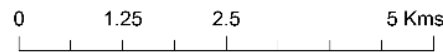


Pimpri Chinchwad BRTS Corridors

45km NETWORK LENGTH | 88 STATIONS | 3 TERMINALS



Contents

- **Mobility Outcomes**
- **New Mobility Projects**
- **Challenges Resolutions & Learnings**
- **Effective Implementation of new mobility projects**



Mobility Outcomes

11th

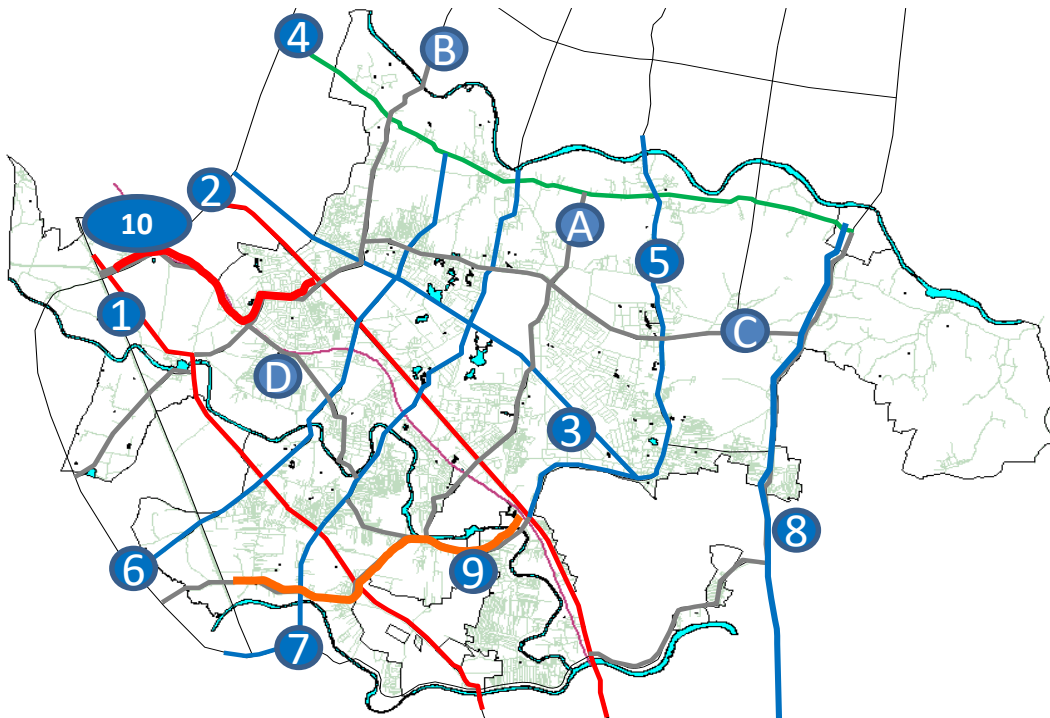
Urban Mobility India
Conference & Expo 2018

OUTCOMES ENVISAGED FOR CITY MOBILITY

- PCMC prepared its first Comprehensive Mobility Plan in 2008. The following outcomes were envisaged.
 - **Improving road network structure.** The Development Plans have been prepared at three points in time for three different parts of the city. The challenge was to articulate a holistic approach to the road network while building on the strength of the existing network.
 - **Diversifying & Integrating Transportation System.** PCMC was served by bus transport being provided by PCMT, PMT (both these now merged in PMPML) and Local Trains. The bus service then was available only on few major arterials and important streets. To enhance the capacity utilisation of local trains, an efficient feeder system was envisaged for enhancing the reach public transit into whole of the PCMC Area.
 - **Integration of land use and Transportation at City Level.** The land use zoning proposed in the three Development Plans in the city was configured on a need basis at different points in time. The Comprehensive Mobility Plan envisaged an opportunity to reorganize land use and density in coordination with the proposed road network and transportation systems.

OUTCOMES ENVISAGED FOR CITY MOBILITY

- **Development of North-South Corridors.** The movement of traffic in PCMC area is predominantly in East – West direction, parallel to Old NH4.
- The development of 10 road corridors and 4 feeder routes was proposed.



Road Network	
1	Aundh Ravet
2	NH4
3	Telco Road
4	Dehu-Alandi
5	NH50 (Nashik phata to Moshi)
6	MDR 31 to Dehu Alandi road via Auto Cluster
7	Kalewadi - KSB Chowk to Dehu Alandi road
8	Pune - Alandi
9	Nashik phata to Wakad
10	Kiwale to Bhakti-Shakti
Feeder Routes	
A	Hinjewadi to Tata motors
B	Bhakti-Shakti to Talwade
C	Pradhikaran
D	Road Parallel to Aundh Ravet



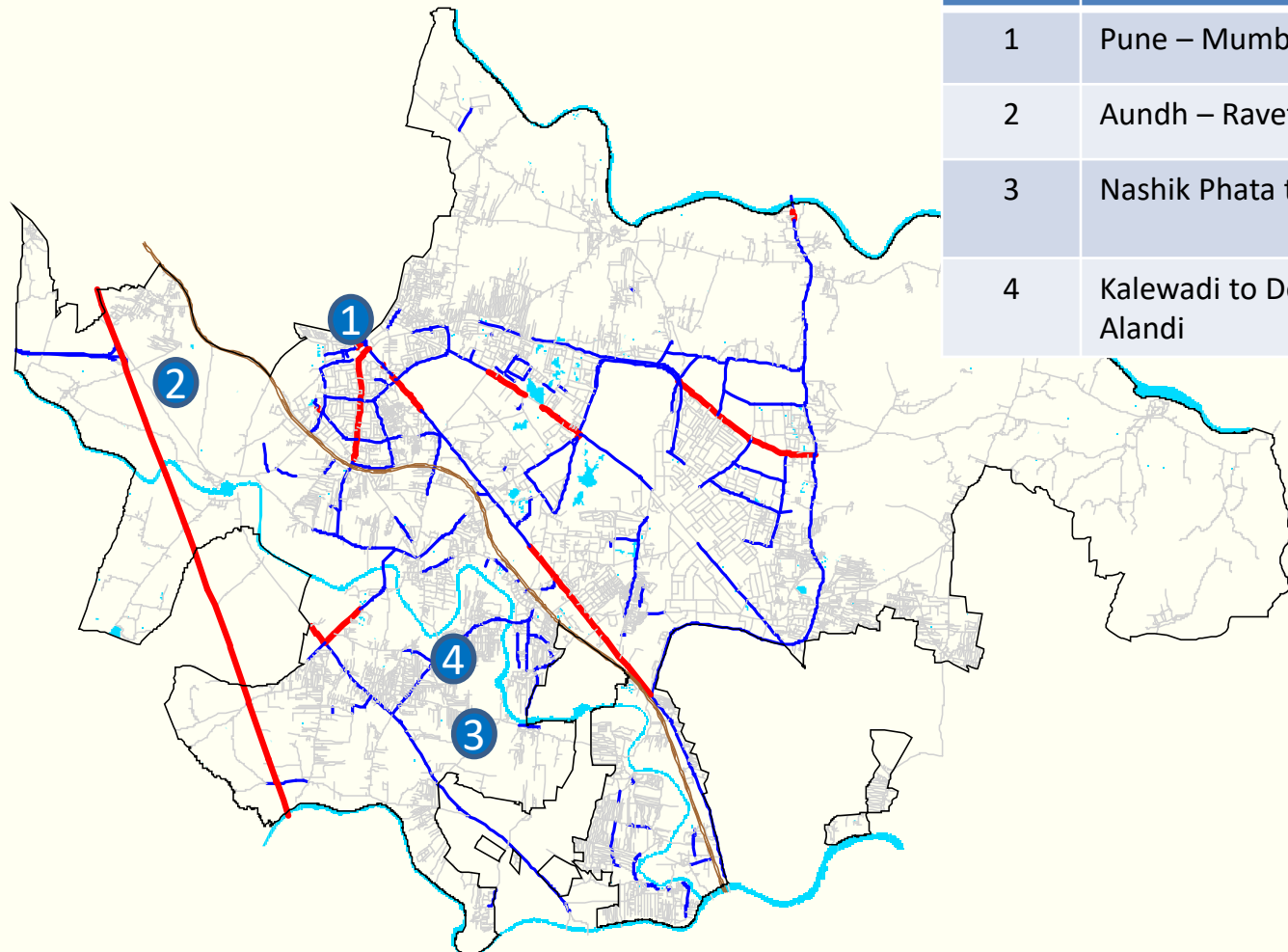
IMPLEMENTATION STAGES

- **To achieve the outcomes PCMC took the following steps.**
 - Created Urban Transport Fund to develop road infrastructure
 - Local planning rules being modified for sustainability of the project
 - Designation of 100 m on either sides of proposed roads as a separate “BRT Corridor”
 - Ceiling FSI raised to 1.8 (from existing 1.0)
 - Allowed Transfer of Development Rights (TDR) from other zones to BRT corridor on payment of premium
 - Other incomes like advertisement, incremental property tax, lease rentals on utilities

Achievement of all the four Mobility outcome



Existing Road Network in 2008



Sr. No.	BRTS Corridor	Width in 2008
1	Pune – Mumbai	23 mtr
2	Aundh – Ravet	9 mtr
3	Nashik Phata to Wakad	Missing link
4	Kalewadi to Dehu Alandi	Missing link

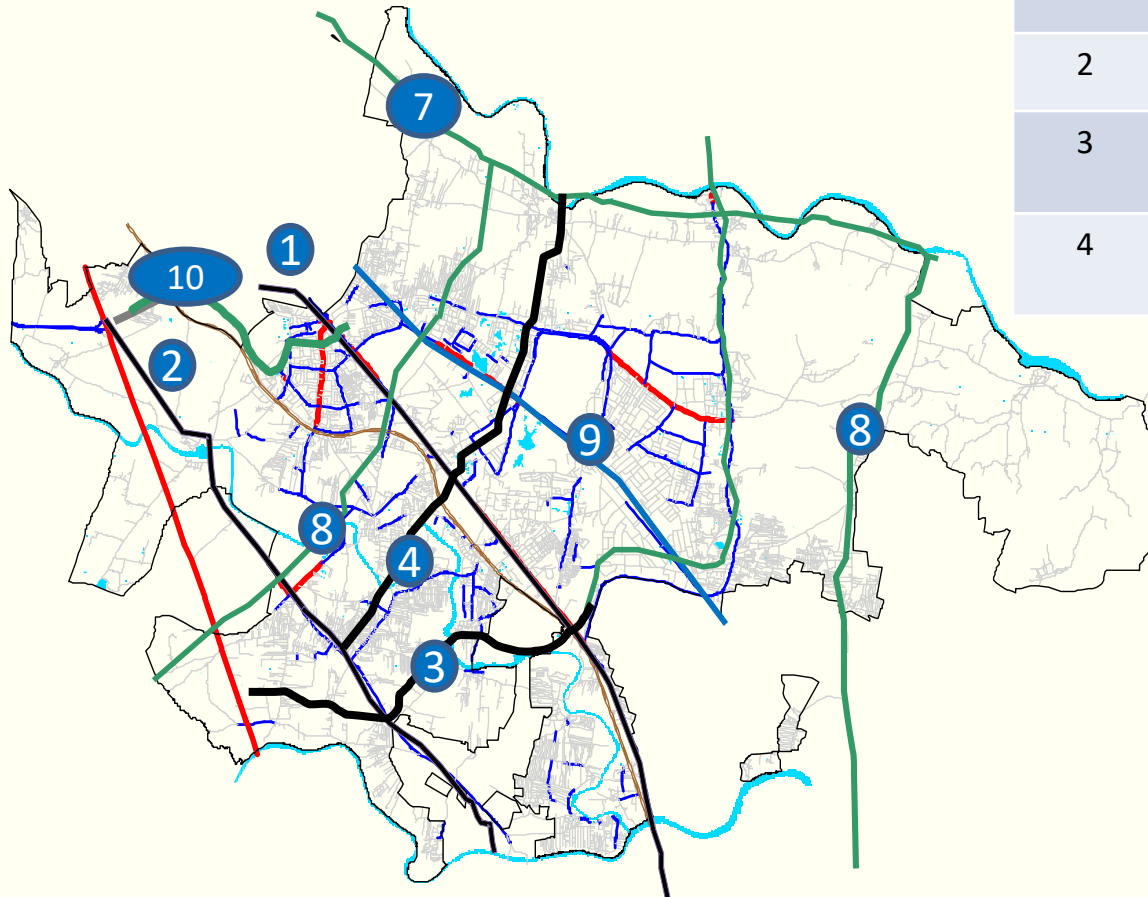
Outcome Achieved:

- Improving road network structure
- Development of North-South Corridors

11th

Urban Mobility India
Conference & Expo 2018

Current Mobility Network (2018)



Sr. No.	BRTS Corridor	Width in 2008	Width in 2018
1	Pune – Mumbai	23 mtr	61 mtr
2	Aundh – Ravet	9 mtr	45 mtr
3	Nashik Phata to Wakad	Missing link	45 mtr
4	Kalewadi to Dehu Alandi	Missing link	45/24 mtr

Road Network

1	NH4
2	Aundh Ravet
3	Nashik phata to Wakad
4	Kalewadi - KSB Chowk to Dehu Alandi road
7	Dehu-Alandi
8	Pune - Alandi
9	Telco Road
10	Kiwale to Bhakti-Shakti

11th

Urban Mobility India
Conference & Expo 2018

Densification along BRT corridor in 2008



Outcome Achieved:

- Diversifying & Integrating Transportation System.
- Integration of land use and Transportation at City Level.

11th

Urban Mobility India
Conference & Expo 2018

Densification in 2018





New Mobility Projects



1

Elevated Metro in PCMC
(24 kms)

• Rs.11420 Crore



- The Pune Metro project has “PCMC to Swargate” route being implemented by Maharashtra Metro Rail Corporation Limited (Maha-Metro).
- Project funding structure is – 20:20:10 of GoI:GoM:ULB and the remaining by debt.

2

BRTS Project (65 kms)

• Rs.1625 Crore



PCMC has continued the expansion of BRTS corridor of

- Kiwle- Mukai Chowk (5.4 km)
- Vishrantwadi – Alandi (9 Km)
- Dehu Alandi (15 km)

3

High Capacity Mass Transit
Route-HCMTR -TRAM /
LRT project (29 kms)



- The High Capacity Mass Transit Route (HCMTR) encircles a large part of the cities of Pune and Pimpri-Chinchwad.
- The consultancy agency has been appointed to prepare its feasibility report.

4

Pune Urban Transport
Project-PUTP (Local Trains
to Lonavala)

15 kms

• Rs.2306 Crore



Pune Urban Transport Project is implemented at Rs. 2306 Cr.

- The project involves expansion of rail lines to 4 lanes between Pune and Lonavala
- Project funding structure: 50% by GoM and remaining by PCMC, PMC, PCNTDA and PMRDA on prorata basis.
- PCMC is contributing its share of Rs. 275.23 Cr.



Challenges, Resolutions & Learnings

Challenges & its Resolution

1) Land Acquisition :- The BRTS project was proposed to be developed in Urban areas where the growth of habitation & land value was too high.

Reason :- Pimpri Chinchwad City is well known industrial city where migration rate is higher. The tendency of citizens is to stay in the nearby area of work so the land owners are not willing to handover the land required for the development.

Solution :- To encourage the willingness of the public following ways are adopted

- Public Consultation in group as well as individually for the entire project area explaining the
 - a) Necessity of project & its beneficial impact
 - b) Mode of Compensation – FSI, TDR, Cash Compensation by mutually agreed rates w.r.t ready reconker+30% solacium
 - c) For advance possession of land, assurance to the land owners by way of giving Written consent from PCMC was adopted.
 - d) The land owners who did not responded to the above ways, their land was acquired as per the acquisition procedure under Land Acquisition Act.
 - e) However, most of the Land Owners did challenged the Land Acquisition in the court of law which resulted in delay of the project.

cont.

Challenges & its Resolution

2) Transfer of Govt. Land - (Defence, MIDC)

Reason :- Administrative procedures for the transfer of land took very long time.

3) Approval from Railway Authority

Reason :- Administrative procedures to receive the permissions from the various departments of railway i.e DRM , CBE , Safeguards Office etc. took very long time.

Learnings

1. Procurement Procedure - **Post qualification with two envelope system will be preferable as compared with Prequalification system of selection.**

The following are its benefits:-

- a) Good competition of price offer as compared to prequalification.
 - b) Lowest price offer of the qualified bidder can be directly accepted.
 - c) This avoids the delay in acceptance and the various problems like RTI, Litigation matters, LAQ (Assembly or parliament) etc.
2. Specific provision regarding exemption of taxes/duties needs to be incorporated in the BID as the project is financed under IBRD and approved by GOI.
 3. Expertise in various fields like environment, techno-legal, social, transport etc. needs to be deployed for the project from the start of the project.
 4. Mitigation Measures: PCMC until the SUTP project, had never worked on the project mitigation measures. For the 1st time, PCMC prepared the Environment Impact Assessment, Environment Mitigation Plan (EMP), Social Impact Assessment - Rehabilitation & Resettlement which improved the capacity of the team.



Effective Implementation of New Mobility Projects

Effective Implementation

- PCMC with the implementation of the BRTS system has now moved ahead with the implementation of Metro Rail Project in the city.
- Phase I of the project “PCMC to Swargate” route has 7 metro stations along the BRTS route of old NH4 highway.
- The following two major modification PCMC has adopted for improving the effectiveness of mobility project.
 - PCMC for the speedy acquisition of land has created the option of Cash Compensation, FSI compensation and TDR compensation rather than going with the traditional approach of land acquisition as per Land Acquisition Act.
 - PCMC has realised the importance of accessibility to transit node and has therefore embarked upon improving its street scape for promoting non-motorised transportation by providing dedicated cycle track, wider footpath, street furniture for its road corridor having width ≥ 18 mtr. PCMC has empanelled Urban Street Designers for undertaking the task.



Thank You