



NAGRIK CHETNA MANCH
नागरिक चेतना मंच

Societies Registration Act, 1860-Mah/6199-91/Pune-17/12/1991, Bombay Public Trusts Act, 1950-P 7352(Pune)-24/02/1992, Eligible for benefit u/s 80G of IT Act 1961

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Date : 23rd May 2016

To : Mr. Kunal Kumar, Commissioner, Pune Municipal Corporation, Pune
To : Mr. Prashant Jagtap, Mayor, Pune (Through Mr. Sunil Parkhi, Municipal Secretary)

Sub : Observations on Mayor's proposal to obtain GB approval for 5 FOBs on Nagar Road BRTS corridor

Dear Sir / s,

The latest plan to build 5 FOBs on Nagar Road BRTS corridor is nothing but an attempt to divert attention and resort to knee jerk tactics for having rolled out the BRTS service in haste and under pressure. Such a plan cannot be considered, that too in haste unless all the surveys and reports are in place.

Through this proposal that was placed before the GB, focus will shift from the main issue which is rectification of the root causes on the existing infrastructure and make safety measures water-tight. Edge-to-edge completion of the entire BRTS infrastructure will be forgotten. And end result will be complete mayhem and chaos on Nagar Road.

Further, it is highly suspect that anyone could complete 5 FOBs on BOT in 45 days as claimed by the Mayor. And thereafter be prepared to remove the said FOBs when the Metro work starts on Nagar Road as per revised DP which is under approval by the State Government.

We strongly recommend the following points for immediate consideration (even if PMC is supposedly not going to fund this project and even if it is on BOT basis) è

- (a) Survey must be done by an expert qualified agency on the entire feasibility of this proposed project to first justify the need for FOBs
- (b) DPR to be prepared taking into account pre-feasibility & feasibility aspects
- (c) In-depth survey on usage (footfalls) of two sets of sub-ways on Nagar Road created under JnNURM as compared to pedestrians darting across at ground level at the same place

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- (d) Survey to be done on which portion of municipal land, PMC is going to find place to erect foundations for these FOBs. Will it be the footpaths which PMC's GB has still not found the will to approve of hawker re-location ?
- (e) Make public who these 'experts' were who recommended FOBs as a solution to achieving safety ?
- (f) What is the guarantee that pedestrians (who determinately choose their convenience as compared to safety to life and limb) will use the FOBs and / or sub-ways rather than dart across the road in dangerous conditions in the absence of safe ground level pedestrian crossings ?
- (g) Are all the accidents that have happened after the BRTS was rolled out on 28th April 2016 due to pedestrian crossing as claimed by Mayor ? Or due to vehicles driving indiscriminately due to absence of required road infra & signages?
- (h) What will be the future plan for these FOBs once Metro work starts on the same corridor?

Roll-out on 28th April 2016 was carried through despite repeated warnings by us to first correct the existing lapses and deficiencies in the design infrastructure but had not been completed despite it's long gestation period of 4 years.

It is surprising that instead of displaying any remorse for the accidents that have taken place, the Mayor is pulling out more 'ideas' on how to further complicate the problem.

It is our opinion that having FOBs will provide convenience for only motorized vehicles, rather safety for pedestrians and promotion of public transport. Hence, this idea must not be considered under any circumstances without the requisite survey, reports conducted by experts in place.

On the contrary, PMC must concentrate in rectifying all the inadequately and deficient infrastructure in a time-bound manner and post haste.

Thank you. Yours sincerely.

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