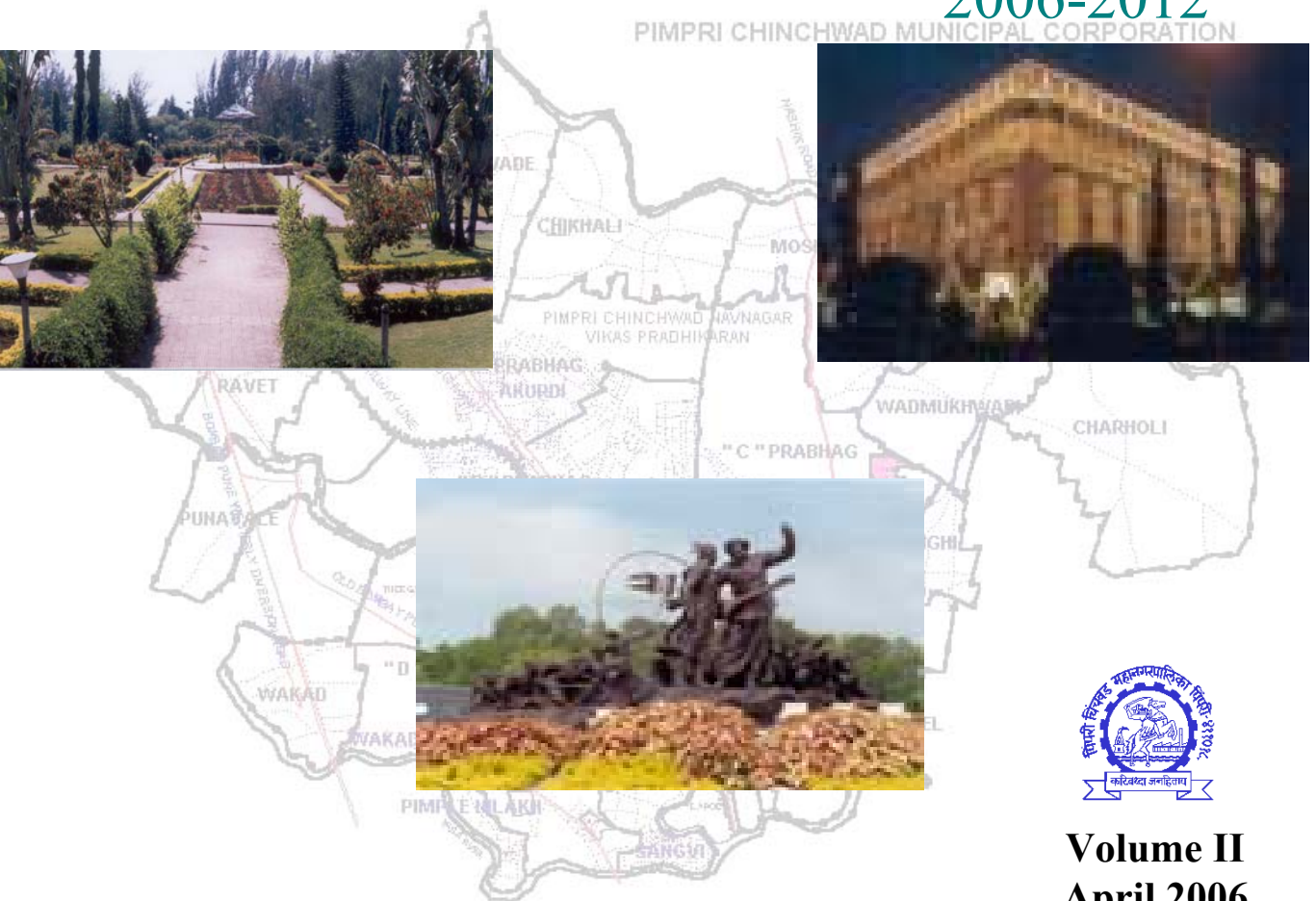


## PIMPRI-CHINCHWAD

# City Development Plan

2006-2012



**Volume II**  
**April 2006**

**Technical Assistance by**



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## 1. PCMC WORKSHOP – 21<sup>ST</sup> FEB 2006

### 1.1. WORKSHOP OBJECTIVE

This workshop aims to bring together municipal decision-makers to define the vision and mission to enhance economic growth and the quality of life for all citizens of Pimpri - Chinchwad.

### 1.2. WORKSHOP SCHEDULE

S. No	Time	Subject
1	3.00PM	Introduction to the JNNURM made by the commissioner Mr. Dilip Bund
2	3.00 – 3.15PM	Introductory presentation by Crisil Infrastructure Advisory
2	3.15 – 3.30PM	Presentation by Town Planning Department
3	3.30 – 4.00PM	Presentation by Roads/ Urban Transport Department
4	4.00 – 4.30PM	Presentation by Water supply Department
5	4.30 – 5.00PM	Presentation by Sewerage Department
6	5.00 – 5.30PM	Presentation on Pawana Riverfront Development
7	5.30 – 6.00PM	Presentation by Slum Clearance Department
8	6.00 – 6.30PM	Presentation on E-Governance
9	6.30 – 7.00PM	Presentation on Double Entry Accounting system

### 1.3. INTRODUCTORY PRESENTATION BY CRISIL INFRASTRUCTURE ADVISORY

## Structure



- ⇒ The Context of JNNURM/ CDP
- ⇒ City Development Plan – Approach
- ⇒ Programme for the Workshop
  - CDP Work Plan
  - Expectations from Departments of PCMC

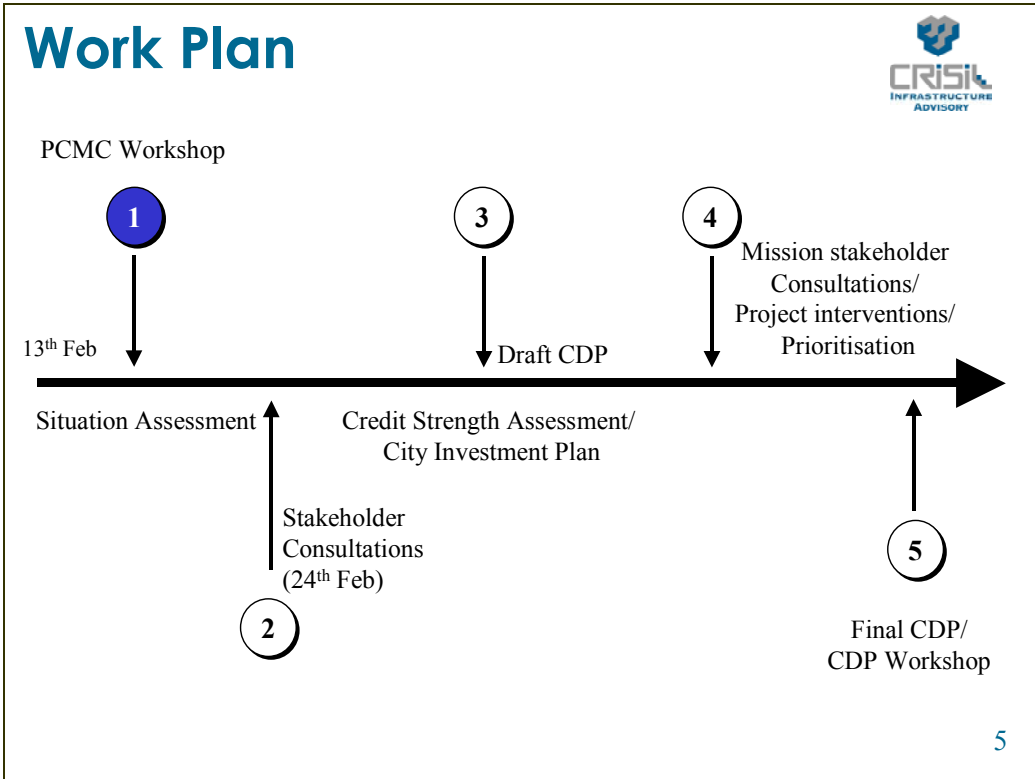
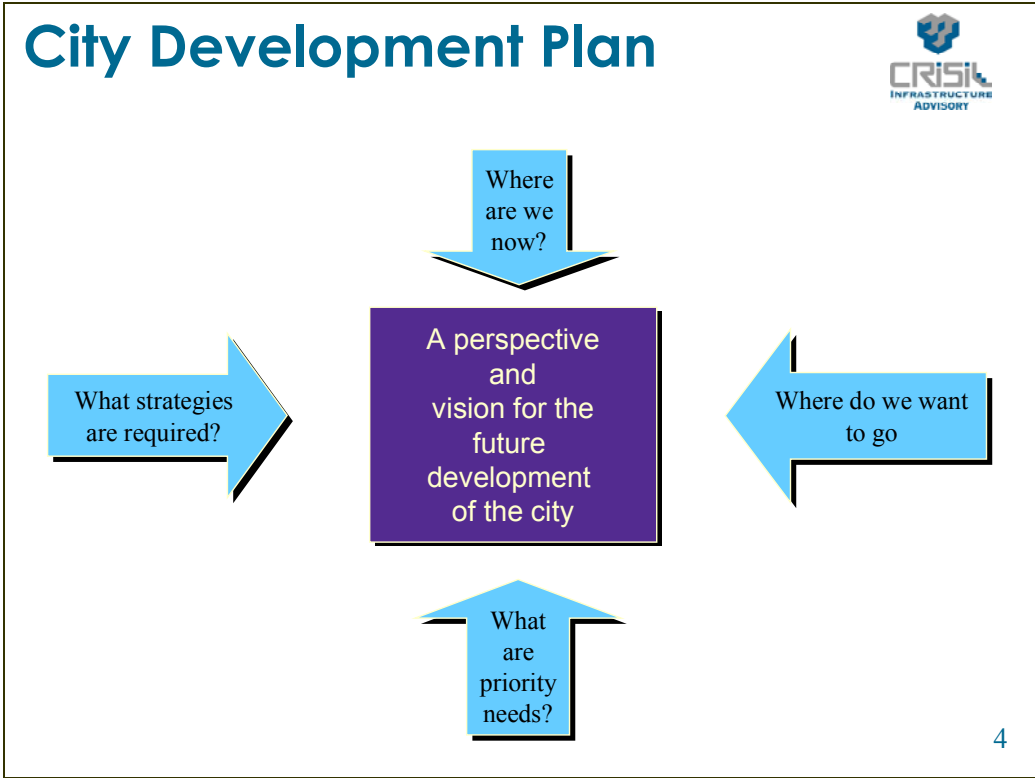
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## Context of JNNURM and CDP



- ⇒ JNNURM seeks to develop cities that are aligned with citizen interests. JNNURM will
  - Support financial investments required by the city
  - Seek reform commitments to ensure sustainability
- ⇒ Cities are expected to formulate
  - City and Sector vision,
  - Yearly targets and action plans/Strategies
  - Commitment for reforms (time plan)
- ⇒ Through a City Development Plan

3



## PCMC – Salient Features



- ⇒ Expected population in 2011/ 2021/ 2031 – 14.14/ 19.52/ 26 Lakhs
- ⇒ 12% city Population residing in Slums
- ⇒ 757 km of Road network
- ⇒ 160 lpcd Water Supply
- ⇒ 85% of road length, but only 50% population covered with UGD
- ⇒ Per-capita Income and Expenditure Rs. 3870 and Rs. 1760
- ⇒ Octroi contributing 75% of revenues
- ⇒ No Debt burden

6

## What is expected from this workshop



- ⇒ Vision for your City
- ⇒ Vision for individual sectors
  - How do you plan to realise the VISION ?
  - What are the Strategies ?
  - What are the immediate Project Interventions/ Actions ?
  - What are the conceived bottlenecks/ Issues in implementation ?
- ⇒ Time available
  - 15-20 min for group presentations
  - 10 min for discussions

7

## 1.4. PRESENTATION BY TOWN PLANNING DEPARTMENT

### Preamble.

- Pimpri Chinchwad New Town Council - C Class in year 1970.  
(Pimpri, Chinchwad, Bhosari, Akurdi)
- Upgraded to A Class in year 1975.
- Formation of Municipal Corporation in year 1982.  
Erstwhile Municipal council , Sangvi, Pimple Gurav, Pimple Nilakh,  
Pimple Saudagar, Thergaon & Rahatani, Wakad (Part) & PCNTDA).
- Municipal Corporation area extended by Merging 18 adjoining villages.  
( Talawade, Chikhali (remaining), Moshi (remaining), Dudulgaon,  
Wadmukhwadi, Dighi (remaining), Dapodi, Bhosari(remaining),  
Sangvi(Chest Hospital), Pimple Nilakh (remaining - Rakshak Soc. &  
Bharth Elect.), Wakad (remaining), Punawale, Kiwale,(remaining),  
Mamurdi (remaining), Chowisawadi (remaining), Charholi Bk.  
(remaining), Bopkhel (remaining), Ravet (remaining)

### Jurisdiction & Authority

■ PCMC Old limit	8600 Ha
-----	
■ PCMC (Inclusive of MIDC area)	4277 Ha
■ PCNTDA	4323 Ha
-----	
■ Newly Merged Area in PCMC	8451 Ha



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## Planning Efforts

- As per recommendation of the Pune Regional Planning Board , Pimpri Chinchwad New Township Development Authority (PCNTDA) was formed in year 1972 under section 113 of the Maharashtra Regional & Town Planning Act, 1966.
  - Maharashtra Industrial Development Corporation is declared as a Special Planning Authority for it's area u/s 40 of Maharashtra Regional & Town Planning act, 1966 in year 1993.
  - Three development authorities in PCMC limit (viz. PCMC, PCNTDA, MIDC).
  - In year 1978 , first development plan for the Pimpri Chinchwad Municipal Council was sanctioned.
  - Also for PCNTDA area first Development Plan was sanctioned in year 1977.
- 

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## Planning Efforts

- PCMC & PCNTDA, both planning authorities revised their Development Plans independently.
  - Revised Development Plans for PCMC & PCNTDA areas have been sanctioned in year 1995.
  - In year 1997 the area under the Planning Control of Pimpri Chinchwad New Township authority has been brought under the Planning Control of Pimpri Chinchwad Municipal Corporation.
  - Revised Regional Plan of Pune District has been sanctioned by the State Government in year 1998.
  - PCMC has prepared the Draft Development Plan for the newly merged area and published it on 5/10/2000 under section 26 of Maharashtra Regional & Town Planning Act, 1966 and submitted to State Govt. for its approval in year 2003.
-

## Goals of Revised Development Plan for PCMC.

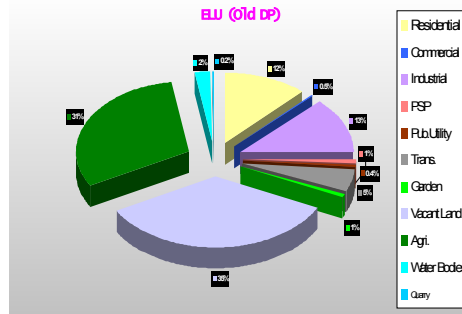
- For proper, coordinated & integrated development of the area it is mandatory on the part of Planning Authority to prepare & implement the Development Plan for its area as per the provisions laid down in M.R.& T.P. Act, 1966.
- Ensure proper & optimum utilisation of land.
- Provide efficient traffic & transportation.
- Provision of civic & social amenities, Public utilities.
- Improve the living condition & socio- economic status of the residents.
- Considering the projected population of next 10 years the sites are designated for different Public Purposes as per planning norms and zoning has been earmarked for the projected population of next 20 years.

## Preparation of Development Plan.

- Stages in DP preparation
  - Survey, Analysis and Findings.
  - Preparation of Base Map & Existing Land-Use.
  - Identification of problems.
  - Framing up the proposals. i.e. Draft Development Plan.
    - Projected Population for Old DP ( Planning units – 7Nos.)
      - 10 Year period (1996) = 8,01,534.
      - 20 years period (2006) = 12,32,598.
    - Projected Population for extended area DP (Planning units – 4 Nos.)
      - 10 years period (2011) = 6,60,500.
      - 20 years period (2021) = 8,90,500.

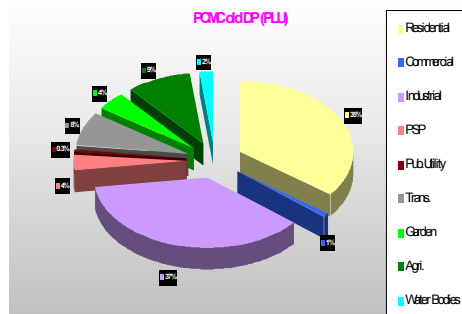
## PCMC & PCNTDA old DP (ELU)

- Residential = 1015.85 Ha.
  - Commercial = 39.55 Ha.
  - Industrial = 1085.00 Ha.
  - PSP = 83.96 Ha.
  - Pub.Utility = 41.91 Ha.
  - Trans. = 426.45 Ha.
  - Garden = 69.26 Ha.
  - Vacant Land = 3001.87 Ha.
  - Deve. Land = 5763.86 Ha.
  - Agri. = 2626.62 Ha.
  - Water Bodies = 188.52 Ha.
  - Quarry = 21.80 Ha.
- 
- Total = 8600.00 Ha.



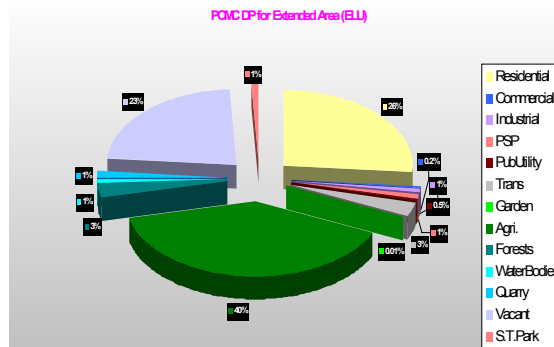
## PCMC Old DP (PLU)

- Residential = 1476.31 Ha.
  - Commercial = 29.06 Ha.
  - Industrial = 1536.72 Ha.
  - PSP = 153.67 Ha.
  - Pub. Utility = 13.19 Ha.
  - Trans. = 330.00 Ha.
  - Garden = 176.24 Ha.
  - Agri. = 382.42 Ha.
  - Water Bodies = 79.65 Ha.
- 
- Total = 4277.00 Ha.



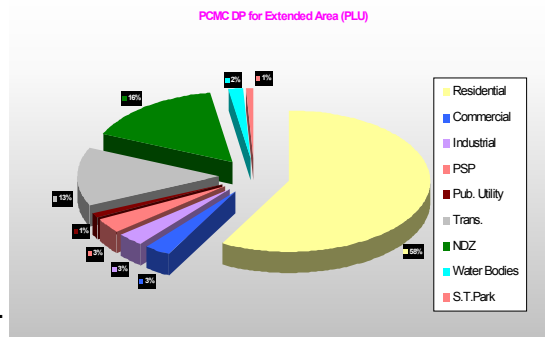
## PCMC DP for extended area (ELU)

- Residential = 2226.29 Ha.
  - Commercial = 19.20 Ha.
  - Industrial = 78.19 Ha.
  - PSP = 82.25 Ha.
  - Pub. Utility = 39.45 Ha.
  - Trans = 237.71 Ha.
  - Garden = 1.26 Ha.
  - Agri. = 3326.98 Ha.
  - Forests = 246.12 Ha.
  - Water Bodies = 79.65 Ha.
  - Quarry = 108.04 Ha.
  - Vacant = 1920.50 Ha.
  - S.T.Park = 69.71 Ha.
- 
- Total = 8451.00 Ha.



## PCMC DP for Extended Area (PLU)

- Residential = 4727.52 Ha.
  - Commercial = 267.62 Ha.
  - Industrial = 251.92 Ha.
  - PSP = 265.79 Ha.
  - Pub. Utility = 96.53 Ha.
  - Trans. = 1094.47 Ha.
  - NDZ = 1288.50 Ha.
  - Water Bodies = 133.04 Ha.
  - S.T.Park = 69.71 Ha.
- 
- Total = 8451.00 Ha.



## Reserved sites & DP implementation

- No. of sites reserved
  - (Old DP of PCMC) = 369 .
  - PCMC Acquiring Body = 347.
  - Others = 22.
- No. of sites reserved in
  - (Planning area of PCNTDA transferred to PCMC)= 119.
  - PCMC Acquiring Body = 117.
  - Others = 2.
- Total sites to be developed by PCMC = 464.
- Sites in possession of PCMC = 169.
- Acquisition procedure initiated = 128.
- Acquisition yet to be initiated = 167.
- No. of sites in draft DP of extended area = 643.

## DP Implementation

- DP implementation tools:
  - For designated sites: As per land acquisition act, by private negotiations, transfer of Govt. lands, in lieu of Transferable Development Rights (D.C. Rule No. N-2.4) , by way of Accommodation Reservations ( As per Appendix –R of D.C. Rules).
  - For proposed roads / road widenings: As per land acquisition act, by private negotiations, transfer of Govt. Lands, in lieu of Additional F.S.I. ( N-2.3) & Transferable Development Rights (D.C. Rule No. N-2.4).

## Budgetary Provision for Land Acquisition. ( Last 5 years)

Year	Budgetary Provision	Total Expenditure
2001 – 2002	Rs. 5,00,00,000	Rs. 3,56,49,841
2002 – 2003	Rs. 5,85,68,000	Rs. 5,76,30,173
2003 – 2004	Rs. 16,00,00,000	Rs. 15,98,99,212
2004 – 2005	Rs. 69,00,00,000	Rs. 68,99,42,741
2005 – 2006	Rs. 58,50,00,000	Rs. 27,44,98,848 (upto 14/2/2006)

## Vision for DP implementation

- M/s. Monarch Surveyors: To speed up the land acquisition work by involving private agency to prepare land acquisition proposals, Measure the land under acquisition by Total Station Survey method, liasoning with different Govt. Officials to reduce the time period to take possession of land, motivate the landowners to surrender the land under proposed roads / road widenings in lieu of FSI, TDR.
- Public participation: Land owners are also motivated to surrender land sites reserved for public purposes in lieu of TDR or develop the sites by way of accommodation reservations.
- Make adequate budgetary provisions for land acquisition, to fix up the priority for land acquisition & development to cope up the public demands & optimum matching with the needs.
- Try to get optimum Government aids , funds for Dp implementations.
- Implement Town Planning Schemes for developable area & in due course of time after Govt. approval implement New Township policy.
- Make adequate amendments in D.C. rules so as to implementation of development plan becomes successful by way of public participation.

## 1.5. PRESENTATION BY ROADS/ TRPOSPORTATION DEPARTMENT

### SALIENT FEATURES

- History.
- Existing Scenario of Road Network.
- Issues.
- Strengths Weaknesses Opportunities & Threats (SWOT) Analysis.
- Overall vision & year wise vision from 2006-07 to 2011-12.
- Investment Plan according to the priority from 2006-07 to 2011-12.
- Policy & inter services issues.



### History

- Prior to 1970, PCMC area was cluster formation of villages like Bhosari, Chinchwad, Pimpri & Sangvi etc.
- On 04.03.1970, original area was included in Municipal Council.
- On 07.01.1975, the Municipal Council was elevated to Class 'A'.
- On 11.10.1982, the status was raised to 'Pimpri Chinchwad Municipal Corporation'.
- In 1997, 18 fringe villages were attached to PCMC .
- Population Status
  - As per 1981 Census - 2.50 Lakhs
  - As per 1991 Census - 5.70 Lakhs
  - As per 2001 Census - 10.06 Lakhs

<p><b>Total Area under PCMC is 200 Sq Kms</b></p>
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## History

- Central Railway divides PCMC with several Railway Crossings & ROBs.
- Mula & Pawana Rivers also pass through the Corporation Area.
- Presence of Heavy Engineering Industries & STPs under MIDC .
- Traffic of Two Major National Highways (NH-50 & NH-9) passes through the Corporation area.
- Vision-2005 program was launched in the Year 2000 for integrated Road Development.
- In the Past PCMC has conducted various studies for solving Traffic, Transportation & Infrastructural problems.
- A Master Plan for Road Network Improvement (Integrated Traffic Dispersal System) has been developed based upon outcome of various Studies.



## Existing Scenario

- PCMC has fairly good Road Network & most of the area has been developed in a planned manner.
- The road network in PCMC area functionally comprises of arterial roads, sub-arterial roads, collector streets and local streets.
- Total Length of Road network is 757 Kms.
 

□ Length of BT Roads	-667 Kms	Majority of Roads require improvement of condition & Riding Quality
□ Length of Concrete Roads	- 5 Kms	
□ Length of WBM Roads	- 85 Kms	
- Based on priorities, out of a total of 757 Kms, approx. 190 Kms of road length of DP width 18m and above have been physically surveyed for Existing Road Width, Type of Pavement, Condition of Pavement, Available DP width, Improvement Proposed, Terrain & Land Use, Encroachments.





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## Issues

- Review of the adequacy/deficiency of the existing road network in terms of its capacity versus demand (existing and projected)
  - Preparation of a Master Plan for integrated road development (with effective traffic dispersal system)
  - Establishment of technical, financial and economic feasibility on each scheme as well as on overall network basis
  - Prioritisation of the feasible schemes and fixation of time frame.
  - Finalisation of funding options and implementation programme.
  - Allocation of up of separate team for Monitoring of implementation program.
  - Evaluation and finalisation of phasing of the schemes with respect to network benefits and cost economics.
  - Removal of encroachments/ Hindrances on the way of development of roads up to earmarked DP width.
  - Continuous Monitoring & Refinement of Implementation System.
- 



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## SWOT - Strengths

- PCMC is amongst one of the richest local bodies in India and has sufficient cash reserve to initiate the mega road development projects.
  - PCMC has very good credit rating evaluated by reputed agencies.
  - PCMC area is very less encroached in comparison to other cities.
  - The road development of PCMC has been in fairly planned manner.
  - PCMC has got the various studies done for the road development of city by world class consultants, which are proposed to be implemented.
  - PCMC has got adequate technical & administrative staff to control the implementation of road development projects.
- 



## SWOT - Weakness

- Absence of close alternative routes, connectivity etc. required for smooth & early implementation of the project.
- Removal of encroachments takes substantial time, affecting the achievement of targets.
- The staff needs training in respect of modern & advance technologies.
- For mega road development project, PCMC requires huge investment in a limited time frame.
- Existing utility services are major hindrances in development of road network, requiring additional major expenditure for shifting.
- Shortage of adequate materials in the vicinity of PCMC.
- Lack of Co-ordination between various departments at the planning as well as implementation stage.
- Approval procedure takes very long time, delaying the achievement of targets.



## SWOT – Opportunities and Threats

- **Opportunities**
  - **The J N NURM scheme launched by the Government is one of the biggest opportunity to implement the development of road project.**
- **Threats**
  - **Timely delivery of finances from the funding agencies.**
  - **Non-performing contractors.**
  - **Non-availability of defense land for road development.**
  - **Non-availability of desired quality & quantity of materials.**
  - **Diversion of funds due to other priorities.**
  - **Change of Policies.**



## Overall Vision (2006-2012)

- To Provide Sustainable growth of Road Infrastructure to match this rise in population and overall development in the region with minimum maintenance and operation costs .
- To finalise the priority for improvement of road network phase wise based upon various criteria like Congestion Index, Improvement of LOS, Hierarchy of Road, Integration with other Systems, Safety/ Environmental conditions.
- Providing a minimum level of serviceability for all the roads in the road network



## Yearly Vision (2006-2008)

- Development of Following Roads to full DP width
  - Dehu - Alandi Road through Talawade, Chikhali, Moshi and Dudalgaon
  - Pune - Alandi Road in PCMC limits from Dighi to Chowis Wadi.
  - Bhosari - Alandi Road
  - Aundh - Rawet - Kiwale Road (SH-56)
  - Road from Westerly Bypass (Wakad) to Hinjewadi (Up to Hinjewadi Ph-I Chowk)
  - Road from Westerly Bypass (Wakad) to Nashik Phata at Kasarwadi
  - Road from M-P Expressway Exit (on W. Bypass) to Bhakti Shakti Chowk
  - Link from Westerly Bypass (Wakad) to Dehu-Alandi Road at Chikhali



## Yearly Vision (2006-2008)

- Development of Following Roads to full DP width
  - Missing DP link from Kalewadi to Pimpri - Telco road chowk through Premier factory
  - Mumbai - Pune Road (old NH-4) in PCMC Limits
  - TELCO Road (Including the length in PCNTDA Limits)
  - Road from old NH-4 at Pimpri Chowk to Nehru Nagar.
  - DP Road parallel to Talwade Road from prop. Expressway to Indrayani river
  - Talawade road from TELCO road to Dehu-Alandi road.
  - DP Road parallel to Talwade Road from prop. Expressway to Indrayani river



## Yearly Vision (2008-2010)

- Development of Following Roads to full DP width
  - Road from Hinjewadi - Ph-I Chowk to Junction of Westerly Bypass (Wakad) with MDR-31
  - Link connecting Aundh Wakad Road & Aundh-Ravet Road at Dange Chowk (Wakad road)
  - Road from Westerly Bypass to Chandkhed Road (MDR-30) through Punavle Area
  - Road from Krantivir Chaphekar Chowk at Chinchwad to Chikhali - Nigadi Road
  - Kalewadi road from Aundh - Ravet road to Pimpri Bazar
  - Road from Vallabh Nagar Jn. on Old NH-4 to Yeshvant Nagar on TELCO road
  - Road from Chikhali Gaathan to proposed Expressway at Akurdi.
  - Road parallel to Dehu - Alandi Road (on its south) through Chikhali & Moshi Villages
  - Road from Kudlewadi to Dehu-Alandi Road (upto Indrayani river)
  - Road from Kudalewadi to TELCO through Jadhav Wadi
  - DP link from Indrayani river to Dighi - Alandi road through Charholi Bk.



## Yearly Vision (2010-2012)

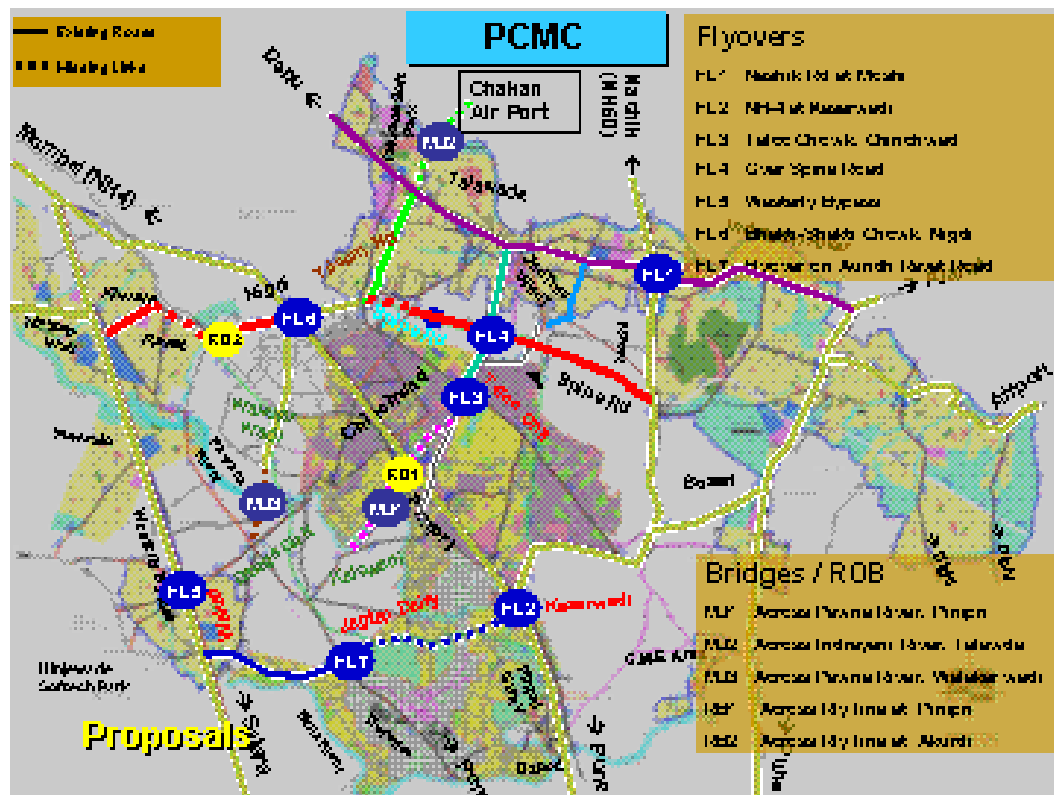
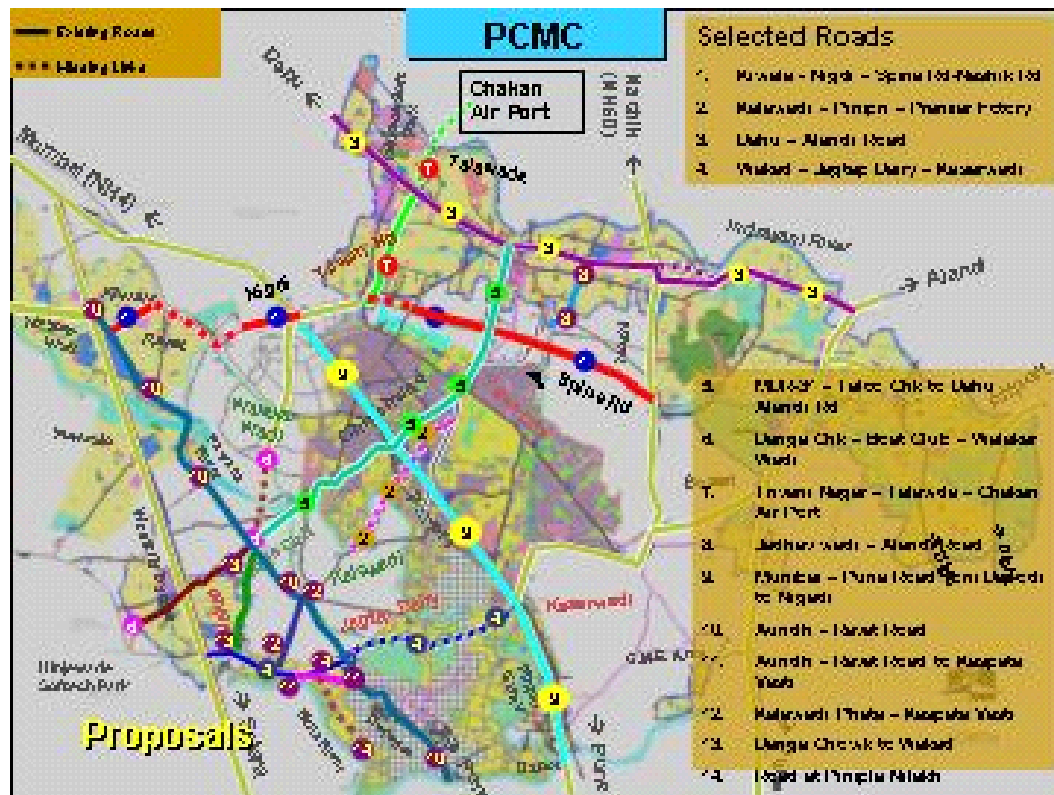
- Development of Following Roads to full DP width
  - Road from Bhumkar Chowk (Wakad) to Chandkhed Road (MDR 30).
  - Link road at the Boundary of Wakad & Tathwade, from Westerly Bypass to MDR-30.
  - Internal link through Ravet village form MIDC filter house
  - Road from Pavana river to NH-4 in Dapodi
  - Road from old NH-4 at Dapodi to PCMC Boundary at Sangvi.
  - DP Road adjacent to MIDC Software Technology Park.
  - Road parallel to Dehu - Alandi Road (on its north) through Chikhali & Moshi Villages



## Yearly Vision (2010-2012)

- Development of Following Roads to full DP width
  - Road from Jadhav Wadi to Indrayani river
  - Road Connecting Nashik Road with proposed Expressway.
  - Road from Dehu-Alandi road at Dudulgaon to proposed Expressway
  - Road from Pune-Alandi road at Chowiswadi to Moshi Boundary
  - Road from Pune - Alandi Road at Chowiswadi to boundary of Charoli.
  - Lohagaon - Charoli Road parallel to Eastern Boundary of Charoli.





## Priority list as per requirement of PCMC

1. Improvement / Construction Of Spine Road From MPEW Exit At Kiwale To Nashik Highway (Nh-50) At Moshi
2. Link Road Connecting Telco Chowk To Kalewadi Through Bhatnagar At Chinchwad.
3. Improvement / Construction Of Dehu – Alandi Road Through Taklawade, Chikhali, Moshi & Dudalgaon.
4. Improvement / Construction Of Link Between Westerly Bypass At Wakad To Nashik Phata At Kasarwadi Through Pimple Gurav & Vaidu Vasti.
5. Improvement / Construction Of Link Between Dange Chowk To Dehu- Alandi Road At Chikhali Through Kudale Wadi.
6. Construction Of Link Road From Dange Chowk To Wahlekarwadi Via Boat Club & From Dange Chowk To Pcmc Limits (Hinjewadi) – Roads 6A & 6B.



## Priority list as per requirement of PCMC

7. Construction Of Link Road From Triveni Nagar To Proposed Chakan Airport Via Kaka Sahib Pawar Chowk.
8. Road From Jadhav Wadi To Dehu-Alandi Road.
9. Improvement / Construction Of Mumbai – Pune Road From Harris Bridge At Dapodi To Bhakti – Shakti Chowk At Nigdi.
10. Improvement / Construction Of Aundh- Ravet Road (SH-56).
11. Improvement / Construction Of Road from Y-Junction at Aundh - Ravet Road to KaspateVasti.
12. Improvement / Construction Of Road from Kalewadi - Phata to Kaspate Vasti
13. Improvement / Construction Of Road from Kalewadi-Pimpri Road junction to Dange Chowk & Road from Aundh Ravet Road to Wakad Gaothan.
14. Improvement / Construction Of Road from S. No. 70 at Pimple Nilakh to S. No. 26



## Pavement Management System and Online Monitoring of Road Network

- ❑ Under Pavement Management System- Riding Quality Improvement of various roads i.e. about 90.0 Lakh Sqm. under complete PCMC road network
- ❑ GIS based Pavement Management system for continuous monitoring of road condition and scientifically based maintenance treatment and systematic budget allocation
- ❑ Riding Quality of all the Roads to be assessed after every 4 months period and made available on the PCMC website for easy access to everyone
- ❑ The riding quality of all the roads in PCMC area will be maintained under a minimum Roughness Value of 3000 mm/Km



## INVESTMENT PLAN (2006 – 2012)

- For the Year 2005-2006 = 70.00 Crores
- For the Year 2006-2008 = 500.00 Crores
- For the Year 2008-2010 = 400.00 Crores
- For the Year 2010-2012 = 105.00 Crores





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## POLICY ISSUES

- Prioritisation & Phasing of Implementation program.
- Finalisation of Fund management system.
- Separate Allocation of PCMC resources for Monitoring of implementation program.
- Allocation of a separate team to sort out Inter-services issues.
- Choice of Type of Contract Management System.
- Standardisation of Contract Documents.
- Standardisation of Road Cross-sections for various DP Widths.
- Start of Implementation Process only after removal of hindrances / encroachments viz. land acquisition etc.
- Pre-qualification of Contractors for Implementation.
- Finalisation of Pre-qualification Criteria.



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## INTER-SERVICES ISSUES

- Co-ordination among various authorities viz. Electrical Departments, WS Deptt., Sewarage Deptt., Garden Deptt., Telephone Deptt., Town Planning Deptt., MIDC, Accounts Deptt., etc., to remove interdependent hindrances.
- Timely decision from the various departments for dependent activities.

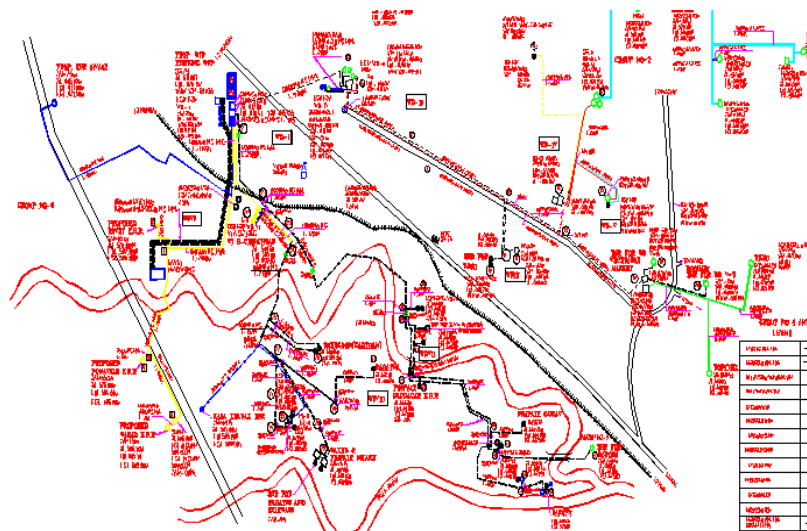


## 1.6. PRESENTATION BY WATER SUPPLY DEPARTMENT

### EXISTING WATER SUPPLY SYSTEM

- The present source of water supply is river Pawana.
- Intake works are constructed in the river bed about 150m upstream of the existing Punawale weir near Ravet village.
- In the year 1997, 18 adjacent villages were merged with a population of 6.25 lakhs.
- Area Coverage of PCMC- about 171 Sqkm.
- Ph-I- 114 Mld, Ph-II- 114 Mld and Ph-III -100 MLD works ( nearing completion)
- Present Population of PCMC area is approximately 12,50,000 (12.5 lacs)
- The intake structures are designed to supply 228 Mld. + 100 MLD Ph-III
- The raw water is being pumped through 1047.76mm diameter and 1168mm dia., 3900 m long M.S. rising mains to the treatment plant located in sector No.23.
- The treatment plant is of conventional type.

### Pimpri-Chinchwad Municipal Corporation (PCMC)-KEY PLAN



## Pimpri-Chinchwad Municipal Corporation ( PCMC )

### ■ Water Treatment Plant



## Water Treatment & Distribution

- The treated water is being collected in a pure water sump of 8 ml and 12 ml capacity from where it is supplied to individual service reservoirs through transmission mains.
- The entire water distribution is broadly divided in two parts Gravity Zone and Pumping Zone. Total PCMC Area is Divided in 8 Water Districts.
- The Gravity zone covers the supply from Sump S-1 for the distribution of water Districts WD-I, WD-VI, WD-VII & WD-VIII including previously merged villages like Sanghavi Pimple Gurav, Thergaon, Part of Wakad etc.
- The Pumping zone receives water from Sump S-II and MBR located in WD-II. This covers the area under Water District WD-I-A, WD-II, WD-III, WD-IV etc.
- Distribution Network details
  - Total No of ESR's –39
  - No of ESR's in Gravity Zone –24
  - No of ESR's in Pumping Zone – 15
  - Total Length of the distribution network is approx. 750 Kms.

## SWOT Analysis - Strengths

- Quantity of Water
- Quality of Water
- Installed capacity of Various components.
- Establishment
- PCMC Water Treatment Plant has been awarded prestigious ISO - 9001- 2000 for Quality of Water treatment
- SCADA: Part installation
- Immediate justice for recently merged Villages.
- Effective communication means.
- Water Audit & Leak detection Programme.

## SWOT Analysis - Weakness

- Ever increasing Demand –Strain on the system.
- In equitable distribution of water
- Unequal pressures at Consumer end due to vast spread and topography.
- Non availability of:
  - Required Minimum staff for operation and maintenance.
  - Exclusively supporting Vehicle for repair and maintenance works.
  - Bulk flow metres at different major outlet
  - Revenue Generation: The revenue generation is very low as compared to the cost of supply of treated water.
    - Very low tariff structure, Low recovery, Leakages.
  - Non availability of modern facilities such as:
    - Advanced software's for water distribution analysis like WATER CAD, Epanet linked with GIS/GPS, Provision of complete SCADA System etc, Advance Computer facility, Billing software's.

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## SWOT Analysis - Opportunities

- Improvement of distribution network to cater the demand in developing areas.
  - Providing additional storages
  - Remodeling of distribution network.
  - Direct pipeline for raw water conveyance from Pawana dam to minimize the transit losses and threat of possible pollution.
  - Immediate action for phase-IV development.
  - Immediate action for metering for self sufficiency of Water Supply Department – to respect GoM Guidelines.
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## SWOT Analysis - Threats

- Rapid urbanization.
  - Population increase.
  - Impact on basic amenities.
  - Old ageing of distribution network.
  - Implementation of modified tariff structure.
-

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## Vision

- Considering the Rapid Urbanization and growth of population PCMC has started work for Water Supply Scheme Phase –III .having capacity of 100 MLD.& the work is nearing completion.
  - Work for this Phase is likely to be completed in year 2006,this will increase the supply from 228 to 328 MLD
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## Policy Issues

- Short term policy : Provision of direct pipeline from Pawana dam. It includes augmentation of existing system including remodeling of distribution networks, provision of additional storage reservoirs, implementation of water audit and leak detection outcome etc. fixation of norms for water tariff structure, recovery, new connection ,illegal connection, etc.
  - Long term Policy : Source Identification to cater the demand of year 2021 Onward, development of allied works ,preparation of master plan for transmission & distribution networks etc.(2021- Immediate Stage and 2041 Ultimate Stage for Ph-IV Planning)
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## Inter-service Issues

- Issues related to land acquisition:
  - Issue related to Irrigation
  - Issues related to MIDC supply
  - Issue related to implementation
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## Other Issues

- Water Demand is ever increasing due to rapid urbanization and implementation of township policy.
  - Selection of PCMC and Pune area by IT giants for their development centers has resulted in fast development due to which the water demand is ever increasing.
  - Conversion of Industrial belts into residential belts is increasing the demand on the existing system.
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## System Modernisation Efforts

- System Control And Data Acquisition ( SCADA ) setup Mounted at all Service Reservoirs ,this includes,
  - Reservoir filling records
  - Track Records
  - Central monitoring
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## Water Conservation Measures

- PCMC Water Supply Dept. has Undertaken Water Audit & Leak detection Programme as per GoM GR No. Na Pa.Pu-1001/
  - Pra Kra-526/ PaPu 22
  - MWH India Pvt. Ltd. has been appointed as Consultants to carry out the above mentioned work of Water Audit.
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## Water Audit

- Envisaged Water Audit process
    - Study Existing Water Supply System and Detailed mapping
    - Study Existing O & M Pattern
    - Study Staffing Pattern
    - Field measurements
    - Cost comparisons and possible saving statement
    - Leak detection program and recommendations
    - Implementation schedules
  - Status of Water Audit
    - Drawings and mapping work completed.
    - Field measurements for audit in progress at various locations such as Raw water Rising main, Treated water system , Distribution system
    - Report Preparation for submission to GoM work in progress.
-

## 1.7. PRESENTATION BY SEWERAGE DEPARTMENT

### History

- Formation of Municipal Council by Grouping of Grampanchayats like Pimpri, Chinchwad, Bhosari etc. in Year 1970.
- Upgraded to municipal corporation in the year 1982.
- In the year 1997, 18 adjacent villages were merged with a population of 6.25 lakhs.
- Area Coverage of PCMC- about 171 Sqkm.

Drainage Dept

### Existing Sewerage System

- Chinchwad STP
  - 30 MLD
  - Scheme started in 1999-00
  - Completion of work and handing over – November 2000
- Chikhali STP
  - Capacity 16 MLD
  - Completed in Year 2001
- Kasarwadi STP
  - Capacity 40 MLD
  - Completed in year 2003
- Sanghvi STP
  - Capacity 15 MLD
- Gross Installed capacity as on today is 157 MLD which is about 70 % of gross water supply and 85% of net water supply to cater the demand of Total sewage generated within PCMC.

Drainage Dept



## Sewerage Treatment Plants

- Kasarwadi STP-40 MLD
- Sanghvi STP – 15MLD
- Chinchwad STP-30 MLD



Drainage Dept

## Sewerage Treatment Process

- Fluidized Aerobic Bio – Reactor
  - The Mechanical Bar screen removes the fine floating material in the incoming Sewage. The Sewage then passes through the Grit Chamber where Heavier Grit settles at the bottom of Tank & is separated by Grit Mechanism. The sewage then falls into the Equalization Tank by gravity.
  - In Equalization Tank the sewage is mixed thoroughly with help of Air, which is distributed through the HDPE Air Distribution grid at the bottom of the Equalization Tank. The hydraulic retention time is 2 hrs.
  - The Equalized Sewage is Pumped to FAB (Fluidized Aerobic Bio – Reactor) IN FAB the sewage enters from top & collected at the bottom of the reactor specially designed S.S grid at the bottom of the reactor.

Drainage Dept

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## Sewerage Treatment Process

- ❑ The air is provided by blowers FAB has a carrier Media made of P.P. The bacterial growth takes place on the media. This bacterial mass degrades the organic matter in the sewage. Due to the typical shape of the media, a lot of surface area is available for bio growth & this is the reason FAB needs comparatively very less footprint than conventional process. The dead mass gets scraped off due to scrubbing action of air & area becomes available for fresh growth. In first FAB (FAB-A) majority of the organic matter is degraded & balance is degraded in FAB-B.
- ❑ The degraded organic matter & dead bacterial mass is separated in the Claritubesettler. This is a conventional clarifier with Inclined Tube media for better clarification in lesser space.

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Drainage Dept

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## Sewerage Treatment Process

- ❑ The Clarified treated sewage goes to the Chlorine contact Tank by gravity, where the chlorine is added for disinfections. The contact time provided is half an hour, after which treated / disinfected sewage is let into River.
- ❑ The separated sludge is drawn from bottom of the claritubesettler & temporarily stored in sludge sump. From sludge sump it is pumped to Thickener (7.50 HP X 2 No) . Thickener pump (Cap. 25 M3 / Hr), where it is thickened with help of Thickener mechanism. The water separated overflows back to Equalization Tank & thickened sludge is drawn from bottom & pumped (2 Nos. 5M3 /hr) to Centrifuge (1 No. – Cap. – 5 M3/Hr) for further dewatering. The dewatered sludge is disposed off & the filtrate is returned to Equalization Tank.

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Drainage Dept



## SWOT Analysis

### ■ Strengths :

- Quality of Sewage discharged:
- Establishment :
- Use of modern trends in sewage treatment like FAB

### ■ Weakness:

- Due to topographical features of the project area technological hurdles are faced in collection and conveyance of the waste.
- Land Acquisition for STP/ Sump, Pump House
- Uninterrupted Power Supply
- Non- Co operation by Citizens for Drainage Connection
- Non Levy of Drainage Tax

Drainage Dept

## SWOT Analysis

### ■ OPPORTUNITIES :

- PCMC is having sewage treatment plants of collective capacity 157 MLD at present, which would be enhanced further to 282 MLD for future need.
- Improvement of collection and conveyance network to cater the demand in developing areas.
- Planning of for future demand of 20 Mld and 30 Mld at Pimple Nilakh , Chinchwad respectively., etc. in progress.

### ■ Threats :

- Rapid urbanization.
- Population increase.
- Impact on basic amenities.
- Old ageing sewer network.

Drainage Dept



## Policy Issues

### ■ Short Term

- Sewerage tax should be included in the property tax.
- MSEB express feeder lines to be provided for all STP's and pumping stations.
- Speedy process for the Land Acquisition of the DP and Non DP proposals.
- Non availability of Grants from GoM

### ■ Long Term

- Identification of various technological options to cater the demand of year 2021& 2031, 2041 development of allied works , preparation of master plan for collection & conveyance networks etc

Drainage Dept

## Issues

### ■ Inter-service Issues

- Issues related to land acquisition:
- Issue related to Irrigation :
- Issue related to implementation:

### ■ Other Issues

- Due to rapid urbanization and implementation of township policy.
- Load shedding of electricity and acquisition of land or implementation of Sewerage schemes.
- Selection of PCMC and Pune area by IT giants for their development centers has resulted in fast development due to which the generation of sewage is increasing.
- Population projections are also a major concern for predictions of future water/ Sewage demand.
- Conversion of Industrial belts into residential belts is increasing the demand on the existing system.

Drainage Dept



## 1.8. PRESENTATION ON PAWANA RIVER FRONT DEVELOPMENT

### HISTORY OF PAWANA RIVER

- Pawana River originates from Sayhadri Mountain range on Western side of PCMC area about 35 kms away. Pawana River enters PCMC area at Mamurdi and the total length of river in PCMC limit is about 20 kms. At Pawana nagar dam is constructed by Govt. of Maharashtra to generate hydro electricity and for domestic and industrial water supply to PCMC area. The width of Pawana River is about 70-80 mtrs in PCMC limit. Pawana River meets Mula River near Dapodi in PCMC area. Five weirs are constructed on Pawana River at Ravet, Thergaon, Thergaon boat club, Chinchwad & Pimple Saudagar. The primary natural channels having discharge more than 5 cum / second – 11 numbers meet Pawana River in PCMC area.

### PRESENT SCENARIO

- In PCMC area there are major industrial development, which is one of the biggest in the country. The industrial effluent is discharged through secondary and primary natural channels in to Pawana river. Current Laboratory Results of Pawana river water are as under...
  - PH – 7.2 to 8.4
  - BOD at 270c – 8 to 16.2 mg / lit.
  - Total Suspended solids – 222 to 408 mg / lit.
  - COD – 30 to 60 mg / lit.
- As described above the river water remains stagnant in PCMC area due to construction of weir at Pimple Saudagar for Military dairy farm through out the year except rainy season. This stagnant water is the cause for mosquito breeding and affects health of citizens.

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## PRESENT SCENARIO

- Due to this stagnation silting is heavy in river basin and also unhygienic situation is in existence in this stretch.
  - During monsoon season of 2005, the low lying areas on the banks of Pawana river in Chinchwad and Pimpri and that of Mula river in Sangavi and Dapodi were inundated. The High Flood Level recorded was higher by about 2 mtrs. than previously observed. This incidence has stressed that in PCMC areas the riverbanks need protection from floods.
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## ISSUES

- In rainy season due to floods there is a loss of life and property which necessitates flood protection measures.
  - Treatment of industrial effluents and other waste to limit the pollution of river.
  - Training & de-silting of river bed.
  - Development of “RAIPARIAN ZONE”.
  - Rehabilitation and up gradation of slum along riverbanks.
  - Up gradation of existing S.T.P. & construction of new S.T.P.
  - Expansion of existing Bridges and construction of new Bridges to reduce time of travel and improve road network.
  - Development of pilgrimage centers along riverbanks.
  - Construction of New crematoriums & up gradation of old crematoriums.
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## SWOT ANALYSIS

### ■ Strengths

- Maximum stretch of riverbanks is encroachment free, so it is easy to implement Pawana development plan with in specific time frame of 5 years.

### ■ Weakness

- Pawana development plan requires huge capital investments to implement the plan in specific time frame PCMC requires Financial assistance from state and central Govt.
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## SWOT Analysis

### ■ Opportunities

- Maximum stretch of riverbank is encroachment free, so it is easy to develop as per planning. The areas along riverbanks can be develop as public gardens, recreational parks, and can be kept encroachment free. This will help PCMC to achieve pollution free and natural environment for citizens.

### ■ Threats

- If training of river bed and de-silting is not carried out in span of short period, the bed will full of silt, the water will become highly polluted & pollution level will increase enormously which will cause health hazards, epidemic etc. Also if flood control measures are not taken in time it will lead to loss of life, property & national wealth.
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## PLAN OVERALL:

- Construction of retaining wall both side of river - total length 20 kms
- Development raiparian zone - total length 20 kms
- Development of morya gosavi temple - 1 number
- Disilting of river bed: - total length 20 kms
- Up gradation of existing STP - 3 numbers
- Construction of new bridges - 2 numbers
- Strengthening of existing bridges - 3 numbers
- Strengthening & up gradation of KT. Wier - 2 numbers
- Slum rehabilitation - 1 number
- Public parks - 4 numbers
- New crematoriums - 2 numbers
- Upgradation of existing crematoriums - 11 numbers
- Upgradation of existing STPs - 3 numbers
- Construction of new secondary treatment plants- 9 numbers

## Cost Estimate - Abstract

<b>RIVER TRAINING AP. 20.00 KM</b>	<b>COST - 100.00 CRORES</b>
<b>SECONDARY TREATMENT PLANTS</b>	<b>COST - 50.00 CRORES</b>
<b>BRIDGES TOTAL</b>	<b>COST - 60.00 CRORES</b>
<b>UPGRADATION OF STP TOTAL</b>	<b>COST - 20.00 CRORES</b>
<b>K.T.WEIR WORK TOTAL</b>	<b>COST - 11.00 CRORES</b>
<b>SLUM REHABILITATION</b>	<b>COST - 50.00 CRORES</b>
<b>RENOVATION OF MORYA GOSAVI TEMPLE</b>	<b>COST - 5.00 CRORES</b>
<b>BEAUTIFICATION &amp; ENVIRONMENTAL TOTAL</b>	<b>COST - 70.00 CRORES</b>
<b>NEW CREMATORIUMS TOTAL</b>	<b>COST - 10.00 CRORES</b>
<b>TOTAL</b>	<b>RS 376.00 CRORES</b>
<b>ADD 25% PRICE VARIATION</b>	<b>+94.00 CRORES</b>
<b>GRAND TOTAL</b>	<b>RS 470.00 CRORES</b>

## PLAN FOR YEAR 2006-07

- Construction of 400 m length retaining wall at chinchwad - 2.00 cr.  
*(taken up during 2005-06)*
- 1) Construction Of Retaining Wall 0 To 4.00 Km. - 20.00 Cr.
- 2) Starting To Devepe Raiparian Zone - 2.0cr.
- 3) Devlopment Of Morya Gosavi Temple - 1.0 Cr.
- 4) Disilting Of 0 To 4.0 Km - 12.0 Cr.
- 5) Tender Process Of Up Gradation Of Existing Three S.T.P.s
- 6) widening Of Bridge On Chinchwad-Thergaon Road. - 18.00 Cr
- 7) Tender Process Of Up Gradation Of K.T. Wier
- 8) Tender Process Of Slum Rehabilitation At Kalewadi Pimpri Bridge.
- 9) Tender Process Of Public Park At Boat Club Thergaon
- 10) Tender Process Of New Crematorium At Chinchad Kalewadi Bridges.
- Total - 53 .00 Cr.

## PLAN FOR YEAR 2007-08

- 1) CONSTRUCTION OF RETAINING WALL 4.0 TO 8.00 KM. - 25.00 CR.
- 2) DEVLOPEMENT RAIPARIAN ZONE - 2.0 CR.
- 3) DEVLOPMENT OF MORYA GOSAVI TEMPLE - 1.0 CR.
- 4) DISILTING OF 4.0 TO 8.0 KM - 2.0 CR.
- 5) UP GRADATION OF CHINCHWAD S.T.P - 6.0 CR.
- 6) CONSTRUCTION OF 45 M WIDE BRIDGE AT BOAT CLUB - 25.00 CR.
- 7) STRENGTENING & UP GRADATION OF RAVET K.T. WIER - 05.00 CR.
- 8) SLUM REHABILITATION AT KALEWADI PIMPRI BRIDGE - 15.00 CR.
- 9) PUBLIC PARK AT BOAT CLUB THERGAON - 05.00CR
- 10) NEW CREMATORIUM AT KALEWADI BRIDGES -05.00 CR.
- 11) UPGRADATION OF SECONDARY TRETMENT PLANT - 10.00 CR.
- TOTAL - 101.00 CR

## PLAN FOR YEAR 2008-09

■ 1) construction Of Retaining Wall 8to 12km.	- 30.00 Cr.
■ 2) Devloperment Raiparian Zone	- 5.0 Cr.
■ 3) Devlopment Of Morya Gosavi Temple	- 1.0 Cr.
■ 4)disilting Of 8.0 To 12. Km	- 02.0 Cr.
■ 5) Up Gradation Of Kasarwadi S.T.P	- 10.0cr.
■ 6)construction Of 45 M Wide Bridge At Yashopuram Chinchwad	- 25.00cr.
■ 7)strengtening & Up Gradation Of Thergaon K.T. Wier	- 06.00 Cr.
■ 8) Slum Rehabilitation At Kalewadi Pimpri Bridge	- 15.00 Cr.
■ 9) Public Park At	
□ A) Boat Club Thergaon	- 05.00 Cr
□ B) Pimpri Waghere	- 05.00 Cr.
■ 10)new Crematoriumat At Pimpri Waghere	- 05.00 Cr.
■ 11) Upgradation Of Secondary Treatment Plants	- 15.00 Cr
■ Total	-124.00 Cr

## PLAN FOR YEAR 2009-10

■ 1) Construction Of Retaining Wall 12 To 16km.	- 25.00 Cr.
■ 2) Devlopement Raiparian Zone	- 5.0 Cr.
■ 3) Devlopment Of Morya Gosavi Temple	- 1.0 Cr.
■ 4) Disilting Of 12.0 To 16. Km	- 10.0 Cr.
■ 5) Up Gradation Of Sanghvi S.T.P.	- 04.0cr.
■ 6) Widening Of Pimpri Pimple Saudager Gaothan Bridge	- 07.0cr.
■ 7) Slum Rehabilitation At Kalewadi Pimpri Bridge.	- 16.00 Cr.
■ 8) Public Buddha Park At Confluence Of Pavana Mula River	- 20.00cr.
■ 9) Upgradation Of Old Crematorium	- 02.00 Cr.
■ 10) Upgradation Of Secondary Treatment Plants	- 15.00 Cr
■ Total	- 105.00 Cr.

## PLAN FOR YEAR 2010-11

■ 1) CONSTRUCTION OF RETAINING WALL 16 TO 20 KM	- 25.00 CR.
■ 2) DEVELOPMENT RAIPARIAN ZONE	- 5.0 CR.
■ 3) DEVELOPMENT OF MORYA GOSAVI TEMPLE	- 1.0 CR.
■ 4) DISILTING OF 16 TO 20 KM	- 08.0 CR.
■ 5) SLUM REHABILITATION AT PIMPRI BRIDGE.	- 16.00 CR.
■ 6) DEVELOPMENT OF OPEN MARKET AREA FOR SEASONAL & FESTIVE TIME	- 20.00 CR.
■ 7) UP GRADATION OF OLD CREMATORIUM	- 2.00 CR.
■ 8) UP GRADATION OF SECONDARY TREATMENT PLANTS	- 10.00 CR.
■ TOTAL	- 87 .00 CR.
■ <b>GRAND TOTAL</b>	<b>- 470.00 CR.</b>

## Policy issues & Inter service issues

- The cost of the project is tremendous. There is possibility of increase in cost due to escalation, so aid required from central & state govt.
- As the river comes under state irrigation department. So approval from state Govt required for this project.
- To prepare detailed DPR Consultancy services are required.
- River front development training required for the technical persons.
- Rehabilitation of slum is depended on PCMC slum dept.
- Land aquisition is depended on PCMC land acquisition Dept. As well as state Govt. Dept.

## 1.9. PRESENTATION BY SLUM CLEARANCE DEPARTMENT

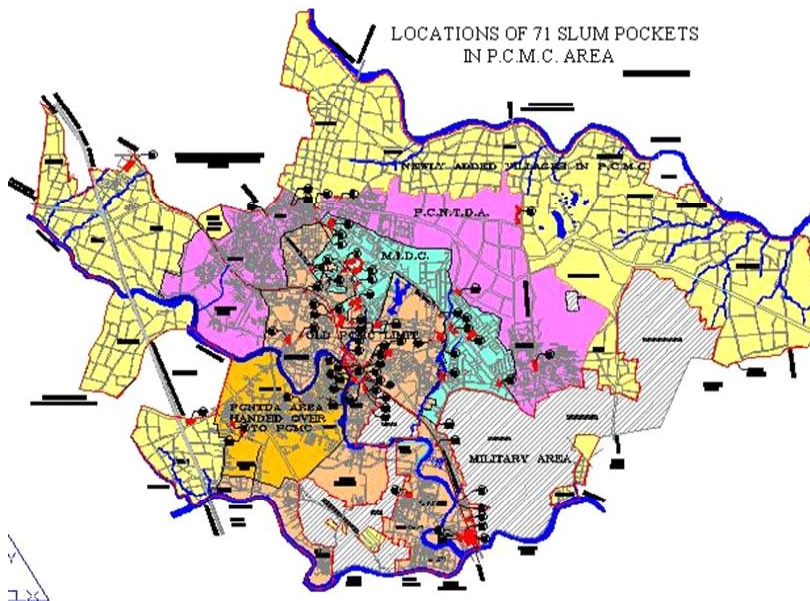


### History

- PCMC is an Industrial area hence there is huge opportunities to skilled & unskilled labour employment. People from all over India came to this city for survival. Ultimately caused increase in population & also due to this slum pockets were developed in this area.
- First Survey of Slums done by Municipal council in 1976
  - No. of Slum Pockets -- 35
  - No. of Huts -- 5,628
  - Slum Population -- 26,470
- Second Survey of Slums done by Municipal Corporation in 1987
  - No. of Slum Pockets --65
  - No. of Huts -- 21,326
  - Slum Population -- 96,272
- Survey of Slums done by Municipal Corporation in 2002
  - No. of Slum Pockets -- 71
  - No. of Huts -- 35,412
  - Slum Population -- 1,43,054



### Slums in PCMC





## Growth of Slums

### ■ Increase in No. of Slums

SR. NO.	YEAR	NO. OF SLUMS	% INCREASED
1	1976	35	-
2	1987	65	85.71
3	2002	71	9.23

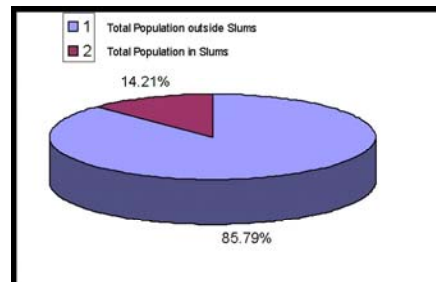
### ■ Increase of population & huts in slums

SR. NO.	YEAR	POPULATION IN SLUMS	% INCREASE	No. of Huts	% INCREASE
1	1976	26,470	-	5628	-
2	1987	96,272	263.70	21326	278.92
3	2002	1,43,054	48.59	35412	66.05

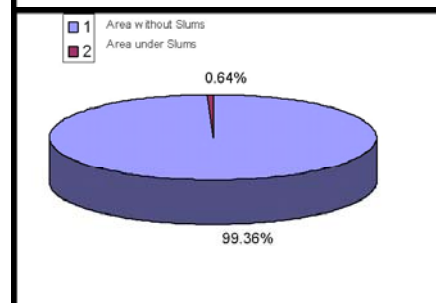


## Characteristics of Slums

### ■ Population % in Slums



### ■ % Area of Slums





## Slums Abstract

Sr.No.	Ownership of Land	Declared	Undeclared	Total
1	P.C.M.C.	7	0	7
2	P.C.N.T.D.A.	9	0	9
3	M.I.D.C.	15	0	15
4	GOVT.	15	0	15
5	PRIVATE	15	10	25
	<b>TOTAL</b>	<b>61</b>	<b>10</b>	<b>71</b>
<b>Note:- As per Govt. Letter Date 16/7/94 the slums on lands</b>				
<b>belongs to Govt.&amp; Semi Govt. need not to declared</b>				



## Rehabilitation Projects Completed by P.C.M.C.

Sr.No.	Name of Project	Cost of Project	Date of completion	No. of tenements.
1	Bhatnagar Project, Pimpri	3.55 crore	30/9/1991	1088
2	Indiranagar Project, Chinchwad	1.94 crore	30/4/1994	344
3	Sector No.22, Nigdi (3333 Otta)	1.67 crore	3/6/1985	3333
4	Sector No.22 (256 T/S)	0.14 crore	1977/78	356
5	Sector No.22, Nigdi (3540 T/S.)	10.54 crore	27/11/1992	3468
6	Sector No.22 (576 T/S)	4.49 crore	15/5/1988	576
7	Milindnagar Project Phase-I	14.12 crore	26/1/2005	882
8	Ajantanagar Project Phase-I	16.00 crore	Nov 2004	590







## Rehabilitation Projects Completed by P.C.M.C.

- **Ajanta Nager Slum Upgradation Project for 1746 slum dwellers**
  - Mata Amritanandmayi math Trust Participated in it
  - First Phase is Completed – 590 T/s
- **MILLIND NAGAR Rehabilitation Project**
  - First Phase 882 Completed



Slum Upgradation Project at MILINDNAGAR



## Slum Rehabilitation

- For rehabilitation of slums, Slum Rehabilitation Authority (SRA) is formed by the State Govt. Rules and regulation of the SRA are framed and working will start soon. SRA will rehabilitate the slums by sanctioning additional FSI/ FAR to the developer.
- Some slums which are under road widening, green zones, flood affected area and railway land will not be able to rehabilitate under the Rules of SRA as these are no development areas. But these slums are required to be rehabilitate at another location such as D.P.reservations area acquired for Slum Rehabilitation / Improvement, Housing for Dishoused(HDH), Municipal Purpose (MP)etc.



## Land Available for Rehabilitation

Sr. No.	Village/ Area	Purpose	Reservation No.	Areas ( Hec.)
1	Sector 22 Nigadi	Slum rehabilitation	Acquired land	5.60 Hector
2	Talawade Gayaran	Municipal purpose	1 / 52	10.00 Hector
3	Wakad	H.D.H.	4 / 41	02.00 Hector
4	Rawet	H.D.H.	4 / 89	02.00 Hector
5	Pimpri	H.D.H.	77	00.50 Hector
6	Pimpri	H.D.H.	79	00.40 Hector
7	Chinchwad	H.D.H.	237	00.80 Hector
8	Akurdi	H.D.H.	257	00.40 Hector
9	Akurdi	H.D.H.	283	01.78 Hector
10	Akurdi	H.D.H.	293	00.80 Hector
11	Pimple Gurav	H.D.H.	357	00.80 Hector
<b>Total land available</b>				<b>25.08 Hector</b>



## Slum Rehabilitation Program

- The slums which are not possible to rehabilitate under SRA are 2,237 huts under road widening area, 1,851 huts under railway land, 1,680 huts in green zone/ flood affected area totaling 5768 huts.
- One project rehabilitation of Ajantha Nagar slum has already taken in hand by PCMC. In which Ist phase is completed, IInd and IIIrd phase are taken in the consideration for in JNNURM.
- The funds required for rehabilitation of the slum are as follows:
  - Slum under road widening, Green belt, railway land = Rs. 109.59 Crores.
  - Rehabilitation project under progress Ajanta Nagar = Rs. 13.00 Crores
  - Total = Rs. 122.59 Crores.





## List of Slums under Road Widening

SR. NO.	NAME OF SLUM	LOCATION	NO. OF HUTS
1	Gandhi Nagar	Pimpri	65
2	Durga Nagar	Akurdi	285
3	Jai Malhar Nagar	Akurdi	66
4	Anand Nagar	Chinchwad	191
5	Annasaheb Nagar	Chinchwad	111
6	Udhyog Nagar	Chinchwad	56
7	Vijay Nagar	Chinchwad	31
8	Sudarshan Nagar	Chinchwad	11
9	Sidharth Nagar Dapodi	Dapodi	134
10	Hirabai Landge Chal	Kasarwadi	52
11	Nashik Phata	Kasarwadi	158
12	Mahatma Phule Nagar	Bhosari	392
13	Gavali Nagar	Bhosari	40
14	Neharu Nagar/ Ambedkar Nagar	Pimpri Waghire	23
15	Ambedkar Nagar Akurdi	Akurdi	204
16	Morwadi	Pimpri Waghire	166
17	Vetalnagar	Chinchwad	24
18	Rajnagar	Nigadi	116
19	Limbhore Chal	Dapodi	3
20	Sidharth Nagar, Nigadi	Nigadi	109
	<b>TOTAL</b>		<b>2237</b>



## Block Estimate for Slums under Road Widening (2237 T/S)

- **Slums under road widening (2237 T/S)**
  - **Carpet area 20.90 sq.m. Built up area 25 sq.m. per tenement**
  - Total built-up area for rehabilitation
    - 2237 T/S X 25.00 sq.m. per tenement = 55925.00 sq.m.
  - Cost of rehabilitation
    - 55925.00 sq.m. X Rs. 6,000/- per sq.m. = Rs. 33,55,50,000/-
  - Transit camp required 1/3 of total T/S
    - 1/3 X 2237 X Rs. 25,000/- per hut = Rs.. 1,86,41,666/-
    - Total cost of construction = Rs. 35,41,91,666/-(1)
  - Infrastructure Development :
    - Road, Drainage, Water Supply, Elect. etc. 20% of (1)= Rs. 7,08,38,333/-
  - **Total cost of the project = Rs. 42,50,29,999/-**
  - **Say = Rs. 42.50 Crores - A**





## List of Slums over Railway Land

SR. NO.	NAME OF SLUM	LOCATION	NO. OF HUTS
1	Hirabai Landge Chal	Kasarwadi	58
2	Anand Nagar	Chinchwad	858
3	Udhyognagar	Chinchwad	222
4	S. No. 68 to 74 Gulab Nagar	Dapodi	85
5	Sanjay Nagar Fugewadi	Fugewadi	237
6	Niradhar Nagar / Ramabai Nagar	Pimpri	212
7	Saibaba Nagar	Chinchwad	100
8	Sudarshan Nagar	Chinchwad	13
9	Bhim Nagar	Pimpri	66
	<b>TOTAL</b>		<b>1851</b>



## Block Estimate for Slums over Railway Land

- **Slums under railway land (1851T/S)**
  - **Carpet area 20.90 sq.m. Built up area 25 sq.m. per tenement**
  - Total built-up area for rehabilitation
    - 1851 T/S X 25.00 sq.m. per tenement = 46,275.00 Sq.m.
  - Cost of rehabilitation
    - 46,275.00 sq.m. X Rs. 6,000/- sq.m. = Rs. 27,76,50,000/-
  - Transit camp required 1/3 of total T/S
    - 1/3 X 2237 X Rs. 25,000/- per hut = Rs. 1,54,25,000/-
  - Total cost of construction = Rs. 29,30,75,000/-(1)
  - Infrastructure Development :
    - Road, Drainage, Water Supply, Elect. etc. 20% of (1)= Rs. 5,86,15,000/-
  - **Total cost of the project = Rs. 35,16,90,000/-**
  - **Say = Rs. 35.17 Crores - B**



## List of Slums under Flood Affected, River Bed, Green Belt

SR. NO.	NAME OF SLUM	LOCATION	NO. OF HUTS
1	Ramabai Nagar	Pimpri	443
2	Sanjay Gandhi Nagar	Pimpri	302
3	Bhouth Nagar	Pimpri	906
4	Sr.No.68 to 74 Dapodi	Dapodi	29
	<b>Total</b>		<b>1680</b>



## Block Estimate for Slums under Flood Affected, River Bed, Green Belt

- **Slums under Green belt, flood and river bed (1680 T/S)**
  - Carpet area **20.90 sq.m. Built up area 25 sq.m. per tenement**
  - Total built-up area for rehabilitation
    - 1680 Nos. X 25.00 sq.m. per tenement = 42,000.00 Sq.m.
  - Cost of rehabilitation
    - 42,000.00 sq.m. X Rs. 6,000/- sq.m. = Rs. 25,20,00,000/-
  - Transit camp required 1/3 of total T/S
    - 1/3 X 1680 X Rs. 25,000/- per hut = Rs. 1,40,00,000/-
  - Total cost of construction = Rs. 26,60,00,000/-(1)
  - Infrastructure Development :
    - Road, Drainage, Water Supply, Elect. etc. 20% of (1)= Rs. 5,32,00,000/-
  - **Total cost of the project = Rs. 31,92,00,000/-**
  - **Say = Rs. 31.92 Crores - C**





## On going Slum Rehabilitation (Upgradation) project

- **Ajanta Nagar slum by PCMC**
  - Pimpri Chinchwad Municipal Corporation, Pimpri has taken up Ajanta Nagar slum upgradation project for slum situated at Akurdi. S. No. 88 (part) along the old Pune – Mumbai road land basically belongs to MIDC. No objection certificate for implementation of upgradation project is given by MIDC vide their letter No. 4903 dated 21/ 07/ 98 and sanction the plan accordingly.
  - Total hutments in that area are 1559. The slum is situated near the M.I.D.C. residential zone. PCMC has decide to rehabilitate / Upgrade the slum as a part of this policy, General Body of PCMC has passed a resolution for implementing the upgradation project for Ajanta Nagar slum vide the Res. No. 3899, dated 19/ 09/ 98.
  - Mata Amritanandamai Math is participating as NGO in this project. This project is a joint venture of NGO and PCMC. Participation of Mata Amritanandamai Math is in the form of bearing 18% expenditure as a labour expenses of total cost.
  - Considering the site condition PCMC has decided to complete this project in three phases. For this purpose PCMC has constructed 600 tenements as transit camp accommodation. The First phase of 590 T/S is recently completed & process of handing over to slum dwellers is in progress & also shifting of Slum dwellers to transit camp of second phase is also in progress. Hence second & third phase of this project is proposed for sactioning under JNNURM.



## Block Estimate for Slum Rehabilitation

- **Project on going at Ajanta Nagar**
  - **(Tenement carpet area = 20.90 sq.m. Built up area 25 sq.m.)**
  - Phase II and IIIrd 457 + 512 = 969 nos.
    - Estimated cost 969 nos. X Rs. 1,01,500/- per hut = Rs. 9,83,53,500/-
    - Escalation 20% = Rs. 1,96,70,700/-
    - Total = Rs. 11,80,24,200/-
  - Infrastructure Development (10%)
    - Roads, compound wall, drainage, water supply etc. = Rs. 1,18,02,420/-
  - Total cost of the project = Rs. 12,98,26,620/-
  - **Say = Rs. 13.00 Crores - D**





## Phase Wise Expenditure: Slum Rehabilitation

Sr. No.	Year	Project Considered	Expenditure (Rs.)
1	2006 – 2007	a) Ajanta Nagar Project Phase II. b) Slums under road widening 50%	05.00 Crores 21.25 Crores.
2	2007 – 2008	a) Ajanta nagar Phase II and III. b) Slums under road widening 50%	05.00 Crores 21.25 Crores.
3	2008 – 2009	a) Ajanta Nagar Phase III. b) Slums under flood affected area 50%.	03.00 Crores 15.96 Crores
4	2009 – 2010	a) Slums under flood affected area 50%.	15.96 Crores
5	2010 – 2011	a) Slums under railway land. 50%	17.59 Crores.
6	2011 - 2012	a) Slums under railway land. 50%	17.58 Crores.
<b>Total</b>			<b>22.59 Crores.</b>



## Urban Poor (Slums)

- In PCMC area there are about 71 slums with number of huts 35710, having population of 1,43,054.
- Almost in many of the slums packets services were already provided by PCMC for the balance services to be provided recent survey has been done through NGO for all the slums. The details & the services already provided & required to be provided as per the norms is shown in the following chart. The Expenditure required for balance services as per the norms is also estimated to Rs.23.23 crores. Which is prepared for same thing in J.N.N.U.R.M.



## Slums/ Infrastructure & Services levels

Sr. No.	Services	Unit	Requirement	Provided	%	Proposed	%
1	W.C.Blocks (One seat for 10 huts)	Seats	3571	1716	48	1855	52
2	Water Taps (One tap for 30 huts)	Tap	1212	854	70	388	30
3	Gutters (as per plan)	Rmt.	74932	64466	86	10466	14
4	*Balwadi (One unit for 360 huts)	Nos.	132	43	32	89	68
5	*Cultural Center (One unit for 360 huts)	Nos.	132	50	38	82	62
6	Street Light (as per plan)	Nos.	2007	1556	78	451	22
7	*Women Welfare Center (One unit for 360 huts)	Nos.	132	0	0	132	100



## Block Estimate for required services in Slums

■ W.C. block		
□ One seat for 10 huts	1,855.00 Nos.	Rs. 40,000/- per seat
		Rs. 7,42,00,000/-
■ Gutter	10,466.50 Rmt.	Rs. 450/- per rmt.
		Rs. 47,09,925/-
■ C.C. Paving	10,500.00 sq.m.	Rs. 330/- per sq.m.
		Rs. 34,65,000/-
■ Electricity	451.00 Nos.	Rs. 15,000/- per pole
		Rs. 67,65,000/-
■ Roads	55,000.00 sq.m.	Rs. 300/- per sq.m.
		Rs. 1,65,00,000/-
■ Cultural centre		
□ One unit for 360 huts	82.00 Nos.	Rs. 5,00,000/- per centre
		Rs.4,10,00,000/-
■ Water Supply		
□ One unit for 30 huts	368.00 units	Rs. 5,000/- per unit
		Rs. 18,40,000/-
■ Balwadi		
□ One unit for 360 huts	89 Units	Rs. 2,00,000/- per unit
		Rs. 1,78,00,000/-
■ Womens Welfare Centre		
□ One unit for 360 huts	132 Units	Rs. 5,00,000/- per unit
		Rs. 6,60,00,000/-
■ Total		Rs. 23,22,79,925/-
■ Say		Rs. 23.23 Crors







## Phase Wise Expenditure for required services in Slums

Sr. No.	Year	Services	Expenditure
1	2006 – 2007	W.C. blocks , Cultural center, Balwadi Women Welfare Center, 20% Water supply , Gutter	Rs. 4.83 Crores
2	2007 – 2008	W.C. block Cultural center Balwadi Women Welfare Center 20%& CC paving	Rs. 4.60 Crores
3	2008 – 2009	W.C. block Cultural center, Balwadi, Women Welfare Center 20%& Electricity	Rs. 4.60 Crores
4	2009 – 2010	W.C. block Cultural center ,Balwadi, Women Welfare Center 20%& Roads	Rs. 4.60 Crores
5	2010 – 2011	W.C. block Cultural center, Balwadi Women Welfare Center 20%	Rs. 4.60 Crores
6	2011 - 2012		- - -
	<b>Total</b>		<b>Rs. 23.23 Crores</b>

## 1.10. PRESENTATION ON E-GOVERNANCE

### Action Plan

Action Plan	2006-07	2007-08	2008-09	2009-10
1. GIS based property tax and overall GIS for Engineering, Water & Building Permission department etc.	Connectivity to every office outside main building i.e. hospital, octroi offices, zonal offices , with wireless technology & digitization of city survey map	Satellite imagery for 171 sq.km.area and Ground Survey & collection of nonspatial data	Property tax system linked with GIS & plotter scanner procurement	-
2. SAP for Engineering Department	Procurement of necessary hardware for Engg.dept and software designing work	Software development for Engineering dept. (SAP)	Replication and Implementation at 4 Ward office and other PCMC offices	-
3. E-Seva center – Multicenter	Multicenter/Call center with kiosks facility for citizen at H.O. and 4 ward office with online transactions	All sevas at 15 zonal offices and at 105 electoral wards	-	-
4. Decentralisation of C.F.C	Design and development of Web based CFC software necessary infrastructure & Implementation in 4 ward offices as well as 15 zonal offices	-	-	-

### Vision

#### ■ E-SEVA CENTER - MULTICENTER

- The Pimpri Chinchwad Municipal Corporation has a clear vision to create a knowledge society by using Information Technology in all aspects of development and governance.
- Pioneering efforts are being made to reach the benefits of IT to the citizens - urban and rural, rich and poor, literate and illiterate.
- It is conscious of the dangers of the 'digital divide', and is making special provisions for reaching the 'information have-nots'.

## Salient Features of e-Seva

- 15 zonal eSeva centres, 4 ward office centers and 105 service counters at electoral wards spread over the Pimpri – Chinchwad city.
- All service counters are facilitated with an electronic queuing system
- Operating from 8.00 am to 8.00 pm, on all working days and 9.00am to 3.00pm on holidays (Second Saturdays & Sundays).
- 'One-stop-shop' for G2C and B2C services.
- No jurisdiction limits - any citizen in the Pimpri –Chinchwad area can avail of the services at any of the 15 eSeva service centres.
- Online services: eForms, eFiling, ePayments.
- Payments by cash/cheque/DD/credit card/Internet

### eSEVA COUNTERS



**Payment of Utilities Bills**

- Electricity bills
- Water and sewerage bills
- Telephone bills
- Property Tax
- Sales Tax

**Certificates**

- Registration of births / deaths
- Issue of birth / death certificates
- Issue of Caste Certificates

**Sky sign & Licence Department**

- License New Registration
- License Renewal
- Permits / Licences**
- Medical and Health Department: Renewal of Drug Licences
- Issue / renewal of trade licences

**R.T.O. Services**

- Change of address of a vehicle owner
- Transfer of ownership of a vehicle
- Issue of learners' licences
- Issue / renewal of driving licences (non-transport vehicles).
- Registration of new vehicles

**Other Services at eSeva Centres**

- Sale of passport application forms
- Receipt of passport applications
- Receipt of applications for new telephone connections.
- Registration Department: Sale of non-judicial stamps
- Registration Department: Document writing service

**Internet Services**

- Internet-enabled electronic payments
- Downloading of forms and Government Orders (GOs)
- Filing of applications on the web
- Receipt of complaints or requests in connection with citizen services

**B2C Services**

- ATM: Cash withdrawals and deposits
- ATM: Issue of statements of account
- Mutual Funds: Collection of applications
- Mutual Funds: Transfer of shares
- Cell Phone Bill Payments

**Polices Services**

- Payment of Inquest/Panchanama fees
- Payment for First Information Report
- Payment for Inquest/Panchanama fees
- Payment for Post Mortem Report

## Objectives of eSevaonline....

- To provide Citizen Services
- To provide Information Citizen Services
- To educate the citizen on Pimpri-Chinchwad Municipal Corporation

Costing Action Plan	2006-07	2007-08	2008-09	2009-10
<b>E-Seva center – Multicenter</b>	60,00,000/-	1,20,00,000/ -	-	-

- Cost includes building infrastructure, IT infrastructure & software development & replication at approx.134 centers

## Decentralization of Citizen Facilitation Center

- The citizen must get the services from department in time as promised in Citizen Charter of Municipal Corporation.
- The Citizen Facilitation center is established to enable the citizens to solve their problems in a real single window environment.
- There are many centers where citizens need to stand in a queue with the application but this center is unique.
- The department can ensure the timely delivery of each service through this software and can coordinate many such centers through a single main server.
- The center is High technology oriented centers which demonstrate how the High tech solution help the grassroots level people with the help of information Kiosk. This concept proves that the Organization is transparent, responsive and citizen centric.
- All the support is also given through web to the citizens. For this service a web portal is also designed.
- Through which complete transparency can be established with the help of Information Technology. The application forms are given on the web for downloading on the portal. The District Collectorate services are also offered by Municipal Corporation from this Citizen Facilitation Center.

## Decentralization of Citizen Facilitation Center

- Due to MULTICENTER CONCEPT citizens have started expecting that more and more services should be given through CFC as it is convenient. Next milestones :
- Decentralised CFC CENTERS should be started at 4 Ward Offices of PCMC.
- CFC should be open 12 hours a day.
- PPP concept should be incorporated in CFC.

Action Plan	2006-07	2007-08	2008-09	2009-10
<b>Decentralization of C.F.C</b>	<b>20,00,000/-</b>	-	-	-

- Cost includes IT infrastructure & software development of Web Based CFC and replication at all 4 Ward Offices & 15 zonal offices

## SAP for Engineering, Constructions & Operations

- SAP is a comprehensive suite of integrated e-business solutions designed to meet the specific requirements of the engineering and construction industries. The solution covers all the business processes in project-oriented enterprises and supports the coordination of complex projects, collaboration with suppliers and subcontractors, and the implementation of new technologies.
- In addition, it enables cross-company cooperation with all business partners, from suppliers and subcontractors through to operators and customers

## SAP for Engineering, Constructions & Operations

- It gives
  - Access to real-time information about engineering, schedules, and costs.
  - They support continuous communication with workers at remote sites -- so you can effectively manage projects and processes at various locations.
  - You can support and enhance all the business processes within your project and plant life cycles.
  - You can collaborate more closely with suppliers, subcontractors, operators, and customers.
  - You can improve performance, become more competitive -- and achieve your business goals.

## SAP for Engineering, Constructions & Operations

Action Plan	2006-07	2007-08	2008-09	2009-10
<b>SAP for Engineering Department</b>	10,00,000/-	20,00,000/-	10,00,000/-	

- Cost includes IT infrastructure & software development & replication at Ward offices

## 1.11. PRESENTATION ON DOUBLE ENTRY ACCOUNTING SYSTEM

### Implementation Of Accrual Base Double Entry Accounting System - Progress

- Training.
- Maintenance of record, fixed & flexible assets:
- Implementation of function and accounting codes
- Computer programme for double entry accounting system
- To select A chartered account / chartered accountant's firm

### Training

- Corporation has arranged training from All India Institute of Local Self Government, Mumbai for accounts related staff (Accounts Department, Octroi Dept., Property Tax Dept., Audit Dept., and all Four Ward Offices.) to start with and has outlined a detailed program to train the staff at all levels.
- Corporation has also arranged training on Double Entry software package through Computer Department, for the staff of Accounts Dept., Computer Dept., and Store Department.



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## Maintenance Of Record, Fixed & Flexible Assets

- To implement the Accrual Based Double Entry Accounting System, it is necessary to prepare Opening Balance Sheet with details of All Assets and Liabilities of the Corporation Properties and their valuations. Accordingly Accounts Department has issued a Circular with necessary forms as per specimen given in National Municipal Accounts Manual to related departments i.e. Land & Assets, Civil Engg., Water Supply, Electrical, Town Planning and Medical Departments. All these departments have started the work as per instructions.
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## Implementation Of Function And Accounting Codes

- The Account Department has already started the work on the basis of the National Municipal Accounts Manual and instructions issued by the Directorate of the Municipal Administration, Govt. of Maharashtra. The suggested system of codes suits the needs of this ULB and there is no difficulty in using it when the Accounting Works starts on the basis of this code system.
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## Computer Programme For Double Entry Accounting System

- The National Informatics Center, Pune (A Central Govt. Undertaking) have undertaken and successfully completed a few programmes for the use of Accounts Department (The Programs are designed for the Single Entry Accounting System and are presently in use). The center has the expertise to design programmes, software package for the Double Entry Accrual Base Accounting System and hence the work of preparing such software is being entrusted to it.
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## Selecting a Chartered Accountant / Chartered Accountant's Firm

- We have floated a Tender notice in newspapers calling tenders for appointment of Chartered Account/ Chartered Accountants firm for the following jobs.
    - Recording and valuation of All Fixed and Flexible Assets and Liabilities of the Corporation.
    - Bank Reconciliation work of all the Bank Accounts of the Corporation.
    - To train Corporation Staff for Accurate Account Coding as per National Municipal Accounts Manual for preparation of Balance Sheet and Budget.
    - To prepare Opening Balance Sheet for the year 2005-06 and consequent two years.
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## 2 STAKEHOLDER CONSULTATIONS – 24<sup>TH</sup> FEB 2006

### 2.1 SESSION OBJECTIVE

This session aims to bring together municipal decision makers and the stakeholders to arrive at consensus to define the vision and mission to enhance economic growth and quality of life for all citizens of Pimpri-Chinchwad.

### 2.2 SESSION PLAN

#### Schedule of the Workshop

## 2.3 MINUTES OF THE MEETING

### सभावृत्तांत

#### जवाहरलाल नेहरु राष्ट्रीय नागरी पुनरुत्थापन अभियानांतर्गत (JNNURM) पिंपरी विचवड शहराचा सिटी डेव्हलपमेंट प्लॅन बाबत कार्यशाळा

उपरोक्त विषयासंदर्भात दिनांक २४/२/२००६ रोजी दुपारी ३.०० ते ७.०० या वेळेत मा. स्थायी समिती सभागृह येथे मा. आयुक्त यांचे अध्यक्षतेखाली कार्यशाळा आयोजित करण्यात आली. कार्यशाळेस उपस्थित राहिलेल्या अधिका-यांची व स्टेक होल्डर्स यांची यादी सोबत जोडली आहे.

सर्वप्रथम मा. आयुक्त सो. यांनी जवाहरलाल नेहरु राष्ट्रीय नागरी पुनरुत्थापन अभियानासंबंधीची माहिती उपस्थितांना दिली.

क्रिशील इन्फ्रास्ट्रक्चर लि. या संस्थेच्या माध्यमातून आपण महापालिकेचे रेटिंग ॲग्रेसिव्ह करून घेतले आहे. महापालिकेची बाजारात पत काय ? आपण कोठे उभे राहतो या करीता मे. क्रिशील इन्फ्रास्ट्रक्चर लि. यांचेकडून रेटिंग करून घेणेच आले. आपली बाजारातील पत आज एअर आहे. ती अन्य कोणत्याही महापालिकेला मिळालेली नाही. त्यामुळे आपल्याला चांगली इमेज प्राप्त झाली आहे. याचा उपयोग करून आपल्याला आपल्या शहराची प्रगती करावयाची आहे. शहर चांगले करण्यासाठी काही लिमिटेडशन्स येतात. शहराची प्रगती म्हणजे शहरातील याहनुकीची चांगली सोय झाली पाहिजे. शहराच्या प्रगतीकरीता त्या मध्ये सर्वांचा सहभाग असणे आवश्यक आहे. या करीता आपल्या शहरात जे लोक राहतात त्यामधून काही महत्वाचे स्टेक होल्डर्सना आपण कार्यशाळेकरीता बोलावले आहे. त्याकरीता आपण वर्तमानपत्रात जाहिरात देणार आहोत. त्या जाहिरातीनुसार आम्ही काही प्रश्नांची उत्तरे नागरीकांकडून मागणार आहोत. आपले शहर कसे असावे, आपल्याला या शहराबद्दल काय वाटते? हे आपणांकडून जाणून घेणार आहोत. नागरीकांकडून येणा-या उत्तरांमधून उत्कृष्ट उत्तर देणा-यास बक्षिस देणेत येईल. या कामाकरीता आपण प्रत्येक घरी जाऊन विचार शकणार नाही. वर्तमानपत्राच्या माध्यमातून जाहिरात देणार आहोत. वेगवेगळ्या ठिकाणी बॉक्सस देणार आहोत. इमेलवरही सोय उपलब्ध होणार आहे. त्या दृष्टीकोनातून या शहरामध्ये कोणकोणत्या गोष्टींचा अंतर्भाव असावा याचा विचार केला जाणार आहे. सिटी डेव्हलपमेंट प्लॅन मध्ये सर्वांचा सहभाग असावा या करीता मी गेल्या ८-१० महिन्यांपासून ह्याच योजनेबद्दल सांगत आहे. केंद्र शासनाने पुरस्कृत केलेले उत्तर खडक अंतर्गत भारतातील ६१ शहरांसाठी ही योजना लागू केली आहे. त्यामध्ये पुणे शहराचाही समावेश आहे. पुणे शहरामध्ये पिंपरी विचवड शहराचाही समावेश करण्यात आला असल्याने हा सिटी डेव्हलपमेंट प्लॅन प्रकल्प/योजना दोन्ही महापालिकांनी मिळून राबविण्याचा/ची आहे. ही दोन्ही शहरे एकमेकांशिवाय जगू शकणार नाहीत. म्हणून आपण प्लॅनिंग करताना एकत्रित प्लॅनिंग करावे लागणार आहे. केंद्र शासनाकडे हा पुणे व पिंपरी विचवड शहराचा संयुक्त प्रकल्प म्हणून योजना सादर करावयाची आहे.

सेंट्रल ट्रान्स्पोर्ट सिस्टीम लोकांना सोयीची कशी असावी, बसेस कशा असाव्यात, याचा विचार करताना ट्राम सिस्टीम करावी लागणार आहे. पुणे येथील काही रस्ते खुप मोठे आहेत. त्या ठिकाणी स्वतंत्र लेनची सुविधा देऊन बसेस चालू करणे योग्य राहिल अशा प्रकारचे पर्याय कसे उपलब्ध होऊ शकतील. या बाबत वेगवेगळे विचार आहेत.

कचरा डेपोची सुविधा दोन्ही शहरांसाठी कॉमनली वापरली तर बराच खर्च दोन्ही महापालिका एकत्रित करू शकतात. सेंट्रल ट्रान्स्पोर्ट सिस्टीम, कचरा डेपो, व त्याच बरोबर पाणी पुरवठा, सुवरेज प्लॅट अशी गोष्टी घेऊन आम्ही पुणे व पिंपरी विचवड महापालिकेचा एकत्रीत सी.डी.पी. तयार करावयाचा आहे. त्यामध्ये शाळा, नाटयगृह, एमआयडीसी, इंडस्ट्रीयल वेस्ट मॅनेजमेंट, ॲटो क्लस्टर, सायन्स पार्क ज्याचे काम थोडक्याच दिवसात सुरु होईल या सर्वांचा सहभाग करून घेणेसाठी सी.डी.पी. आपल्याला करावयाचा आहे. या कामामध्ये सर्वांच्या सूचनांना अंतर्भाव करून सिटी डेव्हलपमेंट प्लॅन तयार केला जाणार आहे.

या कामामध्ये आपल्याला क्रिशील इन्फ्रास्ट्रक्चर यांचा सहभाग राहणार आहे. ते गेले १५ दिवस या वर अभ्यास करीत आहेत. या प्रकल्पामध्ये महापालिका परिसरातील ज्येष्ठ नागरीकांचा सहभाग यामध्ये आहे. या योजनेचा फायदा असा होऊ शकतो की कोणत्याही व्यक्तीस घर बसल्या ठिकाणी महापालिकेची सर्व माहिती मिळू शकते. अशा योजना आपण जर केल्या तर या योजनांचा खर्च जर बाजूला टाकला तरी त्या योजना घालविण्यासाठी जो खर्च येतो त्याचा खर्च हा संबंधितांकडून वसूल झाला पाहिजे. हे जर आपण केले नाही तर, मॅटेनन्स जर वसूल केला नाही तर भाविष्यात अडचण येऊ शकते.

या शहरातील सर्व महत्वाचे १६ रस्ते जे प्रामुख्याने या शहराच्या रक्त वाहिन्यांचे काम करतात ते घालण्याच्या दृष्टीने जेणेकरून रस्ते घांगले व्हावेत, आपण जर यात सहभागी असाल तर आपल्याला येणा-या खर्चाच्या ५० टक्के रक्कम केंद्र शासनाकडून ग्रेट रुपाने मिळू शकेल. पहिल्यांदाच केंद्र सरकारचा आर्थिक सहभाग करून घेऊन आपण ही योजना राबवणार आहोत.

यानंतर श्री. पोमण, संगणक अधिकारी यांनी मे. क्रिशील इन्फ्रास्ट्रक्चर लि. यांचे मुख्य श्री. किशोर गुरुमुखे यांना या कार्यशाळेची माहिती देणेकरीता पाचारण केले. श्री. गुरुमुखे क्रिशील इन्फ्रास्ट्रक्चर लि. यांनी या योजनेची माहिती देताना जवाहरलाल नेहरू राष्ट्रीय नागरी पुनरुत्थापन अभियानांतर्गत सीडीपी बनविताना त्यात प्रथम ४ स्टेक होल्डर्स ग्रुप बनवणार आहोत. त्यानंतर ॲक्शन प्लॅन बनवण्यात येईल. सिटी डेव्हलपमेंट प्लॅनमध्ये सर्व लोकांना सहभागी करून घ्यावयाचे आहे. आपण महापालिकेचा ब्रीफ ॲनॅलिसीस तयार केलेला आहे. स्टेक होल्डर ग्रुपना ४५ मिनिटांचा वेळ देण्यात येईल व नंतर त्यांचे प्रतिनिधी निवडून त्यांचेकडून प्रेझेंटेशन देण्यात येईल. हा संपूर्ण प्रोजेक्ट ७ वर्षे काळावधीचा आहे. यामध्ये दोन वर्षे फंडींग आहे. या प्रोजेक्टमध्ये दोन प्रकारचे रिफॉर्म आहेत. मॅडेटरी रिफॉर्म आहेत ते महापालिकेने करावयाचे आहेत. व ऑप्शनल रिफॉर्म महापालिकेने व स्टेट गव्हर्नमेंटने करावयाची आहे. सीडीपीने अर्बन पुअरला मुख्य फोकस दिला आहे. काही फंड अर्बन पुअरसाठी ठेवलेला आहे. स्वतः रिहॅबिलिटेशन करून त्यांना घांगली क्वालिटी ऑफ लिव्हिंग द्यावयाची आहे. त्यामध्ये आपल्याला सिटीची व्हिजन बनवून आपल्या सिटीला काय बनवायचे ? सात वर्षांनंतर पुढे काय ? हे पाहायचे आहे. त्या करीता आपण टार्गेट ठेवायचे व ते टार्गेट अधिष्ठा झाले किंवा नाही. कॉर्पोरेशनला जे मॅडेटरी रिफॉर्म दिले आहेत दोन वर्षांप्रमाणे पाच वर्षांप्रमाणे त्यांना जे रिफॉर्म अधिष्ठा केले आहेत ते पाहावे. त्यात investment to vision आहे. Vision achieve करावची म्हणजे आपल्याला priority कोणती आहे. Vision बनवायची आहे.

या करीता आम्ही कॉर्पोरेशनकडून PCMC key facts and actions बाबत माहिती गोळा केली ती फॅक्टस् ऑफ पॉप्युलेशन ग्रोथ ६.५ परंतु नॅशनल ॲव्हरेज २.५ आहे. Migration ५० टक्के वर आहे. २०२१ ची प्रोजेक्टेटेड लोकसंख्या २१.५ आहे.

बाहेरून जे लोक येतात, जो वर्कर्स क्लास आहे त्यांना हाऊसिंगची सोय आवश्यक आहे. सध्या एकूण लोकसंख्येच्या १२% लोक अर्बन पुअर आहेत. १% जागेत १२% लोक राहतात. Solid Waste Management साठी काय सोयी आवश्यक आहेत किंवा ठरविल्यास मॉडेल वर त्यांना एकपसआय सोयी देऊन असे बरेच ऑप्शन्स आहेत त्यांचा उपयोग करता येईल.

प्रॉपर्टी टॅक्स व हाऊस कनेक्शन ४१% आहे. टॅक्सने पाणी पुरवठा केला जातो. ५०% शहरातील सुवेज कनेक्शनस झालेली आहेत. We need to do 100% proper hygienic conditions. Every property is connected.

Road Traffic Transportation करीता टोटल रोड लॅंग्थ ७५० किमी आहे. ट्रान्सपोर्ट फॅसिलिटीज प्रॉपर बसेस नाहीत. कनेक्टिव्हिटी घांगली आहे. काही सेटलमेंटस् अशी असतील की तेथे बसेस जात नसतील. लॅंड युज, डेव्हलपमेंट प्लॅन १७१ स्ववेअर मीटर वर करावया नसून integrated development plan for P.C.M.C. and Pune should be prepared.

Municipal Finance संदर्भात Financial position per capita income which is highest in India. महापालिकेवर कोणताही कर्जाचा बोजा नाही. स्टेट गव्हर्नमेंटवर अवलंबून



नाही. Est. exp. कमी आहे. Property tax collection वाढविणे आवश्यक आहे. आपल्याला १००% कॉस्ट रिकवरी केली पाहिजे.

लार्ज स्केल प्रोजेक्टसाठी आपल्याला बाजारातून काही पतपुरवठा घेऊ शकतो. सॉलिड वेस्ट मॅनेजमेंट प्रायव्हाटायझेशन मॉड्युलने करू शकतो. ट्रान्स्पॉर्टेशन बीओटी बेसिसवर करू शकतो. म्युनिसिपल फायनान्स बद्दल industries असल्याने better employment opportunities उपलब्ध होतात. परंतु disturbance होतो. त्या करीता Buffer Zone करता येईल. १२% population lives in slums. It should be environmental city with excellent infrastructure and sustainable development. Transport system, कस्टमर केअर सारखी सोय करू शकतो.

गेत्या १५ दिवसातील अभ्यासामधून स्टेक होल्डर्सचे चार ग्रुप बनवून त्यांचेकडून माहिती घेऊन जे काही स्पेसिफिक इश्यू असतील जे काही इश्यू आम्ही वेळ त्या बद्दल तुमचे काय विजन आहे संपूर्ण एरियासाठी तुमची काय विजन आहे , याचा विचार करून सिटीची विजन बनवायची आहे. हे शहर कोणत्या दिशेने वाढले पाहिजे ते पाहण्याचे आहे.

यामध्ये Identify the specific issues concerning the sectors

Define vision for your city

Define vision for the specific sectors

How do you plan to realise the vision या strategies असल्याचे सांगितले.

स्टेकहोल्डर्सचे ४ ग्रुप बनवून त्यांना खालील विषय अभ्यासण्यासाठी वेगळे आले.

१. Urban Economic municipal finance

२. Education

३. Land use and urban environment

४. Basic services of urban poor

प्रत्येक स्टेक होल्डर ग्रुपमध्ये शैक्षणिक संस्थांचे प्रतिनिधी, विविध कंपन्यांमधील प्रतिनिधी व त्यांचेइ बरोबर महापालिकेतील शाखाधिकारी यांचा समावेश होता.

त्यानंतर ४५ मिनिटांच्या ग्रुप चर्चेनंतर चारही ग्रुपमधील प्रतिनिधींनी आपआपल्या ग्रुपच्या चर्चेअंती प्रेझेंटेशन सादर केले.


श्री. राजपाठक यांनी Urban Economy and Municipal Finance या विषयाबाबतचे presentation सादर केले. त्यांच्या मते What are the priorities काय ? Fundamental principles काय ? Economically strong city with rich culture and social values , peaceful environment, quality infrastructure with optimal cost to sustain and promote economic growth

better and assured services with reasonable user charges

quality education to enhance economic potential मुलांना बस सुविधा लवकर उपलब्ध होत नाही त्याचा direct economic growth वर परिणाम होतो.

## 2.4 PRESENTATION BY CRISIL

# Structure



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- ⇒ **The Context of JNNURM/ CDP**
- ⇒ **City Development Plan – Approach**
- ⇒ **PCMC – Situation Analysis**
- ⇒ **Programme for the Workshop**
  - **Expectations from the Stakeholders of Pimpri-Chinchwad**

2

# Context of JNNURM and CDP

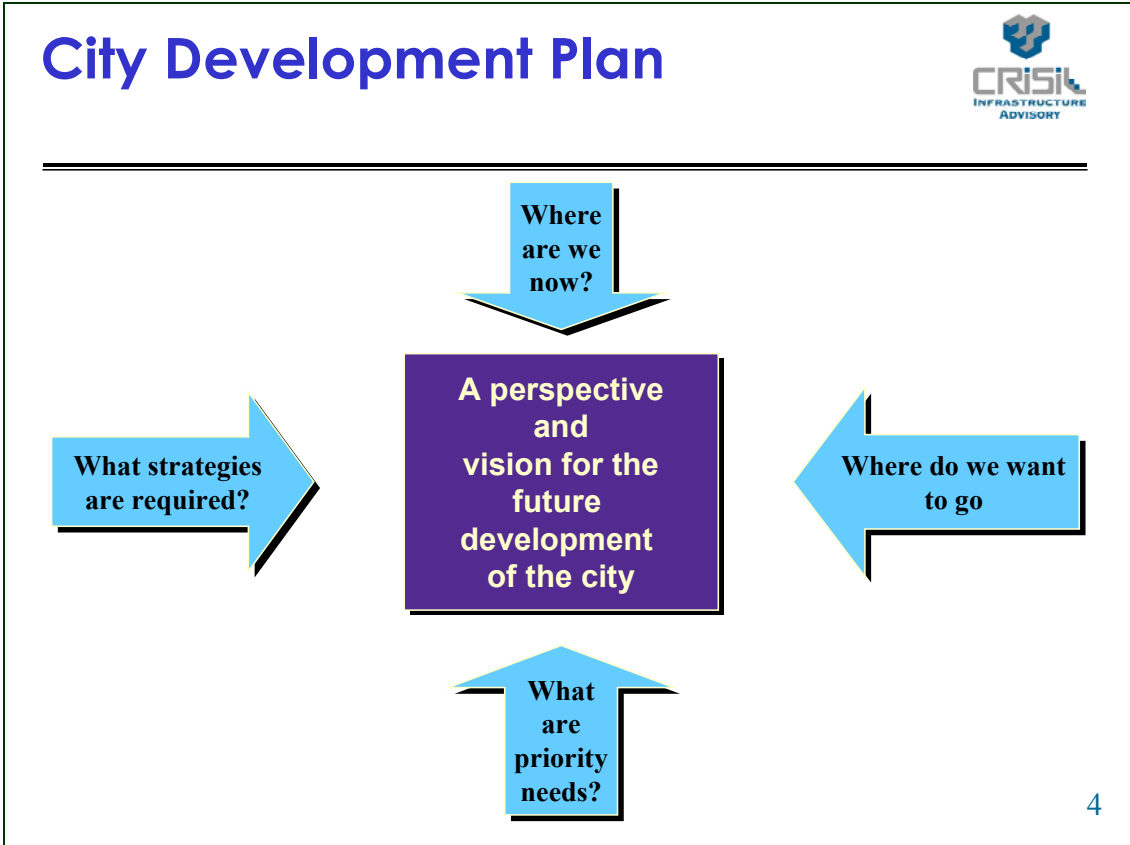


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- ⇒ **JNNURM seeks to develop cities that are aligned with citizen interests. JNNURM will**
  - **Support financial investments required by the city**
  - **Seek reform commitments to ensure sustainability**
- ⇒ **Cities are expected to formulate**
  - **City and Sector vision,**
  - **Yearly targets and action plans/Strategies**
  - **Commitment for reforms (time plan)**
- ⇒ **Through a City Development Plan**

3





# PCMC – Key Facts and Actions

Key Facts	Actions
<ul style="list-style-type: none"> <li>▪ <b>Demography</b> <ul style="list-style-type: none"> <li>▪ Population growth over 6.5% p.a. (National average is 2.1% p.a.)</li> <li>▪ Migration accounts for 50% of the growth</li> <li>▪ 2021 population estimates – about 21.5 lakhs</li> </ul> </li> <li>▪ <b>Urban Poor</b> <ul style="list-style-type: none"> <li>▪ Slum population accounts for about 12% percent of City popl. and just about 1 % of the City area</li> <li>▪ Inadequate infrastructure</li> </ul> </li> </ul>	<ul style="list-style-type: none"> <li>▪ Plan for Metropolitan Region</li> <li>▪ Planned housing development for migrants</li> <li>▪ Upgrade Infrastructure to support CBDs/ Growth centres</li> <li>▪ Slum Improvement and Rehabilitation</li> <li>▪ Equitable distribution of services</li> </ul>

5



# PCMC – Key Facts and Actions



Key Facts	Actions
<ul style="list-style-type: none"> <li>▪ <u>Water Supply</u> <ul style="list-style-type: none"> <li>▪ Net supply of 190 MLD (25% T&amp;D Losses) - 154 LPCD</li> <li>▪ Only 41% of PT Assessments with HSCs</li> <li>▪ Low pressure areas/ Tanker supplies in peripheral areas</li> </ul> </li> <li>▪ <u>Sewerage</u> <ul style="list-style-type: none"> <li>▪ 50% of City Area and 80% of road network covered</li> <li>▪ Only 3446 HSCs</li> </ul> </li> </ul>	<ul style="list-style-type: none"> <li>▪ Plan for present and future Demand</li> <li>▪ Water audit (study in progress) - Identify irregular connections and detect leaks</li> <li>▪ Refurbishment of worn out networks</li> <li>▪ Equitable distribution</li>   <li>▪ Ensure every property is connected to the network</li> <li>▪ Entire quantum of sewerage to be treated</li> </ul>

6

# PCMC – Key Facts and Actions



Key Facts	Actions
<ul style="list-style-type: none"> <li>▪ <u>Roads, Traffic and Transportation</u> <ul style="list-style-type: none"> <li>▪ 757 Km of Road network (@ 7 Km/ Sq.km of developed area)</li> <li>▪ 43% shortage of PCMT Fleet size</li> <li>▪ Increasing 2 &amp; 3 Wheelers on the roads</li> <li>▪ Absence of ring roads inspite of radial expansion</li> </ul> </li> <li>▪ <u>Land use/ Development PIng</u> <ul style="list-style-type: none"> <li>▪ 105 Sq.km area developed against proposed 134 Sq.km</li> <li>▪ No comprehensive DP/ delays in implementation</li> </ul> </li> </ul>	<ul style="list-style-type: none"> <li>▪ Improve connectivity in newly added and developing areas</li> <li>▪ Plan comprehensive Traffic and Transportation system</li> <li>▪ Improvement of Public transport</li> <li>▪ Discourage usage of private vehicles</li>   <li>▪ Prepare a Comprehensive DP for entire 170.51 Sq.km</li> <li>▪ Allocate adequate resources for DP Implementation</li> </ul>

7



# PCMC – Key Facts and Actions



Key Facts	Actions
<ul style="list-style-type: none"> <li>▪ <b>Municipal Finance</b></li> <li>▪ Over 45% revenue surplus and No debt burden</li> <li>▪ Per-capita Income of Rs. 3770</li> <li>▪ 37% of Revenues spent on Salaries</li> <li>▪ 75% revenue contribution by Octroi</li> <li>▪ Almost Nil dependency on External sources</li> <li>▪ Low PT Collections at 42%</li> <li>▪ Cost recovery on WS system is 30%</li> <li>▪ No cost recovery on sewerage system</li> </ul>	<ul style="list-style-type: none"> <li>▪ Leverage Financial resources to take up and implement large scale projects</li> <li>▪ Improve cost recovery on services through tariff structure revitalisation and user charges</li> <li>▪ Explore PPP options for large urban infrastructure projects (Transport)</li> </ul>

8

# Perception – Why PCMC is important



PCMC Officials' Perspective	Stakeholders' Perspective
<ul style="list-style-type: none"> <li>▪ Diverse and Vibrant economy supported by Pune</li> <li>▪ Better employment opportunities</li> <li>▪ Good connectivity with surrounding areas and Mumbai</li> <li>▪ Availability of basic services and adequate water source</li> <li>▪ Peaceful City</li> <li>▪ Only 12% of city population live in Slums</li> <li>▪ Plenty of Land and favourable locations within PCMC, available for development</li> </ul>	<ul style="list-style-type: none"> <li>▪ ?</li> <li>▪ ?</li> <li>▪ ?</li> </ul>

9



# Vision for PCMC



PCMC Officials' Vision	Stakeholders' Vision
<ul style="list-style-type: none"> <li>▪ Environment friendly city with excellent infrastructure and sustainable development</li> <li>▪ The roads of the city to present the urban face of PCMC</li> <li>▪ Equitable distribution of services to all</li> <li>▪ Affordable and accessible public transport systems</li> <li>▪ Modern/ IT enabled governance at the door-step of citizens</li> </ul>	<ul style="list-style-type: none"> <li>▪ ?</li> <li>▪ ?</li> <li>▪ ?</li> </ul>

# What is expected from this workshop



- **The Stakeholders shall be divided into Sector specific Groups to**

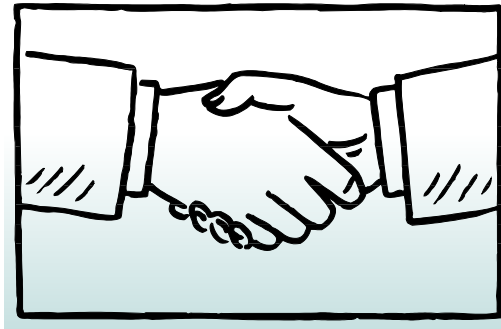
  - ➔ Identify Specific Issues concerning the Sector/s
  - ➔ Define the Vision for your City
  - ➔ Define the Vision for the Specific Sector/s
  - ➔ How do you plan to realise the VISION ? Draft the strategies
  
- **Time available**

  - ➔ 45 min for Group Discussions
  - ➔ 10 min for Group Presentation



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How can we together help in making Pimpri-Chinchwad a better city ?



13

## Agenda for the GROUPS

- 
- |  |               |
|--|---------------|
| <ul style="list-style-type: none"> <li>➤ Discuss facts and Issues relevant to sector</li> </ul>  | <b>10 min</b> |
| <ul style="list-style-type: none"> <li>➤ Develop a Vision that addresses the following aspects               <ul style="list-style-type: none"> <li>➔ Economic development</li> <li>➔ Equity</li> <li>➔ Sustainability</li> </ul> </li> </ul>                | <b>15 min</b> |
| <ul style="list-style-type: none"> <li>➤ Identify the actions needed in your focus area to achieve vision               <ul style="list-style-type: none"> <li>➔ Focus on the agreed areas</li> <li>➔ Identify the broad action areas</li> </ul> </li> </ul> | <b>20 min</b> |
| <ul style="list-style-type: none"> <li>➤ Presentation by Group Coordinator</li> </ul>  | <b>10 min</b> |

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## 2.5 URBAN ECONOMY AND MUNICIPAL FINANCE

### Group Members

1. Sri VS Jadhav, Education Officer PCMC
2. Mrs. Suman Shenoy, Principal, Jnanaprabodhini School
3. Mr. PS Kamte, VP, Sr Citizen Organisation, PCMC
4. Mr. RB Keskar, VP, Sr Citizen Organisation
5. Mrs. Marry Jacob, Chief Manager Syndicate Bank
6. Mr. N. Hariharan, Branch
7. SK Patel, Chief Manager, BOB
8. Mr. V V Dole, Sr Manager, BOB
9. Mr. NN Londhe, PCMC
10. Mr. SS Raj Pathak, GM Commercial Garware Wall Ropes
11. Mr. Brijgopal Ladda

### Vision for the City

**Economically Strong and Industrially  
Vibrant city with Rich Culture and  
Social Values, Safety and Peaceful  
environment**

## Strategies for the Sector

- ⇒ Municipal Finances :
  - ⇒ Visit and Study of other cities to identify innovative and unique sources of revenue
  - ⇒ Identify the reasons for low recovery and create awareness to pay taxes
  - ⇒ Involve Private Sector for Capital Expenditure (BOT/BOOT etc)
  - ⇒ Identify and Assess the un-assessed properties
  - ⇒ Develop TP Schemes to generate additional resources
  - ⇒ Rationalize the tax rates
  - ⇒ Promote the concept of One time fee for new connections/new buildings etc
  - ⇒ Conserve resources (reduction of losses), cost control, energy savings etc

## Sector Vision

- ⇒ Quality Infrastructure with optimal cost to sustain and promote economic growth
- ⇒ Better and Assured Services with reasonable user Charges
- ⇒ Quality Education to Enhance Economic Potential

## Strategies for the Sector

### ⇒ Municipal Finances :

- ⇒ Charge fee for unauthorized and regularize them for revenue mobilization
- ⇒ Introduce additional taxes for fire, roads etc which are applicable but not currently levied

## Strategies for the Sector

### ⇒ Urban Economy :

- ⇒ Promote Educational Institutions, particularly Professional Institutions
- ⇒ Provide Quality Infrastructure, Roads and Other Municipal Services
- ⇒ Promote Self Employment Opportunities by associating with Technical Institution for training and Banks for finances
- ⇒ Promote Entertainment Centers to enhance quality of life, also improve the finances
- ⇒ Develop an International Airport and other economic Infrastructure
- ⇒ Promote Shopping Malls
- ⇒ Involve Women in Economic Involvement (Self Employment)
- ⇒ Alternate Energy Sources to solve power shortage problems



## 2.6 MUNICIPAL SERVICES

### Vision for the city

- Clean and environmentally city.
- Supports economic growth of the citizens

### Water supply

- Vision
  - 24/7 continuous, equitable, safe and potable water supply to citizens

## Action points

- Reduce wastage – PSP, system improvements
- Build awareness
- Clean water as per WHO standards
- Individual connections, electronic meters, including slums
- Customer friendly – immediate response to complaints
- Integrated planning with roads, sewerage and other services
- Equitable pressure, even upto 4<sup>th</sup> floor

## Solid waste

- Vision
  - 100% door to door collection of waste in a segregated manner and disposal in an environmentally safe methods

## Action points

- Public awareness
  - Segregation
  - Use of bins properly
- No mixing of industrial solid waste
  - Strict enforcement
  - Providing services for proper disposal
- Road side waste
  - Control through awareness
  - Cleaning and disposal of roadside rubble and construction wastes, hawkers waste

## Sewerage

- 100% collection and disposal in environmental friendly manner

## Action points

- Increase coverage
- Underground drainages
- CETP for industries
- STP for domestic effluent
- Non mixing of sewerage into nallas and drains

## Roads and storm water drains

- Vision
  - Roads that represent the city and forms the platform for economic growth for the region

## Action points

- Safety
  - Signages
  - Special zones
  - Traffic management
- Integrated planning of roads (should be planned only after other services are taken into consideration or service lines planned)
- Removal of encroachments
- Resolve multiplicity of agencies

## Action points

- Non mixing of sewerage
- Rejuvenation of lakes and natural drainages
- Remove encroachments on water bodies
- Build good network of storm water drains

## Other services

- Vision
  - Customer friendly, promote safety and healthful living

## Action points

- Promote green zones, parks, nana nani parks and children play areas
  - Maintenance with local associations (Pay and use)
- Street lights to promote safety
- Health and education services comparable to best
- Prevention of air pollution
- Parking facilities
- Public urinals
- Good market facilities
- Customer friendly corporation

## 2.7 LANDUSE, TRAFFIC AND TRANSPORTATION, URBAN ENVIRONMENT



### Signal less safe and secure journey to all



### Strategies for achieving the vision

- CBD and Sub-CBDs should be created for releasing traffic congestion
- Implementation of Plan by providing additional FSI
- Specific areas should be demarcated for industries in residential area (requirement for 50 acres for 1000 industries)
- Pending DP with the state govt. should sanctioned on top priority
- Multi level parking system with hawkers zone for utilisation of full width of roads
- Playground and gardens of 10 centres of 5 acres inclusive of international cricket stadium
- Adequate areas for school ground – 150
- Quality of education should be improved
- Good quality of hotels (star hotels) supporting the industrial development
- Night shelters, working womens hostel,
- Exhibition centre and science centres for tourism development



## To make a Pollution free city

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## Traffic and Transportation

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- Land acquisition
- Flyovers
- Grade separators
- Internal road development
- Parking – Multi level
- Pay and park – Management
- Public transport system – Tram and metro
- Ring road – Railway
- River crossing bridges
- PMT – PCMT fleet increase
- Walking plaza
- Removal of encroachment





## Urban Environment

- Garden development
- CNG buses
- Medical waste management
- Pawana River conservation
- Effluent treatment plant
- Acid waste disposal and management
- Water harvesting - subsidy
- Solar energy – subsidy
- Centralised garbage dumping ground
- Traffic junction beautification
- Waste to energy
- Tree plantation

## Major Issues/ Concerns in the Sector

- ⇒ Identified Slum dwellers after 1995
- ⇒ Non-availability of Land for provision of infrastructure in several Urban poor/ slum locations (Low rise High density structures)
- ⇒ Affordable housing for LIG migrant population
- ⇒ Lack of awareness on the benefits of various Slum Development Programmes (SRA etc)
- ⇒

## 2.8 SLUMS AND URBAN POOR

### Vision for the City

- ⇒ Pimpri-Chinchwad city will not have place for the word SLUM

#### **“No Slums City”**

- ⇒ through
  - ⇒ Ensuring that existing slums are either improved or rehabilitated
  - ⇒ Ensuring that the Economic benefits of the growth in the region reaches/ trickles down to all the masses thereby improving the economic condition of the poor.

### Vision for the Sector

**“accessibility and affordability of basic amenities and services with PCMC in the role of Facilitator & Provider and ensuring community participation”**

**For Urban Poor & Slums**

## Strategies for the Sector

- ⇒ PCMC to ensure provision of services and basic amenities in the Slum locations
- ⇒ Initiate a Socio-Economic survey and prepare a Master Plan for improvement/ rehabilitation of existing slums and avoiding further emergence of slums in the future.
- ⇒ PCMC to facilitate a Information-Education-Communication (IEC) campaign to create awareness among the slum dwellers on the benefits of Slum Development/ Rehabilitation programmes
- ⇒ PCMC to facilitate credit availability, land tenure for slum dwellers/ Poor. Ensure housing availability for Urban Poor at affordable prices.

## Strategies for the Sector

- ⇒ Encourage/ facilitate activities of NGOs/ CBOs in community development through employment generating activities, training facilities etc
- ⇒ People's/ community participation in the provision, operation and maintenance of infrastructure in Slums
- ⇒ Ensure proper implementation of Development Plan and put to use all reserved lands for EWS housing, Housing for dishoused etc.
  - ⇒ Example of TP Schemes as in Ahmedabad
- ⇒ Subsidised and Stepped taxation/ user charges to be made applicable to existing/ rehabilitated slums for a period of 10 years.
- ⇒

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### 3 MISSION AND ACTION STAKEHOLDERS' FOCUS GROUP DISCUSSIONS– 13TH MAR 2006 TO 16TH MAR 2006

#### 3.1 SESSION OBJECTIVE

This session aims to bring together municipal decision makers and the stakeholders to arrive at consensus to define the vision and mission to enhance economic growth and quality of life for all citizens of Pimpri-Chinchwad.

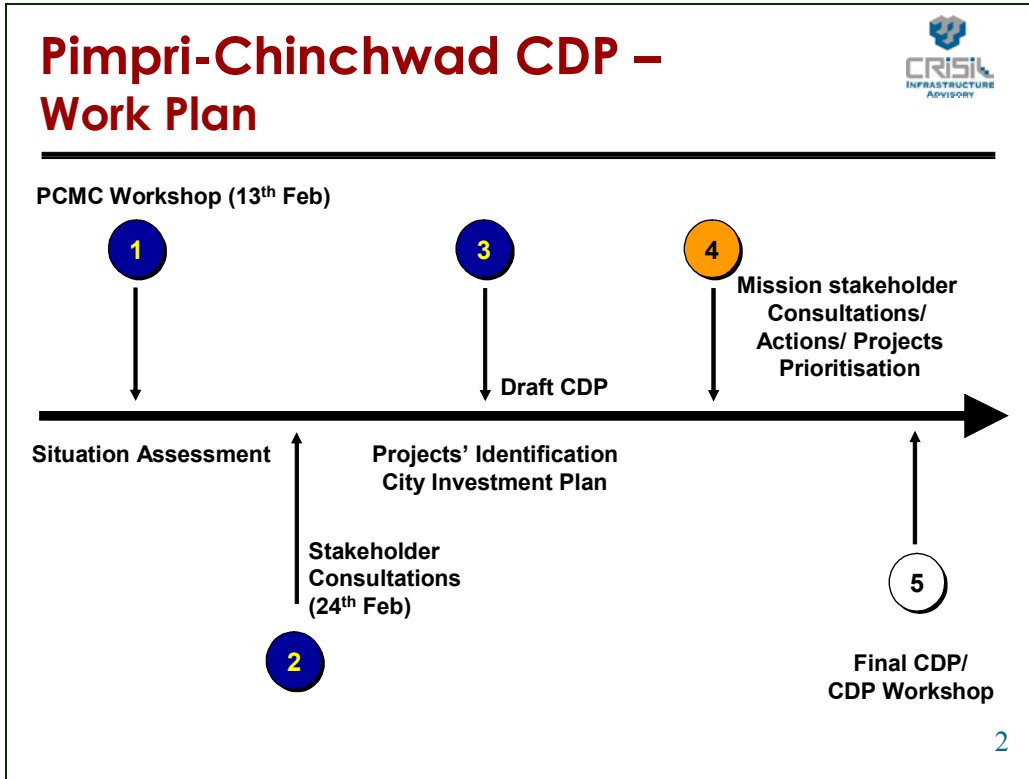
#### 3.2 SESSION PLAN

Stakeholders' Groups	Dates	Time
<b>1 Land use Planning, Urban Poor and Slums</b>		
<ul style="list-style-type: none"> <li>▪ PCMC Officials from respective departments</li> <li>▪ Identified stakeholders from               <ul style="list-style-type: none"> <li>▪ Citizens' groups/ charter</li> <li>▪ Architects/ Planners</li> <li>▪ Real estate/ Developers</li> <li>▪ NGOs/ CBOs</li> <li>▪ Representatives of Slums</li> </ul> </li> </ul>	13 <sup>th</sup> March 2006	11.00 AM to 1.00 PM
<b>2 Urban Environment and Waste Management</b>		
<ul style="list-style-type: none"> <li>▪ PCMC Officials from respective departments</li> <li>▪ Identified stakeholders from               <ul style="list-style-type: none"> <li>▪ Citizens' group/ charter</li> <li>▪ Senior citizens</li> <li>▪ NGOs (Environment)</li> </ul> </li> </ul>	13 <sup>th</sup> March 2006	3.30 PM to 5.30 PM
<b>3 Economic Development</b>		
<ul style="list-style-type: none"> <li>▪ PCMC Officials from respective departments</li> <li>▪ Identified stakeholders from               <ul style="list-style-type: none"> <li>▪ Citizens' group/ charter</li> <li>▪ MCCIA, CII, Trade associations</li> <li>▪ Lead banks and other Bankers</li> </ul> </li> </ul>	14 <sup>th</sup> March 2006	11.00 AM to 1.00 PM
<b>4 Urban Finance and Governance</b>		
<ul style="list-style-type: none"> <li>▪ PCMC Officials from respective departments</li> <li>▪ Identified stakeholders from               <ul style="list-style-type: none"> <li>▪ Citizens' group/ charter</li> <li>▪ Municipal Employees' Association</li> </ul> </li> </ul>	14 <sup>th</sup> March 2006	3.30 PM to 5.30 PM
<b>5 Urban Infrastructure (Water Supply and Sewerage)</b>		
<ul style="list-style-type: none"> <li>▪ PCMC Officials from respective departments</li> <li>▪ Identified stakeholders from               <ul style="list-style-type: none"> <li>▪ Citizens' groups, Mohalla Committees, NGOs</li> </ul> </li> </ul>	16 <sup>th</sup> March 2006	11.00 AM to 1.00 PM
<b>6 Urban Infrastructure (Roads, Drains, Street lighting, Traffic and Transportation)</b>		
<ul style="list-style-type: none"> <li>▪ PCMC Officials from respective departments</li> <li>▪ Identified stakeholders from               <ul style="list-style-type: none"> <li>▪ Citizens' group/ charter</li> <li>▪ CIRT</li> <li>▪ PMT &amp; PCMT</li> </ul> </li> </ul>	16 <sup>th</sup> March 2006	3.30 PM to 5.30 PM

### 3.3 AGENDA

- Discussion Agenda
  - Expectations on Service levels to understand their demands
  - Identify and agree upon priority actions
  - Identify the hurdles if any in implementation of the strategies and mitigation measures for the same
  - Any other cross linkages and issues which need to be addressed in parallel for implementation
- Nodal officer to sum up the discussion and CRISIL member to document final observations if any after summing up

### 3.4 PRESENTATION ON LAND USE, URBAN POOR & SLUMS, ENVIRONMENT AND SOLID WASTE MANAGEMENT



## Pimpri-Chinchwad CDP – VISION

PCMC Officials' Vision	Stakeholders' Vision
<ul style="list-style-type: none"> <li>▪ Environment friendly city with excellent infrastructure and sustainable development</li> <li>▪ The roads of the city to present the urban face of PCMC</li> <li>▪ Equitable distribution of services to all</li> <li>▪ Affordable and accessible public transport systems</li> <li>▪ Modern/ IT enabled governance at the door-step of citizens</li> </ul>	<ul style="list-style-type: none"> <li>▪ Economically Strong and Industrially Vibrant city with Rich Culture and Social Values, Safety and Peaceful environment</li> <li>▪ Clean and environmental friendly city which Supports economic growth of the citizens.</li> <li>▪ City which is Signal less, safe, pollution free and provides secure journey to all</li> <li>▪ No Slums City and access to basic services/ amenities for all</li> </ul>

**PIMPRI-CHINCHWAD TO CONTRIBUTE TOWARDS MAINTAINING AND SUSTAINING THE VIBRANT ECONOMIC GROWTH OF THE REGION THROUGH A MODERN & SYSTEMATISED ADMINISTRATION, OPTIMUM LEVEL OF SERVICES AND ENRICHED ENVIRONMENT**

3

## Pimpri-Chinchwad CDP – Sectors – Land use



### Key Facts & Issues

- **Land use**
  - Modifications to DCR taken up to provide for Rain Water Harvesting
  - Different DPs for Old (revision in 2007) and New PCMC areas (draft yet to be approved)
  - Incompatible land uses
  - Delays in implementation of DP proposals
  - Delay in acquisition of reserved lands in DP
  - Fast developing peripheral areas – Lack of a planned programme for development in present context

### Strategies

- Effective implementation of DP Proposals
- Preparation of a Comprehensive DP for PCMC and its hinterland/ PMR (to be in integration with that of PMC)
- Adequate provision for social infrastructure in DP proposals
- Planning for compatibility of Land uses and environmental sustainability – Encourage relocation of economic and traffic generating activities to city periphery
- Modifications to DCR and strict enforcement – parking norms, open spaces

What are your expectations on the service level ?

Do you have any other Strategies to suggest ?

5

## Pimpri-Chinchwad CDP – Sectors – Land use



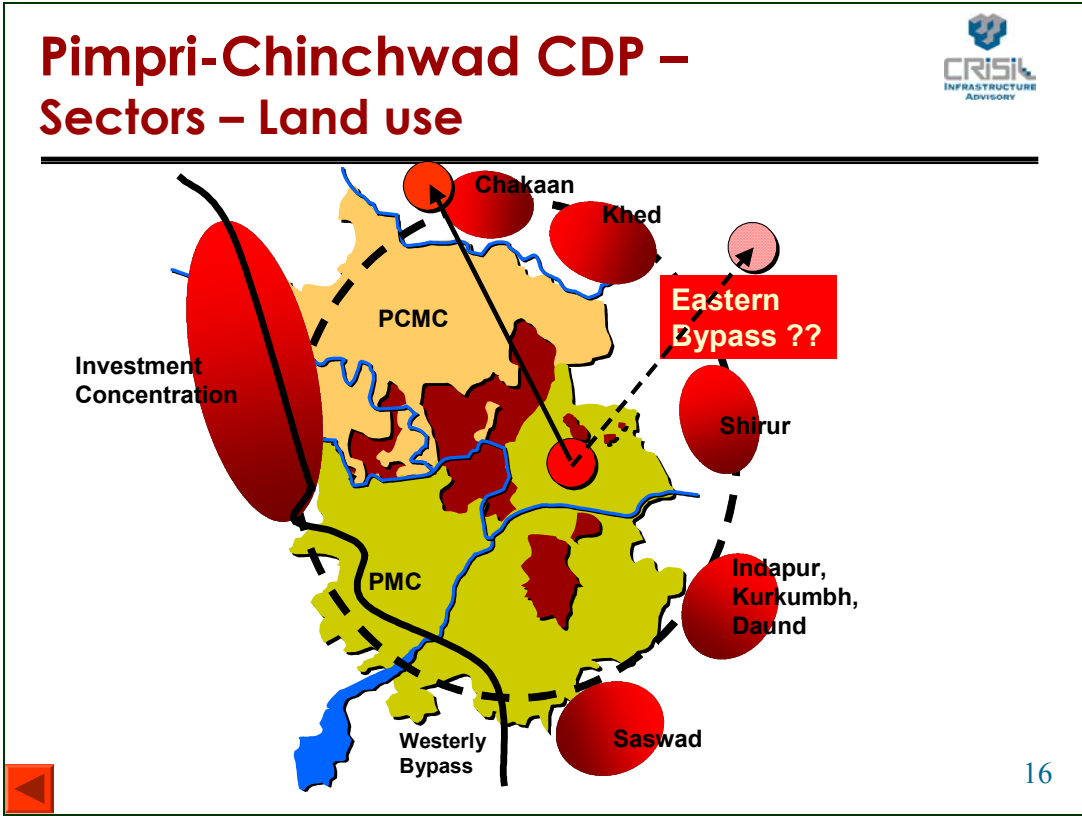
Actions/ Projects		Priority (A/ B/ C)
<b>Land use/ Development Planning</b>		
1	<b>Preparation of a Comprehensive DP</b> for PCMC/ PMR	
2	Identify and reserve lands in DP revisions for relocation of large scale economic and traffic generating activities (Wholesale and Trade) to peripheral areas	
3	<b>Implementation of DP Proposals</b> – Acquisition of land reserved under DP Proposals (Housing and Roads) through Accommodation reservation, TDR, Addl. FSI etc	
4	<b>Modifications to DCR</b> – revision of parking norms, open space provisions, etc	
5	<b>River Front Development</b> – Incorporate River Front Development proposals of Pawana and Indrayani into DP	
6	<b>Planning for the Hinterland areas</b> (potential areas for inclusion in PMC/ PCMC) of PMR	

Do you have any other Actions/ Projects to suggest ?

9







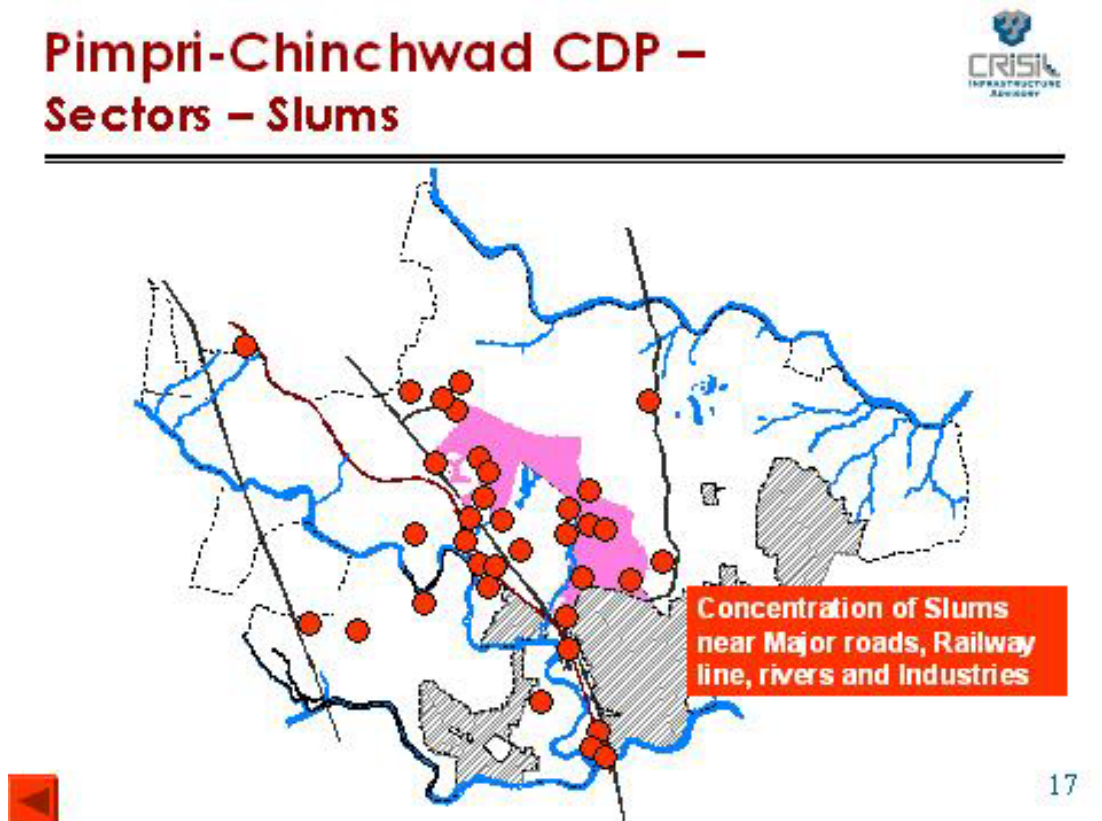
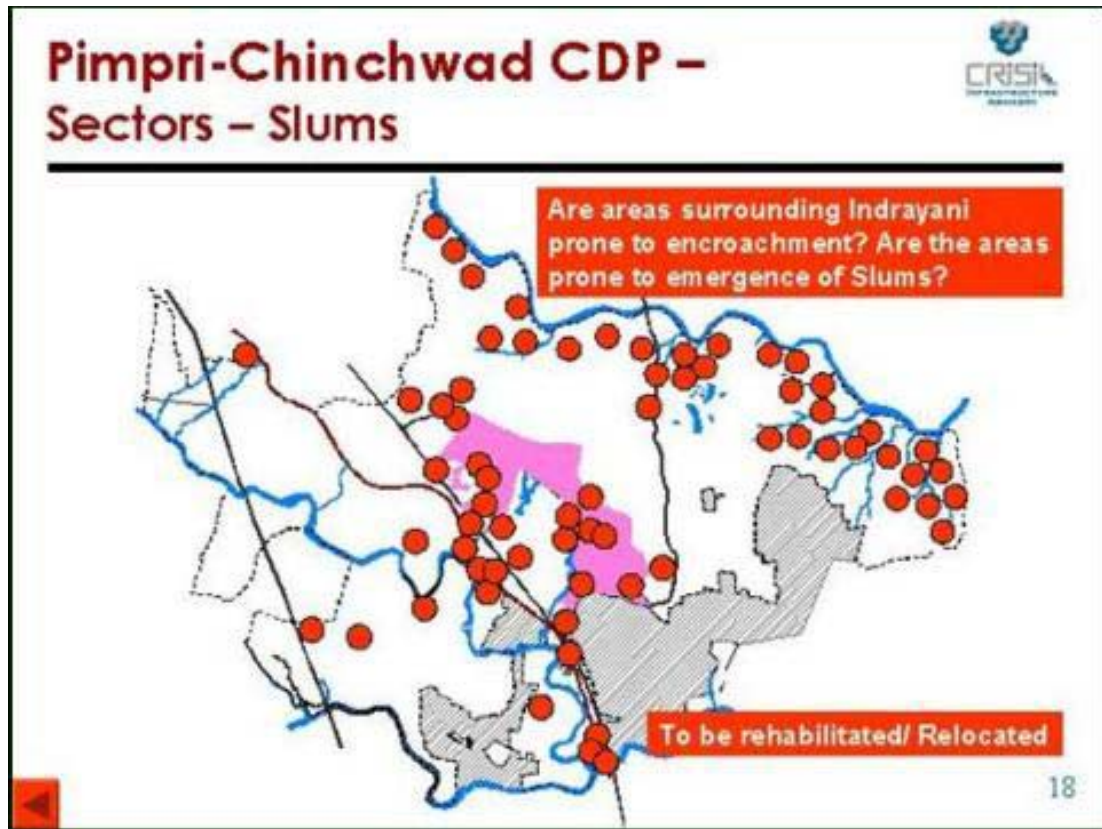
## Pimpri-Chinchwad CDP – Sectors – Urban Poor & Slums

Key Facts & Issues	Strategies
<ul style="list-style-type: none"> <li>▪ <b>Urban Poor/ Slums</b> <ul style="list-style-type: none"> <li>▪ <u>Concentration of Slums along Major roads, Rail line, and Rivers</u></li> <li>▪ 61 Declared and 10 Undeclared Slums</li> <li>▪ Inadequate infrastructure</li> <li>▪ Unaffordable housing situation for LIG/ Slum dwellers</li> <li>▪ Innovative SRA scheme – Lack of awareness</li> <li>▪ 6737 No. of Slum Units (pre-1995) not qualifying under SRA</li> <li>▪ Delays and inefficiency in implementation of DP proposals – <u>Emergence of New Slums</u></li> </ul> </li> </ul>	<ul style="list-style-type: none"> <li>▪ Socio-Economic survey and Master Plan</li> <li>▪ Rehabilitation of Non-SRA slum dwellers</li> <li>▪ IEC campaign on benefits SRA</li> <li>▪ NGO/ CBO activities towards Training and Employment Generation</li> <li>▪ Community participation in provision, O&amp;M of Infrastructure</li> <li>▪ Subsidised/ Stepped taxation &amp; charges</li> <li>▪ Pawana River Front Development</li> <li>▪ Avoid further emergence of slums – implementation of DP and utilisation of reserved lands for EWS Hsg; Indrayani River Front Development</li> </ul>

What are your expectations on the service level ?

Do you have any other Strategies to suggest ?

6



## Pimpri-Chinchwad CDP – Sectors – Environment



### Key Facts & Issues

- **Environment**
  - 2-Wheelers contributing 79 percent of the vehicular pollution in City
  - Contribution by Heavy Vehicles on the rise
  - SPM Levels above permissible limits in all industrial areas
  - Highly polluted Pawana (DO<4, BOD>3, COD>10)
  - Pawana - Flooding during Monsoon and stagnant during rest of year
  - Lack of continuous network of GREEN Areas
  - Encroachment of river banks, hill slopes

### Strategies

- Increase MPCB monitoring stations
- Strict enforcement of vehicle emission norms by traffic police
- Identify and demarcate Environmentally sensitive areas as ‘No Development Zones’ in consultation with Town Planning Dept.
- Initiate Pawana River Front Development project – River banks protection, desilting, rehabilitation, connectivity etc
- Regulation of storm water flow and treatment of sewerage before discharging into PAWANA
- Development of GREEN Corridors

What are your expectations on the service level ?

Do you have any other Strategies to suggest ?

7

## Pimpri-Chinchwad CDP – Sectors – Environment




Actions/ Projects		Priority (A/ B/ C)
<b>Environment and River front development</b>		
1	<b>Development of Green Corridors</b> (development of parks and gardens at identified locations and major tree plantation exercise. Beautification of Road sides and Traffic islands)	
2	<b>Pawana River Front Development</b> (Rehabilitation of slums, removal of encroachments, Construction of Retaining Wall, Desilting, STPs, Beautification, Connectivity)	
3	<b>Strict enforcement of Vehicle Pollution Norms</b> – Coordinated efforts from Traffic Police and PCMC	
4	<b>Indrayani River Front Development</b> (Removal of encroachments, Construction of Retaining Wall, Desilting, STPs, Beautification, Connectivity)	

Do you have any other Actions/ Projects to suggest ?

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## Pimpri-Chinchwad CDP – Sectors – Solid Waste Management

Key Facts & Issues	Strategies
<ul style="list-style-type: none"> <li>▪ <b>Solid Waste Management</b></li> <li>▪ 490 TPD generation (396 Gm per-capita)</li> <li>▪ 30% of waste generated is segregated at source by Communities and Rag pickers in certain locations – Waste to be disposed reduced to 440 TPD</li> <li>▪ Door-to-door Collection in force in 7 wards – 30,000 HHs covered</li> <li>▪ Shortage of Vehicles &amp; capacity by 30%</li> <li>▪ Crude dumping at disposal site. Disposal site in the Air Funnel of Pune Airport</li> <li>▪ Lack of an appropriate disposal/ engineered landfill site</li> </ul>	<ul style="list-style-type: none"> <li>▪ Awareness on Source Segregation</li> <li>▪ Door-to-door collection to cover entire PCMC area. Privatisation option (entire city to be dustbin free)</li> <li>▪ Enhance efficacy of Garbage transportation through intermediate transfer stations and increasing the vehicle carrying capacity</li> <li>▪ Preparation of a new Landfill site (explore options for joint handling of PMC and PCMC needs) with infrastructure for composting</li> </ul>

**What are your expectations on the service level ?**

**Do you have any other Strategies to suggest ?**

8



## Pimpri-Chinchwad CDP – Sectors – Solid Waste Management

Actions/ Projects	Solid Waste Management	Priority (A/ B/ C)
1	<b>Implementation of Door-to-Door Collection</b> – PCMC to acquire more hand carts and Dual loaded dumper placers or explore options of Privatisation, PCMC to initiate awareness campaign on source segregation and door-to-door collection	
2	<b>Intermediate Transfer Stations</b> – PCMC to have more intermediate transfer stations (1 for each ward A,B,C,D) for effective garbage transport and also increase the fleet size w.r.t future demand	
3	<b>Acquire and develop a New Landfill Site</b> – PCMC to identify and develop necessary infrastructure for engineered landfill and composting facilities at a new disposal site (or) PCMC and PMC together have a single disposal site with common infrastructure	

**Do you have any other Actions/ Projects to suggest ?**

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# Pimpri-Chinchwad CDP – Sectors – Land use, Slums, Envir, SWM



## Issues w.r.t Implementation of Actions

- Many Planning authorities – Duplication/ Ambiguity of jurisdictions/ functions
- Opposition to land acquisition/ development proposals and DCR Modification
- Non availability of Land for provision of Infrastructure in existing slums
- Slum dwellers listed as post 1995 settlers

### PCMC's Role


- Facilitate and Provide
  - Credit, Land tenure, Affordable Hsg for Poor
  - PCMC – Community interactions
  - Quality infrastructure and Amenities
  - Control and Monitoring Pollution
  - Protection of Environmental Resources

### Stakeholders' Role

- ?
- ?

### 3.5 PRESENTATION ON URBAN ECONOMY

## Pimpri-Chinchwad CDP – Sectors – Economy (Pune Region)




Key Facts & Issues	Strategies
<ul style="list-style-type: none"> <li>▪ <u>Economy</u></li> <li>▪ Rs. 800 Cr. investment in Large and Medium industries (since 2001)</li> <li>▪ Rs. 200 Cr. Investment in Small scale sector</li> <li>▪ Auto-Auto Ancillary, IT/ ITES</li> <li>▪ Rise of Agro &amp; Food Processing Industry, Bio-technology Industry</li> <li>▪ UNIDO – Dynamic City Region</li> <li>▪ Industry contributes major share of PCMC's revenues (Octroi)</li> <li>▪ Shortage of Power and Infrastructure</li> <li>▪ <u>Connectivity of New Investment Destinations</u></li> </ul>	<ul style="list-style-type: none"> <li>▪ Promote quality professional Education</li> <li>▪ Provide Quality Infrastructure</li> <li>▪ Facilitate Industry-Community-Institution-Banking associations</li> <li>▪ Promote Hospitality Industry</li> <li>▪ Improve Air connectivity and associated infrastructure</li> <li>▪ Identify alternate sources of Energy</li> <li>▪ Facilitate early development of Eastern Bypass</li> <li>▪ Improve inter-connectivity of Western and eastern bypass to the Cities</li> </ul>

**What are your expectations on the service level ?**

**Do you have any other Strategies to suggest ?**

5

## Pimpri-Chinchwad CDP – Sectors – Economy (Pune Region)




Actions/ Projects	Priority (A/ B/ C)
1	<b>Educational Institutions</b> – Promote setting up of quality educational institutions at Graduate, PG, and Professional levels in PCMC area
2	<b>Quality Infrastructure</b> – PCMC to provide quality infrastructure : roads, water supply, sewerage, drains, lighting, public transport etc
3	<b>Technology update to the Industry</b> – Industry-Institution-Banks association to set up common R&D units and impart training on new technologies; and make available Ready and Easy Finance.
4	<b>Self Employment Opportunities</b> – Industry-Community-Institution association to facilitate training towards empowerment and self employment for Women and Poor in ancillary industry
5	<b>Alternate Energy Sources</b> – Identify and develop alternate energy sources (Non-conventional, Waste, captive etc) to solve energy problems
6	<b>Commercial, Hospitality and Entertainment</b> – Promote development of hospitality industry, commercial and entertainment centres through incentives
7	<b>International Airport</b> – Identify and facilitate early development of an International Passenger and Cargo Airport
8	<b>Develop Eastern Bypass</b> and Associated Connectivity to the Cities

**Do you have any other Actions/ Projects to suggest ?**

6





## Pimpri-Chinchwad CDP – Sectors – Economy (Pune Region)

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**Issues w.r.t Implementation of Actions**

- Coordination between various Line Agencies
- ?

PCMC's Role	Stakeholders' Role
<ul style="list-style-type: none"> <li>▪ Plan, Design and Provide                             <ul style="list-style-type: none"> <li>▪ Infrastructure in PCMC's area</li> </ul> </li> <li>▪ Facilitate                             <ul style="list-style-type: none"> <li>▪ Coordination between Line agencies</li> <li>▪ Joint working and Project Execution</li> </ul> </li> </ul>	<ul style="list-style-type: none"> <li>▪ ?</li> <li>▪ ?</li> </ul>

7

### 3.6 PRESENTATION ON URBAN GOVERNANCE AND FINANCES



## Pimpri-Chinchwad CDP – Sectors – Governance & Finances

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Key Facts & Issues	Strategies
<ul style="list-style-type: none"> <li>▪ <u>Governance</u> <ul style="list-style-type: none"> <li>▪ 45 PCMC Departments</li> <li>▪ Computerisation of PCMC Departments, Processes and Transactions</li> <li>▪ E-Governance : Citizen Facilitation Centres – 65 services of 10 PCMC Depts</li> <li>▪ Initiation of Double-Entry Accrual System of accounting</li> <li>▪ Initiation of GIS based Property Tax system, GIS &amp; SAP for Engineering systems, Integrated Octroi Mgmt system, Hospital Mgmt, etc</li> </ul> </li> </ul>	<ul style="list-style-type: none"> <li>▪ Encourage citizens' participation and involvement in monitoring the progress of works</li> <li>▪ Introduce a public/ social audit for monitoring of projects</li> <li>▪ Increase E-governance/ CFC/ automation to handle routine citizen requests on 24 X 7 basis</li> <li>▪ Organise and license informal sector</li> <li>▪ Have Citizen Grievance Redressal system in place</li> <li>▪ Increase the Organisational Reforms to enhance Admin and Technical capabilities</li> </ul>

**What are your expectations on the service level ?**

**Do you have any other Strategies to suggest ?**

5



## Pimpri-Chinchwad CDP – Sectors – Governance & Finances



Actions/ Projects		Priority (A/ B/ C)
<b>Urban Governance</b>		
1	<b>Organisational Reforms</b> – Identify and impart training to PCMC staff to enhance Admin and Technical Capabilities	
2	<b>GIS</b> based Property Tax system	
3	<b>Web based GIS</b> for Engineering, Water & Building Permission Departments	
4	<b>SAP</b> for Engineering Department	
5	<b>E-Seva centre</b> – Multi Purpose Centre	
6	<b>Decentralisation</b> of C.F.C to all wards and zonal offices	

**Do you have any other Actions/ Projects to suggest ?**

7

## Pimpri-Chinchwad CDP – Sectors – Governance & Finances



Key Facts & Issues	Strategies
<ul style="list-style-type: none"> <li>▪ <b>Finances</b> <ul style="list-style-type: none"> <li>▪ Over 45% revenue surplus and No debt burden</li> <li>▪ Per-capita Income of Rs. 3770</li> <li>▪ 37% of Revenues spent on Salaries</li> <li>▪ Budgetary allocations and Separate Funds for Pensions, CAPEX etc</li> <li>▪ Over dependence on Octroi (75% revenue)</li> <li>▪ Almost Nil dependency on External sources</li> <li>▪ Very low Tax per Assessment (Rs. 1900) and Low PT Collections (42%)</li> <li>▪ Cost recovery on WS system is 30%</li> <li>▪ No cost recovery on sewerage system</li> </ul> </li> </ul>	<ul style="list-style-type: none"> <li>▪ Explore PPP options for large urban infrastructure projects (BOT/ BOOT etc)</li> <li>▪ Leverage Financial resources to take up and implement large scale projects</li> <li>▪ Identify and Assess the un-assessed properties</li> <li>▪ Develop TP Schemes to generate additional resources</li> <li>▪ Improve cost recovery on services through tariff structure revitalisation and user charges</li> <li>▪ Conserve resources (reduction of losses), cost control, energy savings etc</li> </ul>

**What are your expectations on the service level ?**

**Do you have any other Strategies to suggest ?**

6





## Pimpri-Chinchwad CDP – Sectors – Governance & Finances



Actions/ Projects		Priority (A/ B/ C)
<b>Urban Finance</b>		
1	<b>Identification of Unassessed Properties</b> – Initiate a GIS based survey of the town to identify and assess all properties within PCMC limits	
2	<b>Rationalisation/ Revision</b> of Taxation structure, User charges	
3	<b>Departments/ System Restructuring</b> towards Efficient billing, collection and enforcement	
4	<b>Identify and introduce new revenue sources</b> – sewerage charges, Parking fee, Congestion charges, Polluter Pays etc	
5	<b>Expenditure Control and Reduction</b> – Outsourcing of Maintenance related activities of various departments (database management, vehicle maintenance, etc)	

**Do you have any other Actions/ Projects to suggest ?**

8

## Pimpri-Chinchwad CDP – Sectors – Governance & Finances



**Issues w.r.t Implementation of Actions**

- Coordination between various PCMC Departments
- Inclination of PCMC staff towards capability enhancement
- ?

**PCMC's Role**

- Provide
  - Efficient and transparent Administration
- Facilitate
  - Citizen Participation

**Stakeholders' Role**


- ?
- ?

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### 3.7 PRESENTATION ON URBAN INFRASTRUCTURE (WATER & SEWERAGE)

## Pimpri-Chinchwad CDP – Sectors – Water & Sewerage




Key Facts & Issues	Strategies
<ul style="list-style-type: none"> <li>▪ <b>Water Supply</b> <ul style="list-style-type: none"> <li>▪ Net supply of 190 MLD - 154 LPCD (25% T&amp;D Losses)</li> <li>▪ Only 41% of PT Assessments with HSCs – Low cost recovery</li> <li>▪ Low pressure areas/ Tanker supplies in peripheral areas</li> </ul> </li> <li>▪ <b>Sewerage</b> <ul style="list-style-type: none"> <li>▪ 80% of water supplied – Sewerage</li> <li>▪ Only 50% of City Area and Population covered</li> <li>▪ Only 3446 HSCs – no cost recovery on service</li> </ul> </li> </ul>	<ul style="list-style-type: none"> <li>▪ Plan for present and future Demand of 575 MLD (2031)</li> <li>▪ Have in place a Preventive Maintenance Unit for efficient O&amp;M</li> <li>▪ Water audit (study in progress) - Identify irregular connections and detect leaks</li> <li>▪ Refurbishment of worn out networks</li> <li>▪ Equitable distribution</li> <li>▪ Ensure every property is connected to the network</li> <li>▪ Avoid mixing of sewerage and storm water</li> <li>▪ Entire quantum of sewerage to be treated</li> </ul>

**What are your expectations on the service level ?**

**Do you have any other Strategies to suggest ?**

5

## Pimpri-Chinchwad CDP – Sectors – Water & Sewerage



Actions/ Projects	Priority (A/ B/ C)
<b>Water Supply</b>	
1	<b>Complete Phase III Remaining Works</b> (Distribution Network, ESRs etc) by 2006-07 to cater to immediate demand
2	<b>Raw Water Transmission system for direct drawl from Pawana Dam</b> for 575 MLD capacity to cut down the Transmission losses
3	<b>Augmentation of system by another 100 MLD</b> (total 428 MLD) by 2010-11 to meet the future demand (2021). Also take up associated works of WTP, ESRs, Extension of Distribution Network to low pressure/ tanker supply areas
4	<b>Refurbishment of Distribution Network</b> – replacement of worn out old pipe lines across the city
5	<b>Take up complete Metering System</b> based on Water Audit to reduce distribution losses, plug-in all unauthorised connections and increase cost recovery
6	<b>System augmentation for future population</b> (2031) increase (capacity augmentation to 575 MLD at Ravet, WTP, ESRs, Distribution Network etc)

**Do you have any other Actions/ Projects to suggest ?**

6



## Pimpri-Chinchwad CDP – Sectors – Water & Sewerage



Actions/ Projects		Priority (A/ B/ C)
<b>Sewerage system</b>		
1	<b>125 MLD capacity new STP</b> proposed for immediate implementation to cater to the present uncovered areas and immediate demand (2011).	
2	<b>Extension of UGD system</b> for collection, conveyance and pumping for above mentioned 125 MLD STP	
3	<b>Augmentation of system by another 200 MLD</b> to meet the future demand (2021). Associated works of STP, Pumping machinery, Extension of UGD Network	

Do you have any other Actions/ Projects to suggest ?

7

## Pimpri-Chinchwad CDP – Sectors – Water & Sewerage



Issues w.r.t Implementation of Actions
<ul style="list-style-type: none"> <li>▪ ?</li> <li>▪ ?</li> </ul>

PCMC's Role
<ul style="list-style-type: none"> <li>▪ Plan, Design and Provide                             <ul style="list-style-type: none"> <li>▪ Equitable distribution of Water to all</li> <li>▪ Access to Sewerage system to all</li> </ul> </li> <li>▪ Facilitate and ensure all HSCs to be metered</li> <li>▪ Ensure cost recovery on service through effective monitoring</li> </ul>


Stakeholders' Role
<ul style="list-style-type: none"> <li>▪ ?</li> <li>▪ ?</li> </ul>

8



### 3.8 PRESENTATION ON URBAN INFRASTRUCTURE (ROADS, DRAINS, TRAFFIC & TRANSPORTATION)

## Pimpri-Chinchwad CDP – Sectors – Roads, Drains & Lighting




Key Facts & Issues	Strategies
<ul style="list-style-type: none"> <li>▪ <u>Roads, Drains and Street Lighting</u> <ul style="list-style-type: none"> <li>▪ 757 Km of Road network covering all the developed areas (89% roads surfaced)</li> <li>▪ <u>Poor road connectivity in peripheral developing areas</u></li> <li>▪ Poor riding quality of roads</li> </ul> </li> <li>▪ 369 Km of storm water drains (only 48% of road network)</li> <li>▪ Street light poles spaced at a good 20 mt against present road network</li> </ul>	<ul style="list-style-type: none"> <li>▪ Have an integrated master plan for Roads and Drainage</li> <li>▪ Improve connectivity in and to newly added and developing areas</li> <li>▪ Improve riding quality of roads through strengthening and resurfacing works with provision for utility lines and drains</li> <li>▪ Widen and strengthen important roads in the city to streamline traffic movements and provisions for public transport</li> <li>▪ Have an efficient storm water drain network (150 percent of road network) to avoid over-flow and flooding of roads during monsoon</li> </ul>

What are your expectations on the service level ?

Do you have any other Strategies to suggest ?

5

## Pimpri-Chinchwad CDP – Sectors – Roads, Drains & Lighting

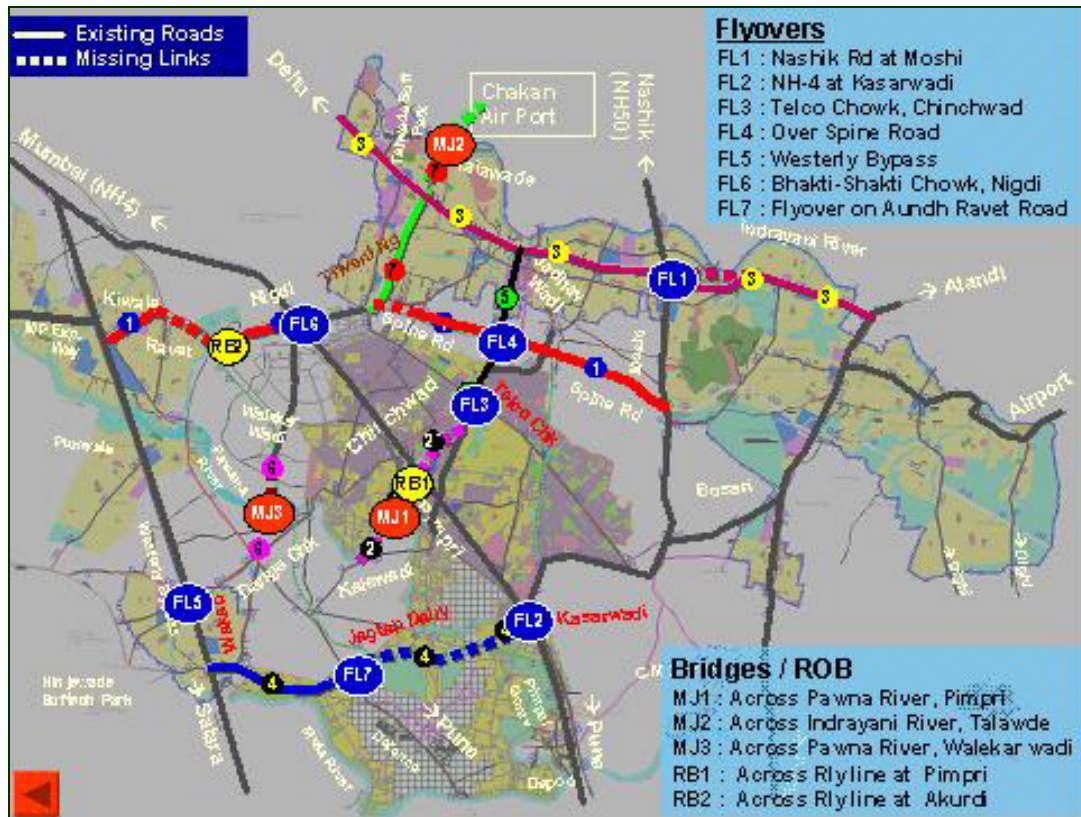
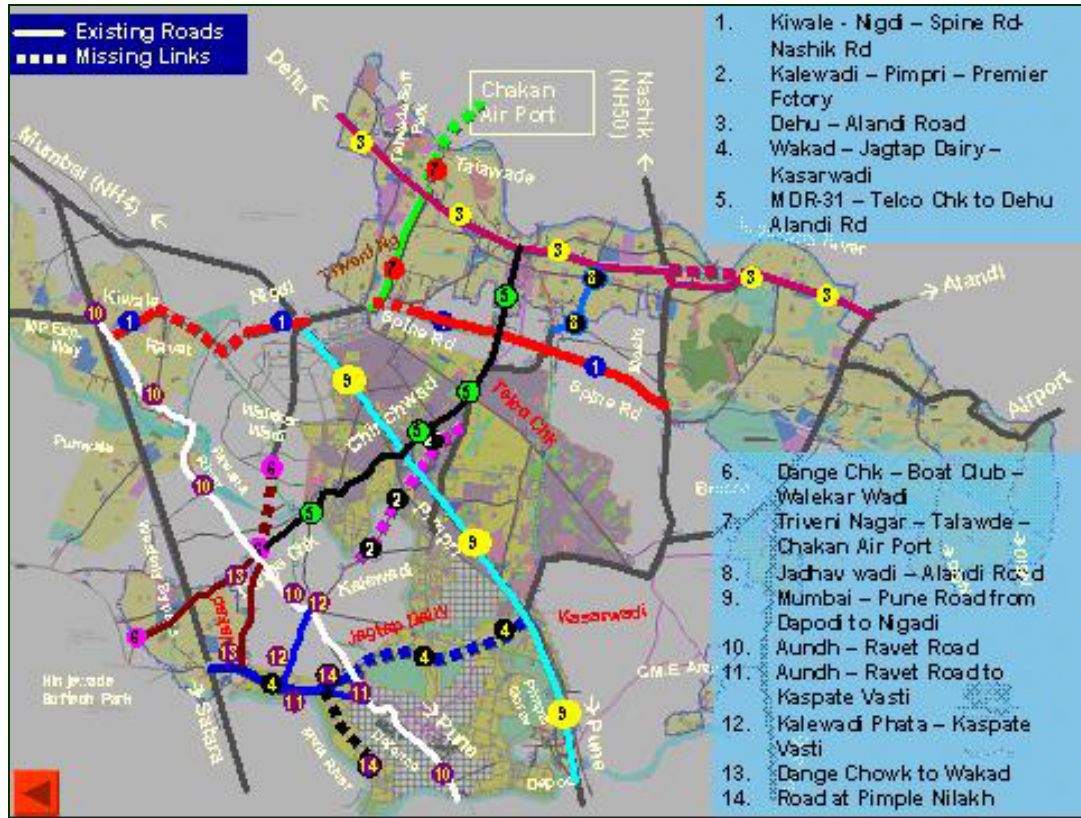


Actions/ Projects	Priority (A/ B/ C)
<b>Roads, Drains, Street lighting</b>	
1	<b>Up-gradation of Roads to BT/ CC surfacing</b> (identified stretches of WBM (85 Km) and BT (149 Km) roads)
2	<b>New formation of Roads</b> (implementation of DP proposals and identified new roads to be developed in peripheral areas)
3	<b>Widening and Strengthening of roads</b> (Identified stretches of arterial/ collector roads)
4	<b>Improvement of Identified 14 important stretches of roads</b> – 4/6 Laning, Flyovers, ROBs, Bridges, dedicated bus lanes, shifting of utility lines, closed drains' provision
5	<b>Extension of Storm Water Drainage network</b> to cover all existing roads
6	<b>Provision for new Storm Water Drains</b> along with development of new roads
7	<b>Provision for Energy Efficient Street Lighting</b> systems along with development of new roads

Do you have any other Actions/ Projects to suggest ?

7





## Pimpri-Chinchwad CDP – Sectors – Traffic & Transportation



Key Facts & Issues	Strategies
<ul style="list-style-type: none"> <li>▪ <b>Traffic &amp; Transportation</b></li> <li>▪ Entry of regional traffic into city – lack of bypass/ ring roads in spite of radial expansion</li> <li>▪ Inadequate grade separation leading to travel delays and lack of road safety</li> <li>▪ Capacity exhaustion of many intersections – increased congestion and pollution</li> <li>▪ Mixing up of local/ regional &amp; High speed/ Low speed traffic</li> <li>▪ Increasing 2 &amp; 3 Wheelers on the roads</li> <li>▪ 43% shortage of PCMT Fleet size, Increasing PCMT operational losses</li> </ul>	<ul style="list-style-type: none"> <li>▪ Plan comprehensive Traffic and Transportation system (dedicated lanes, intelligent traffic systems etc)</li> <li>▪ Introduce and Induce travel behaviour norms – maintaining lane discipline, compliance at signalised intersections etc</li> <li>▪ Plan for designated parking lots and on-street parking</li> <li>▪ Discourage use of private vehicles in core and central areas through higher parking and congestion fee</li> <li>▪ Improvement of Public transport system (merger of PMT &amp; PCMT)</li> </ul>

What are your expectations on the service level ?

Do you have any other Strategies to suggest ?

6

## Pimpri-Chinchwad CDP – Sectors – Traffic & Transportation



Actions/ Projects	Priority (A/ B/ C)
<b>Traffic &amp; Transportation</b>	
1	<b>Junction improvements</b> – identified important junctions to undergo correction of geometry, installation of signals and beautification
2	<b>Alternate modes of Public Transport System</b> – Check on the viability of alternate modes like Trams/ Metro rail/ Mass transit system etc. – Project to be taken up on PPP format

Do you have any other Actions/ Projects to suggest ?

8



# Pimpri-Chinchwad CDP – Sectors – Roads, Drains, Traffic & Transport



## Issues w.r.t Implementation of Actions

- ?
- ?

### PCMC's Role

- Plan, Design and Provide
  - Road network covering every corner of the city and Storm water drains along every road in the city
  - Adequate lighting of the every road stretch and width
- Facilitate PCMT

### Stakeholders' Role

- ?
- ?

