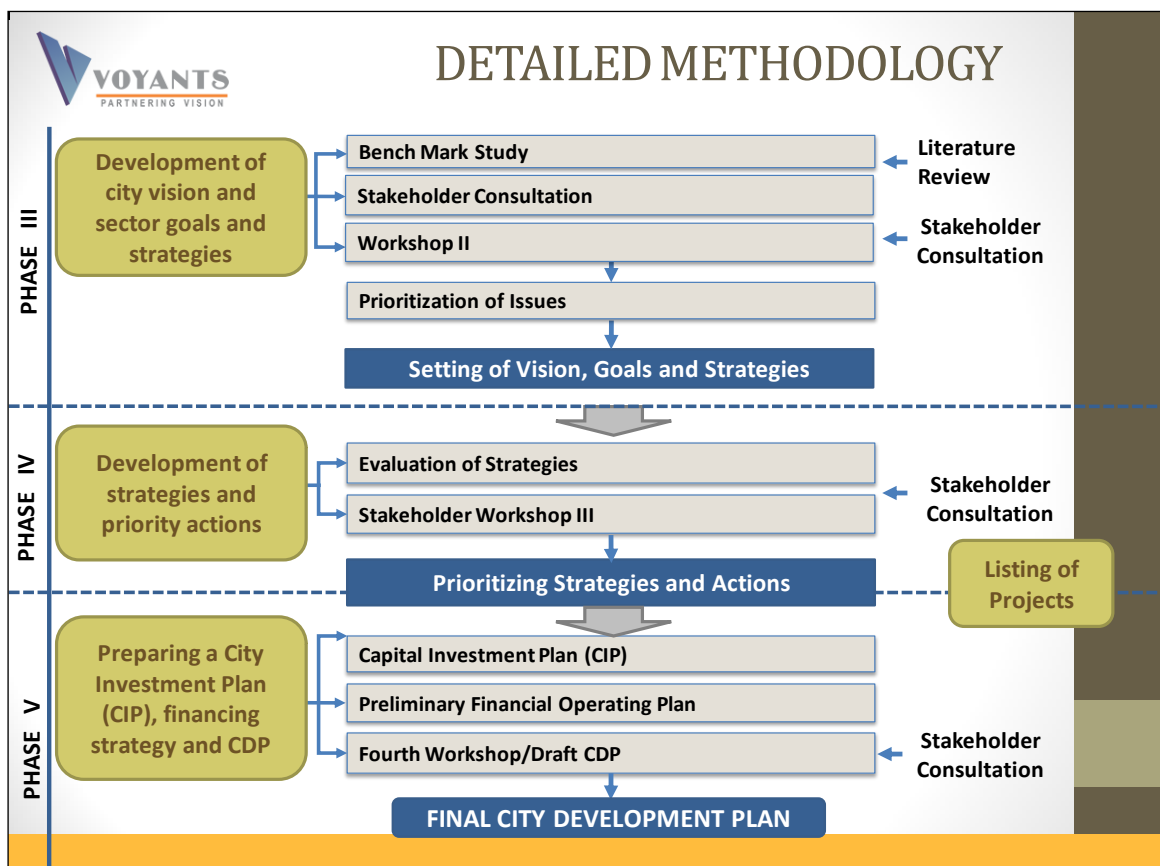
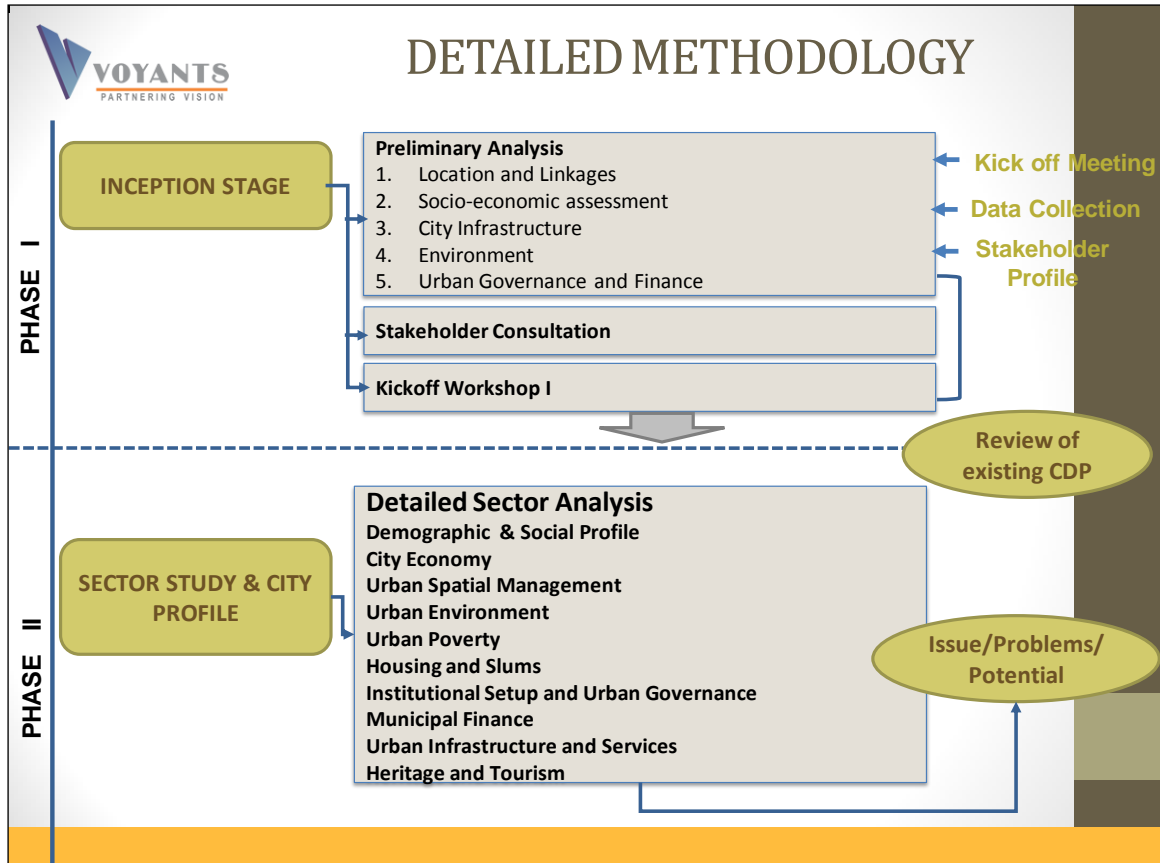
SECTORS COVERED UNDER JNNURM MISSION CITIES

- Urban renewal
- Urban basic services
 - Water supply
 - Sewerage
 - Solid waste management
 - Drainage
 - Slum and poverty
- Traffic and transportation
- Heritage and environment
- Urban governance & reforms, municipal finances



Project Methodology 3







A way for Financing and Implementation

Monetize Land and Facilitate Finance

- Catalyst projects necessary to kick-start change
- Leveraging infrastructure investment to create land resources

Innovative Financing Strategies

1. Tax Increment Financing
2. Sale of Development Rights
3. Advertisement Rights
4. Betterment Levy, Development Cess
5. Levy of Entry charge, Professional Tax



Develop Economic Development framework that..

- Diversifies the economic base by identifying key growth sectors to the base industries of Pune other than IT industry
- Manage real estate growth
- Focuses on building strong long-term relationship that spans across the education-research-industry triad



Stakeholder's consultation and people's participation

- Plan SHOULD reflect the aspirations of the people, market and industry
- Leads to **implementation FACILITATION**

Plan to Engage Stakeholders and build Ownership

- Begin engagement early – **listen actively** – maintain regular **contact**
- **Build-in flexibility** to respond to changing needs of people and market
- Ratify strategic decisions with stakeholders
- Encourage **private sector implementation**

STAKEHOLDER CONSULTATION





INSTITUTIONAL SUPPORT

- Extensive Stakeholder Consultations
 - Recognising challenges faced by institutional stakeholders
 - Conceptualising a shared vision through consensus building
-
- Innovative financing strategies for identified infrastructure projects
 - Financing projects identified with cross territorial / multi-institutional benefits e.g. Transport
-
- Facilitating multi-institutional partnerships – cross holdings in infrastructure projects
 - Project Specific SPVs



Thank you



2 Pune Municipal Corporation Officials Meetings

2.1 First Workshop on 19th May, 2012

2.1.1 Agenda

- To familiarize the stakeholders with the purpose, process and expected outcomes of the 'Revising/ Up-dating CDP for Pune- 2041', and generate enthusiasm, understanding and commitment for the same.
- Deriving a consensus and agreeing upon a structured programme to take the 'Revising/ Updating CDP Pune-2041' forward.
- To share their views regarding the existing situation of various sectors which are to be covered in the 'Revising/ Updating CDP Pune-2041'.

2.1.2 Schedule of the Workshop

S.NO	Time	Schedule	Description
1	11:00A.M. -11:10 A.M.	Introduction by Dept. Commissioner	<ul style="list-style-type: none"> • Introduction and objective of the workshop to all stakeholders
2	11:10A.M.– 11:45A.M.	Presentation by Voyants Solution Pvt. Ltd.	<ul style="list-style-type: none"> • Need for revised city development plan for Pune. • Glimpse of Pune pertaining to its strength and opportunities. • Identifying the major issues related to urban development and impact on the environment..
3	11:45A.M.–12:30P.M.	Discussions	<ul style="list-style-type: none"> • Key stakeholders views and thoughts of the city.
4	12:30 P.M.-1:20 P.M.	Distribution of questionnaire	<ul style="list-style-type: none"> • Questionnaires were distributed and explained. • Collection of filled questionnaire.
5	1:25 P.M.– 1:30 P.M.	Vote of thanks	

2.2 List of Participants for the first workshop

2.2.1 List of PMC officials who attended the first workshop on 19th May, 2012

List of Pune Municipal Corporation Officials in First Workshop on 19th May, 2012		
S. No	Name	Department/Designation
1	Mr. Mahesh Pathak	Commissioner
2	Mr. Naresh Zurmure	Additional Commissioner (IFS)
3	Mr. V.G. Kulkarni	Supd. Engr. WS Drainage PMC
4	Mr. R.T. Shinde	Dy. Comm. Land & Estate
5	Mr. Pravin Ashtikar	DMC (S)
6	Ms.Nalawade Savita Sunil	Dy. Account Officer JNNURM
7	Mr. D.P. More	DMC (Slum)
8	Mr. D.S. Molak	H. MC VCD
9	Mr. Jayant S. Bhosekar	AMC Tilak Road
10	Mr. S.T. Pardeshi	MOH



List of Pune Municipal Corporation Officials in First Workshop on 19th May, 2012		
S. No	Name	Department/Designation
11	Mr. Dinesh D. Girolla	Planning Officer (PMC)
12	Mr. Sandip S. Dhole	Asst. Commissioner DP Road
13	Mr. Vijay B. Landge	Asst. Commissioner Ghole Road
14	Mr. Madhav Deshpande	AMC Bibwewadi
15	Mr. Shankar Chatur	A&C Taxes
16	Mr. Garad Madhukant	Dy. Comm. Zone 4
17	Mr. N. N. Barapatre	Supd. Engineer
18	Ms. Sandhya Gagre	AMC Sahakarnagar
19	Mr. Bhangre P.L.	Dy. Engineer (Hadapsar W.O.)
20	Mr. Anil Karvade	CEO Z.P. PUNE (Representative)
21	Mr. S.A. Gawade	AMC SWM PMC
22	Mr. Vasant Patil	AMC Dhanakewadi
23	Mr. Arun Khilari	AMC Vishranbagwada
24	Mr. S.S. Patil	DP Kothrud
25	Mr. Vivek Kharwadkar	Additional City Engineer PMC
26	Adv Manjusha Idhate	Sr. Legal Advisor
27	Mr. Vijay Dahibhate	Dy. Commissioner
28	Mr. Mukund Bhosale	AMC
29	Mr. M.S. Gaikwad	AMC
30	Mr. Umesh Mali	AMC
31	Dr. Sucheta Karande	Environment Manager Indradhanushya
32	Mr. Mangesh Dighe	Environment office
33	Vilas Kanade	Joint Commissioner PMC
34	Ms. Ulka Kalaskar	Chief Accountant

2.2.2 List of PIU officials who attended the first workshop on 19th May, 2012

List of Project Implementation Unit Officials in First Workshop on 19th May, 2012		
S. No	Name	Department/Designation
1	Mr. Ashish Agarwal	PIU JNNURM
2	Ms. Sandhya Agarwal	PIU JNNURM
3	Ms. Nidhi Chandra	PIU JNNURM

2.2.3 List of VSPL officials who attended the first workshop on 19th May, 2012







List of Voyants Solution Pvt. Ltd Officials in First Workshop on 19th May, 2012		
S. No	Name	Department/Designation
1	Mr. Saumyasib Mukhopadhyay	Asst. General Manager
2	Ms. Meenakshi Tyagi	Project Coordinator
3	Mr. Pranav Praveen	Asst. Manager
4	Mr. Vikas Singh	Asst. Manager
5	Mr. Kedar Nirgude	Housing Planner
6	Mr. Tejaswinee Chetale	Envision Consultant



2.3 Presentation to the PMC officials in the first workshop by VSPL

2.3.1 The presentation made by VSPL

Revising CDP - Pune

VOYANTS SOLUTIONS PVT LTD

19th May, 2012

project
development &
planning
division

water-
sanitation
division

transportation
division


environment
& waste
management
division

structural
engineering
division

power
division

project
management
division

partnering vision



HERITAGE

CONNECTIVITY

DEVELOPMENT

DIVERSIFICATION

CONGESTION

ENVIRONMENT

Pune

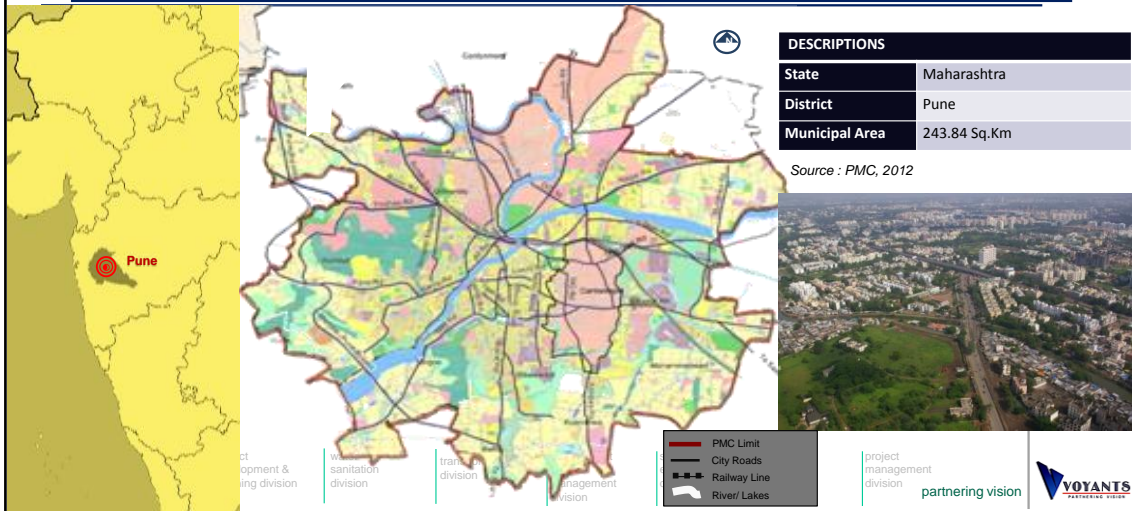
Mean Scores	Ahmd	Pune	Delhi	Mum	B'lore	Hyd	Chen	Kol
Social Infrastructure	3.2	3.1	3.3	3.0	3.2	3.0	3.1	2.5
Environment	2.6	2.8	2.8	2.1	2.9	2.5	2.2	2.1
Physical & Civic Infrastructure	3.4	3.0	2.7	3.3	2.6	2.8	2.5	2.4
Leisure Facilities	3.0	3.1	3.1	3.5	2.9	3.0	3.0	3.0
Social & Cultural Values	3.2	3.1	2.6	3.1	3.0	3.2	2.9	3.1
Quality of Life	2.7	2.7	2.2	2.2	2.4	2.7	2.3	2.3
Commuting Ease	2.2	1.9	2.5	2.5	2.1	2.3	2.3	2.3

S.No.	Indian Metro City	Score (Out of 5.00)
1	Ahmedabad	3.00
2	Pune	2.95
3	Delhi	2.90
3	Mumbai	2.90
5	Bangalore	2.85
6	Hyderabad	2.80
7	Chennai	2.65
8	Kolkata	2.50

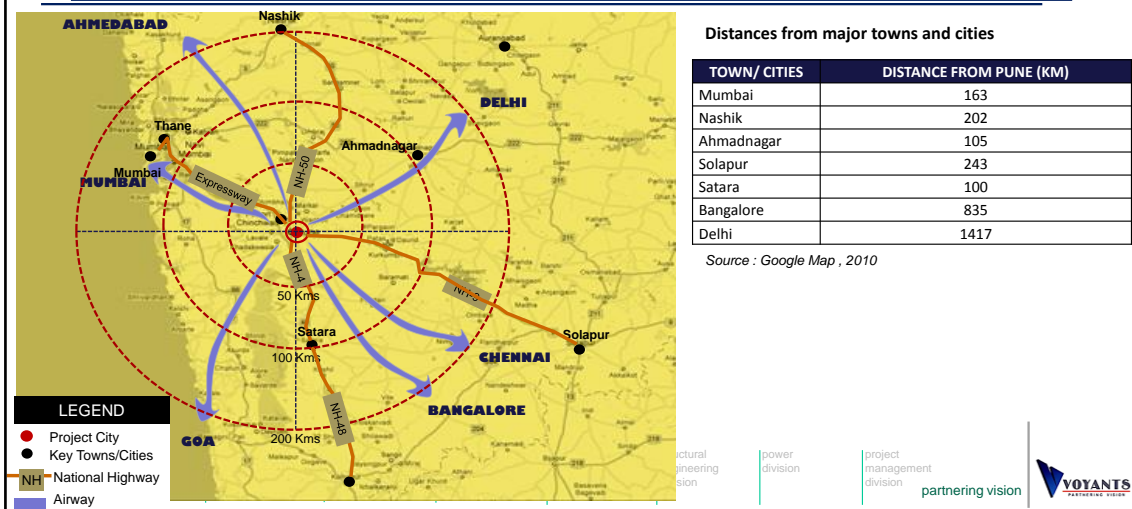
Source : Times of India report , 2011



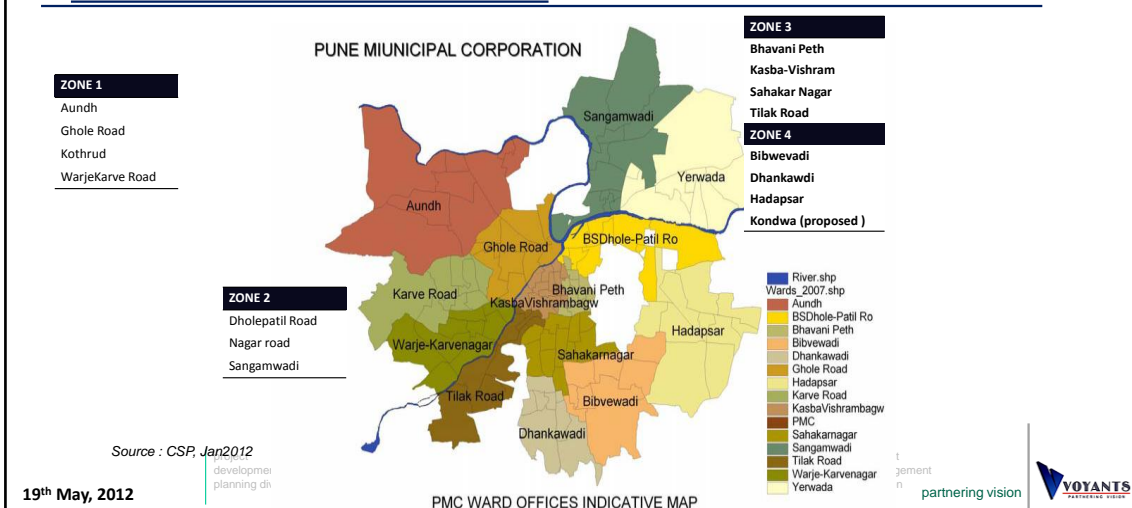
Geographical Location



Strategic Location



Study Area - PMC





What is a CDP?

*A City Development Plan (CDP) is both a **perspective** and a **vision** for the future development of a city.*

- Where do we want to go?
- Where are we now?
- What do we need to address on a priority basis?
- What interventions to make in order to attain the vision?



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- water-sanitation division
- transportation division
- environment & waste management division
- structural engineering division



Existing



Vision

Focus area for CDP

- Urban Economic Development
- Social Assessment/ Poverty Reduction
- Land Use Planning and Urban Management
- Urban Infrastructure
- Institutional Issues
- Municipal Reforms and Urban Governance
- Financial Management, and
- Environmental Management & adverse social impacts (loss of habitat & sources of income)

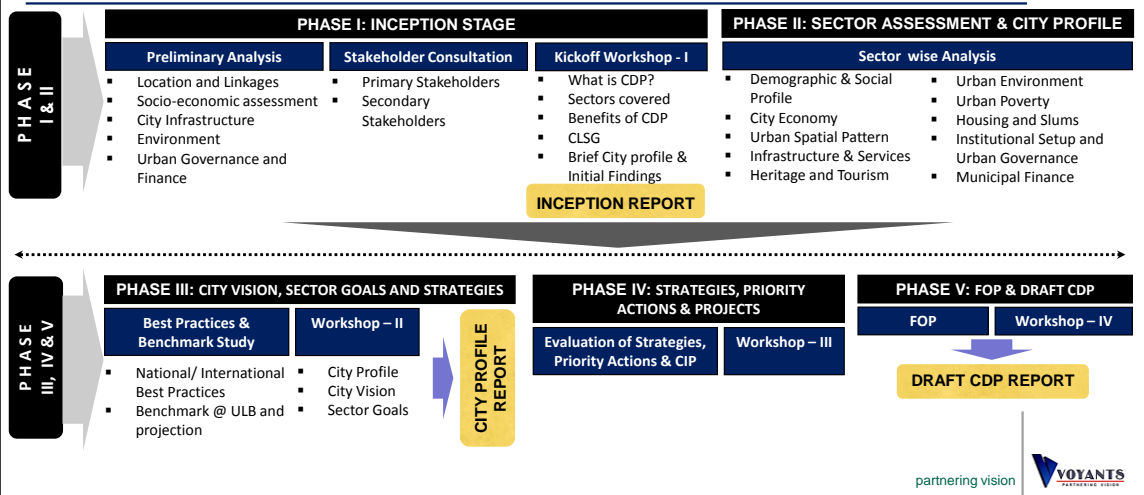


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- transportation division
- environment & waste management division
- structural engineering division
- power division
- project management division
- partnering vision

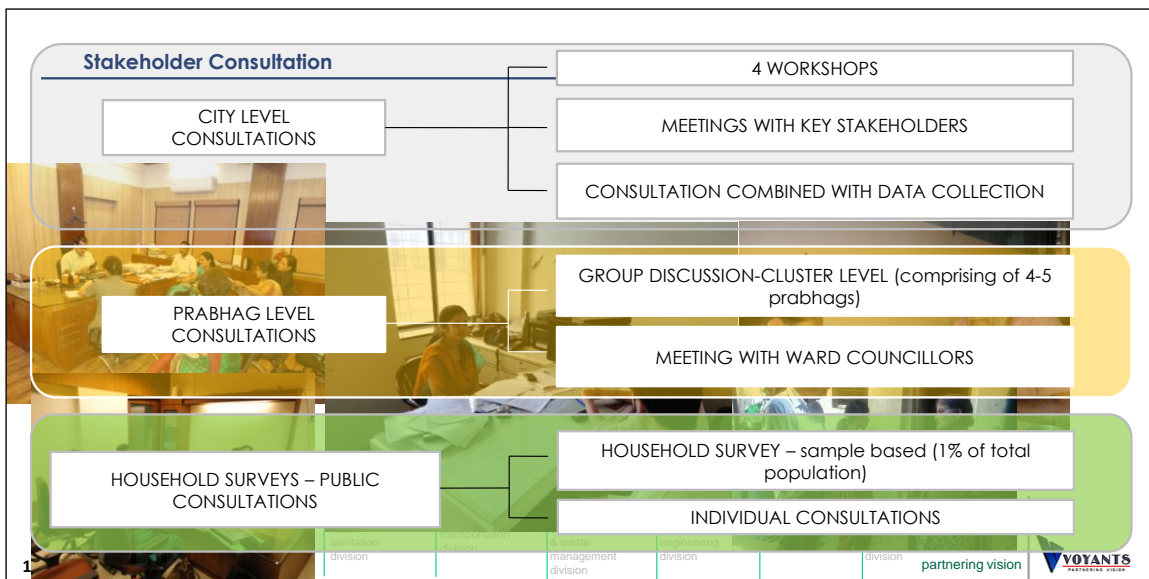


The Process

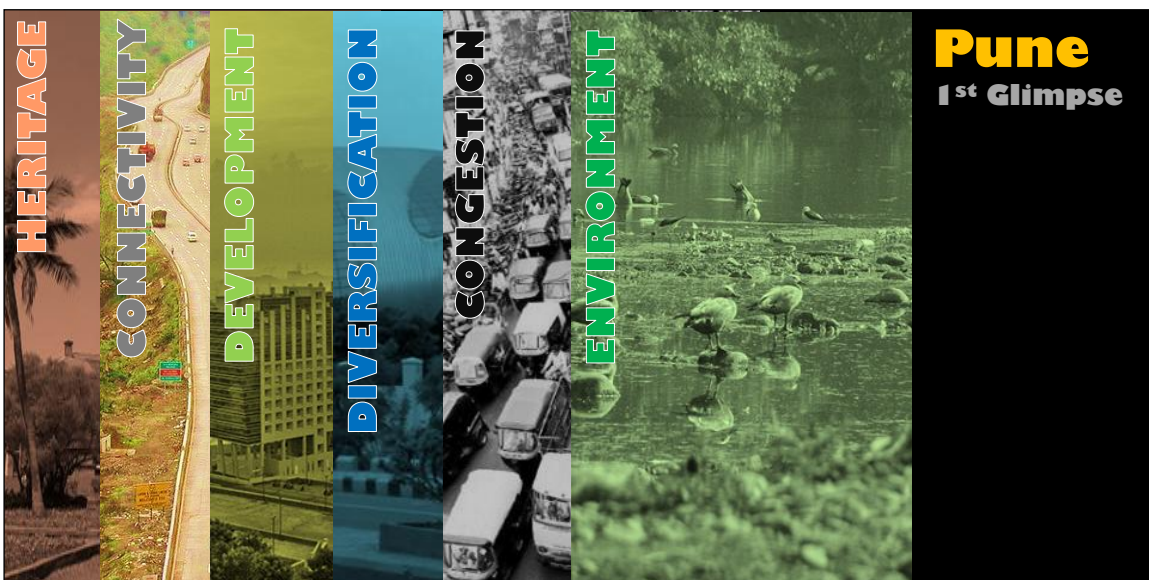


partnering vision





Snapshots during Consultation





Demographic & Socio-Economic Profile of the City

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project development & planning division

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transportation division

environment & waste management division

structural engineering division

power division

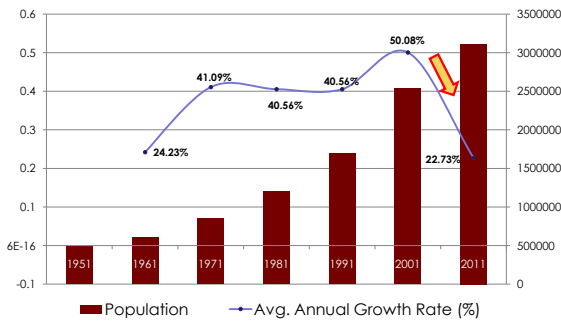
project management division

partnering vision



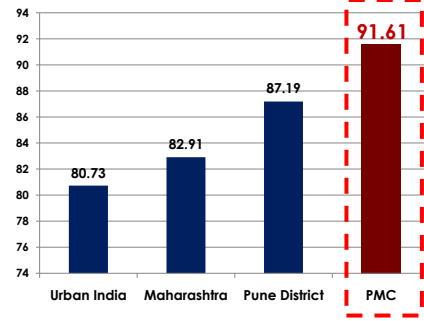
Demographic Profile

Population Growth



Source: Census of India, 2011
Provisional figures

Literacy Rate



Source: Census of India, 2011
Provisional figures

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Socio Economic Profile

Workforce Distribution 2001 Census

SL.No.	Occupation Category	Population	% of total working population
Main Workers		811,291	93.77%
1	Cultivators	4,717	0.58%
2	Agriculture Laborers	5,529	0.68%
3	Household Industry Workers	25,430	3.13%
4	Other	775,615	95.60%
Marginal Workers		53,859	6.23%
1	Cultivators	455	0.84%
2	Agriculture Laborers	2,237	4.15%
3	Household Industry Workers	5,860	10.88%
4	Other	45,307	84.12%
Total Working Population (Main + Marginal)		865,150	34.08%
Non Workers		1,673,323	65.92%

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Source: Census of India, 2001

division

& waste management division

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Socio Economic Profile

Industry

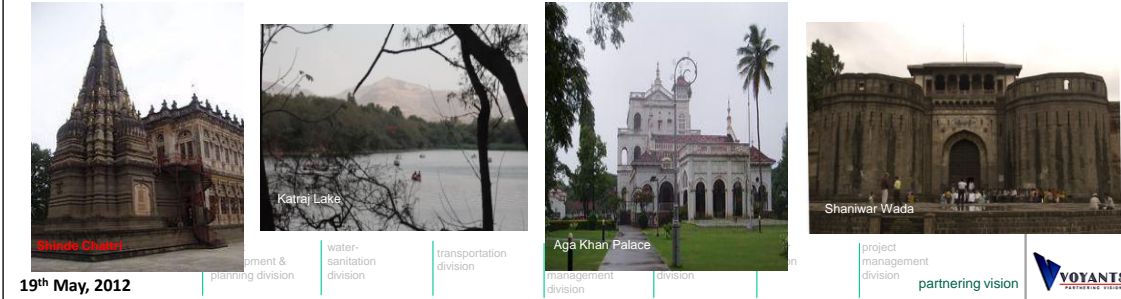
- Recent industrial growth in a radius of 60-65 kms from the main city.
- Pune has emerged as one of the top investment destinations. It is a **hub of automotive industry** as well as **IT industry**.
- Various large and small units operating sectors are:
Auto components, Engineering, IT/ITeS, BPO, Pharmaceuticals and Food processing.
- Major Industrial hubs: Hadapsar, Hinjewadi, Chakan, Talegaon, Ranjangoan, Kharadi.



Socio Economic Profile

Tourism

- Pune has **rich heritage and natural landscape** with increasing tourism.
- The city's forts, caves and other adventurous treks around the little mountains and hillocks.
- Few famous tourist spots: Shaniwar Wada, Lal Mahal, Aga Khan Palace, Kelkar Museum, Shinde Chattri, Omkareshwar & Pataleshwar temples, Osho Ashram, Dagdu Seth Mandir, Parvati, Saras Baug.

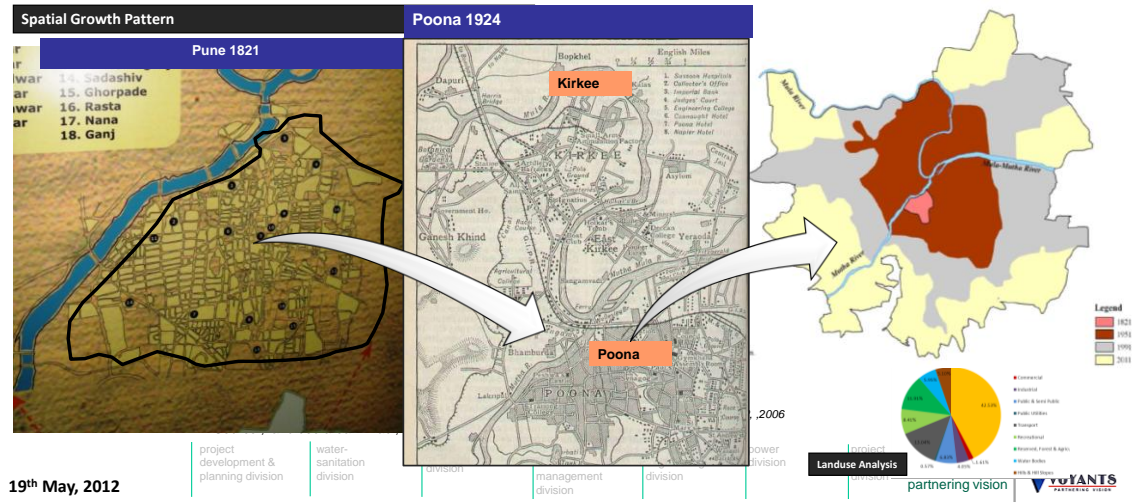


Urban Growth Management, Housing, Slums & Urban Environment



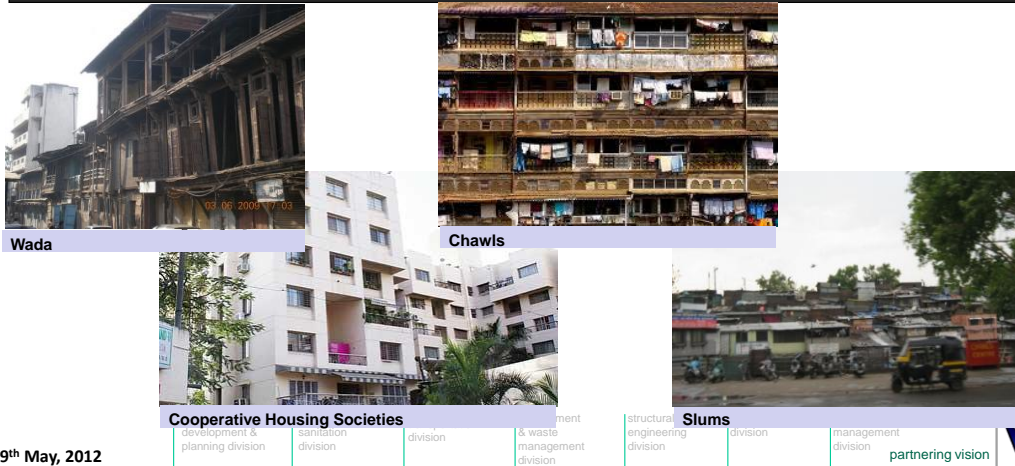


Urban Growth and chronological develop 1824-2011



Housing Scenario

Housing Typology



Slums

Slums Details

Total Slums	564
Notified Slums	353
Un-Notified Slums	211
Slums Population	11-12 Lakhs (2001)

PMC, 2012

- Slum population is steadily increasing and is now **approximately 40% of the population**.
- Narrow and uneven pattern of lanes and pathways** due to haphazard development pattern.
- Unplanned settlements are **spreading on the hillsides and along the water bodies**, threatening the breathing lungs of the city.



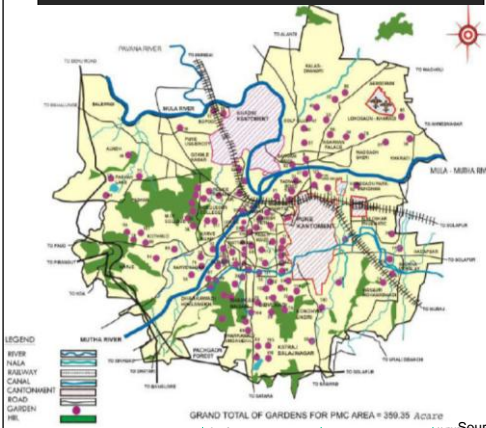
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project development & planning division | water-sanitation division | transportation division | environment & waste management division | structural engineering division | power division | project management division | partnering vision | VOYANTS PARTNERING VISION



Urban Environment

City Environment



- 125 gardens
- 11 natural hills
- Mula & Mutha are the major rivers in the city.
- Urban Forest areas Paevati Panchgaon and Katraj lake (Area 2603 Ha)
- Forest area on Bhamburda and Vetl tekdi being undertaken with State Forest Department.
- Biodiversity Park being developed in an area of 218.61 ha.

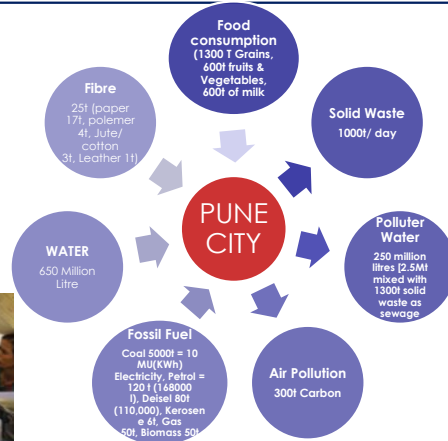
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Source ESR, 2010-11
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PUNE – CARBON FOOTPRINTS

- 23 -

Pune City – Ecosystem Daily Flows (Input & Output)



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Source: IURMAN - 2005
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Physical Infrastructure

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Water Supply / Overview

PUNE MUNICIPAL CORPORATION
WATER DISTRIBUTION NETWORK

Source of water

Water Bodies	Rivers	Mula, Mutha & Pawana	Natural
Dams (Water Supply source Pune City)	Khadakwasla, Warasgaon & Temghar	Panset,	Natural
Lakes	Pashan & Katraj lake		Natural

Source : PMC, 2012

Coverage of water supply

Water Coverage	Number of Distribution Zones	48
Coverage of water supply connections		94.19%
Per capita water supply		194 LPCD average water supply vary from 138 LPCD to 260 LPCD as per PMC

Source : PMC, 2012

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Sewerage and Sanitation / Overview

Waste water disposal	Total Sewage generation	744 MLD	
	Sewer Network Coverage	97.6 percent	<div style="border: 2px solid blue; border-radius: 10px; padding: 5px; display: inline-block;">1</div> Collection efficiency
	Number of sewerage treatment plants and Pumping Station	9 In Nos	
	Collection efficiency of sewerage network	73.35	<p>collection efficiency of sewerage network is approximately 73 percent</p> <div style="border: 2px solid blue; border-radius: 10px; padding: 5px; display: inline-block;">2</div> Sewage treatment
	Coverage of toilets	97.36 Percent	
	Percentage of recycle and reuse water	7 percent	
	Number of Community toilets	466	
	Number of Pay and use toilets	770	

Source : CSP,2012

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Solid Waste Management

Waste Generation

- Ranging from 1,300 to 1,400 MT per day
- 400-450 grams per capita per day (based on 2011 census)

Composition

- 69 percent of waste is composed domestic waste

Observations based on Reconnaissance Survey & Preliminary Analysis

- Door-to-door collection of waste is only 52.7%
- Segregation of waste at source is only 50%
- Wrong practice of disposing waste into storm water drains

After Swachta Abhiyaan

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Drainage

Drainage Channels & Coverage

- 23 basins/watersheds.
- 234 Nallahs with total length of 262,114 m
- Four rivers flow through the city with a total length of 53.92 km.
- The total length of rain water drain is 20,085 m.
- The total length of road side drains is 150 km.

Observations based on Reconnaissance Survey & Preliminary Analysis

- The topography of the city is supportive to the natural drainage
- Low network coverage of storm water drainage
- Choked drains found in few areas e.g. Junna Market, Nag Teri nallah, etc.



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Traffic and Transportation Overview

Total road network	1800 Km
Municipal Roads	1750 Km
Other Roads	50 KM
Vehicular growth	10 Percent increase annually
Public transport system	PMPML Buses , Auto
No. of Buses	1850 , 1450 PMPML Buses , 350 on rent , other non functional
Number of Bus terminals	7 , 2 Intercity Bus terminals

Source : PMC, 2012

Congested Traffic Nodes

- Jahangir hospital Chowk,
- Rasta Peth,
- Junna Bazaar Chowk,
- Fatima Nagar,
- Swargate Signal,
- Mahatma Phule Chowk.



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Roads & Transportation Sectors

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Major Congested Roads in Pune

- Laxmi Road,
- J.N.Road,
- Tilak Road,
- Shivaji Road,
- Thorle Bajirao Road and Jangli Maharaj

Fringe areas

- Ambedkar Road and Karve Road

- ✓ Inadequate capacity of roads and heterogeneous traffic
- ✓ Inadequacy of public transport.
- ✓ Increase in personalized vehicles has also been observed.
- ✓ Haphazard vehicular movement due to poor driving sense of drivers, insufficient parking facilities and inadequate enforcement has compounded traffic problems.
- ✓ There is an absence of a safe and comprehensive system of pathways exposing pedestrians to risks.



On-Street Parking along Commercial Area



Traffic Jams Near Dagdu Seth Mandir



Traffic Jams Near Laxmi road Market

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Projects undertaken under JnNURM



Sl.No.	Projects Undertaken
1	Pilot BRT
2	CYG BRT
3	BRTS Phase I
4	Nagar Rd. Subway
5	Baner Road Subway
6	Sangamwadi Approach Road
7	New Alandi Road
8	STPs (Sewerage)
9	River Improvement
10	Nallah Improvement
11	SWD Phase-I
12	Modern Bus Procurement

Source: PMC, PIU Cell

Projects undertaken under JnNURM



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Urban Reform

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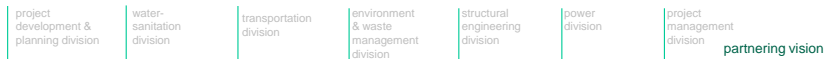


ULB Level Mandatory Reform

Sr.	ULB Level Mandatory Reform	Status
1.	E-Governance Setup	Successful completion of the reform achieved in 2009-10 for all the proposed activities under the head
2.	Transition to Double Entry Accounting System	Transition underway and preparation of budget for coming year (2012-13) under progress; however substantial degree of progress made
3.	Property Tax coverage of 85%	Successful achievement of the milestone made in 2008-09 with 99% coverage and 95% collection efficiency
4.	Property Tax collection efficiency of 90%	
5.	100% cost recovery of water supply	Successful in achieving 100% cost recovery. The ULB has targeted to achieve milestone equivalent to developed country for UFW and NRW to levels of 16% and 23% respectively by 2012
6.	100% cost recovery of solid waste services	
7.	Internal earmarking of funds for UP and provision of basic services	All the sub tasks under the reform have been achieved in 2007-08 pertaining to earmarking, allocation, provision, defining etc.

Source : PMC, PIU Cell ,2012

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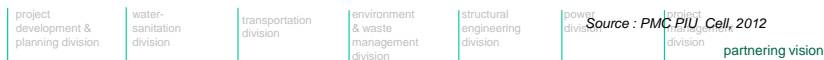
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Sr.	ULB Level Optional Reform	Status
1.	Introduction of property title certification system	Successfully achieved in 2007-08
2.	Revision of Building Bye laws - streamlining the Approval Process	All the sub activities including consultation, identification, notification and implementation have been achieved in 2006-07
3.	Revision of Building Bye laws - Mandatory Rainwater Harvesting in all Buildings	All the activities have been achieved in 2006-07 u/s 37 of the MR&TP Act 1966
4.	Earmarking 25% developed land in all housing projects for EWS/LIG	Necessary provisions have been made in the Development Plans
5.	Simplification of Legal and Procedural framework for conversion of agricultural land for non-agricultural purpose	Implementation under progress
6.	Introduction of computerized process of Registration of land and property	Implementation under progress
7.	Byelaws on Reuse of Recycled Water	Provision is made in Development Control Rules. (M 8/28.2-06.12.2007) so as to make STP construction compulsory for townships. Group of 150 tenements or more it is mandatory.
8.	Administrative Reforms	All the proposed administrative reforms have been achieved in the year 2008-09
9.	Structural Reforms	Reforms under this head including realignment of organizational structures, structuring internal judicial system etc. completed in 2008-09
10.	Encouraging Public Private Partnership	PPP initiatives have been taken up in the field of e-tendering, kiosks, metro rail, mono rail etc. since 2007-08
	Other initiatives include creation of revolving fund	Currently in progress

Source : PMC PIU Cell, 2012

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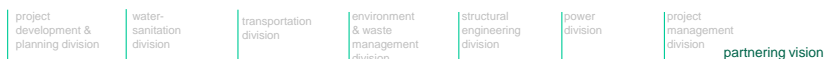


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We look forward to improve the CDP to bring CHANGE in the City's identity

Thank You

19th May, 2012



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2.3.2 Snapshots of Kick-Off workshop



Plate 2-1: Workshop chaired by PMC Commissioner Sh.Mahesh Pathak



Plate 2-2: PMC Additional Commissioner Sh.N.Zurmure giving his advice for CDP



Plate 2-3: Dr.Sh.Praveen Ashtekar, PMC Deputy municipal commissioner briefed regarding revising CDP



Plate 2-4: Sh.Vivek Kharwarkar PMC City Engineer giving his views



Plate 2-5: Presentation made By Consultant



Plate 2-6: Active participation of stake holders in CDP



Plate 2-7 Participants



Plate 2-8: Participants gave their views through structured proforma

2.3.3 Participation

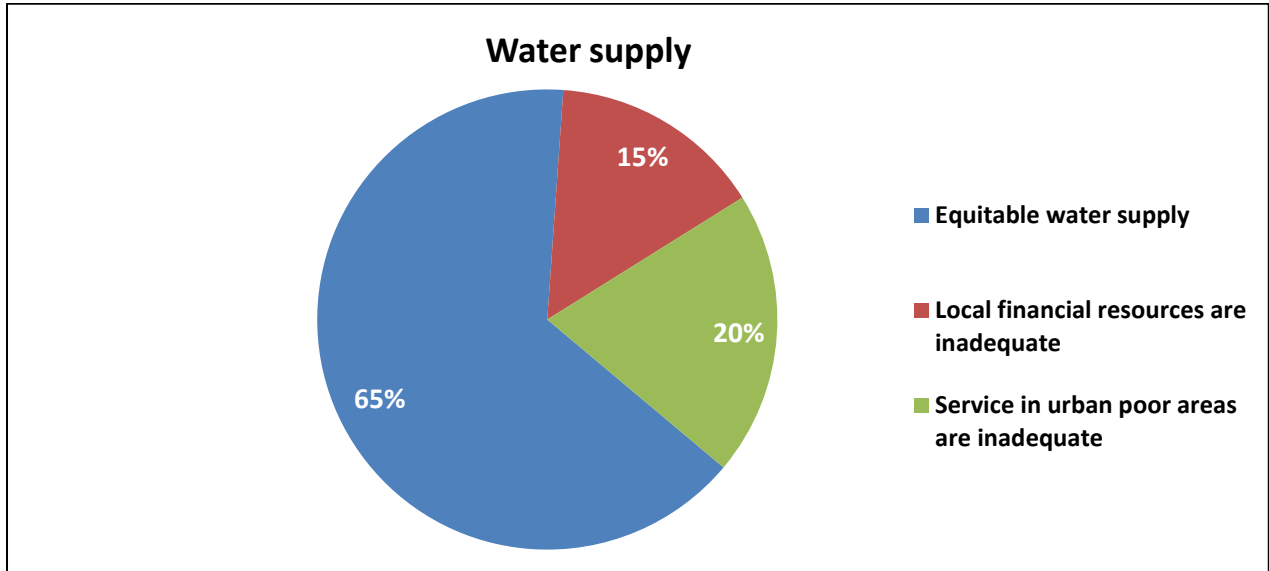
To get unbiased views of all the attendants of the first workshop, regarding various infrastructure facilities present in the city, the consultant facilitated the officials with a structured questionnaire to be filled during the workshop and was analyzed by the consultant after the workshop. This was important so as to give all the attendants a fair chance to express their views and perspectives about the CDP. The outcome of the first workshop analyzed after the meeting is as follows.

2.3.4 The outcome

2.3.4.1 Water Supply

The suggestions given were,

- Water should be provided to all people. Water supply system should be designed so as to provide equitable distribution.
- Metering of all water connection should be targeted.
- Water losses are heavy. Since water is augmented from dam, leakages should be minimized.



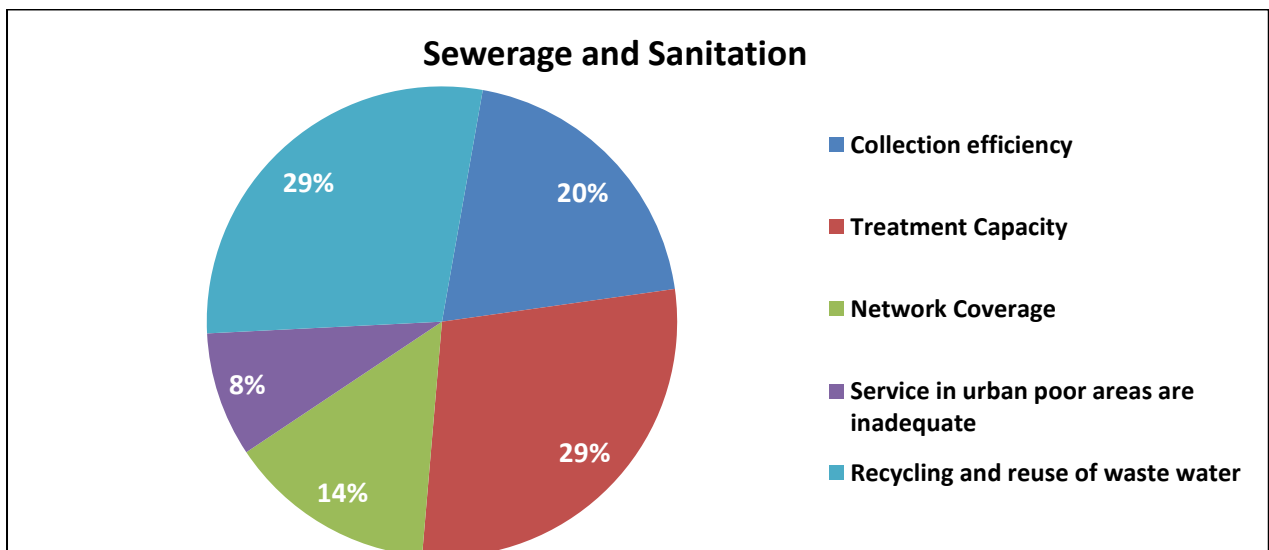
Priorities:

1. Equitable water supply.
2. Service in urban poor area is inadequate.
3. Local financial resources are inadequate.
4. Percentage of non-revenue water is too high.

2.3.4.2 Sewerage and sanitation

The suggestions given are,

- The sewage chamber is damaged in several places as a consequence the waste water is overflowing.
- Main trunk line should be maintained properly. Sewerage lines and main trunk line should be laid in with proper invert levels.
- Efficient treatment plant should be installed.



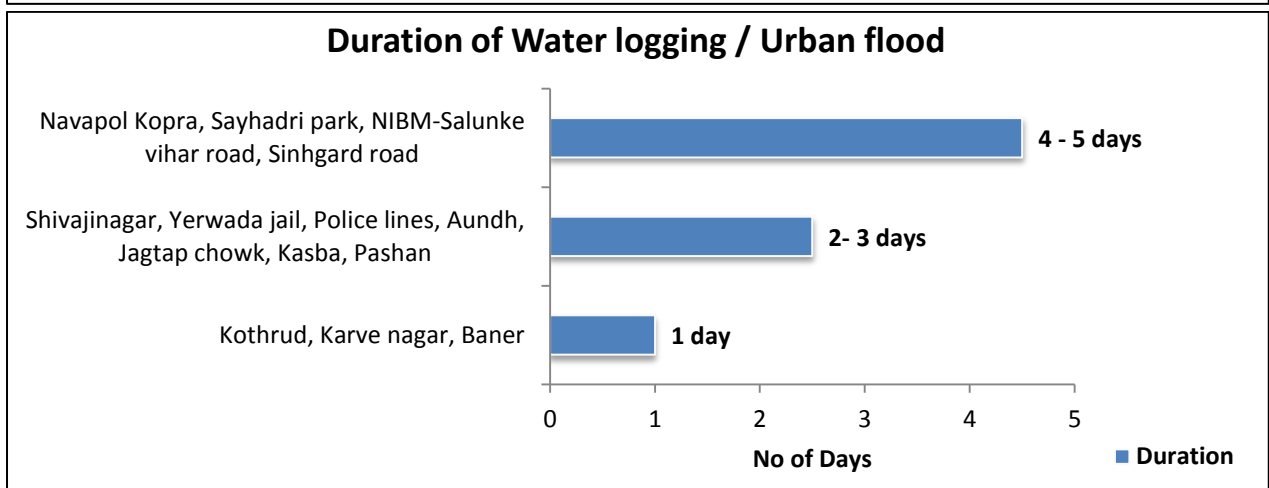
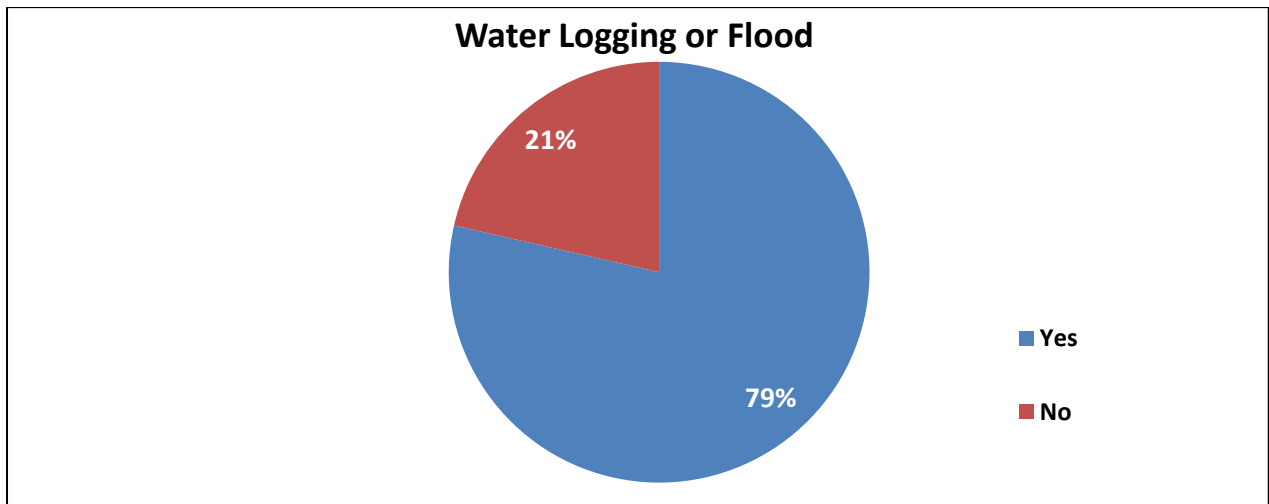
Priorities:

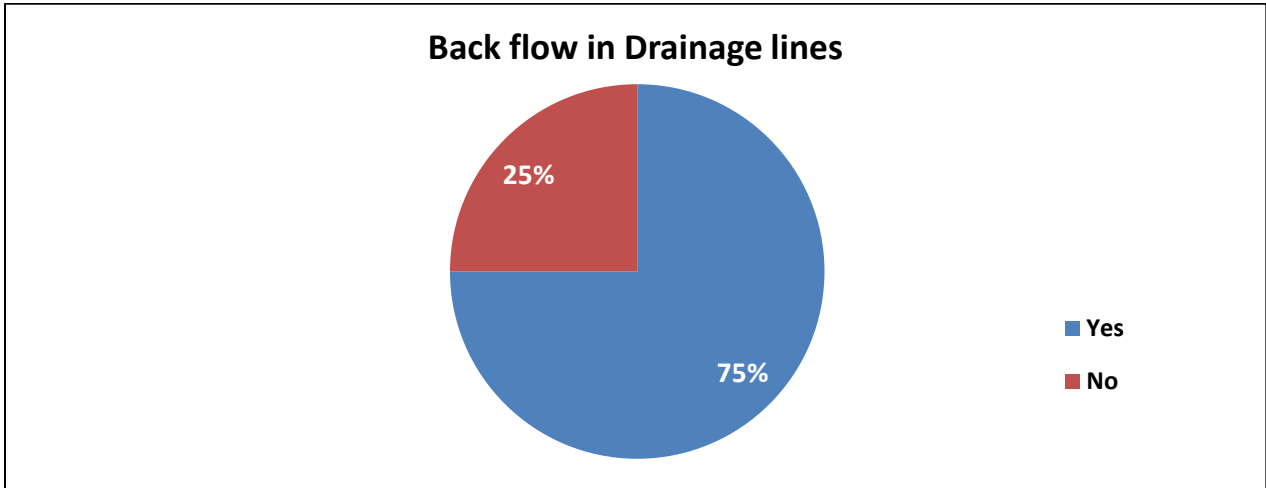
1. Treatment capacity and Recycling & reuse of waste water.
2. Collection efficiency.
3. Network Coverage.
4. Service in urban poor areas is inadequate.

2.3.4.3 Drainage

The suggestions given are,

- Adequate budget allocation.
- WTP capacity should be improved or new WTP of adequate capacity should be installed.
- Trunk drainage line of sufficient diameter should be constructed; existing trunk drainage line should be maintained.
- 100% water collection and recharge should be done.
- Drainage design should follow the required slope.



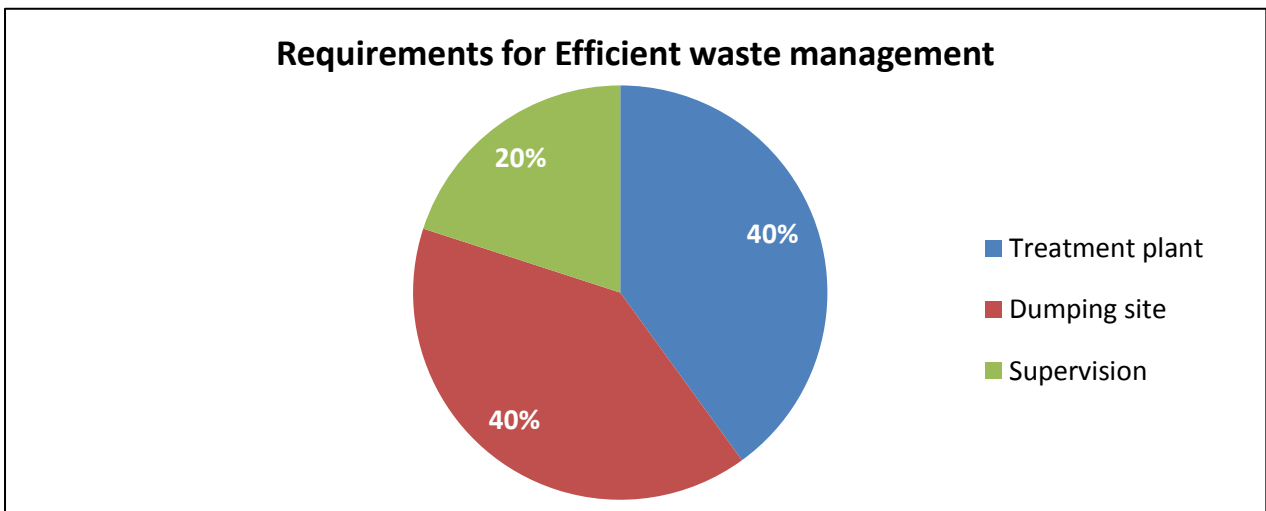
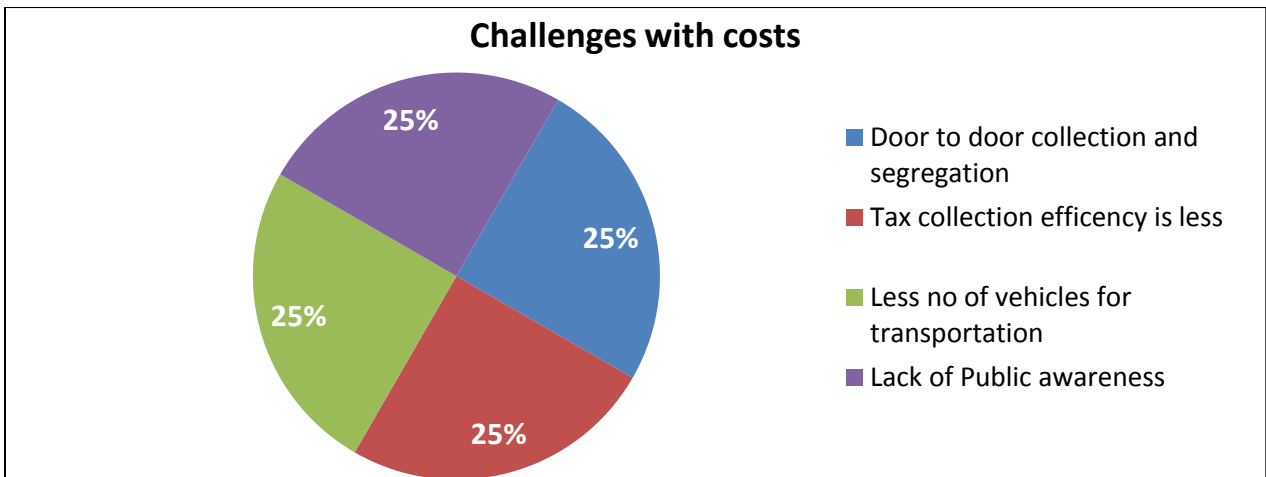


- Locations of Backflow: Khaurewach, Gunjalwadi, Gokhale nagar and Yerwada.

2.3.4.4 Solid Waste Management

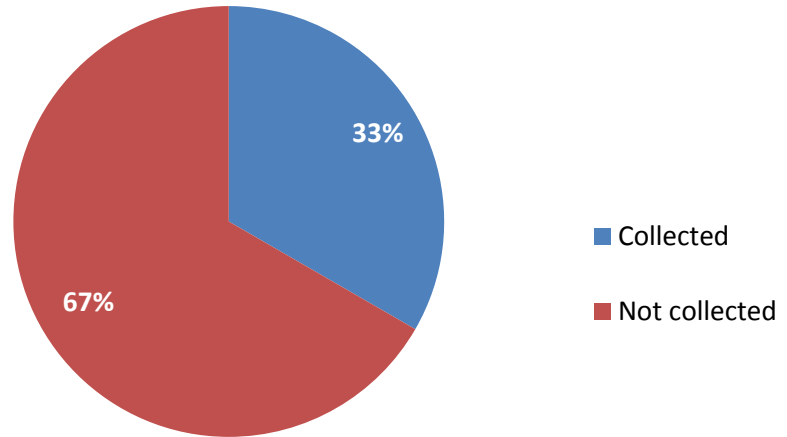
The suggestions given are,

- Automated waste collection and treatment plants can be installed.
- Dumping points should be notified and published for people.

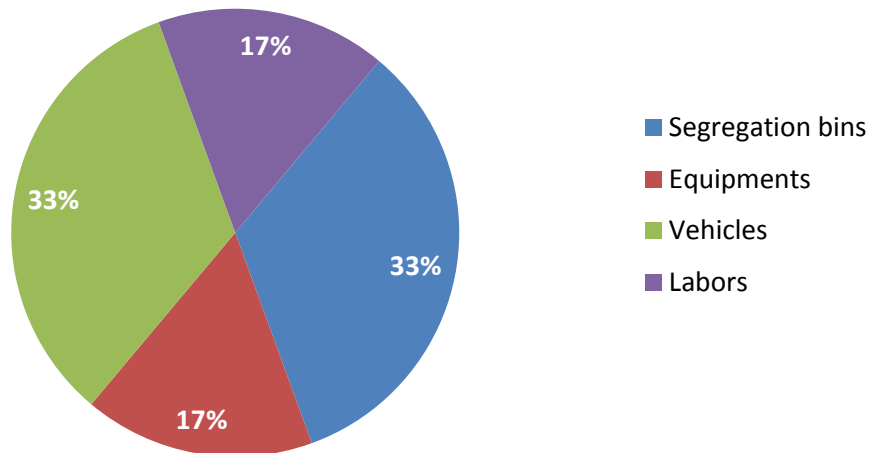




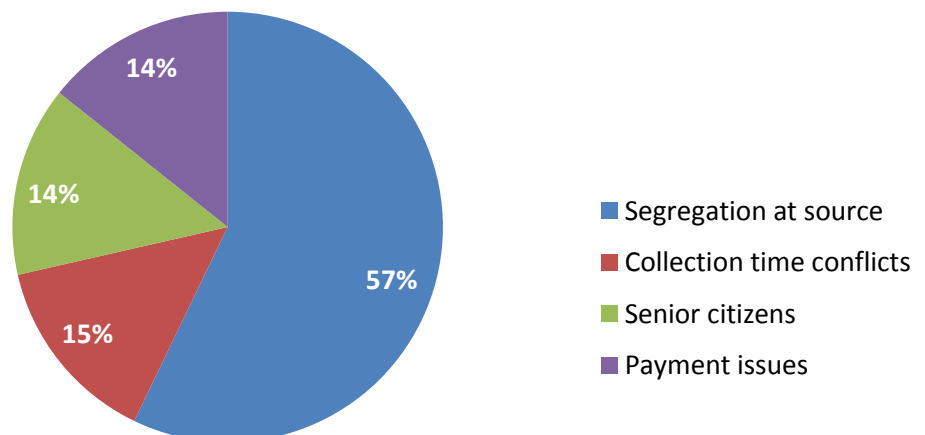
Waste management in Illegal colonies



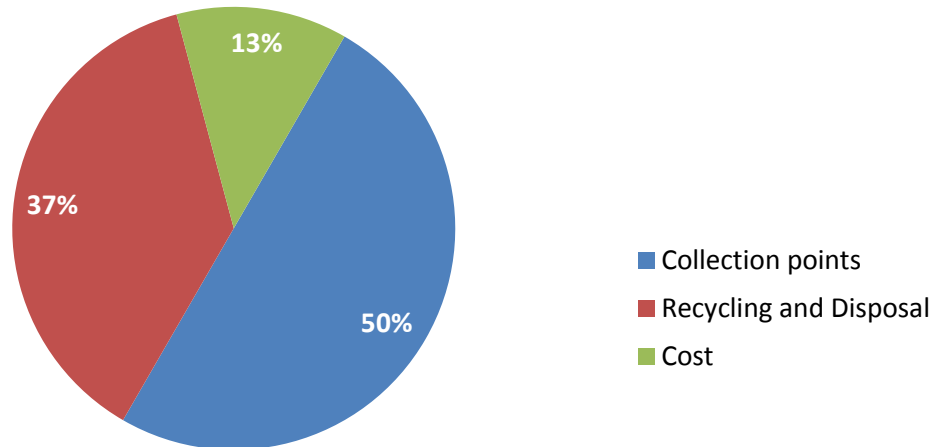
Challenges with collection efficiency



Challenges with public awareness



Challenges with E- waste management



2.3.4.5 Traffic and Transportation

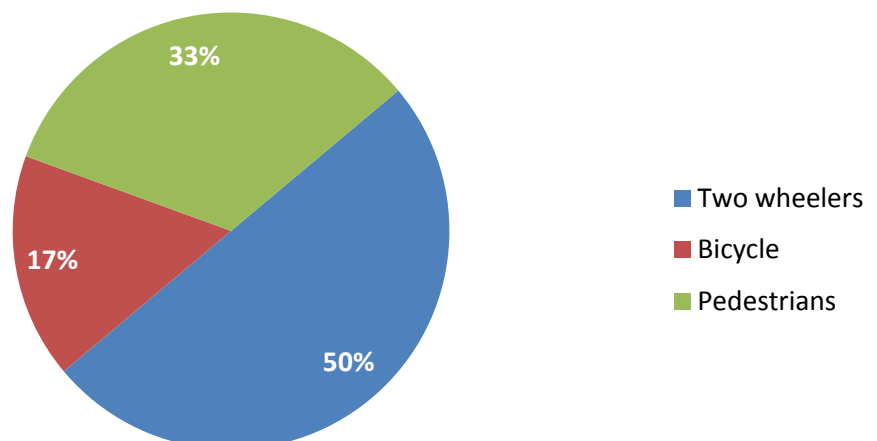
The suggestions given are,

- Road infrastructure should be provided as per City Mobility Plan.

S.No	Question	Answer	Remark
1	Total number of buses	300	Less compare to BEST
2	Frequency per day	8 times/Bus	Sufficient but uncertain
3	Passenger capacity	40	Adequate
4	Intercity Bus trips/ day	1000	Adequate
5	Annual growth of Bus traffic	Increasing	Adequate
6	IPT (Auto/ Taxi)	Increasing	Adequate

S.No	Issues	Location
1	Area with Parking Issues	Collector office, PMC, Gaonthan area, M.G. road, Laxmi road.
2	Pedestrian concentrated area	Central building premises, railway stations, Shivajinagar, Swargate, Laxmi road.
3	Traffic congestion area	Mandhakka, COEP, RTO, Simla office, Swargate, University Jn, Hadapsar-Gadi road, Jahangir hospital Jn, Railway station.
4	Accident prone zones	Swargate Jn, Sancheti Jn, BRT routes, University Jn.

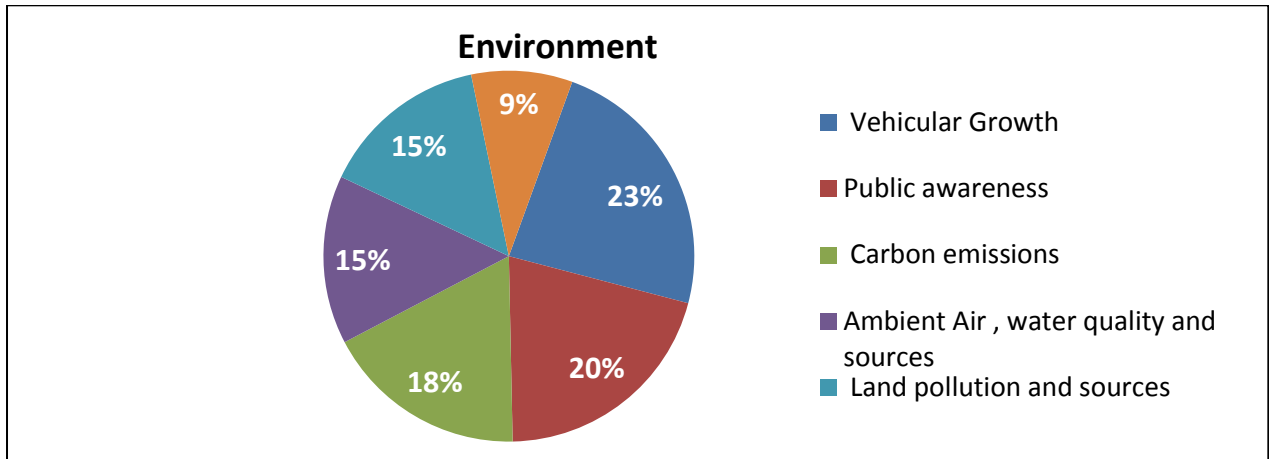
Major victim of Accidents



2.3.4.6 Environment

The suggestions given are,

- Improve public transport such as metro, monorail and buses.
- All vehicles should use CNG instead of petrol.
- PM10 and PM25 emissions should be reduced drastically.
- Strengthen the environment cell.



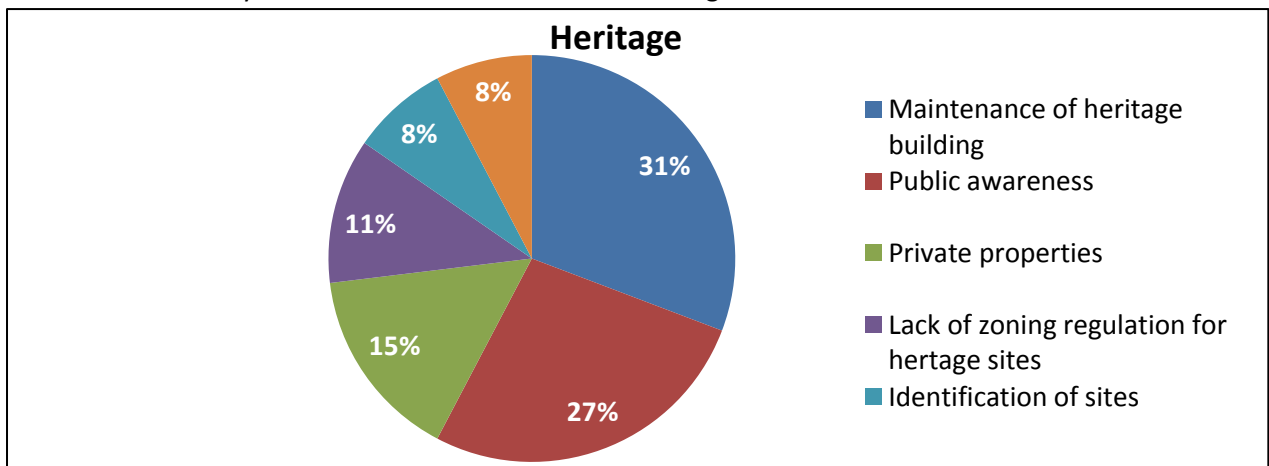
Priorities:

1. Vehicular Growth.
2. Public awareness.
3. Carbon emissions.
4. Ambient air, water quality and sources.
5. Land pollution and sources.
6. Climate change and urban heat island.

2.3.4.7 Heritage

The suggestions given is,

- Unnecessary sites should not be declared as heritage site.



Priorities:

1. Maintenance of heritage building.
2. Public awareness.
3. Private properties.
4. Lack of zoning regulation for heritage sites.
5. Identification of sites.
6. Population growth.

2.3.4.8 Slum

The suggestions given is,

- The slum dwellers should properly utilize the rehabilitated areas

No of slums	563
Interventions	Wanby Yojana for slum housing, JNNURM - BSUP for infrastructure
Issues	Slum dwellers residing in 250 sq.ft G+1 dwelling units denied shifting to rehabilitated site.

2.3.5 Problems/ Issues related to environment and infrastructure of the city

Sector	Problems/ Issues
Water supply	Available in ample, but not equivalent distribution required. water losses are high
Drainage	Inefficient collection of storm water
Sewerage	Proper collection and disposed required Only 70% coverage
SWM	No land filling is done. But alternatives methods and location reqd. E waste and C&D policies should be prepared and implemented In efficient collection of waste Segregation of wet and dry garbage are not practiced
Roads	Lack of pedestrian and cycling facilities. Ring road HCMTR corridor should be given priority Pot Holes
T & T	Proper management and inadequate funding Traffic problem Lack of Buses
Environment	There should be more garden.
Other issues	High density growth and congestion in the city. Heat island effect. Health Services for Poor

2.3.6 Strategies to overcome the Issues related to environment and infrastructure of the city

Sector	Strategies
Traffic and transportation	Public transport should be improved to solve traffic problems Road widening Land acquisition process should start and finish early



Sector	Strategies
	Creating public awareness
	NMT to be given importance.
	Multi modal transport to be adopted.
	Integration of all form of transport and interchange terminal to be developed
	D.P. roads should be developed by PMC.
	PPP model road construction can be adopted
Drainage	100 % collection should be done and treated completely
SWM	Creating public awareness
	Segregation of solid waste should be carried separately
	House to house collection of garbage should be privatized.
Water supply	Water meter shall be installed
	Non revenue water shall be minimized by water audit
Slum	The slum dwellers should properly utilize the rehabilitated areas
Environment	Defining threshold limit w.r.t. use of natural, human and monetary resources.
	Creating public awareness

2.3.7 Measures for effective public service delivery

- Municipal finance should be given to deliver the basic services to the public & it should be used for mandatory duties of PMC.
- Parking facilities.
- Traffic (heavy) industries.
- Bus frequency.
- An administrative reforms survey of all offices and employees in necessary. This survey is beneficial to analyze the potential amongst the workforce. It will also lead to identify to arrange various types of training.
- Current urbanization trends is unsustainable ie growth first and development later, leads to compromise parameters related to service delivery.
- To create and increase infrastructure manpower is the key area. To search the potential of Manpower survey of all employees is must. It will also help to identify the need of training.

2.3.8 Sector Priority

Sector	Priority											
Water Supply	3	4	6	3	3	1	1	1	1	6	5	1
Sewerage and Sanitation	1	3	5	3	5	6	2	3	3	3	3	5
Solid waste management	4	2	7	2	2	7	4	4	2	4	2	3
Traffic and transport	5	1	3	6	1	3	6	7	7	1	6	2
Drainage	2	5	4	3	4	5	2	2	4	5	4	8
Environment	6	7	1	1	7	4	6	6	6	2	1	6
Housing	7	6	2	7	6	2	5	5	5	8	7	4
Heritage and conservation	8	8	8	8	8	8	8	8	8	7	8	7



The cumulative analysis matrix of all the sectors shows that water supply is the sector that is given the top priority which is followed by Sewerage and sanitation. Heritage and conservation is the sector that is kept at the least priority by majority of stake holders who have filled up the questionnaires.

Priority:

1. Water Supply.
2. Sewerage and Sanitation.
3. Solid waste management.
4. Traffic and transport.
5. Drainage.
6. Environment.
7. Housing.
8. Heritage and conservation.

3 Individual Stakeholder Consultations

3.1 Introduction

According to the requirements outlined, for the process of preparation of City Development Plan, by JnNURM various stakeholders have to be consulted at various stages. These stakeholders are important as they give important suggestions and recommendation regarding the existing situations in the city and also make the consultant aware of their visions which they perceive for the city. These are very fruitful consultations as they provide necessary inputs for the preparation of CPD of any city. Hence in this chapter various issues, strategies and recommendations are enlisted by different stakeholders who are essential for consolidation of this City Development Plan for Pune - 2041.

3.2 Stakeholders consulted

- Pune Municipal Corporation officials
- Parastatal Agency officials
- NGOs
- Elected Members
- Slum Dwellers

3.3 Summary of individual Stake holder Consultations

1. Stakeholder 1 (Mr. Shrinivas Bonala (Additional City Eng, Projects & BSUP Housing)

Date: 25th June, 2012

Issues:

- In JNNURM, PPP method is applied which facilitates private builders to use extra FSI for their own benefit.
- This results in exploitation of land in terms of provision of all infrastructures like water, road, solid waste management etc.
- SRA schemes lead to financial burden on PMC as they provide 100% of funding to the slum dweller.

Strategies/ Recommendations:

- While planning the CDP, care should be taken to not to overload the provision of infrastructure in the forthcoming years, given the limitations of resources.
- Slums situated on environmentally sensitive location (hills, along river) should be cleared and relocated on other barren area.
- In situ rehabilitation – with the help of NGO's Kachha houses of slum dwellers are reconstructed into Pucca houses.
- In both cases 10% of project cost should be borne by slum dweller.

Remarks:

- BSUP worked on number of houses for slum dwellers
 - Hadapsar- 2408
 - Varaje – 1300
 - Parvati and yerwada- 4000 houses

2. Stakeholder 2 (Ms. Harshida Shinde (Deputy Engineer, DP Cell))

Date: 25th June, 2012

Issues:

- Presently there is no consolidated land use plan for the total PMC area which includes the newly added 23 villages.

Strategies/ Recommendations:

- Re-densification method was preferred over jurisdictional change for accommodating the future population.

Remarks:

- The developments of self sufficient townships are highly appreciated.

3. Stakeholder 3 (Dr. Jayashree Katare (Deputy Director, SRA))

Date: 26th June, 2012

Issues:

- 43% of the population lives in slums.

Remarks:

- SRA has been involved in providing housing for the slum dwellers and the urban poor under certain conditionalities following the process of Registration.

4. Stakeholder 4 (Mr. Ganesh Sonune (Project Officer, UNDP), Mr. P. Ashtikar (Deputy Commissioner Special/OSD (EST JNNURM, Fire Department))

Date: 27th June, 2012

Strategies/ Recommendations:

- According to NDMA, 2 % of the total budget should be allocated for fire fighting.

Projects:

- Ward level disaster management plan has been prepared.

Remarks:

- Fire hazards response and mitigation plan
- Rs. 550 crore funds required.

Points Discussed:

- It was discussed that any of the department in the PMC can have a disaster so it is not enough to set up a disaster cell rather all departments should work toward it.
- Disaster management should be integrated with all the departments and should not just be a separate entity.
- It is important to outline the hazards in all the departments and then plan for that
- Give disaster management as better term namely; Preparation and Mitigation.
- The need of air ambulance was emphasized where as much as two helicopters were suggested for PMC to serve during any medical emergency or disaster.



5. Stakeholder 5 (Mr. Prashant Waghmare (City Engineer))

Date: 28th June, 2012

Issues:

- Transportation and housing are major issues in Pune city.

Strategies/ Recommendations:

- Leak detection plan should be prepared for reducing the water losses

Remarks:

- Coverage of sewerage network is 99 percent
- Work of 3 drainage basin is under-process need to improvement remaining 21 basins
- Projected population of Draft DP is approximately 65 lakh for the year of 2031.

6. Stakeholder 6 (Mr. Promood Nirbhavne (City Engineer Road))

Date: 28th June, 2012

Issues:

- Land acquisition is major issue in road construction

Strategies/ Recommendations:

- Public Awareness is important
- Strong enforcement of traffic rules
- Development plan should be strictly implemented
- Rehabilitation process should be transparent and fast
- 'Road designing guidelines' are under way and should be implemented for different land uses (commercial, residential, industrial etc.)

7. Stakeholder 7 (Mr. Suresh Jagtap. (JMC) and supporting staff)

Date: 3rd July, 2012

Issues:

- Is 100% door to door collection possible in a metro city?
- People don't want to pay tax for SW collection.
- Builders don't follow the rules and regulations in the longer run regarding vermi compost plant due to poor monitoring by PMC.
- People don't take the pain to segregate the waste at their end.
- Rag pickers are less interested in residential waste than commercial waste due to their low recyclable value.

Strategies/ Recommendations:

- Centralized system of SWM is better.
- Slums need a different segregation plan.
- Penalties should be suggested at the policy level for not segregating the waste, littering, waste disposal at wrong places.
- Community awareness and involvement may be a helpful tool in SWM.

Projects:

- 700 Mt Pyro-lysis thermal station to start which will feed 10MW power to the main grid.

8. Stakeholder 8 (Mr. N. Zurmure (Additional Commissioner, PMC), Mr. Mangesh Dighe (Environment officer, PMC)

Date: 3rd July, 2012

Issues:

- Heat island effect has increased due to urbanization and change in living standard.
- Floating business population has increased in few years leading to additional stress on infrastructure services in the city.
- Lack of monitoring has led to degradation of services in the city.
- Due to saucer shaped geography of Pune a lot of energy is wasted in pumping of water throughout the city.
- PMRDA is not in existence as yet

Strategies/ Recommendations:

- Water metering is required in the city.
- Instead of incentive based green building initiatives the city should move to mandatory green building rules.
- Initiatives like Solar water heater, Vermi compost, solar lighting necessary to reduce energy load on the city.
- Monitoring techniques for city management like GIS is very important.
- Pune Metropolitan Region should be kept in mind while planning for PMC.
- PMRDA should be a monitoring and governing body with its own set of regulation mandatory for the region. Projects like metro rail can be taken care of by the PMRDA.
- Suggested the use of Environmental Performance Index (EPI) to assess the environment scenario in the city.
- Since Pashan Lake is a declared eco-sensitive zone and is preserved for its bio diversity only restricted for tourism also no water extraction can take place. This should be maintained.
- Katraj Lake is for tourism.
- DEWATS can be proposed for slums in first phase.
- Enforcement of ECBC code.
- There should be some change in building by laws and development control rules w.r.t. eco-housing.
- Monitoring should be done on cutting and planting of trees on a regular basis.
- Use of intelligent transport system.
- Capacity building of PMC staff w.r.t. monitoring of building by laws on ground.
- There should be congestion tax.
- Rent-a-cycle system should be introduced.
- Interlinking of all PMC departments.
- Natural lakes are the green lungs of the city and should be conserved.

Remarks:

- ESR 2012-13 will be made available within next few days.

- Joint Forest Management has led to pumping of Rs 4 crore from PMC to the forest dept.
- Hanjer is a good technology.
- Pollution standards have changed which reflects increased pollution level in the city.
- **City Vision could be “Greener city wid good Mobility”**

9. Stakeholder 9 (Mr. V.G Kulkarni (S.E Water Supply and Sewerage Department))

Date: 3rd July, 2012

Issues:

- No telescopic tariff for water consumption
- Undulating topography resulting in the problem of low water pressure
- Old water supply distribution network
- Lack of Metered connection
- Condition of all water treatment plants are not good need to replacement
- Collection efficiency of sewerage network is approximately 73 percent which further leads to polluting the environment due to shortfall in treatment capacity

Strategies/ Recommendations:

- Source to treatment plant water flow by gravity
- Uninterrupted power supply (express feeders for all WTPs)
- Water audit at regular interval to control the water losses
- 100 percent recovery of water supply on telescopic tariff basis
- Energy audit at regular intervals
- As per the agreement between PMC and irrigation department. PMC has to recycle 500 MLD of treated sewage back to irrigation canal for irrigation purposes.
- PMC has made modification in the building control rules and has made it mandatory for housing societies with 150 or more tenements to construct STP and recycle 100 percent treated for tertiary purposes.

10. Stakeholder 10 (Mr. Dinesh Girola (Planning officer))

Date: 26th June, 2012

Point of discussion:

- CDP should be prepared under the revised JnNURM guidelines.
- Main focus of previous CDP was
- River Development
- Slum Improvement
- Sustainable transport
- Environment
- CDP should be focused on priority basis, priority should be decided on the basis of stakeholder consultation & priority of every person is different for example – slum dwellers gave more preferences to Infrastructure Facilities.
- Khadagwasala is the main source of water and different housing societies presently used underground water sources.
- Available water sources is not sufficient for future Planning



- Probably DP will come within one or two weeks and it's under approval.
- Projected population of DP 2035 is approximately 65 lakh.
- Pune comes under seismic zones IV.

11. Stakeholder 11 (Mr. ChetanTupey, Chairman City Improvement Committee)

Date: 26th June, 2012

Points of Discussion:

- Community toilets required for physical challenged and handicapped.
- Firefighting laws are not properly followed
- Energy efficiency
- Need to establish the separate planning Division in Municipal Corporation
- All the facilities like social infrastructure and Garden should be design as per Hierarchy and the preferences of citizen's e.g.
- Mugal Gardens
- Japanese Garden
- For designing the facilities like Stadium accessibility and distance from the town should be consider
- Carbon footprint
- Proper Pedestrian Facilities
- While designing the road reserve for utilities should be necessary
- City Mobility Plan Should be Integrated with Development Plan and CDP
- Provision of Farmer Market
- For the Promotion of Tourism advertisement and awareness is Necessary
- Lack of Civic sense
- Education and Awareness is must at Root level and integrated it with education.

12. Stakeholder 12 (Mr. Sunil Gogle Prabhag No. 16 Alandi Road)

Date: 26th June, 2012

Points of Discussion:

- Projects should be executed as per DPRs because most of the projects in Pune are not execute as per DPRs.
- For the proper implementation there is need to establishment of monitoring committees
- Proper building by-laws required for slum in situ projects
- Provision of govt. rented housing
- Water taxes should be compulsory for slum dweller also
- Recycling and reuse of water should be necessary. Reuse water should be used for gardening and other secondary purposes
- DEWATS system for sewage treatment should be implemented for slums
- Because of concretization water is not percolate properly so the roads and other facilities should be design properly so water can percolate properly.

13. Stakeholder 13 (Ms. Poonam Mehta (Livelihood Development Expert For BSUP,PIU, Social Dev. Executive (RAY), Deputy Collector)

Date: 25th June, 2012

Issues:

- Growth of industries, commercial development and MIDC's expansion can also lead to expansion of slums within and outside the city limits.
- Absence of a good baseline survey in Pune.
- There might be an ambiguity in the allotment of funds by RAY and BSUP in the future as whether the funds would be transferred under HUPA or UD ministry, as there might be change in the channeling of funds.

Strategies/ Recommendations:

- Slum growth should be considered while planning.
- Land Tenure Security for the Slum Dwellers has to be kept in mind while CDP.
- Development issues should be handled concerning shelter, livelihood and housing for slum dwellers.

Projects:

- In Pune, there have been lots of project initiatives in dealing especially with the slum population under various schemes, such as the SRA, SRS and also initiatives from NGOs such as MASHAL who has come up with Slum Mapping, and construction of housing is going on, along with provision of BSUP.

Remarks:

- RAY's goal of slum free city is in preparatory stage.
- Relocation of slum creates transportation problem.
- Slum major concerns are livelihood issue, street vendors , slum woman empowerment, solid waste and sewerage management
- The calculation method for growth of slum population is not exclusive and taken from the usual population growth.

14. Stakeholder 14 (Mr. Relekar (I.T. REG. OFFICER)

Date: 27th June, 2012

Issues:

- So far, E-waste collection & disposal is not considered.
- Accessibility to MIDC area is poor and transport frequency is low.
- Schools for MIDC residents are not nearby.

Strategies/ Recommendations:

- MIDC area of Pune should be the nucleus for future growth.
- As MIDC areas are growth centers of city , there should be self content development in its surrounding areas, for that infrastructure provision to these areas is necessary.
- Future infrastructure demand should be considered while planning for CDP of Pune – 2041.
- Budget allocation is essential.
- PMC should provide alternative transport system for MIDC areas.



- Technical training, engineering institutes should be motivated and invited in MIDC.
- E-waste recycling, recycling of water and rain water harvesting should be initiated.
- While planning for city, adjoining areas should be taken into consideration as impact areas.

Projects:

- Hinjewadi – 1992-Rajiv Gandhi IT Park,
 - Area – 700 ha.
 - Work force – 90000
- Hinjewadi Phase 1, 2, 3 – 120 units , 75 units in operation.
- Hinjewadi phase – III contains 10, 000 flats.
- Hinjewadi Phase IV by 2015.
- Site given for Hinjewadi Phase – IV.
- By 2015, workforce will be 2 lakh.
- This will demand large amount of subordinate activities and facilities.
- Kharadi – 1999 – Knowledge city
 - Work force – 50000
- Talawade – 1988
 - Work force – 5000

Remarks:

- Land is acquired through LAA- 1894 and MIDC Act 1961.
- Rainwater harvesting systems and STP are functional.
- Internal Infrastructure Provision by MIDC and does not depend on PMC
- PMC provides roads and public transport to the area.
- In future Hinjewadi is going to have it impact on Pune city
- Mixed use developments are most preferred by IT areas.

15. Stakeholder 15 (Mr. K.S. Aakode (Director, TCPD))

Date: 28th June, 2012

Issues:

- Local developers objected the building bye law stating 20% of the houses should be allocated to EWS groups.
- Transportation is biggest issue- vehicle population is 4 times of people population in city.
- Housing- Govt. housing boards face problem in land acquisition and can't promote affordable housing (housing board is not fully active), upcoming townships are not solution on this.

Strategies/ Recommendations:

- Chakkan and Hingewadi are the future growth centers.
- 10 km radius fringe area is identified for fringe area plan.
- Mixed use development is mostly preferred in Hingewadi and future developments.
- Hilly areas are declared as no development zone.
- The priority sectors from the development point of view are environment, transportation and solid waste management.
- Proposal for mass transit, ring road, metro rail.
- BRTS network should be wisely planned studying origin and destination survey.

- Heavy traffic should have different network.
- There is need of new town authority which will coordinate all city level authorities like PMC, PCMC, Cantonment board, MIDC etc.
- Environment – no development zones should be marked, riverfront development plan in proposal stage.
- Prioritization – 1. Environment 2. Transport 3. Solid waste management.

Projects:

- Mass rapid transit system such metro and monorail should be planned.
- Elevated MRTS can be constructed along Mula – Mutha River.

16. Stakeholder 16 (Ms. Nayana Gurav Bondarde (Regional Officer, MTDC)

Date: 28th June, 2012

Issues:

- Tourist spots of Pune lack tourism related infrastructure and are in poor condition: eg. Food courts near tourist stations, drinking water, public toilets, auto rickshaw stops.
- City transport is not in good condition, Pune Darshan Buses are not up-to the mark.

Strategies/ Recommendations:

- Darshan trip of Pune covers 11 religious sites.
- Fort development plan- under this 6 forts (Shivneri, Singhgad, Lohgad, Rajgad, Torana, Rajmachi) will be connected and residential and infrastructure facilities will be provided at the base of fort.
- MTDC –Pune is planning for Pune festival.
- Entertainment development like Essell-world, Pune Festival.

Projects:

- Signage's along road.

Remarks:

- Janwani is conducting heritage walks.

17. Stakeholder 17 (Mr. K. Venkat Nagareddy (CEO, PCB)

Date: 28th June, 2012

Issues:

- The infrastructure needs attention the top priority being drainage, sewerage and solid waste management.

Projects:

- Construction of sewerage line

Remarks:

- Have already asked for JNNURM funds for schemes.

18. Stakeholder 18 (Mr. M.B. Sable (Section Engineer, PCB)

Date: 28th June, 2012



Issues:

- Few squatter developments along nallas.

19. Stakeholder 19 (Mr. Shirodkar (Deputy Engineer, PCB)

Date: 28th June, 2012

Issues:

- 90% drainage line has problem and has to be repaired.

Strategies/ Recommendations:

- Existing water pipelines are damaged needs replacement.

20. Stakeholder 20 (Mr. Arun Godbole – (Deputy Engineer, KCB)

Date: 28th June, 2012

Issues:

- Whole drainage line is old and in poor condition.
- Ambedkar Road has very high traffic volume despite its insufficient width.

Strategies/ Recommendations:

- Pollution control board noticed for repairing of whole drainage line as it is old and in poor condition.
- Road widening at Ambedkar Road is necessary as traffic volume is high on this road.
- Slum rehabilitation – slums in Khadki area should be relocated and rehabilitated.
- Fund mobilization – PMC should bear the project cost for water supply as JNNURM funds are provided to them.

Existing Slums in Cantonment Area					
Sr.no.	Names of Slums	Area	Category	No. of encroachments	Year of establishment
1	Mahadev wadi	0.6 +0.4 acre	B-4	162	1980
2	Gen. arun kumar vaidya nagar	0.4 acre	B-4	60	1985
3	Rajiv gandhi nagar	2.13 acre	C	369	1983
4	Gawali wada vasahat	1.5 acre	A-2	344	1980
5	Durga vasahat	2 acre	A2	231	1980

21. Stakeholder 21 (Mr. D. A. Pardeshi (Labor & Public Relation Officer)

Date: 28th June, 2012

Issues:

- Infrastructure is poor in PMPML depot.
- Encroachments of street vendors along stops and depots.
- No modal parking at major bus stations.
- Lack of required number of Workshop shades & sections, diesel pumps and modern washing machines.
- Basic infrastructure is not enough for existing bus capacity.

- Due to lack of parking for buses 50% of PMPML buses have to be parked on road at the depots.

Strategies/ Recommendations:

- Requirement of 100 buses, 6 acre land for the depot, petrol pump.
- The location of bus depot in the outskirts is most preferred location.
- Infrastructure services in bus stands like public toilets, security systems, food stalls are required.
- There is a lack of parking spaces, intermediate transport.
- As a cost cutting strategy BRT lanes can be proposed in left side.
- Revenue generation by promoting commercial development at bus depots.
- Provision of bus depots at outskirts. This will cover 20 km radius area around depots.
- Concrete flooring for all bus depots.
- Funds requirement for PMPML
 - 10 crores – basic investment excluding land cost.
 - 5 crores –work
 - 3 crores – concreting
 - 2 crores - basic infrastructure improvement

Remarks:

- Automobile manufacturers are managing the government.

22. Stakeholder 22 (Mr. K. Sahastrabudhe, RANWA NGO)

Issues:

- Implementation of Biodiversity Act 2002 is not there.

Strategies/ Recommendations:

- Implementation of Biodiversity Act 2002 should be there and management committee for this purpose at ward level and at Corporation level should be formed.
- Need to improve Biodiversity status of all Gardens; steps should be taken for the habitation of species which are locally found in all Gardens instead of one butterfly garden.
- Specific efforts are required in preserving common house sparrows; this can be done along the rivers.
- Public transport should be strengthened to discourage private transport.

Projects:

- Biodiversity zones in each garden.
- Biodiversity zones along the rivers in the city.

Remarks:

- www.ranwa.org has a lot of data regarding biodiversity and environment.

23. Stakeholder 23 (Mr. Ashok Srinivasa and Mr. Sujit Patvardhan PARISAR NGO AND PRAYAS NGO)

Issues:

- One comprehensive mobility plan is there, then why projects are undertaken as NON-CMP projects for example: construction of underpass, construction of fly-over over BRT corridor which is financially and technically non compliant.
- PMPML parking lots have been taken away by PMC.

- Existing capacity of governance is very poor.

Strategies/ Recommendations:

- JNNURM should monitor how much % of previous CDP projects and recommendations have been implemented on ground.
- CDP, CMP, and DP should be synchronized.
- Monitoring at project level should be very strong and independent and a third party agency which may include civil societies of the city.
- SLB should be adopted for transportation.
- PMPML should be provided with service stations and parking lots.
- JNNURM II should not fund another project other than capacity building and improvement of governance.

Remarks:

- Not interested in CDP and its process since the implementation of previous CDP is not visible.
- Prisar NGO has prepared Street design guidelines.
- Instead of poor development there should be no development.

24. Stakeholder 24 (Prof. Vijay Paranjape, Gomukh Environmental Trust For Sustainability NGO)

Date: 23rd June, 2012

Issues:

- There is gap between what is proposed/ demanded by public and what has given by government.
- Water leakage is more than stated in report. Stated is 25% and actual is approx. 40%.
- Pumped water supply system caused unequal distribution of water. Also water supply budget exceeds due to pumped water.

Strategies/ Recommendations:

- Tender process is harmful as it does not stick to people opinion and not giving what government has agreed to give. There should be right entry and exist of People participation, tendering process and Consultation company.
- Governance gap – original proposals drawn by consulting public are however converted into Concretization.
- System Gap - Integration and co-ordination between departments like water supply, drainage, sanitation, storm water management etc. is necessary.
- Water supply should take advantage of ground profile and gravity. Water supply should be according to physical morphological geographical planes.
- Old water supply should be updated according to expansion of city and available water sources in these areas.
- Pashan Lake and Katraj Lake water can serve separate catchment areas.

Project:

- Identification of water and sewage leakage areas.
- Leak detection Project should be implemented and it should be in logical order.
 - Assessment of water – physical assessment of water resource is necessary – how much rain, how much is dam yield, and how much water is distributed and allocated.

- Source assessment – how much water is percolated – captive acquires
- Adding 1 & 2 we get the total source assessment.

Remarks:

- Decentralization of sources and supplies (use of ground water, lakes)
- Bucket study should be done for water supply in slum areas.

25. Stakeholder 25 (Mr. Sharad Mahajan (Executive Director of MASHAL NGO)

Date: 25th June, 2012

Project:

- Discussion on various data collection needs in order to implement various rehabilitation and slums improvement schemes in a professional and technically sound manner.
- The realm of Land Tenure Security, the various schemes are discussed like:
 - SRA – Builder and Market Driven
 - BSUP - I, and PMC Land, Centre and State Govts.
 - BSUP - II, NGOs involvement
 - In Situ rehabilitation.

Remarks:

- Organization has been involved in the betterment of the urban slum dwellers in Pune.
- The background and the genesis of the Slum Mapping taken up by the organization has been discussed.
- Discussion about the 4 different Acts related to slums improvement and how they have been implemented and contributed towards the improvement and betterment of the urban slum dwellers in Pune.

26. Stakeholder 26 (Mr. Neim Keruwala, Mrs. Arundhati Viswasrao, Mr. Harshad JANWANI NGO)

Date: 27th June, 2012

Issues:

- Metro may create disturbances to livelihood of people.
- Public consultation for public transport is not being done.
- No provision for disabled person in public transport.

Strategies/ Recommendations:

- Traffic demand management should be worked out before proposing any transport solution.
- Land reservation for bus depots across periphery of Pune is necessary.
- Pune CDP should have multiple visions as Pune city is now a hub for education, IT, automobile and agro products.
- Assessment of City's maximum potential for quality of life is necessary after that development should move to regional approach i.e. other growth nodes should be promoted near city like Satara, Aurangabad, Nashik etc.

Remarks:

- Janwani deals with the following five sectors namely environment, heritage, Traffic and Transportation, city structure and governance.

- Mahratta chamber of commerce, industry and Agriculture (MCCIA) formed Janwani meaning 'voice of the people.
- Proposed metro route does not cover fringe areas i.e. Hinjewadi area; which is major traffic volume area.

27. Stakeholder 27 (Ms. Malati Gadgil (CEO, Swachh NGO)

Date: 3rd July, 2012

Issues:

- Not enough trucks and containers provided by PMC.
- As compost made by mixed waste, its quality is not good and farmers are not ready to take that compost, if this compost will be generated by only wet waste, quality will improve and marketing will be easy.
- Most of the waste segregation is done on the streets.
- 11 transfer stations are not enough in the city.
- 700MT Pyro-lysis technique thermal plant coming up in Ramtekdy industrial estate can cause pollution.
- Sewage network is not present in slums.
- Hanjer is a failure technology as mixed waste don't produce good compost

Strategies/ Recommendations:

- The sector goal should include "Respect for the People who are providing this service to the society" till 2041.
- Reducing distance of transfer stations – as the physical distance increases complains increases at the transfer station.
- Wet waste – goes for composting
- Dry waste – get sorted and sold (recycled)
- Inert waste – leaves the area to land fill sites
- 16 Prabhags have been proposed with Zero waste.
- Plan for city which safeguards the interest of the marginalised people living at the fringe.
- The plan should keep the marginalised population and unorganised sector in mind.
- Unless and until political vested interest is not there, change is not possible.
- Many direct and indirect benefits to waste picker in door to door collection.
- Health initiatives necessary for waste pickers.
- Construction & demolition debris can be reused.

Project:

- Decentralized method for waste management
- Specific space for garbage sorting within the city.
- Katraj is a successful Zero Waste Model

Remarks:

- Total zones – 4
- 1 zone will need 100 sorting spaces
- 1 sorting space of 20'X30'.
- 20000 households are served per sorting space.

28. Stakeholder 28 (Ar. Ravi Kadam and Dr. Sandeep)

Date: 29th June, 2012

Issues:

- Public transportation is the key sector that needs to be addressed.
- Land rates are the biggest hindrance for affordable housing.

Strategies/ Recommendations:

- Hills should be conserved and preserved.
- Housing supply should be affordable.
- Singapore model of housing can be adopted.
- Vertical growth should be made mandatory to increase open spaces in the city.
- GIS mapping should be done on the city level.
- Incentivization of land pooling should be done.
- Large parcel of land with all amenities should be encouraged.
- Environmental planning laws should be integrated with Developmental control rules.
- Conservation of Core and old Pune should be undertaken.
- Administration should be strong.

29. Stakeholder 29 (Ms. Sanskriti Menon (Programme Director, CEE NGO)

Date: 4th July, 2012

Issues:

- The projects suggested by previous CDP are not yet visible in the city.
- Ward level democracy is not functional; the decisions taken by Prabhag Samities may not be implemented.
- There are serious issues in governance specially in monitoring.
- The technologies used for data collection are obsolete.
 - No flow meter for sewage
 - No ground water assessment
 - Basic sewage network map is not present
 - Map for ground water aquifers not present.
- Non compatible RWH in small and individual plots may prove harmful to buildings.

Strategies/ Recommendations:

- There should be correspondence between Development Plan and the City Development Plan.
- Keeping in purview of 74th CAA
 - There should be strong monitoring cell– citizen based monitoring system which has tie up with Area Sabhas.
 - Prabhag Level and Area level Service level Benchmarks should be established and subsequently achieved.
 - Proper database at Prabhag level should be maintained.
 - Ward infrastructure Index (WII) should be introduced & updated at regular intervals to reflect the development of the ward.
- Environmental Status Report(ESR) of PMC provided only the data; it should give the comparative status as well

- There should be SLB standardized for environment.
- RWH & Ground Water Recharge should be done at the city level along the transport lines.

30. Stakeholder 30 (Mr. Avinash CEE NGO)

Date: 4th July, 2012

Issues:

- School infrastructure is improper
 - 50% toilets are unusable.
 - Toilet designs are improper.
 - Insufficient number of sanitary inspectors.
 - Poor database available.
 - Monitoring indicators provided for school student's health are insufficient and need to be elaborated.

Strategies/ Recommendations:

- There should be GIS mapping of Schools & Health centers under PMC.
- At the policy level no school should be allowed for multiple uses.
- Teacher's potential should be used for improving the education system and city health system.
- Night shelters should be provided for in migrants.
- UID should be considered for PDS.

31. Stakeholder 31 (Mr. Ambrish Galinde, Octroi)

Points of Discussion:

1. Improving present public transport by - Increasing frequency(max. 15mins), locating more bus stops(should be approached in 5 mins walk)
2. Providing circular transport (100 % subsidized) in 5 km radius of the core area. This will increase mobility and decrease fuel bill. Auto rickshaws will be automatically be reduced in core area.
3. Use of land as resource, as PMC located on prime location this asset should be utilized.
4. Non- congested area can be provided FSI more than 1, this extra FSI can be charged under paid FSI- good source for PMC income.
5. Advertisement areas can be relocated as it has good potential of revenue generation
6. Model can be developed where corporate can be part of financial structure, many corporate companies like Infosys, etc, automobile companies coming to Pune are part of Pune development, and they should contribute in development fees or fund projects.

32. Stakeholder 32 (Mr. V. Kharawadkar)

Date: May, 2012

Points of Discussion:

1. Land mobilization – working on 900 places listed for amenity purposes.
2. Environment grants
3. FSI is exclusive domain of PMC which should be fully utilized as land premium for income generation.



4. PMC collects 600 cores per year under Land Premium cost which can be extended to 1500 cores.
5. Carbon credit should be attributed to PMC, CNG and other gas agencies are laying pipelines in city, they are facing land problems and PMC tries to solve those, so they should pay to PMC.
6. Financing of infrastructure and BOT projects.
7. Municipal Assets and Land as a source of financing.

33. Stakeholder 33 (Slums of Parvati Hills, Panmada Jhopadppatti, Dandekar Pool, Janta Vasa, Kamgar Putla, Lohiya Nagar)

Date: 28th June, 2012

Points of Observation:

- As compared to many other Indian Cities, Pune slums are probably much better off in provision of the BSUP. To further improve and enhance these services efforts should be made in the CDP to build in these services in a quantitative and qualitative manner.
- In all the slums there is a fair level of satisfaction regarding the housing and the in situ rehabilitation schemes provided by the Municipal Corporation.
- In one of the visited slums there is even 24 hours Piped water supply and Electricity.
- While Electricity is metered, water supply is not metered. The ever increasing groundwater depletion scenario, water meters should be introduced in an effort to initiate checks and balances in the use of water. Rain water harvesting should be promoted and some incentives should be given for the same.
- Solid Waste Management needs attention. Efforts in organizing solid waste collection and disposal should be energized with the help of local NGOs.
- In one of the slums there was a remark that cleanliness of the Community Toilets is not up to the mark as the ones appointed to clean and maintain the toilets are not regularly doing their duties and as a result some times when the toilets gets choked, they have to deploy local people.
- Some people also expressed their need for some playgrounds for the children in the rehabilitation measures
- Other expressed need for small clinics/dispensaries to address the medical needs of the slum dwellers. We suggest that services from HUPA can be resorted to address this very basic need as well.
- Some others expressed a need for a Community Hall, where the slum dwellers can meet to discuss and plan further betterments for their slum communities in a cooperative manner for the future improvements, not only by the corporation, but also from their own collective efforts as a community.
- Some others requested some facilities be provided for their children's education within their locality to facilitate and enhance their children's education without having to travel distances.

34. Stakeholder 34 (ITDP)

Date: 20th July, 2012

Points of Observation:

- CDP should Focus how to make roads people friendly not vehicle friendly
- 37 percent trips in Pune are by walks

- Pedestrianization is necessary in old city and it should be connected with parking facilities and telescopic penalty is charged to parked vehicle in core area
- Most of the footpath in Pune are Non-Standardized its need to be wide
- Pedestrian footpath should be activity friendly and street should be activity oriented
- Core city area / old Pune should be with minimum 4-wheeler. More emphasis should be given on NMT and pedestrian facilities.
- In old city area, road grid should be of 300-400m and NMT / pedestrian facilities shall be planned accordingly
- Except the GM road and FC road tree plantation is not properly along the footpaths for example Paud Road, Bani Road.
- In old city streets should be declare as free vehicle zone and proposed for cycling and pedestrian only
- Cross feeder roads should be Identify for improvement
- Footpath should be designed 3 mtr wide
- Ramp should be given between the properties
- Plantation along the footpath is necessary to control the vehicular entry
- Multi- modal Transport system should be necessary
- River bank or River side area should be proper developed and utilize for pedestrian walks and Facilities
- Route should be rationalized (ITDP already done the route rationalized study for PMPML).

35. Stakeholder 35 (CES)

Date: 19th July, 2012

Points of Observation:

- 14-15 percent area proposed under the roads in development plan but roads are not developed as per the Development Plan. So for the free movement of vehicles and passenger , all DP roads should be Developed
- As per Development Plan there is a proposal of Internal ring road which neglected and not developed as per the Development Plan Because its Included the HCMT and rail corridors
- Road network should be developed and planned while planning the any transport system like BRTS, Tram and other facilities.
- The Average road length of maximum roads in Pune is 24-30 mtrs
- There are easterly westerly and northerly bye pass in Pune city
- There is need of internal and outer by pass in Pune
- NMT facilities should be highlighted in CDP
- HCMT Corridor should be Implemented as per Development Plan

36. Stakeholder 36 (C.V Khand Consultants)

Date: 20th July, 2012

Points of Observation:

- Land Acquisition (LA) needs to be taken up during DPR of projects and / or at approval stage at least. Otherwise after sanction, once fund comes, it may not be utilized due lack of proper

acquisition.

- Need to pay proper compensation (may be as per market) and LA process should be faster.
- More and more project should be implemented through PPP mode.
- Instead of elevating individual junctions, it will be better to provide elevated corridor.
- Tunnels proposed through hill (3 locations). Details available with PMC.
- There should be inner ring road connectivity for connecting radial roads. Major roads of Pune are mainly radial type.
- PMPML needs more buses (upto2700 nos), more depots / stands etc. for their smooth and effective operations.
- Safety awareness program (safety week and safety day) needs to be conducted by PMC (can be one of our recommendation)

37. Stakeholder 37 (Ms.Laxmi Narayan, Swachh NGO)

38. Date: May, 2012

Issues:

- Segregation is being practiced but the ultimate disposal is done with BOT method which is based on mixed waste which does not let the segregated waste be utilized.
- Non-uniform system in terms of collecting agency that is private or public (PMC) and collection charges of waste collection is being practiced in the city.
- For some areas waste collection is done by PMC free of cost and in some areas it is done by private agency with some charges taken from the households and in few areas the cost is borne by the corporators.
- Improper waste collection sites are provided.

Strategies/ Recommendations:

- Segregated waste should be recycled and reused as composting etc.
- Ultimate Disposal system should not encourage mixed waste.
- Encourage local communities, NGOs, common citizens to manage decentralized compost plants and waste processing.
- Uniformity in waste collection service should be maintained by the PMC that is collection fee should have a system and also the services should follow a single model.
- Waste should not be left on the collection site/ transfer station for more than 2 days.
- Katraj Model could be followed throughout the city.

Project:

- Decentralized waste processing should be done.
- Provision of whole sale market for scrap should be made by PMC and the shops may be rented or sold.
- In all the commercial areas space should be reserved for scrap shops.
- Norms and standards and regulations to be incorporated in the development control rules for scrap shops.
- Provision of Scientifically designed waste collection sites and transfer stations should be made within 0.5km radius of a residential/ commercial area.
- Protected smaller space available Free of cost at neighbourhood level should be provided for dumping and sorting of waste/ scrap.

“Waste should be considered as Resource not waste.”

39. Stakeholder 38 (Mr.Rajiv kulkarni Principal- in – charge Singhagad College of Architecture)

Date: 30th June, 2012

Points of Discussion:

- Promotion of TOD- transport oriented development as transport is major issue in city.
- PMC should provide separate proposals for existing city and New development and expansion happening.
- Any project run by PMC should have separately service providing and service monitoring cell which will enhance quality control of the project.
- Process is bigger than progress
- Auto DCR – electronic approval method is just adding to process, this does not help in fulfilling DCR rules 100%.
- Government should act as only policing and monitoring body, implementation should hand over to private firms.
- More systematic changes are required rather than physical development and concretization.

40. Stakeholder 39 (Meeting with Maharashtra Navnirman Sena elected members)

Date: 16th August, 2012

Points of discussion:

- Meeting started with explaining the process of CDP and the summary of the till date work being carried out.
- There was also discussion about the issues and developments in the city and the potentials of the city were also put forward.
- Then the questionnaires were distribute to the party members so that they can fill in the form and submit it back to the party office.
- The party members assured that the forms will be duly filled and will be reverted back to the consultant as soon as possible.

41. Stakeholder 40 (Meeting with Indian National Congress elected members)

Date: 16th August, 2012

Points of Discussion:

- The different problems of the city as well as the respective wards were discussed in the meeting with the elected members.
- The introduction about the CDP was given to the members explaining them the importance of CDP in development of the city.
- The members were updated about the current status of work by the consultant.
- The members were then furnished with questionnaire forms so that they can provide the consultants with their view regarding their respective wards so that these issues and problems can be translated as projects for their respective wards.

42. Stakeholder 41 (Meeting with Bharatiya Janata Party elected members)

Date: 17th August, 2012

- An introduction was given to the party member explaining the process of CDP and the summary

of the overall work to be done in CDP Pune.

- There was discussion about the projects being included in the CDP for the development of the city.
- Then the questionnaires were distribute to the party members so that they can fill in the form and submit it back to the party office.

43. Stakeholder 42 (Meeting with Shivasena elected members)

Date: 23rd August, 2012

- Meeting started with explaining the process of CDP and the summary of the till date work being carried out.
- Then the questionnaires were given to the party head so that he can distribute them among his party elected members fill in the form and submit it back to the party office.

44. Stakeholder 43 (Meeting with Mr Rahul Jagtap, System Manager (e-Governance))

Date: 3rd September, 2012

- Discussed about integration of all the departments in PMC.
- Presence of e-Tendering discussed.
- Requirement of actual tracking of the ongoing developmental works.
- Need of a common platform for data sharing, data management, data validation and data use.
- Up-gradation of the techniques required.
- Software advancement like use of i-pad applications to track services.
- Extensive use of m-governance and its actual implementation.
- Sms based tracking of attendance and absentees as used by sanitary inspectors in solid waste management.
- Lack of portal to evaluate the performance of government officials.
- The requirement of skilled IT work force was emphasized.
- The importance of Accounts dept, IT dept and HR dept discussed.
- Importance of SDI and GIS discussed.

45. Stakeholder 44 (Meeting with Dr Santaji Kadam, President General Practitioner's Association)

Date: 5th September, 2012

Points of Discussion:

- There was discussion about the various uses of river for tourism as in cities like London or France.
- Discussion about the river bank cleaning from Khadagwasla to Yerwada bridge Bund Garden initiative by doctors associations, PMC and NGOs.
- Since the river is passing through the city hence it holds a great importance.
- The effect of river cleaning was that there was no epidemic in Pune this year. There were only minor cases of Malaria and Dengue.
- Due to river cleaning programmes, Slum dwellers were affected the most as there were very less cases of malaria in the slums.



- For Bio Medical Waste incineration, plants are not structured properly. Even the government is not putting the point properly which finally leads to non-acceptance of disposal plants by the local residents and practitioners.
- Government medical facilities are good but due to the mind set of people and their apprehension towards government's inferior quality, PMC is not able to get the benefits.
- Government should create awareness towards Sexually Transmitted Diseases and should also create a stress management and counseling cell involving Psychiatrists.
- Precautionary measures should be taken against Malaria, Dengue, and Chicken Guinea.
- It should be made necessary that doctor's associations should create awareness programmes.
- Government facilities should be displayed in all hospitals.
- The clinical establishment laws should be amended with proper reforms.



4 Focused Group Workshops/ Meetings for Sector Goal, Strategies & Action Plans

4.1 Agenda

The main agenda of these workshops and meetings were to discuss the vision, goals, strategies and action plans of different sectors. These workshops/ meetings, consolidate the views of all the stakeholders' together in order to prepare the CDP Pune-2041. The meetings were helpful in bringing all the stakeholders on a platform so as to formulate a single, most appropriate vision for each sector that is covered in the CDP; to bring on ground, each stakeholder's holistic views and perspective about the city in the future. The views of all the participating stakeholders were necessary in setting up of each sector's goals and strategies for enhancing the quality of life of the population of Pune. Also by these meeting and workshops, the consultant kept the stakeholders updated about the ongoing work of the preparation of CDP Pune-2041.

4.2 List of Participants for the workshops/ Meetings

4.2.1 List of PMC officials attended the Workshops/ Meetings

List of Pune Municipal Corporation Officials the Workshops/ Meetings		
S. No	Name	Department/Designation
1	Mr. Naresh Zurmure	Additonal Commissioner (IFS)
2	Mr. V.G. Kulkarni	Supd. Engr. WS Drainage PMC
3	Mr. Shrinivas Bonala	Additional City Eng, Projects & BSUP Housing
4	Mr. R.T. Shinde	Dy. Comm. Land & Estate
5	Mr. Pravin Ashtikar	DMC (S)
6	Dr. Jayashree Katare	Deputy Director, SRA
7	Mr. Ganesh Sonune	Project Officer, UNDP
8	Mr. Prashant Waghmare	City Engineer
9	Mr. Promood Nirbhavne	City Engineer Road
10	Mr. Suresh Jagtap	JMC
11	Ms. Poonam Mehta	Livelihood Development Expert For BSUP,PIU, Social Dev. Executive (RAY), Deputy Collector
12	Mr. Relekar	I.T. REG. OFFICER
13	Mr. Ambrish Galinde	Octroi Dept
14	Ms. Harshida Shinde	Deputy Engineer, DP Cell
15	Ms. Nalawade Savita Sunil	Dy. Account Officer JNNURM
16	Mr. Dinesh D. Girolla	Planning Officer (PMC)
17	Mr. S.A. Gawade	AMC SWM PMC
18	Mr. Vivek Kharwadkar	Additional City Engineer PMC
19	Mr. Vijay Dahibhate	Dy. Commissioner
20	Dr. Sucheta Karande	Environment Manager Indradhanushya
21	Mr. Mangesh Dighe	Environment office
22	Mr. Vilas Kanade	Joint Commissioner PMC
23	Ms. Ulka Kalaskar	Chief Accountant



4.2.2 List of NGOs who attended the Workshops/ Meetings

List of NGOs in the Workshops/ Meetings		
1	Mr. K. Sahastrabudhe	RANWA NGO
2	Mr. Ashok Srinivasa	PARISAR NGO AND PRAYAS NGO
3	Mr. Sujit Patvardhan	PARISAR NGO
4	Prof. Vijay Paranjape	Gomukh Environmental Trust For Sustainability NGO
5	Mr. Sharad Mahajan	Executive Director of MASHAL NGO
6	Mr. Neim Keruwala	JANWANI NGO
7	Ms. Arundhati Viswasrao	
8	Mr. Harshad	
9	Ms.Laxmi Narayan	SWACHH NGO
10	Ms. Malati Gadgil	CEO, Swachh NGO
11	Ms. Sanskriti Menon	Programme Director, CEE NGO
12	Mr. Avinash	CEE NGO

4.2.3 List of Parastatal Agencies who attended the Workshops/ Meetings

List of Parastatal agencies in the Workshops/ Meetings		
1	Mr. Arun Godbole	Deputy Engineer, KCB
2	Mr. K.S. Aakode	Director, TCPD
3	Ms. Nayana Gurav Bondarde	Regional Officer, MTDC
4	Mr. D.A. Pardeshi	PMPML
5	Mr. K. Venkat Nagareddy	CEO, PCB
6	Mr. M.B. Sable	Section Engineer, PCB
7	Mr. Shirodkar	Deputy Engineer, PCB

4.2.4 List of Elected members who attended the Workshops/ Meetings

List of Elected Members in the Workshops/ Meetings		
1	Mr. ChetanTupey	Chairman City Improvement Committee
2	Mr. Sunil Gogle	Prabhag No. 16 Alandi Road

4.2.5 List of Other members who attended the Workshops/ Meetings

List of other Members in the Workshops/ Meetings		
1	Ar. Ravi Kadam	Architect
2	Dr. Sandeep	Environment Infrastructure
3	Envision Environmental Consultantancy	
4	Consulting Engineering Services	
5	Institute for Transportation and Development Policy	
6	C.V Khand Consultants	
7	Precast India Infrastructure Pvt. Ltd.	
8	Architect, 4th Axis Design Studio	
9	The Citiotel, Business Hotel	
10	Paanchali Restaurant	
11	Rajdhani Restaurant	
12	Baal Gandharv Restaurant	


List of other Members in the Workshops/ Meetings	
13	Akshaya Restaurant
14	Bamboo House Restaurant
15	Vaishaali Rastaurant
16	Visage Clinic
17	Chitranjan Hospital
18	Regent Hotel

4.2.6 List of VSPL team members who attended the Workshops/ Meetings

List of Voyants Solution Pvt. Ltd Team Members in the Workshops/ Meetings		
1	Shri. S.P. Gautam	Urban Planning Expert
2	Mr. H. Vaz	Socio-Economic Expert
3	Mr. Dev Modi	Road, Bridges & culvert Expert
4	Mr. Anand Koppu	Infrastructure Expert
5	Mr. Kalyan Ghosh	Traffic and Transport Expert
6	Mr. Saumyasib Mukhopadhyay	Environment & Infrastructure Expert
7	Mr Ajay Sharma	Financial and Urban Governance Expert
8	Ms. Meenakshi Tyagi	Project Coordinator
9	Mr. Vikas Singh	Urban Planner
10	Mr. Chandrakanth	Urban Planner
11	Mr. Kedar Nirgude	Housing Planner
12	Ms. Preeti Bhujbal	Urban Planner
13	Mr. Abhishek Gaurav	Urban Planner
14	Mr. Tanveer Dhillon	Urban Planner

4.3 The presentation by VSPL

Revising CDP - Pune



VOYANTS SOLUTIONS PVT LTD

22th June, 2012

project
development &
planning
division

water-
sanitation
division


transportati
on division

environment
& waste
management
division

structural
engineering
division

power
divisio
n

project
management
division
partnering vision





Presentation Structure

- 1 **Sector Analysis and City Profile**
 - Physical Features of the City
 - Demographic Profile
 - Socio-Economic Profile of the Study
 - Physical planning and Growth Management
 - Physical Infrastructure
 - Urban Poor and Slums
 - Social Infrastructure
 - Urban Environment
 - Heritage and Conservation
 - Institutional Framework and Finance

22th June, 2012

project development & planning division	water- sanitation division	transportati on division	environment & waste management division	structural engineering division	power divisio n	project management division	partnering vision	
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Presentation Structure

- 2 **Second Workshop July 2, 2012**
 - Agenda and Proforma
- 3 **Outcome of First Workshop and Consultation**
 - Schedule of Expert's Visit to Pune
 - Consultation Structure and Proforma
- 4 **Meeting with City level Policy Committee July 6, 2012**
 - Agenda and Executive Summary for Meeting
- 5 **Revised Activity Schedule**

22th June, 2012

project development & planning division	water- sanitation division	transportati on division	environment & waste management division	structural engineering division	power divisio n	project management division	partnering vision	
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Physical Features of the City

22th June, 2012

project development & planning division	water- sanitation division	transportati on division	environment & waste management division	structural engineering division	power divisio n	project management division	partnering vision	
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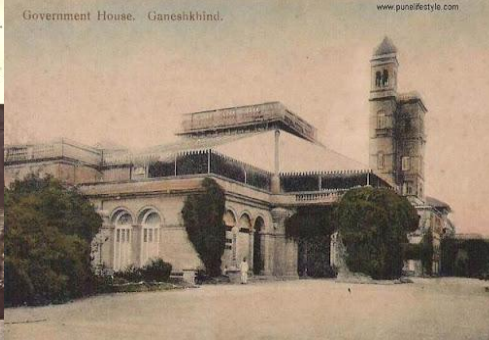


Historical background

Center of power for the Maratha Empire and Peshwa Empire



Queen of Deccan and Monsoon Capital in British time



Educational and Business center



22th June, 2012

project development & planning division

water sanitation division

transportation division

environment & waste management division

structural engineering division

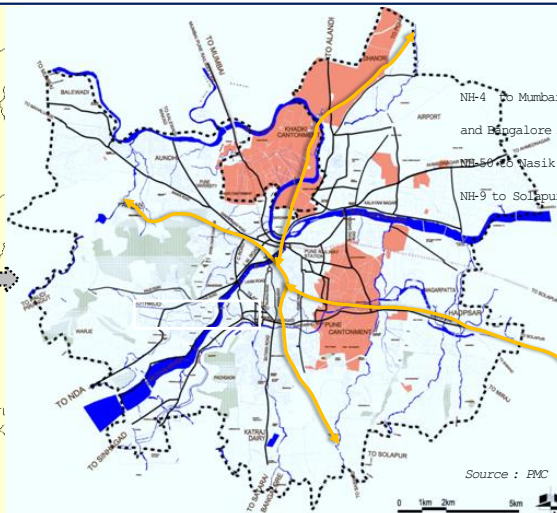
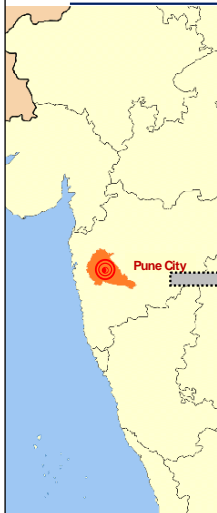
power division

project management division

partnering vision



Geographical Location



DESCRIPTIONS	
State	Maharashtra
District	Pune
Municipal Area	243.84 Sq.Km

Source : PMC, 2012



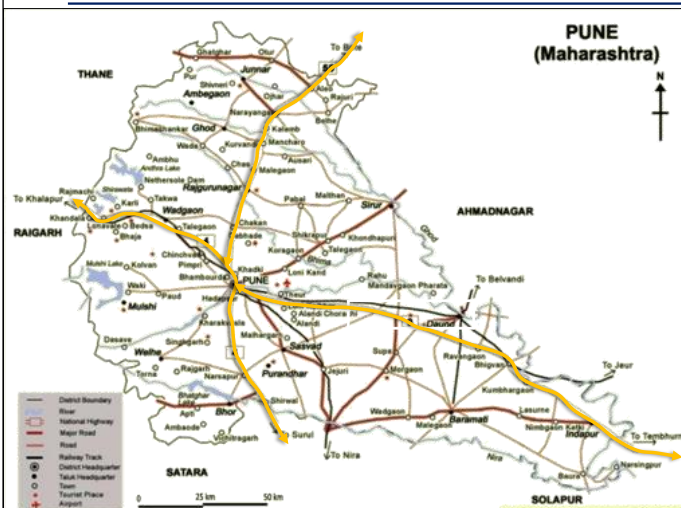
Source : PMC

project management division

partnering vision



Linkages and Connectivity



Distances from major towns and cities

SL. NO.	TOWN/ CITIES	DISTANCE FROM PUNE (KM)
1	Satara	100
2	Ahmadnagar	105
3	Mumbai	163
4	Nashik	202
5	Solapur	243
6	Bangalore	835
7	Delhi	1417

NH-4 to Mumbai in the North and Bangalore in the South

NH-50 to Nashik

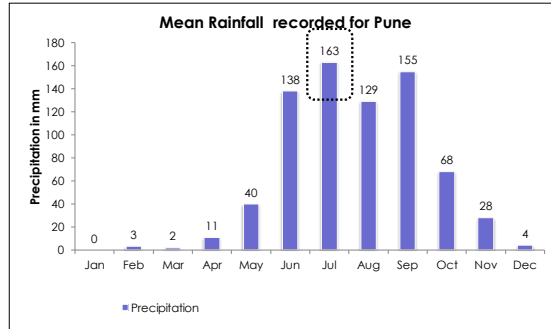
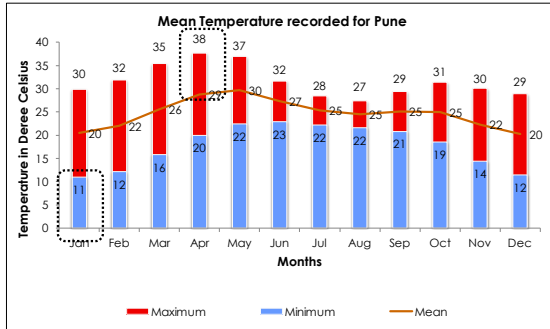
NH-9 to Solapur.

Source : PMC





Climate



Average temperatures ranging between 20 ° to 30 °C.

The city receives an annual rainfall of 722 mm (28.4 inches)

Source : IMD -Pune

Source : IMD -Pune

22th June, 2012

project development & planning division

water-sanitation division

transportation division

environment & waste management division

structural engineering division

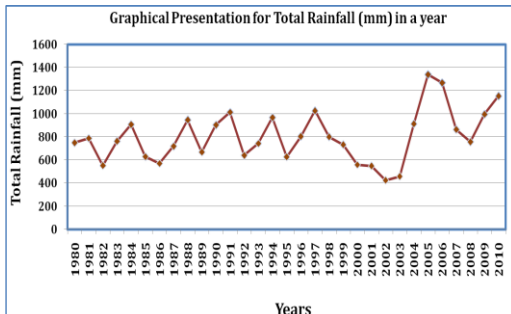
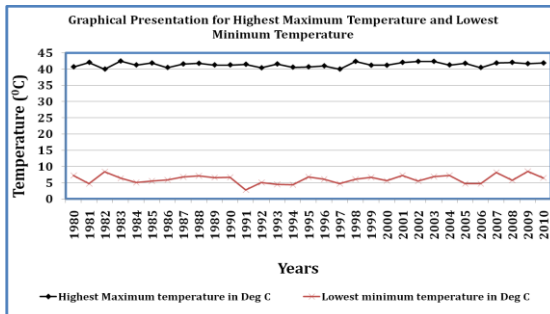
power division

project management division

partnering vision



Climate



Over the period of 20 years, there is a fluctuation in temperature. In last four years, more or less constant temperature.

In last 20 years, there is a drastic changes in annual rainfall. Recently, there is an improvement in rainfall.

Source : IMD -Pune

Source : IMD -Pune

22th June, 2012

project development & planning division

water-sanitation division

transportation division

environment & waste management division

structural engineering division

power division

project management division

partnering vision



Study Area – Pune Municipal Corporation Area

ZONE 1

- Aundh
- Ghole Road
- Kothrud
- WarjeKarve Road

ZONE 3

- Bhavani Peth
- Kasba-Vishram
- Sahakar Nagar
- Tilak Road



ZONE 2

- Dholepatil Road
- Nagar road
- Sangamwadi

ZONE 4

- Bibwevadi
- Dhankawdi
- Hadapsar
- Kondwa (Proposed)

Source EMC

22th June, 2012

project development & planning division

water-sanitation division

transportation division

environment & waste management division

structural engineering division

power division

project management division

partnering vision





Demographic & Socio-Economic Profile of the City

22th June, 2012

project development & planning division

water-sanitation division

transportation division

environment & waste management division

structural engineering division

power division

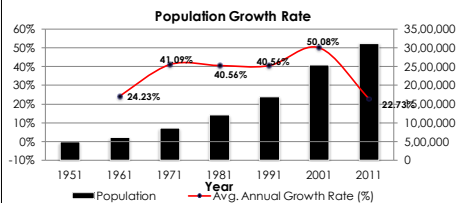
project management division

partnering vision



Demographic Profile

Population Growth

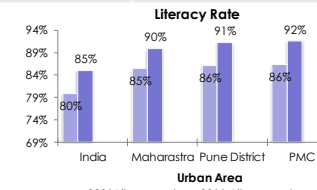
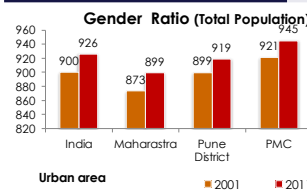


Population Density

YEAR	AREA (SQ.KM)	DENSITY (PERSONS PER SQ.KM)
1951	125.00	3907
1961	125.00	4854
1971	138.76	6170
1981	146.00	8242
1991	146.00	11585
2001	243.84	10410
2011	243.84	12777

Population – Age Group 0-6

Indicators	POPULATION	(%)
Population Total (Age Group 0-6)	3,24,572	10% of total population
Male population	171,152	52.73%
Female Population	153,420	47.27%
Sex Ratio for 0-6 age group	896	-



Pune's population has increased by 5 to 6 times in the last fifty years and the increase has been very rapid from 1981. Growth rate of population is over 3% per annum on an average. Pune city has the highest literacy rate as compared to District, State and National Levels.

22th June, 2012

development & planning division

sanitation division

transportation division

environment & waste management division

structural engineering division

power division

project management division

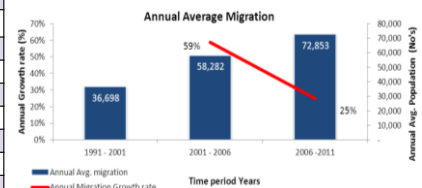
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Socio Economic Profile

Particulars	Total Workers	Male Workers	Female Workers	WPR (%)
	2001	2001	2001	2001
India	9,22,78,654	7,61,75,323	1,61,03,331	32.25
Maharashtra	68,84,468	--	--	--
Pune District	14,38,597	11,51,812	2,86,785	34.25
PMC	8,65,150	6,77,814	1,87,336	34.08

Sl.No.	Occupation Category	Population	% of total working population
Main Workers			
811,291			
93.77%			
1	Cultivators	4,717	0.58%
2	Agriculture Laborers	5,529	0.68%
3	Household Industry Workers	25,430	3.13%
4	Other	775,615	95.60%
Marginal Workers			
53,859			
6.23%			
1	Cultivators	455	0.84%
2	Agriculture Laborers	2,237	4.15%
3	Household Industry Workers	5,860	10.88%
4	Other	45,307	84.12%
Total Working Population (Main + Marginal)		865,150	34.08%
Non Workers		1,673,323	65.92%



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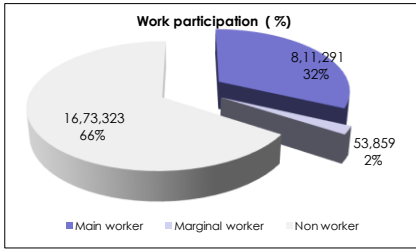
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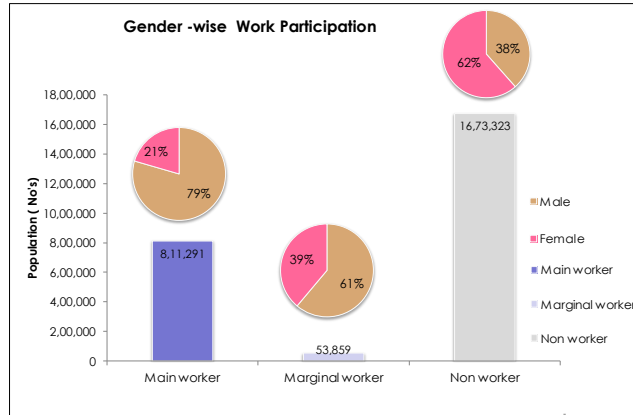


Socio Economic Profile



▪The non workers share is 66% which shows high dependency ratio.

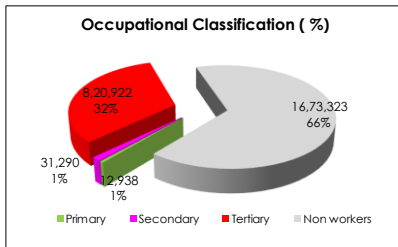
▪The proportion of working female is very less.



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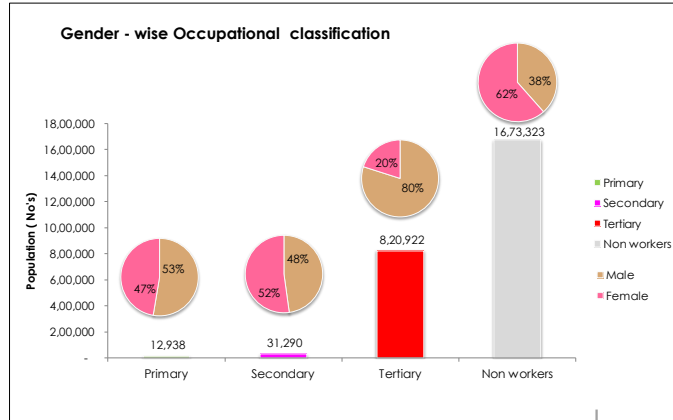
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Socio Economic Profile



▪32 % of the total population contribute to tertiary sector (90% of total workers)

▪Females are mostly engaged in agricultural and household industries.



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Socio Economic Profile

The main drivers of the economy in Pune are:

- Education centre -- The Oxford of East
- Automobile and automobile parts-- The Detroit of India
- Established and huge potential to develop as IT hub of India
- Agro & food processing and bio-technology industries.

Cities	Education Center		Automobile Industries		IT Industries		Agro & food processing and bio-technology industries	
	Numbers	Ranking	Numbers	Ranking	Numbers	Ranking	Numbers	Ranking
Ahmadabad								
Bangalore								
Delhi								
Mumbai								
Pune								
Chennai								
Gurgaon								

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Socio Economic Profile

Industry

Statistical picture of industrial growth in Pune		
Year	No of Industrial Units	Investment (Crore)
1972	1473	129.00
1978	2515	406.84
1985	4529	1592.65
1990	6766	3203.84



- Recent industrial growth in a radius of 60-65 kms from the main city.
- Pune has emerged as one of the top investment destinations. It is a **hub of automotive industry** as well as **IT industry**.
- Various large and small units operating sectors are:
Auto components, Engineering, IT/ITeS, BPO, Pharmaceuticals and Food processing.
- Major Industrial hubs: Hadapsar, Hinjewadi, Chakan, Talegaon. Ranjangoan, Kharadi.

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Socio Economic Profile



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Socio Economic Profile

Commercial Establishment

Employment category	Number	Number of Employees	Employees %
Shops	11718	28866	12.4%
commercial	22925	193557	83.4%
Hotels	3967	9237	4.0%
Theatres	30	313	0.1%
Total	38640	231973	100.0%



- Large proportion of city workers population engaged in Trade and commerce.
- The city serves as regional whole sale market for food grain
- Pune serves as distribution centre for agriculture implements, fertilizers, drugs, cement, petroleum products, forest produce such as timber and textile products.

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Factors Influencing Population Projection

Population Projection

Factors influencing Pune's Population Growth

- Pune International Airport (Northeast Pune)
- Delhi - Mumbai Infrastructure Corridor (Northwest Pune)
- Mumbai –Pune Expressway;
- Information Technology (IT) townships of Magarpatta city, Amonora in Hadapsar (West Pune) and Rajiv Gandhi Infotech Park in Hingewadi (East Pune);
- Bus Rapid Transit System (BRTS)
- Development of real estate's township Megapolis and Blue ridge in Hingewadi.

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Population Projections

Population Projection

Year	Census Population	Linear Trend Method	Arithmetic Progression Method	Incremental Increase Method	Geometric Progression Method	Exponential Method ALT- I		Average of D & E ALT- II	
		(A)	(B)	(C)	(D)	(E)	Decadal growth	(D+E)/2	Decadal growth
1951	4,88,419								
1961	6,06,777								24.23%
1971	8,56,105								41.09%
1981	12,03,363								40.56%
1991	16,91,430								40.56%
2001	25,38,473								50.08%
2011	31,15,431								22.73%
2021		32,97,107	35,53,266	36,44,986	42,53,870	44,87,573	44.04%	43,70,721	40.29%
2031		37,46,384	39,91,102	41,74,542	58,08,316	62,11,404	38.41%	60,09,860	37.50%
2041		41,95,661	44,28,937	47,04,097	79,30,788	85,97,417	38.41%	82,64,102	37.51%

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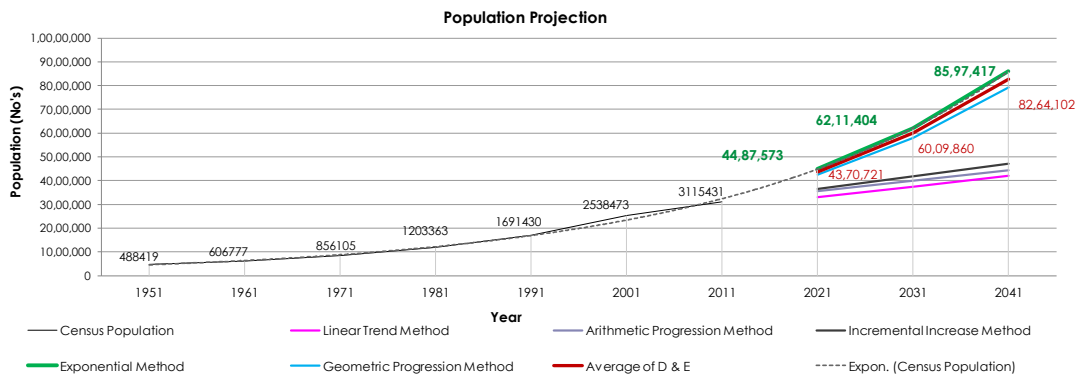
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Population Projections

Population Projection



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Urban Growth Management, Housing, Slums & Urban Environment

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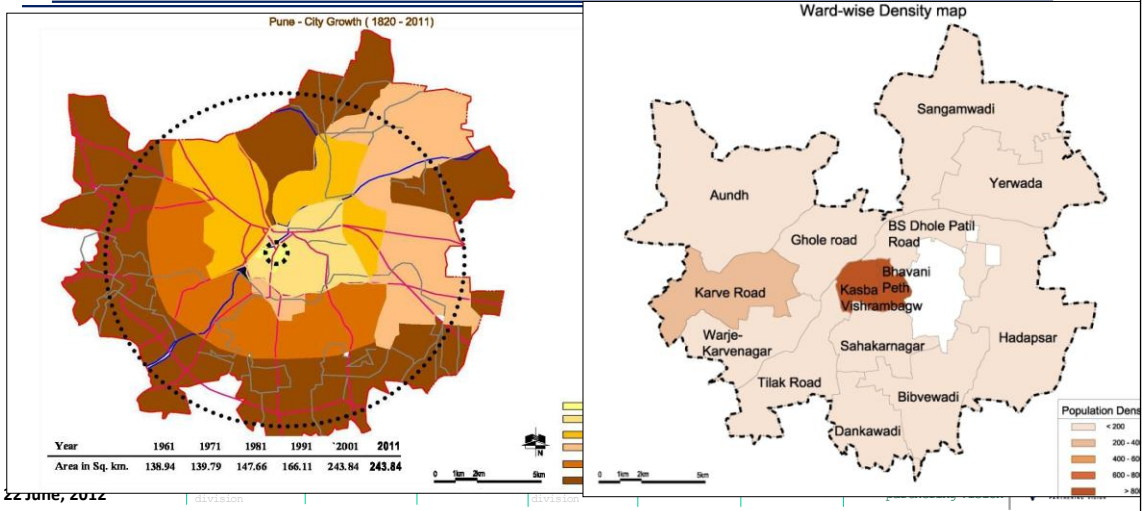
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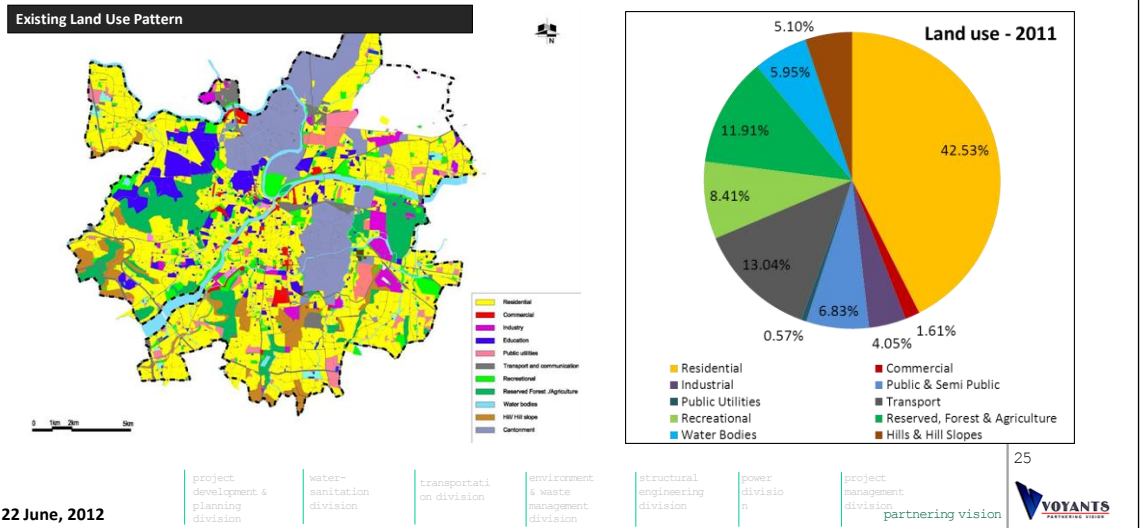


Urban Growth Management



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Urban Growth Management



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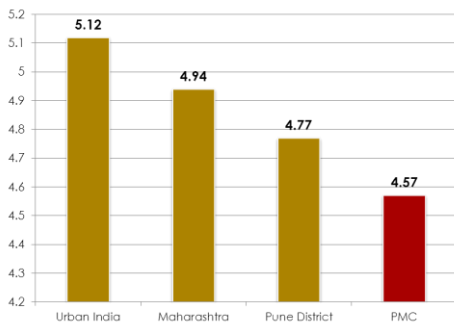
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Housing Scenario

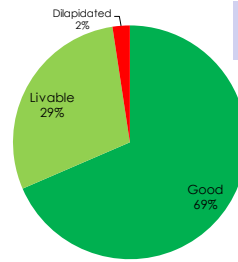
Household Size



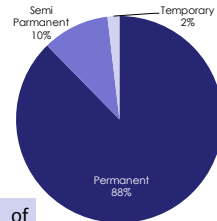
Source: Census of India, 2001

- HH size of PMC is 4.57 shows the presence of nuclear family.
- 65% of the population below 35 years.

Housing Condition



▪ 2% of the houses are dilapidated most of them are found in slum area.



▪ 12% of the houses are not made of permanent material.

Source: Census of India, 2001

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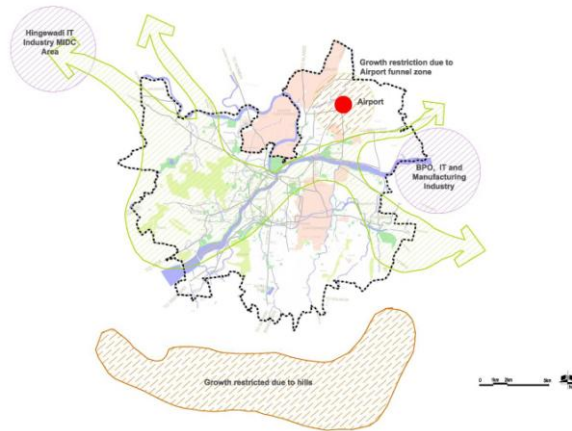
Urban Environment Baseline

Future Growth Direction

The growth direction of PMC is towards Hingewadi, PCMC and Hadapsar.

The growth are triggered mainly by IT industry in Hingewadi, automobile industry in PCMC and BPO, IT and manufacturing industry in Hadapsar.

The growth corridors mainly pass through North, West and East direction. Southern side of PMC contains hilly area where growth is not favorable. Airport location in Northeast made the restriction of growth due to airport funnel area.



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Status of Physical Infrastructure

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Water Supply / Overview

Source	Name
Water Bodies	
Rivers	
Dams	Khadakwasla, Panset, Warasgaon & Temghar
Lakes	Pashan (Man Made) Katraj lake (Natural)
Ground water	399 dug wells & 4820 bore wells.
Water Sources	
Dam	Storage Capacity TMC
Panshet	10.42
Varasgaon	12.82
Temghar	3.77
Khadakwasla	1.97
TOTAL	28.98
Water Coverage	
Number of Distribution Zones	48
Coverage of water supply connections in percentage	94.19
Per capita average water supply	194 LPCD
Water losses	
Transmission and distribution losses	25percent

Source : Pune, City sanitation Plan, 2012

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Water Supply / Service Level Bench Marking

Service Level	Current Status	Bench Mark
Cost Recovery (in percent)	70.67	100
Collection Efficiency (in percent)	90.93	90
Complaint Redressal (in percent)	80	97.38
Quality of Water Supply (in percent)	100	100
Hours of Supply (hours)	6	24
NRW (in Percent)	30	20
Per Capita Water Supply (LPCD)	135	194
Coverage of Metered Connection (in percent)	29.71	100
Coverage of Water Supply (in percent)	94	100

Source : Pune, City sanitation Plan, 2012

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Water Supply / Existing Situational analysis

Per Capita Water Supply (Zone Wise)

Zone	Per Capita Water Supply (LPCD)
1	149
2	166
3	192
4	139
5	200
6	219
7	219
8	260
9	358
10	222
11	157
12	140
13	157
14	138
Average	194

Continuity of Water Supply

Zone	Continuity of Water Supply (hours)
1	5
2	6
3	7
4	7
5	2
6	4
7	20
8	5
9	8
10	4
11	4
12	4
13	5
14	4
Average	6

Source : Pune, City sanitation Plan, 2012

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Water Supply / Major Issues

- #### Equitable Water Supply

The water supply in the **core city area** is for about **18 to 24 hours** a day while in the **peripheral areas** especially in north east part of Pune city it is between **4 and 8 hours** and per capita water supply is also vary from **138 to 260 LPCD**.
- #### System losses and unaccounted for water

It is estimated that transmission and distribution losses account for **25 percent** of the total supply due to old and defunct water supply network; resulting water leakage and reduced the pressure.
- #### Coverage of Metered Connection

The coverage of metered connections is only **29 percent**. This has an adverse implication of **low revenue** collection for the water supply department.
High number of unmetered water connections has further led to non-judicious use of water.

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Review of Previous CDP

Sector/ Component	Estimated Investment	Approved under JNNURM	Balance Project Cost	Additional DPRs prepared	Remarks	Balance DPR to be Prepared
Water Supply	488.50	-	488.50	-		488.50
1 Source Devpmt/ Intake augmentation	165.50		165.50			
2 Pipeline - new	46.26		46.26			
4 Elevated Service Reservoirs	61.18		61.18			
5 Treatment Facilities	166.56		166.56			
6 System Refurbishment/ Replacement	49.00		49.00			

The priority capital investment was proposed for refurbishment and augmentation of the distribution network, source development, storage capacity and provision of treatment facilities. In previous CDP no project of water supply got sanctioned under JnnurM

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Strategies and goals Proposed in previous CDP

Key Issues In previous CDP	Goal for Development in previous CDP	Current Status /Issues
<ul style="list-style-type: none"> It is estimated that about 30 per cent of water is lost in distribution, thus reducing the net per capita supply to 182 LPCD. Equitable distribution is an issue that has to be addressed by refurbishing the old distribution network and covering the newly added areas. While the water supply levels are reasonably good, the system coverage in terms of house service connections is poor at just 21 per cent of total property tax assessments. PMC should move towards providing 100 per cent house service connections and metered supply to all houses. 	<ul style="list-style-type: none"> Adequacy, reliability and accessibility to core municipal services for all citizens with PMC as the prime service provider 	<ul style="list-style-type: none"> Water losses account for 25-30 percent Water supply is not equitable distributed 70 percent cost recovery in water supply is Achieved Extend of Metering connection is still very less 29 percent

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Future Projects and Deman'

On going Water Supply Project

- ✓ Equitable water supply scheme for the city.
- ✓ Laying closed conduit of 2500 mm dia from khadakwasla dam to cantonment water works enroute parvati water works to avoid uptake from open canal.
- ✓ Construction of 200 mld water treatment plant at warje water works.
- ✓ Laying closed conduit of 1600 mm dia from khadakwasla dam to warje water works.

Future water Demand and Gap

Year	Projected population PMC	Projected population Pune Cantonment	Total Population	Water Requirement (MLD)
2011	3,115,431	79,965	3,195,396	719.0
2021	4,487,573	87,962	4,575,535	1029.5
2031	6,211,404	95,959	6,307,363	1419.2
2041	8,597,417	103,956	8,701,373	1957.8

Project in Pipe Line

- ✓ Construction of 500 mld capacity at parvati water works.
- ✓ Construction of 250 mld capacity at vadgaon water works.
- ✓ Implementation of equitable water supply scheme.
- ✓ Construction of jackwell on th upstream of khadakwasla dam.

Source: Water Supply and Sewerage Department, 2012

water demand has been calculated on the basis of previous CDP 2006 at the following rates;

- Net Domestic Supply at consumer's end = 140 LPCD
- Provision for Non-Domestic supply = 30 LPCD
- Losses in the system = 55 LPCD
- Total gross Supply = 225 LPCD
- Existing water requirement =719 MLD
- Net water supply = 732 MLD, so there is no gap in case of water supply
- Future Requirement for the year of 2041= 1957 MLD

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SWOT , Analysis and Strategies'

Strengths

- ✓ Availability of reliable water sources
- ✓ Good quality of water
- ✓ Good coverage of Piped water supply
- ✓ Good cost recovery

Opportunities

- ✓ 100 percent metering will lead to 100 percent collection of water taxes there by increasing the revenue income of Municipal Corporation.
- ✓ Improvements to water supply and pressure are required in some areas of the City, predominately the outer areas, specially the north eastern areas. Opportunity to avail funding through the JnNURM.
- ✓ Opportunity of availing 24X7 water supply should be tapped under JnNURM

Weaknesses

- ✓ Water losses 25-30 percent
- ✓ Less coverage of metered connection (29 percent)
- ✓ Water supply is not equitable

Threats

- ✓ Undulating topography resulting in the problem of low water pressure
- ✓ NRW (Non-Rvenue water)
- ✓ Lack of awareness regarding water conservation among the citizens

Strategies for Development

- ✓ Equitable distribution of water supply in all areas.
- ✓ Ensuring 24X7 pressurized water supply in all areas.
- ✓ 100 percent coverage of metered connection.
- ✓ Reduction in losses from the distribution network.
- ✓ Water conservation awareness program.
- ✓ 100 percent Recovery of water supply on fixed tariff Basis .
- ✓ Energy efficiency plan for reducing the electricity charges.

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Water Supply



Warje WTP



WADGAON WTP

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Sewerage and Sanitation / Overview

Waste water disposal	Total Sewerage generation		744 MLD
	Sewer Network Coverage		97.6 percent
	Number of sewerage treatment plants and Pumping Station		9 In Nos
	Collection efficiency of sewerage network		71 percent
	Coverage of toilets		97.36 Percent
	Percentage of recycle and reuse water		7 percent
	Number of Community toilets		466
	Number of Pay and use toilets		770

Detail of Sewage Generation

Aspect	Quantity (MLD)
Total water supply	1,123
Losses in water supply + 20	337
Net water supply	786
Sewage generation approximately	629
Other sewage generated	115
Total sewage generation	744

Source : CSP,2012

Source : CSP,2012

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Sewerage and Sanitation / Overview

Sewage districts and their corresponding treatment facilities were identified

A total of 17 such Sewage districts have been identified

17 Sewerage Districts



Source : Water Supply and Sewerage Department , PMC 2012

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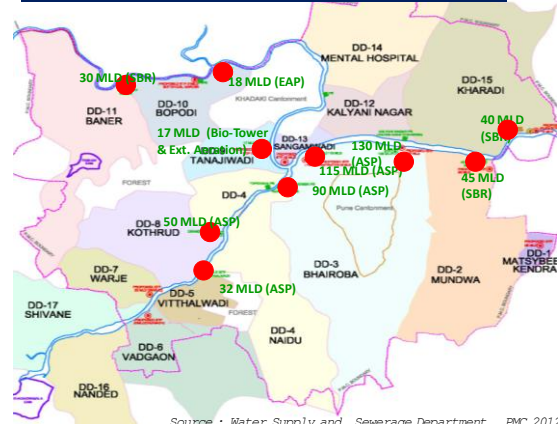
Sewerage and Sanitation / Overview

Sewage Treatment Plant and Method of Treatment

SN	Name	Capacity in MLD	Method of Treatment
1	Bhairoba	130	Activated sludge process
2	Erandwane	50	Modified activated sludge process
3	Tanajiwadi	17	Biotech with extended aeration
4	Bopadi	18	Extend aeration process
5	Naidu	90	Activated sludge process
6	Mundwa	45	Sequential batch reactor process
7	Vitthalwadi	32	Activated sludge process
8	Naidu	115	Activated sludge process
9	Baner	30	Sequential batch reactor process
10	Kothurd	50	Activated sludge process
Total		567	

Source : Water Supply and Sewerage Department , PMC 2012

Location of Sewage Treatment Plants



Source : Water Supply and Sewerage Department , PMC 2012

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Sewerage and Sanitation / Overview



MUNDHWA STP : 45 mld
PROCESS : Sequential Batch Reactor.
STATUS : Commissioned in March 2009



VITHALWADI STP : 32 MLD
PROCESS : Extended Aeration Process.
STATUS : Commissioned in March 2009

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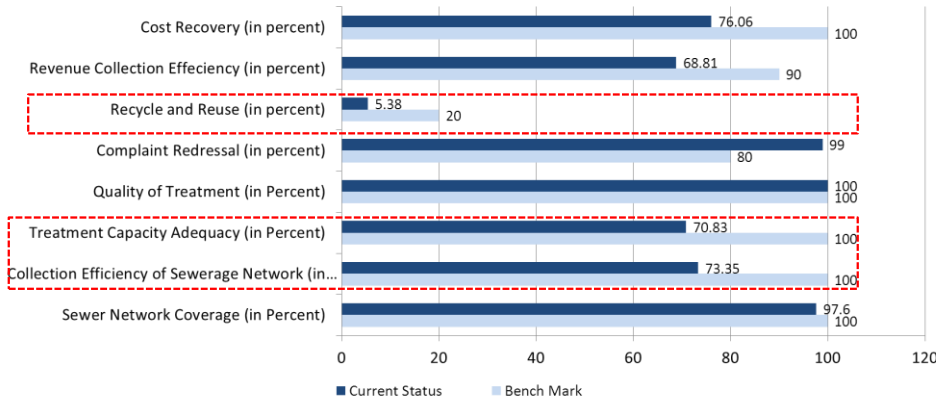
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Service Level Bench Marking



Source : CSP, 2012

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Sewerage / Major Issues

- As per analysis and observations, 97% of the developed area has access to sewerage network however; the collection efficiency of sewerage network is approximately 73% which further leads to polluting the environment.
- Almost 29% of the total sewage generated is released into the rivers untreated which leads to high levels of water pollution leading to prevalence of water-borne diseases.
- Currently the percentage of recycled and reused water is only 6 percent
- Revenue collection efficiency of PMC is only 68 percent
- 70 percent cost recovery against the standard of 100 percent

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Strategies and goals Proposed in previous CDP

Key Issues In previous CDP	Goal for Development in previous CDP	Current Status /Issues
<ul style="list-style-type: none"> Though the current coverage in terms of road length is 54 per cent, it is observed that 90 per cent of the developed area has access to Under Ground covering about 80 per cent of the population. But this gap needs to be covered as and when development takes place in the added areas. Almost one-third of the total sewerage generated remains untreated and is disposed-off into the Mula-Mutha River. Thus the river water gets polluted and this leads to water-borne diseases. Though at the current level of water losses, the shortage in sewerage treatment capacity is only 239 MLD, assuming PMC would be able to minimise losses at 15 per cent of supply, the gap would be only 143 MLD. 	<ul style="list-style-type: none"> Adequacy, reliability and accessibility to core municipal services for all citizens with PMC as the prime service provider 	<ul style="list-style-type: none"> Achieved 97 percent coverage of Sewerage network having the total network length of 1260 km (70 percent coverage in term of road length) Achieved 73 percent collection efficiency of sewerage Achieved approximately 71 percent adequacy in sewage treatment remaining 29 percent untreated sewage still disposed –off in to Mula Mutha river 6 percent waste water is only recycled or reused

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Sewerage and Sanitation Previous CDP Review

Sector/ Component	Estimated Investment (Crore Rs)	Approved under JNNURM (Crore Rs)	Balance Project Cost (Crore Rs)	Additional DPRs prepared (Crore Rs)	Remarks	Balance DPR to be Prepared (Crore Rs)
Sewerage & Sanitation	803.90	86.13	717.77	232.30		485.47
1 Sewer Network	376.28		376.28			
2 STP & PS	388.84	86.13	302.71	232.30	Submitted to JNNURM	
3 Public Conveniences	38.78		38.78			

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Sewerage and Sanitation Sanctioned Project Under JnNURM

Sl.	Location	Capacity (MLD)	Sanctioned Cost (Crores Rs)	Current Status
Sewage Treatment Plants				
1.	Baner	30	9.84	COMPLETED
2.	Mundhwa	45	13.87	COMPLETED
3.	Kharadi	40	12.58	COMPLETED
4.	Naidu	115	23	COMPLETED
5.	Vittalwadi	32	10.67	COMPLETED
Pumping Stations and Rising main				
6.	Kasba Rising Main (1575 RM)		5.55	COMPLETED
7.	Kasba P. Station	112	2.45	COMPLETED
8.	Topkhana R. Main (2250 RM)		4.95	COMPLETED
9.	Topkhana P. Station	92	3.25	COMPLETED
	Sub-Total B	204	16.19	COMPLETED
GRAND TOTAL			86.13	

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Projects

On going Water Supply Project

- ✓ Collection system in Balewadi area (43Km)
- ✓ Trunk mains & Conveyance mains (12Nos, 46.03Km)
- ✓ STP's for 100% treatment of sewage generated by city up to year 2044
- ✓ (Financial provision for 2024) – 10 STP's, 383MLD
- ✓ Up-gradation of 2 Intermediate Pumping stations
- ✓ Capacity Building

Future Generation 2041, Demand and Gap

Year	Projected population	Projected population Cantonment	Total Population	Water Requirement (MLD)	Sewage Generation (MLD)
2011	3,115,431	79,965	3,195,396	719.0	575.2
2021	4,487,573	87,962	4,575,535	1029.5	823.6
2031	6,211,404	95,959	6,307,363	1419.2	1,135.3
2041	8,597,417	103,956	8,701,373	1957.8	1,566.2

- Existing Sewage Generation = 575 MLD
- Treatment Capacity= 527 MLD

- Gap = 48 MLD
- Future Requirement = 1566+48MLd = 1644 MLD

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Sewage District	Existing STP		Proposed STP's		Total
	Process	Capacity in MLD	Process	2024	
SD1- Matsy Bij Kendra	00	00	MBR	08	08
SD2- Mundhawa	SBR	45	SBR	45	90
SD3- Bhairoba	ASP+Ar. Dig.	130	SBR+Power	70	200
SD4- Naidu	ASP	90 (To be dismantled)	SBR+Power	125	125
SD4- Naidu	ASP	115	00	00	115
SD5- Vithalwadi	ASP	32	00	00	32
SD6- Vadgaon	00	00	ASP+Power	20	20
SD7- Warje	00	00	EA	25	25
SD8- Kothrud	ASP	50	00	00	50
SD9- Tanajiwadi	Bio-Tower+EAP	17	EA	19	36
SD10- Bopodi	EAP	18	SBR	21	39
SD11- Baner	SBR	30	00	00	30
SD14 – Mental Hospital	00	00	ASP+Power	36	36
SD15- Kharadi	SBR	40	SBR	14	54
Total		567		383	860

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SWOT, Analysis and Strategies'

Strengths	Weaknesses	Strategies for Development
<ul style="list-style-type: none"> ✓ Good coverage of sewerage network (97 percent) ✓ Favorable natural slope ✓ quality of sewage treatment 100 percent ✓ 99 percent complaint redressal 	<ul style="list-style-type: none"> ✓ 29 percent of sewage remains untreated ✓ Lack of recycling and reuse of waste water 	
Opportunities	Threats	
<ul style="list-style-type: none"> ✓ Reuse of treated waste water for secondary purposes ✓ Web based Grievance redressal system. 	<ul style="list-style-type: none"> ✓ untreated sewage mixed in river Mula and Mutha which are resulting in water pollution 	

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Solid Waste Management

Waste Generation

- Ranging from 1,300 to 1,400 MT per day,
- 400-450 grams per capita per day (based on 2011 census)

Source of Generation

SN	Source of Generation	Quantity (MT)	% of total
1	HH/ Domestic	950	69.1
2	Street sweeping & drain cleaning	140	10.2
3	Hotels & Restaurants	150	10.9
4	Market/ commercial area	50	3.6
5	Hospital, Clinics	-	0.0
6	Construction / demolition Waste	75	5.5
7	Industrial Waste (non-hazardous)	-	0.0
8	Fruit, vegetable, fish, meat market waste	7.5	0.5
9	Bio-medical waste	1.8	0.1
TOTAL		1,374.3	100.0

Waste Segregation

- Around 50% of waste is segregated at source varying from 20% to 65% among wards.
- About 42% of the properties practice segregation.
- Segregation is also practiced at community bins and public bins

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Solid Waste Management

Waste Collection

- **Door-to-door collection**
 - Solid Waste (Collection and Handling) Cooperative (SWaCH), a PMC initiative is a registered society of rag pickers
 - 1963 members are involved in door-to-door collection
 - Collection of waste is 52.7%
- **Private door-to-door collection**
 - Waste collection system practiced by some societies and residential complexes
 - Waste is segregated either at source or by the locally hired sweepers
 - Finally the segregated waste is collected by Ghanta Trucks
- **Waste collection through Ghanta Trucks & Hotel Trucks**
 - 90 Ghanta Trucks (for door-to-door collection)
 - 23 Hotel Trucks (for collection of waste from 1349 hotels)

Transportation of Waste

SN	Type of Vehicle	Number	Age(Yr.)	No. of Shifts
1	BRC	60	6.5	2
2	Compactor	32	8	1
3	Mini Compactor	10	4	1
4	Dumper Placer	83	9	2
5	Ghanta Truck	90	7.5	1
6	Hotel Truck	23	8	2

Source: CSP, 2012

Processing & Disposal of Waste

- **Scientific Landfill Disposal of inert waste**
 - M/s Hanjer Biotech constructed scientific landfill - currently the plant is working with a full capacity of 1000 TPD
- **Composting of organic waste**
 - 3 composting plants (2 commissioned, 3rd under progress) - capacity of 100 TPD each
- **Bio gas plant**
 - 12 bio gas plants.
 - 2 Mechanical compost plants
- **Construction of a 700 TPD capacity waste to energy plant under progress**

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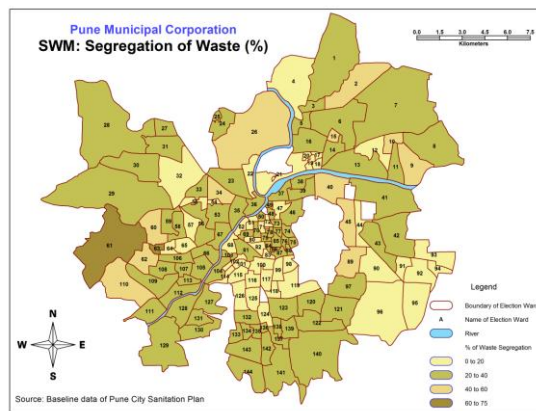
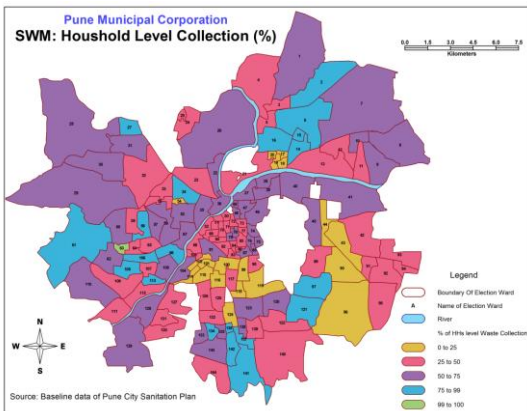
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Solid Waste Management



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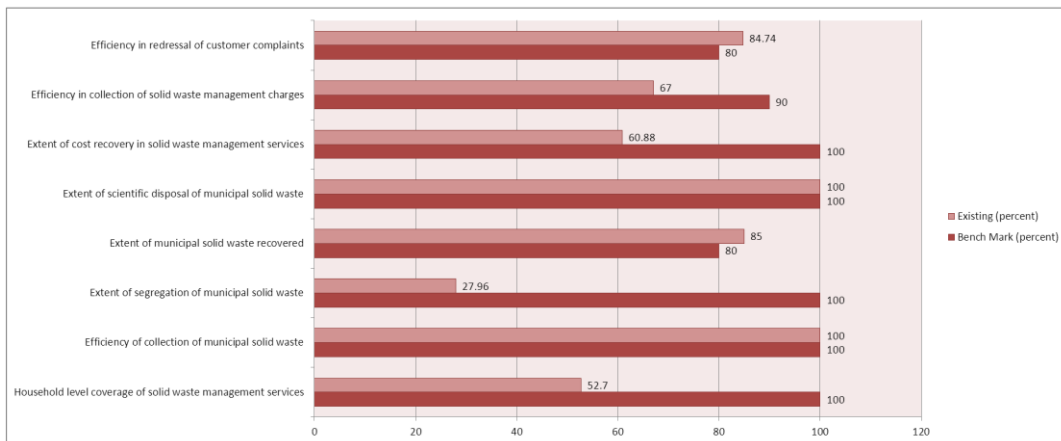
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Solid Waste Management / Service Level Bench Marking



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Strategies and goals Proposed in previous CDP

Key Issues In previous CDP	Goal for Development in previous CDP	Current Status /Issues / Achievements
<ul style="list-style-type: none"> Integration of solid waste collection by covering all wards through door-to-door collection As rag pickers are collecting and segregating waste, it will be beneficial if PMC develops the wholesale scrap market and explores provision for facilities in each ward for waste segregation. Promotion of civic education 	<ul style="list-style-type: none"> Adequacy, reliability and accessibility to core municipal services for all citizens with PMC as the prime service provider Source segregation and door-to-door collection, effective transportation and environmentally safe disposal 	<ul style="list-style-type: none"> Door to Door Collection 50 percent only Collection efficiency 100 percent No open Dumping 100 percent scientific disposal since 2010 Nagar Ratna Puraskar under JNNURM for city sanitation and cleanliness Successful pilot project- "Nirmal Katraj, Dekhne Katraj" (Zero garbage Ward) In process of acquiring ISO certificate for primary and secondary collection

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Solid Waste Management

Review of Previous CDP

Sector/Component	Estimated Investment (crores Rs)	Approved under JNNURM	Balance Project Cost (crores Rs)	Balance DPR to be Prepared (crore Rs)
SWM	98.78	-	98.78	98.78
1 Vehicles, Hand Carts, etc.	18.50			
2 Disposal Site	17.29			
3 Land Fill Infrastructure	56.49			
4 Composting Plant	6.49			

Source: Pune CDP 2006-07 & PMC

Major Issues

Door-to-door collection of waste is only 52.7%

Segregation of waste at source is only 50%

Wrong practice of disposing waste into storm water drains



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Future Generation Demand and Strategies

Year	Projected population	Projected population of Cantonment	Total Population	Solid waste Generation TPD
2011	3115431	79965	3195396	1598
2021	4487573	87962	4575535	2288
2031	6211404	95959	6307363	3154
2041	8597417	103956	8701373	4351

Pune Solid waste generation is calculated on the basis 500 Gram per capita per day as per CPHEEO & UDPFI Guidelines. Year-wise generation of Municipal Waste is tabulated below.

Strategies for Development

- ✓ 100% door to door collection of segregated waste
- ✓ 100 % segregation at Source
- ✓ Volume reduction at primary collection site
- ✓ Develop independent processing facility for e-waste
- ✓ Awareness generation for reduction, recycling and reuse of waste
- ✓ Provide incentives for recycling.
- ✓ Identification and sanctioning of land for Scientific landfill and garbage processing to cater to future needs

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SWOT , Analysis

Strengths	Weakness
<ul style="list-style-type: none"> 100% collection and processing of Solid Waste Automated and closed vehicles for transportation PPP approach in waste collection at source Scientific disposal of inert waste Strong public grievance redressal system Waste to Energy plant, compost plants and bio gas plants to cater to future needs ISO certification for zero garbage pilot project 	<ul style="list-style-type: none"> Low segregation at source Partial door to door collection Inadequate Staff. Attitudinal and habitual practice of littering, dumping of waste on streets, open places, etc Land identification and acquisition for future scientific landfill
Opportunities	Threats
<ul style="list-style-type: none"> Willingness of CBO's, NGOs to contribute to the system. Awareness generation Recycling of waste. Waste to energy options Capping of Garbage site Facility for E Waste processing on BOT/ PPP model Designing legal framework for compulsory segregation at source and disposal of construction waste 	<ul style="list-style-type: none"> Load on the SWM collection system and rise in expenditure Burden on cleaning of streets Environment and health hazard Enormous e-waste anticipated with in next few years.

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Drainage

Drainage Channels & Coverage

- The city of Pune is divided into **23 basins/watersheds**. Each basin comprises of network of natural drains discharging storm water into Mutha and Mula rivers.
- The **topography of the city is supportive to the natural drainage** system up to the extent that even after the presence of 31 water logging spots the water drains out within 1 or 2 hours.
- There are a total of 234 nallahs with total length of 262,114 m.
- Four rivers flow through the city with a total length of 53.92 km.
- The **total length of rain water drain is 20,085 m.**
- The **total length of road side drains is 150 km.**
- As per Service Level Benchmarking, the existing **network coverage of storm water drainage is only 55%.**

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Drainage

Review of Previous CDP

Sector/ Component	Estimated Investment (crores Rs)	Approved under JNNURM (crores Rs)	Balance Project Cost (crores Rs)	Additional DPRs prepared (crores Rs)	Remarks	Balance DPR to be Prepared (crores Rs)
SWM	715.14	399.67	315.47	495.00	DPR submitted to MMRDA	-
1 De-silting & Strengthening of Primary Drains	2.50					
2 Upgradation (from pucca open to pucca closed drain)	66.82					
3 New pucca open drains	132.54					
4 New pucca closed drains	513.28					

Major Issues

- Present drainage system cannot sustain the changing monsoon pattern i.e. heavy rains in short period.
- Low network coverage (55%) of storm water drainage.
- There is a wrong practice of disposal of waste by citizens into drains leading to choking of some of the drains.

On Going Projects

Under JNNURM funding, out of 23 basins, 4 basins works are under progress. The major works done include:

- Nallah channelization
- Construction of compound wall with fencing along nallah bank
- The above mentioned project covers works on about 16km nallah length on 6 major nallahs in the city

Source: Pune CDP 2006-07 & PMC



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Drainage Service Level Bench Marking / SWOT

SN	Performance Indicator	Expected Status (%)	Current Status (%)
1	Coverage	100	55
2	Incidence of water logging	0	52

Source: CSP, 2012

Strength	Weakness
<ul style="list-style-type: none"> The topography of the city is supportive to the natural flow of rain water 	<ul style="list-style-type: none"> The coverage of network is very less being only 55% The present system cannot sustain heavy rains in short period.
Opportunity	Threat
<ul style="list-style-type: none"> Promoting rain water harvesting Developing 23 basins for effective SWD 	<ul style="list-style-type: none"> Flooding and Water logging

Strategies for Development

- ✓ Basin development for all 23 drainage basins
- ✓ Construction, Remodeling and rehabilitation of storm water drains and road side drains
- ✓ De-Silting
- ✓ 100 percent coverage of drainage system

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Traffic and Transportation Overview

Total road network	1,922 Km (Road Department, 2012)
Municipal Roads	1872 Km
Other Roads	50 KM
Vehicular growth	10 Percent increase annually
Public transport system	PMPML Buses, Auto
No. of Buses	1418+327 Hired (PMPML, 2012)



Type and Length of Road

SN	Type of Road	Length of road (km)	Percentage (%)
A. Municipal Roads			
1.	Concrete	57	3
2.	Tarroads	1,330	71
3.	W.B.M	295	16
4.	Gravel and earthen	190	10
Total Length of Road		1,872	
B. Other Roads (National Highway, State Highway, P.W.D. roads)			
		50	
Total		1,922	



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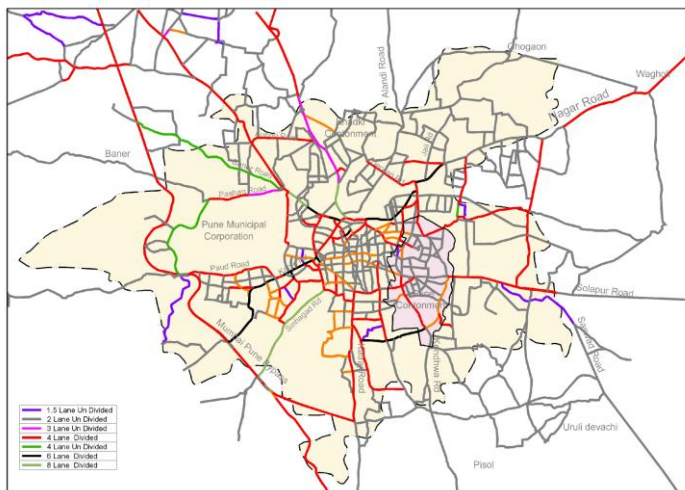
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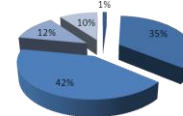


Traffic and Transportation Overview



Type of Roads

- Intermediate lane
- Two lane
- Four lane
- Four lane Un Divided
- Six Lane Divided



(Source: Comprehensive Mobility Plan for Pune City)

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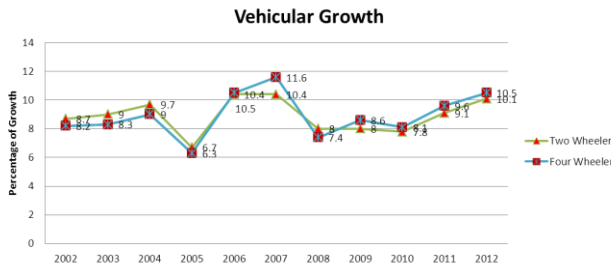
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Traffic and Transportation Overview



Source: Regional Transport Office Pune, 2012

The total number of vehicles on Pune roads has increased with almost 10% annual growth

Two-wheelers are the major mode of transport in the city constituting more than 70% of the motorized vehicles

Major Traffic congestions are observed in areas of

- Jahangir hospital Chowk,
- Rasta Peth,
- Junna Bazaar Chowk,
- Fatima Nagar,
- Swargate Signal,
- Mahatma Chowk.

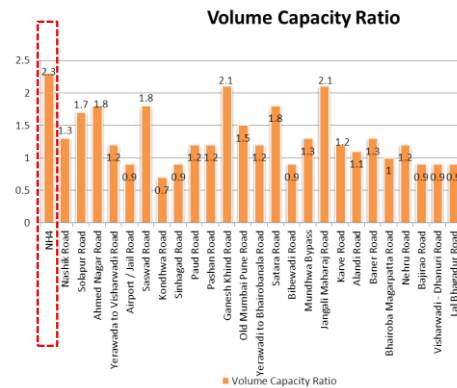
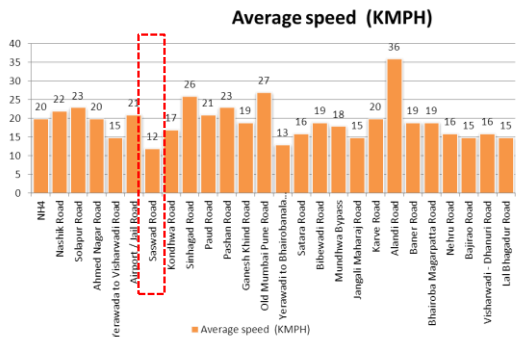
High concentration of commercial and other activities the most congested roads in the core city are

- Laxmi Road,
 - J.N.Road,
 - Tilak Road,
 - Shivaji Road,
 - Thorle Bajirao Road and Jangli Maharaj
- Fringe areas
- Ambedkar Road and Karve Road

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Traffic and Transportation Overview



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Traffic and Transportation Overview

Public Transport

Pune Mahanagar Parivahan Mahamandal Ltd. (PMPML) is the service provider of the public transport system of Pune.

Sl. No.	Type of Buses / Vehicle	Number of Vehicle
1	Leyland	727 (Including 10 Volvo Buses)
2	Tata	691 (Including 10 Star Buses)
	Total	1418
	Euro Norms	
1	Euro 1 Diesel	201
2	Euro 2 Diesel	352
3	Euro 3 Diesel	495
4	Euro 3 CNG	85
5	Euro 4 CNG	285
	Total	1418
	Hire Buses	
1	LeyLand	114
2	Tata	213
	Total	327

Source: PMPML Pune, 2012

Public Transport Characteristics

S. No.	Year	Fleet Size	Buses on road PMPML + Hire	No. of Routes	Total Route length	Average Daily Passengers	Avg. age of fleet
1	2007-08	631.14	768+165	283	18.4	807511	6
2	2008-09	631.14	817+258	304	17.5	971250	6
3	2009-10	631.14	949+333	323	17.6	1172424	5
4	2010-11	631.14	916+308	334	17.9	1236176	7

Source: PMPML Pune, 2012

Bus Terminals in Pune City

- Swargate (Inter City)
- N.T Wadi (shiva ji Nagar) Depot
- Kothurd Depot
- Katraj Depot
- Hadapsar Depot
- M. Yard Depot
- Pune Station Bus Terminal (Intercity)
- Mahatma Gandhi Bus Terminal

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Traffic and Transportation / Major Issues

- ✓ **Inadequate capacity of roads and heterogeneous traffic** has increased congestion leading to low operating speeds, delays and environmental pollution.
- ✓ Inadequacy of public transport for over a decade has led to emergence of auto-rickshaws as a public transport mode. Increase in **personalized vehicles** has also been observed.
- ✓ Haphazard vehicular movement due to **poor driving sense of drivers, insufficient parking facilities and inadequate enforcement** has compounded traffic problems.
- ✓ The margins of major roads and the footpaths are encroached upon in several sections for a variety of purposes including informal activities.
- ✓ There is an **absence of a safe and comprehensive system of pathways** exposing pedestrians to risks. It also creates pedestrian-vehicular conflict zones in almost all stretches of arterial and sub-arterial roads.

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Roads & Transportation Sectors

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On-Street Parking along Commercial Area



Traffic Jams Near Dagdu Seth Mandir



Traffic Jams Near Laxmi road Markey

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Strategies and goals Proposed in previous CDP

Key Issues In previous CDP	Goal for Development in previous CDP	Current Status /Issues / Achievements
<ul style="list-style-type: none"> • Absence of functional hierarchy of road network results in inter-mixing of local and regional traffic. • Narrow roads in the central and core areas of the city with restricted capacity add to congestion problems. • Inadequate grade separation leads to travel delays and threatens road safety. • Poor road surface quality and absence of appropriate safety and visibility enhancement parameters like signage, markings, channel islands, street name boards and other street furniture constitute an important problem. • Only 40% of the roads have footpaths and most of the existing ones are encroached upon by informal activities and street hawkers. • There is an absence of access control measures and other such traffic management measures on the arterial roads. • The public transport system is inadequate. • The problem of lack of civic sense towards traffic and poor travel behavior is compounded by the lack of coordination among agencies involved in planning and providing for traffic and transportation. 	<ul style="list-style-type: none"> • Road widening, dedicated bus lanes, cycle tracks and improvement of the public transport system in the short run; exploring the possibility of BRTS and MRTS in the long run 	<ul style="list-style-type: none"> • In old areas and the villages with in the Municipal boundary the roads are narrow and due to non-cooperation from the residence road widening is not possible • High Vehicular Growth • From the previous CDP potential projects Like Improvement in road and transportation has come up but due to lack of feeder transportation in the inner areas optimum utilization of these services have not taken place • People's preference is own Vehicles specially two wheeler • Lack of pedestrian Facilities

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Traffic and Transportation / Review of Previous CDP

Sector/ Component	Estimated Investment (crores Rs)	Approved under JNNURM (crores Rs)	Balance Project Cost (crores Rs)	Additional DPRs prepared (crores Rs)	Remarks	Balance DPR to be Prepared (crores Rs)
Transportation & Traffic Mgmt	2,248.34	1,072.70	1,175.64	122.00		1,053.64
1 Roads Upgradation	195.48	1,058.83	526.31			
2 Roads New Formation	327.78					
3 Roads Widening & Strengthening	315.00					
4 Utility Corridors & Shifting for Major Roads	646.88					
5 Public Transport/ Improvements/ BRTS	100.00			42.00	ITS DPR to be submitted to JNNURM	
6 HCMTR/ IRDP	243.92		243.92			
7 ROB/Flyover/Bridges	179.28	13.87	165.41	80.00	Parnakuti & Juna Bazar FOs submitted to MMRDA	
8 Land Acquisition for Road Improvements	200.00		200.00			
9 Traffic Management / Junction Improvement	40.00		40.00			68

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Projects undertaken under JnNURM

Sl.No.	Projects Undertaken
1	Pilot BRT
2	CYG BRT
3	BRTS Phase I
4	Nagar Rd. Subway
5	Baner Road Subway
6	Sangamwadi Approach Road
7	New Alandi Road
8	Modern Bus Procurement

BRTS Pilot Project

BANNER SUBWAY

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Traffic and Transportation / Review of Previous CDP

Sl.	Project	Revised Sanctioned Cost (crores Rs)	Tender Awarded Amount (crores Rs)	Amount Utilized till now (crores Rs)	% of expenditure incurred against tendered Amount
1	Pilot BRT	103.14	135.03	132.42	Completed
2	CYG BRT	434.22	436.73	360.54	82.55
3	BRTS Phase I	476.62	489.05	467.04	95.50
4	Nagar Rd. Subway	6.61	8.83	7.81	88.45
5	Baner Road Subway	7.26	7.9	7.76	Completed
6	Sangamwadi Approach Road	7.82	9.51	8.26	Completed
7	New Alandi Road	37.03	37.36	24.26	64.93
	Grand Total	1072.7	1124.41	1008.09	89.65

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Roads & Transportation Sectors

Recommendations of Comprehensive Mobility Plan for Pune

- CMP seeks to Move People, Not Vehicles
- Sixty percent of total Investment is for public /mass transport system
- In the First phase , focus should be on traffic Management
- Augmenting BRT, Public transport must in First Phase

Road Safety

- Make all traffic sign retro-reflective
- Traffic Marking on all roads
- Ensure Adequate Street lighting in roads
- Implement traffic management measures near railway station and the Swargate area
- Carry out Junction improvements for road safety

Parking Management

- Strategic Parking Plazas are required
- Parking plaza must discourage commercial /use
- It should facilitate public transport/NMT
- Parking Plaza Should be improve traffic Circulation
- Consider Implementing Conception Charges

Non Motorized Transport

- Footpath to promote walking for Short Trip
- Footpath Should be at 1.5 M wide
- Design must discourage two-wheeler from using them
- Pedestrian zebra-crossing must be clearly marked near traffic signals
- Footpaths at busy intersection should have hand

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Traffic and Transportation

Strategies for Development

Public Transport

- Development of efficient public transport system
- Public transport should serve the needs of urban poor's
- Increase the public transport modes coverage and quality including the expansion and improvement of bus system
- Increasing the Fleet capacity
- Establishment of newer and higher quality bus system to cater the need of all sections
- Implementing higher quality bus system specially in outer corridors
- Strengthening the passenger information system
- Introduction of new Modes of public transport such as Metro-rail , LRTS and Monorail System
- Discouraging private modes through higher cost: Initial operations and parking ,congestion pricing, lower right of way

Non-Motorized transport and pedestrian facilities

- Safety concern of cyclist and pedestrian has to be addressed by encouraging the construction of segregated right of way for bicycle and pedestrian.
- Restoration of footpath
- Barricading of footpath –foot path opening only the strategic location to regulate the pedestrian movement, to improve traffic safety and pedestrian safety also .
- Pedestrian walkover –to be provided at high pedestrian link and Zones
- Provision of zebra –crossing pedestrian signal at various strategic locations

Traffic Management

- Establishment of central area review and improvement system
- Preparation of local area traffic management plans
- Education campaign to educate the passenger to encourage the use of public transport and road safety measure
- Capacity building program for traffic police

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Traffic and Transportation

Strategies for Development

Road Network

- Junction improvements
- Pavement Marking and Signage to be installed at appropriate locations
- Priority to given signage near schools
- Retro-reflective signage
- Identification and improvement of accident prone areas
- Adequate street lighting

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Fire Fighting and Street Lights

Fire Fighting

SN	Descriptions	Quantity/detail
1	No. of Fire Tenders	16
2	Capacity of Fire Tenders	4,500 Liters.
3	Coverage of Fire Services	243.84 Sq. km.
4	No. of Fire Incidents reported in the city	2,055
5	No. of Fire Incidents attended by Fire Department	2,055
6	Fire Prone Areas	All Slum Areas in PMC
7	Availability of source of Water Supply for Fire Tenders	1 lac Liter. Water Tank is available at 9 Fire Stations & at all Water Works of PMC
8	Total Staff in Fire Department	459

Source: Fire Department PMC, 2012

Street Lights

Total number of street lights		121,992
Number of poles		115,000
Types of lights used	Quantity	Percentage
70 W HPSV	10,500	8.61
150 W HPSV	14,926	12.24
250 W HPSV	23,673	19.41
400W HPSV	400	0.33
76 W T5 Fitting	7,000	5.74
96 W T5 Fitting	6,000	4.92
56 W T5 Fitting	27,800	22.79
48 W T5 Fitting	22,000	18.03
25 W LED Fitting	260	0.21
45 W LED Fitting	4,381	3.59
60 W LED Fitting	253	0.21
86W LED Fitting	899	0.74
150 W LED Metal Halide	1,500	1.23
70 W Metal Halide	400	0.33
250 W Metal Halide	2,000	1.64
Total	121,992	100

Source: Electricity Department, PMC, 2012

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Fire Fighting and Street Lights

Strategies for Development Street lighting and Fire Fighting

- ✓ Replacing high pressure sodium sources with LED technologies.
- ✓ Establishment and Management of Street lighting control system
- ✓ Establishment of solar street lighting in various public places
- ✓ Space required for firefighting equipment's (tanker, fire hydrant space) is to be given in road widening project.
- ✓ Fire hydrants with 24 X 7 water supplies should be installed at the end of every street.
- ✓ The firefighting team with adequate staffs (like fireman) needs to strengthen.
- ✓ Firefighting infrastructure such as tanker, sand buckets, staffs are to be upgraded (with technical consideration) to meet the present and future requirement.

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Urban Environment Baseline

Existing City Environment

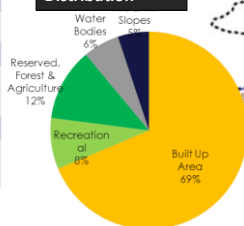
Geomorphological setting of the city shows a backdrop of hills on the south and south western sides

Pune is situated on the banks of the two rivers, Mula & Mutha

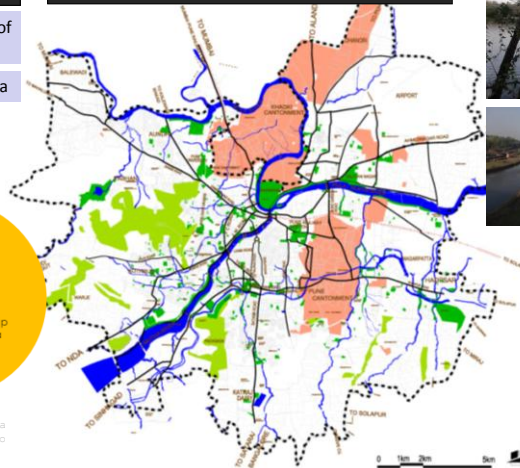
City Environment	Existing Nos.
Gardens	115
Theme Gardens	8
Hills	11
Trees	21.26 lakh trees
Tree Species	380
Projects under Joint Forest Management	1826 Ha of 11 forest

(Source: ESR, 2011)

Land utilization Distribution



Environment Map -Pune City



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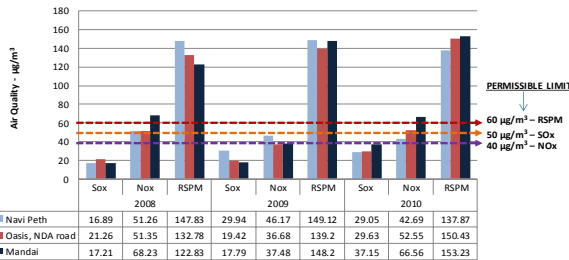


Urban Environment Quality – Key Challenges

Air Quality

RSPM exceeded the permissible limit of 60 µg/m³

Prime source of RSPM is the increasing numbers of vehicles in the city (600-800 vehicles registered per day)



(Source: City Sanitation Report – Pune, 2012)

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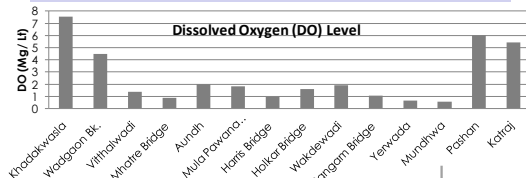
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Water Quality

71% of the total generated sewerage in the city is treated. The remaining 29% is released into the river untreated and leads to high levels of both BOD and COD

PMC carries out periodic monitoring for water quality of rivers, lakes, nallahs and wells in the city.

Stream of river Mula-Mutha falls under Class A- IV, water quality is fit for agriculture, industrial cooling and process water. But not fit for drinking purposes. (Source: CSP -2012)



(Source: City Sanitation Report – Pune, 2012)

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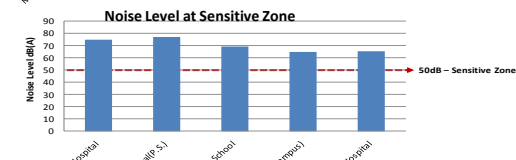
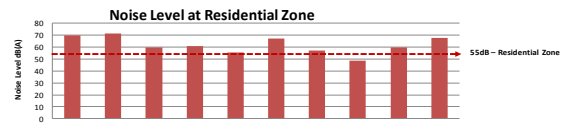
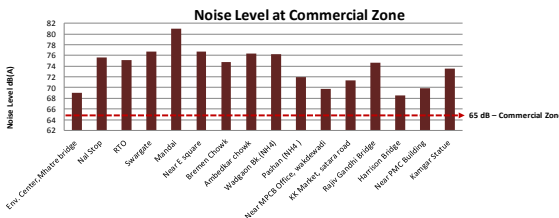


Urban Environment Quality – Key Challenges

Noise Quality

Vehicular movement on the road owing to traffic jams, honking are the main causes of noise pollution in the city today.

Noise levels at Commercial Zone, residential Zone & Sensitive Zone are all above the permissible limits.



(Source: City Sanitation Report – Pune, 2012)

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Urban Environment Quality – Key Challenges

Encroachment – 3 Types of Encroachment in Pune City

Religious Encroachment

603 contentious places of worship are in Pune City

- 12 in category A i.e. their status has been regularized.
- 25 in category B i.e. willing to shift to another location.
- 566 to be removed. Work started on 106 of these.

Commercial Encroachment

- Hawkers/ tapirs (temporary or permanent) sprung up all over the city.
- Some hawkers were regularized in 1989 and granted licenses which have to be renewed every year by the Encroachment Dept. of the PMC.

Residential Encroachment

- These include extensions of verandahs, gardens or parking lots into footpaths or public spaces, and use of basements sanctioned for parking for other purposes.



(Source: Deccan Gymkhana Parisar Samiti (DGPS))

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Carbon Footprint of Pune City

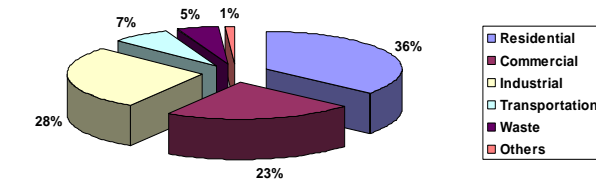
Carbon Emission

Per capita CO₂e emission in Pune is **1.31 tons** which in comparison is below the National average of 1.75 tons

Pune city's total carbon emission as **6,007,753 tons** of CO₂e

Highest emissions from **electricity consumption**, followed by consumption of **petroleum products and waste treatment** (Source: TERI study)

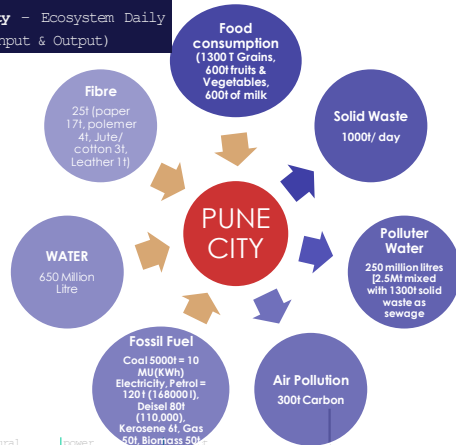
Pune City Carbon Emission



(Source: ICLEI)

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Pune City - Ecosystem Daily Flows (Input & Output)



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Eco-Housing Concept of Pune City

Eco Housing

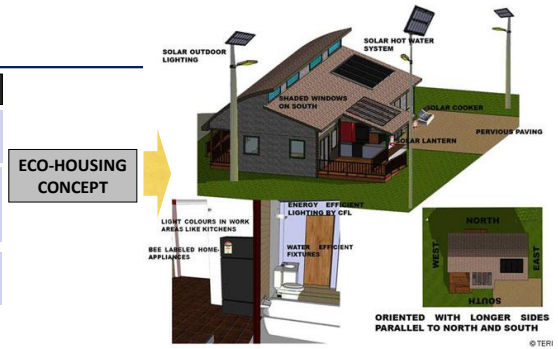
PMC give Star Ratings to the upcoming constructions under the eco-housing projects

Eco-housing programme was implemented in the city in partnership with stakeholders, including the urban local body; leading developers, architects, housing finance institutions, and technology providers

Until year 2011, around 10.22 Lakh Sq.m. built-up area has got eco-housing certification in Pune.

PMC initiative on Eco-Housing/ Strategy

Rainwater Harvesting	Solar Energy	Recycling of treated water	Green Architecture	Ecofriendly building material
<ul style="list-style-type: none"> Implemented RWH Developed new rules of RWH in development control regulation 	<ul style="list-style-type: none"> Compulsory to all high rise buildings and star hotels Encourage the use of solar systems for heating purposes on the wider scale 	<ul style="list-style-type: none"> Considered for centrally air conditioned buildings Waste Water Recycling Plant compulsory for townships & building (tenements >150) 	<ul style="list-style-type: none"> Fringe villages PMC -15% of additional amenity space for layouts above 1 acre. Adopt climate responsive design practices to achieve thermal comfort (NBC) 	<ul style="list-style-type: none"> Promote such aspect conducting seminars and exhibitions Mandatory use of 25% pozzolana material Blended Portland Cement (BPC)



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Efforts/ Projects Undertaken on Environment by Local Body

Environmental Status Report (ESR)

- Pune's annual ESR was produced in response to a provision of the Maharashtra Municipal Corporations and Municipal Councils (Amendment) Act of 1994.
- It has been credited with reaffirming the need for an environmental assessment tool to help the municipality define its planning priorities.

Energy Conservation

Promoting use of Compressed Natural Gas (CNG) – 57% of the city's rickshaws running on environment-friendly fuel

PMC encouraged use of Renewable Energy by giving exemption in 5% property tax for Housing Societies that run any one of the projects below and 10% tax exemption for those who implement any two of the projects below

- Vermicomposting Unit
- Use of Solar Energy
- Rain Water Harvesting

Environmental Status Report (ESR)

Sector/ Component	Estimated Investment (Rs. Crore)	Approved under JNNURM (Rs. Crore)	Balance Project Cost (Rs. Crore)
Environment	237.50	-	185.24
1 River Conservation/ Protection	125.00	197.74	72.74
2 Parks and Play Grounds	112.50		112.50

Source: Pune Municipal Corporation & CDP Pune 2006-07



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Issues

Issues

29% of untreated sewerage is disposed into the Rivers Mula-Mutha, which are highly polluted

In recent years the climate has considerably changed due to exponential rise in the number of concrete structures and the loss of green cover on the hills

Congestion in the core area resulted in limited scope of land reservation

Air Environment: Alarming levels of RPM and SPM - exceeding the permissible levels

Green House Gases: Pune is releasing around 6,007,753 tons of CO2 emissions, mainly contributed by vehicles, power and residential sectors. This quantity if unabated could be a major threat to stabilizing Climate Change.

Environmental Health: High occurrence of respiratory infections, heart problems, sickness from water and vector-borne diseases and other diseases because of exposure to ambient and indoor pollutants and inappropriate disposal practices of municipal solid waste have become the way of life in the city.

http://articles.timesofindia.indiatimes.com/2012-02-21/pune/31082464_1_open-spaces-air-pollution-river

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SWOT Analysis

STRENGTH	WEAKNESS	OPPORTUNITY	THREAT
<ul style="list-style-type: none"> Green space in Pune covers hillocks (950 hectares), forest area (2380 hectares) and 115 gardens. According to Ministry of Environment and Forest (MoEF) guidelines, a city should have 33% green cover of its total area. Total area of Pune city is 243.94 sq.km. out of which 85 sq. km i.e 35% is under green cover which is more than the given guidelines. Conservation of rivers, water bodies and natural environment of the city are on the priority list of PMC. 	<ul style="list-style-type: none"> Increasing slum population on the hillsides and along water bodies Increasing number of registered vehicles (600-700) per day Poor traffic management Increasing number of illegal hawkers Highly congested areas vulnerable to disasters like fire 	<ul style="list-style-type: none"> Potential for development of more parks & green open spaces Urban Forestry and Plantation Schemes for the city Green Corridor Development 	<ul style="list-style-type: none"> High level of air pollution leading to high occurrence of health problem among the city population Lack of sufficient sewage treatment plants leading to 29% of sewerage left untreated causing environmental pollution

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Potential & Strategy for Environmental Management

ASPECTS	STRATEGIES AND POTENTIALS PROJECTS
Green Cover & Open Spaces	<ul style="list-style-type: none"> Demarcation and Protection of existing Hills/ Forest & Recreational areas Urban Forestry and Plantation Schemes for the city to increase green cover within the city Plantation in dividers to curb dust, pollution and to restore aesthetic looks. Good potential for development of more parks & green open spaces Development of urban green corridors to enhance the local climate Linking of Green corridors and urban green areas
Rivers/ Water Bodies	<ul style="list-style-type: none"> Good potential for water recharge Developed Master plan for Rainwater Harvesting Plan Potential for eco-tourism Developed as a recreational activities to attract the local tourist Developing Green buffer/ corridor
Air Quality	<ul style="list-style-type: none"> Regular vehicular checks to keep air pollution levels within prescribed levels Increase the use of alternate fuels like CNG Continuous monitoring at various locations within the city at regular intervals. Planned Plantation in the city areas, choice of air pollution resistant tree species in order to minimize ambient air pollution. Road network must be improved for reducing vehicular emissions
Greenhouse Gas Mitigation (GHG)	<ul style="list-style-type: none"> To reduce GHG emissions at the city level include technology improvements, which includes: <ul style="list-style-type: none"> public transportation systems and solar streetlights; policies, such as the implementation of building codes and recycling requirements; and Other voluntary actions, including awareness campaigns and recognition programs.

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Heritage & Tourism

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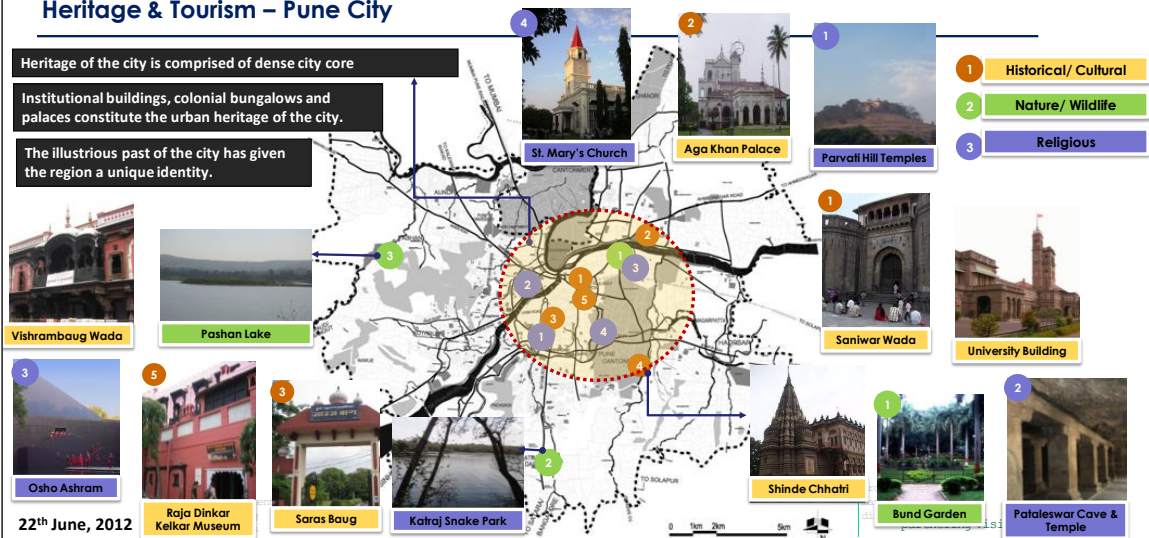


Heritage & Tourism – Pune City

Heritage of the city is comprised of dense city core

Institutional buildings, colonial bungalows and palaces constitute the urban heritage of the city.

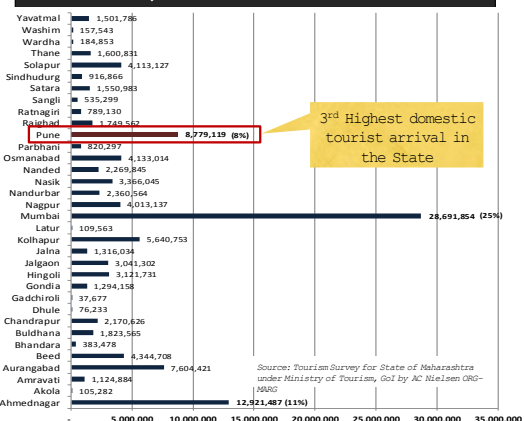
The illustrious past of the city has given the region a unique identity.



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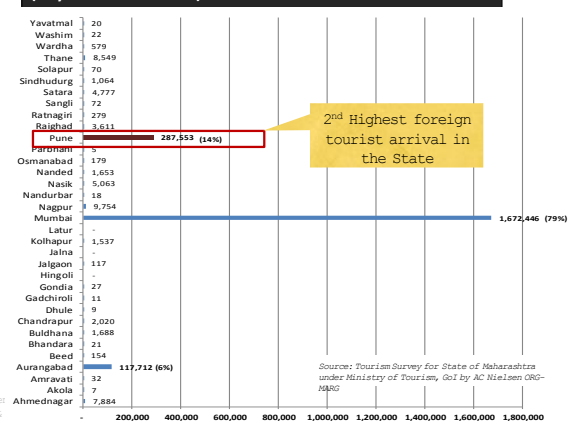
Tourist In-Flow

District Wise Domestic Visitor Arrival in Maharashtra (July 2009 - June 2010)



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District Wise Foreign Tourist Visitor Arrival in Maharashtra (July 2009 - June 2010)



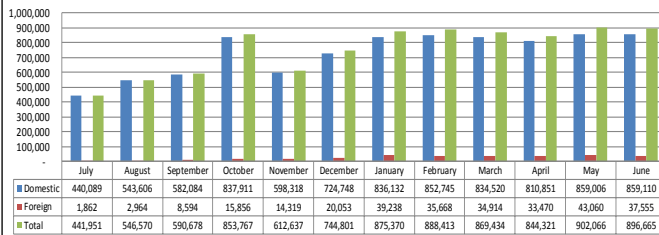
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Monthly Tourist In-Flow

Monthly Tourist In-Flow

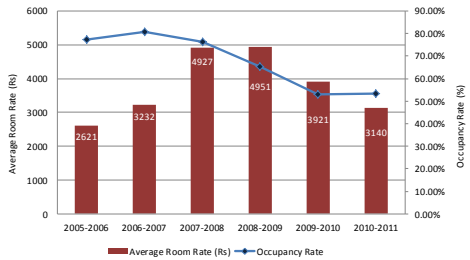
The monthly tourist in-flow of Pune District shows that the maximum tourist arrival is in the month of May with 902,066 and the minimum is in the month of July with 441,951 tourist arrival.



Source: Tourism Survey for State of Maharashtra under Ministry of Tourism, GoI by AC Nielsen ORG-MARC

Tourist Accommodation in Pune City

Occupancy Rate and Average Room Rate of Hotels – Pune City



(Source: the HVS Trends and Opportunities Report 2011)

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Regional Tourism Potential - Pune

Pune has a potential for regional tourism promotion.

Theme based tourism- circuit can be plan for enhancing the regional tourism

Pune city can act as the center for theme based tourist destination zone

- 1 Religious
- 2 Nature/ Wildlife
- 3 Fun & Entertainment

Pune City

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SWOT Analysis

STRENGTH	WEAKNESS	OPPORTUNITY	THREAT
<ul style="list-style-type: none"> Pune has immense tourism potentials with its rich cultural, heritage and natural environs Vibrant landscape, lifestyles and cuisines Rich fair and festivals As per HVS report, Pune city hotels (base demand) has seen a significant growth (35%) and trends indicate this to get even stronger as the city moves from being a largely commercial driven market to also developing as a Meeting and Conference destination in West India. Areas such as Hinjewadi, Pimpri Chinchwad, Talegaon and Chakan, Ranjangaon are the main demand generators for the city hotels 	<ul style="list-style-type: none"> Poor accessibility to many tourist destinations due to basic Infrastructure bottlenecks Lack of tourist infrastructure & basic amenities at many tourist destinations Lack of information about tourist destinations Unfavorable brand image as a tourist friendly destination. Auto Rickshaws are only mode of public transport. Poor public transport facility on routes to tourist destinations in city 	<ul style="list-style-type: none"> Tourism potential unexploited Development of good transport connectivity Eco-tourism development 	<ul style="list-style-type: none"> Aggressive marketing and promotion by competing destinations in neighbouring cities Environmental degradation of the natural precinct

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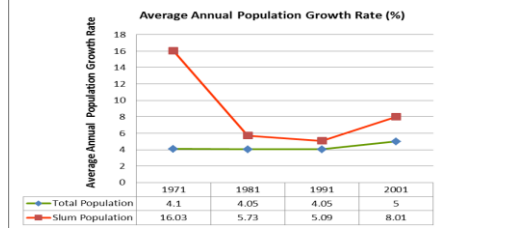
Slums

Slums Population	
Slums Details	
Total Slums	564
Area under Slums	525 Hectare (5.25 sq.km)
Slums Population	11-12 Lakhs (2001)
BPL Population	9441 (1.02% of total population)

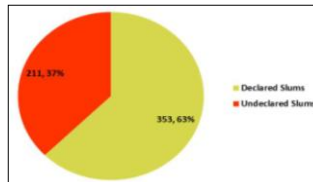
Source: Pune, City Sanitation Plan, 2012 and Slum Atlas (2009) by MASHAL



- Slum population is steadily increasing and is now approximately **40%** of the population.
- Unplanned settlements are spreading on the hillsides and along the water bodies, threatening the breathing lungs of the city.



Source: Pune, City Sanitation Plan, 2012



Source: Pune, City Sanitation Plan, 2012

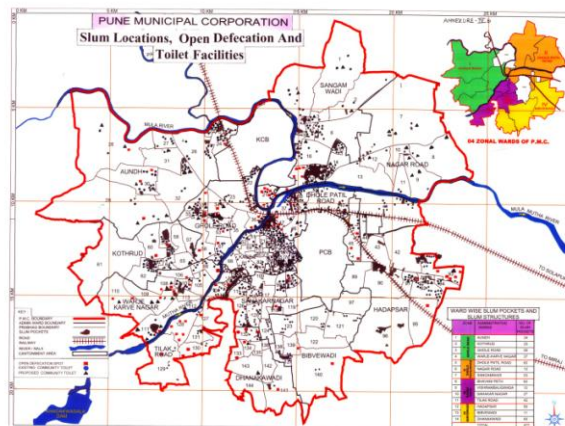
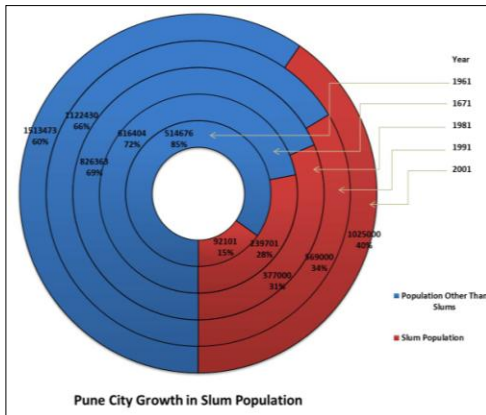
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Slums



Source: Pune, City Sanitation Plan, 2012

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Slums

- Major Issues**
- 211 slums are undeclared or not notified, in which approximately 27 percent of the total slum population resides.
 - Data base related to access to basic facilities by the slum dwellers is not yet available.
 - Density in slums is 2399 persons per hectare which is excessively high.
 - Number of slums are located on environmentally sensitive areas and disaster prone areas.
 - Average Tenement Density 290 per Ha.

- Strategies**
- A comprehensive GIS based survey indicating the most deprived slum, with respect to the parameters of location, density, access to basic infrastructure facilities should be prepared with the, on which the minimum levels of access to basic infrastructure should be provided in each slum.
 - On the basis of community/ people's preferences the schemes for up gradation of slum like in-situ; resettlement etc. should be taken up. A consensus should be built among the slum dwellers regarding resettlement areas.
 - Slums located in most environmentally sensitive and disaster prone areas should be given priority in the provision of housing.
 - Upcoming Housing schemes should have mandatory provision for the housing of the low income groups of that may be kept as public property and rented out to the population which do not have the purchase power for housing, or may be in the form of provision of servant occupancy attached to higher income group housings.

Slums Redevelopment Programme under JnNURM

Government Redevelopment Scheme: This scheme is being implemented in about 78 slums

Valmiki-Ambekar Awas Yojna: Under this scheme, PMC has already built (or is in the process of building) 800 houses in different slums. About 1200 houses are being constructed near Hadapsar.



To develop housing stock and improve the infrastructure at a faster pace, GoM has created the **Slum Rehabilitation Authority (SRA)** has begun work on preparing a blueprint for making Pune city free of slums which is sanctioned under the **Rajiv Awas Yojana (RAY)**.

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Institutional Framework & Municipal Finance

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Institutional Frame work

List of services

General Administration	Public Works- Roads
Street Lighting	Security
Public Health	Transport Department/Workshop
Accounts and Audit	Water Supply & Sewerage
Municipal Secretary	Development Planning and Building Permission
Education	Law Department
Solid Waste Management	Fire Department
Slum Clearance/Improvement	Urban Community Development
Tax Assessment and Collection	Public Relation Officer
City Development Primary Health	Land and Estate
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Role and Responsibilities

Sector	Planning & Design	Implementation	O & M
Land use plan and implementation	PMC, TCPD	PMC, TCPD	-
Water Supply	PMC	PMC	PMC
Sewerage	PMC	PMC	PMC
Roads, Bridges, Flyovers/ RoB /Multilevel Parking	PWD, MSRDC, NHAI, PMC	PWD, MSRDC, NHAI, PMC	PWD, MSRDC, NHAI, PMC
Traffic Control & Management System	Police Dept (Traffic)	Police Dept (Traffic)	Police Dept (Traffic)
Public Transport System	PMPML	PMPML, RTO	PMPML, PMC
Street Lighting	PMC	PMC	PMC
Storm Water Drainage	PMC	PMC	PMC
Solid Waste Management	PMC	PMC	PMC
Parks/ Playgrounds	PMC	PMC	PMC
Slum Development	SRA, PMC	SRA, PMC	SRA, PMC
Housing	MAHDA, PMC	MAHDA, PMC	MAHDA
Air, water & noise pollution Control	PMC, MPCB	PMC	PMC
River Protection	PMC, MPCB	PMC	PMC
Tourism	MTDC	MTDC	MTDC
Public Health	PMC	PMC	PMC
Education	MSBSHES, PMC, DEO	MSBSHSE, PMC, DEO	MSBSHSE, PMC, DEO

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ULB Level Mandatory Reform

Sr.	ULB Level Mandatory Reform	Status
1.	E-Governance Setup	Successful completion of the reform achieved in 2009-10 for all the proposed activities under the head
2.	Transition to Double Entry Accounting System	Transition underway and preparation of budget for coming year (2012-13) under progress; however substantial degree of progress made
3.	Property Tax coverage of 85%	Successful achievement of the milestone made in 2008-09 with 99% coverage and 95% collection efficiency
4.	Property Tax collection efficiency of 90%	
5.	100% cost recovery of water supply	Successful in achieving 100% cost recovery. The ULB has targeted to achieve milestone equivalent to developed country for UFW and NRW to levels of 16% and 23% respectively by 2012
6.	100% cost recovery of solid waste services	
7.	Internal earmarking of funds for UP and provision of basic services	All the sub tasks under the reform have been achieved in 2007-08 pertaining to earmarking, allocation, provision, defining etc.

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ULB Level Optional Reform

Sr.	ULB Level Optional Reform	Status
1.	Introduction of property title certification system	Successfully achieved in 2007-08
2.	Revision of Building Bye laws - streamlining the Approval Process	All the sub activities including consultation, identification, notification and implementation have been achieved in 2006-07
3.	Revision of Building Bye laws - Mandatory Rainwater Harvesting in all Buildings	All the activities have been achieved in 2006-07 u/s 37 of the MR&TP Act 1966
4.	Earmarking 25% developed land in all housing projects for EWS/LIG	Necessary provisions have been made in the Development Plans
5.	Simplification of Legal and Procedural framework for conversion of agricultural land for non-agricultural purpose	Implementation under progress
6.	Introduction of computerized process of Registration of land and property	Implementation under progress
7.	Byelaws on Reuse of Recycled Water	Provision is made in Development Control Rules. (M 8/28.2-06.12.2007) so as to make STP construction compulsory for townships. Group of 150 tenements or more it is mandatory.
8.	Administrative Reforms	All the proposed administrative reforms have been achieved in the year 2008-09
9.	Structural Reforms	Reforms under this head including realignment of organizational structures, structuring internal judicial system etc. completed in 2008-09
10.	Encouraging Public Private Partnership	PPP initiatives have been taken up in the field of e-tendering, kiosks, metro rail, mono rail etc. since 2007-08
Other initiatives include creation of revolving fund		Currently in progress

22th June, 2012

project development & planning division

water-sanitation division

transportation division

environment & waste management division

structural engineering division

power division

project management division

partnering vision



Proforma for Second Workshop

Revising/ Updating City Development Plan of Pune City- 2041 Under JNNURM

Date: _____ Prabhag No. _____
Prabhag / Area Name: _____
Name of the Respondent: _____
Contact No.: _____ email: _____

Dear Respondent,
Municipality is in the process of preparing 'Revising/Updating City Development Plan-2041, pune city, under JNNURM, focusing on city needs, service delivery and quality infrastructure. This consultation is a step towards active participation as part of this plan. Kindly leave the aspects that you don't want to write.

A. Strengths, weaknesses, opportunities and threats of Pune City:
.....
.....
.....

B. Kindly suggest Vision for the City for 2041
.....
.....
.....

C. Please give the issues/ problems that should be addressed for better service delivery and for building quality infrastructure in the city.

S.No.	Infrastructure/ Aspect	Issue / Problem
1.	Water supply	
2.	Sewerage/ Sanitation	
3.	Solid Waste Management	
4.	Storm Water Drainage	
5.	City Environment	
6.	Heritage areas and structures	

7.	Road Infrastructure	
8.	Public Transport System	
9.	Health Facilities	
10.	Education facilities	
11.	Institutional management and governance	
12.	Poverty alleviation, Slums and Urban poor	

22 June, 2012

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Proforma for Second Workshop

D. Please suggest solutions to the problems described above as strategies and projects for better service delivery and for building quality infrastructure in the city along with achieving the suggested vision for Pune city. Kindly give the aspect/ sector wise priority in which you want the aspects to be dealt with.

S.No.	Infrastructure/ Aspect	Goal / Vision for the Sector	Suggestions for better service delivery by the PMC (Strategies and potential projects)	Aspect wise Priority Ranking (1 to 12)
1.	Water supply			
2.	Sewerage / Sanitation			
3.	Solid Waste Management			
4.	Storm Water Drainage			
5.	City Environment			
6.	Slum areas and structures			
7.	Road Infrastructure			
8.	Public Transport Systems			
9.	Health Facilities			
10.	Education facilities			
11.	Institutional arrangements and governance			
12.	Priority allocation, Slums and Urban poor			

Signature: _____

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- 113 -

“We look forward to prepare the CDP for 2041 for providing better quality of life for population at large”

Thank You

22June, 2012

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VOYANTS PARTNERING VISION

4.3.1 SNAPSHOTS OF WORKSHOPS/ MEETINGS



Plate 4-1: Mr. V.G Kulkarni (S.E Water Supply and Sewerage Department) giving inputs on CDP - Pune



Plate 4-2: Mr. Ganesh Sonune (Project Officer, UNDP) giving his advice for CDP



Plate 4-3: Ms. Harshida Shinde (Deputy Engineer, DP Cell) giving view on CDP- Pune



Plate 4-4: Meeting with Swachh NGO's CEO Ms. Malati Gadgil on Solid Waste Issues in the city



Plate 4-5: Discussion with CEE NGO's Ms. Sanskriti Menon and Mr. Avinash



Plate 4-6: Meeting with Mr Mangesh Dighe over environmental issues



Plate 4-7: Review meeting with Additional Municipal Commissioner Dr. A. Yadav (Spl)



Plate 4-8: Discussion with staff members of Singhad Architecture college.



Plate 4-9: Interaction with residents of Panmada Jhopadpatti



Plate 4-10: Interaction with residents at the contraction site of new flats of Lohianagar



Plate 4-11: Interaction with elected members of Maharashtra Navnirman Sena



Plate 4-12: Interaction with elected members of Indian National Congress



Plate 4-13: Interaction with elected members of Bhartiya Janata Party



Plate 4-14: Interaction with elected members of Shivasena



Plate 4-15: Interaction with Dr Santaji Kadam,
President general practitioners association



Plate 4-16: Interaction with Mr. Hemant Nikam



Plate 4-17: Meeting with Hon'ble Addl. Municipal
Comm (Spl) and other senior officers of PMC



Plate 4-18: Interaction with Hon'ble Deputy Comm.
(SWM) PMC along with other staff members

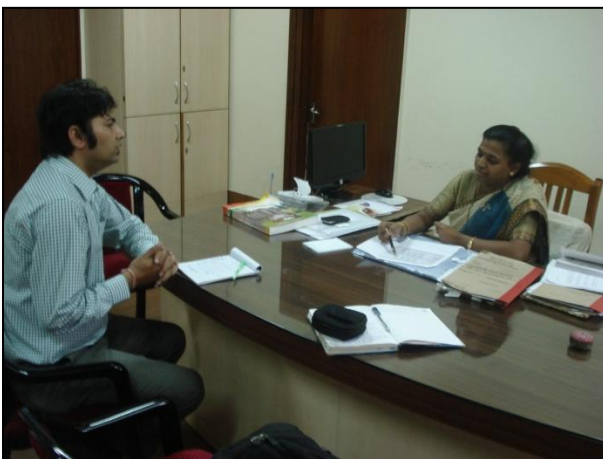


Plate 4-19: Meeting Ms. Ulka Kalaskar



Plate 4-20: Interaction with ITDP official



Plate 4-21: Meeting with all HODs of concerned departments



Plate 4-22: Meeting with all HODs of concerned departments



Plate 4-23: Meeting with all HODs of concerned departments



Plate 4-22: Meeting with all HODs of concerned departments

4.3.2 Outcome: Sector wise summary of all discussions

4.3.2.1 Water Supply

The outcomes of various consultations in water supply sector are:

- Leak detection plan should be prepared for reducing the water losses.
- Due to saucer shaped geography of Pune a lot of energy is wasted in pumping of water throughout the city.
- Water metering is required in the city.
- No telescopic tariff for water consumption
- Undulating topography resulting in the problem of low water pressure
- Old water supply distribution network
- Lack of Metered connection
- Condition of all water treatment plants are not good need to replacement
- Source to treatment plant water flow by gravity
- Uninterrupted power supply (express feeders for all WTPs)

- Water audit at regular interval to control the water losses
- 100 percent recovery of water supply on telescopic tariff basis
- Energy audit at regular intervals
- Available water sources is not sufficient for future Planning
- Water taxes should be compulsory for slum dweller also
- Recycling and reuse of water should be necessary. Reuse water should be used for gardening and other secondary purposes
- Because of concretization water is not percolate properly so the roads and other facilities should be design properly so water can percolate properly.
- Existing water pipelines are damaged needs replacement.
- Water leakage is more than stated in report. Stated is 25% and actual is approx. 40%.
- Pumped water supply system caused unequal distribution of water. Also water supply budget exceeds due to pumped water.
- System Gap - Integration and co-ordination between departments like water supply, drainage, sanitation, storm water management etc. is necessary.
- Water supply should take advantage of ground profile and gravity. Water supply should be according to physical morphological geographical planes.
- Old water supply should be updated according to expansion of city and available water sources in these areas.
- Khadagwasala is the main source of water and different housing societies presently used underground water sources.
- Pashan Lake and Katraj Lake water can serve separate catchment areas.
- Identification of water and sewage leakage areas.
- Existing water pipelines are damaged needs replacement.
- Leak detection Project should be implemented and it should be in logical order.
 - Assessment of water – physical assessment of water resource is necessary – how much rain, how much is dam yield, and how much water is distributed and allocated.
 - Source assessment – how much water is percolated – captive acquires
- Decentralization of sources and supplies (use of ground water, lakes)
- Bucket study should be done for water supply in slum areas.
- The technologies used for data collection are obsolete.
 - No ground water assessment
 - Map for ground water aquifers not present.
- Water supply is not metered. The ever increasing groundwater depletion scenario, water meters should be introduced in an effort to initiate checks and balances in the use of water.

4.3.2.2 Sewerage

The outcomes of various consultations in sewerage and sanitation department are:

- Coverage of sewerage network is 99 percent

- Work of 3 drainage basin is under-process need to improvement remaining 21 basins
- DEWATS can be proposed for slums in first phase.
- Collection efficiency of sewerage network is approximately 73 percent which further leads to polluting the environment due to shortfall in treatment capacity
- As per the agreement between PMC and irrigation department. PMC has to recycle 500 MLD of treated sewage back to irrigation canal for irrigation purposes.
- PMC has made modification in the building control rules and has made it mandatory for housing societies with 150 or more tenements to construct STP and recycle 100 percent treated for tertiary purposes.
- Community toilets required for physical challenged and handicapped.
- DEWATS system for sewage treatment should be implemented for slums.
- Rainwater harvesting systems and STP are functional.
- The infrastructure needs attention the top priority being sewerage.
- Construction of sewerage line
- Already PCB has asked for JNNURM funds for schemes.
- System Gap - Integration and co-ordination between departments like water supply, drainage, sanitation, storm water management etc. is necessary.
- Identification of sewage leakage areas.
- The technologies used for data collection are obsolete.
 - No flow meter for sewage
 - Basic sewage network map is not present
- School infrastructure is improper
 - 50% toilets are unusable.
 - Toilet designs are improper.
 - Insufficient number of sanitary inspectors.
 - Poor database available.
- Monitoring indicators provided for school student's health are insufficient and need to be elaborated.
- Sewage network is not present in slums.

4.3.2.3 Drainage

The outcomes of various consultations in Drainage are:

- The drainage infrastructure needs attention on a top priority basis.
- 90% drainage line has problem and has to be repaired.
- Whole drainage line is old and in poor condition.
- Pollution control board has been noticed for repairing of whole drainage line as it is old and in poor condition.
- RWH & Ground Water Recharge should be done at the city level along the transport lines.

- Rain water harvesting should be promoted and some incentives should be given for the same.
- Non compatible RWH in small and individual plots may prove harmful to buildings.

4.3.2.4 Solid Waste Management

The outcomes of various consultations in Solid Waste Management department are:

- People don't want to pay tax for SW collection.
- Builders don't follow the rules and regulations in the longer run regarding vermi-compost plant due to poor monitoring by PMC.
- People don't take the pain to segregate the waste at their end.
- Rag pickers are less interested in residential waste than commercial waste due to their low recyclable value.
- Centralized system of SWM is better.
- Slums need a different segregation plan.
- Penalties should be suggested at the policy level for not segregating the waste, littering, waste disposal at wrong places.
- Community awareness and involvement may be a helpful tool in SWM.
- According to PMC Hanjer is a good technology.
- So far, E-waste collection & disposal is not considered.
- E-waste recycling, recycling of water and rain water harvesting should be initiated.
- Not enough trucks and containers provided by PMC.
- As compost made by mixed waste, its quality is not good and farmers are not ready to take that compost, if this compost will be generated by only wet waste, quality will improve and marketing will be easy.
- Most of the waste segregation is done on the streets.
- 11 transfer stations are not enough in the city.
- 700MT Pyro-lysis technique thermal plant coming up in Ramtekdy industrial estate can cause pollution.
- According to Swachh NGO; Hanjer is a failure technology as mixed waste don't produce good compost
- The sector goal should include "Respect for the People who are providing this service to the society" till 2041.
- Reducing distance of transfer stations – as the physical distance increases complaints increase at the transfer station.
- Wet waste – goes for composting
- Dry waste – get sorted and sold (recycled)
- Inert waste – leaves the area to land fill sites
- 16 Prabhags have been proposed with Zero waste.
- Plan for city which safeguards the interest of the marginalised people living at the fringe.
- The plan should keep the marginalised population and unorganised sector in mind.

- Unless and until political vested interest is not there, change is not possible.
- Many direct and indirect benefits to waste picker in door to door collection.
- Health initiatives necessary for waste pickers.
- Construction & demolition debris can be reused.
- Solid Waste Management needs attention. Efforts in organizing solid waste collection and disposal should be energized with the help of local NGOs.
- In one of the slums there was a remark that cleanliness of the Community Toilets is not up to the mark as the ones appointed to clean and maintain the toilets are not regularly doing their duties and as a result some times when the toilets gets choked, they have to deploy local people.
- Segregation is being practiced but the ultimate disposal is done with BOT method which is based on mixed waste which does not let the segregated waste be utilized.
- Non-uniform system in terms of collecting agency that is private or public (PMC) and collection charges of waste collection is being practiced in the city.
- For some areas waste collection is done by PMC free of cost and in some areas it is done by private agency with some charges taken from the households and in few areas the cost is borne by the corporators.
- Improper waste collection sites are provided.
- Segregated waste should be recycled and reused as composting etc.
- Ultimate Disposal system should not encourage mixed waste.
- Encourage local communities, NGOs, common people to manage decentralized compost plants and waste processing.
- Uniformity in waste collection service should be maintained by the PMC that is collection fee should have a system and also the services should follow a single model.
- Waste should not be left on the collection site/ transfer station for more than 2 days.
- Katraj Model could be followed throughout the city.
- Decentralized waste processing should be done.
- Provision of whole sale market for scrap should be made by PMC and the shops may be rented or sold.
- In all the commercial areas space should be reserved for scrap shops.
- Norms and standards and regulations to be incorporated in the development control rules for scrap shops.
- Provision of Scientifically designed waste collection sites and transfer stations should be made within 0.5km radius of a residential/ commercial area.
- Protected smaller space available Free of cost at neighbourhood level should be provided for dumping and sorting of waste/ scrap.

4.3.2.5 Traffic and Transportation

The outcomes of various consultations in Transport department are:

- Land acquisition is major issue in road construction.



- Public Awareness is important
- Strong enforcement of traffic rules
- Development plan should be strictly implemented
- 'Road designing guidelines' are under way and should be implemented for different land uses (commercial, residential, industrial etc.)
- Projects like metro rail can be taken care of by the PMRDA.
- Use of intelligent transport system.
- There should be congestion tax.
- Rent-a-cycle system should be introduced.
- Accessibility to MIDC area is poor and transport frequency is low.
- PMC should provide alternative transport system for MIDC areas.
- Transportation is biggest issue- vehicle population is 4 times of people population in city.
- Proposal for mass transit, ring road, metro rail.
- BRTS network should be wisely planned studying origin and destination survey.
- Heavy traffic should have different network.
- Mass rapid transit system such metro and monorail should be planned.
- Elevated MRTS can be constructed along Mula – Mutha River.
- Signage's along road need to be improved.
- Road widening at Ambedkar Road is necessary as traffic volume is high on this road.
- Infrastructure is poor in PMPML depot.
- Encroachments of street vendors along stops and depots.
- No modal parking at major bus stations.
- Lack of required number of Workshop shades & sections, diesel pumps and modern washing machines.
- Basic infrastructure is not enough for existing bus capacity.
- Due to lack of parking for buses 50% of PMPML buses have to be parked on road at the depots.
- The location of bus depot in the outskirts is most preferred location as this will cover 20 km radius area around depots.
- Infrastructure services in bus stands like public toilets, security systems, food stalls are required.
- There is a lack of parking spaces, intermediate transport.
- As a cost cutting strategy BRT lanes can be proposed in left side.
- Revenue generation by promoting commercial development at bus depots.
- SLB should be adopted for transportation.
- PMPML should be provided with service stations and parking lots.
- Provision for disabled person in public transport should be implemented.
- Traffic demand management should be worked out before proposing any transport solution.
- Land reservation for bus depots across periphery of Pune is necessary.

- Proposed metro route does not cover fringe areas i.e. Hinjewadi area; which is major traffic volume area.
- Improving present public transport by - Increasing frequency(max. 15mins), locating more bus stops(should be approached in 5 mins walk)
- Providing circular transport (100 % subsidized) in 5 km radius of the core area. This will increase mobility and decrease fuel bill. Auto rickshaws will be automatically be reduced in core area.
- Pedestrianization is necessary in old city and it should be connected with parking facilities and telescopic penalty is charged to parked vehicle in core area
- Most of the footpath in Pune are Non-Standardized its need to be wide
- Pedestrian footpath should be activity friendly and street should be activity oriented
- Core city area / old Pune should be with minimum 4-wheeler. More emphasis should be given on NMT and pedestrian facilities.
- In old city area, road grid should be of 300-400m and NMT / pedestrian facilities shall be planned accordingly
- Except the GM road and FC road tree plantation is not properly along the footpaths for example Paud Road, Bani Road.
- In old city streets should be declare as free vehicle zone and proposed for cycling and pedestrian only
- Cross feeder roads should be Identify for improvement.
- Footpath should be designed to be 3 m wide.
- Ramp should be given between the properties
- Plantation along the footpath is necessary to control the vehicular entry
- Multi- modal Transport system should be necessary
- River bank or River side area should be proper developed and utilize for pedestrian walks and Facilities
- Route should be rationalized (ITDP already done the route rationalized study for PMPML).
- 14-15 percent area proposed under the roads in development plan but roads are not developed as per the Development Plan. So for the free movement of vehicles and passenger , all DP roads should be Developed
- As per Development Plan there is a proposal of Internal ring road which neglected and not developed as per the Development Plan Because its Included the HCMT and rail corridors
- Road network should be developed and planned while planning the any transport system like BRTS, Tram and other facilities.
- High Capacity Motorized Transport Corridor should be Implemented as per Development Plan.
- There is need of internal and outer by pass in Pune
- NMT facilities should be highlighted in CDP.

4.3.2.6 Environment

The outcomes of various consultations in Environment Sector are:

- Instead of incentive based green building initiatives the city should move to mandatory green

building rules.

- Initiatives like Solar water heater, Vermi compost, solar lighting necessary to reduce energy load on the city.
- Monitoring techniques for city management like GIS is very important.
- Suggested the use of Environmental Performance Index (EPI) to assess the environment scenario in the city.
- Since Pashan Lake is a declared eco-sensitive zone and is preserved for its bio diversity only restricted for tourism also no water extraction can take place. This should be maintained.
- Katraj Lake is for tourism.
- Enforcement of ECBC code.
- There should be some change in building by laws and development control rules w.r.t. eco-housing.
- Monitoring should be done on cutting and planting of trees on a regular basis.
- Joint Forest Management has led to pumping of Rs 4 crore from PMC to the forest dept.
- Pollution standards have changed which reflects increased pollution level in the city.
- Natural lakes are the green lungs of the city and should be conserved.
- No development zones should be marked, riverfront development plan in proposal stage.
- Implementation of Biodiversity Act 2002 is not there.
- Implementation of Biodiversity Act 2002 should be there and management committee for this purpose at ward level and at Corporation level should be formed.
- Need to improve Biodiversity status of all Gardens; steps should be taken for the habitation of species which are locally found in all Gardens instead of one butterfly garden.
- Specific efforts are required in preserving common house sparrows; this can be done along the rivers.
- Biodiversity zones in each garden and along the rivers in the city should be proposed.
- Hills should be conserved and preserved.
- Environmental planning laws should be integrated with Developmental control rules.
- Environmental Status Report(ESR) of PMC provided only the data; it should give the comparative status as well
- There should be SLB standardized for environment.

4.3.2.7 Heritage and tourism

The outcomes of various consultations in Heritage and tourism sector are:

- Tourist spots of Pune lack tourism related infrastructure and are in poor condition: eg. Food courts near tourist stations, drinking water, public toilets, auto rickshaw stops.
- City transport is not in good condition, Pune Darshan Buses are not up-to the mark.
- Darshan trip of Pune covers 11 religious sites.
- Fort development plan- under this 6 forts (Shivneri, Singhad, Lohgad, Rajgad, Torana, Rajmachi) will be connected and residential and infrastructure facilities will be provided at the base of fort.

- MTDC –Pune is planning for Pune festival.
- Entertainment development like Essell-world, Pune Festival.
- Janwani is conducting heritage walks.
- Conservation of Core and old Pune should be undertaken.

4.3.2.8 Slum

The outcomes of various consultations in Housing and Slum sector are:

- SRA schemes led to financial burden on PMC as they provide 100% of funding to the slum dweller.
- Slums situated on environmentally sensitive location (hills, along river) should be cleared and relocated on other barren area.
- In situ rehabilitation – with the help of NGO's Kachha houses of slum dwellers are reconstructed into Pucca houses.
- In both cases 10% of project cost should be borne by slum dweller.
- 43% of the population lives in slums; this poses the biggest problem in the city.
- SRA has been involved in providing housing for the slum dwellers and the urban poor under certain conditionality following the process of Registration.
- Rehabilitation process should be transparent and fast
- CDP should be focused on priority basis, priority should be decided on the basis of stakeholder consultation & priority of every person is different for example – slum dwellers gave more preferences to Infrastructure Facilities.
- Proper building by-laws required for slum in situ projects
- Growth of industries, commercial development and MIDC's expansion can also lead to expansion of slums within and outside the city limits.
- Absence of a good baseline survey in Pune.
- There might be an ambiguity in the allotment of funds by RAY and BSUP in the future as whether the funds would be transferred under HUPA or UD ministry, since there might be change in the channeling of funds.
- Slum growth should be considered while planning.
- Land Tenure Security for the Slum Dwellers has to be kept in mind while CDP.
- Development issues should be handled concerning shelter, livelihood and housing for slum dwellers.
- In Pune, there have been lots of project initiatives in dealing especially with the slum population under various schemes, such as the SRA, SRS and also initiatives from NGOs such as MASHAL who has come up with Slum Mapping, and construction of housing is going on, along with provision of BSUP.
- RAY's goal of slum free city is in preparatory stage.
- Relocation of slum creates transportation problem.
- Slum major concerns are livelihood issue, street vendors , slum woman empowerment, solid

waste and sewerage management.

- Local developers objected the building bye law stating 20% of the houses should be allocated to EWS groups.
- Housing- Govt. housing boards face problem in land acquisition and can't promote affordable housing (housing board is not fully active), upcoming townships are not solution on this.
- Presence of few squatter developments along nallas should be looked into.
- Slum rehabilitation – slums in Khadki area should be relocated and rehabilitated.
- Night shelters should be provided for in migrants.
- UID should be considered for PDS.
- As compared to many other Indian Cities, Pune slums are probably much better off in provision of the BSUP. To further improve and enhance these services efforts should be made in the CDP to build in these services in a quantitative and qualitative manner.
- In all the slums there is a fair level of satisfaction regarding the housing and the in situ rehabilitation schemes provided by the Municipal Corporation
- Some people also expressed their need for some playgrounds for the children in the rehabilitation measures
- Other expressed need for small clinics/dispensaries to address the medical needs of the slum dwellers. We suggest that services from HUPA can be resorted to address this very basic need as well.
- Some others expressed a need for a Community Hall, where the slum dwellers can meet to discuss and plan further betterments for their slum communities in a cooperative manner for the future improvements, not only by the corporation, but also from their own collective efforts as a community.
- Some others requested some facilities be provided for their children's education within their locality to facilitate and enhance their children's education without having to travel distances.

4.3.2.9 Urban Growth and Land use

The outcomes of various consultations in Urban Growth and land use sector are:

- Presently there is no consolidated land use plan for the total PMC area which includes the newly added 23 villages.
- Re-densification method was preferred over jurisdictional change for accommodating the future population.
- The developments of self sufficient townships are highly appreciated.
- Heat island effect has increased due to urbanization and change in living standard.
- Floating business population has increased in few years leading to additional stress on infrastructure services in the city.
- Lack of monitoring has led to degradation of services in the city.
- PMRDA is not in existence as yet
- Pune Metropolitan Region should be kept in mind while planning for PMC.

- PMRDA should be a monitoring and governing body with its own set of regulation mandatory for the region.
- MIDC area of Pune should be the nucleus for future growth.
- As MIDC areas are growth centers of city, there should be self content development in its surrounding areas, for that infrastructure provision to these areas is necessary.
- Future infrastructure demand should be considered while planning for CDP of Pune – 2041.
- While planning for city, adjoining areas should be taken into consideration as impact areas.
- In future Hinjewadi is going to have it impact on Pune city
- Mixed use developments are most preferred by IT areas.
- Chakkan and Hinjewadi are the future growth centers.
- 10 km radius fringe area is identified for fringe area plan.
- Mixed use development is mostly preferred in Hinjewadi and future developments.
- Hilly areas are declared as no development zone.
- Assessment of City's maximum potential for quality of life is necessary after that development should move to regional approach i.e. other growth nodes should be promoted near city like Satara, Aurangabad, Nashik etc.
- Land rates are the biggest hindrance for affordable housing.
- Housing supply should be affordable.
- Singapore model of housing can be adopted.
- Vertical growth should be made mandatory to increase open spaces in the city.
- GIS mapping should be done on the city level.
- Incentivization of land pooling should be done.
- Large parcel of land with all amenities should be encouraged.
- Use of land as resource, as PMC located on prime location this asset should be utilized.
- Non- congested area can be provided FSI more than 1, this extra FSI can be charged under paid FSI- good source for PMC income.

4.3.2.10 Institutional Framework, Municipal Finance and Urban Governance

The outcomes of various consultations in this sector are:

- In JNNURM, PPP method is applied which facilitates private builders to use extra FSI for their own benefit.
- This results in exploitation of land in terms of provision of all infrastructures like water, road, solid waste management etc.
- Capacity building of PMC staff with respect to monitoring of building by laws on ground.
- Interlinking of all PMC departments.
- Projects should be executed as per DPRs because most of the projects in Pune are not execute as per DPRs.
- For the proper implementation of policies there is need of establishment of monitoring committees



- Provision of govt. rented housing should be done at the policy level.
- Budget allocation for MIDC is essential.
- Technical training, engineering institutes should be motivated and invited in MIDC.
- There is need of new town authority which will coordinate all city level authorities like PMC, PCMC, Cantonment board, MIDC etc.
- JNNURM should monitor how much % of previous CDP projects and recommendations have been implemented on ground.
- CDP, CMP, and DP should be synchronized.
- Monitoring at project level should be very strong and independent and a third party agency which may include civil societies of the city.
- JNNURM II should not fund another project other than capacity building and improvement of governance.
- Tender process is harmful as it does not stick to people's opinion and not giving what government has agreed to give. There should be right entry and exist of People participation, tendering process and Consultation company.
- Governance gap – original proposals drawn by consulting public are however converted into Concretization.
- Ward level democracy is not functional; the decisions taken by Prabhad Samities may not be implemented.
- There are serious issues in governance specially in monitoring.
- There should be correspondence between Development Plan and the City Development Plan.
- Keeping in purview of 74th CAA
 - There should be strong monitoring cell– citizen based monitoring system which has tie up with Area Sabhas.
 - Prabhad Level and Area level Service level Benchmarks should be established and subsequently achieved.
 - Proper database at Prabhad level should be maintained.
 - Ward infrastructure Index (WII) should be introduced & updated at regular intervals to reflect the development of the ward.
- Advertisement areas can be relocated as it has good potential of revenue generation
- Model can be developed where corporate can be part of financial structure, many corporate companies like Infosys, etc, automobile companies coming to Pune are part of Pune development, and they should contribute in development fees or fund projects.
- FSI is exclusive domain of PMC which should be fully utilized as land premium for income generation.
- Carbon credit should be attributed to PMC, CNG and other gas agencies are laying pipelines in city, they are facing land problems and PMC tries to solve those, so they should pay to PMC.



4.3.3 The Outcome

4.3.3.1 Water Supply - Vision statement, Goals, Strategies

Sectoral Vision	Sector Goals	Strategies and action Plan
To ensure safe, reliable, equitable, affordable water for all with sustainable water sources.	<ul style="list-style-type: none"> Equitable distribution of water supply in all areas. Ensuring 24X7 pressurized water supply in all areas. To increase the level of ground water. Strengthening of storm water system for drinking purposes. Minimizing the transmission and distribution losses. 100 percent coverage of metered connection. 100 percent cost recovery of water supply on fixed tariff Basis 	<ul style="list-style-type: none"> Identification and assessment of water resources to fulfill the future requirement analysis of present water supply system Decentralization of water supply system Reframing of suitable water supply zones Improvement of storage capacity Improvement of storm water drainage system to utilize storm water Provision of city wide rainwater harvesting system and ground water recharging system Water audit study Achieving the Benchmarks and Performance indicators through Water audit, Energy audit & Financial reforms. Introduction of telescopic tariff Introduction of PPP in water supply

4.3.3.2 Sewerage- Vision statement, Goals, Strategies

Sectoral Vision	Sector Goals	Strategies and action Plan
To provide universal access to affordable sanitation and ensure ecologically sound management of waste water providing public health protection.	<ul style="list-style-type: none"> Achieve 100% collection efficiency of sewerage Maintain high quality treatment at cost-effective rate Achieve adequacy of waste water treatment up to service level benchmark Achieve 100% capacity of recycling and reuse for agricultural activities and other secondary purposes Achieve 100% waste water revenue collection Response to customer complains within 24 hours. 	<ul style="list-style-type: none"> To connect all the households to sewerage system Provision of DEWATS in all slums till the implementation of RAY and BSUP projects. Provision of city wide sewerage network system Improvement of conveyance system to increase the adequacy Increase the treatment capacity of existing treatment plants to achieve the adequacy in treatment Introduction of sewerage charges Capacity building of PMC staff. Encourage pay and use category of public convenience with community involvement in the maintenance of the same



4.3.3.3 Drainage - Vision statement, Goals, Strategies

Sectoral Vision	Sector Goals	Strategies and action Plan
To develop and Maintain comprehensive water shed and Storm water infrastructure system to protect health and safety, to enhance the quality of life to preserve and improve the environment.	<ul style="list-style-type: none"> To protect and enhance the functions of natural drainage features Prevention of soil erosion along the natural drains To make city free of water logging areas 100 percent coverage of drainage network Storm water to be treated and reused 	<ul style="list-style-type: none"> Protection and preservation of natural drainage basin Beautification of natural drains Provision of penalty for encroachment and dumping of waste in drains at community and individual level

4.3.3.4 Solid Waste Management -Vision statement, Goals, Strategies

Sectoral Vision	Sector Goals	Strategies and action Plan
To provide most cost effective and efficient solid waste collection and disposal service while providing maximum practical protection to environment with Zero waste city.	<ul style="list-style-type: none"> Waste Minimization 100 percent door to door Segregation of waste at source Recycle and reuse of waste Respect for the People who are providing this service to the society" Recycle and reuse of waste Respect for the People who are providing this service to the society" 	<ul style="list-style-type: none"> Design use "less packing" Use packing that can be recycled Introduce "bring your own bag day" to encourage shoppers to bring their own bags and reduce excessive use of plastic bags introduce private sector and NGOs participation in waste management to make the door to door collection more efficient provide community recycle bins vermi-compost should be mandatory for housing societies and townships development of community composting system where organic waste is deposited and composting activities can be undertaken engage waste dealer for regular collection of waste material C&D waste use for roads and building material introduction of garbage bag charges introduction of waste recycling awareness training Improvement in waste transportation facilities Health initiatives necessary for waste pickers. Awareness program



4.3.3.5 Traffic & Transport- Vision statement, Goals, Strategies

Sectoral Vision	Sector Goals	Strategies and action Plan
<p>To provide a safe, efficient and cost effective multimodal transportation system that is accessible to all residents and visitors, protects environment, promotes economic development and is compatible with and supportive of the city's future land use plan.</p>	<ul style="list-style-type: none"> • Equitable allocation of roads space with people • To ensure the transportation facilities and services are available to adequately serve existing and proposed population densities, housing and employment pattern. • All transport corridors to be in coherence with the national transport policy , CMP so as to maintain safe and efficient traffic flow and convenient transit service with define road way capacity • To achieve the city transport 100 percent eco-efficient. • Efficient traffic management • To achieve 100 percent city wide pedestrian facilities. • To make core city area free from motorized vehicles 	<ul style="list-style-type: none"> • DP roads should 100 percent implemented • Increasing carrying capacity through widening and improve riding quality through strengthening of existing roads • New missing links developed as per development plan • To make the existing and future transportation corridors free from encroachment. • Increase the public transport modes coverage and quality including the expansion and improvement of bus system • Increasing the Fleet capacity • Establishment of newer and higher quality bus system to cater the need of all sections. • Establishment of central area review and improvement system • Preparation of local area traffic management plans • Education campaign to educate the passenger to encourage the use of public transport and road safety measure • Capacity building program for traffic police • Safety concern of cyclist and pedestrian has to be addressed by encouraging the construction of segregated right of way for bicycle and pedestrian. • Restoration of footpath • Barricading of footpath –foot path opening only the strategic location to regulate the pedestrian movement, to improve traffic safety and pedestrian safety also. • Pedestrian walkover –to be provided at high pedestrian link and Zones • Provision of zebra –crossing pedestrian signal at various strategic locations



4.3.3.6 Urban Growth and Land Use- Vision statement, Goals, Strategies

Sectoral Vision	Sector Goals	Strategies and action Plan
To achieve compatible land uses with harmonious urban form having adequate open and green spaces, high standards of infrastructure and effective land management.	<ul style="list-style-type: none"> 100 percent implementation of Development Plan Protect and enhance the fabric and character of the old /core city area. To ensure that services and facilities are provided up to the service level bench marks Implementation of Land use provisions and DC rules to promote diverse economic activities so as to create self-sufficient suburbs that are well linked with the other parts of the city. 	<ul style="list-style-type: none"> Declare core area as special planning area No permission for land use change, increase in F.S.I/FAR to be given inside the core city area. No parking to be allowed inside the core city on the main roads. Implementation of Development plan Integration of land use planning with CMP, SWD plan and other development proposals. Strict enforcement of development control rules. Town planning schemes should be undertaken to ensure planned development.

4.3.3.7 Housing and Slums - Vision statement, Goals, Strategies

Sectoral Vision	Sector Goals	Strategies and action Plan
Slum free city and Housing for all	<ul style="list-style-type: none"> To provide 100% affordable housing for all with integrated service provision, Provision of Tenure security to all slum dwellers. access to basic infrastructure needs and social amenities for all To provide 100% affordable housing for all with integrated service provision, Provision of Tenure security to all slum dweller, access to basic infrastructure needs and social amenities for all 	<ul style="list-style-type: none"> Implementation of RAY Project A comprehensive GIS based survey indicating the most deprived slum, with respect to the parameters of location, population density, tenement density, housing condition, access to basic infrastructure facilities should be prepared on the basis of which the minimum levels of access to basic infrastructure should be provided in each slum. To stop the growth of existing slums in-terms of area and number of tenements Provision of low cost rental housing Rehabilitation of existing slum dweller Zoning reservation for EWS and LIG Housing Shelter for poor in-migrants and house less population Strengthening of livelihood of urban poor by finalization and implementation of vendor policy Community participation in O&M of basic services



4.3.3.8 City Environment -Vision statement, Goals, Strategies

Sectoral Vision	Sector Goals	Strategies
Green, safe Sustainable and livable city for present and future generations.	<ul style="list-style-type: none"> Maximizing long term protection to biodiversity while giving aesthetic values to the protected habitat To achieve through a developed plan public access to all existing and planned recreation areas specially water fronts and gardens through NMT and pedestrian access facilities To retain , preserve , restore and develop city's natural resources such as rivers , hills , vegetation air and water quality To Develop open spaces and green areas to provide a variety of quality leisure opportunities to residents and visitor Resource conservation—maximizing efficiency of water and energy resources 	<ul style="list-style-type: none"> Development of urban green corridors to enhance the local climate Linking of Green corridors and urban green areas Regular vehicular checks to keep air pollution levels within prescribed levels Increase the use of alternate fuels like CNG Continuous monitoring at various locations within the city at regular intervals. Planned Plantation in the city areas, choice of air pollution resistant tree species in order to minimize ambient air pollution. Road network must be improved for reducing vehicular emissions

4.3.3.9 Heritage & Tourism- Vision statement, Goals, Strategies

Sectoral Vision	Sector Goals	Strategies and action Plan
Conservation of heritage and cultural properties, traditional arts and crafts and natural resources.	<ul style="list-style-type: none"> To protect and conserve core area Conserve the social fabric and cultural values of the city Restore the tangible and intangible heritage Restore the tangible and intangible heritage 	<ul style="list-style-type: none"> Capacity Building & Provision of Technical Support for Conservation & Heritage Management Heritage Resource Information Management System for integration of heritage concerns within the development plans –, Zonal, Sub- Zonal, Area Level. Area Level Conservation, revitalization Heritage sensitive infrastructure up-gradation, provision of essential community facilities, commercial areas, guidelines for new development in historic areas, strengthening of linkages with surrounding contemporary Development Strategies for heritage tourism, enhanced visitor experience and revenue Generation, and awareness generation.



4.3.3.10 Institutional framework, Municipal Finances and Urban Governance - Vision statement, Goals, Strategies

Sectoral Vision	Sector Goals	Strategies and action Plan
<p>To promote a city managed by proactive institutions and capable staff with increase accountability, overall efficiency and required transparency</p> <p>To achieve a city that is a model for urban finance management.</p>	<ul style="list-style-type: none"> • To achieve interdepartmental coordination and cooperation • Strong community participation to governess • To achieve 100 percent performance oriented PMC Machinery • Improved PMC delivery of basic services. 	<ul style="list-style-type: none"> • Formation of an regulatory department with in PMC to collect correlate and instruct / finalize the data , functions and time line of different departments of PMC. • Strong community participation to governess high revenue collection • Interlinking and sharing of information among different zones and PMC head office • Training and capacity building of PMC staff • Regular monitoring and review of the level of services provided by PMC • To increase revenue generation. • To implement expenditure reduction measures. • Energy efficiency. • Fuel consumption and other item where reduction is possible after conducting proper cost audit of all major items of expenditure. • Controlling the growth of expenditure. • Leveraging available surpluses / own resources.

5 City Wide Consultations through E-mails/ Post

5.1 Methodology

5.1.1 Introduction

In order to have a comprehensive development plan it is necessary to have as much consultation as possible for which the consultant requested the PMC to uplink a performa on its website so that this can be used to collect the views and perceptions of the people throughout the city. This gives the people of the city a unique opportunity to get involved in the preparation process the CDP of Pune and gives them a platform to express their concerns about their own city. This is considered as a very upfront initiation and one of the first of its kind in the country to involve the citizens of a city in the decision making process and in the preparation of City Development Plan.

5.1.2 Process

For collection of city wide consultation PMC uploaded a performa on its website for a fortnight so that people can download it and give their views. The citizens were given the choice to fill the performa and send them back either by email or by post to the PMC.

In order to intimate the citizens about this facility on PMC website, it published advertisements in two leading news paper of the city in both English and in local language i.e. Marathi viz. Times of India (Page 16 on 5th July, 2012) and Shakaal Times (Page 09 on 5th July, 2012). An advertisement was given in Indian Express on 5th July, 2012, page 21 in which Dr. P. Ashtiker, Deputy Municipal Commissioner and Special officer on JnNURM appealed from the citizens to take part in the CDP preparing process.

5.1.3 Snapshot of Advertisement in News paper



Plate 5-1: Advertisement in Times of India on 5th July, 2012 on page 16

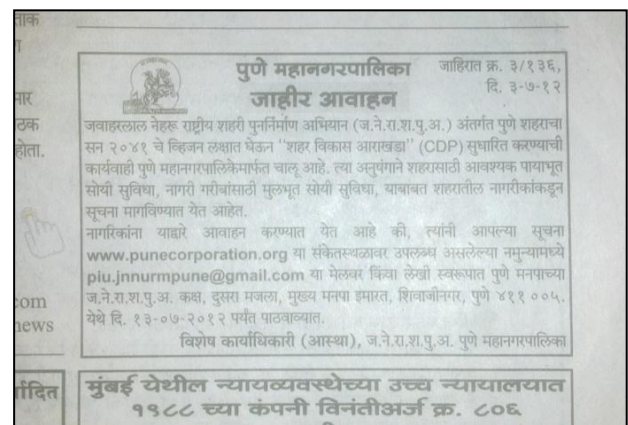


Plate 5-2: Adevtisement in Shakaal Times on 5th July, 2012 on page 09



7/26/12

Pune, 05 July, 2012 :DigitalEdition

JNNURM phase II: Civic body asks citizens to list needs for proper push to development plan

AJAY KHAPE
JULY 4

IN a bid to encourage participation of citizens in the development of the city, the Pune Municipal Corporation has sought suggestions from the public in preparing a revised city development plan (CDP) under JNNURM second phase keeping in mind the needs of the city till 2041.

"PMC has started working on revising the CDP, which will be submitted to the Union government. It has been decided that feedback will be sought from all stakeholders before finalising

the revised CDP," said Pravin Ashtikar, deputy municipal commissioner and officer on special duty for JNNURM.

He said feedback from head of civic departments has been obtained and a meeting with social organisations and NGOs would soon be held.

"Feedback from public also plays a major role in planning the city's future. Citizens will have to make suggestions regarding projects and services they expect from the civic body," Ashtikar said.

The suggestions should be related to issues, strategies, projects and priorities along with



A PROFORMA for the purpose has been posted on the PMC's website and responses should either be emailed or submitted at the office of JNNURM

the vision for Pune city. A proforma for the purpose has been posted on www.punecorporation.org and responses should be emailed at piu.jnnurm-pune@gmail.com or submitted in writing at the office of JNNURM by July 13.

The PMC wants citizens to point out infrastructure issues related to water supply, sewerage, solid waste management, storm water drains, city environment, heritage areas and structures, roads, public transport system, health facilities, education facilities, institutional arrangement and governance and poverty alleviation.

Ashtikar said the citizens have been urged to suggest solutions to the problems described above as strategies and projects for better service delivery and for building quality infrastructure in the city. "Citizens should also give sector-wise priority to the issues that should be taken up by the PMC," he added.

The PMC initiative is significant in the backdrop corporators claiming that they had not been involved in preparing CDP during phase one of JNNURM and citizens objecting to various projects that were underway.

Plate 5-3: Advertisement in Indian Express on 5th July, 2012 on page 21

5.2 Responses by the informed citizens through e-mails and posts

In total 6 responses were received through e-mail and 3 by post which are given below.

5.2.1 By E-mails

1. Respondent 1: 9th July, 2012

From: **Sudhir Jatar** <scnjat@gmail.com>

Date: Mon, Jul 9, 2012 at 1:36 PM

Subject: Revision/Updating CDP-2041 Pune City JNNURM

To: PMC CDP JNNURM <piu.jnnurmpune@gmail.com>

Dear Sir or Madam,

Kindly receive enclosed documents as below with reference to your advertisements in Sakal and ToI dated 5 July 2012:

1. CDP Revision Form;
2. Annexure 1: Water Artificial Shortage;
3. Annexure 2: Mishandling Garbage Management;
4. Annexure 3: Public Transport System; and
5. Polyfest report on Sampada manure as part of Annexure 3.

Please acknowledge

Yours sincerely,

Maj. Gen. S. C. N. Jatar, Retd

Nagrik Chetna Manch

A 102 Neel Sadan, 1426 Sadashiv Peth, Pune 411030

Telephone: +912024475366



Visit us at <<http://www.nagrikchetna.com>>

Please:

- Forward emails by putting the names of recipients under "Bcc" (Blind carbon copy) not in "To" or "Cc."
- Clean the emails you are forwarding by deleting past recipients
- Or copy & paste the Text & Graphics to a new email.

5 attachments — Download all attachments



CDP Revision JNNURM.pdf

123K View Download



CDP - 1-Water Artificial Shortage 260612-Annx 1.pdf

65K View Download



CDP - 2-Mishandling Garbage Mgmt-Annx 2.pdf

84K View Download



CDP - 3-Public Transport System-Annx 3.pdf

220K View Download



Polyfest report Sampada Manure 270412.pdf

36K View Download



(i) Attachment 1:

Revising/Updating City Development Plan of Pune City -2041
Under JNNURM

Date: 9 July 2012

Prabhag No. 50

Prabhag's / Area Name: Sadashiv Peth (Vishram Bag Wada Ward)

Name of Respondent: Maj. Gen. S. C. N. Jatar, Retd, Nagrik Chetna Manch

Contact No +919970093533/02024475366

Dear Respondent,

Municipality is in the process of preparing "Revising/Updating City Development Plan-2041, Pune city under JNNURM, focussing on city needs, service delivery and quality infrastructure. This consultation is a step towards active participation as part of this plan. Kindly leave the aspect(s) that you don't want to write.

A. Strengths, weaknesses opportunities and threats of Pune City:

Strengths: A very enlightened citizenry, which is resilient and tolerant. Pune City has intellectuals, writers, authors, artists etc in plenty in addition to a number of eminent retired government, defence and private sector personnel who had held senior positions in service.

Weaknesses: Disinterested administration and reluctant politicians. Official patronage to mafias, e.g. builders, water tanker owners etc

Opportunities: Plenty of water and electricity, if properly utilised and applied for improving the quality of life of the citizens. Abundance of open areas in the form of hills all around Pune if not opened for encroachment as is being done now.

Threats: All long term plans remain on paper, development plans modified frequently to convert open areas and areas reserved for public utilities for residential purposes under pressure from various lobbies supported by meek administration. Even the CM of Maharashtra is a party to this. Very poor governance including inability of the administration to implement any project with alacrity and precision.



B. Kindly suggest vision for the City of Pune

“A city with good governance, which is economically vibrant and sustainable where the rule of law is enforced by the authorities and where all citizens enjoy safe environment with easy mobility and a very high quality of life.”

C. Please give the issues/problems that should be addressed for better service delivery and for building quality infrastructure in the City.

Infrastructure Aspect	Issue/Problem
-----------------------	---------------

1. **Water Supply:** Inadequacy of municipal water supply and with low pressure. Please see Annexure 1 to see how PMC creates artificial shortage of water and harasses the citizens.

2. **Sewerage/Sanitation:** No proper system for collection, treatment and disposal of sewage resulting in dirty Pune and polluting rivers where this is dumped.

3. **Solid Waste Management:** Blatant violation of all state and central government directives and supreme court directions resulting in further health hazard. The biogas plants are polluting, the segregation plant has basic defects in siting and producing organic manure, dumping site is still not capped and water in nearby villages is polluted with stink all-round. There are no arrangements to monitor air and water quality around these plants.

Please see Annex 2 for details of how PMC has been mishandling and mismanaging the Municipal Solid Waste.

4. **Storm Water Drainage:** Does not exist throughout old City and even in some new localities. Nalas are encroached upon freely.

5. **City Environment:** Highly polluted because of numerous vehicles, especially 2-wheelers and autos. Regular pollution checks are not done. The city has dirty and potholed roads and even those newly laid ones are not smooth. Work is generally sub-standard.

6. **Heritage Areas and Structures:**

Government of Maharashtra Gazette dated 27 September 2000 published a notice under section 37 (1A) of Maharashtra Regional & Town Planning Act, 1966 regarding Urban Heritage Buildings and Natural Features and Rules in Pune Municipal Corporation area. In the above notice, it is stated that PMC had published a notice under Section 37 (1) of MRTP Act, 1966 to include the list of heritage buildings and natural



features along with regulations in the sanctioned Development Control (DC) Rules of Pune, which appeared in the Maharashtra Government Gazette dated 20 November 1998. However, PMC failed to submit the modification to the DC Rules after hearing suggestions and objections received within one month from the publication of the notice. Hence, Government of Maharashtra issued a fresh notice dated 9 November 2000 under Section 37 (1A) inviting suggestions and objections as above. Government of Maharashtra had appointed a Nine Member Committee under Resolution No. TPS-1891/29CR-41/91/UD-13 dated 16 March 1991 to prepare a list of heritage buildings and natural features in Pune area. This list of urban heritage buildings and natural features was then kept open for inspection of the general public. In spite of this, the Government has not published a Gazette in this regard so far. Letter no. MCO/91 dated 25 April 2002 from then Municipal Commissioner, Pune addressed to the City Engineer PMC indicates, "...till such time that the Government finalises the heritage list, the Draft Heritage List and the Draft Heritage Regulations for Pune should be followed and development permissions to sites on the draft heritage list should be given only after consulting the Heritage Conservation Committee" Even then, constructions come up within close proximity of heritage buildings and PMC does not follow up with the State Government for gazetting the heritage list. This apparently suits the PMC to destroy the heritage of Pune under pressure from various lobbies duly supported by the authorities.

7. Road Infrastructure:

There is adequate road infrastructure in Pune city, especially because the funds allotted by JNNURM for BRTS have been largely used for improving the road infrastructure in the City. However, roads are badly maintained and the funds are not utilised properly. A ring road and a high capacity mass transit route (HCMTR) are a necessity. Both these are languishing for lack of political will and administration support. The main reason for the lag in constructing HCMTR is that it is meant only for public transport, which does not interest the authorities. The citizens will not be surprised if HCMTR is now included in both CDP and DP with a provision that personalised transport will be allowed on it. This will be a disaster on the lines of all other PMC, GoM and GoI projects under JNNURM.



8. **Public Transport System:** Please see Annex 3.

9. **Governance:**

(a) There is lack of good governance in PMC. This is accompanied by total absence of project management skills. This is obvious from the shoddy manner of executing of various projects. It is hard to find any project that has been implemented within the allotted funds and time frame and specified quality. We, therefore, recommend that Voyants carry out an independent study of the manner of execution of projects, such as BRTS, Sewage Treatment Plants, 3000 mm closed pipeline, sewage audit, roads etc. The points to consider are whether the projects are as per standard specifications, whether the projects are implemented within the time frames/cost and whether PMC has adhered to the basic essential industry norms and/or GoI guidelines for preparation of DPR, design, quality control norms etc.

(b) **Transparency in Administration.** Transparency in administration brings in good governance. PMC's record is not satisfactory in this regard. The Right to Information Act, 2005 (RTI Act) mandates proactive disclosure under Section 4. However, even till date, PMC has shied away from displaying on its website the 'dockets' or proposals that are put up to the various committees (e.g. Standing Committee, City Improvement Committee etc) and the General Body and their approvals. These dockets reflect proposals for utilizing / disbursing public funds and reveal how PMC public money is spent towards improving governance and the quality of life of the citizens. We suspect that the councillors and the administration want to hide these proposals because funds are not being judiciously utilised. If these are put on the website before approval, the citizens and the media could intervene and this is what the PMC does not want.

D. **Please suggest solutions to the problems described above as strategies and projects for better service and delivery and for building quality infrastructure in the city along with achieving the suggested vision for Pune City.**



Kindly give the aspect/sector wise priority in which you want the aspects to be dealt with.

Before proceeding with this format, we wish to stress that there is no inter-se priority for basic and fundamental amenities to be provided to the citizens. These are water, sanitation, MSW management, storm water drainage, environment, heritage, mobility (roads and public transportation), health, governance, etc. These are all priority I. We are shocked that the JNNURM is trying to prioritise basic amenities. Is it because there is complete failure of JNNURM in urban renewal?

We are also rather intrigued at the reason for your asking goal/vision within the overall vision. The organisers of JNNURM and you as consultants surely realise that the goal/vision of all basic amenities is to provide them as per norms and by rigidly following the legal provisions, rules, regulations and industry practice in this regard. Hence, we are deleting the column goal/vision for the sector.

A general suggestion is to earmark funds for training. E.g. Councillors and officers of the Municipal Corporations are blissfully ignorant even of the BPMC and MRTD Acts!!

Another malaise is that politicians and administration do not take action on defaulters. E.g. unauthorised constructions and encroachments are the surest way to upset a development plan. In fact, it is futile to have these big sounding CDPs and DPs if it is not possible to ensure that no one goes beyond these plans and resorts to illegalities. Any one who does so should not get political and official patronage.

Infrastructure	Suggestions
1. Water Supply	Annexure 1
2. Sewerage	Annexure 1
3. SW Management	Annexure 2
4. Storm Water	Provide as per norms. Legal action on defaulters
5. Environment	Same as above
6. Heritage etc	Same as above, gazette the heritage sites.
7. Road Infrastructure	Same as above
8. Public Transport	Annexure 3
9. Governance	Train the politicians in good governance and officers (including those at state and central government levels) in proper implementation. For example, we find that a majority of the politicians and officers have no idea of BRTS. They do not even know the full form of BRTS. Hence, it is futile to expect them to plan, approve or implement a proper BRTS.

S. C. N. Jatar
Maj. Gen. S. C. N. Jatar, Retd



(ii) Attachment 2:

**How to Create Artificial Shortage & Starve Citizens
Water Supply, Sewerage & Sanitation**

PMC with full knowledge of the GoM has been starving the citizens by rationing water and giving it at very low pressures especially since immediately after the last municipal elections. Actually, there is no shortage of water in Pune because there is tremendous wastage due to leakages and theft (about 30 %) and neglect in not putting back treated sewage into the canal (56%). Unauthorised connections are rampant, which PMC has given on the recommendations of political persons or its officials.

Pune needs 1150 MLD of water. PMC draws 800 MLD from Khadakwasla Dam (550-600 through 3000 mm closed pipeline, 160 for Warje and 40 for Holkar Bridge). Hence, PMC draws a minimum of 350 MLD from the canal paying more than three times the normal rate for it (Rs. 2 per 10000 litre for pipeline water vis-à-vis Rs. 7.60 for canal water). This is criminal waste of public funds. The main reason for this is that the designed capacity of 3000 mm closed pipeline is 840 MLD but it cannot take more than 600 MLD due to faulty design.

PMC generates about 750 MLD of sewage. The Irrigation Department agreed to give 11.50 TMC (885.5 MLD) water from Kadakwasla Dam in 1997 on the express condition that 6.5 TMC (500.5 MLD i.e. 56 %) will be put back in the canal after treatment or recycling.

PMC has 9 STP (Sewage Treatment Plants) as follows (with capacities in MLD in brackets): Mundhwa (45), Bahiroba (130), Bopodi (18), Tanaji Wadi (17), Virthal Wadi (32), Erandawane (50), Nayudu Hospital (205) and Kharadi (under construction) (30), total 527 MLD or 6.85 TMC. However, this treated or recycled water is not put back in the canal but drained in the river.

There is neither a central tank for storage nor pumping arrangements to put the treated sewage in the canal. It has taken PMC 15 years to partly fulfil the condition of treating the sewage but PMC has not simultaneously planned the project for pumping the recycled or treated sewage in the canal. The result is that PMC drains the recycled sewage into the river and has the impudence to suggest that citizens should collect the treated water from STP free of cost, in buckets, we suppose!

30 % leakage comes to 345 MLD. If PMC stops the leakage and saves 345 MLD, its requirement drops to 805 MLD from 1150 MLD. By pumping 527 MLD of recycled sewage into the canal, PMC's requirement comes to only 278 MLD from Khadakwasla dam. And if PMC recycles its entire production of sewage water of 750 MLD, it will need just 55 MLD if there are no leakages and 400 MLD if there are leakages!

We understand that PMC has appointed a consultant to go into various issues of water supply. We would like a status report on this so that we can give further views. PMC had appointed Delhi based WAPCOS to audit sewage projects and systems in 2008. It appears that PMC has not received any report even after four years. This serious matter requires attention.

We recommend proper management and handling of water supply without any political interference because all shortages are artificial due to political interference, administrative apathy and the tanker mafia. In fact, in an interaction with the citizens a senior functionary of one of the political parties in power had the audacity to say that municipal wards that elect their party candidates will not face any water shortage.

Nagrik Chetna Manch
9 July 2012

(iii) Attachment 3:

PMC Flouting Basic Principle of Garbage Segregation at Source

**Hanjer's Sampada Manure has 32 times excess mercury in its composition
It could result in limited or no plant growth & cause health defects if ingested or inhaled.**

Introduction

A team comprising Mr. Shrikant Patil, Ms. Malati Gadgil and the author visited the plant of Hanjer Biotech Energies Private Limited at Uruli Devachi on 25 January 2012. The visit followed a continuous spate of complaints from Phursungi-Uruli residents and breakdowns in Hanjer plant resulting in unhygienic accumulation of mixed garbage in Pune.

Our preliminary study carried out over the past three months has reveals some inherent problems with the site and design of Hanjer Plant exacerbated by lack of systematic management and handling of municipal solid waste (MSW).

The stench from Hanjer Plant and the landfill pervades neighbouring villages and leachate from the landfill contaminates the ground water. These are major public nuisances. A sample test of Sampada Bio Organic Manure manufactured by Hanjer Biotech Energies Private Limited showed Mercury above the acceptable level, which is harmful to the plants.

It is unlikely that these complaints will ever be resolved satisfactorily unless PMC takes up drastic mid-course corrections.

Causes for the Hazards

The plant is wrongly sited because the windrow (where wet garbage is kept for about 45 days to dry and for treatment with culture) is in the W-E wind direction, which covers Phursungi village. If the planners did not have a choice regarding the site, they could perhaps have changed the location of the windrow after working out its feasibility. In the prevailing circumstances, the villagers would always face the problem of stink. To resolve this issue, either Hanjer alters its processes or the village shifts. Misleading the citizens by regularly giving timelines for overcoming the problem is not a solution.

As Hanjer is capable of processing mixed garbage, PMC has neither any compulsion nor incentive to ensure segregation at source, which is mandatory as per current rules and regulations. The capacity of Hanjer plant would go up by about 25 to 35 % if it gets only wet segregated garbage.



While PMC insists that garbage is being segregated, it has failed to provide Nagrik Chetna Manch with a list of organisations engaged in doorstep collection of MSW, which strengthens our impression that PMC is not adhering to the applicable regulations regarding segregation of garbage at source. PMC does not have a record of the quantity of garbage used for generating gas and garbage collected from restaurants, hotels etc. PMC is even now not covering all such units due to “shortage of vehicles.” Importantly, PMC has not supported SWACH to undertake 100% doorstep collection work throughout PMC limits although it is the largest organisation and the only Government approved NGO in the field.

Hanjer informed us that it does not accept more than 1200 tonnes of mixed garbage but has a working separate spare plant of equivalent capacity. Contrarily, PMC says that Hanjer processes only 1000 tonnes since 1 June 2010.

This limitation of 1000/1200 tonnes compels the PMC to dump the excess garbage generated during festivals or otherwise, at or near the landfill site, adding to the stench. Villagers have complained so. PMC is building a waste to energy plant with a capacity of 700 tonnes. If it succeeds, PMC will erect 3, 4 more plants to absorb excess garbage. PMC did not indicate the basis for the 700 tonnes capacity nor whether the plant would remain idle if there is no excess garbage.

Tests by Polytetst Laboratories of a sample of Sampada bio-organic manure (copy enclosed) showed Mercury at 4.8mg/kg while the limit set out in the Schedule 4 of MSW (Handling and Management) Rules 2000 is 0.15mg/kg, an excess of 32 times. Mercury is a neurotoxin metal, which could result in limited to no plant growth and cause significant health defects if ingested or inhaled. The wastes that are high in mercury are waste paints, broken thermometers, broken tube lights, CFLs, button cells as in watches and electronic devices, broken electrical switches, electronic toys, waste dentistry amalgams, which can enter domestic waste streams. This again shows absence of segregation at source.

The landfill site in use is very old. During rains, the landfill releases leachate, which contaminates ground water used for drinking and irrigation. According to MSW (Handling & Management) Rules, 2000, the ground water quality within 50 metres of the periphery of landfill site is to be periodically monitored to ensure that the ground water is not

contaminated beyond acceptable limit as decided by the Ground Water Board or the State Board. This has never been done.

Hanjer maintains that its process of spraying back the leachate generated during windrow composting accelerates decomposition. This process produces landfill stink gas thereby adding to the stench while reducing the leachate volume. It also leads to substantial increase in the concentrations of contaminant chemicals in the compost.

PMC has begun capping the landfill site, which should mitigate leachate formation produced by water percolation to some extent. PMC should also explore the possibility of spraying a 'culture' developed by the industry, which reduces stench. Plantation on the boundary of the landfill site to create a seal to arrest the odour is essential. PMC should follow the other rules given in Schedule III of MSW (Management & Handling) Rules, 2000.

Conclusion

PMC continues to allow Hanjer to use mixed garbage and does not follow the mandated *modus operandi* for handling and management of garbage. In the absence of perspective MSW planning, PMC's system is unlikely ever to be resilient enough to absorb the entire garbage generated now or in the future. Importantly, there are inherent defects in the site selection and design of Hanjer plant and in its preparation of organic manure, which is a continuing health hazard not only to the residents of Uruli but also to those consuming crops using Hanjer organic manure. The maintenance of landfill site is also not as per current regulations.

Hanjer keeps information on its processes and ingredients commercially confidential. Heavy metals, such as Mercury, are problematic for humans and animals. Testing of every batch of the compost by third party laboratories for pathogens, pesticides, and heavy metals is essential and PMC should make it a contractual obligation.

PMC should conduct an internal inquiry with outside neutral experts into the management and handling of MSW and bio-medical and hazardous wastes for mid-course corrections. PMC has no right to fiddle with the safety and well being of its citizens.

Maj. Gen. S. C. N. Jatar, Retd, Nagrik Chetna Manch
A 102 Neel Sadan, 1426 Sadashiv Peth, Pune 411030
8 May 2012
Words: 1085



(iv) Attachment 4:

Public Transport System

Paper for CDP-2041

“Transportation is a political problem, not technical” – E. Peñalosa

Introduction

1. In a broad sense, a civic problem exists when citizens become aware of a significant difference between what actually is and what is necessary. Problems basically arise due to lack of holistic planning and failure to adhere to the plans.

2. The biggest lacuna in planning in regard to the CDP for Pune is that there is no coordination in planning between Pune Municipal Corporation (PMC) and Pimpri-Chinchwad Municipal Corporation (PCMC) or between these two municipal corporations and adjoining cantonment boards of Pune and Khadki (PCB & KCB). These four major urban local bodies form an aggregate unit and are intimately and heavily dependent on each other. There is not a single plan so far that encompasses all these units. This gap adversely affects traffic and transportation (T&I) the most. T&I policies of the units are often contradictory and pull each other down.

3. The traffic conditions in Pune Metropolitan Region (PMR comprising PCMC, PCB & KCB) are chaotic with absence of traffic discipline affecting adversely the quality of life of the Region's population. The impact of the poor urban transport system manifests in terms of congestion, delays, accidents, high-energy consumption, low productivity of resources, high pollution of the environment and inequitable access to services. It is surprising that governments or JNNURM have never ventured to work out the economic loss due to traffic congestion and chaos in PMR. The low carrying capacity vehicles, such as 2 or 3-wheelers and cars, needing more road space, are proliferating at an alarming pace. The number of motorised 2-wheelers in PMR is now of the order of over 20 lakhs, which comes to one 2-wheeler for every 2 persons, the highest in the world. Lack of an efficient and adequate public transportation system is responsible for the current situation.

4. The National Commission on Urbanisation has noted, “Urban transportation is the most important single component instrumental in shaping urban development and urban living. While urban areas may be

viewed as engines of growth, urban transport is, figuratively and literally, the wheels of that engine.” A good urban transport system will promote urban economy, enable social interactions, increase productivity of resources, provide mobility to people, enable accessibility to opportunities, increase safety, safeguard environment, set directions and pattern of growth and enhance the image of a city.¹

Current Situation in PMC Reflects the Problems

Alarming Increase in the Rate of Growth of Personalised Vehicles

5. PMR has fallen to unheard of levels in T&T mainly due to lack of proper planning. The GB of PMC sat over the draft comprehensive mobility plan (CMP) prepared by Wilbur Smith & Associates from 2008 until May 2012. The only amendment the GB made was to add to the CMP all the flyovers that PMC had approved in the interim period. The most shocking addition was the 2-tier complex of 3 flyovers at the traffic junction of College of Engineering, Pune.

6. Smaller vehicles are growing at a much faster rate than capacity-efficient vehicles like buses. The *decline* in the rate of growth of buses per lakh of population is alarming at about 5 % while the *increase* in 2-wheelers and cars is phenomenal at over 20 %. The net growth in 2-wheelers and cars in seven years is exceptional while buses grew only marginally. Please see diagram (Figure 1) below from the PMC draft Transport Policy showing vehicle composition in PMC area:

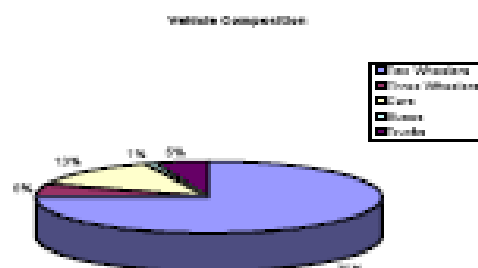


Figure 1 – Vehicle Composition

¹ Prof. N. Ranganathan, Emeritus Fellow

7. This type of gigantic growth especially in 2-wheelers (the most accident-prone vehicles) and cars with very low share in the fulfilment of traffic demand is the crux of the T&T problem in PMR. The modal preference has been radically shifting towards cars, 2-wheelers and 3-wheelers over the years. The municipal authorities appear to be silent spectators allowing this unnatural and irrational growth away from public transportation. Obviously, there are vested interests of the political class and the senior administrators.

Abysmally Low Modal Split in Favour of Public Transport

8. Please see Figure 2 below for Trips by Mode courtesy PMC's Transport Policy.

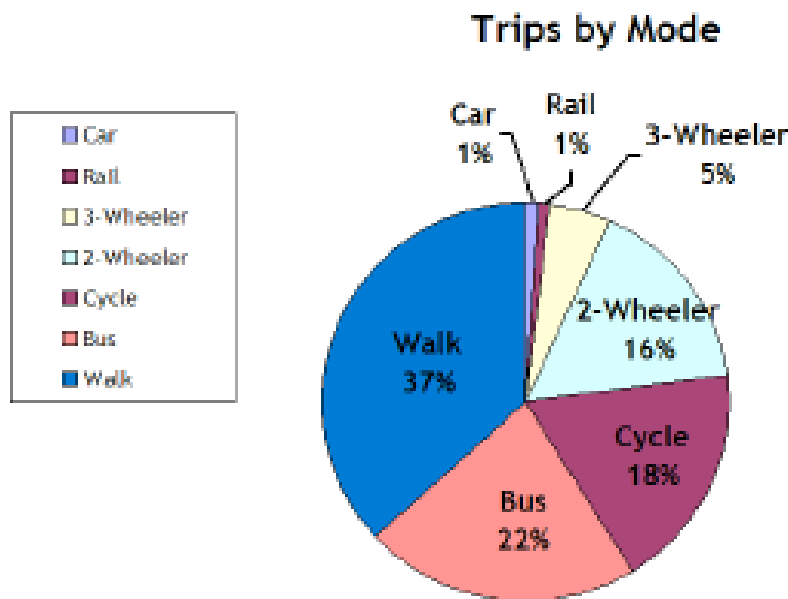


Figure 2 – Trips by Mode

9. The projections of the number of trips by modes show that the growth of vehicles by types is inversely proportional to the preferred mode of the citizens. The maximum trips by mode are of pedestrians followed by bus, making 59 % of the trips. With 18 % cycle trips, the total is 77 %, comprising 55 % non-motorised (NMV) and 22 % public transport (PT). Another 6 % are by intermediate public transport (IPT) (3-wheelers, taxis and rail), bringing the share of PT and IPT to 28 % and



of PT, IPT and NMV to 83 %. Compare this modal proportion with only 7 % PT and IPT and 88 % personalised vehicle composition. Out of the balance, 16 % share is of 2-wheelers and only 1 per cent of cars. The allocation of resources for 1 % car trips is almost 99 % in the form of flyovers, use of road space and the facilities given to personalised transport e.g. exemption from paying any charge for the use of road infrastructure!

10. With 37 % walk trips; the walkability index relating to the condition and availability of footpaths and pedestrian crossings remains abysmally low at about 55-60 %. Footpaths on these 60 % roads are in a bad state of repairs, are uneven, encroached upon and without adequate widths.

11. Similar is the case for cycle tracks. Pune was once the cycle city of India. However, today there are no roads with proper cycle tracks while 18 % trips, next only to pedestrians and buses, are by cycles in Pune.

12. With the above stark facts staring in the face, the urban local bodies have neglected the obvious, i.e. giving priority facilities for public transportation, and to NMV users. The truth of the statement of E. Peñalosa, an authority on PT, in a World Bank seminar, "Public Transportation in Bogotá - Life after BRT" in July 2006, "*Transportation is a political problem and not technical*" thus becomes seminal. Our politicians and administrators never tire of paying lip service to improving the lot of PT & NMV users but succumb to the 2, 3 and 4-wheeler lobbies for obvious personal gratification.

Lack of Political Will

13. Public transport users pay a surcharge for maintenance of road infrastructure, which is in-built in the bus fare while personalised transport users pay nothing extra for the use of road infrastructure. The 'compounding fees' collected from the citizens for violating traffic rules by the RTO and the police also go to the state exchequer. What is most surprising is that the state government collects close to 56 % in taxes on the price of petrol and about 59 % on the price of diesel sold in Pune. With about 3 lakhs litres sold daily, the state government earns over Rs. 80 lakhs daily from the sale of petrol alone. Not a single paisa comes for the improvement of the road infrastructure and public transportation system for Pune. The public are aware that the money is siphoned off.



The Solutions

Comprehensive Mobility Plan (CMP)

14. The Central Government, which is primarily funding public transportation projects including buses under JNNURM, needs to take a holistic view of the current traffic & transportation situation. Public transportation in PMC area is not a stand-alone topic delinked from public transportation in areas covered by PCMC, KCB and PCB.

15. The two basic arms that provide services for public transportation are Pune Mahanagar Parivahan Mahamandal Limited (PMPML) and the Pune Traffic Police. Both PMPML and Pune Traffic Police cover the areas of PCMC, KCB and PCB. Even now it is not late for Government of India, Ministry of Urban Development to prepare a CMP for the entire region as above. Absence of a holistic view at the level of Pune Metropolitan Region is one of the prime causes for the T&T conundrum that the citizens face today.

16. The current modal share of PT in Pune as seen paragraphs 6 and 8 above is 22 %. At least three reports of the Government of India (GoI) recommend a modal split in favour of PT ranging from 30 to 50 % for a population of up to four million,² while the National Commission on Urbanisation (1987) recommends modal split in favour of PT of 80 % for a population of five million. Hence, there is need not only to enforce demand management measures by regulating policies to discourage the use of personalised transport but also to develop adequate infrastructure for PT and IPT, e.g. parking places, depots, exclusive lanes, etc.

17. The General Body of PMC approved the comprehensive mobility plan prepared by Wilbur Smith Associates in 2008 in 2012 with modifications in favour of personalised transport. The citizens are apprehensive whether PMC would implement the CMP in letter and spirit. As given in the CMP, it should be mandatory to prepare pre-feasibility and feasibility studies for identifying the type of mass transit system (MTS) best suited for particular corridors. After identifying the types of MTS, a consultant should prepare detailed project reports (DPR). We regrettably note that PMC does not believe in proper studies and the

² Report on T&T Policies & Strategies In Urban Areas (9/03/98), Ministry of Urban Affairs, GoI and Study Group on Alternative Systems & Urban Transport (1984), Ministry of Transport, GoI



consultants it chooses prepare atrocious and unprofessional project reports in favour of personalised transport.

A Whole System Vision

18. Considering the challenges that Pune city is facing, the direction of the urban transport is likely to take without appropriate interventions, the inputs from stakeholders, public groups and past studies, the following broad NUTP compliant transport oriented vision is included in the CMP for Pune City upon which the detailed mobility plan is structured:

“Moving people safely and economically by emphasizing public transport and non-motorized transport.”

19. We suggest that CDP should quantify the above vision statement in the CMP by specifying reduction in the average time for a one-way journey for the citizen and by aiming to reduce the number of personalised vehicles on the roads of PMR by a percentage during the every five-year period until 2041. Needless to say that our honourable elected representatives and administrators only pay lip service to the vision that the PMC has now approved.

20. A whole system vision is essential for PMR although the CMP could be with different types of MTS for execution in phases. Such a vision for the entire system may consist simply of a route map showing all intended planned corridors and the corresponding MTS. An evolutionary approach of developing MTS projects one by one³ fits the Pune ethos of moderately high interest in PT but with ever-pressing four and two-wheeler industrial lobbies working against PT.

Augmenting PMPML Bus Fleet

21. This trend towards personalised transport will reverse if Pune PMPML⁴ provides enough buses to PMR citizens. This may sound simplistic but is borne out by experience over the past decade, which is that the percentage share of personalised transport (e.g. 2-wheelers and cars) and IPT (e.g. 3-wheelers and taxis) in the total number of vehicles in any city shows a downward trend if there is an increase in the

³ Bus Rapid Transit Planning Guide, (Commissioned by Federal Ministry for Economic Cooperation & Development, Germany)

⁴ Formed under the Companies Act by the amalgamation of Pune Municipal Transport and Pimpri-Chinchwad Municipal Transport

percentage of buses. It is axiomatic that with a widening gap between demand and supply, choice depends on the availability of a mode and its frequency, especially because buses cater to a wide range of strata from the urban poor to the higher middle class. Convenience, reliability and quality follow later. It is global experience that people give up personalised transport not if they get even free PT but if plying personalised transport becomes expensive. Hence, it is essential to levy high parking fees on such vehicles even in the precincts of private industries.

22. The bus system in PMR falls grossly short of demand. Dr Patankar in "Urban Transport (in India) in Distress" had predicted a requirement of 40 buses for a population of one lakh by 2001 from 20 in 1986, and over 50 by 2004 for different modal splits.⁵ Disturbingly, the figure for PMPML hovers between 30 and 35 depending on the number of vehicles on road including PMPML buses plying to nearby towns such as Saswad, Alandi, Dehu Road, Talegaon, etc. We have taken 1200 to 1400 buses on road for a population of 40 lakhs to which PMPML caters. More disturbing is the fact that the city planners still parrot the figure of 40 buses per lakh of population, which was relevant in the year 2001. The reasons for the current sad state of affairs and "distress" on PMR roads are, therefore, obvious.

23. PMPML should immediately increase the number of buses per lakh of population in PMR to 60. Apart from direct purchase, PMPML should resort to hiring of buses and franchising of routes after due planning. Auctioning of routes has failed globally and the experience of PMPML is the same.

Suggested Model for Public Transportation

24. It is axiomatic that freedom of mobility, rather than of choice, is essential in any developing city like Pune. JNNURM should accordingly improve public transportation service by immediately adopting the following policies:

- a. Improve accessibility of public transport service so that a commuter can reach a bus stop within 15 minutes,

⁵ Patankar P. G. Dr., "Urban Transport (In India) In Distress", Chapter III - Modal Split - Paragraphs 27-47, published by CIRT



- b. Minimise the waiting time of the commuter at the bus stops by ensuring a frequency of service of 10-15 minutes on major corridors,
- c. Operate express, luxury, limited stop or point-to-point services for those who can afford such high-level service,
- d. Provide large carrying capacity buses to match the travel demand on corridors of high travel demand,
- e. Introduce smaller buses (not less than a capacity of 20) on narrow city roads in order to exploit their advantage to penetrate deep into congested parts, low maintenance and inspection requirements, and possibility of more frequent service due to higher speeds,
- f. Discourage use of personalised transport in PMR by selling parking spaces at high cost and construct, only exceptionally and if studies so demand, infrastructure such as flyovers/tunnels where public transport is unable to operate optimally,
- g. Rope in cantonment boards of Khadki and Pune in the management of PMPML and also make legal provisions for monetary contributions from KCB and PCB to PMPML, and
- h. Carry out intensive training of drivers and conductors not only in their professional skills but also on the need to develop better relationship with the commuting public. It is essential to organise regular training through recognised and qualified personnel who are experts in the line.

Traffic Management Plan

25. PMR should immediately hire the services of a traffic engineer to prepare, within a specified period; a traffic management plan to ensure smooth flow of traffic.

26. The traffic management plan should be prepared on a scientific basis keeping traffic volumes and road infrastructure in mind and not



arbitrary or drawn in isolation. A traffic management plan would set out recommendations for the entire PMR for one-way and no vehicle streets, no parking and odd/even days parking, overall parking policy to include parking charges and the use of parking as a demand management tool in PMR, etc. The restructured plan would not be in isolation of the traffic volumes on connected and contiguous streets but would take into account all related factors to ensure smooth flow of traffic. It would be necessary to ensure public participation in the preparation and implementation of the traffic management plan.

27. For this purpose, a list of some of the data needed is as follows:

- a. Data on traffic volumes on all major roads,
- b. Current location of traffic signals,
- c. Current one-way routes,
- d. Parking plan as it exists,
- e. City level origin-destination to study the impact when on one-way streets.
- f. Costs in making one-way streets due to longer routes that the vehicles have to take.

Enforcement

28. Lack of traffic discipline and its enforcement are perennial PMR problems. There is need to augment traffic police force and the wardens, and ensure better training to the traffic force. Shortage of work force hampers the police, especially because the primary task of the police force appears to be to guard our 'beloved' politicians and administrators against attacks from those who elect or appoint them. Lack of basic training to facilitate effective enforcement of traffic discipline is more of a disadvantage. Hence, improving traffic discipline by augmenting and training the traffic force should take utmost priority.

29. In addition, PMR needs to initiate immediate action on the following points:

- a. Working out the economic loss to PMR due to lack of enforcement of traffic rules to educate the public of the seriousness of their disregard to traffic rules,
- b. Procurement of advanced photo-technology systems for traffic enforcement,



- c. Ploughing back a percentage of the 56 % that Government of Maharashtra (GoM) takes from the price paid by the citizens towards purchase of motor spirit and diesel and PMR utilising the amount for improving traffic enforcement and augmenting infrastructure for public transport,
- d. Prevailing upon GoM to allow retention of the entire amount collected by Pune Police and RTO as compounding fees for traffic and transport offences for use in improving enforcement measures and anti-pollution checks,

Lessons Learnt from Pilot BRTS

30. Pune has had to hang its head in shame due to the haste in which PMC commenced and executed half-heartedly the BRTS pilot project. As about Rs. 2000 crores worth of BRTS projects are on the anvil under JNNURM, PMC should to appoint a study group to identify the lessons learnt from the planning and implementation of the pilot BRTS. The major advantage of the BRTS pilot is the lessons learnt. Please see PPT enclosed. We have drawn the following lessons:

- a. Selecting appropriate BRTS corridor by feasibility studies to include traffic & engineering assessments,
- b. Preparing a DPR once selection of the corridor is done,
- c. Planning for feeder services,
- d. Relating the traffic demand in terms of passengers per hour per direction to the number of buses and its frequency to ensure that the BRTS corridor is used to the optimum and the buses are of appropriate design,
- e. Ensuring that a BRTS corridor has service lanes, footpaths, cycle tracks, bus lanes and motor vehicle lanes without exception,
- f. Designing bus lanes on the sides and scrapping the median bus lanes,



- g. Planning public outreach to explain to the citizens what a BRTS means,
- h. Ensuring a 'whole system vision' for public transportation in PMR and for the selection of an appropriate mass transit system.
- i. Associating the police from the start of the planning process for enforcement measures.

Conclusion


31. The current chaotic traffic situation in PMR is due to an alarming rate of growth of personalised vehicles and simultaneous reduction in the modal split in favour of public transport to only about 20 %. The modal split for public transport should actually be up to 50 % for a population of 4 million and 80 % when PMR population reaches 5 million. Absence of a holistic view at the level of PMR is one of the prime causes for the T&T comundrum that the citizens face today. There is also complete lack of political will to correct the above situation, perhaps because of the powerful 2, 3 and 4-wheeler lobbies. A summary of recommendations to correct the pathetic situation is given below:

- a. Implement the comprehensive mobility plan (CMP) for the PMR in letter & spirit to help PT.
- b. Increase the number of buses per lakh of population in PMR to 60.
- c. PMPML to hire buses and franchise routes after due planning.
- d. JNNURM should improve public transportation service by adopting policies given in paragraph 21-24 above.
- e. Immediately hire the services of a traffic engineer to prepare, within a specified period, a traffic management plan to ensure smooth flow of traffic.
- f. Improve traffic discipline by augmenting and training traffic police force.
- g. Implement the lessons learnt from the planning and implementation of the pilot BRTS project.

Maj. Gen. S. C. N. Jatar, Retd
Nagrik Chetna Manch
9 July 2012



(v) Attachment 5:



**POLYTEST
LABORATORIES**
Test Report
No. **93744-12**

Head Office: **Polytest Laboratories**
 12-1467 Sadashiv Path,
 Kharakambhambur Lane,
 Pune-411 004, India.

Tel : +91 20 2447 1501, 2447 2073
 Fax : +91 20 2447 1098
 Email: polytest@polytest.com
 Website: www.polytestlaboratories.com

SAMPLE DATA

Sample: **Manure From Municipal Waste**

Container details: 1 no(s) Plastic Bag

Collected on: Not Known

Received at lab on: 21-Apr-12 at 11:40 hrs

Sender: **Nagrik Chetna Manch**
A102, Neel Sadan,
1426, Sadashiv Path, Pune. 411 030

Testing completed on: 27-Apr-12

TEST DATA


Test	Unit	Result	Method
1 Arsenic (as As)	mg/kg	< 0.2	APHA 3113, Ed.21st
2 Lead (as Pb)	mg/kg	55.86	APHA 3111 B, Ed.21st
3 Mercury (as Hg)	mg/kg	4.8	APHA 3112 B, Ed.21st

END OF TEST RESULTS

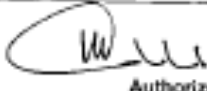
OPINIONS, INTERPRETATIONS & REMARKS

- ▶ All results are expressed on the basis of dry sample.
- ▶ The sample is not collected by Polytest Laboratories
- ▶ Above analysis results pertain only to 'as received' sample and without prejudice to its source / process.
- ▶ Polytest Laboratories is recognized by Ministry of Environment and Forests, Govt. of India, as Environmental Laboratory.
- ▶ The contents of this Test Report shall not be reproduced in part or in full in such a way that it will distort the findings.

END OF OPINIONS, INTERPRETATIONS & REMARKS



Verified by
Executive - Testing



Authorized by
CEO

Test Report No. 93744-12, 1 of 1

Revised: 07/02-Aug-02 Rev. 01/09-Feb-03 P.02/03

ISO 15649:2004 Certified by Govt. of India (recognized)

When reliability matters the most!



2. Respondent 2: 12th July, 2012

From: **Ashok Kumar Misra** <ashokmisrasy@yahoo.co.in>
Date: Thu, Jul 12, 2012 at 2:57 PM
Subject: Revising/Updating City Development Plan-2041, Pune city
To: piu.jnnurmpune@gmail.com

Dear Sir,

Sub: 'Revising/Updating City Development Plan-2041, Pune city

Attached herewith our suggestions for Pune City Development Plan-2041.

Please give us an appointment to discuss in detail.

Kindly acknowledge receipt of the enclosed document.

Best Regards,

Ashok Kumar Misra, BE, DBM, DIP(IMPEX),
36 Yrs @ Hindustan Motors (WB), Bharat Forge, Mather & Platt,
Premier Automobiles, JCB Manufacturing, **Pune.**

Corporate Trainer, Mentor BYST, Member; Project Guide-IEI (India)
Mobile: 9881401144

NB: Contact for FREE program on Stress Management & Total Personality Development



jnnurm.docx
24K View Download



(i) Attachment 1:

Revising/ Updating City Development Plan of Pune City- 2041 Under JNNURM

Date 12.7.2012 _____

Prabhag No. 3

Prabhag's / Area Name: Wadgaoshi, Pune 411014 _____

Name of the Respondent: Ashok Kumar Misra _____

Contact No. : 9881401144 email: ashokmisrasy@yahoo.co.in _____

Dear Respondent,

Municipality is in the process of preparing Revising/Updating City Development Plan-2041, Pune city, under JnnURM, focusing on city needs, service delivery and quality infrastructure. This consultation is a step towards active participation as part of this plan. Kindly leave the aspect(s) that you don't want to write

A. Strengths, weaknesses, opportunities and threats of Pune City:

*Strengths: Cool Climate, Easy going people, Oxford of the East, Spiritual Mind of people.

*Weaknesses: Scarce Water, Delay in decision making & growth, Poor Infrastructure & Facilities

*Opportunities: Lot of scope for improvement in all areas.

*Threats: Law & Order Problems. Unsafe for Living.

B. Kindly suggest Vision for the City for 2041

1. Training to all on Meditation & use of Vibrated water for top class life..
2. Green City with parks and water bodies dotted all over the city.
3. Top class roads, clean footpath with toilets and drinking water.
4. Easy and comfortable Transport connectivity with adequate parking.
5. Plenty of Water in lakes, rivers, development of river & water bodies.
6. World class Institutions, Colleges and Schools with top facilities.
7. Employment Guarantee to all.
8. A safe City to live in.
9. Development of Sports, Games, Athletics, Water sports, etc.

C. Please give the issues/ problems that should be addressed for better service delivery and for building quality infrastructure in the city.

All citizens are responsible for better service delivery therefore their training, awareness is important aspects of a city life and their own contribution to it whether they are in government office, Institutions, Schools, College, Industry, etc.

Meditation will help in change of attitude and make all citizens creative, energetic resulting in speedy improvements all around. Undersigned can give training free on Meditation. Please organize regular NGO meet & invite us too for power point presentations.



S.No.	Infrastructure/ Aspect	Issue / Problem
1	Water supply	Water Scarcity: Adequate water availability for entire city and districts.
2	Sewerage / Sanitation	
3	Solid Waste Management	
4	Storm Water Drainage	
5	City Environment	Polluted and Dirty City: Should be Pollution Free & Clean. Poor City Green cover: Felling of Trees & Inadequate plantation.
6	Heritage areas and structures	



7	Road Infrastructure	
8	Public Transport System	Record Accidents on Roads: Training of drivers to avoid road accidents.
9	Health Facilities	Inadequate Health Facilities and health awareness among citizens.
10	Education facilities	Lack of World class schools / institutions with world class facilities.
11	Institutional arrangement and governance	
12	Poverty alleviation, Slums and Urban poor	



--	--	--

D. Please suggest solutions to the problems described above as strategies and projects for better service delivery and for building quality infrastructure in the city along with achieving the suggested vision for Pune city.

Kindly give the aspect/ sector wise priority in which you want the aspects to be dealt with

Sl. No.	Infrastructure / Aspect	Goal / Vision for the Sector	Suggestions for better service delivery by the PMC (Strategies and potential projects)	Aspect wise Priority Ranking (1 to 12)
1	Water supply	Water Scarcity: Adequate water availability for entire city and districts.	Use of Vibrated Water in Agriculture and plantations, Gardens. Enough water will be available as vibrated water used by farmers will be less at the same time product quality will be better and produce will be manifolds. Provision of metered water for industrial and construction work.	5
2	Sewerage / Sanitation			10
3	Solid Waste Management			9



4	Storm Water Drainage			11
5	City Environment	<p>Polluted and Dirty City: Should be Pollution Free & Clean</p> <p>Poor City Green cover: Felling of Trees & Inadequate plantation.</p>	<p>Training, Awareness on cleanliness to all residents. Operate Machinery for waste disposal and Cleaning foot paths and roads.</p> <p>Heavy fines for those who are polluting or not following the Green rules. Mandatory planting of trees in residential areas, establishments.</p>	4
6	Heritage areas and structures			12
7	Road Infrastructure			8
8	Public Transport System	<p>Record Accidents on Roads: Training of drivers to avoid road accidents.</p>	<p>Training to drivers on accident free operation & efficient driving. Meditation will help them in focusing on driving and not thinking of the past or the future...Past is dead and future is unknown!.....remain in present. So they will be able to focus full attention while driving.</p>	2



9	Health Facilities	Inadequate Health Facilities and health awareness among citizens.	Meditation training to all will help them to ward off illnesses and diseases and remain fit for their whole life Drinking vibrated water helps too!	1
10	Education facilities	Lack of World class schools / institutions with world class facilities.	All schools should have playing grounds, etc. Teachers, students & staff should be trained in meditation so that they imbibe all good qualities of good citizen from early child hood. More Stress on extracurricular activities should be given.	3
11	Institutional arrangement and governance			6
12	Poverty alleviation, Slums and Urban poor			7

Signature: S/dt Ashok Kumar Misra

Acknowledgement

Dear Respondent,

We, on behalf of Pune Municipal Corporation and Voyants Solution Pvt. Ltd, appreciate and acknowledge your participation in the process of preparing 'Revising/Updating City Development Plan-2041, Pune city, under JNNURM'. We are thankful to you for giving your valuable time and suggestions for the same.

Pune Municipal Corporation

Voyants Solutions Pvt. Ltd



3. Respondent 3: 13th July, 2012

From: **Nidhi Chandra** <nidhi.chandra86@gmail.com>

Date: Thu, Jul 12, 2012 at 2:31 PM

Subject: Regarding complain & suggestions for Revised City Development Plan of Pune City.

To: piu.jnnurmpune@gmail.com

Dear Sir,

This mail is in regard to the complain & suggestions for Revised City Development Plan of Pune City. Being a common citizen my complain is regarding the local transport system in city. Same are attached.

Thanks,

Nidhi



Suggestions from Nidhi.doc

25K View Download

(i) Attachment 1:

Pune City Development Plan

Complains:

- I am very thankful to the concern department for deciding to enforce the rule for keeping seats reserved for women in public transport buses in the City. But the situation on the ground is altogether different. Every day I used to travel by bus from PMC Depot to Vishrantwadi, some prescribed seats reserved for ladies are occupied by men. The male passenger doesn't bother to vacate the seat even after requesting so many times and even conductor doesn't ask male passengers to give seat to ladies. And also express inability saying they wouldn't listen to him. Neither the conductor nor the drivers use to help, nor those sitting on the seats reserved for us.
- Not only this senior citizen is also suffering, I have always seen that ladies or gents seating on seat reserved for Sr. citizen never gave their seats to sr. citizens.
- Secondly there is no queue system to go inside the bus, the bus used to be two times more crowded, being ladies passenger it is quite difficult to travel in such situation.
- Thirdly there is lack of information system about the bus route system. No board is displayed on bus. Always I used to ask that where this bus is going.

Suggestions:

- Strict action should be taken against the male passengers seating on ladies seat. And also seat reserved for senior citizen.
- Frequency of buses should be more so that crowd can decrease.
- The display system in bus should be strong and informative, so that passenger need not to ask anyone regarding bus route.
- Bus should be maintained properly. Some buses are so old and are polluting.
- More emphasis should be given on CNG Buses.

Thanks



4. Respondent 4: 16th July, 2012

From: **piu_jnnurmpune** <piu.jnnurmpune@gmail.com>

Date: Mon, Jul 16, 2012 at 4:59 PM

Subject: Re: Issue with government service (Reg. clearing title for property)

To: Divyesh Khambhatwala <divyeshvk@gmail.com>

We acknowledge your mail. Thanks for your response and valuable suggestions

On Mon, Jul 16, 2012 at 4:08 PM, Divyesh Khambhatwala <divyeshvk@gmail.com> wrote:

Hi,

I am having issue with the government service for clearing title for property.

I have purchased one flat in Sep-2010 with address Survey no. 55/4/4, Flat#18, Pratham residency apt., Opp. Mother Teresa school, Wadgaonsheri, Pune - 411014, Maharashtra and at the time of purchase builder has not told me that the purchased flat is not sanctioned by government and at the time of loan procedure I came to know that this flat is not approved by government and flat is not available on blue print, but builder told me that the procedure with government is in process and will get sanctioned letter with updated blue print soon, so we have not make agreement.

Previously I was thinking that builder is cheating me but after few follow up with builder I got the information about PMC land department, so I personally visited PMC office in Shivajinagar and got to know that builder is saying right that we are in process of getting flat sanctioned. I personally visited PMC, Shivajinagar many times and due to less follow by builder the process was getting delayed and also PMC land department person was telling me until and unless it will get follow up by builder or any person the file will not process further.

So, I have personally did follow for at least two months and got file process from PMC with title clear. But now today (dated 16-Jul-2012) I got to know that PMC will forward that file to Talati office, gram-panchayat of Wadgaonsheri. Now I am visiting talati office and talati office member is saying that the file will take 45 days to come in talati office, Wadgaonsheri, Pune from PMC, Shivajinagar, Pune, so again I am just waiting for talati members to process file and waiting builder to get everything clear, so that I can get the flat on my name and do the agreement.

Now almost 1 year 11 months got completed but I yet not got flat on my name and possession which is due to less follow from builder, very slow process of government.

I want flat and possession now because my mother and father are shifted with me and even after purchasing flat we are staying in rented flat. I have discussed the same issue with many people and everyone saying like forget the flat and take the token amount back and purchase flat at other place, but due to current market rates I am not able to purchase 2 BHK flat. Now, I am completely blank on this and just waiting for my flat to get approve and agreement from builder and my home.

I have only receipt of token amount against the flat and that I can reproduce at anytime.

Please suggest me how should I process further to get the flat on my name, you can contact me at below details,

Name: Divyesh Khambhatwala

Contact: 09689915660

Email: divyeshvk@gmail.com



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Best Regards,

Divyesh V. Khambhatwala
Cell: 096899 15660
Yahoo/ Gmail/ Skype: divyeshvk
<http://divyeshvk.blogspot.com>

5. Respondent 5: 16th July, 2012 (By post and e-mail)

From: **Ankit Kishore (MAG-NE)** <Ankit.Kishore@vodafone.com>
Date: Mon, Jul 16, 2012 at 5:10 PM
Subject: Feedback for PCMC
To: "piu.jnnurmpune@gmail.com" <piu.jnnurmpune@gmail.com>

Hi All,

Please find my feedback regarding PCMC :

- 1) As of today the buses running in PCMC for some routes have very less frequency. People have to wait for hours to reach their destinations
- 2) The PMT buses are really in a bad state which results in breakdown of buses often and due to this the scheduled travel gets cancelled and at the end the people have to suffer.
- 3) Water supplies in areas like kondhwa, hadapsar are bad.
- 4) The auto rickshaw fares have reached the sky. As there is are government prepaid services present in the city the drivers take the fares according to their wish.
- 5) The EPF online does not get updated regularly.

Regards,
Ankit
02030451578

6. Respondent 6: 6th July, 2012

From: **Bhanuvarma Nair** <bbnair62@rediffmail.com>
Date: Thu, Jul 5, 2012 at 3:19 AM
Subject: Reg. suggestion for JNNURM, ref Indian express Advt. Pune new line
To: piu.jnnurmpune@gmail.com

Ref: Your advertisement reg JNNURM, Phase II in Indian Express Pune news line.

Sir

Regarding Transport PMPML: I am submitting the following suggestion

It is often seen that while traveling many male passengers occupy the seats reserved for female passenger. Most of the conductors maintain muteness and remain silent due to which the female passengers are forced to stand inside the bus while traveling. Therefore, it is requested that a special

squad may be established comprising of females who will conduct surprise checks in the buses and the guilty conductor and the male passengers may be suitably prosecuted punished and proper fine may please be levied from them.

During my visit to many other states I observed that male passengers never encroach on the seat reserved for female passenger and also the conductor never permit or allow any male passenger to sit on the seats reserved for female passenger.

In view of the above the administrative authorities of Pune Municipal Corporation are requested to introduce suitable legislation accordingly and implement the same at the earliest thus not allowing the male passenger to occupy the reserved seats for female passenger.

It is also suggested that similarly a new separate law should also introduced for reserving seats inside the bus exclusively for male passenger and female passenger should not be allowed to occupy the seats reserved for male passenger inside the bus. This is extremely necessary to avoid discrimination based on gender in official and social approach. In case if any female passenger is encroaching on the seats reserved for male seat suitable fine may be recovered in cash from female passenger and the conductor for maintenance of negligence towards duty while in service and a valid govt receipt may also be issued for the fine received in cash. Even it is suggested that in the bus stop a two separate arrangements for female and male may be made available and the female passenger may be permitted to enter the bus first.

Point No. 2 : Regarding unemployment and housing

I read in news paper that due to shortage of land many investments are going outside maharashtra due to which unemployment in maharashtra is gradually increasing. In addition many citizens purchase independent plot and construct independent bungalows which is one of the major reason for shortage of land in Maharashtra. In order to overcome this type of crucial problem and as a remedial and precautionary measure the PMC is requested to confiscate the land from the owner by paying him appropriate cost of the land based on market value.

It is to be realized that in an building many families can be accommodated where as in an bungalow only one or two families can be accommodated therefore it is proposed and suggested that tax assessment for families residing in bungalow may be different and also it may be brought under separate Maharashtra special category Tax act for which a new legislation is required to be introduced /created and passed by the PMC authorities/govt. of Maharashtra and the same may be implemented.

The various taxes like Property tax, water bill, Electricity bill, service tax and luxury tax for residents residing in bungalow may be increased i.e (two times more than that of the flat owner). Because instead of an bungalow if an building is constructed in the same land many families can be accommodated where as in an bungalow only one or two families can be accommodated therefore it is felt that occupying the land by constructing an bungalow is an encroachment on the right of the common man based on housing problem who can afford & capable only to purchase a flat.

(B.B.Nair)

Type III/22 IMD Colony, Pashan

Mobile: 9975386159



5.2.2 By Posts

1. Respondent 1: 18th July, 2012

पुणे महानगरपालिका

जवाहरलाल नेहरु राष्ट्रीय शहरी पुनःनिर्माण अभियान अंतर्गत पुणे शहर-२०४१ चा शहर विकास
आराखडा सुधारित करणे / अत्याधुनिकीकरण करणे

दिनांक - 18/7/2012.

प्रमाण क्र. - सर्वे पुणे शहर व 40 विलो मीटर पुणे शहराच्या दही
प्रमाणवे/ विभागाचे नाव: --- अतिरीक परिसर (PMRDA) मीटर
नाव: --- महेन्द्र विहळ मंडरे
संपर्क क्र. - 9884990665 ई-मेल: -----

प्रिय,

शहराच्या वाढत्या गरजा , सेवा प्रदान करणे आणि दर्जेदार पायाभूत सुविधा यांवर लक्ष केंद्रित करून
जेएनएसयुआरएम अंतर्गत पुणे शहराचा, "शहर विकास आराखडा -२०४१" तयार करण्याच्या
प्रक्रियेत आहे. हा आराखडा तयार करताना आपल्या बहुमुल्य सुचना आवश्यक आहेत त्या दृष्टीने
खालील माहिती भरणेस विनंती आहे. (कृपया आपणास लिहावयाचे नसलेले विषय सोडून द्यावेत.)

पुणे शहराच्या मुलभूत सोईसुविधा, सेवा सुधारणासाठी आवाहनात्मक क्षेत्र: --- दे उगाड
कराताना ज्या पर्ये पध्ती ने शेजा ठुसोट
रसे व सुविधा असतात नसून सुदीघा असाव्यात
अव्यवस्था ही जी स्कीम प्रमाणे सुविधा सर्वत्र असाव्यात
म्हणे ग्राह्य व देखतमे वकळ येणे व सुविधा
उपलब्ध होताना. ही जी स्कीम मध्ये फर्निचर पब्लिक डेव्हलप
व हाकीप प्वाठ माळक सळार असणे.
पुणे शहर सन २०४१ मध्ये कसे असावे, याबाबत आपले विजन --- पुणे शहरात
पारंपर्या शिवाजी बाग इतरत्र ही जी स्कीम राबवण्या
याप्रमाणे सर्वत्र (PMRDA) या दही सळट असाव्यात

कृपया शहरात दर्जेदार पायाभूत सुविधा निर्माण करण्यासाठी आवश्यक बाबी. --- ही जी
स्कीम सर्वत्र विधा रिझर्व्ज जागेची ही डेव्हलप
निवासी जागेबरोबर काही प्रमाणत विहळ व खंडन
कारक करणे 31. डुक डुकट निवासी डेव्हलप
बरेबल 15% स रिझर्व्जान डेव्हलप करणे. वादानकारक करणे.

उप आयुक्ता (विशेष)
पुणे महानगरपालिका

धने
114

उप आयुक्ता (विशेष)
यांचे कार्यालय
आपक क्रमांक: --- 692
दिनांक: 9/11/2012



अ.क्र.	पायाभूत सुविधा/विषय	आवश्यक बाबी
१	पाणी पुरवठा	१) निधीची, कुप नाकिडा पुणे शहराकडे २) २१६२१११११ स्वतःने शहरा कोठे उरवावे. ३) टाकीतील (३) पाण्याची लेव व उच्च इमारती टाकीची लेव व मॉडर्न मॅक असाचा मॅनेजिंग पाणी पुरवठा योग्य होईल.
२	मलनिःसारण घाप कोर्टव्होर्टिव इतर तज्ञांनी सुचना व आरडनी अमळबजावणी करणे.	
३	आरोग्यविषयक यंत्रणा	३) आरोग्यविषयक यंत्रणा व साहित्यही द्यावा मिळवे पाहिजे. धरादा - २५६०३१४९ - गुजर साहेबान वृद्धता N60 List मी लगावे.
४	घन कचरा व्यवस्थापन	१) डाय प्रकाश पेटाकर - ९८२३०५०६१३ वा. पाया N60 (२०१५) याचा निष्ठा व सुचना द्यावात. २) नेशनल सिटी सोसायटी फॉर सिव् पावसाळी गटार योजना
५	पावसाळी गटार योजना	पावसाळी पाण्याचे पुणे शहराकडे न सिव् जागीनीत आश्रय देवाचे व विधीही पुणे शहर कडेन पाणी साठा वाढवावा.
६	शहराचे पर्यावरण	पर्यावरण विधान नियम व अर्दी वापरणाऱ्या प्रत्यक्ष आमच बजावणी करावी.
७	सांस्कृतिक वारसा	१९०५ चा प्राचीन अर्थक्षेत्र जाताने द्यावा दुर्जेव्ही मध्ये १९७२ Act प्राचीन अर्थक्षेत्र पात मिळता.
८	रस्त्याच्या पायाभूत सुविधा	जिवासी शेजाचा १५% जागा जासे केडाक कुठल्या १५% रस्त्या १०ते २०% इतर सुकीडा उरवाताने.
९	सार्वजनिक वाहतूक यंत्रणा	आरोग्यवादा व इतर इन्फ्रस्ट्रक्चर मध्ये BRT ची अमळबजावणी मुदी इरचव्यात उपान देवा प्रमाणे सुनिश्चि करव्यात
१०	आरोग्य सुविधा	सर्व शेजांनी डी. व अमीत डी. पाय ते द्या रस्त्याने होईल जाणा वळ्याच्या
११	शैक्षणिक सुविधा	सर्व शेजांनी डी. व अमीत डी. पाय ते द्या रस्त्याने होईल जाणा वळ्याच्या
१२	सुशासनासाठी प्रशासनाची व्यावस्था	अमळबजावणी करावी RTI - २००५ - ५(१) ची १ते १४ कडे अमळबजावणी करावी. १११ सर्व्हीस कॅम्प साठी निषेध नियमांनी अमळबजावणी करावी दुर्जेव्ही मध्ये प्रत्यक्ष रस्त्या पात घेऊन प्रोगेक्टर व इतर सुनिश्चि द्यावा
१३	दारिद्र्य निमुर्लन, गलिच्छवस्ती आणि शहरी दारिद्र्य	दुर्जेव्ही मध्ये प्रत्यक्ष रस्त्या पात घेऊन प्रोगेक्टर व इतर सुनिश्चि द्यावा रस्त्यात जीव ते नार मीरिने शासन दरवारी काम योग्य न्या शिड्डांनी नुसार व सर्व्हीस समान होई. इ. व्हा. व्हा. शिपाई वकीव व शेरावस ऑपरेट व इतर सर्व्हीस.

पान 214

वर निर्दिष्ट केलेल्या बाबी बाबत उत्तम सेवा प्रदान करण्यासाठी आणि दर्जेदार पायाभूत सुविधांची संरचना करण्यासाठी त्याच बरोबर पुणे शहरासाठी सुचविलेला व्हिजन (करण्यासाठी कृपया उपाय सुचवा.

(आपणास कोणत्या विषयास प्राधान्य द्यायचे त्यानुसार प्राधान्य द्या.)

अ.क्र.	पायाभूत सुविधा/ विषय	विभागासाठी उद्दीष्ट/ दृष्टिकोन	पुणे मनपा कडून चांगल्या सेवा प्रदान करण्यासाठी सूचना(कृतियोजना आणि क्षमतात्मक उपक्रम)	विषयानुसार प्राधान्य क्रमवारी (१ ते १२)
१	पाणी पुरवठा		महा आर्किटेक्ट कडून मोफन आग्निप्रत्य मागणे	१
२	मलनिःसारण		महा आर्किटेक्ट कडून कडून आग्निप्रत्य मागणे	१
३	आरोग्यविषयक यंत्रणा		महा मेडिकल व विस्वाकर्ष PHD महा आग्निप्रत्य मागणे	१
४	घन कचरा व्यवस्थापन		सापेक्षरत पार ३८ १९२३ -०६०६१३ आग्निप्रत्य घेणे	१
५	पावसाळी गटार योजना		महा सिव्हील कडून व PHD महा आग्निप्रत्य घेणे	१
६	शहराचे पर्यावरण			१
७	सांस्कृतिक वारसा		महा आग्निप्रत्य कडून घेणे (संरक्षण)	१
८	रस्त्याच्या पायाभूत सुविधा		महा आर्किटेक्ट कडून घेणे उडान कडून आग्निप्रत्य घेणे	१
९	सार्वजनिक वाहतूक यंत्रणा		CRTI मोसरी कडून आग्निप्रत्य घेणे	१
१०	आरोग्य सुविधा		महा आर्किटेक्ट कडून घेणे मिडिल कडून आग्निप्रत्य घेणे	१
११	शैक्षणिक सुविधा		www.punem.com - आग्निप्रत्य घेणे	१
१२	सुशासनासाठी प्रशासनाची व्यावस्था		RTI - २००५ ची लागू व्हायची दु-गे १ ते १७ वर कमनादी निषणाने पावन वे ३६२२५ घेणे	१
१३	दारिद्र्य निर्मुलन, गलिच्छवस्ती आणि शहरी दारिद्र्य		महा १९६० चा आग्निप्रत्य घेणे	१

① पत्रांक - २५६०८१६९ गुजल साखर १९६० गिस्ट
वट सराना आग्निप्रत्य घेणे .

② ७२ प्रशासनाच्या नागरिक सेवा केंद्रास ५५० तीन
कोशे घेणे (१ ते १३) पाहून नागरिकांना आग्निप्रत्य घेणे . पान
व आर्किटेक्ट व PHD महा कडून . ३१६



आभार

प्रिय,

आम्ही, पुणे महानगरपालिका आणि व्हॉयन्टस सोल्युशन्स प्रा. लि. च्या वतीने, जवाहरलाल नेहरू राष्ट्रीय शहरी पुनःनिर्माण अभियान अंतर्गत पुणे शहराचा, शहर विकास आराखडा-२०४१ तयार करण्याच्या प्रक्रियेत भाग घेतल्याबद्दल व यासाठी आपला बहुमोल वेळ आणि सूचना दिल्याबद्दल आम्ही आपले आभार मानतो.

पुणे महानगरपालिका

व्हॉयन्टस सोल्युशन्स प्रा.लि.



2. Respondent 2: 21st July (By post and email)

From: **Ashok Sreenivas** <ashok@parisar.org>

Date: Thu, Jun 21, 2012 at 3:55 PM

Subject: Inputs regarding CDP 2012

To: Meenakshi Tyagi <tyagi.mee@gmail.com>, kedar nirgude <nirgudekedar@gmail.com>

Cc: Sujit Patwardhan <sujit@parisar.org>, Ranjit Gadgil <ranjit@parisar.org>

Dear Ms Tyagi,

Thanks for meeting with us on 20th June in the context of your ongoing stakeholder consultations for a CDP for Pune. As discussed in the meeting, we have serious concerns about the process and need for creating a CDP now as detailed below. We will also share these concerns with the concerned authorities.

1. The objectives of creating the CDP are not very clear and it would be good if you shared a copy of the full TOR with all stakeholders. For example, it is strange that the city yet again wants to develop a vision when one was developed just five or six years ago. Therefore, prima facie, it appears that its primary purpose of creating this CDP is to fulfill the requirements of NIJNNURM (or JNNURM II). In other words, it appears to be more about procuring funds and less about the city's development. Given the extremely weak monitoring and verification mechanisms built into JNNURM, we believe such a CDP will only result in funds flowing into the city and getting spent in ways that do not achieve the objectives of sustainable development (as shown by the experience from the current phase of JNNURM).
2. It seems completely unrealistic to define a city's development plan for 30 years in just three months, if the plan is to have any real value. If cities across the country are adopting such an approach, it indicates another fundamental problem in the JNNURM approach.
3. The CDP creation process appears to be completely independent of and parallel to the ongoing creation of the Development Plan (DP) for Pune as mandated by the MRTP Act.
4. There is no clarity on what happened to the previous CDP - how much of it was implemented, reasons why something could not be implemented, plans for completing the same etc. For example, though considerable funds were procured for BRT (in both Pune and Pimpri-Chinchwad) from JNNURM, both cities have only built large road infrastructure using the funds without moving towards a good, functional BRT.
5. From a transport perspective, Pune already has a Comprehensive Mobility Plan (CMP) which has been approved by the city's General Body. Hence, the need for a CDP seems redundant when there is already a comprehensive plan in place defining transport targets and broad solutions up to 2030.

In short, we believe there are many reports and plans already in place, and the need is not for more plans but for a proper administrative system and mechanism to implement those plans with proper oversight to ensure that they achieve their objectives. In particular, for transport, we believe what is required is good project design and management to implement the proposals in the CMP accompanied by suitable oversight to ensure that the city progress towards achieving the goals of the CMP. However, if Pune does go ahead and prepare a CDP to fulfill the requirements for NIJNNURM funding, then it must ensure a transparent process for finalizing the CDP. To do this, it must put up the draft CDP on its website and invite comments from all citizens (through newspaper advertisements etc.) for a reasonable period of

time, and finalize the CDP based on these comments.

As regards NIJNNURM, we believe that it must have the following components without which it will be as much of a failure as JNNURM I:

1. The budget and means for independent, transparent and continuous oversight of the projects to ensure that they achieve their service delivery goals (and not just expenditure targets) must be integrated within the project proposal and funds disbursement mechanism of NIJNNURM. In case of transport, it must ensure that the CMP and all projects seeking funding must be compliant in letter and spirit to the National Urban Transport Policy.
2. Institutional and individual capacity in India's Urban Local Bodies is a matter of serious concern, and hence there are doubts about effective management and administration of funds even for well-defined projects. Therefore, it would be good if NIJNNURM focuses on building institutional capacity, systems and processes in Indian cities more than funding physical infrastructure, as the latter will most likely be useless without the former.

Thank you.

Warm regards

Ashok

--

Ashok Sreenivas

Parisar

5.3 Outcome of the City Wide Consultations through E-mails/ Post

5.3.1 The Expectation

The process of city wide consultation was sought after to seek the views of the population of Pune city to prepare a comprehensive city development plan with as much as possible consultation. It was expected that a large number of people will take part in the process and will give their valuable suggestions and views for the preparation of the new City Development plan for Pune-2041, but on the contrary the team received only 6 e-mails and 3 responses through post.

5.3.2 The outcome

The consultation was intended to be a source to provide the views of the people for the CDP preparation process for which a structured Performa was also provided. But few of the responses were just the grievances of the people rather than their views regarding their daily problems. According to the received consultations the major problem lied in the transportation system of the city. There was a grave concern regarding the transport facilities present in the city. The concerns of the respondents have been cumulated sector wise and are given as follows:

5.3.2.1 Water Supply

The received mails suggested the lack of water sources and their reliability. There is also mention of the artificial scarcity created by the PMC as alleged by the concerned citizen. The problem of water supply in the city is mainly due to the faulty design and bad monitoring of the water supply department. Also the

mails reveal that almost 30 percent of water is wasted due to leakages and water theft. So there was a concern for the loss of water leading to increase of non revenue water in the city. They also suggested the provision of water metering for the whole city. The problem of water pressure was also among the important concerns in the citizen of the city.

5.3.2.2 Sewerage

In the sewerage sector the citizen are concerned about the proper collection of sewerage in the city and their treatment facilities. According to the Performa received the PMC is unable to treat all the sewage generated in the city. It has taken PMC 15 years to partly fulfil the condition of treating the sewage but PMC has not simultaneously planned the project for pumping the recycled or treated sewage in the canal. This has led to the system gap in the sewage treatment in the city. The concern of the citizens finally leads to the pollution problem of the water bodies present in the city due to the disposal of untreated sewerage into them.

5.3.2.3 Drainage

The drainage sector when discussed by the citizens revealed that the core area of the Pune city is not totally covered by the storm water drainage system. Thus this leads to the occasional water logging problem in the city. Thus whenever there is rain in the city, it is marked with frequent water logged patches in the core area. It is found out that even in the newer areas which are added in the recent years into the PMC do not have the complete coverage by the storm water drains in their respective areas. There is also mention of Rain water harvesting system provision in the city and the citizens want RWH to be an important feature added to the Building Approval norms.

5.3.2.4 Solid Waste Management

The letters reveal the bad situation of solid waste management in the city. In spite PMC is capable of disposal of all the solid waste generated in the city but there is blatant violation of all state and central government directives and Supreme Court directions resulting in further health hazard. The biogas plants are polluting, the segregation plant has basic defects in siting and producing organic manure, dumping site is still not capped and water in nearby villages is polluted with stink all-round. There are no arrangements to monitor air and water quality around these plants.

There is issue regarding the present Hanjer Plant which is able to treat the mixed solid waste in to manure. As Hanjer is capable of processing mixed garbage, PMC has neither any compulsion nor incentive to ensure segregation at source, which is mandatory as per current rules and regulations. The capacity of Hanjer plant would go up by about 25 to 35 % if it gets only wet segregated garbage. While PMC insists that garbage is being segregated, it has failed to provide Nagrik Chetna Manch with a list of organisations engaged in doorstep collection of MSW, which strengthens our impression that PMC is not adhering to the applicable regulations regarding segregation of garbage at source. PMC does not have a record of the quantity of garbage used for generating gas and garbage collected from restaurants, hotels etc. PMC is even now not covering all such units due to "shortage of vehicles." Importantly, PMC has not supported SWACH to undertake 100% doorstep collection work throughout PMC limits although it is the largest organisation and the only Government approved NGO in the field.

5.3.2.5 Traffic and Transportation

Transportation sector has met with the largest number of concerns according to most of the Performa received. According to the citizens there is adequate road infrastructure in Pune city, especially because the funds allotted by JNNURM for BRTS have been largely used for improving the road infrastructure in the City. However, roads are badly maintained and the funds are not utilised properly. A ring road and a high capacity mass transit route (HCMTR) are a necessity. Both these projects are languishing for lack of political will and administrative support. The main reason for the lag in constructing HCMTR is that it is meant only for public transport, which does not interest the authorities. The citizens will not be surprised if HCMTR is now included in both CDP and DP with a provision that personalised transport will be allowed on it. This will be a disaster on the lines of all other PMC, GoM and GoI projects under JNNURM. There is huge dissatisfaction among the people regarding public transportation system and the road infrastructure in the city.

The people also mentioned about the not compliance of rules in the buses where there is non availability of seating facilities to the senior citizens and the women despite earmarking of seats as the male passengers unethically grab those seats and do not let go of it even on prolonged requests.

5.3.2.6 Environment

The Environmental sector shows a lot of concern as the people feels that the scenario in the city has further deteriorated in the city. There is continuous increase in the air and noise pollution in the city because of the increased vehicle population and from their harmful fumes. Thus there is more concern over introduction of CNG buses in the city and even in the private means of transport in the city. The people want to reduce the use of private vehicles and emphasize on the use of mass transit system.

5.3.2.7 Heritage and tourism

The sector of Heritage has a brief reference about the congestion of the core area in the city and the inability of the PMC to conserve the core area in the city which is an important heritage.

5.3.2.8 Slum

In this sector according to the received Performa the concern of the populations is only to the level of making the city slum free and no such deep thought has been put into the problem of slums in Pune.

5.3.2.9 Institutional Framework, Municipal Finance and Urban Governance

One of the major concerns of the citizens of Pune is the Governance of the city. They are having less faith in the way in which the current government and authorities are functioning. The main reason behind this is the total absence of project management skills. This is obvious from the shoddy manner of executing of various projects. It's hard to find any project that has been implemented within the allotted funds and time frame and specified quality. Transparency is also a major concern among people.



6 Service Performance & Citizen Satisfaction Survey

6.1 Methodology

In order to understand the citizen's satisfaction level regarding the service performance provided by PMC and their perception regarding the improvement in these services, a survey at the household level was conducted which was primarily of qualitative nature. For this survey, structured questionnaire technique with random sampling was used. The survey samples were taken from all segments of society.

6.2 Citizen's satisfaction survey analysis

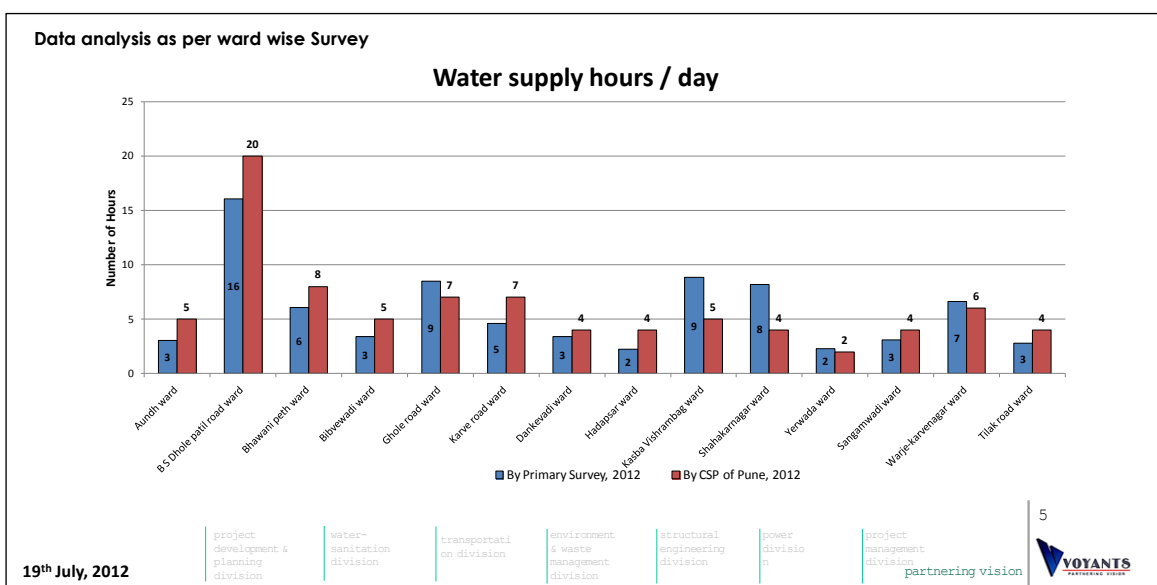
Revising CDP - Pune

VOYANTS SOLUTIONS PVT LTD

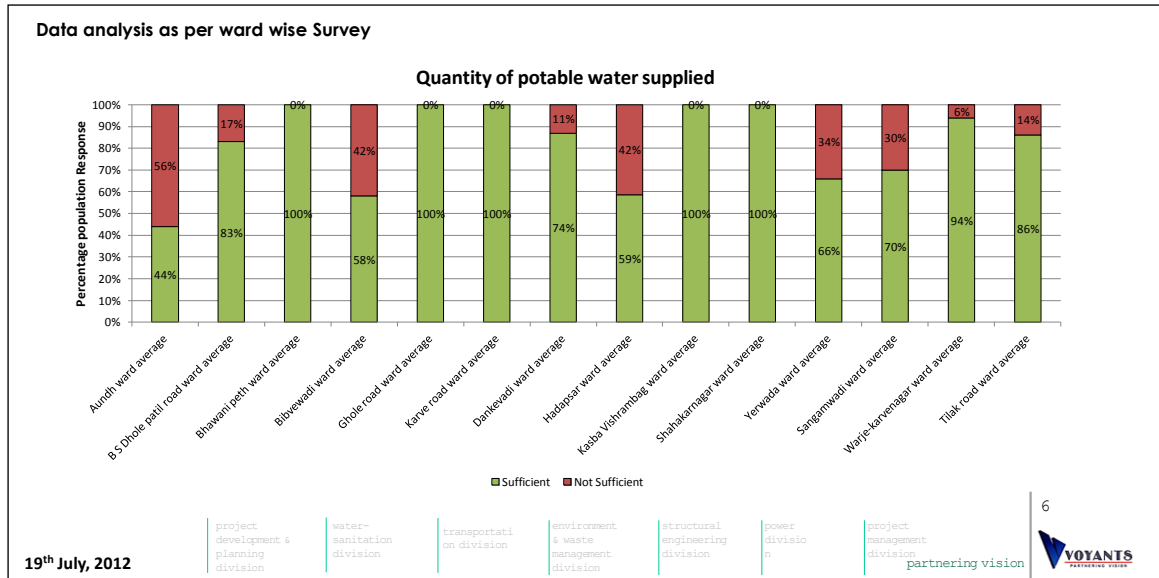
19th July, 2012

project development & planning division | water-sanitation division | transportation division | environment & waste management division | structural engineering division | power division | project management division

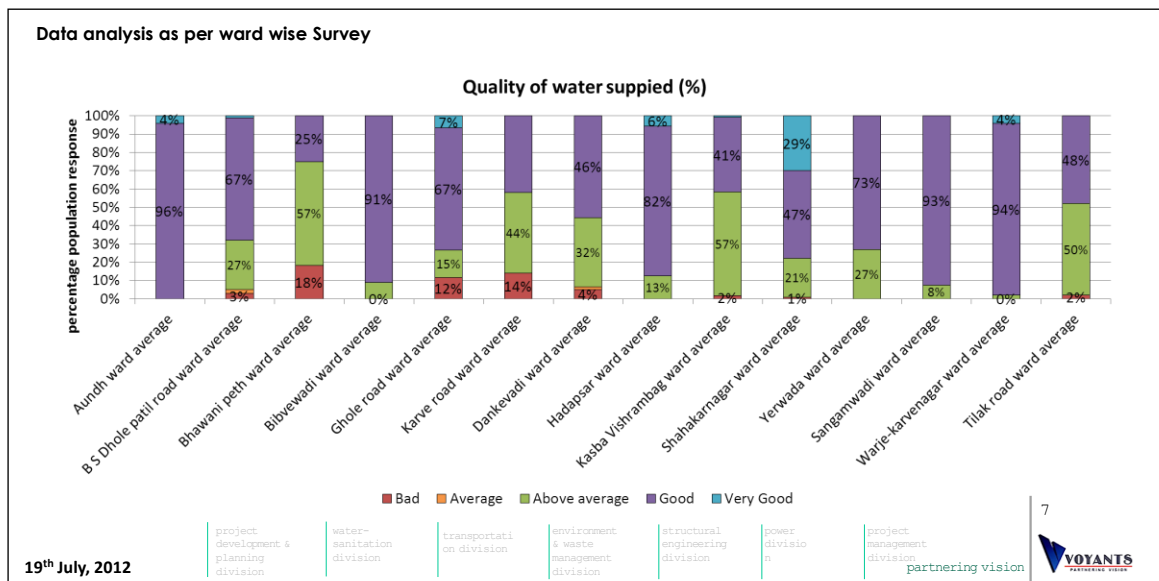
partnering vision



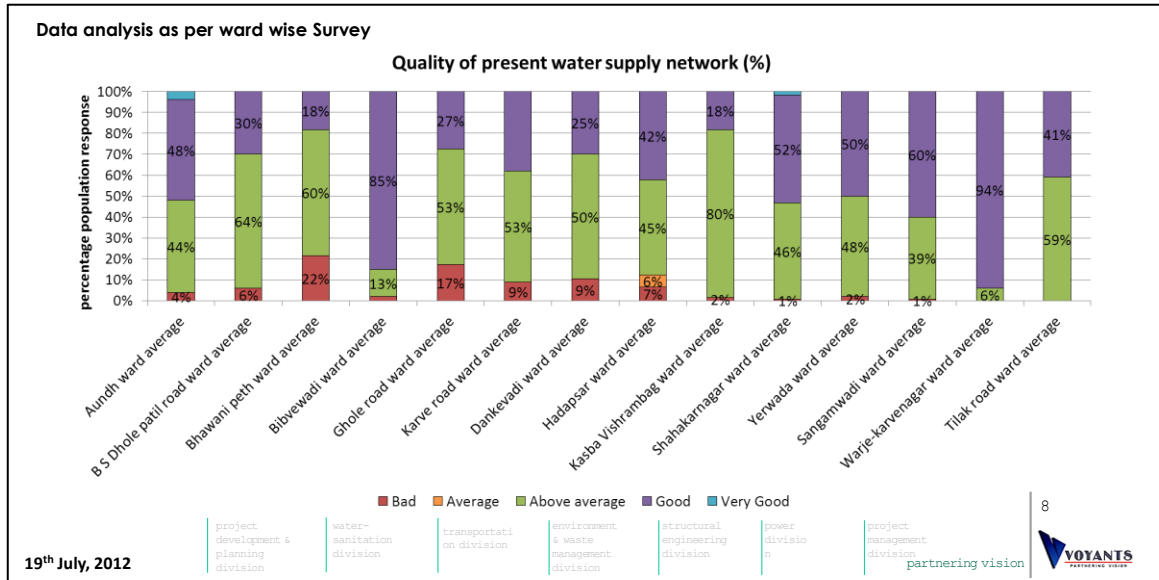
In B S Dhole Patil road there is a large discrepancy in the actual supply hours and the PMC data. Rests of the wards are almost near the registered data.



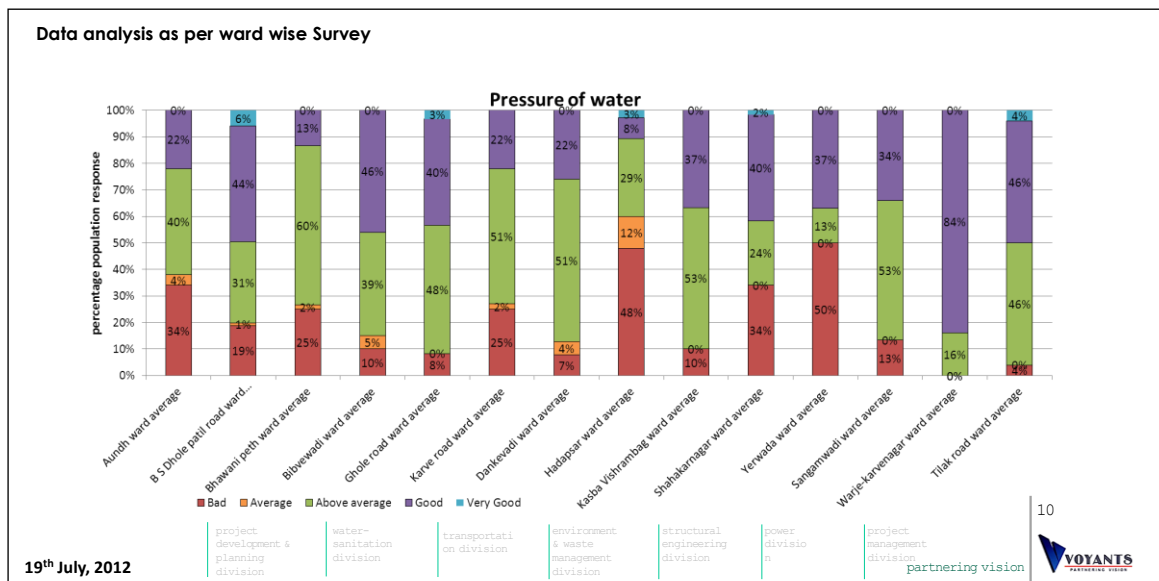
Aundh reflects the maximum insufficiency of water in the ward along with Hdapsar, Yerwada, Bibvewadi and Sangamwadi ward.



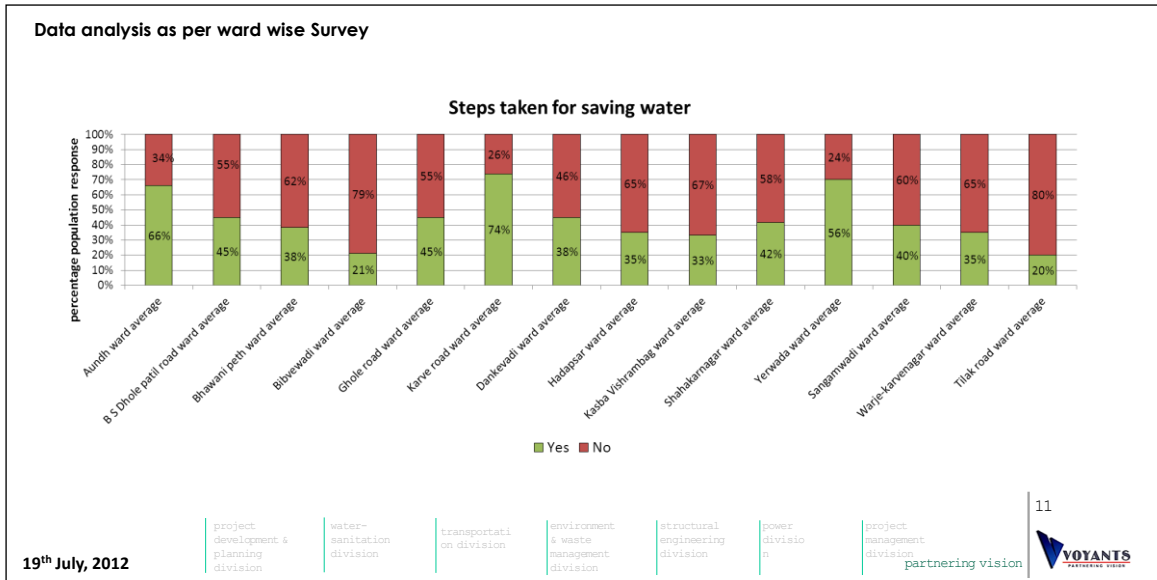
The overall quality of water in city is good. Only in Bhawanipeth ward 18% people are not satisfied with quality of water.



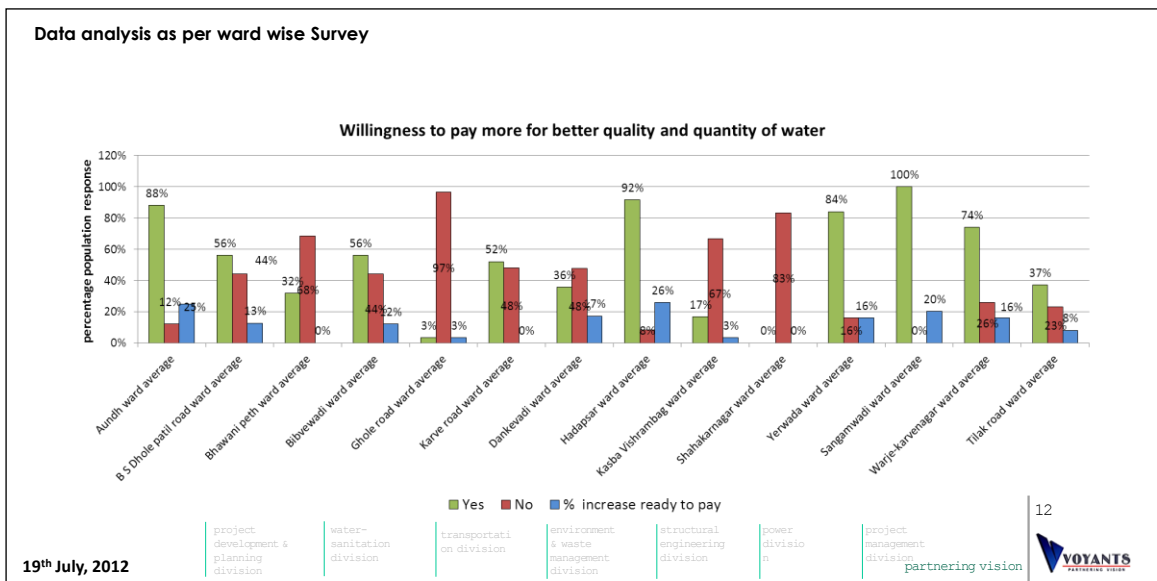
22% of Bibvewadi and 17% of Ghole Road ward residents are not satisfied with the quality of water supply network. Rest the overall quality of water supply network is satisfactory.



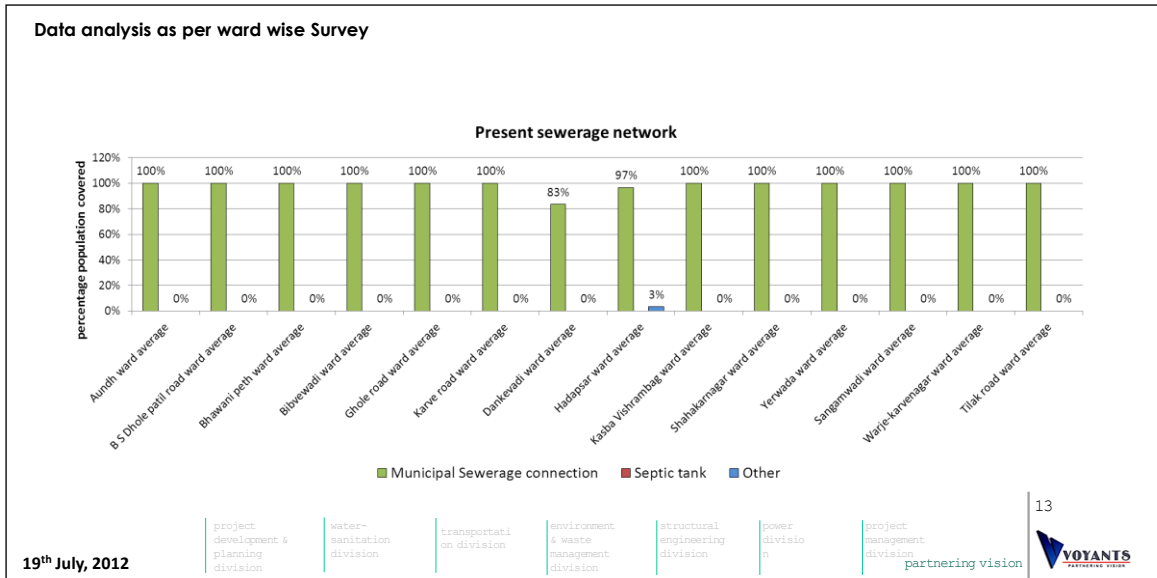
Hadapsar, Yerwada, Shahkarnagar, Aundh, Bhawanipeth, Karve road ward residents have complaints about the water pressure in the city.



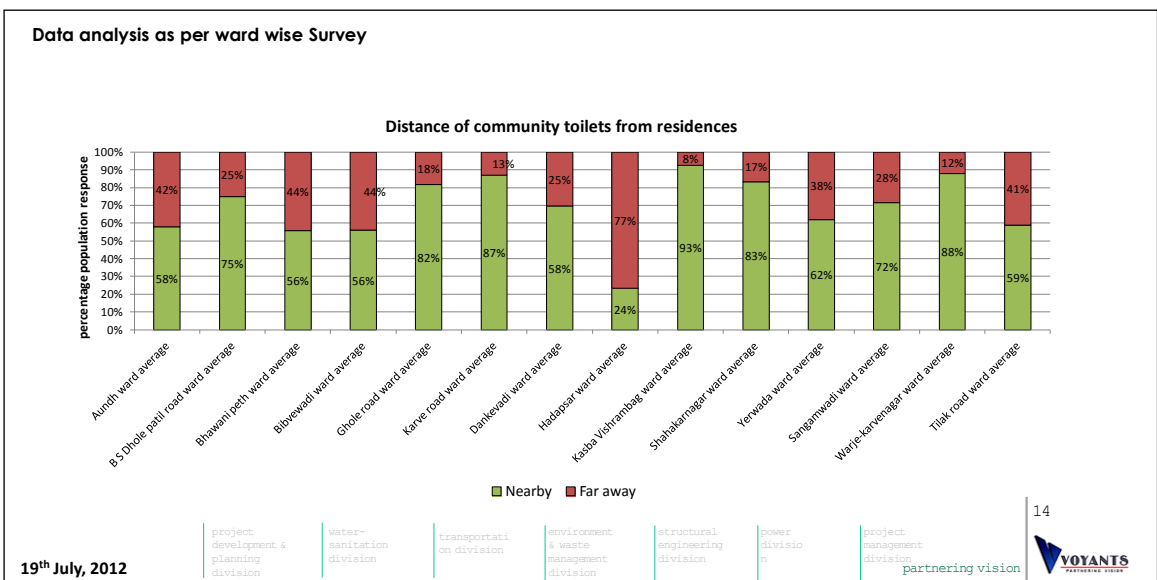
According to the analysis almost half of the city's population takes steps to conserve water which is a satisfactory result.



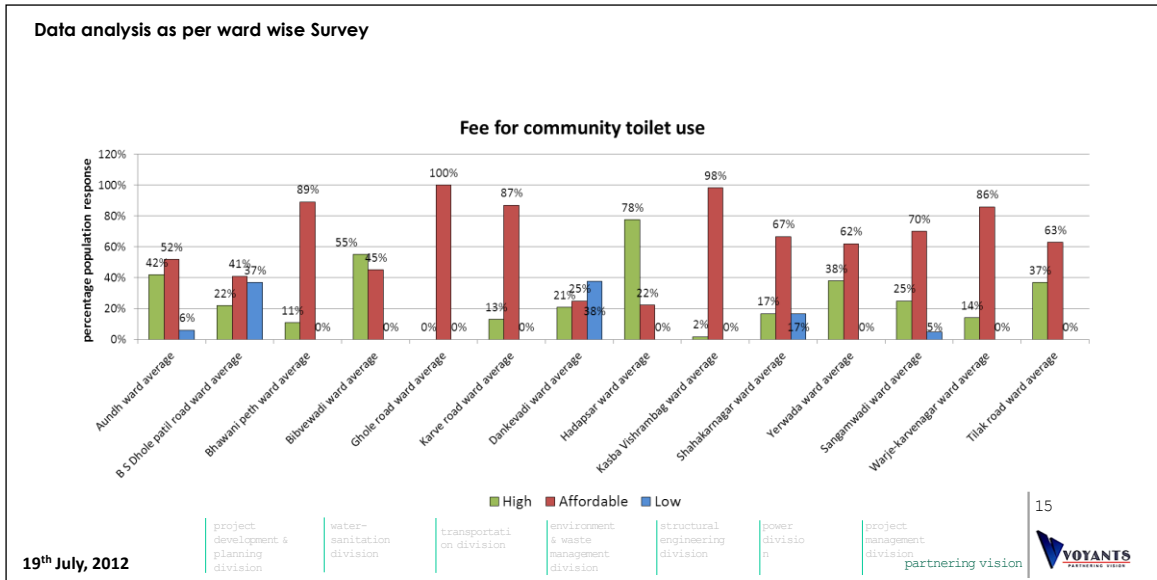
97% of Ghole road residents are not willing to pay for better quality water supply along with Shahkarnagar and almost half of Bhawani peth ward and Kasba Vishrambag ward. All the wards on the outskirts of PMC are more willing to pay which is around 15-20% increase in water charges.



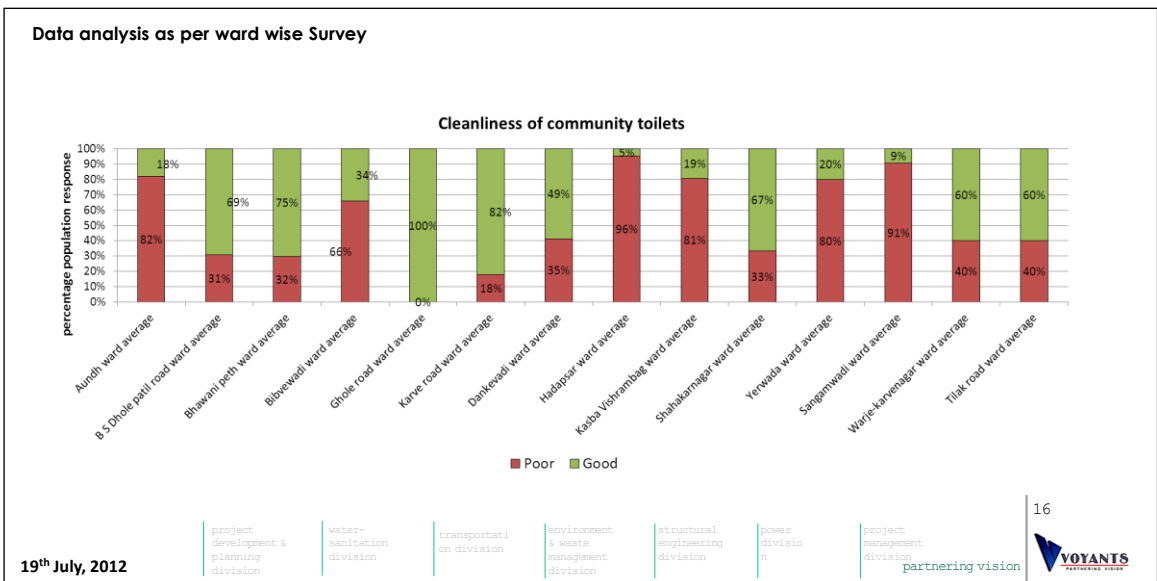
The whole city is covered with Municipal sewerage network.



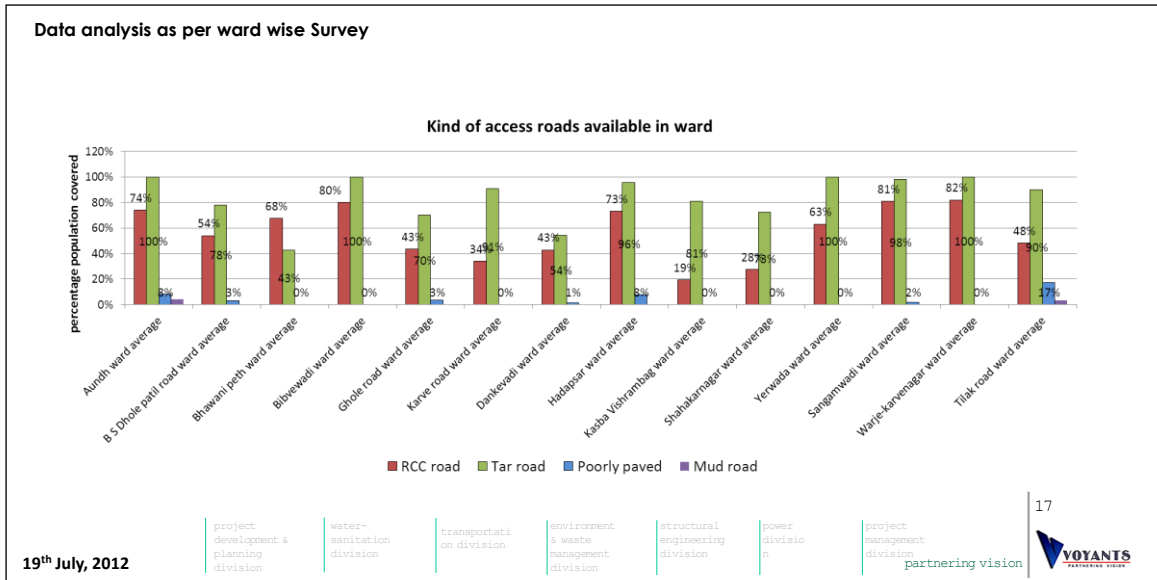
Hadapsar, Aundh, Bibvewadi, Bhawani peth, Tilak road ward residents are not satisfied with the distance of the community toilets from their respective homes.



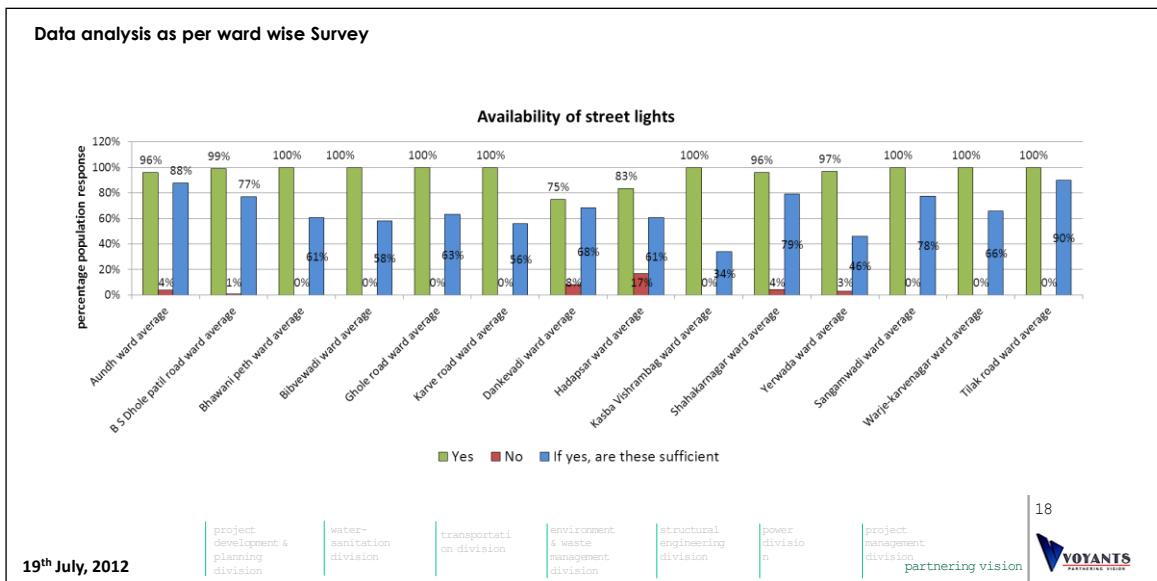
Almost 60% the city thinks that the fee for community toilet is on the higher side hence should be reduced.



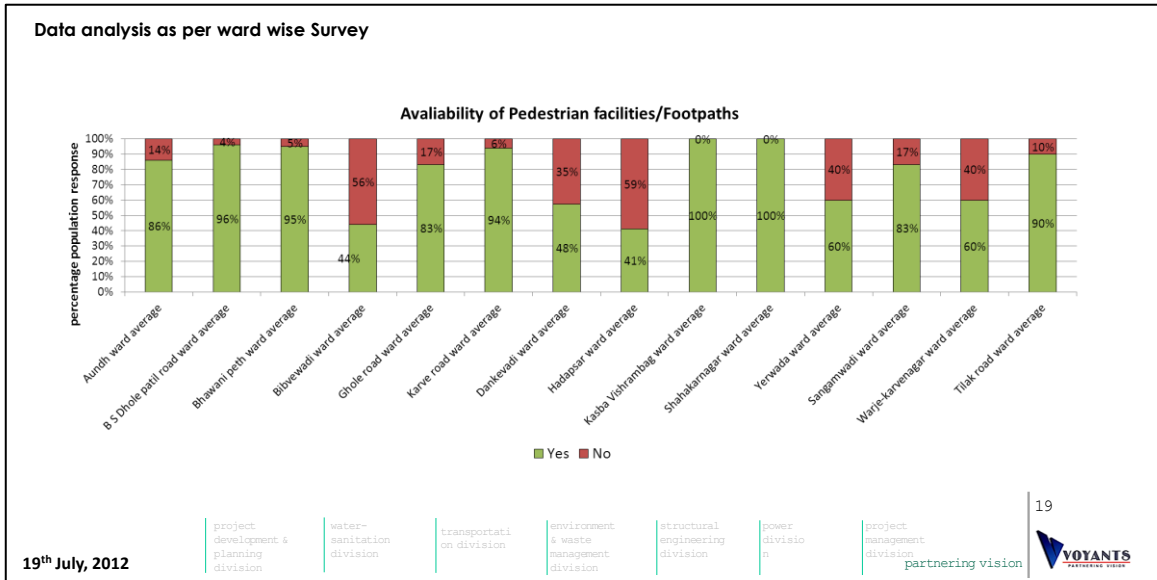
Hadapsar, Aundh, Yerwada, Sangamwadi ward residents are not satisfied by the cleanliness of the community toilets in their area.



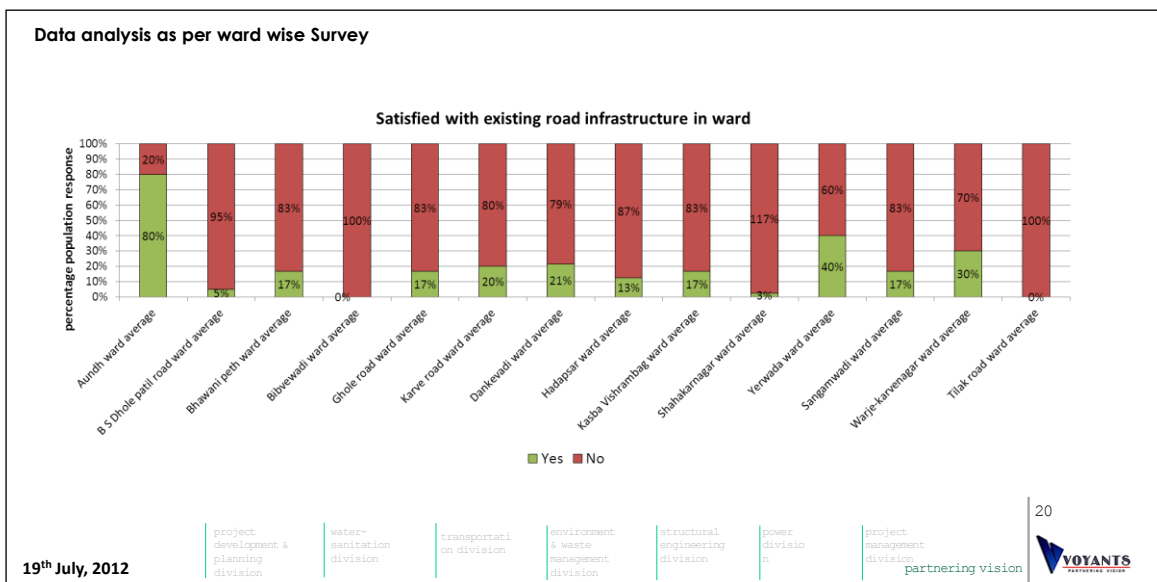
Almost all the wards are sufficiently connected by either PCC road or tar road. 4 out of 14 ward have a very low percentage of poorly paved roads.



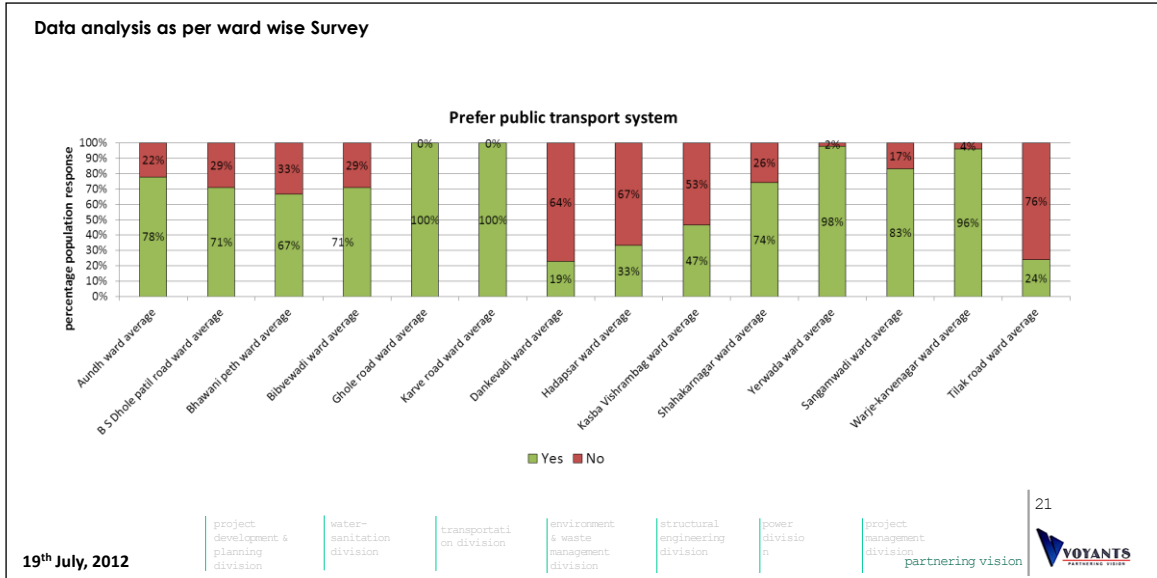
There are street light throughout the city but only half the city population is satisfied regarding its sufficiency in their respective localities.



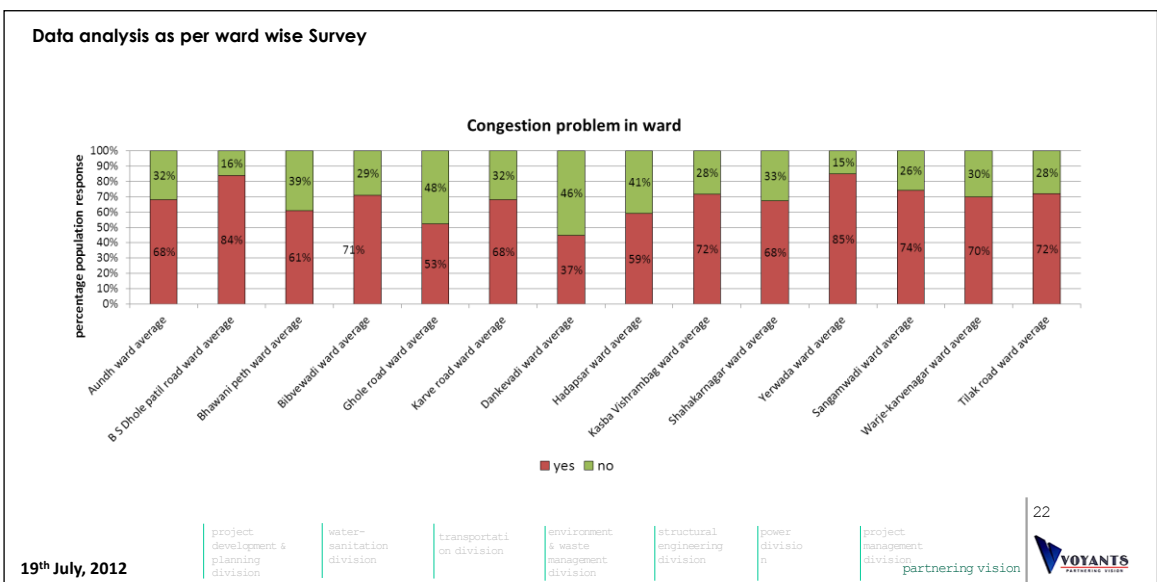
Bibwewadi, Dhankewadi, Hadapsar, Warje- Karve road ward residents are not satisfied with the pedestrian facilities in their locality.



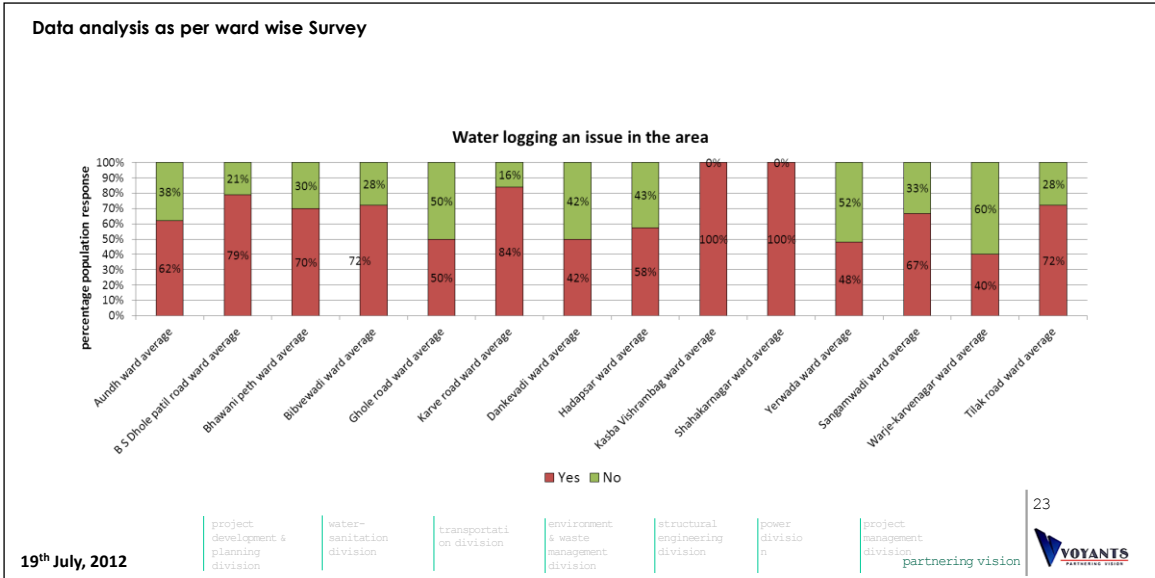
Almost the whole city is not satisfied with the existing road infrastructure present in their wards.



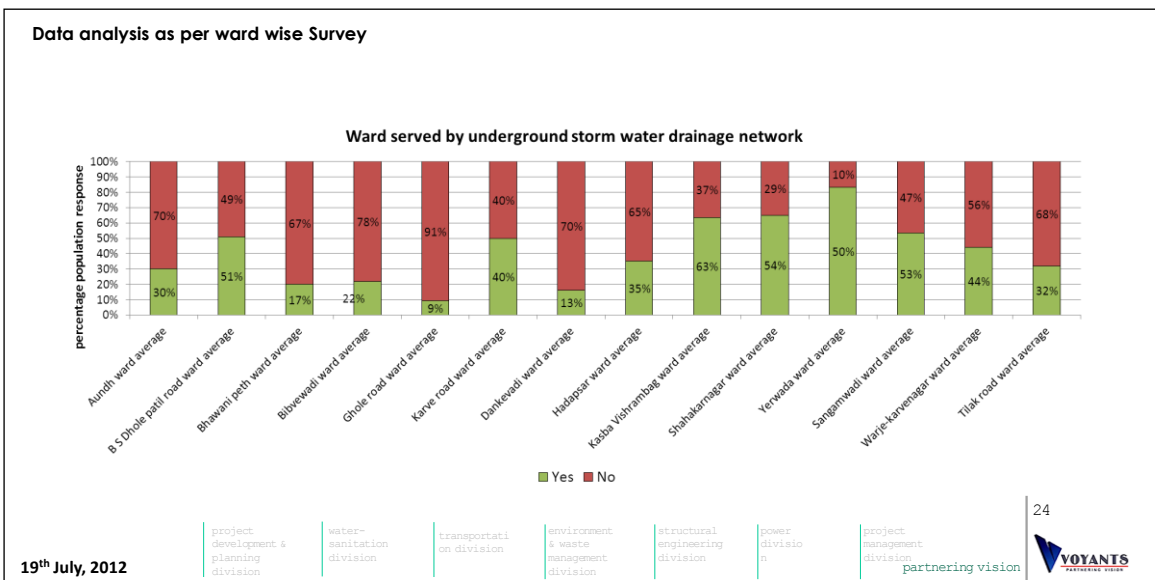
Almost 65-70% population of the city would prefer to travel by public transport in the city.



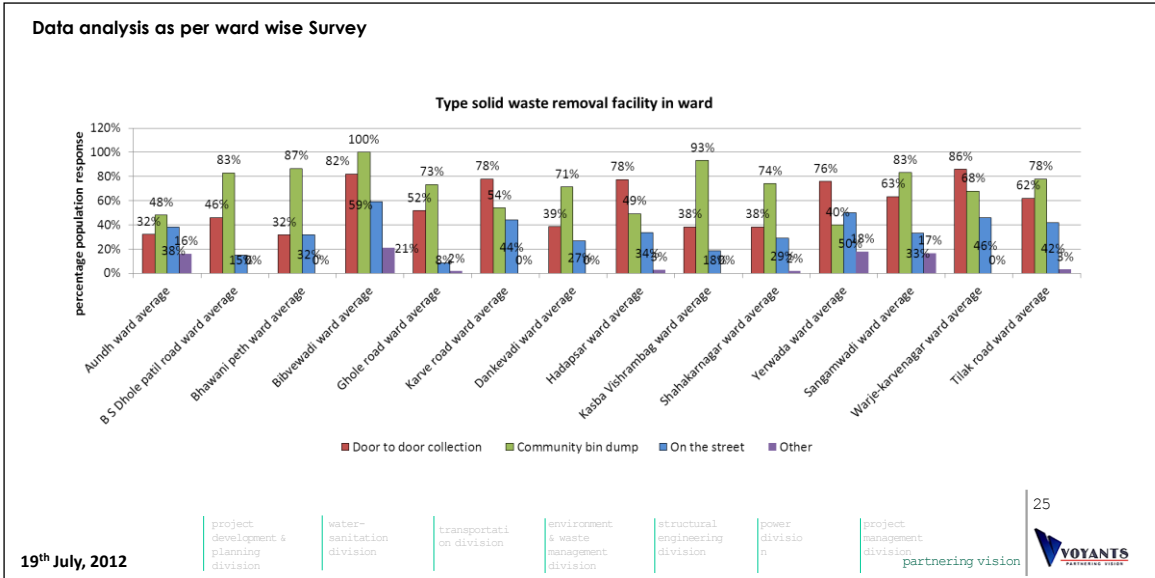
All the ward residents feel that there is congestion problem in their ward.



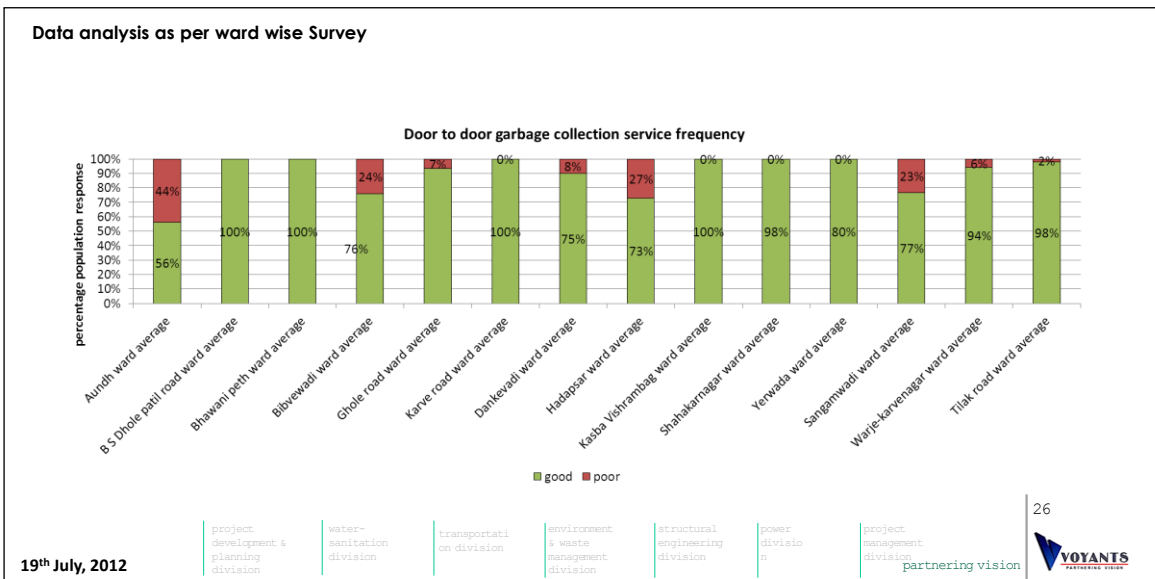
The whole city residents are affected by the water logging problem.



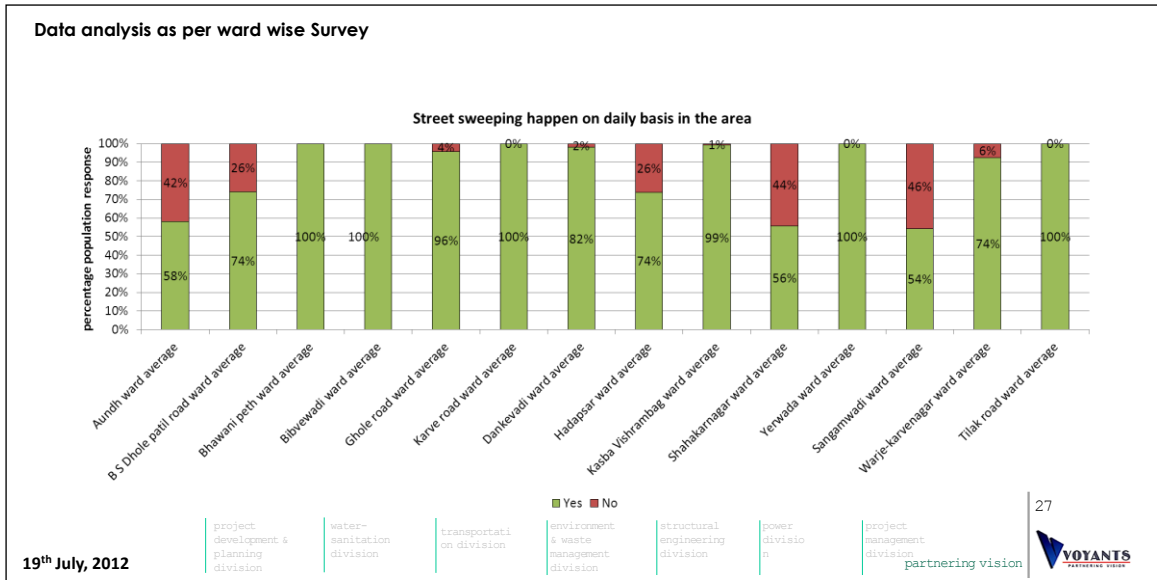
Approx 70% of the city population thinks that their ward is not covered by underground storm water drainage network.



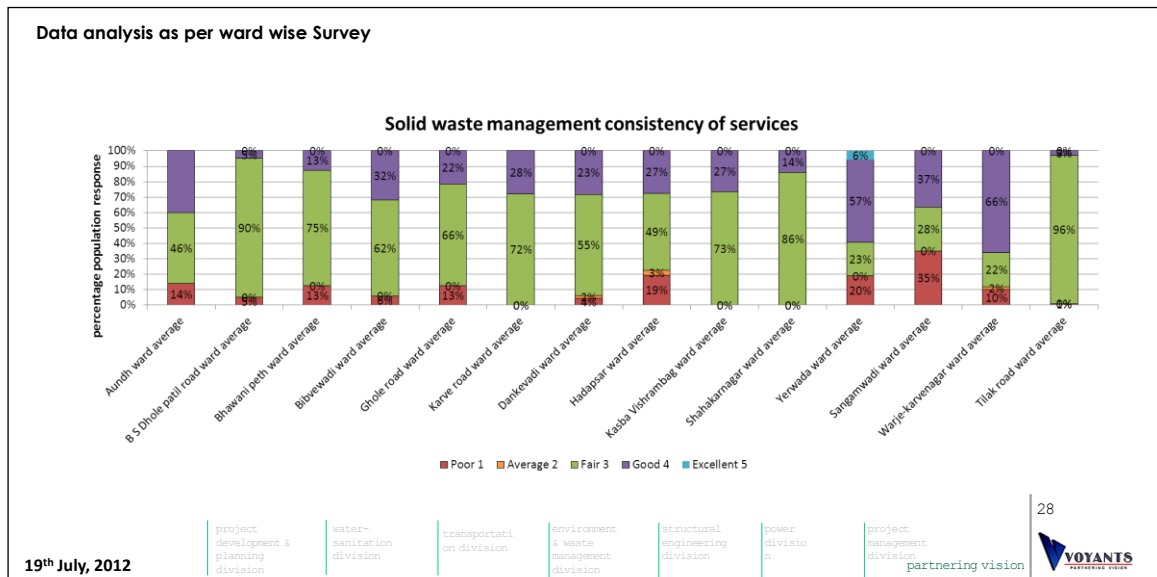
Approx 50% of the city is covered by Door to door collection along with approx 85% community bins.



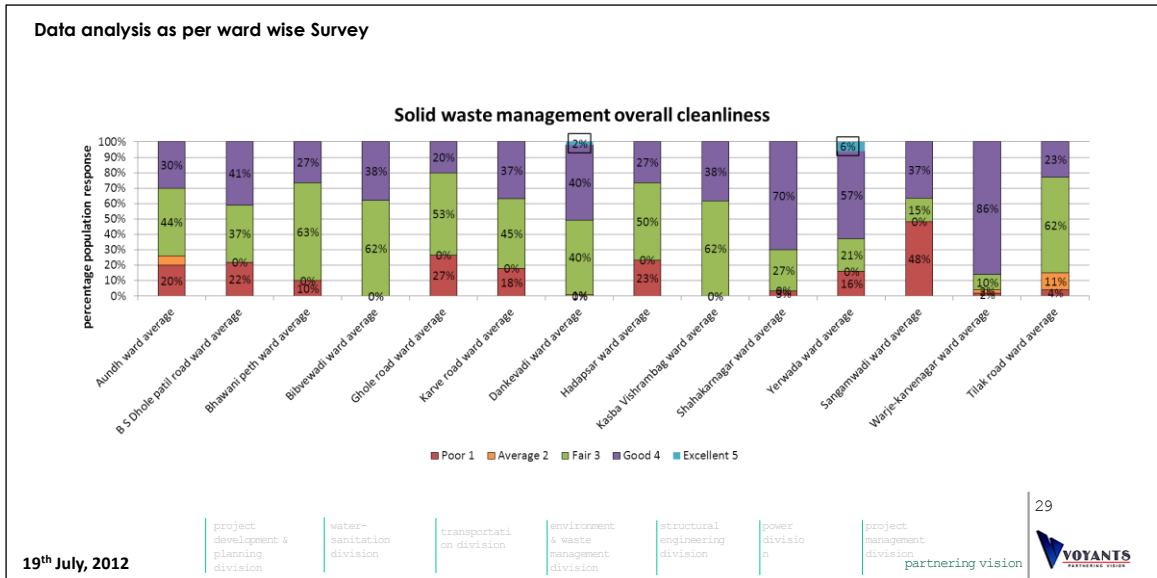
The whole city is satisfied with the frequency of door to door collection frequency.



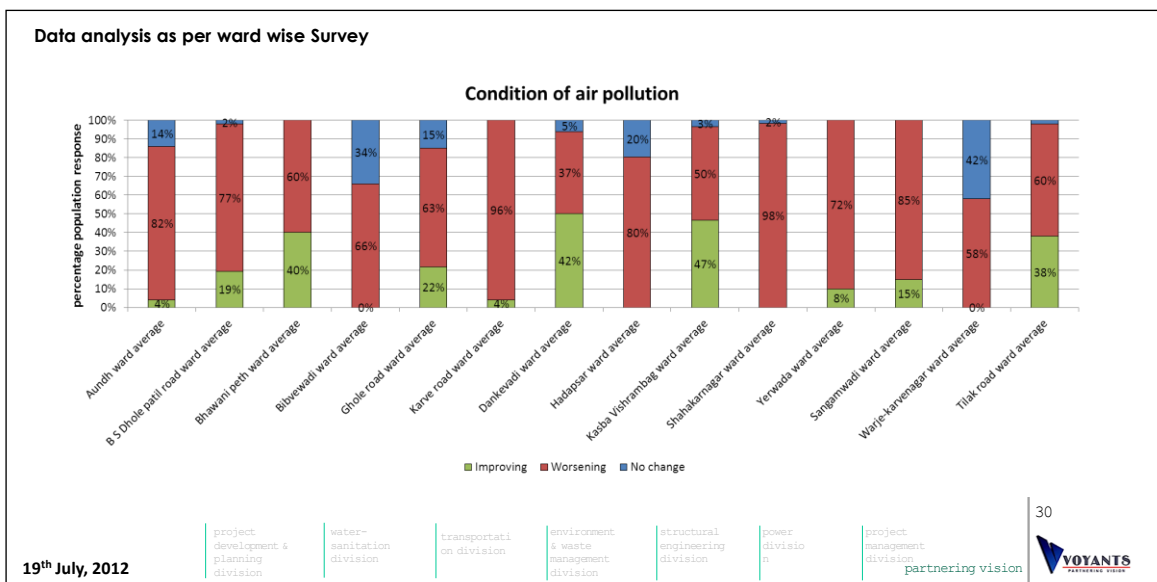
Almost all the wards are swept on a daily basis in the city.



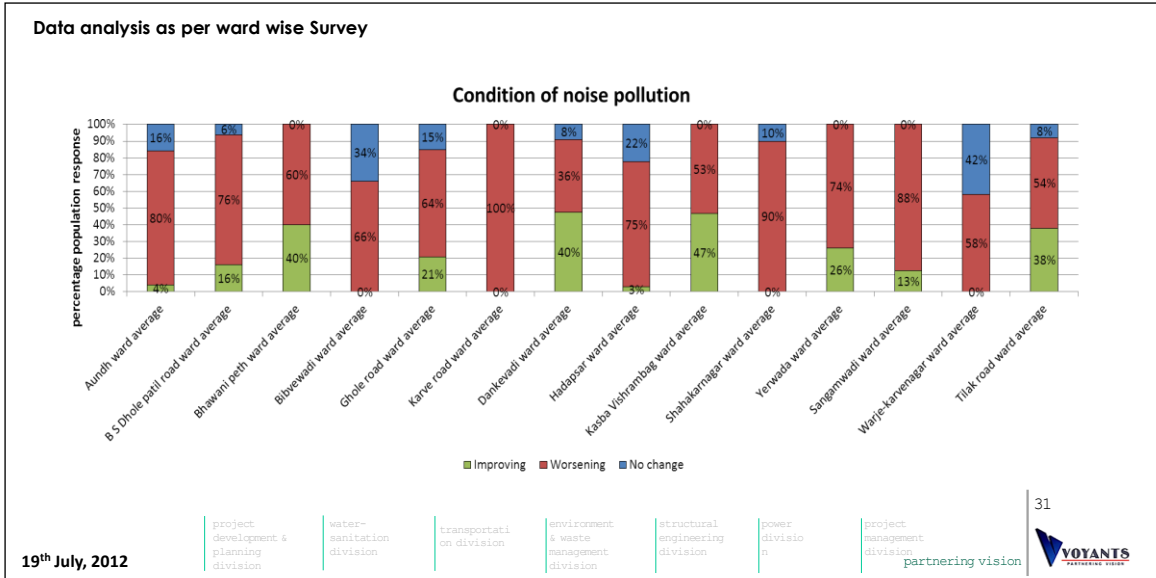
Apart from 35% of Sangamwadi ward the whole city is satisfied with the SWM services.



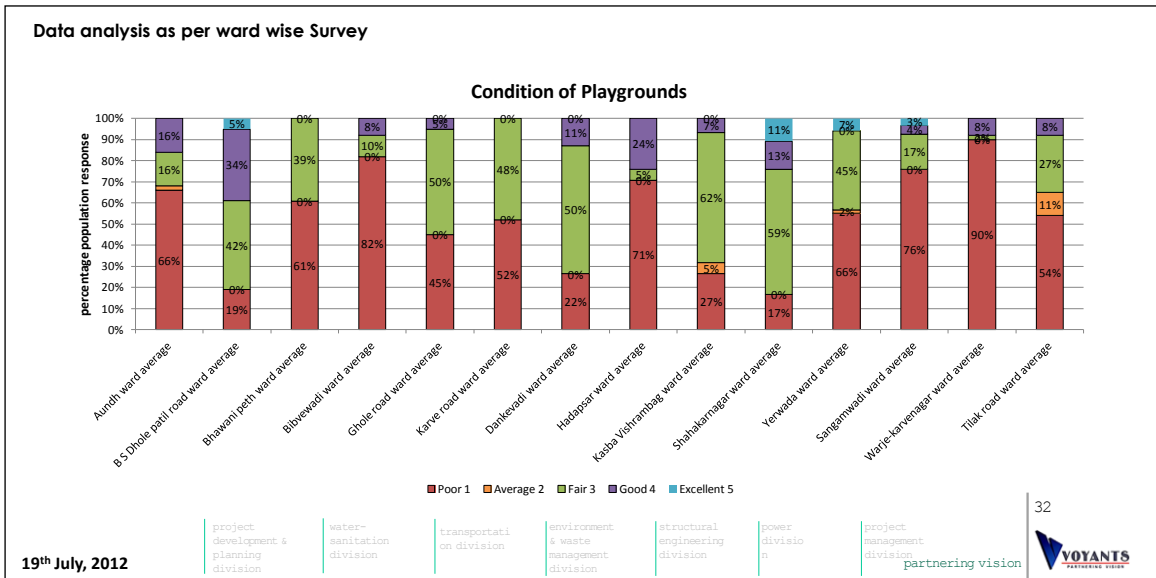
42% of residents of Sangamwadi ward are not satisfied by the solid waste cleanliness in the city.

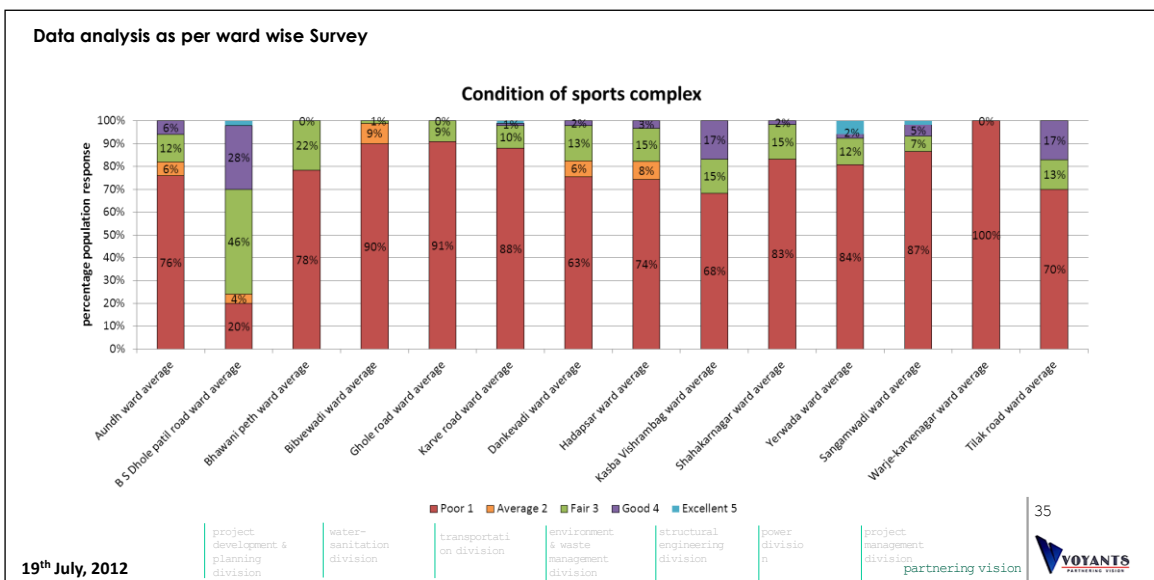
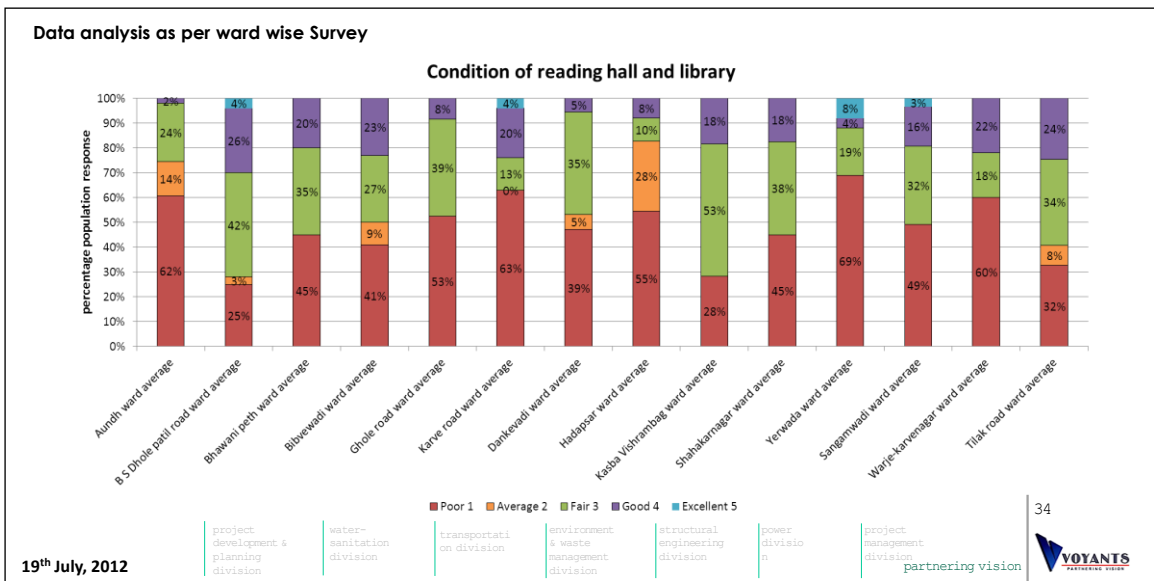
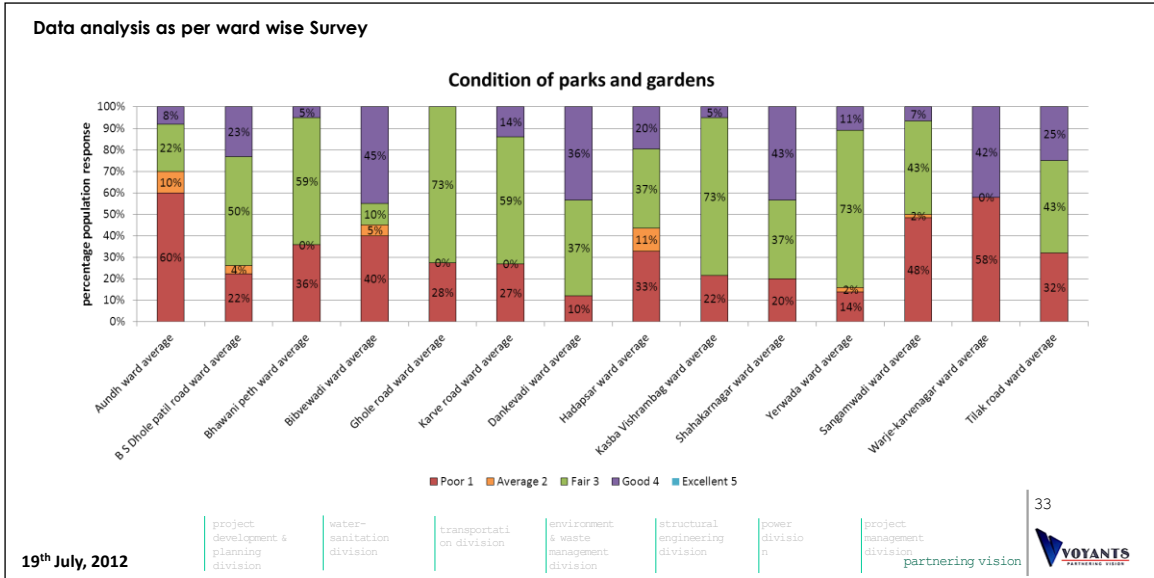


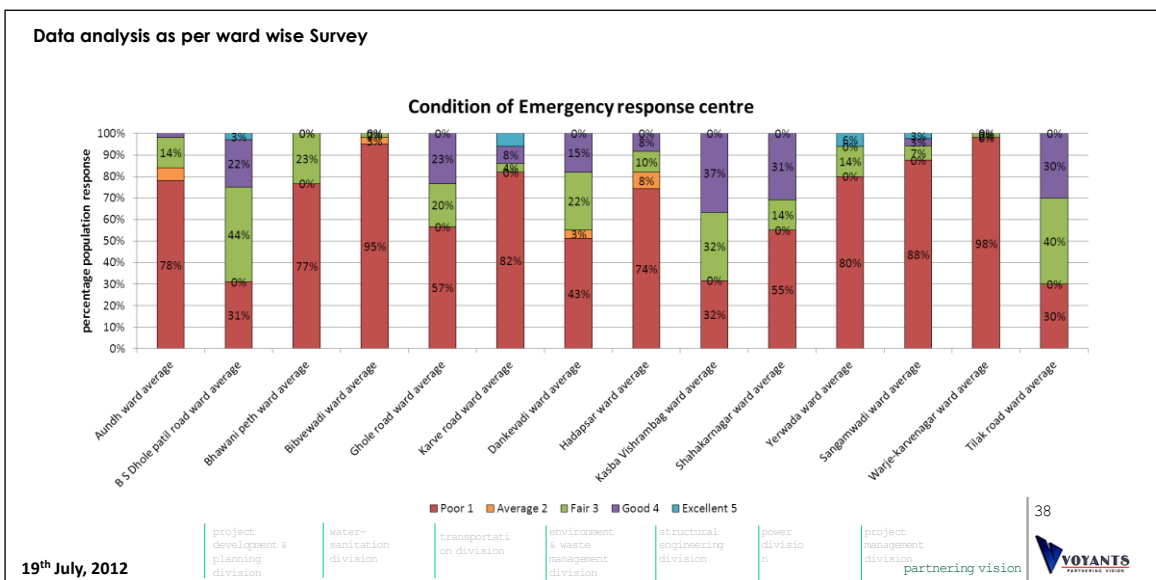
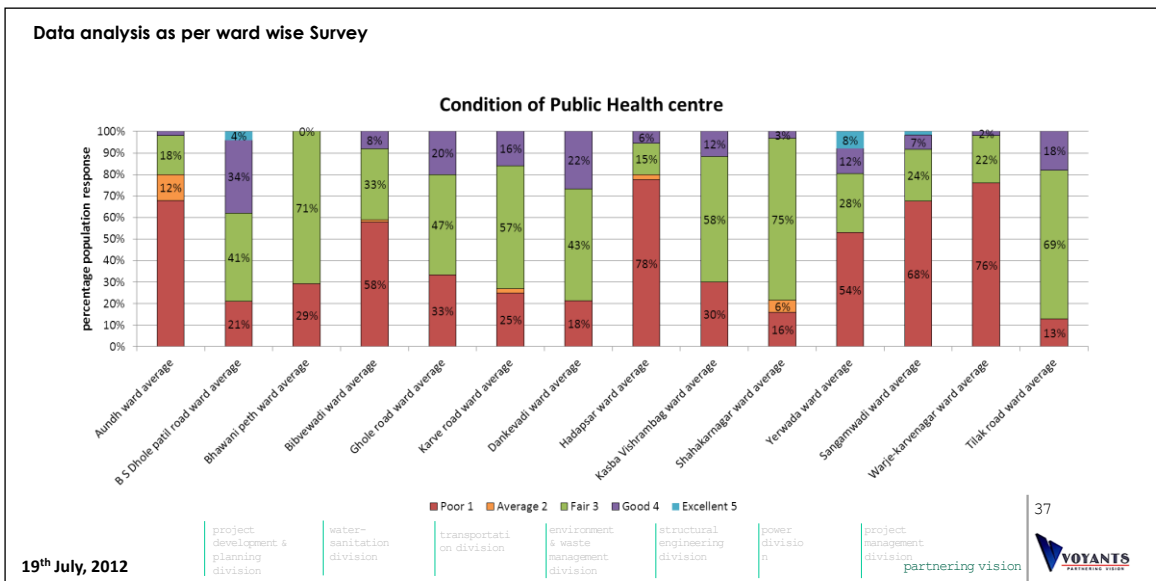
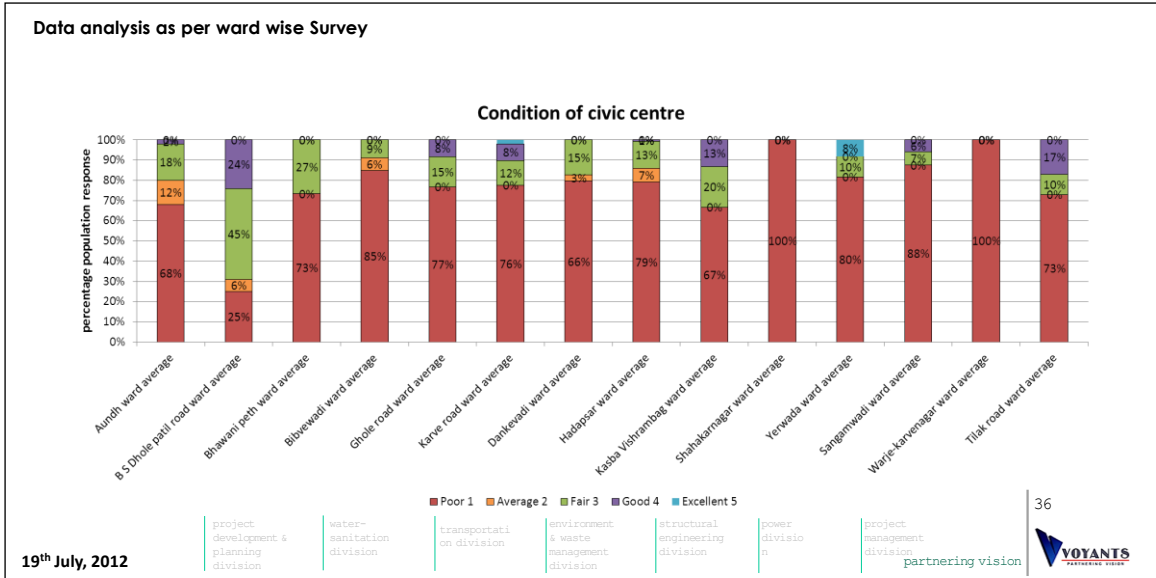
Almost the whole city feels that the condition of air pollution has worsened in the recent time.

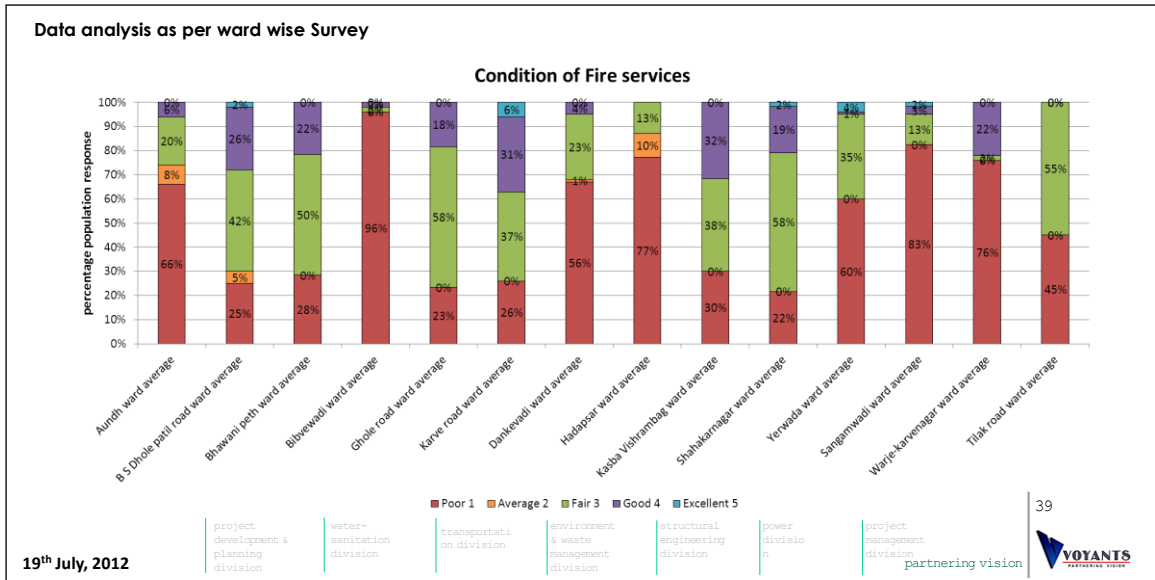


Almost the whole city feels that noise pollution has increased in the recently.









6.3 Summary of Key findings of Citizen Satisfaction Survey

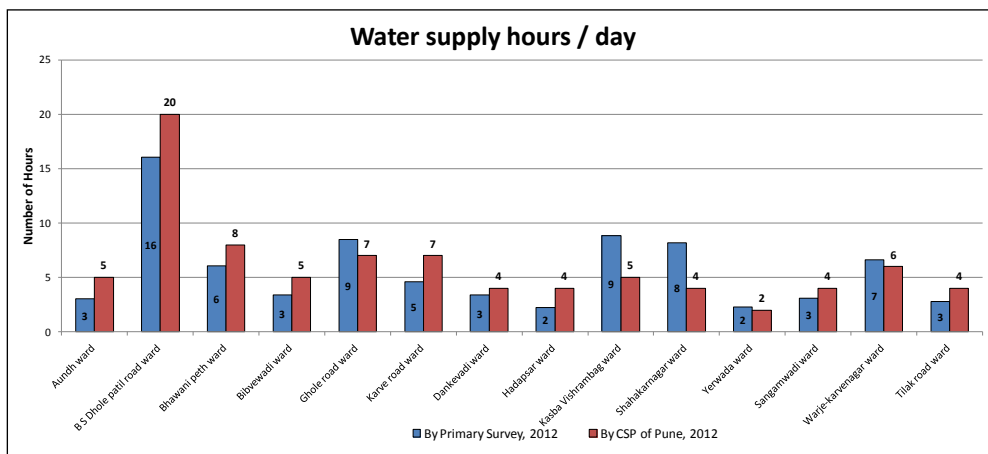
6.3.1 Citizen Perceptions

The 'service performance satisfaction and qualitative' survey which was conducted in Pune city mainly focused on the entire infrastructure services provided by Pune Municipal Corporation to the city Population. The sectors which were included in the survey were water supply, sewerage, drainage, solid waste management, road infrastructure, transportation, city environment and heritage of the city. Within each sector different aspects are covered which relate to the overall satisfaction level of all the people of Pune. Among the various priority survey health facilities and education facilities were also included. The demand survey also revealed the satisfaction level of people regarding the social infrastructures already existing in the city like playgrounds, parks, neighborhood gardens, civic centers, community halls, sports complexes, public health centers, emergency response centers and fire services.

6.4 Different sectors covered in the survey

6.4.1 Water Supply

The survey focused on various aspects in water supply sector viz. number of water supply hours, the quality of water supply network, source of drinking water supply, sufficiency of water supplied, quantity



of water supply, quality of water supply, pressure of water supplied, steps taken by the people to save water and willingness of people to pay more



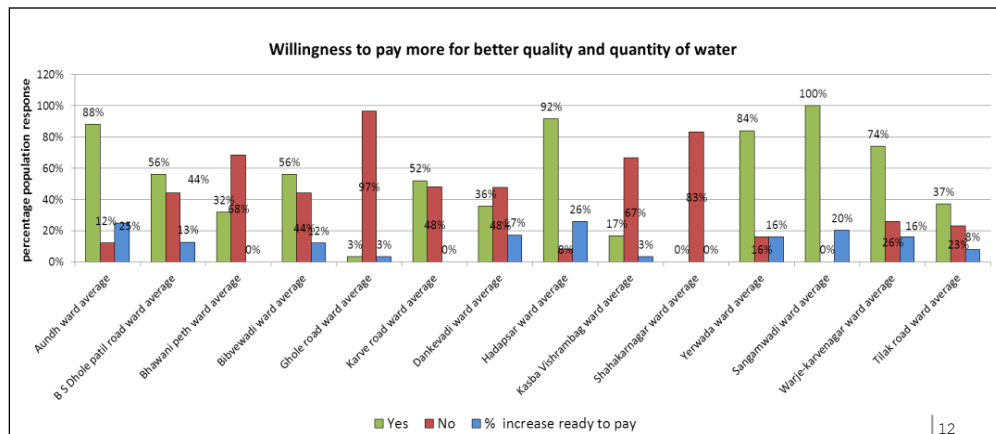
for enhanced water supply.

According to the survey in B.S. Dhole Patil road there is a large discrepancy in the actual supply hours and the PMC data. Even in Aundh, Bhawani Peth ward the registered data is higher than the supply hours revealed by the primary survey. Rests of the wards are almost near the registered data. In few of the wards like Ghole Road, Kasba Vishrambag and Shahkar Nagar the supply hours have been indicated more than that of the registered data by Pune Municipal Corporation as indicated in the City Sanitation plan 2012.

Regarding the quantity of portable water supply the wards on an average have a satisfactory reaction; nevertheless Aundh reflects the maximum insufficiency of water in the ward along with Hadapsar, Yerwada, Bibvewadi and Sangamwadi ward with the percentage of population ranging from 20 percent to 56 percent dissatisfied regarding this aspect. If talked about Quality of water supplied in the city, it is good. Only in Bhawanipeth ward 18 percent and in Karve Road 14 percent people are not satisfied with quality of water. Rest of the city is rather quite content with the quality.

22 percent of residents of Bibvewadi and 17 percent of Ghole Road ward residents are not satisfied with the quality of water supply network. Rest the overall quality of water supply network is satisfactory.

Hadapsar, Yerwada, Shahkarnagar, Aundh, Bhawanipeth, Karve road ward residents have complaints about the water pressure in the city. Still around 65-70 percent of population of the city is satisfied with the pressure component of the water supply sector.



According to the analysis almost 50 percent of the city's population takes steps to conserve water which is a satisfactory result. This shows that there is awareness among the citizens of the Pune city regarding conservation of water.

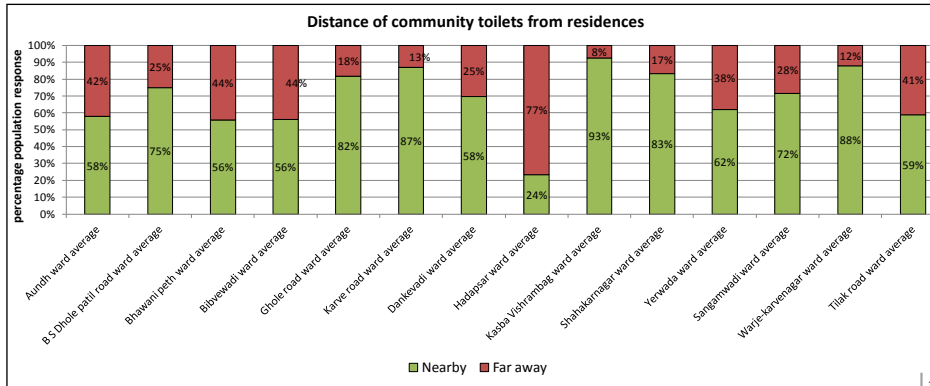
Also the willingness of the people to pay more money for better water supply is satisfactory. But in case of Ghole road ward around 97 percent of residents are not willing to pay for better quality water supply along with Shahkarnagar and almost half of Bhawani peth ward and Kasba Vishrambag ward. But all the wards on the outskirts of PMC are more willing to pay which is around 15-20% increase in water charges. Hence in future even if the rates of water supply are revised within the given bracket then the city would welcome the change and would anticipate a good quality of service deliverance.

6.4.2 Sewerage

The aspects considered for this sector was the coverage percentage of municipal sewerage network in the city, distance of community toilets from the houses of the people, cleanliness of the community



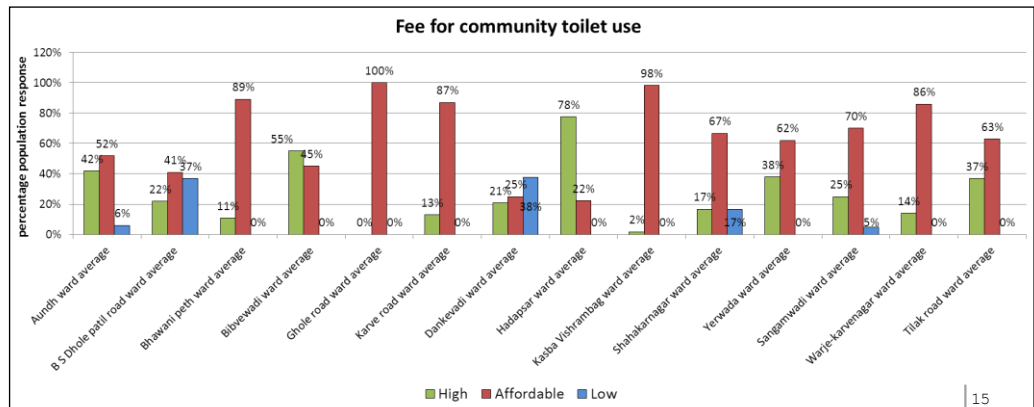
toilets and the fee which was collected from the people for the usage of the community toilets. The Pune municipal Corporation has been successful in covering the whole of the city under the sewerage network. Almost 98 percent of the city is under municipal connection. Only around 2 percent of the population is covered by septic tank. Regarding the coverage the people are very satisfied with the facilities provided by the Pune Municipal Corporation.



Hadapsar, Aundh, Bibwewadi, Bhawani peth, Tilak road ward residents are not satisfied with the distance of the community toilets from their respective homes. Almost 65 percent of the population of the

city is satisfied with the proximity of the community toilets from their respective homes. The situation is in a way grave in Hadapsar ward where 77 percent people find the toilets far from their homes.

Almost 60% the city purviews that the fee for community toilet is on the higher side hence should be reduced. In Bhawani Peth, Ghole road,



karve road, Kasba Vishranbag Sahkarnagar, Yerwada, Sangamwadi, Warje- Karwenagar and Tilak road where the population percentage ranges from 60 percent to 100 percent; the fee is in the affordable limits according to the people. In B S Dhole Patil Road 37 percent and in Dhanakwadi 38 percent of the population stated that the fee are on the lower side.

There is major issue regarding the cleanliness of the community toilets in the city. Hadapsar, Aundh, Yerwada, Sangamwadi ward residents are not satisfied by the cleanliness of the community toilets in their area. It can be inferred that the wards on the out-skirt of Pune are receiving a inferior level of services that the core city. In Hadapsar ward and Sangamwadi ward almost 96 percent and 91 percent people respectively are not satisfied with the cleanliness of the toilets.

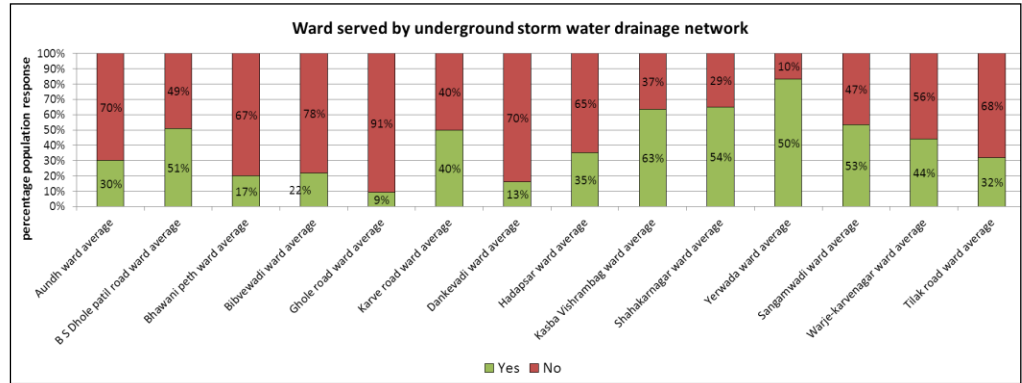
6.4.3 Drainage

The drainage section of the citizen perception survey included the aspects like the occurrence of water logging in the city and the coverage of storm water drain network in the city. If these two aspects are properly functioning in the city then it can be assumed that the drainage network of the city is efficient enough to keep the city water logging free and the instantaneous draining of the storm water into the

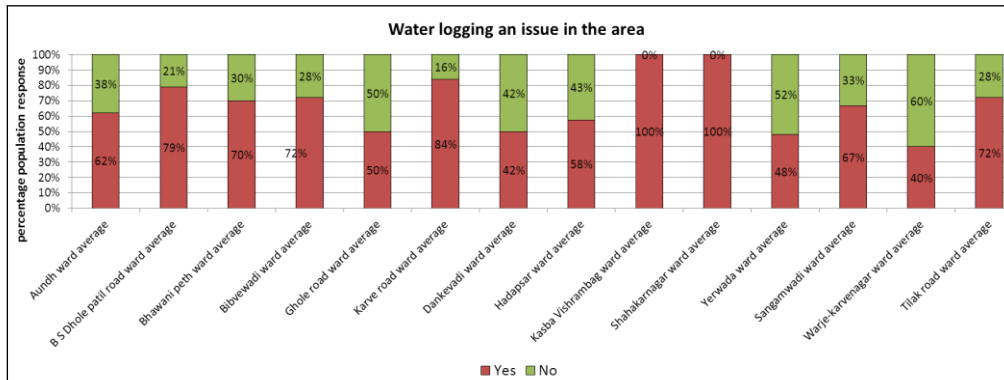


network lines to the larger water bodies after the rain.

According to the survey around 70 percentage of the city residents responded that their ward is not covered by underground storm water drainage network. The



major problem of storm water network lies in wards like Aundh, Bhawanipeth, Bibewewadi, Ghole road, Dhanakwadi, Hadapsar, and Warje-Karvenagar where the responding population within the range of 50 percent to 91 percent is not satisfied with the coverage of storm water network.

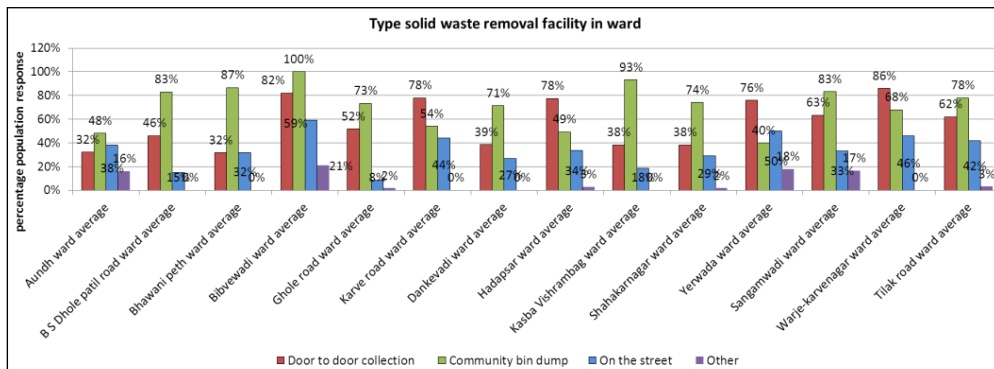


According to the enquiry about the situation of water logging from the people of their respective wards, the whole city is affected by the problem. The problem of water

logging is worse in the wards of Kasba Vishrambag and Shahakarnagar as almost all the respondents stated it as a major problem. Even wards like Aundh, B S Dhole Patil road, Bhawanipeth, Bibwewadi, Karve road, Hadapsar, Sangamwadi and Tilak road are suffering as more than 70 percent of the population is suffering from water logging problem.

6.4.4 Solid Waste Management

Solid waste management is the sector where Pune city has accomplished a lot during its course. Right



from door to door collection to collection through community bins to street sweeping, a lot has been already done in the city. Several non government organizations

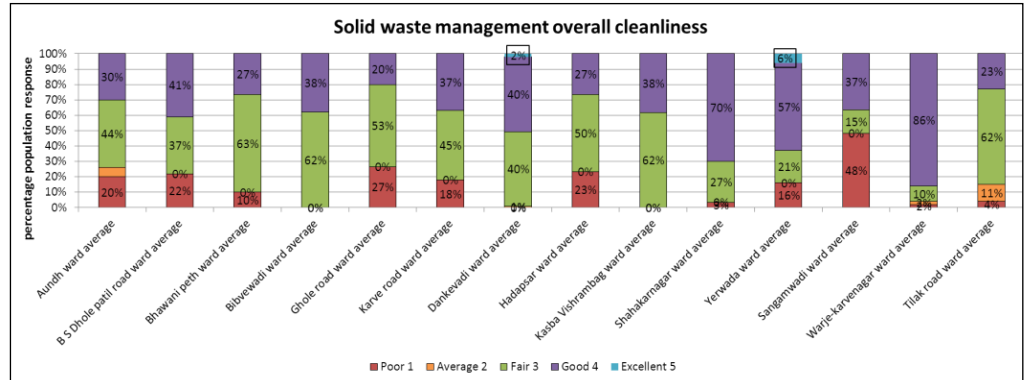
along with the Corporation have been working hard to make the city a better place to live in. Several best



practices have been taken up by the PMC and the citizens for a clean city to live in.

Due to the excellent efforts by NGO Swach along with the initiatives of PMC, the city has been able to introduce almost

50 percent door to door collection in the city. In this criterion Swach is able to collect almost all the solid waste from their covered areas with an



excellent frequency i.e. almost 100 percent on a daily basis. Along with door to door collection, 85 percent of the city population is covered by community bins. Few wards like Bibevevadi, Kasba Vishrambag, Bhawanipeth are almost totally covered with community bins.

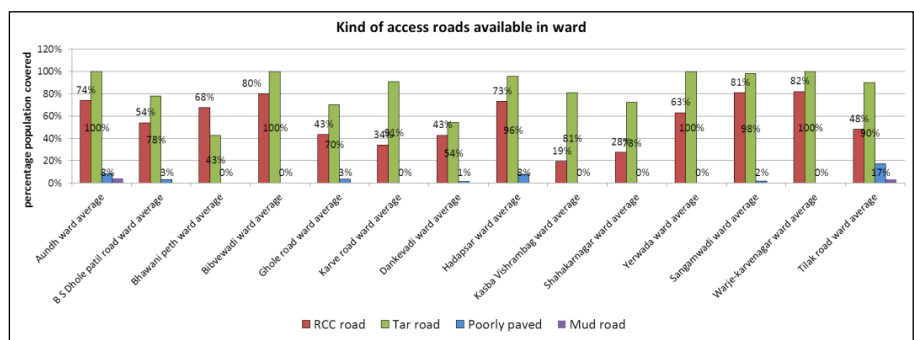


The practice of street sweeping is carried out with diligently in the city with nearly all the area being covered thoroughly. Only few peripheral wards are

experiencing a lower level of service deliverance where almost 40 -42 percent of population is not been able to get benefits of this service on a whole. Regarding the consistency of services in the sector of solid waste management, apart from 35 percent of population from Sangamwadi, the whole of the city is satisfied with the provided services. The overall cleanliness of the solid waste services in the city is satisfactory only 42 percent residents of Sangamwadi ward are not satisfied by the solid waste cleanliness in the city. It is also majorly notices that the wards on the fringes of the city remain unclean according to their 20-25 percent residents.

6.4.5 Transport and Traffic

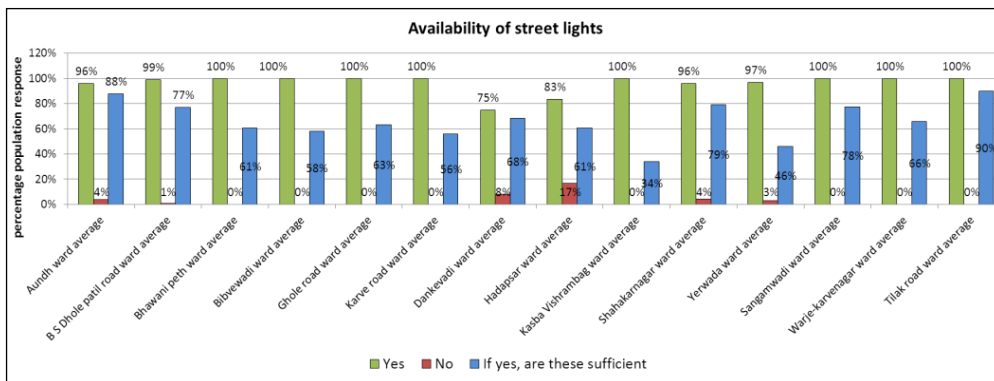
The transport sector in Pune city is one of the most problematic sectors among all. The aspects covered in the satisfaction survey included both the coverage of roads, types of roads, road infrastructure





including street lights, their sufficiency, congestion in the wards, and preference of public transport. Due to the uncontrolled growth of number of vehicles; both two and four wheeler in the Pune city, today transport sector needs lot of changes and augmentation in itself.

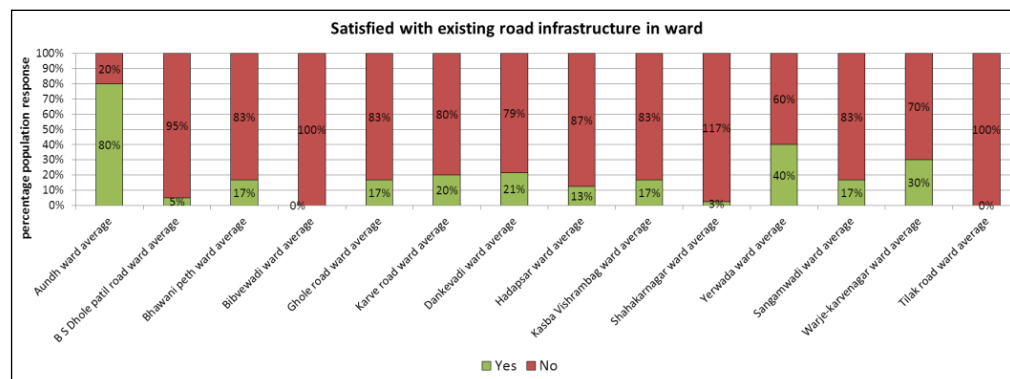
The aspect covered in this section is the type of access road present in the wards. According to the survey almost all the wards are sufficiently connected by either PCC road or tar road. The percentage of population serviced by tar road ranges from 43 percent to 82 percent throughout different wards in the city. The survey also revealed about the presence of PCC roads ranging from 19 percent to 82 percent population access. 4 out of 14 wards have a very low percentage of poorly paved roads.



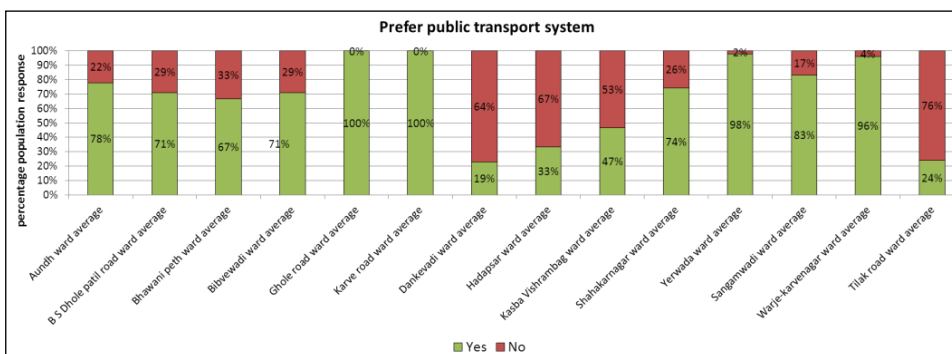
Regarding the presence of street infrastructure like street lightings and the presence of pedestrian facilities were also the important part of survey. According to the survey

almost all wards are facilitated with street lights but regarding the sufficiency of street lights have a different impact on the survey as only half the city population is satisfied regarding its sufficiency in their respective localities. Bibwewadi, Dhankewadi, Hadapsar, Warje- Karve road ward residents are not satisfied with the pedestrian facilities in their locality.

Almost whole city is dissatisfied with the existing road infrastructure present in their wards. On a contrary in Aundh Ward around 80 percent of people



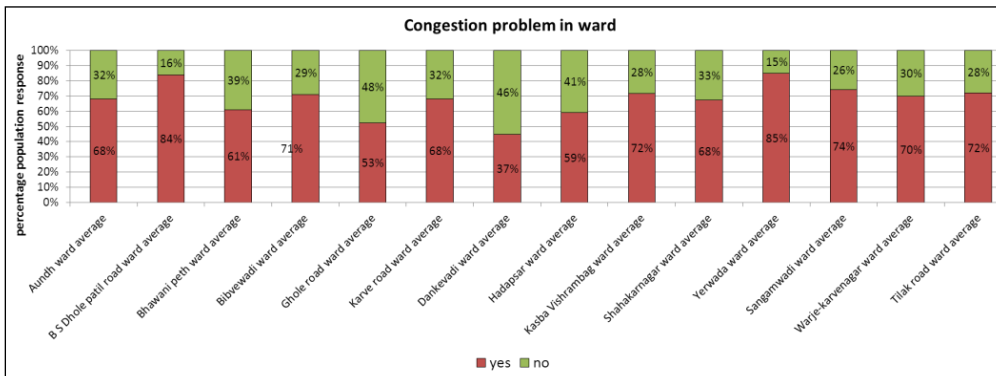
are very content with the road infrastructure present in their ward. Even in Yerwada and Warje Karvenagar ward around 30 - 40 percent people are satisfied with the road infrastructure in their respected wards.



Almost 65-70% population of the city would prefer to travel by public transport in the city. Surprisingly 100 percent people of



Ghole road and Karve road ward have inclination towards Public transport. Even in Yerwada 98 percent of the population want to use public transport in their day to day life provided it's safe and cost effective.



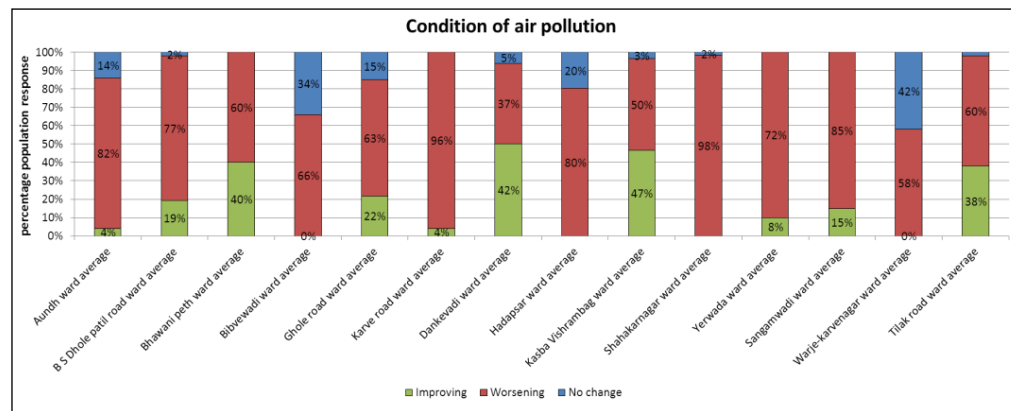
Almost all the ward residents feel that there is congestion problem in their ward because of various reasons like encroachment, illegal parking, hawking etc.

around 60-75 percent population responded that they have experienced congestion in their respective wards.

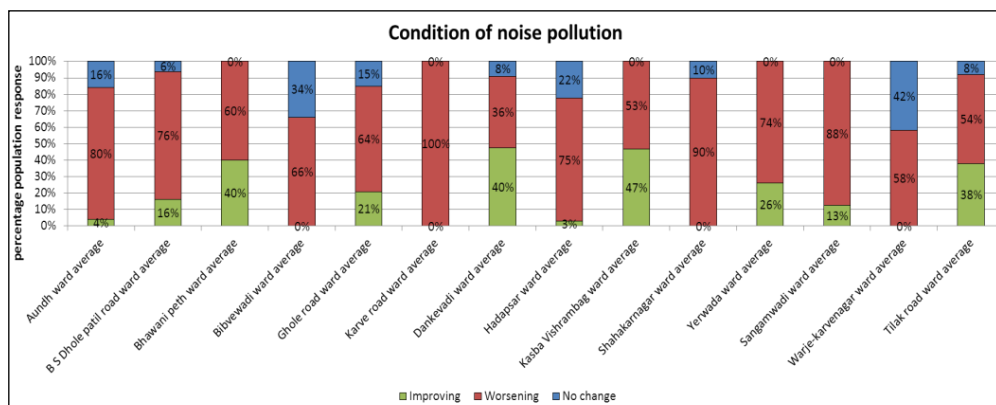
6.4.6 City Environment

Through the satisfaction survey, it has been attempted to assess the city environment by focusing on aspects like noise pollution and air pollution, as a common citizen can only share his experience about environment very qualitatively.

There has been very degrading effect on the environment as almost the whole city feels that there has been constant degradation in the environment in the recent years.



In case of air pollution almost the whole city feels that the condition of air pollution has worsened in the recent times. In wards like Shahakar nagar, Hadapsar, Aundh, Yerwada, Karve Road approx 90-92 percent people have stated that the condition of air pollution is dwindling at a very fast and increasing rate.



The situation of noise pollution has also registered a worsening trend over the years according to almost



all the residents of the city. Only around half the people in wards like Danakwadi, Kasba Vishrambag or Bhawanipeth stated that the noise pollution has reduced over the year but rest of the city has either assessed it as a worsening trend or as a stagnant case.



7 Outcome of Citizen Satisfaction Survey & 3rd Workshop: Priority sectors

7.1 Introduction

In the household survey, individual consultations and focused group discussion for prioritizing the provision of services, the citizens were asked to rank the sectors according to their priority of improvement. In this section they were asked to rank the various infrastructure services according to their priority giving the most urgently required service as first rank and the least prioritized sector as the last rank. This was carried out in all the fourteen wards of the city where the people chose the service which they wanted to be improved with utmost urgency. The citizens were asked to rank between eight different infrastructure services which included both physical and social infrastructure service. The different type of services were Water Supply, Sewerage/ Sanitation, Solid Waste Management, Storm water drainage, Road infrastructure, Public transport system, Health facilities and Education facilities.

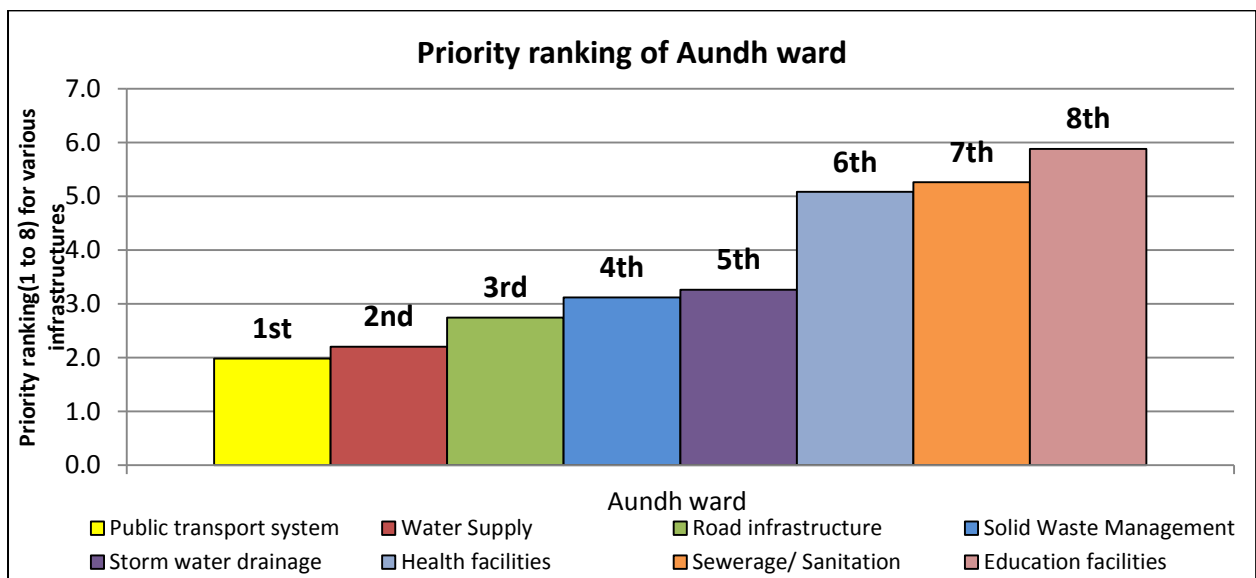
This priority ranking was carried out in all the fourteen wards in the city and later it was combined together in view of the whole of the city to find the most prior infrastructure services perceived by the citizens of the Pune city. This ranking is to be perceived as only in terms of citizen's current and most urgent requirement in the city.

7.2 Priority Sectors

According to the citizen satisfaction survey different wards have come up with various ranking associated to each infrastructure service. Hence different wards will suggest a different ranking which later combines together to reveal the priority of the whole city.

7.2.1 Ward level

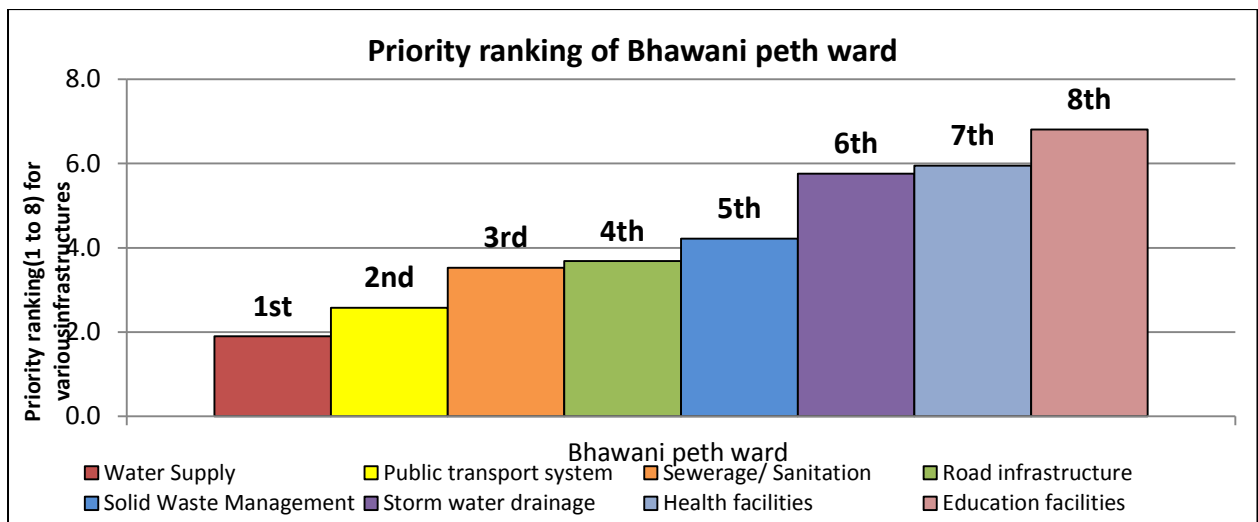
7.2.1.1 Aundh Ward





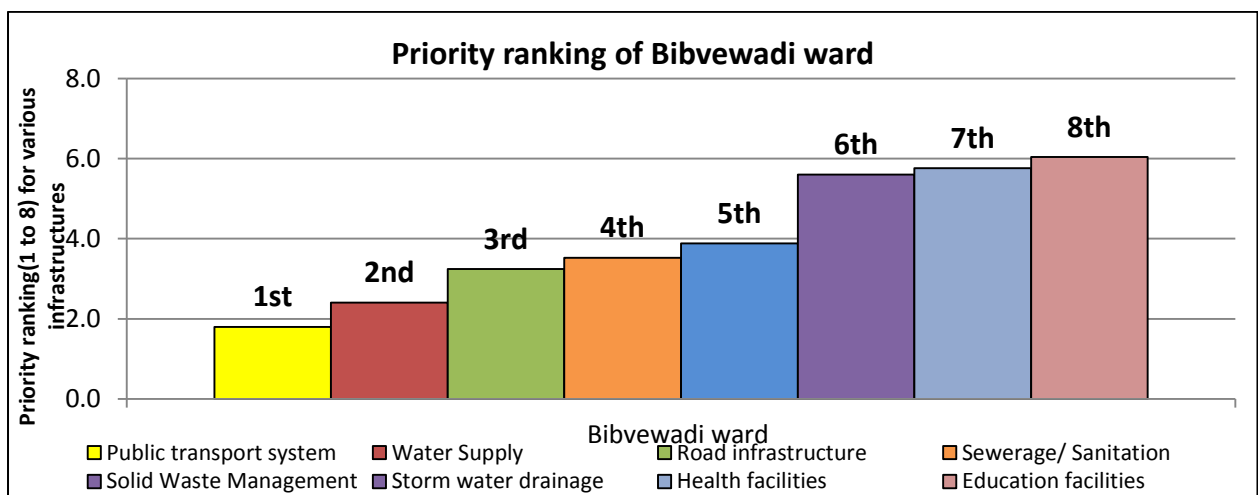
According to the priority ranking revealed by the citizen survey done in Aundh ward in Pune city, the most utmost need of the people residing there is Public Transport System. Thus the residents of Aundh ward want the transport facilities in their area to get revamped up with on a priority basis. On the priority list water supply is a close second as they face issues with water supply in their area. Road infrastructure, Solid waste management and storm water drainage are close on priority list hence shows that these three services require almost equal attention and hence to be rectified on a priority basis after transport and water supply. The last three sectors on the priority list are Health, Sewerage/Sanitation and Education facilities present in the ward. The graph reveals that they are in a better condition in the ward and hence their up gradation can be done at the regular level after the previous important sectors.

7.2.1.2 Bhawani peth Ward



In Bhawani peth ward the citizens are more concerned towards the water supply system and after that on second ranking transport system comes. The Sewerage/Sanitation, road infrastructure and solid waste management are close on their priority list after the first two sectors. Similarly storm water drainage, health facilities and education facilities are again last three on the citizen's priority list. Hence in Bhawani peth ward foremost care should be taken in revitalizing the water supply and public transport system.

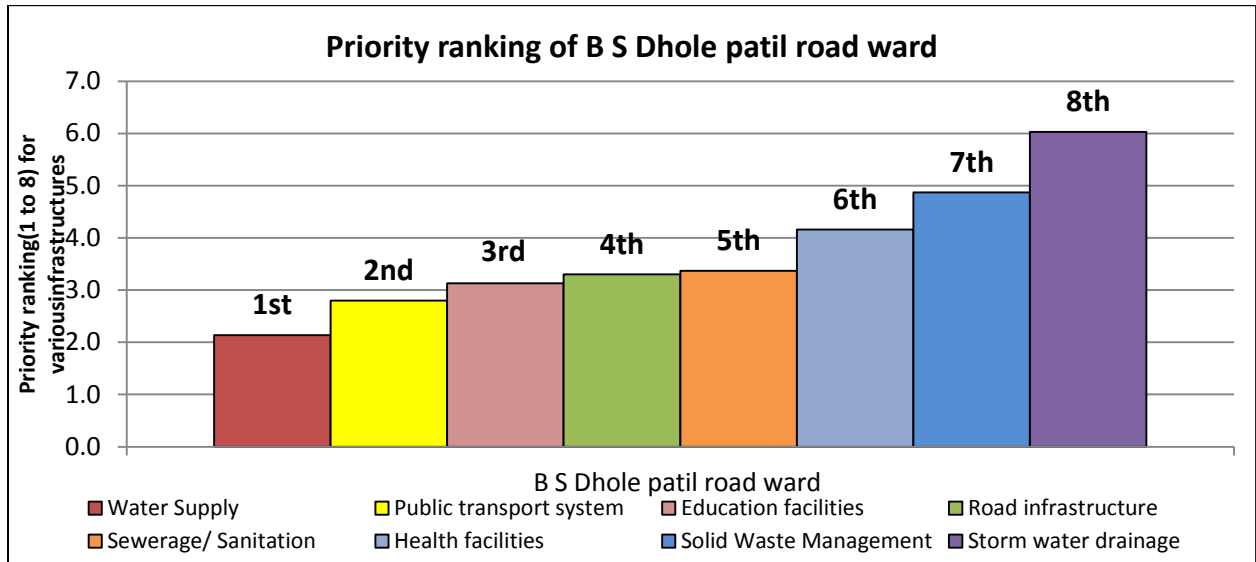
7.2.1.3 Bibvewadi Ward





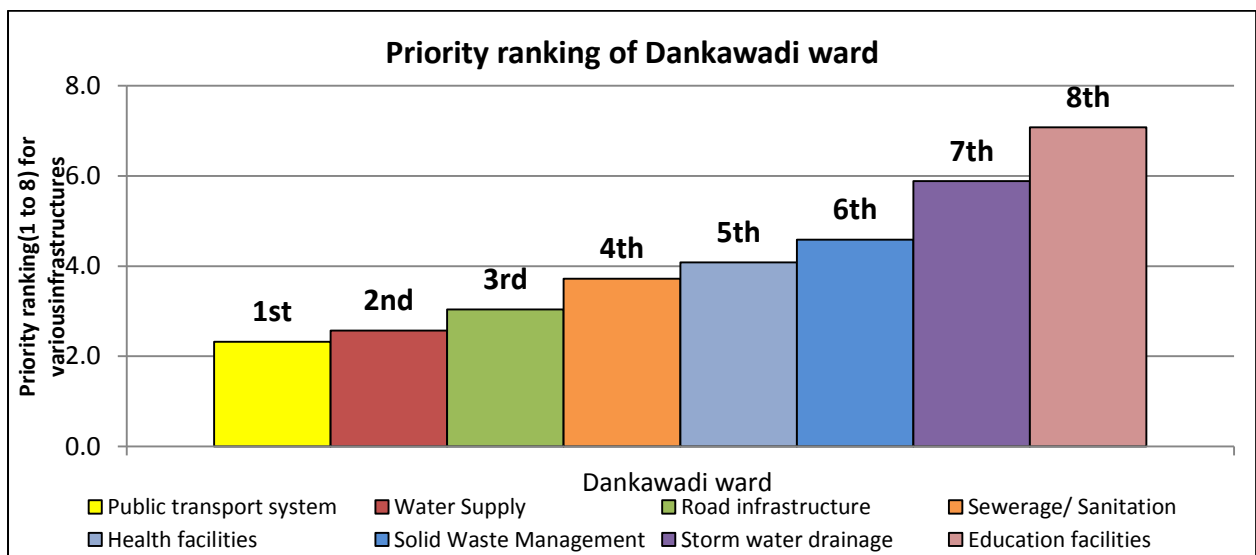
In case of Bibvewadi ward, the people are more pro about the development of public transport system at the first place. Subsequently water supply, road infrastructure along with Sewerage and solid waste management are a matter of concern to the resident of the people in Bibvewadi. Again the last three sectors which are Storm water drainage, health facilities and Education facilities are well to do in this ward as it can be interpreted from the graph and hence these three sectors do not require urgent development work.

7.2.1.4 B.S. DholePatil Road Ward



B S DholePpatil road is one of the core areas of the Pune city. Even in this area in-spite a very good water supply network and supply hours, the residents are mostly concerned about the water supply followed by the public transport system. In this ward the people have given education sector more priority than the other wards but still road infrastructure, sewerage/sanitation follow it close by. There is a steep difference between the health sector, solid waste management and storm water drainage at the last three ranks.

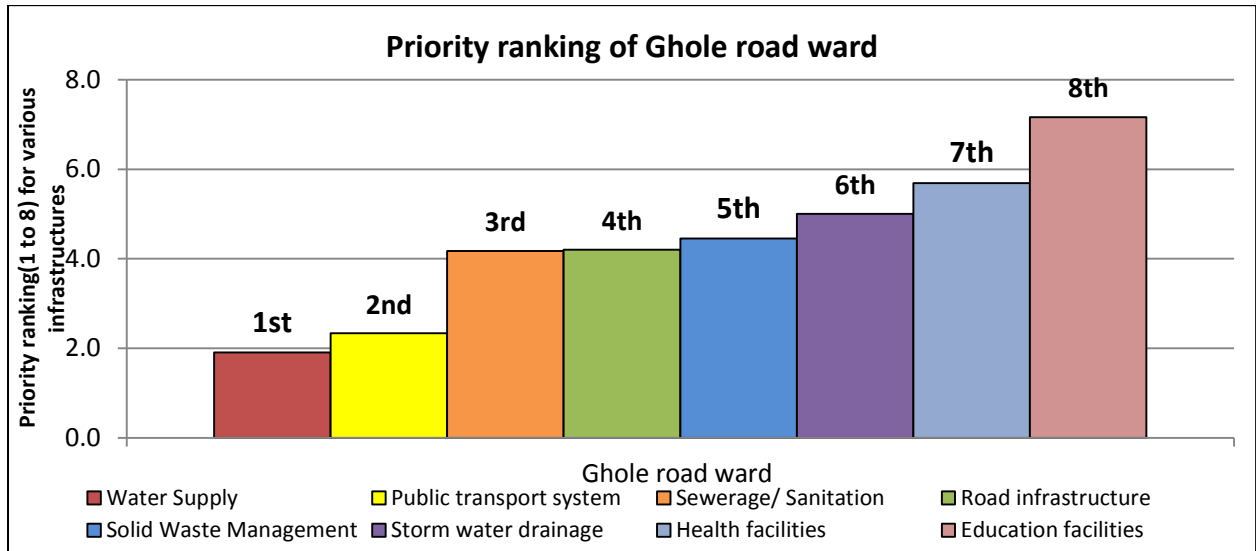
7.2.1.5 Dhankawadi





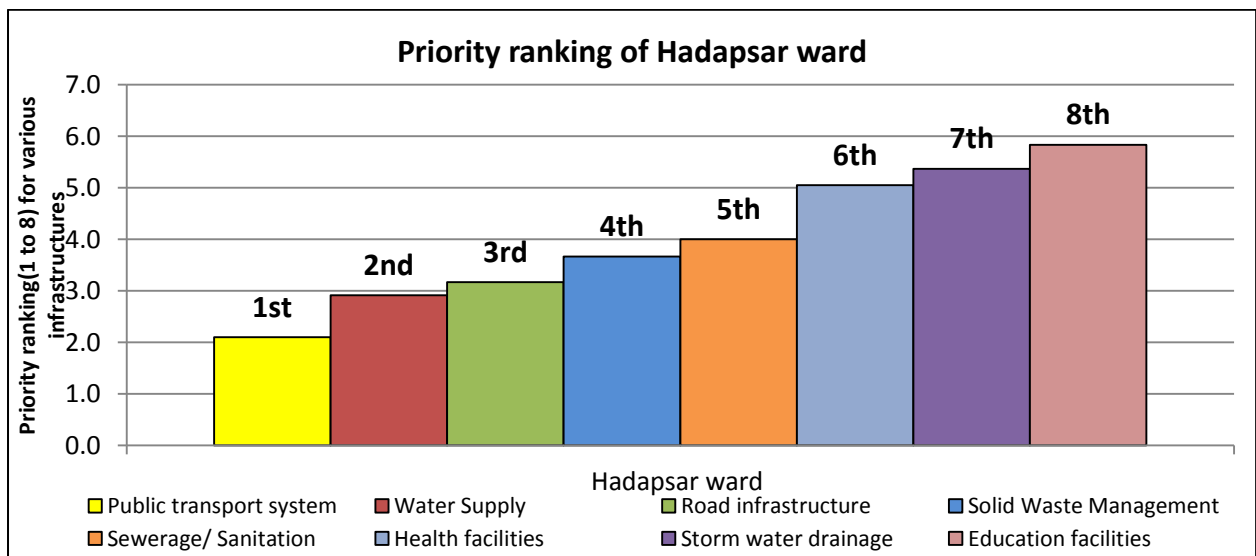
In Dhankawadi the residents chose public transport as the most priority sector which should be improved at the earliest. Water supply network is a close second here in Dhankawadi. There is some discontent regarding the road infrastructure in this ward followed by sewerage and sanitation. Health facilities in this ward is give a relatively priority than the other wards. Since the situation of solid waste management, storm water drainage and education are better so they have been laid off on a latter priority in the survey which means they can be improved in due course of time.

7.2.1.6 Ghole Road Ward



The water supply sector in Ghole road is considered to be the most prior sector by the residents according to the citizen satisfaction survey. It is closely followed by public transport at the second most urgently required sector. Sewerage/ Sanitation, road infrastructure, solid waste management and storm water drainage are very close on the priority list preceded by health facilities and education facilities who are the last two sectors on the priority sector by the people living in Ghole road ward.

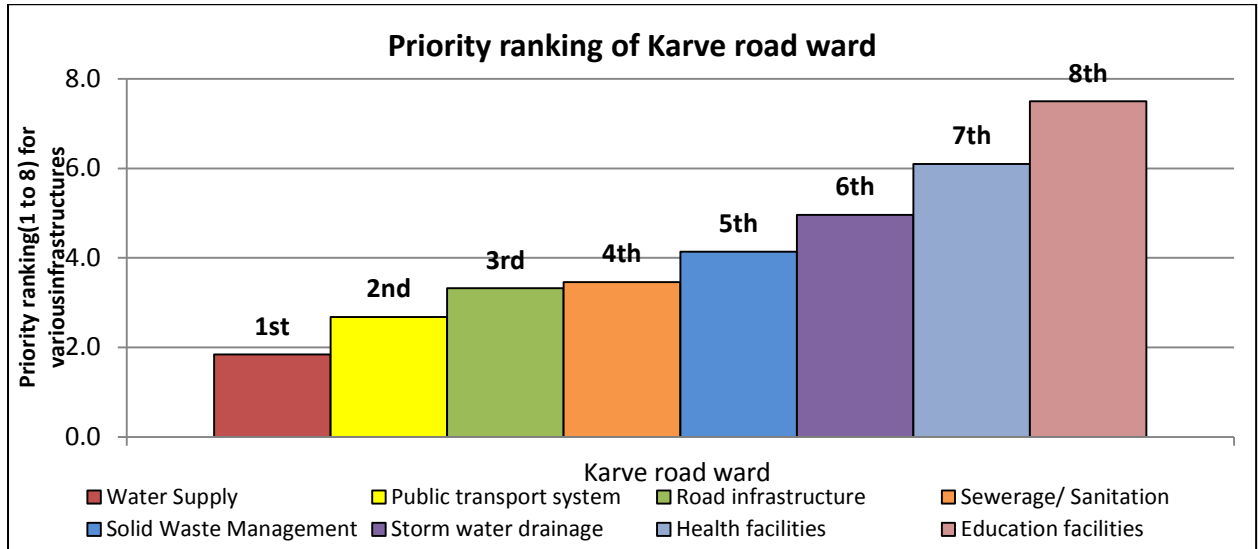
7.2.1.7 Hadapsar Ward





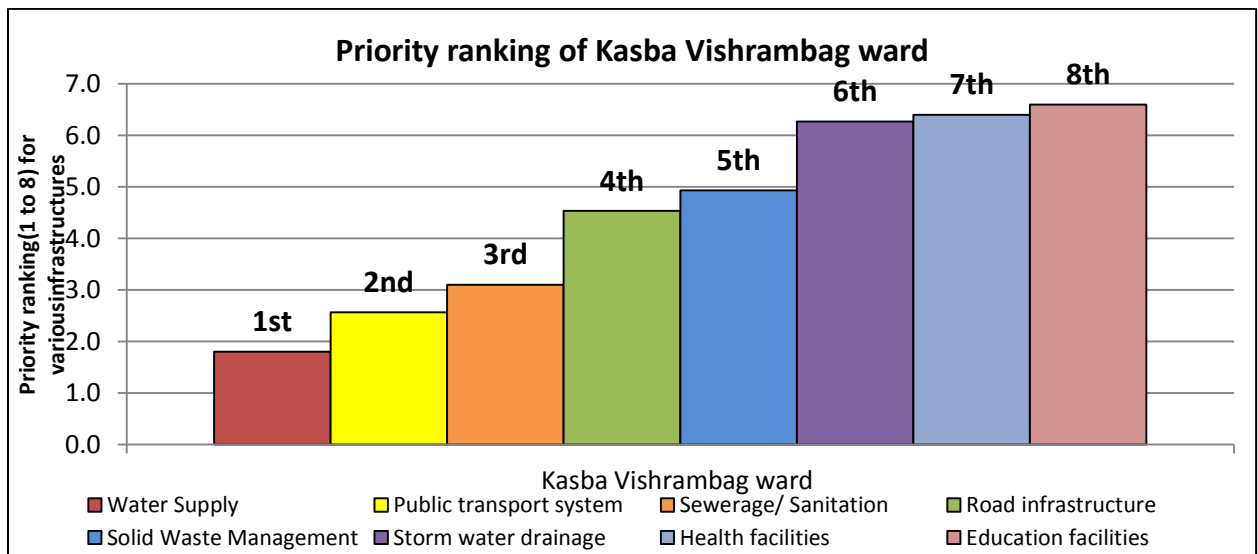
Hadapsar ward residents have ranked public transport on a top priority basis as they are located on the out skirts of the city.

7.2.1.8 Karve Road Ward



In Karve road water supply has come up to be the most important sector according to the priority ranking. It is then followed by public transport system which precedes road infrastructure facilities in the ward. Sewerage/ Sanitation, solid waste management and health facilities take down the next three places on the priority list which is followed by health and education facilities at the last in the priority ranking list.

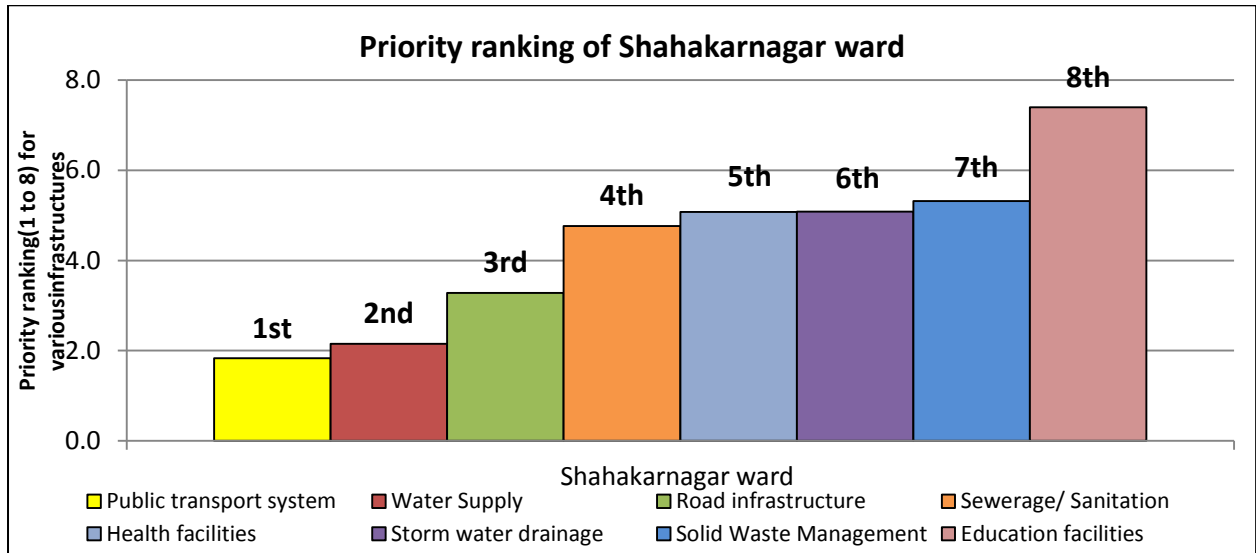
7.2.1.9 Kasba Vishrambag Ward



Kasba Vishrambag residents chose water supply as the priority sector for their ward for which immediate action should be taken. Public transport and Sewerage/ Sanitation are followed by water supply. Here in this ward also health and education are the last two sectors in the ranking as on a whole it is understood that these two sectors are already worked upon in the city.

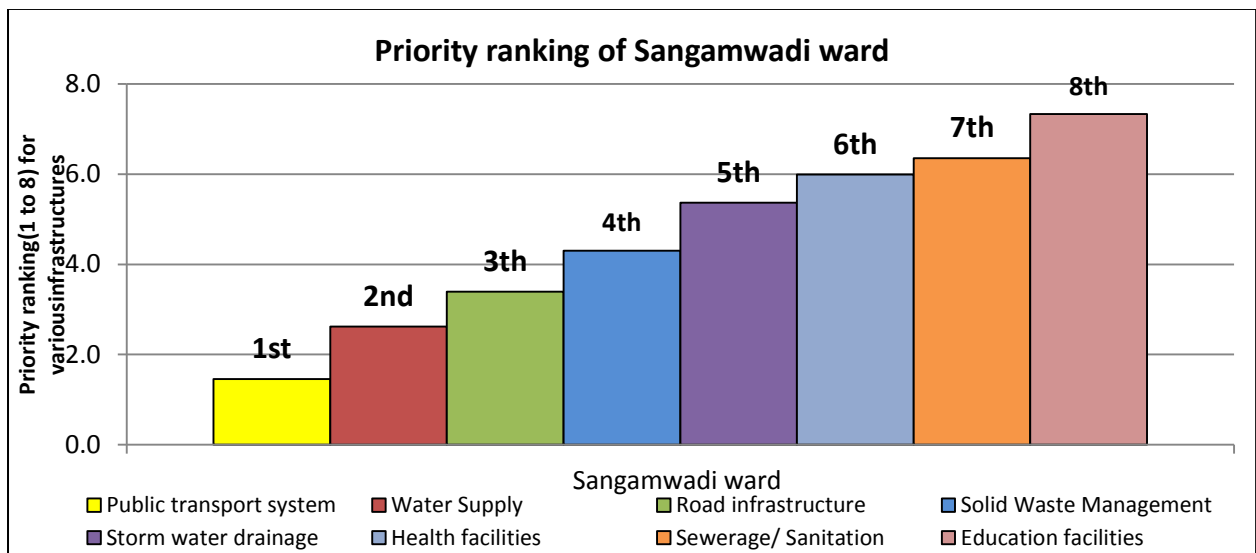


7.2.1.10 Shahakarnagar Ward



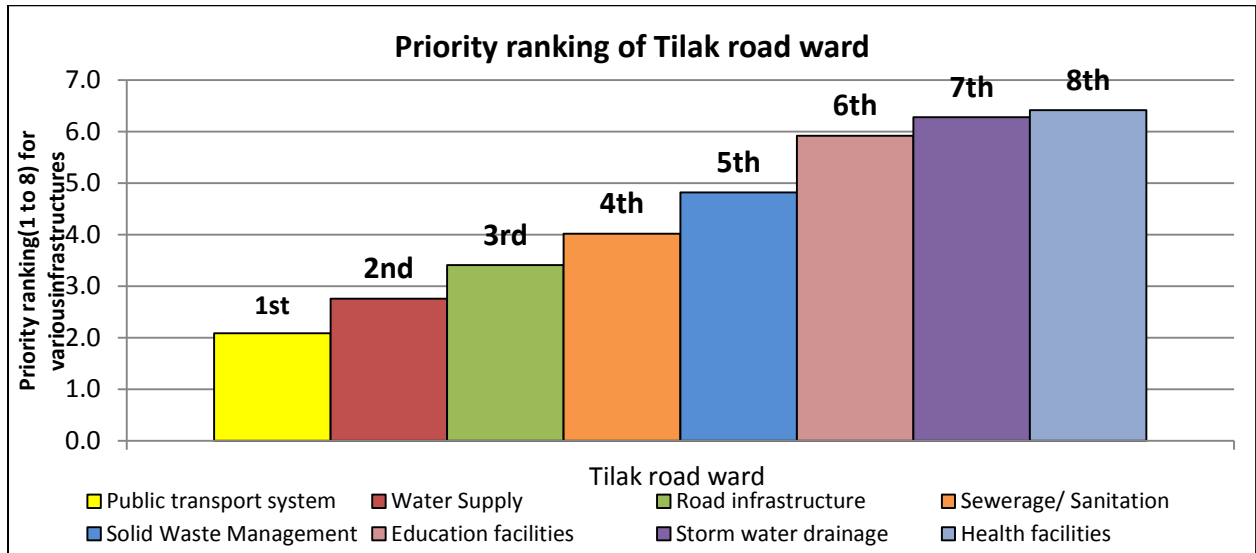
Public transport system in Shahakarnagar tops the priority service list keeping water supply a close second. The residents of Shahakarnagar Ward gave next priority to road infrastructure and after that Sewerage/ Sanitation, health facilities, storm water drainage and solid waste management were a close to each other in the ranking.

7.2.1.11 Sangamwadi Ward



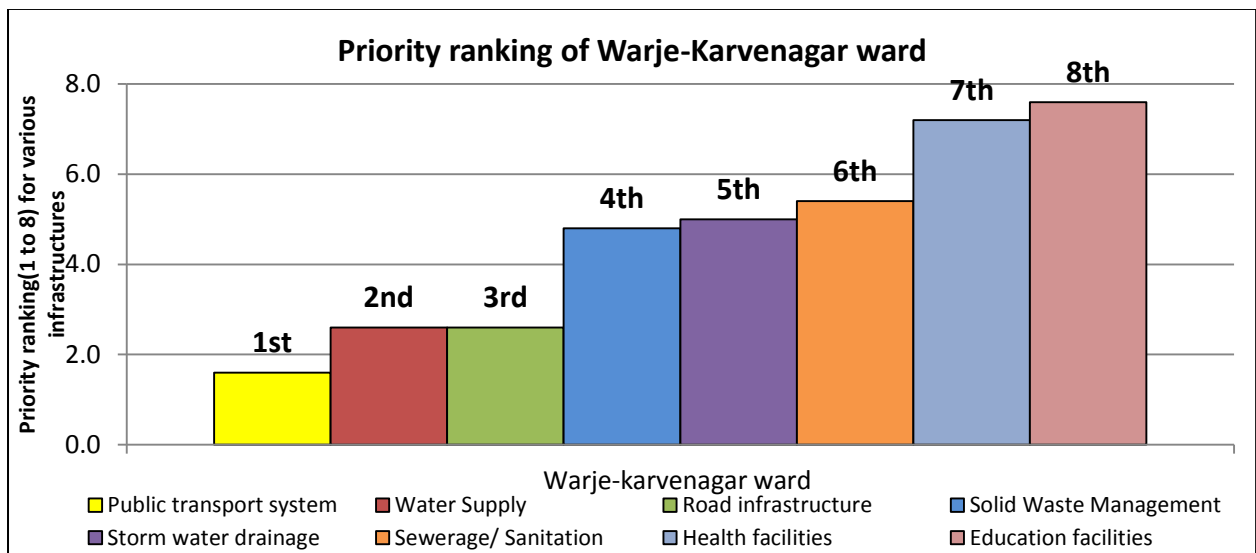
The residents of Sangamwadi ward pointed out public transport as the sector which required most urgent upgrade in their area. The next attention was required for water supply and subsequently road infrastructure, solid waste management, storm water drainage, health facilities, sewerage and sanitation and finally education facilities at the last of the priority ranking. In Sangamwadi the graph shows that there is a gradual need of up-gradation of all the services present in the area, to start with public transport system.

7.2.1.12 Tilak Road ward



Same as above wards in Tilak road ward also public transport system is top of the priority list for its residents. It is then succeeded by water supply. One anomaly seen here from the other wards is that education facilities is higher up in the ranking which makes it an important sector to be taken care off in the project priority.

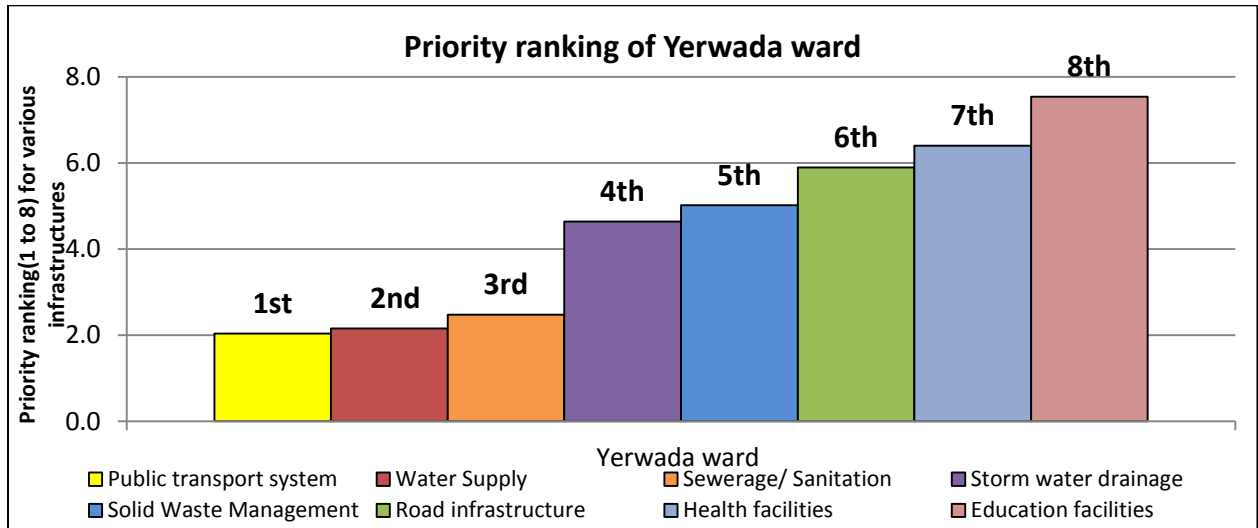
7.2.1.13 Warje-Karvenagar Ward



The residents of Warje-Karvenagar chose public transport system as their top priority infrastructure service which should be looked into for its development. Water supply and road infrastructure followed it where they were placed close to one another. After them solid waste management, storm water drainage and sewerage/ sanitation were ranked on the priority list with less difference between them. The last two ranks were given to health and education facilities by the residents of the ward.

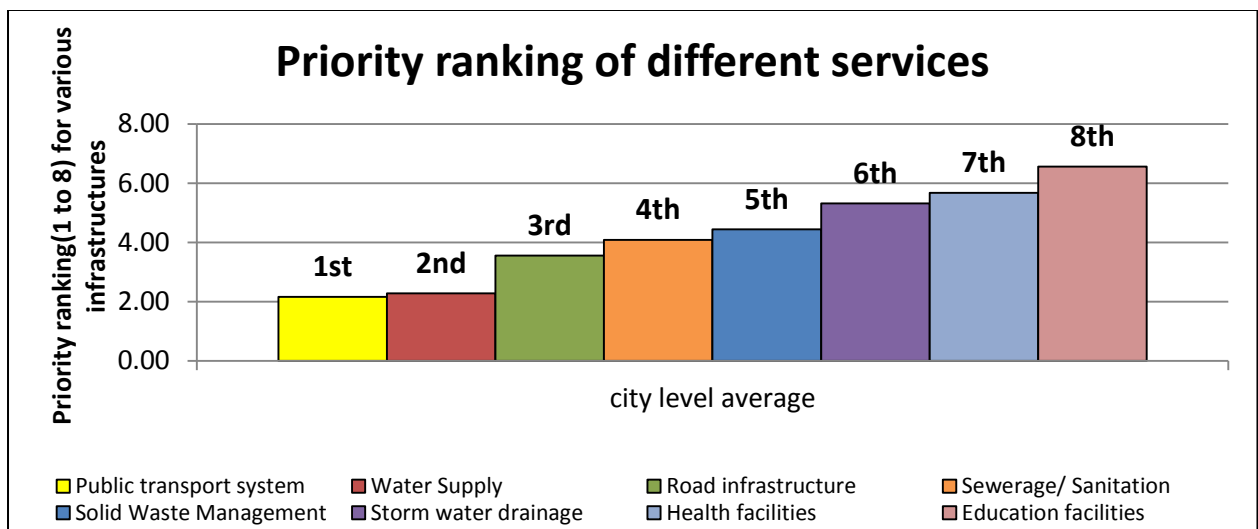


7.2.1.14 Yerwada Ward



Yerwada residents gave importance to public transport system, water supply and sewerage/ sanitation for the first three ranks but were places close to each other. These sectors were succeeded by storm water drainage, solid waste management, road infrastructure and health facilities. Education facilities were given the last choice in the citizen satisfaction survey of this ward.

7.2.2 City Level



This graph depicts the priority ranking of the city as a whole when ranking from all the wards were recombined together. According to this graph the population of the city at large has the opinion that the public transport system and the water supply system should be re-structured and re-developed so that the provision of these services are improved particularly in number of hours of water supply, quantity of water supply, quality of public transport. Road infrastructure should also be improved greatly in the city along with the sewerage and sanitation. The solid waste management sector got the next rank as this is one of the sectors which have all ready been worked upon the city. This is the same case with storm water drainage which is followed by health and education facilities. This shows that Pune has already been an aware city regarding health and education from yester years.



Annexure 1: Voyants Performa on 19th May2012

City Development Plan - 2041	
Pune Municipal Corporation	
Name:	Department:
Contact No.	Designation:
Date:	

Part A : Water Supply	
<p>A1. What are the main challenges in improving or maintaining water supply in your city?</p> <p><input type="checkbox"/> Equitable water supply</p> <p><input type="checkbox"/> Water supply management is under private sector, not under our local control</p> <p><input type="checkbox"/> Local financial resources are inadequate</p> <p><input type="checkbox"/> Service in urban poor areas are inadequate</p> <p><input type="checkbox"/> Percentage of non-revenue water is too high</p> <p><input type="checkbox"/> Other, please specify _____</p> <p>Suggestions</p>	

Part B : Sewerage and Sanitation	
<p>B1. What are the main challenges in improving or maintaining Sewerage System in your city?</p> <p><input type="checkbox"/> Collection efficiency</p> <p><input type="checkbox"/> Treatment Capacity</p> <p><input type="checkbox"/> Network Coverage</p> <p><input type="checkbox"/> Service in urban poor areas are inadequate</p> <p><input type="checkbox"/> Recycling and reuse of waste water</p> <p>Other, please specify _____</p> <p>Suggestions.....</p>	

Part C : Drainage	
<p>C1. Are there areas in your city that often suffer from water logging or flood like situations?</p> <p><input type="checkbox"/> Yes <input type="checkbox"/> No</p>	

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City Development Plan - 2041

Pune Municipal Corporation

If yes, when was the last severe water logging or flood like situation occurred,

Name the specific areas

For how long and

How serious were the damage?

C2. Is there problem of back flow of waste water from sewer/ drain in any area in your city?

If yes, name the area

C3. What are the main challenges for improving drainage in your city?

Suggestions.....
.....

Part D : Solid Waste Management

D1. Main challenges faced in maintaining or improving solid waste collection:

Comments

Challenges with costs

Challenges with waste management
(Eg. At waste dump sites)

Are there problems with many
households living in illegal
settlements, to which you are not
allowed to provide services or have
difficulty in collecting waste?

Challenges with collection efficiency

Challenges with public awareness



City Development Plan - 2041

Pune Municipal Corporation

Challenges with E waste
Management

Comments

Suggestions.....
.....

Part F : Road , Traffic and Transport

- F1. What is the total number of buses running in the town and intercity?
.....
- F2. What is their Frequency per day?
- F3. What is the Passenger capacity of varying buses (or bus routes)?
.....
- F4. How much is the number of incoming and outgoing bus trips per day from the town?
.....
- F5. How much is the growth of bus traffic annually? (Get at least for past 5-10 years)?
.....
- F6. What is the total no. of IPT (Auto/ Taxi) running in the town?
.....
- F7. How much is their annual growth in number? (get at least 5-10 year trend)
.....
- F8. Accident prone Junctions or routes.
- F9. Main reasons of accidents in the accident prone areas.
- F10. Who are the major victims of road accidents eg. Two wheeler commuters, bicycle commuters, foot-travelers etc.
- F11. Spots / points on the arterial and sub-arterial roads where traffic congestion occurs frequently.



City Development Plan - 2041

Pune Municipal Corporation

F12. Spots/ points on the road network where maximum number of foot travelers movement is observed

F13. Areas where maximum number of vehicles is parked on road or parking is a great issue.

Suggestions.....
.....

Part H : Environment

What are the main challenges in improving or maintaining urban environment in your city?

- Ambient Air , water quality and sources
- Carbon emissions
- Land pollution and sources
- Vehicular Growth
- Climate change and urban heat island
- Public awareness

Suggestions.....
.....

Part H : Heritage

What are the main challenges in improving or maintaining heritage areas in your city?

- Maintenance of heritage building
- Private properties
- Lack of separate zoning regulation for different heritage areas (core , Outer)
- Identification of sites
- Population growth
- Public awareness

Suggestions.....
.....



City Development Plan - 2041

Pune Municipal Corporation

Part H :

H1. For services which are contracted out, please describe the key characteristics of the contracts:

	Procurement system (direct contracting national tender, international tender, etc.)	Type of contract (management leasing concession, etc.)	Objectives of the contract(s) (operation in maintenance investment, etc.)	Length of contract(s) (in years)
Water Supply				
Sewers/Waste Water Collection & Treatment				
Rain and Flood Drainage				
Household Waste Collection & Treatment				
Urban Public Transport				

H2. Have there been important changes over the last 10 years in contracting out infrastructure and service to private enterprises and if so, which one and what is the impact?

Comments

Water Supply
Sewers/Waste Water
Collection & Treatment
Rain and Flood
Drainage
Household Waste
Collection & Treatment
Urban Public Transport

H3. What are the principal methods of financing used in each sector (taxes; tariffs; subsidy; transfers from other levels of government; etc.)? If mixed please specify.

Comments

Water Supply



City Development Plan - 2041

Pune Municipal Corporation

Sewers/Waste Water
Collection & Treatment

Rain and Flood
Drainage

Household Waste
Collection & Treatment

Urban Public Transport

H4. What mechanism is followed, if any, to provide services to low-income households or those living in informal settlements?

Comments

Water Supply

Sewers/Waste Water
Collection & Treatment

Rain and Flood
Drainage

Household Waste
Collection & Treatment

Urban Public Transport

Part J : Comments

J1. Problems/issues related to city environment and infrastructure (Water Supply, Drainage, Sewerage, Solid Waste Management, Roads, Traffic and transport).

- 1)
- 2)
- 3)
- 4)
- 5)
- 6)



City Development Plan - 2041

Pune Municipal Corporation

J2. Possible solutions to the problems/ issues stated above or any other service:

- 1)
- 2)
- 3)
- 4)
- 5)
- 6)

J3.	Priority Sector for city development :	Priority number
	• Water Supply	
	• Drainage	
	• Sewerage and Sanitation	
	• Solid waste management	
	• Traffic and transport	
	• Housing	
	• Environment	
	• Heritage and conservation	

J4. Other problems/ issues in the city that you come across generally:

Please add any comments that you want to make on the delivery of basic public services in your city or local government below:

Signature

Thank you for filling up this Questionnaire.

Voyants Solutions (P) Ltd.

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Annexure 2: CDP survey format English for website

Revising/ Updating City Development Plan of Pune City- 2041 Under JNNURM

Date _____ Prabhag No. _____

Prabhag's / Area Name: _____

Name of the Respondent: _____

Contact No. : _____ email: _____

Dear Respondent,

Municipality is in the process of preparing 'Revising/Updating City Development Plan-2041, pune city, under JnNURM', focusing on city needs, service delivery and quality infrastructure. This consultation is a step towards active participation as part of this plan. Kindly leave the aspect(s) that you don't want to write.

A. Strengths, weaknesses, opportunities and threats of Pune City:

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B. Kindly suggest Vision for the City for 2041

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C. Please give the issues/ problems that should be addressed for better service delivery and for building quality infrastructure in the city.



Sl.	Infrastructure/ Aspect	Issue / Problem
1.	Water supply	
2.	Sewerage / Sanitation	
3.	Solid Waste Management	
4.	Storm Water Drainage	
5.	City Environment	
6.	Heritage areas and structures	
7.	Road Infrastructure	
8.	Public Transport System	



9.	Health Facilities	
10.	Education facilities	
11.	Institutional arrangement and governance	
12.	Poverty alleviation, Slums and Urban poor	

D. Please suggest solutions to the problems described above as strategies and projects for better service delivery and for building quality infrastructure in the city along with achieving the suggested vision for Pune city.

Kindly give the aspect/ sector wise priority in which you want the aspects to be dealt with.

S.No.	Infrastructure/ Aspect	Goal / Vision for the Sector	Suggestions for better service delivery by the PMC (Strategies and potential projects)	Aspect wise Priority Ranking (1 to 12)
1.	Water supply			



S.No.	Infrastructure/ Aspect	Goal / Vision for the Sector	Suggestions for better service delivery by the PMC (Strategies and potential projects)	Aspect wise Priority Ranking (1 to 12)
2.	Sewerage / Sanitation			
3.	Solid Waste Management			
4.	Storm Water Drainage			
5.	City Environment			
6.	Heritage areas and structures			
7.	Road Infrastructure			



S.No.	Infrastructure/ Aspect	Goal / Vision for the Sector	Suggestions for better service delivery by the PMC (Strategies and potential projects)	Aspect wise Priority Ranking (1 to 12)
8.	Public Transport System			
9.	Health Facilities			
10.	Education facilities			
11.	Institutional arrangement and governance			
12.	Poverty alleviation, Slums and Urban poor			

Signature: _____

Acknowledgement

Dear Respondent,

We, on behalf of Pune Municipal Corporation and Voyants Solution Pvt. Ltd, appreciate and acknowledge your participation in the process of preparing 'Revising/Updating City Development Plan-2041, pune city, under JNNURM'. We are thankful to you for giving your valuable time and suggestions for the same.

Pune Municipal Corporation



Voyants Solutions Pvt. Ltd.



Annexure 3: CDP survey format Marathi for website

पुणे महानगरपालिका

जवाहरलाल नेहरू राष्ट्रीय शहरी पुनःनिर्माण अभियान अंतर्गत पुणे शहर-२०४१ चा शहर विकास आराखडा सुधारित करणे / अत्याधुनिकीकरण करणे

दिनांक -----
प्रभाग क्र.-----
प्रभागाचे / विभागाचे नाव:-----
नाम:-----
संपर्क क्र.----- ई-मेल:-----

प्रिय,

शहराच्या वाढत्या गरजा , सेवा प्रदान करणे आणि दर्जेदार पायाभूत सुविधा यांवर लक्ष केंद्रित करून 'जेएनएनयुआरएम अंतर्गत पुणे शहराचा, "शहर विकास आराखडा -२०४१" तयार करण्याच्या प्रक्रियेत आहे. हा आराखडा तयार करताना आपल्या बहुमुल्य सुचना आवश्यक आहेत त्या दृष्टीने खालील माहिती भरणेस विनंती आहे. (कृपया आपणास लिहावयाचे नसलेले विषय सोडून द्यावेत.)

A. पुणे शहराच्या मुलभूत सोईसुविधा,सेवा सुधारणासाठी आवाहनात्मक क्षेत्र:-----

B. पुणे शहर सन २०४१ मध्ये कसे असावे, याबाबत आपले विचार-----

C. कृपया शहरात दर्जेदार पायाभूत सुविधा निर्माण करण्यासाठी आवश्यक बाबी. -----



अ.क्र	पायाभूत सुविधा/विषय	आवश्यक बाबी
१	पाणी पुरवठा	
२	मलनिःसारण	
३	आरोग्यविषयक यंत्रणा	
४	घन कचरा व्यवस्थापन	
५	पावसाळी गटार योजना	
६	शहराचे पर्यावरण	
७	सांस्कृतिक वारसा	
८	रस्त्यांच्या पायाभूत सुविधा	
९	सार्वजनिक वाहतूक यंत्रणा	
१०	आरोग्य सुविधा	
११	शैक्षणिक सुविधा	
१२	सुशासनासाठी प्रशासनाची व्यावस्था	
१३	दारिद्र्य निमुलन, गलिच्छवस्ती आणि शहरी दारिद्र्य	

D. घर निर्दिष्ट केलेल्या बाबी बाबत उत्तम सेवा प्रदान करण्यासाठी आणि दर्जेदार पायाभूत सुविधांची संरचना करण्यासाठी त्याच बरोबर पुणे शहरासाठी सुचविलेला विजन (Vision Document) करण्यासाठी कृपया उपाय सुचवा.

(आपणास कोणत्या विषयास प्राधान्य द्यावे त्यानुसार प्राधान्य द्या.)

अ.क्र.	पायाभूत सुविधा/ विषय	विभागासाठी उद्दीष्ट/ दृष्टिकोन	पुणे मनपा कडून चांगल्या सेवा प्रदान करण्यासाठी सूचना(कृतियोजना आणि क्षमतात्मक उपक्रम)	विषयानुसार प्राधान्य क्रमवारी (१ ते १३)
१	पाणी पुरवठा			
२	मलनिःसारण			
३	आरोग्यविषयक यंत्रणा			
४	घन कचरा व्यवस्थापन			
५	पावसाळी गटार योजना			
६	शहराचे पर्यावरण			
७	सांस्कृतिक वारसा			
८	रस्त्याच्या पायाभूत सुविधा			
९	सार्वजनिक वाहतूक यंत्रणा			
१०	आरोग्य सुविधा			
११	शैक्षणिक सुविधा			
१२	सुशासनासाठी प्रशासनाची व्यवस्था			
१३	दामिंद्य निर्मुलन, गलिच्छवस्ती आणि शाही दामिंद्य			



आभार

प्रिय,

आम्ही, पुणे महानगरपालिका आणि व्हॉयन्टस सोल्युशन्स प्रा. लि. च्या वतीने, जयाहयलाल नेहरु राष्ट्रीय शहरी पुनःनिर्माण अभियान अंतर्गत पुणे बाहाराचा, शहर विकास आराखडा-२०४१ तयार करण्याच्या प्रक्रियेत भाग घेतल्याबद्दल व यासाठी आपला बहुमोल वेळ आणि सूचना दिल्याबद्दल आम्ही आपले आभार मानतो.

पुणे महानगरपालिका

व्हॉयन्टस सोल्युशन्स प्रा.लि.