

Smart City Area Based Development

Aundh Baner Balewadi - PILOT

SMART CITY



OVERALL STRATEGY / VISION

PAN CITY

- Walkability
- Cycle Network
- Public Transport
- Slum Upgradation
- River Rejuvenation

AREA BASED DEVELOPMENT

- Retrofitting
- Redevelopment
- Greenfield Development

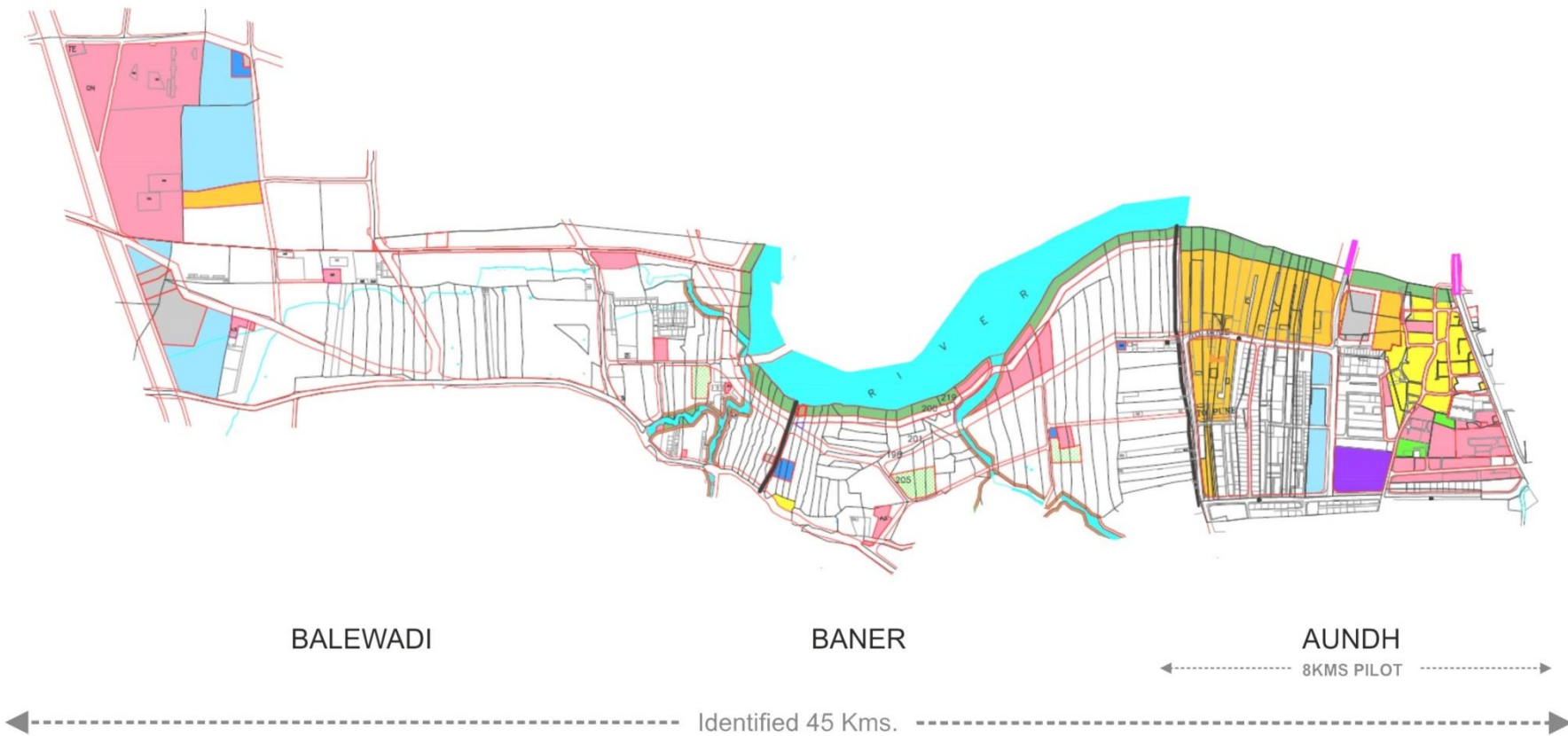
SMART CITY

OVERALL STRATEGY / VISION

PAN CITY

AREA BASED DEVELOPMENT

- Retrofitting
- Redevelopment
- Greenfield Development



THE STRATEGY



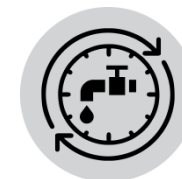
Design Policies

DESIGN

<ul style="list-style-type: none">• Walkability	Walk Friendly Safe and Segregated Amenities	Accessible Uninterrupted Utilities		
<ul style="list-style-type: none">• Universal Accessibility	Connecting Network Movement Safe Movement	Designed Infrastructure Infrastructure Modification		
<ul style="list-style-type: none">• Cycle Friendly	Demarcated Designed Safe and Segregated	Dedicated Continuous Signage's	Pollution Free Cycle Parking Shade	
<ul style="list-style-type: none">• Hawkers and Vendors Policy	Crowd Catchers Demarcated place Nostalgia	Eyes on Streets Street Character		
<ul style="list-style-type: none">• Public Transport	Good Connectivity Ease Quality of life	Sufficient Traffic Reduction Reduced Congestion		
<ul style="list-style-type: none">• Parking Policy	Cycle Parking Four Wheeler Parking Restricted Parking No Stopping Zones	Two wheeler Parking No Parking Zone Odd / Even On / Off Street Parking		

- Water Supply**

New Line to be established pertaining to the newly developed 24x7 Water Supply Policy.



- MSEB**

Retaining a few existing lines.
Relaying new lines to suffice the increasing needs in utility troughs.
Shifting, Covering and Reinstallation of Feeder Pillars as per Requirement.



- Drainage**

New and well distributed network to be established for easy Operation and Maintenance.



- Metered Gas Supply**

Incorporating the laying of lines for Natural Gas through MNGL.
2 MDPE Lines and one steel Line to be trenched.



- Storm Water**

Retaining a few existing lines.
Relaying new lines on the framework of Storm Water Master Plan for Pune.

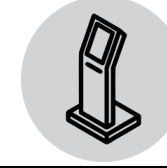


- BSNL & Other OFC companies**

Relaying new lines to suffice the increasing needs in utility troughs



• Street Furniture	Design Location Finish	Material Public Seating Light Poles
• Signage	Design Location Finish Identity	Standardization Color Scheme Day / Night Visibility
• Public Art	Land Mark Recreational Space Aesthetic Upliftment	Location Art Rejuvenation Congregation Point
• Recreation Space	Design Recreation Space Aesthetic Upliftment	Prime Location Land Mark Congregation Point
• Urban Lounge	Design Material Finish	Location Public Seating Lighting
• Shuttle Service	Route Identification Capacity	Vehicle type Frequency
• Information Kiosks	Location Material Finish	Design Public Seating Communication Technique (if Digital)



• Facade	Design Finish Uniform	Material Public Seating
• Material	Design Finishing Purpose	Dimensions Location
• Texture	Type Location	Finishing
• Color	Combination Finishing	Type Location
• Ambience	Synchronized Music Spot Identification	Synchronized Lighting Green Cover
• Brochures	Informative Identity Endorsement	Graphics Character



- **Wi-Fi**

Coverage
Security
Equity / Equality

Connectivity
Access
Control Room



- **Optic Fiber**

Coverage
Security
Control Room

Connectivity
Access
Government Owned



- **CCTV**

Informative
Control Room

Safety
Security



Design

The Components



Design Policies



Services & Management



Place Making



Amenities & Technology

Space
24x7 Service System
Rainwater
Water Supply
Cover
Accessibility
Walkability
Storm Hawkers
Parking Policy
Vendors
Shuttle
Waste Harvesting
Green Lounge
Friendly
Public Cycle
Signage Art
Universal
WiFi Management
Furniture
Kiosks Transport
Urban Street Recreation
Gas Information
Metered

Sustainable Manageable Affordable Responsive Technology CITY

Self-Sustaining and Healthy Growth, Climate Responsive, Socially Stable, Viable Economy, Eco-Friendly, Safe for all, Cumulative to all, etc.
Resources, Infrastructure, Social life, Transport, Basic services Environment etc.
Commutation, Livelihood, Lifestyle, Housing, Resources, Basic amenities etc.
Economic Diversity, Social Diversity, Ecological Diversity, Demographic Diversity, Climate, Age & Gender Diversity etc.
Assistive, Digital, Educational, Informational, Alternative, Geographical (GIS), Cybernetics etc.

VIABLE ?

SOCIAL

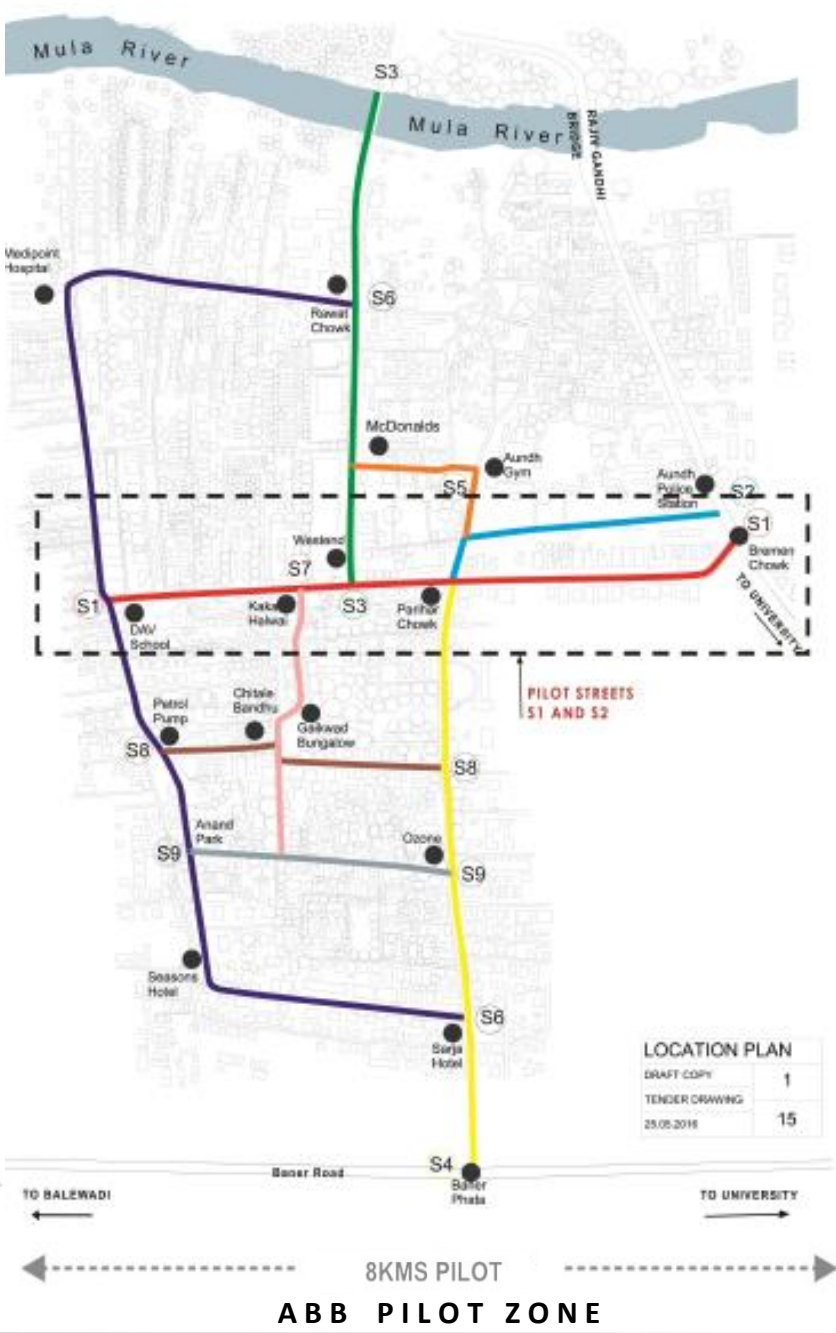
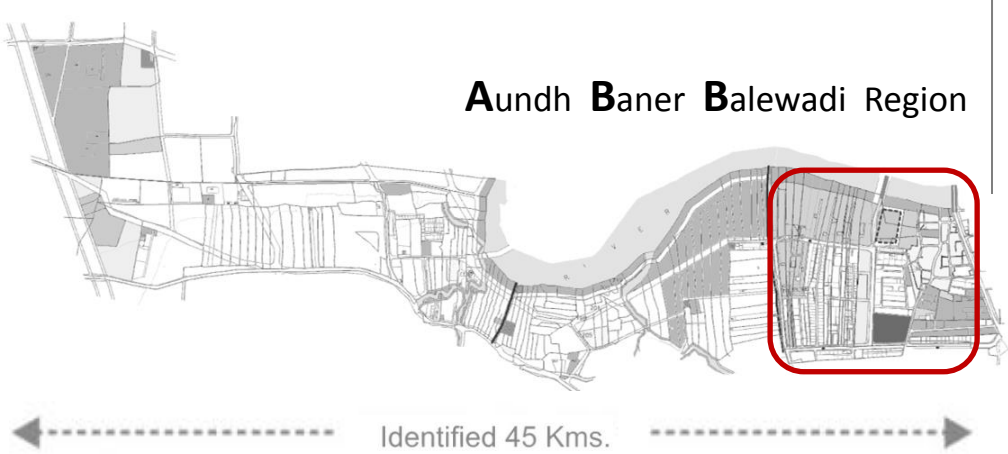
ECONOMIC

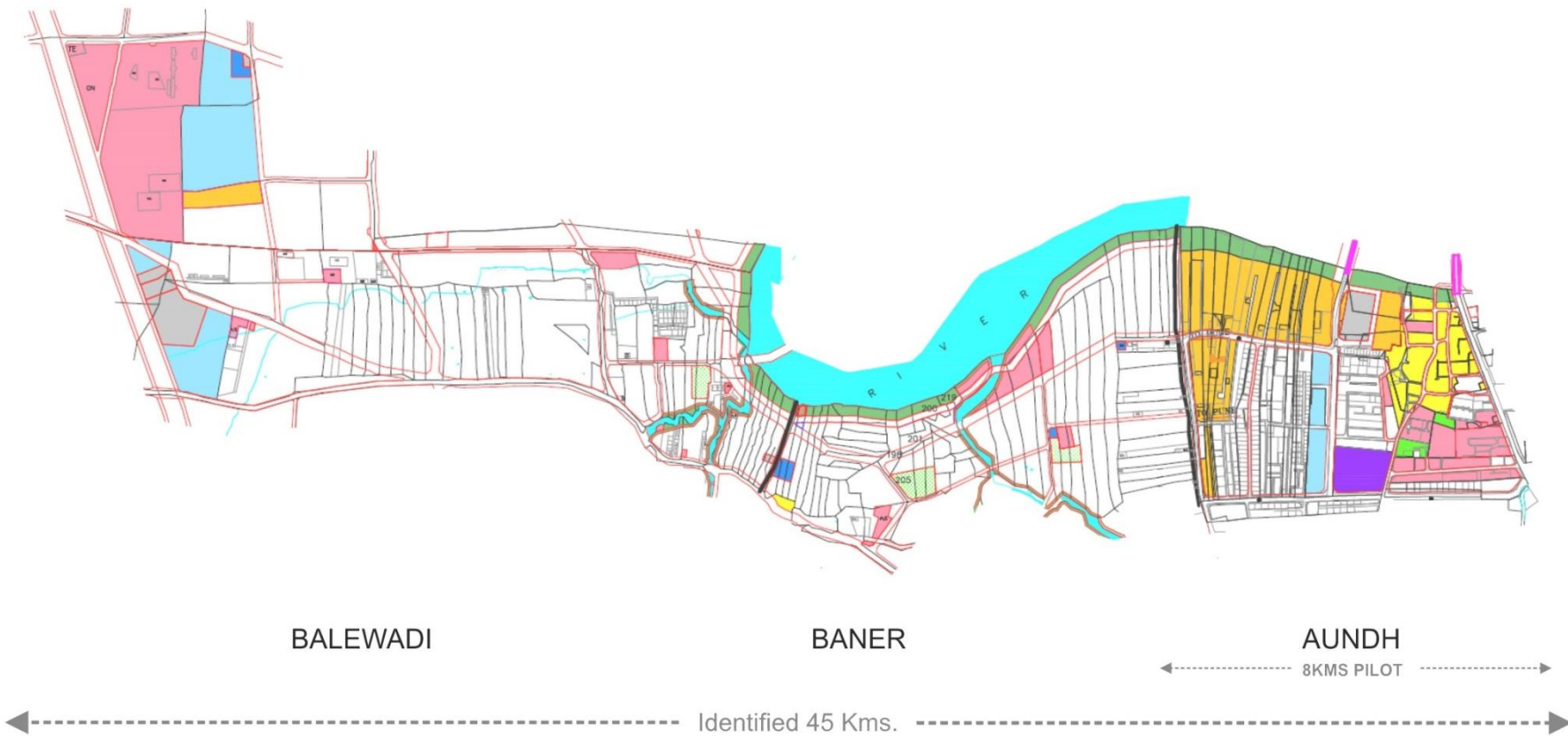
ENVIRONMENTAL

EQUITABLE ?

BEARABLE ?

If YES, then this manageable city is SMART CITY!





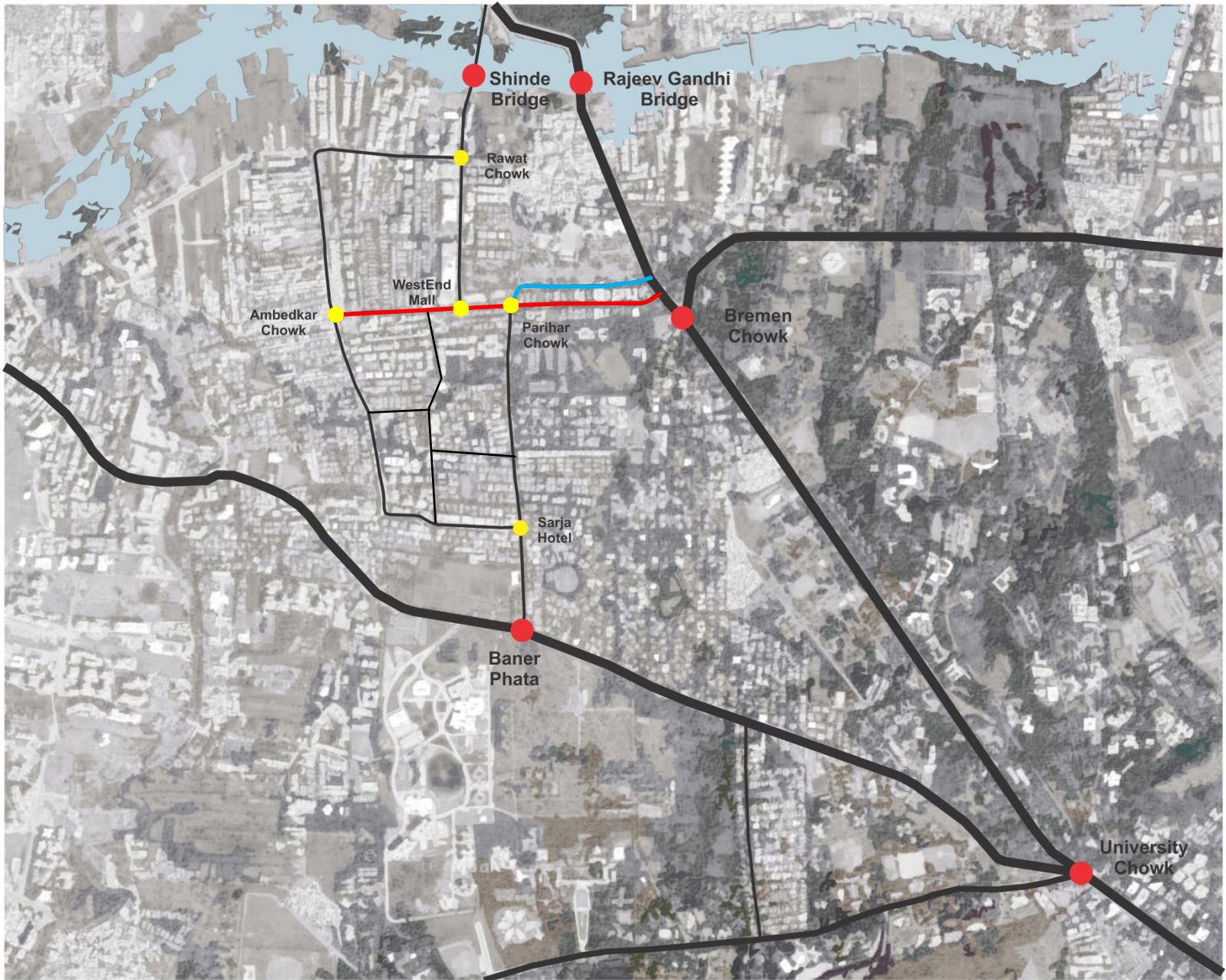
BALEWADI

BANER

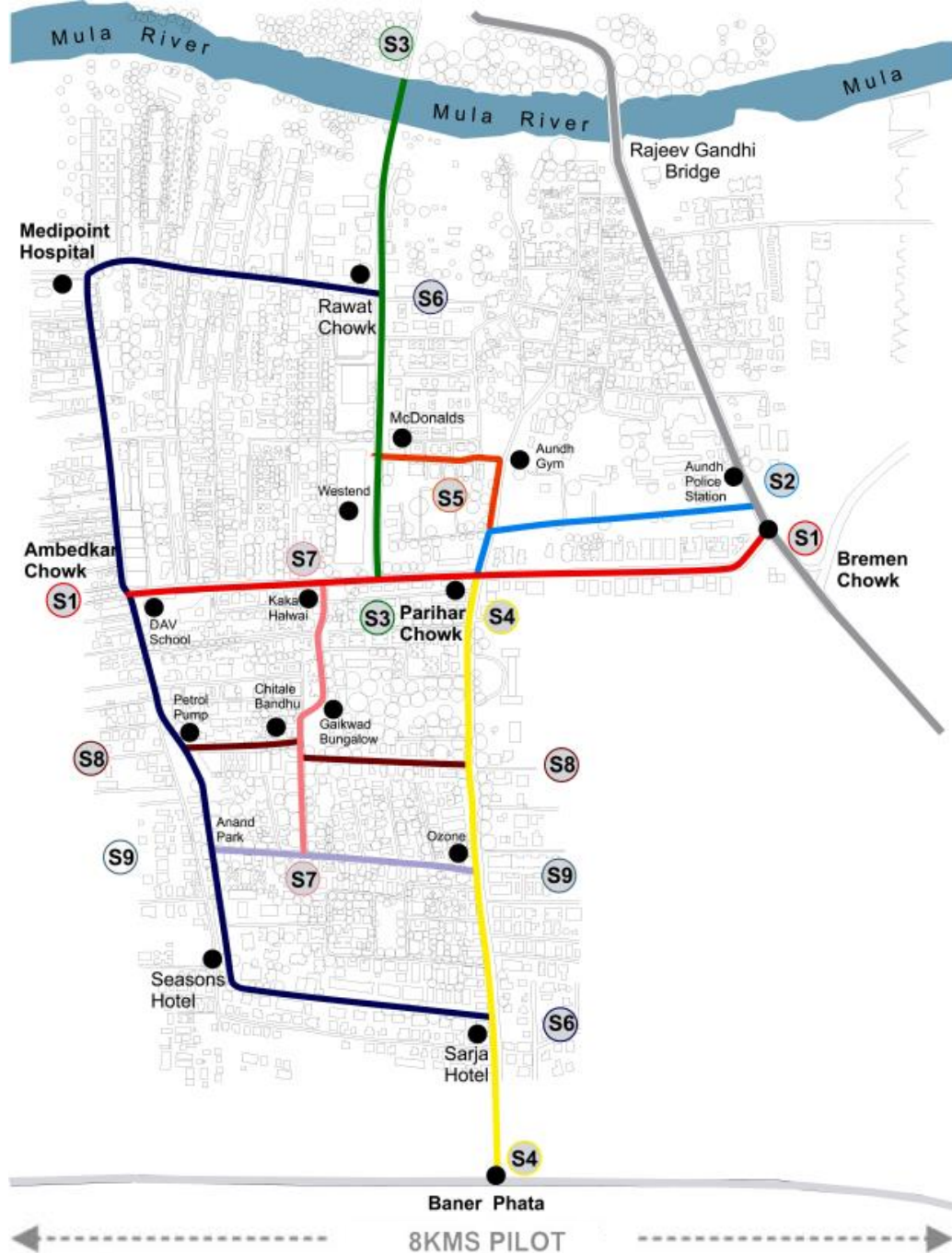
AUNDH

8KMS PILOT

Identified 45 Kms.



LOCATION MAP



Phase 1 of this project will cover 8 kms of network in Aundh area with Demonstration of 1.5 kms Pilot.

S1 A : Bremen Chowk to Parihar Chowk

S1 B : Parihar Chowk to Ambedkar Chowk

S2 : Police Line Road

S3 : Westend Mall to Mahadji Shinde Bridge

S4 : Parihar Chowk to Baner Phata

S5 : McDonalds to Parihar Chowk

S6 : Sarja Hotel to seasons Hotel to Medi Point to Mahadji Shinde Road

S7 : Kaka Halwai to Anand Park

S8 : Petrol Pump to ITI Road

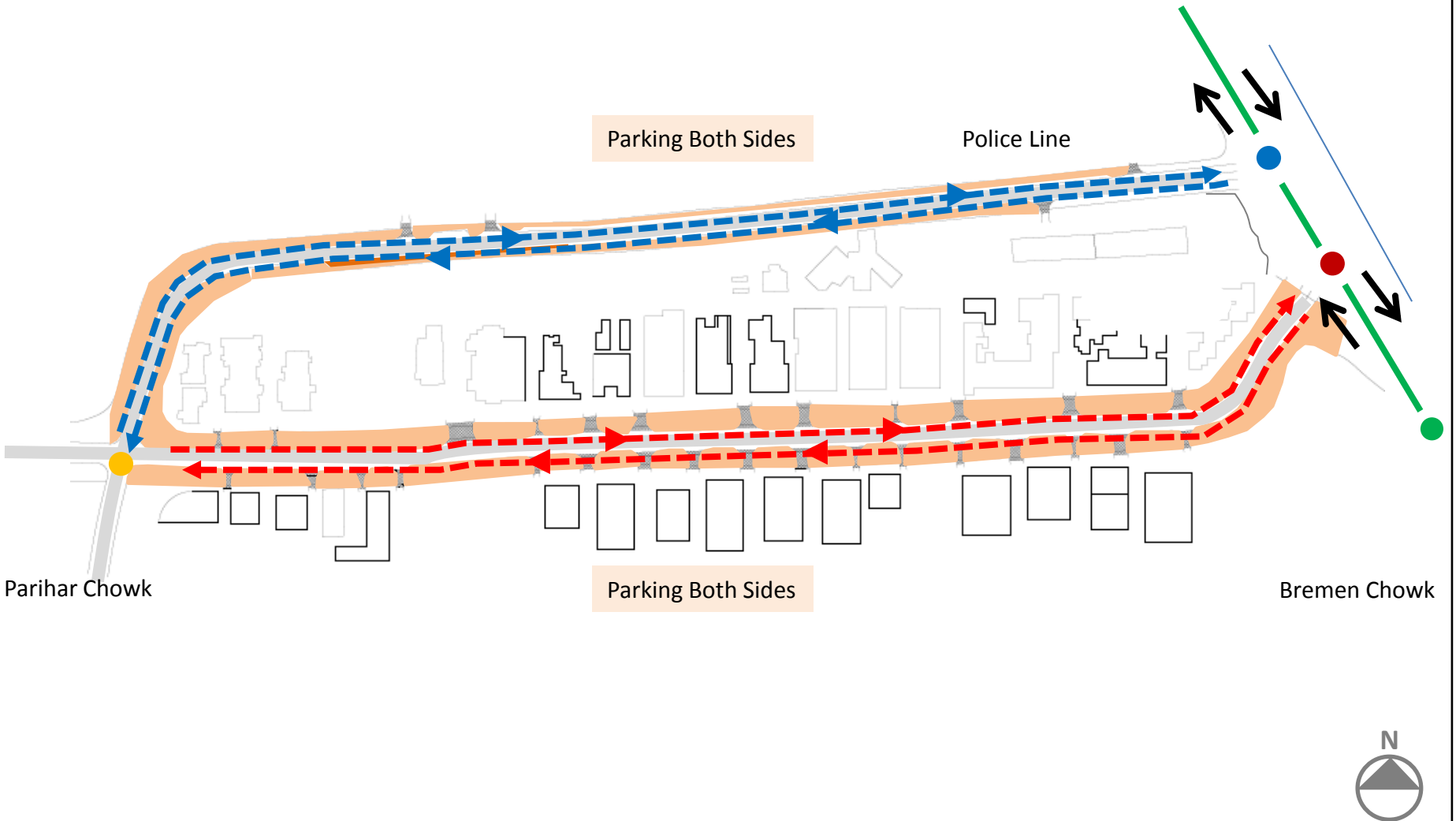
S9 : Anand Park to Ozon

Design Proposals

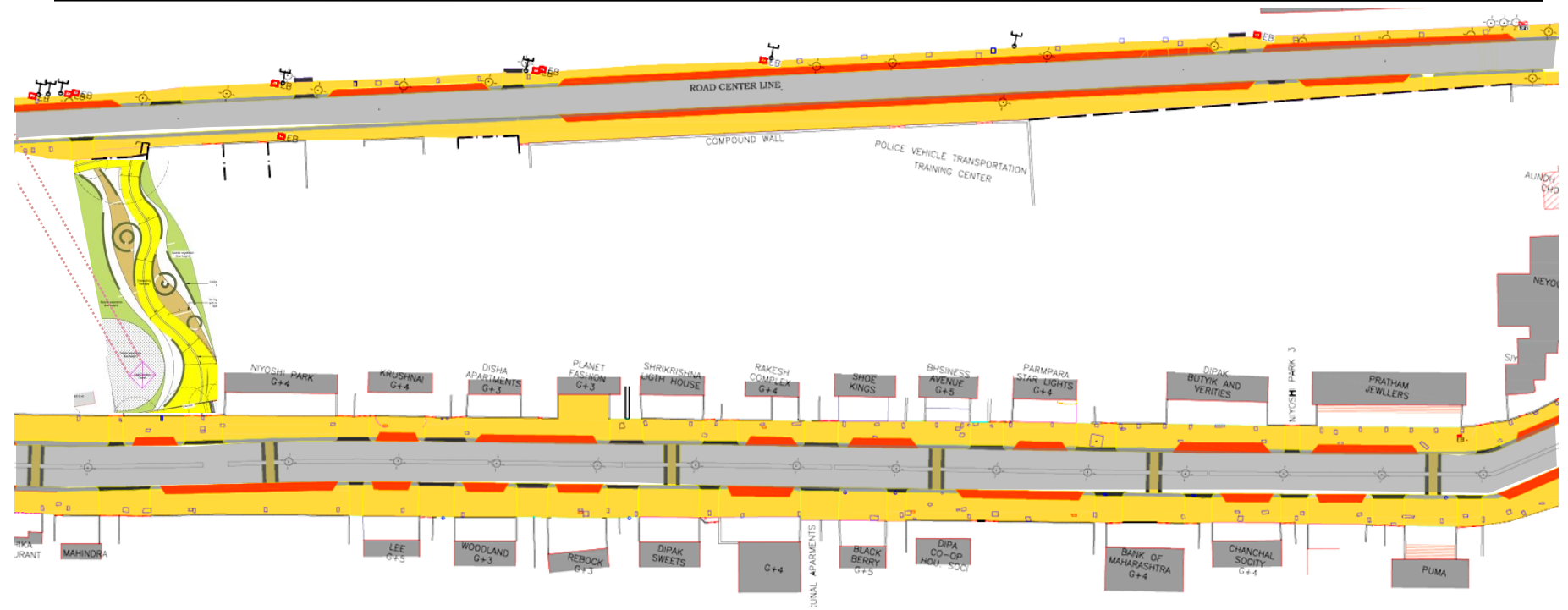
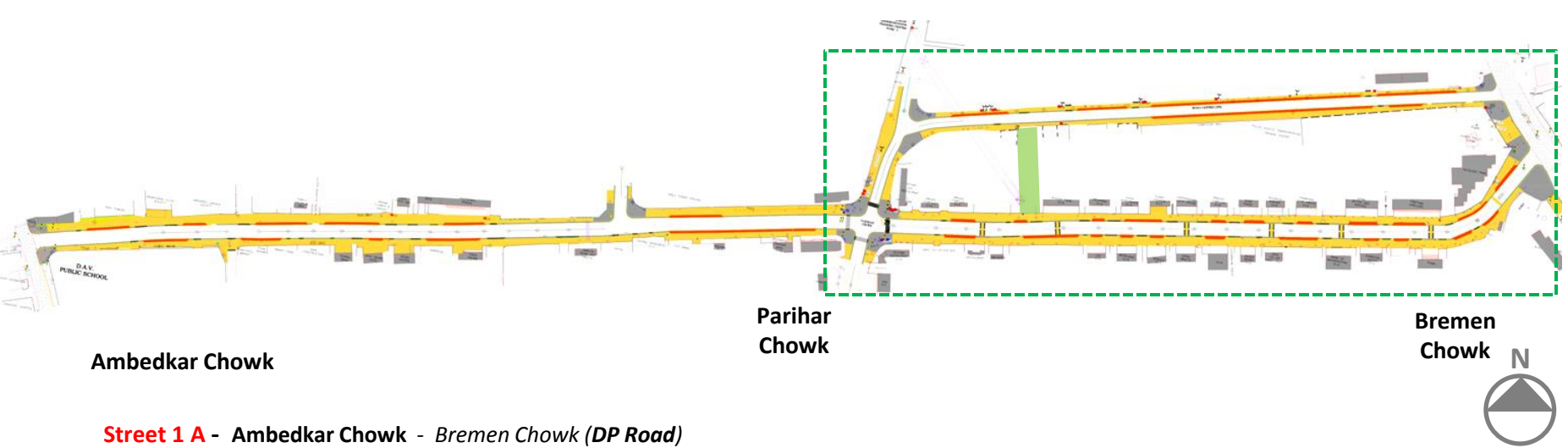
3 Alternatives

Alternative 1

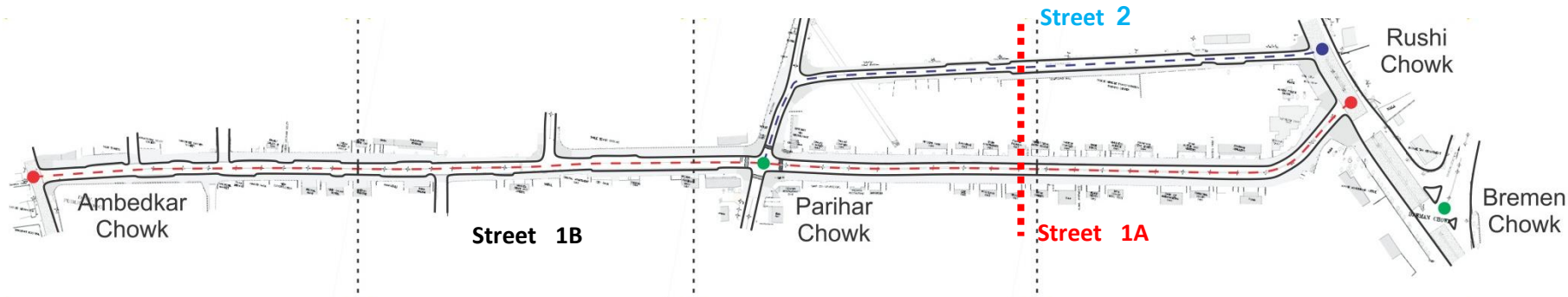
Traffic Movement Pattern



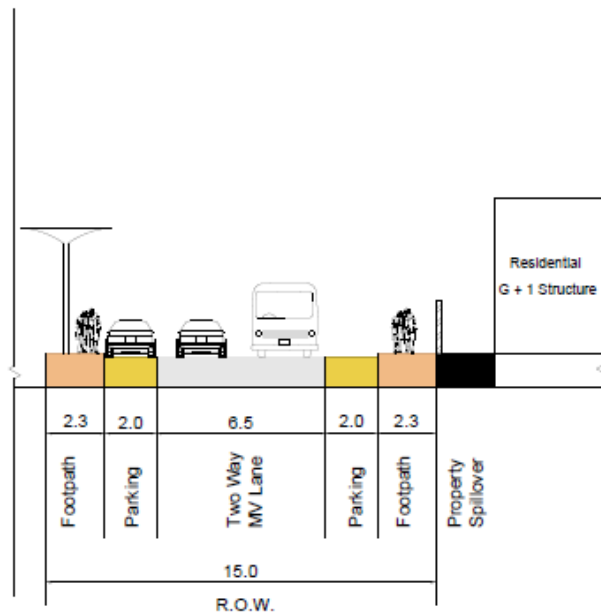
Alternative 1 (Two Way & Both Side Parking) Plaza Width North = 4.3 to 5.5M South = 4.5 to 6.4 M



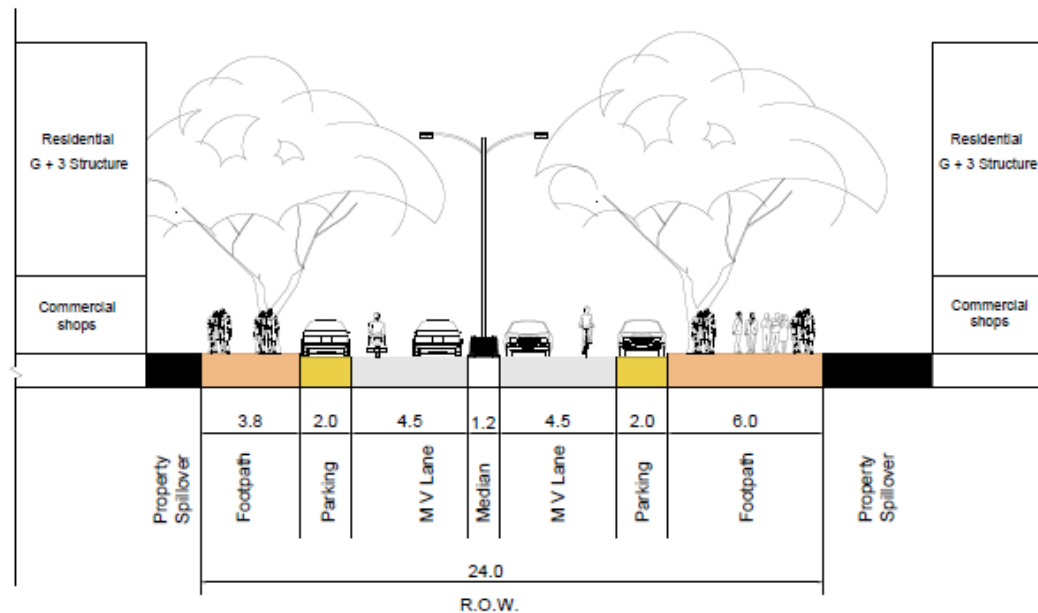
Alternative 1 (Two Way & Both Side Parking) Plaza Width North = 4.3 to 5.5M South = 4.5 to 6.4 M



Street 2 - Parihar Chowk- Bremen Chowk



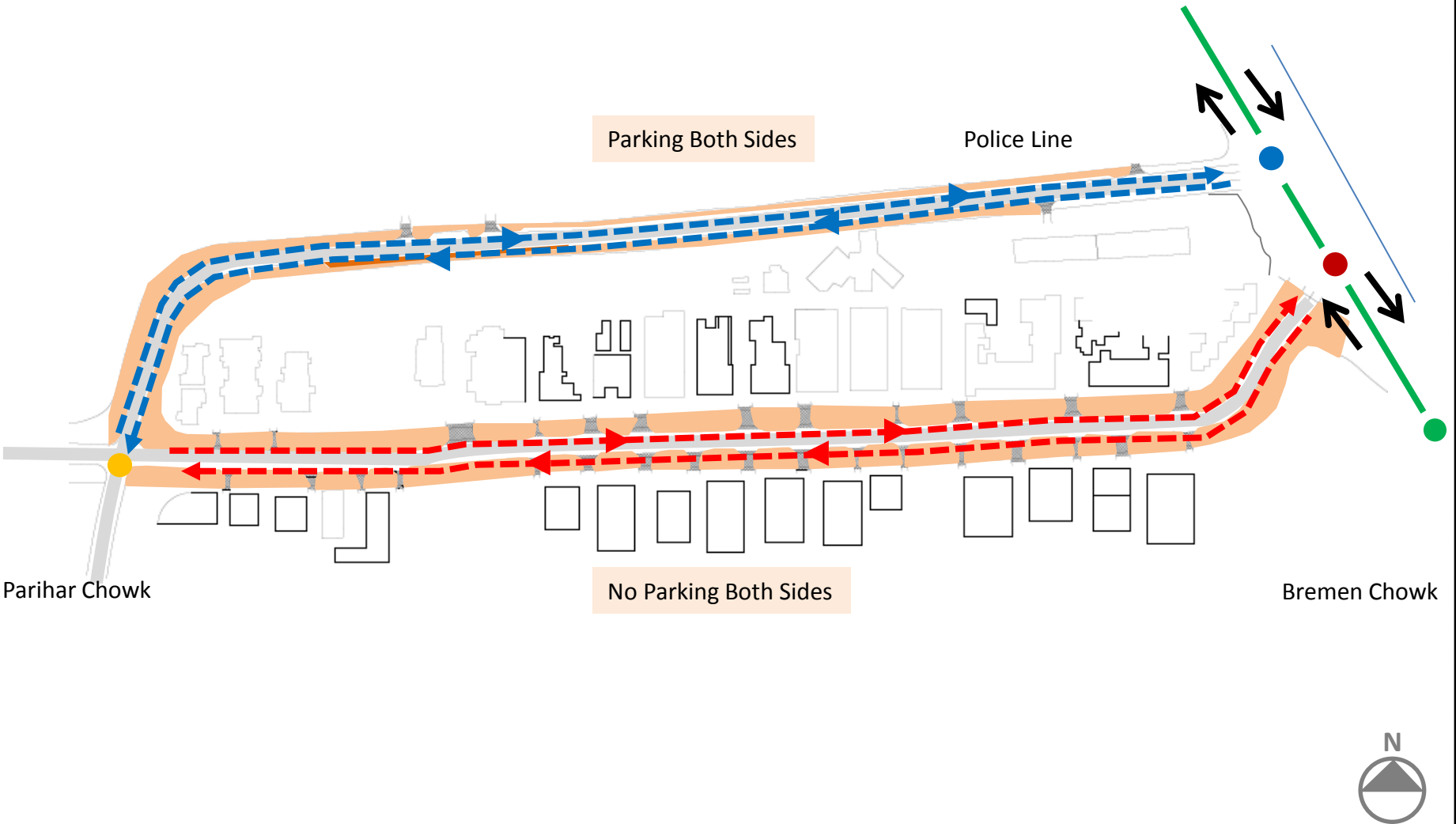
Street 1 A - Ambedkar Chowk - Bremen Chowk (DP Road)



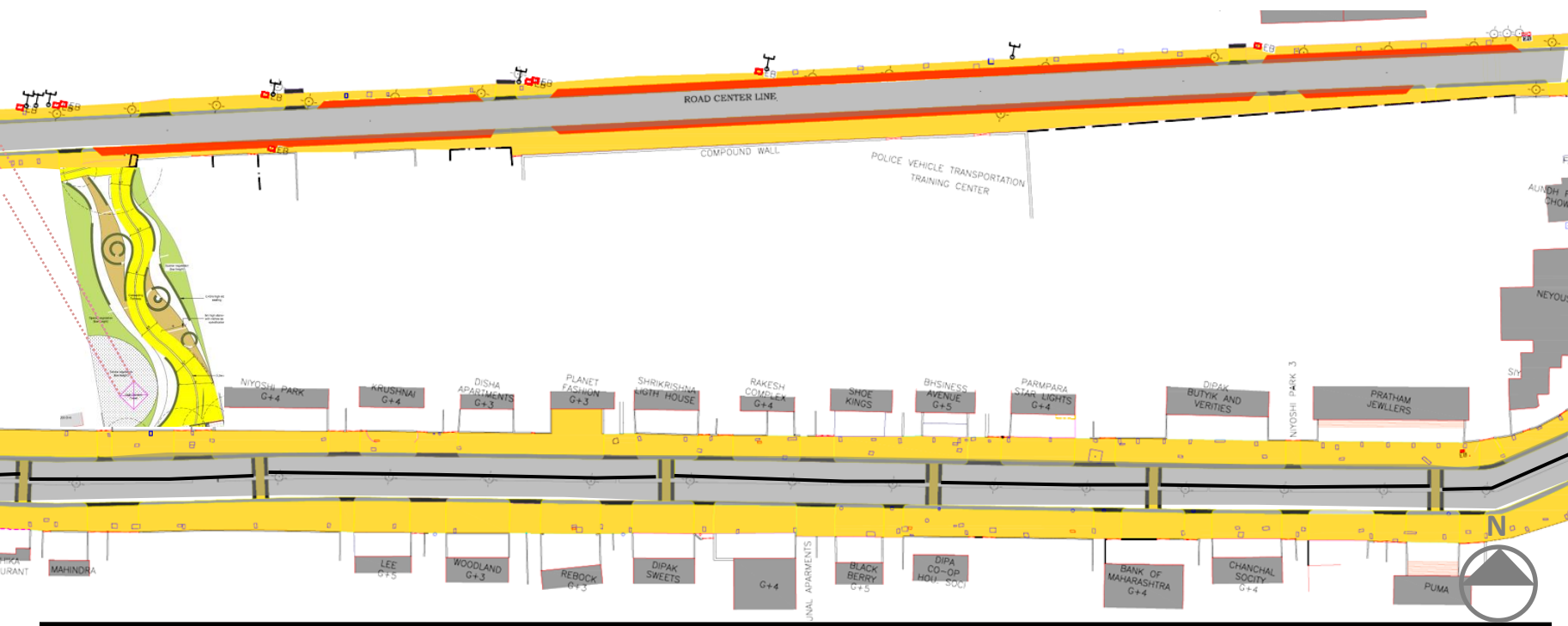
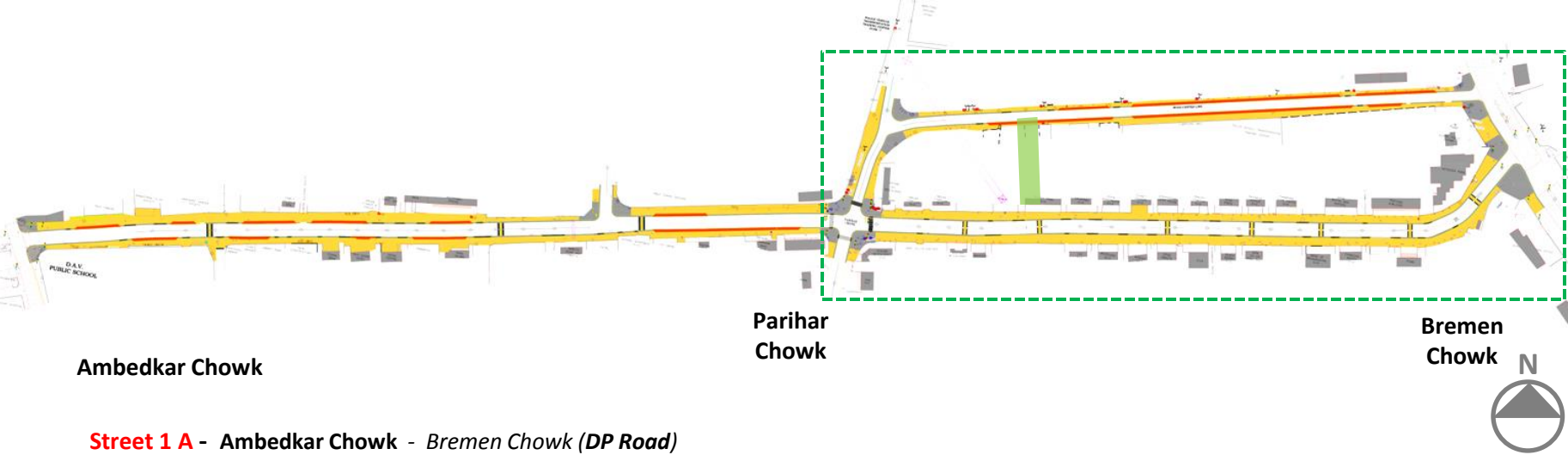
Alternative 1 (Two Way & Both Side Parking) Plaza Width North = 4.3 to 5.5M South = 4.5 to 6.4 M

Alternative 2

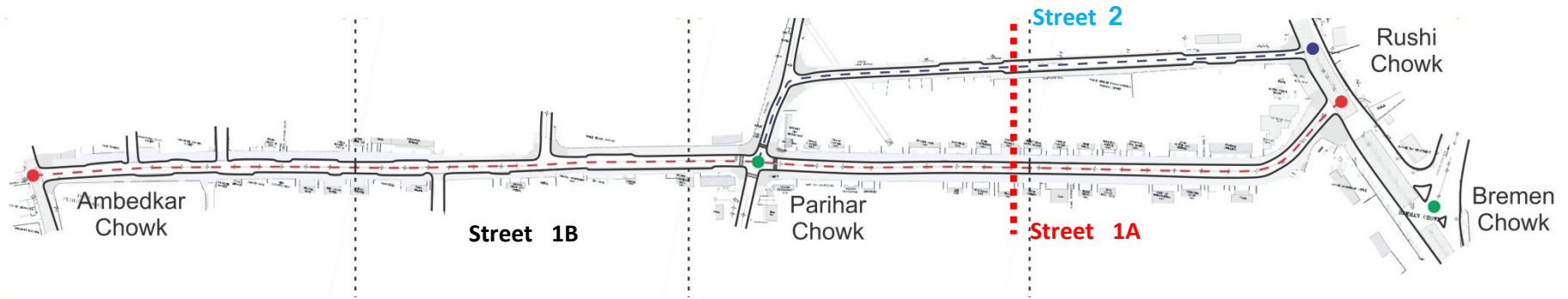
Traffic Movement Pattern



Alternative 2 (Two Way No Parking) Plaza Width North =5.2 to 6.3 M South = 6.5 to 8.4 M

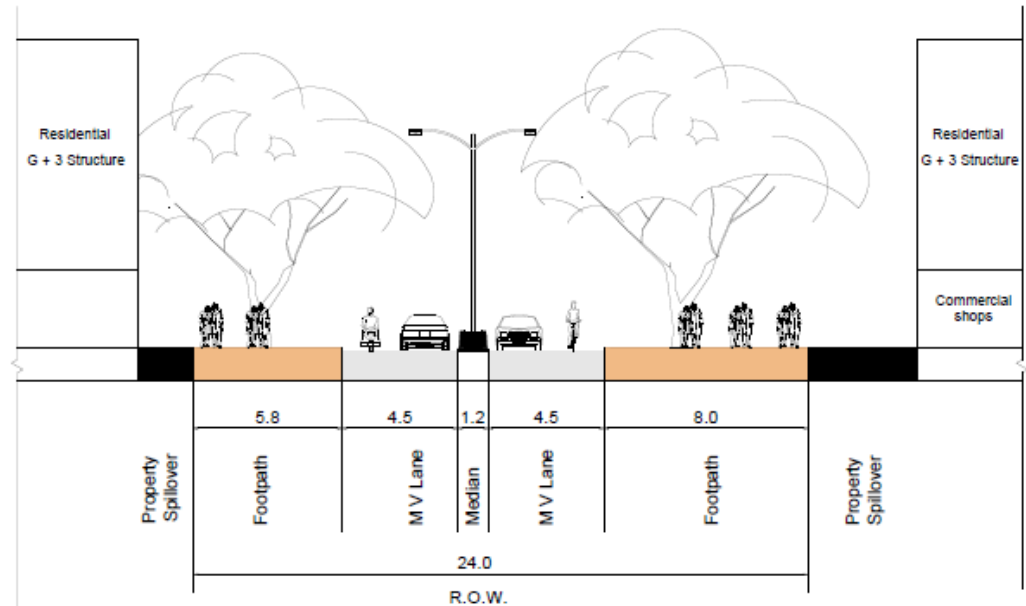
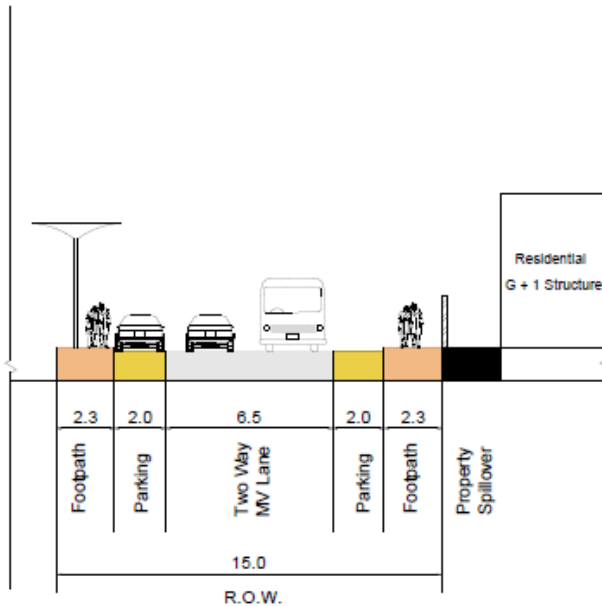


Alternative 2 (Two Way No Parking) Plaza Width North =5.2 to 6.3 M South = 6.5 to 8.4 M



Street 2 - Parihar Chowk- Bremen Chowk

Street 1 A - Ambedkar Chowk - Bremen Chowk (DP Road)

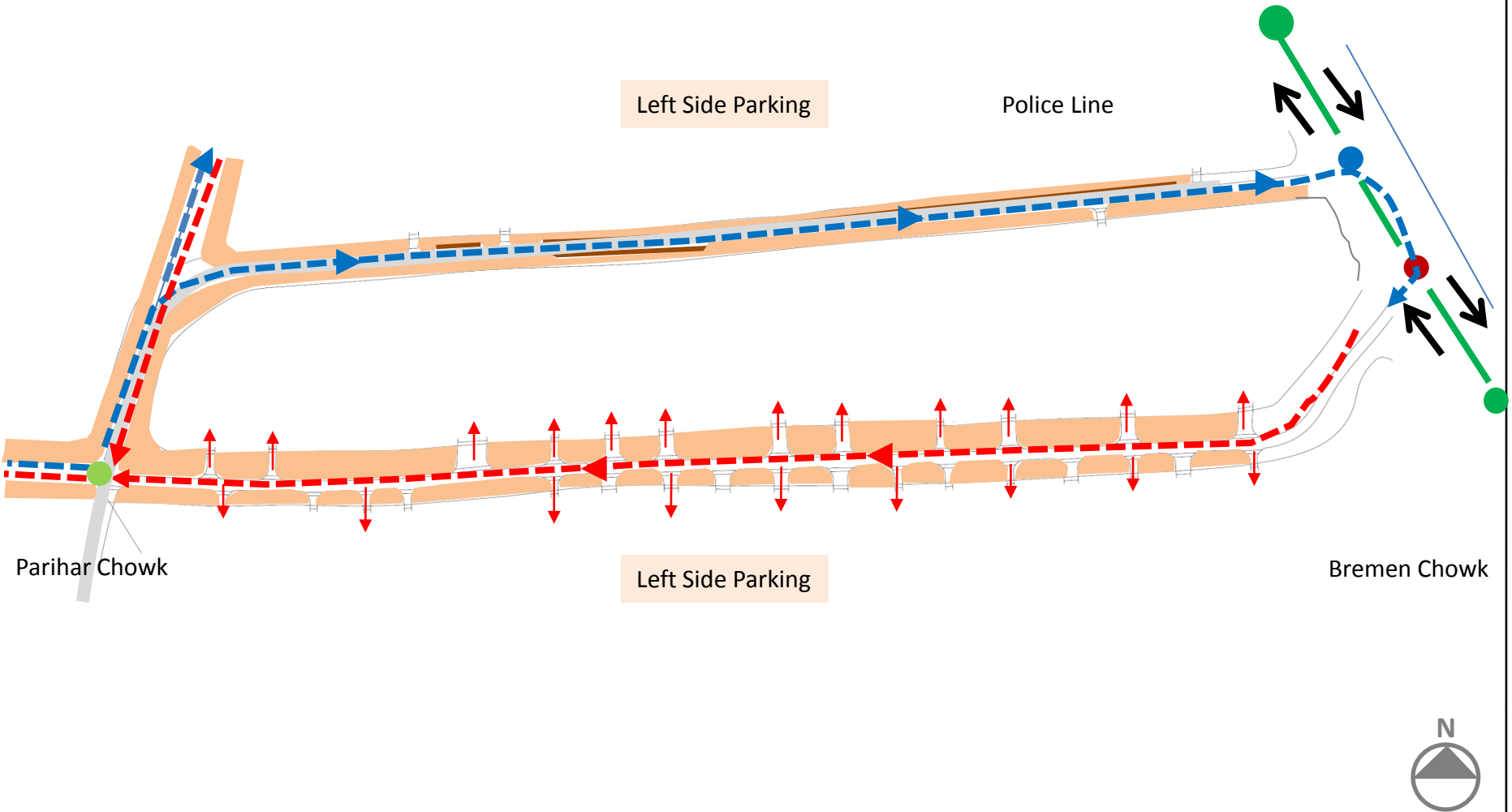


Alternative 2 (Two Way No Parking) Plaza Width North =5.2 to 6.3 M South = 6.5 to 8.4 M

Alternative 3

Traffic Movement Pattern

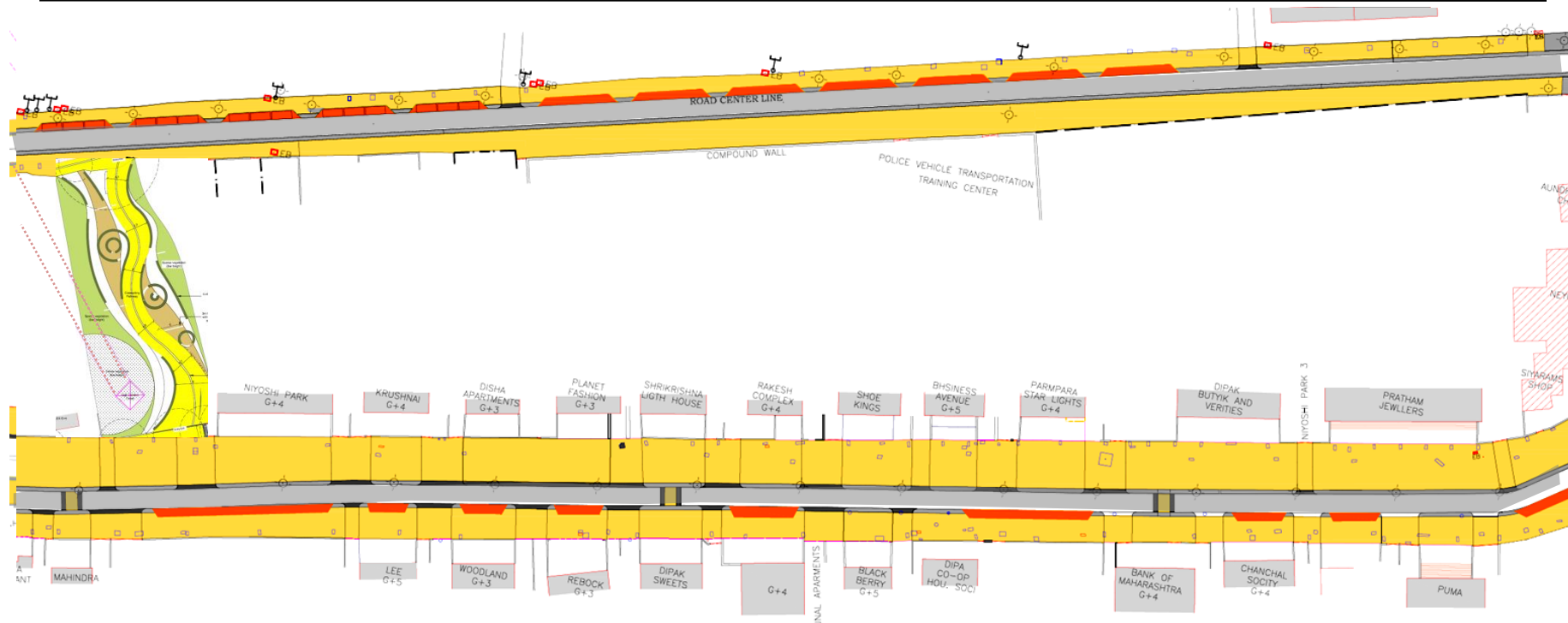
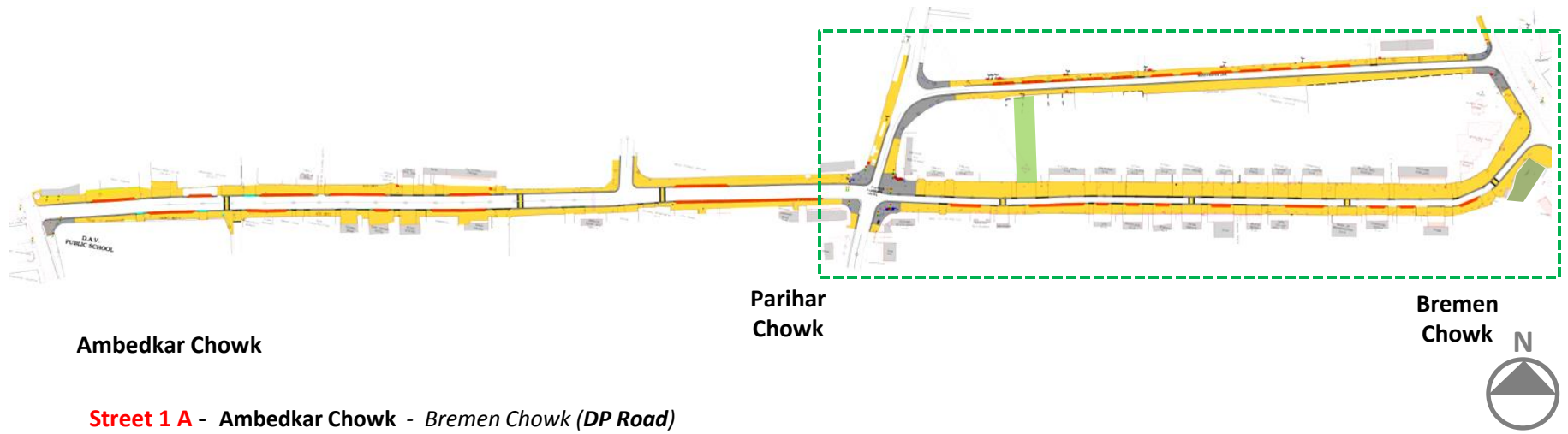
IBI GROUP



Alternative 3 (One Way & No Parking)

Plaza Width North = 11 to 14 M South = 4.5 to 8.4 M

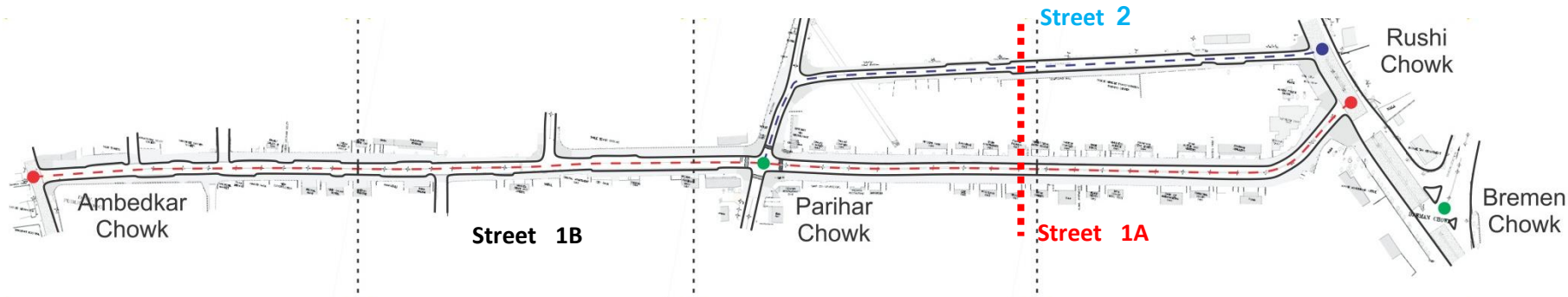
PRASANNA DESAI ARCHITECTS



Alternative 3 (One Way & No Parking)

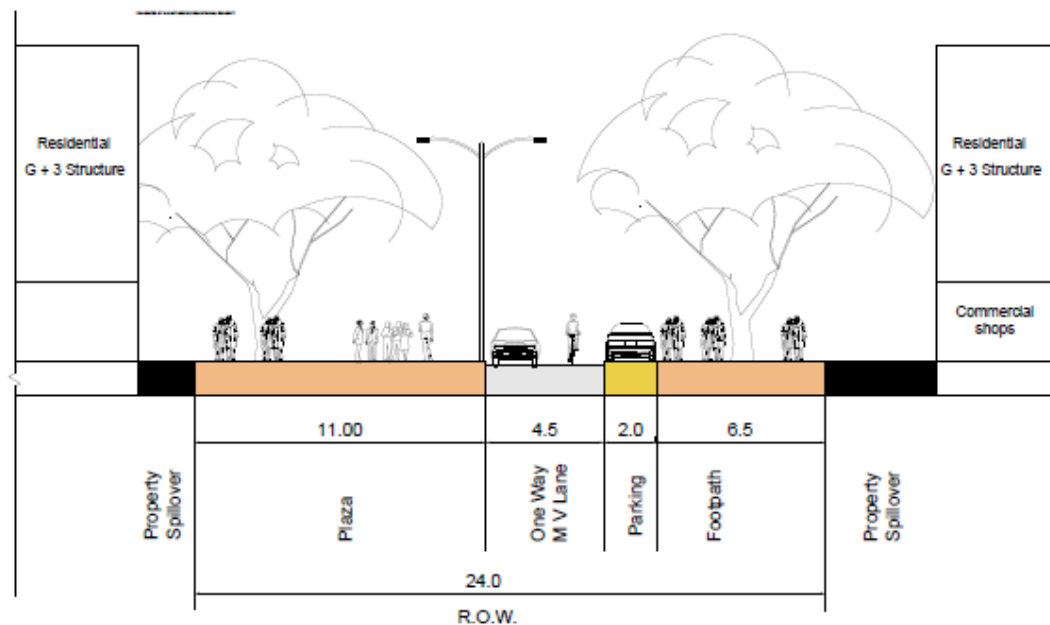
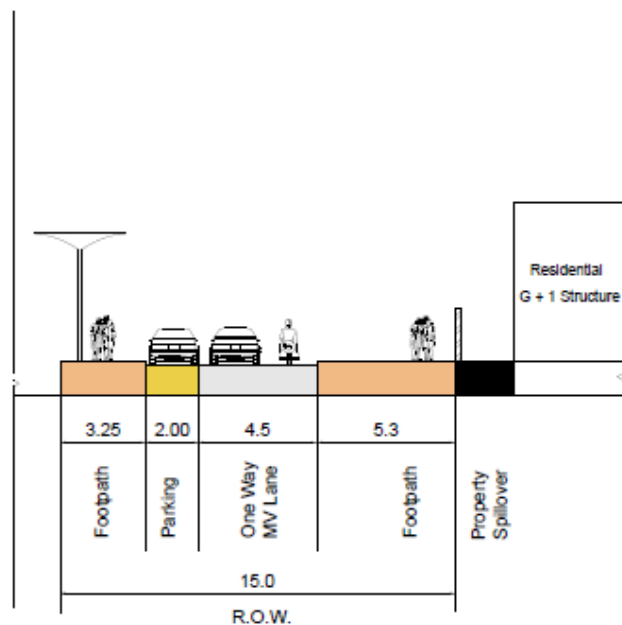
Plaza Width North = 11 to 14 M

South = 4.5 to 8.4 M



Street 2 - Parihar Chowk- Bremen Chowk

Street 1 A - Ambedkar Chowk - Bremen Chowk (DP Road)

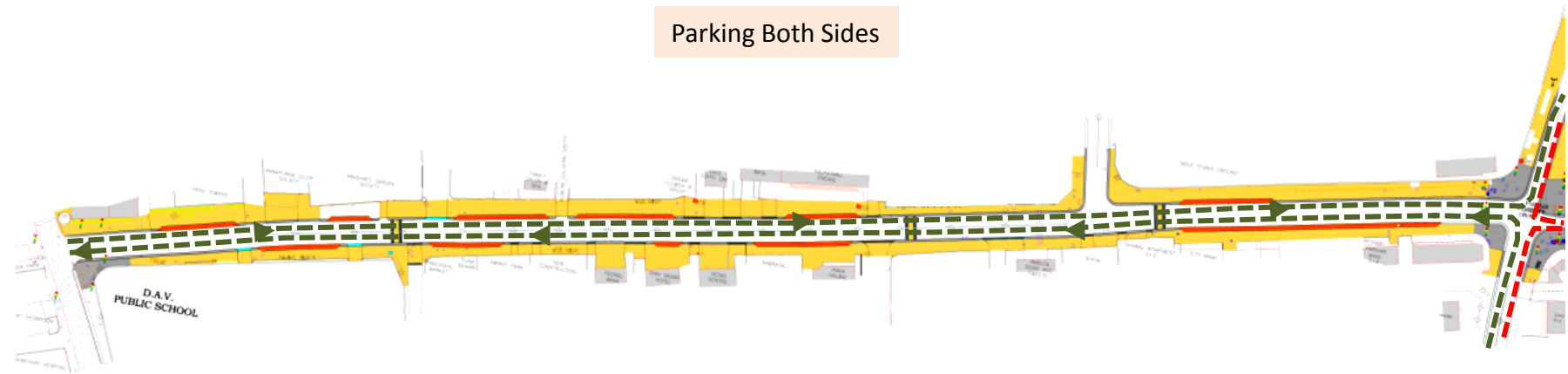
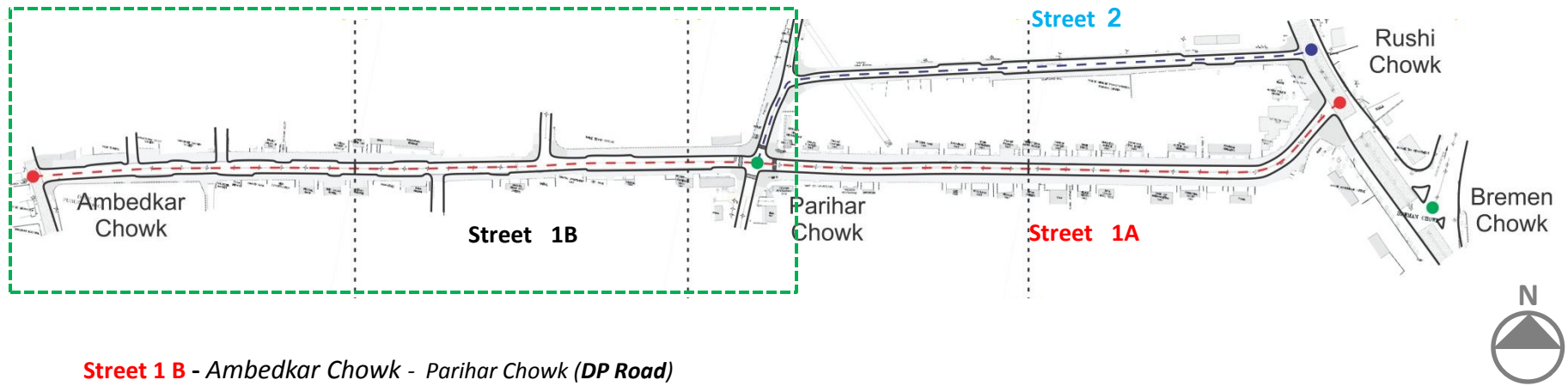


Alternative 3 (One Way & No Parking)

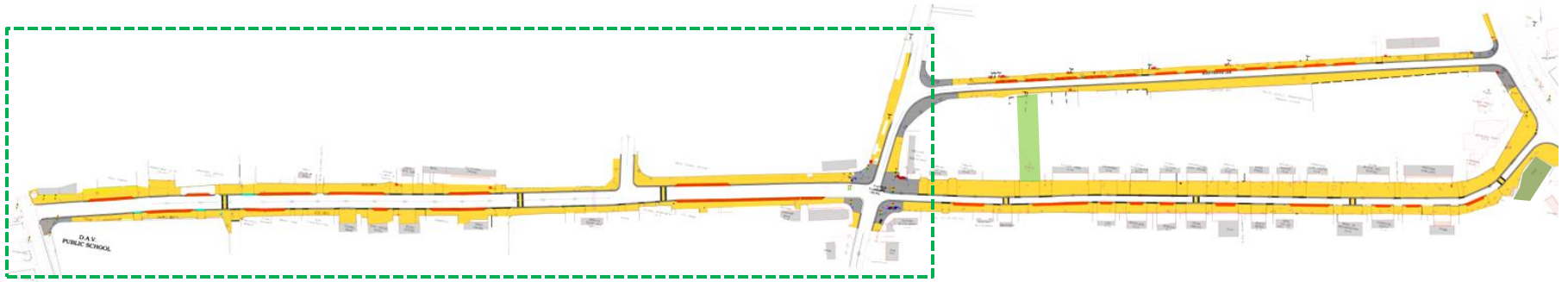
Plaza Width North = 11 to 14 M South = 4.5 to 8.4 M

Common Proposal for Part B

Traffic Movement Pattern



Common Alternative (Two Way & Both side Parking) Plaza Width North = 3 to 8.5M South =3 to 7.5 M



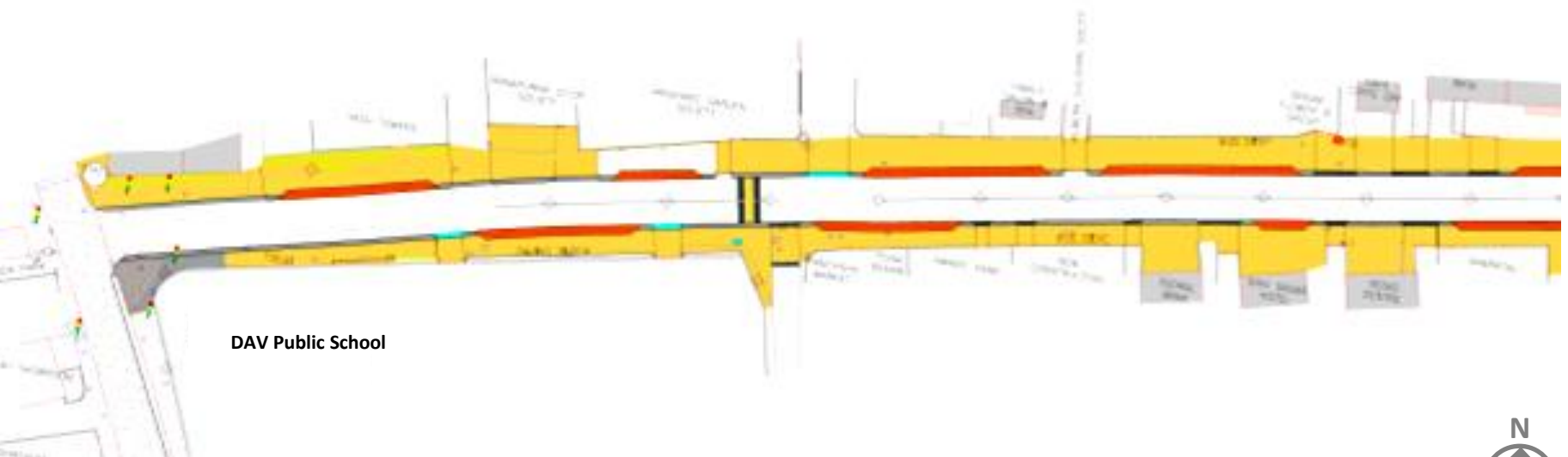
Ambedkar Chowk

Parihar Chowk

Bremen Chowk



Street 1 B - Ambedkar Chowk - Parihar Chowk (DP Road)

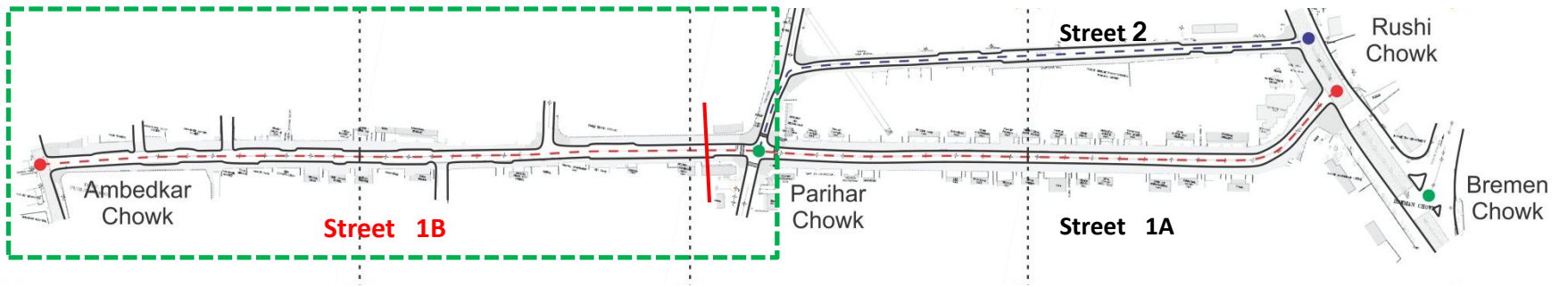


DAV Public School

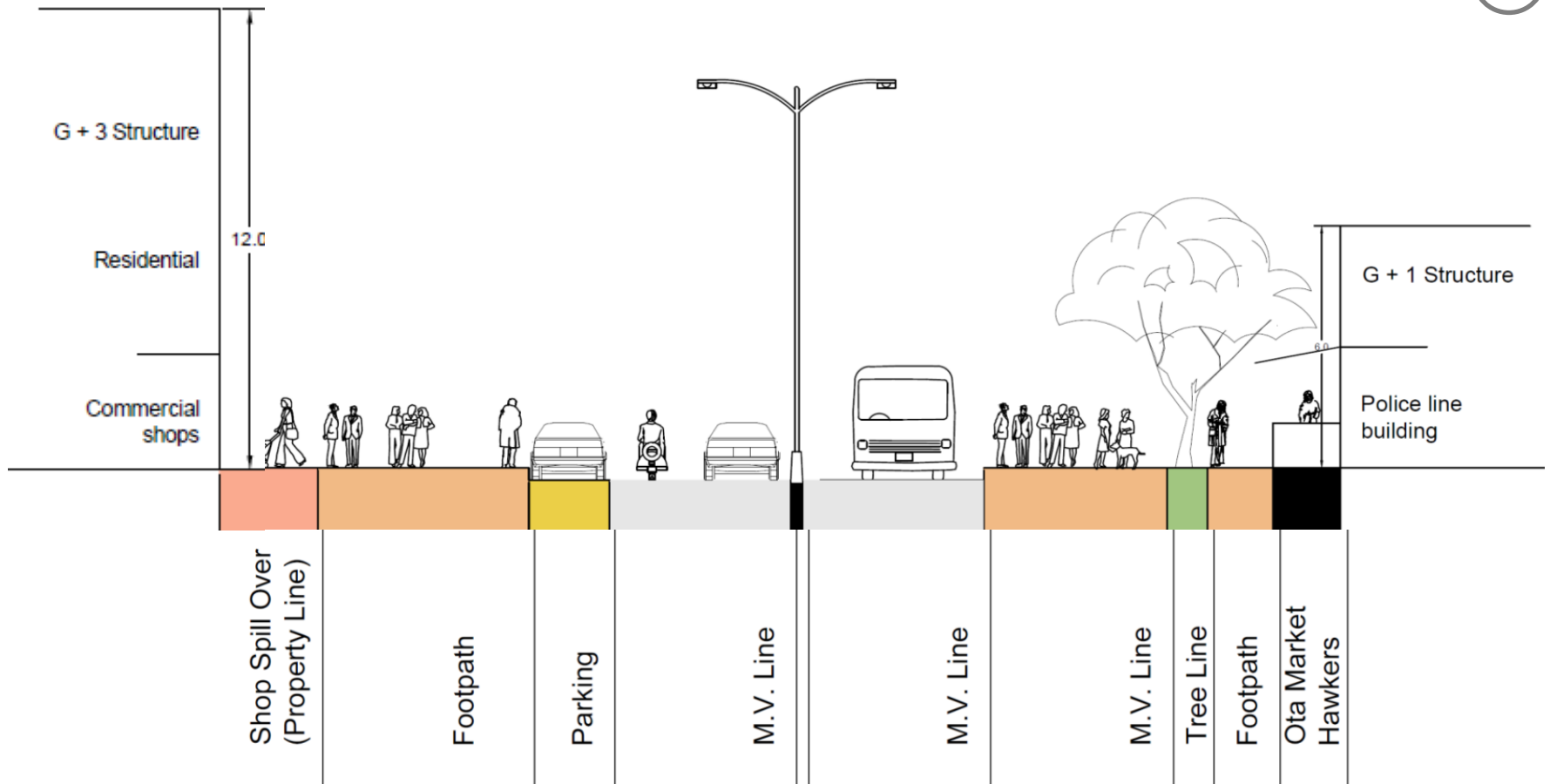


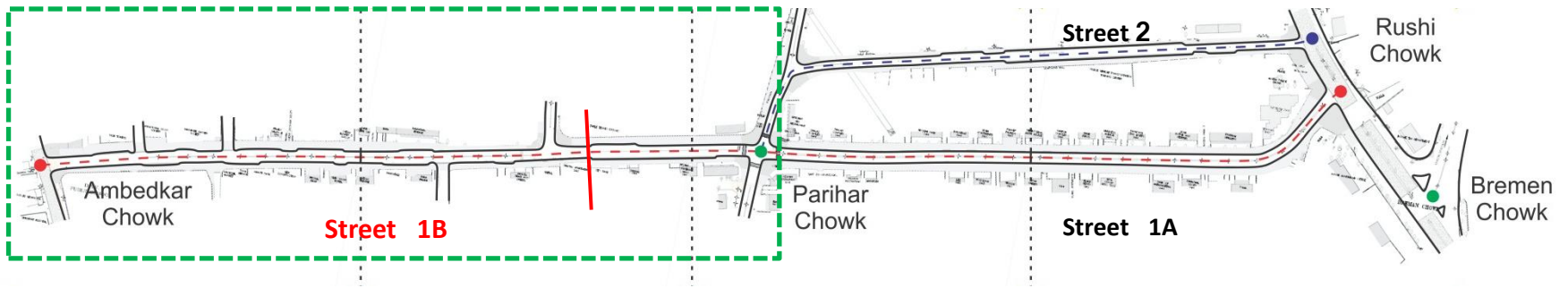
Street 1 B - Ambedkar Chowk - Parihar Chowk (DP Road)

Common Alternative (Two Way & Both side Parking) Plaza Width North = 4.5 to 8.5M South =4.5 to 8.4 M

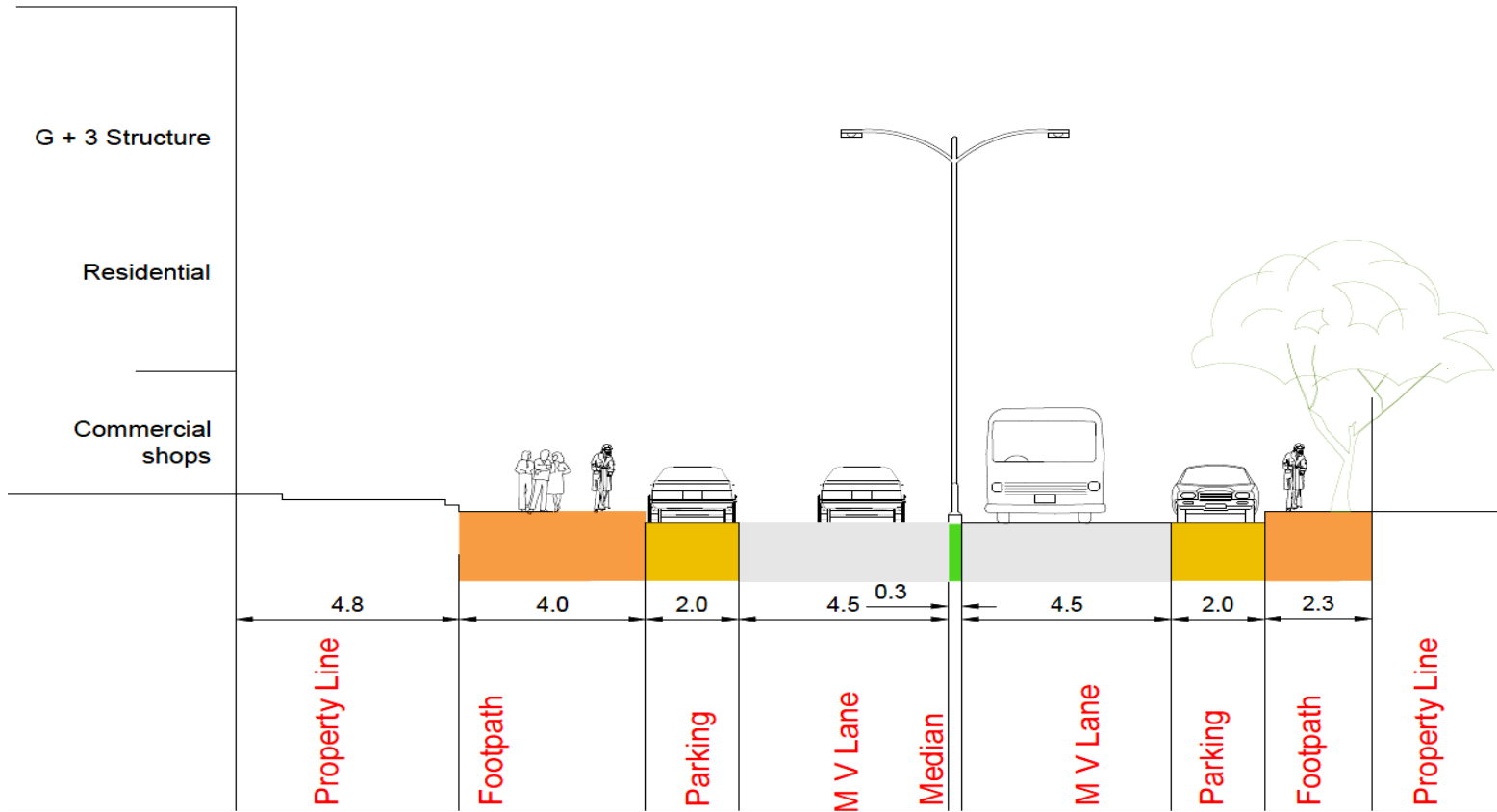


Street 1 B - Ambedkar Chowk - Parihar Chowk (DP Road)





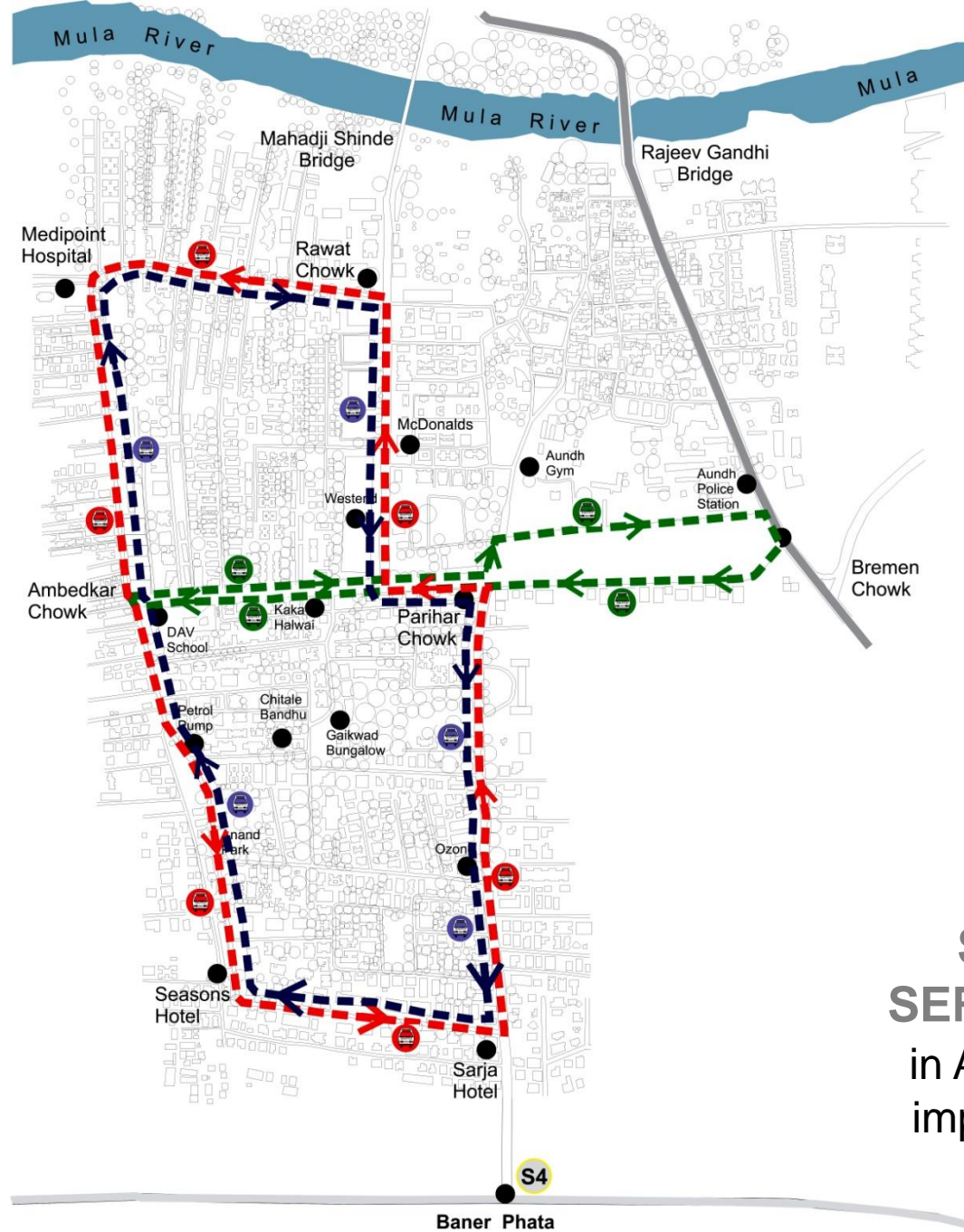
Street 1 B - Ambedkar Chowk - Parihar Chowk (DP Road)





Suggested
**SHUTTLE
SERVICE**
in Aundh Ward to
improve mobility

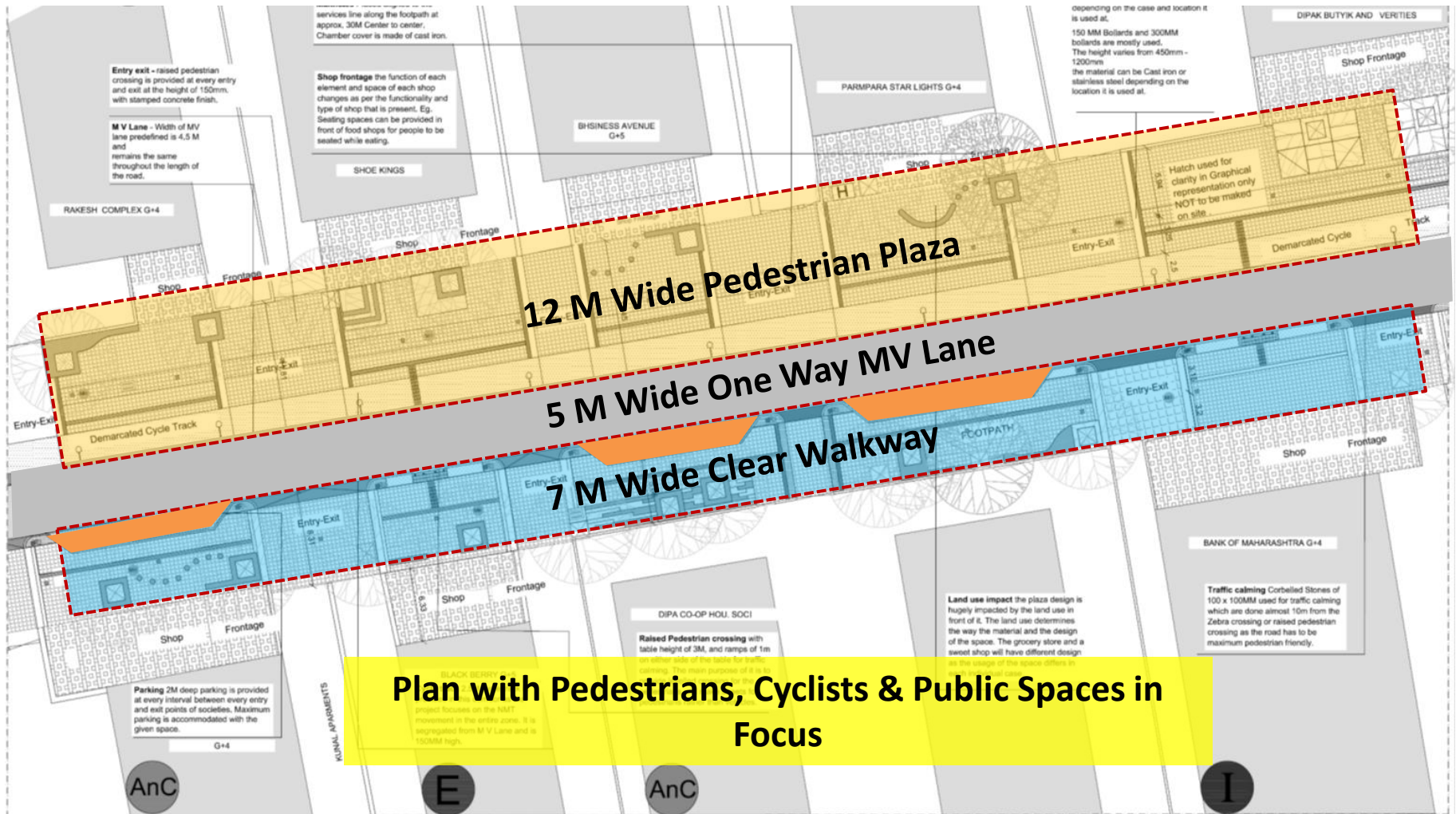
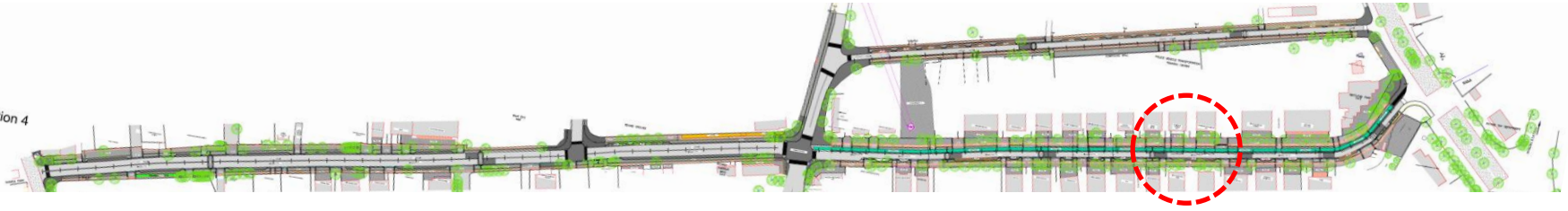




Suggested
**SHUTTLE
SERVICE LOOP**
in Aundh Ward to
improve mobility

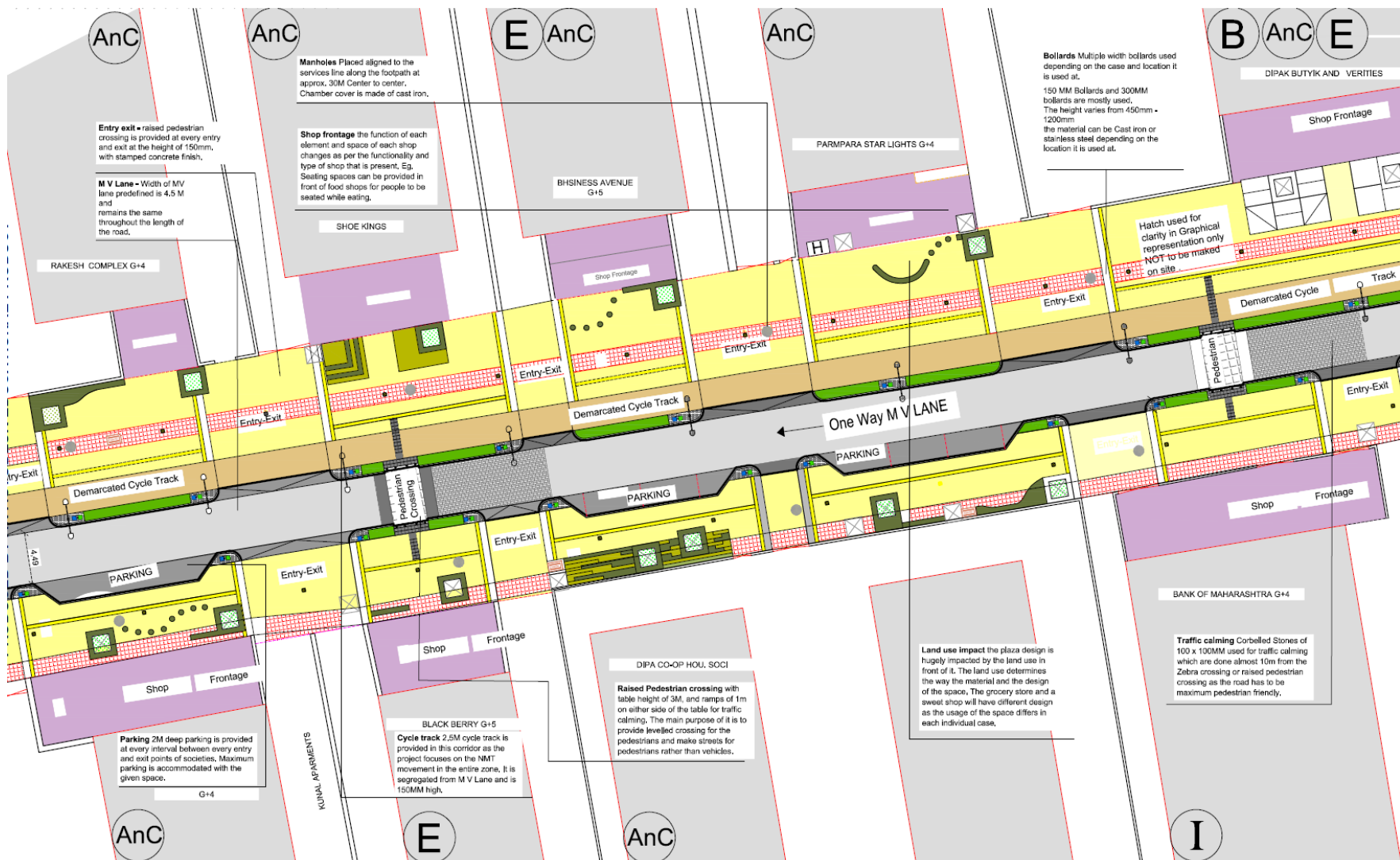
Detail Drawings

Junction 4





Junction 4



S1 A - Bremen Chowk to Parihar Chowk

Cycle track 2.5M cycle track is provided in this corridor as the project focuses on the NMT movement in the entire zone. It is segregated from M V Lane and is 150MM high.

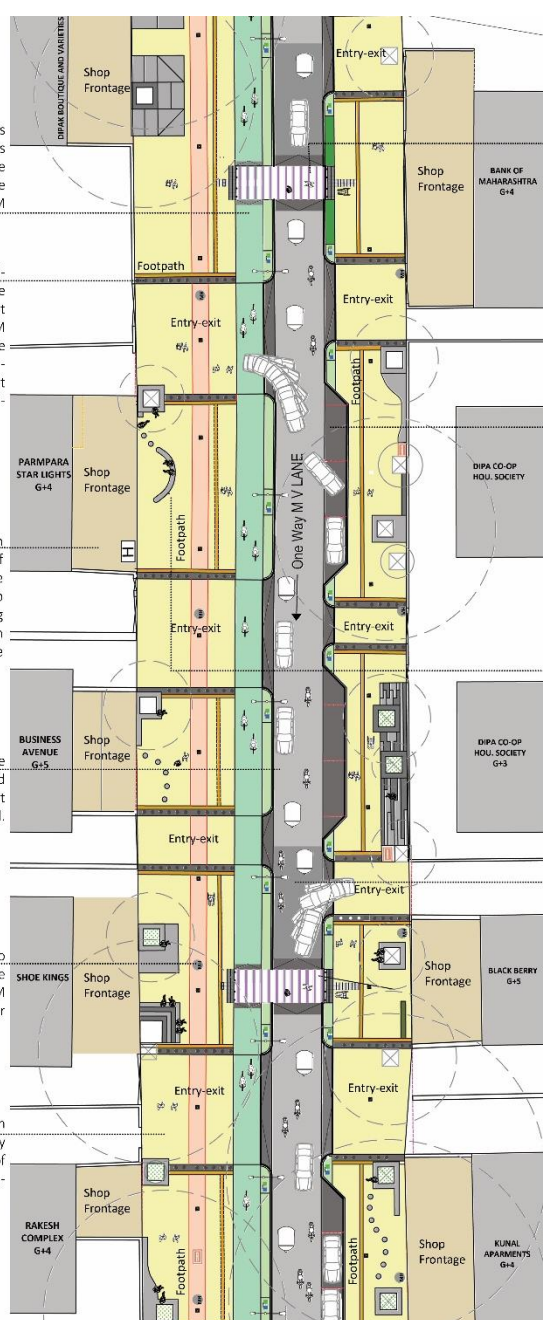
Bollards Multiple width bollards used depending on the case and location it is used at 150 MM Bollards and 300MM bollards are mostly used. The height varies from 450mm - 1200mm; material can be Cast iron or stainless steel depending on its location.

Shop frontage- the function of each shop changes as per the functionality and type of shop that is present. Eg. Seating spaces can be provided in front of food shops for people to be seated while eating.

M V Lane - Width of MV lane predefined is 4.5 M and remains the same throughout the length of the road.

Manholes Placed aligned to the services line along the footpath at approx. 30M Center to center. Chamber cover is made of cast iron.

Entry exit - raised pedestrian crossing is provided at every entry and exit at the height of 150mm. with stamped concrete finish.



Raised Pedestrian crossing with table height of 3M, and ramps of 1m on either side of the table for traffic calming. The main purpose of it is to provide levelled crossing for the pedestrians and make streets for pedestrians rather than vehicles.

Parking 2M deep parking is provided at every interval between every entry and exit points of societies. Maximum parking is accommodated with the given space.

Land use impact the plaza design is hugely impacted by the land use in front of it. The land use determines the way the material and the design of the space. The grocery store and a sweet shop will have different design as the usage of the space differs in each individual case.

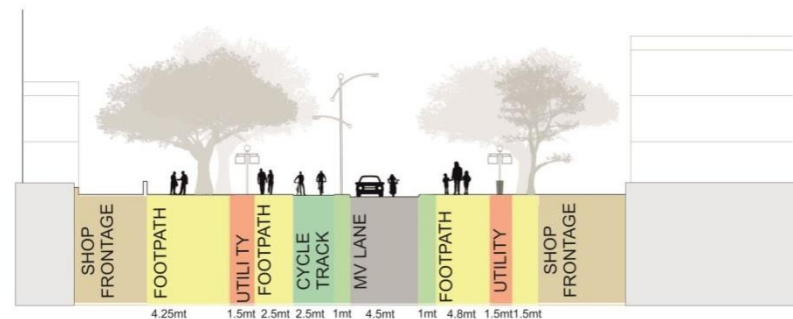
Traffic calming Corbelled Stones of 100 x 100MM used for traffic calming which are done almost 10m from the Zebra crossing or raised pedestrian crossing as the road has to be maximum pedestrian friendly.

Service band shall consist of all the services running below is finished with coloured paver blocks for the ease of maintenance.

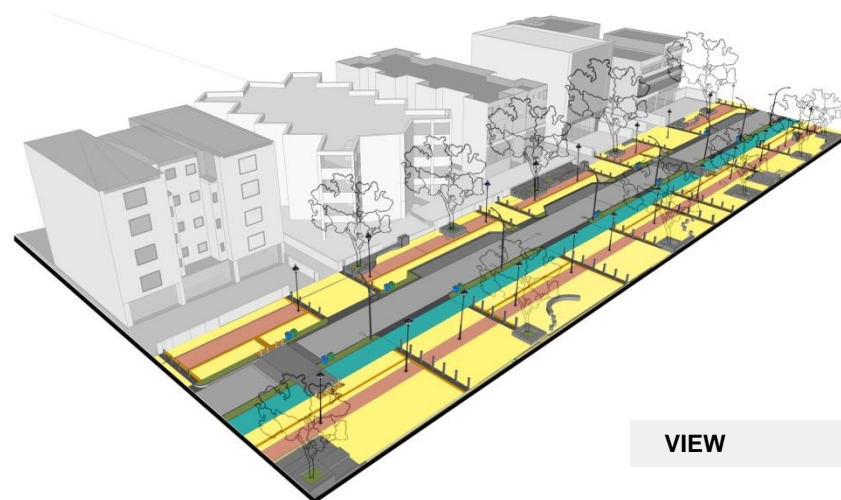
PLAN



KEY PLAN



SECTION



VIEW

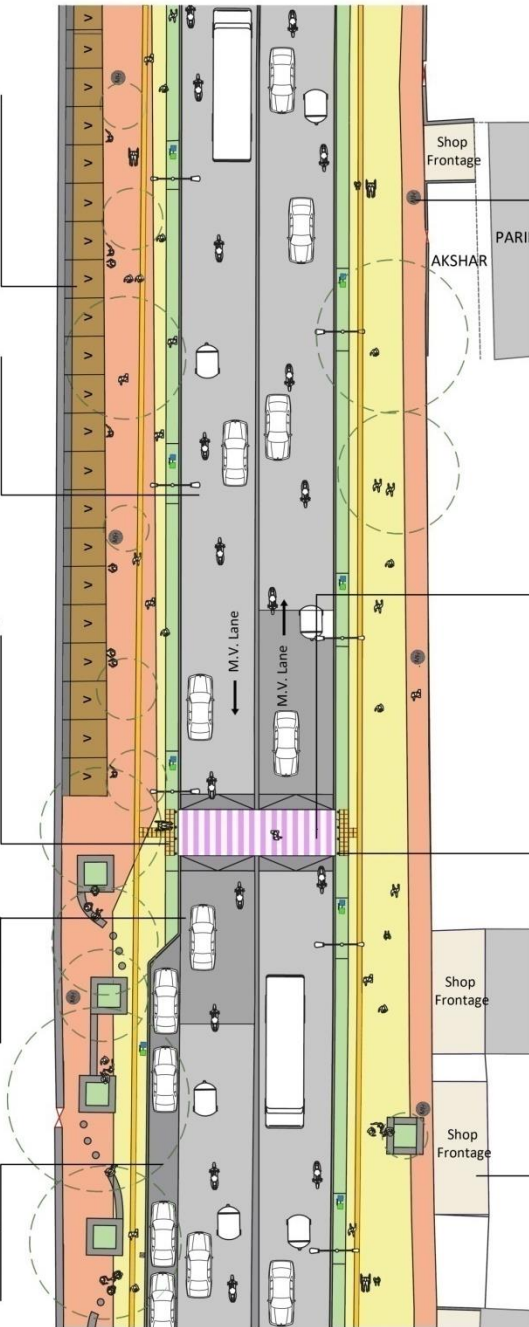
Otta market is retained with proper area being provided for loading and unloading of their materials. It has a footpath in front to cater the increased market. 4.5M wide M.V. lane is provided to streamline the traffic movement.

M V Lane - Width of MV lane predefined is 4.5 M and remains the same throughout the length of the road.

Tactile Tactiles are provided throughout the plaza for universal accessibility in the pilot area. Two types of tactile are provided -
1) Precautionary tiles which indicate caution or the end of safe zone.
2) Direction tiles which focus on the directional movement of people.

Traffic calming
Corbelled Stones of 100 x 100MM is used for traffic calming which are done almost 10m from the Zebra crossing or raised pedestrian crossing as the road

Parking 2M deep parallel parking is provided at intervals between every entry and exit points of societies. Maximum parking is accommodated with the given space.



Manholes are aligned to the services line along the footpath at approx. 30M center to center. Chamber cover is made of cast iron.

Raised Pedestrian crossing with table height of 3M, and ramps of 1m on either side of the table for traffic calming. The main purpose of it is to provide levelled crossing for the pedestrians and make streets for pedestrians rather than vehicles.

Bollards 150mm and 300mm bollards are used depending on its case and location. The height varies from 450mm - 1200mm. The material can be Cast iron or stainless steel depending on its location.

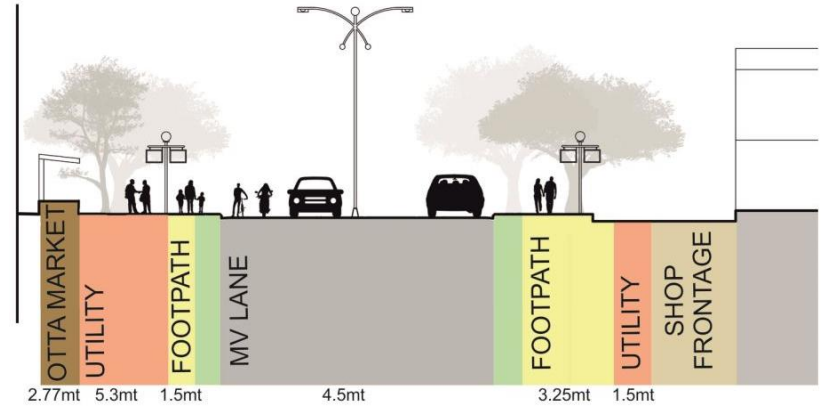
Shop frontage the function of elements and spaces of a shop changes as per its functionality and type. Eg. Seating spaces can be provided in front of food shops for people to be seated while eating.

PLAN

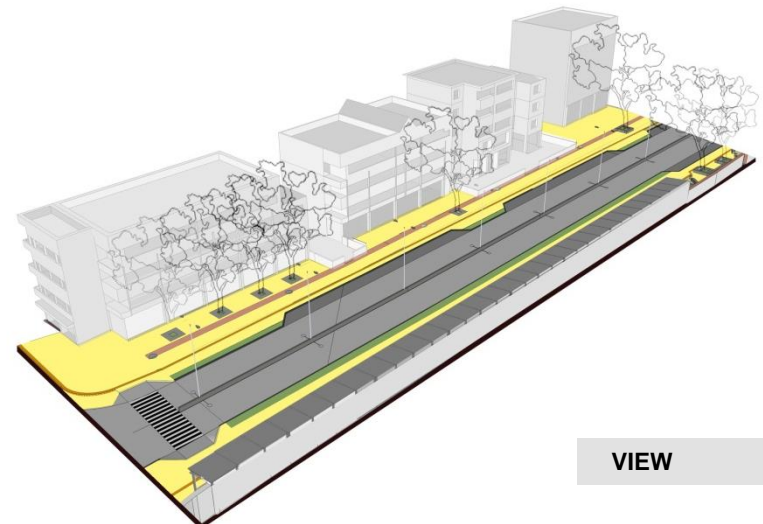
S1 B - Ambedkar Chowk to Parihar Chowk



KEY PLAN



SECTION



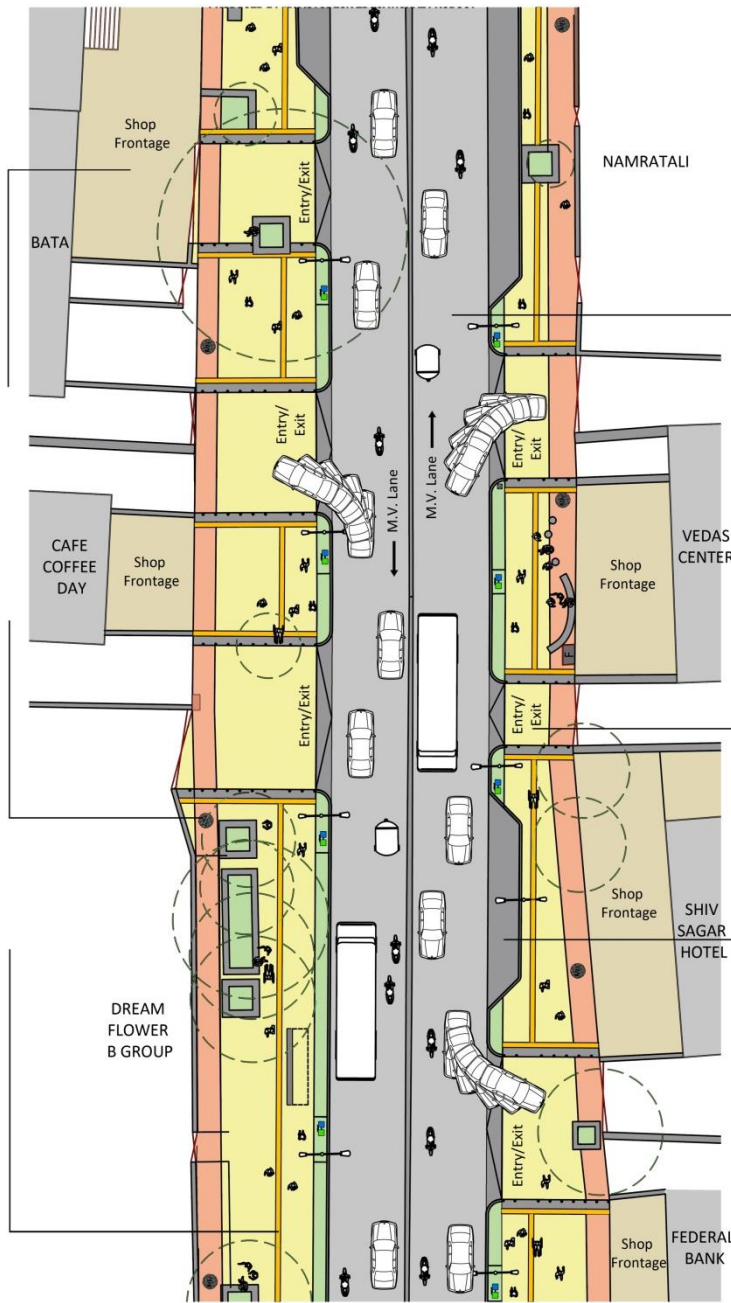
VIEW

S1 B - Ambedkar Chowk to Parihar Chowk

Shop frontage the function of each element and space of each shop changes as per the functionality and type of shop that is present. Eg. seating spaces can be provided in front of food shops for people to be seated while eating.

Manholes Placed aligned to the services line along the footpath at approx. 30M Center to center.

Tactile Tactiles are provided throughout the plaza for universal accessibility in the pilot area. Two types of tactiles are provided -
 1) Precautionary tiles which indicate caution or the end of safe zone.
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M V Lane - Width of MV lane predefined is 4.5 M and remains the same throughout the length of the road.

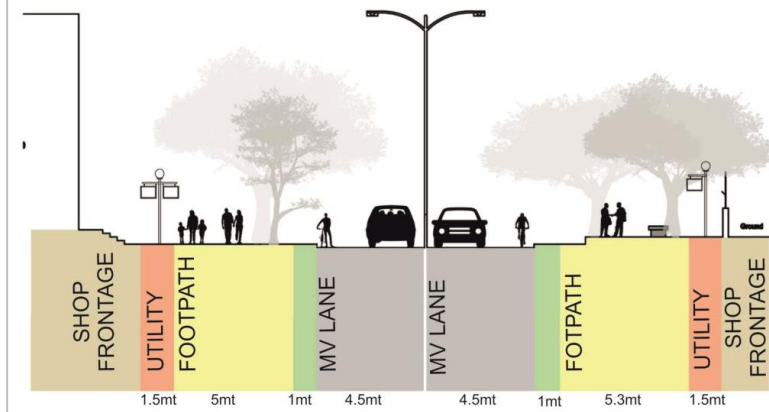
Entry exit - raised pedestrian crossing is provided at every entry and exit at the height of 150mm with stamped concrete finish.

Parking 2M deep parking is provided at every interval between every entry and exit points of societies. Maximum parking is accommodated with the given space.

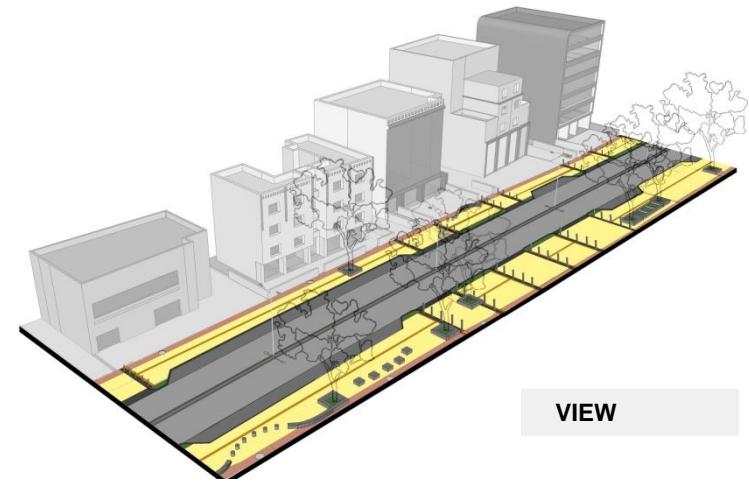
PLAN



KEY PLAN



SECTION



VIEW

S2 - Police Line Road

Traffic calming Corbelled Stones of 100 x 100MM used for traffic calming which are done almost 10m from the Zebra crossing or raised pedestrian crossing as the road has to be maximum pedestrian friendly.

UC The Ulta Chhata is an important aspect of the S2 street and it gets its identity from the Ulta Chhata. It works on Solar and provides light at night and also stores rainwater which can later be used

M V Lane - Width of MV lane predefined is 4.5 M and remains the same throughout the length of the road.

Entry exit - raised pedestrian crossing is provided at every entry and exit at the height of 150mm. with stamped concrete finish.

Tactile The pilot area focuses on universal accessibility. Hence tactiles are provided all throughout the plaza for Universal accessibility. Two types of tactiles are provided -
1)Precautionary tiles which indicate caution or the end of safe zone.

Raised Pedestrian crossing with table height of 3M, and ramps of 1m on either side of the table for traffic calming. The main purpose of it is to provide levelled crossing for the pedestrians and make streets for pedestrians rather than vehicles.

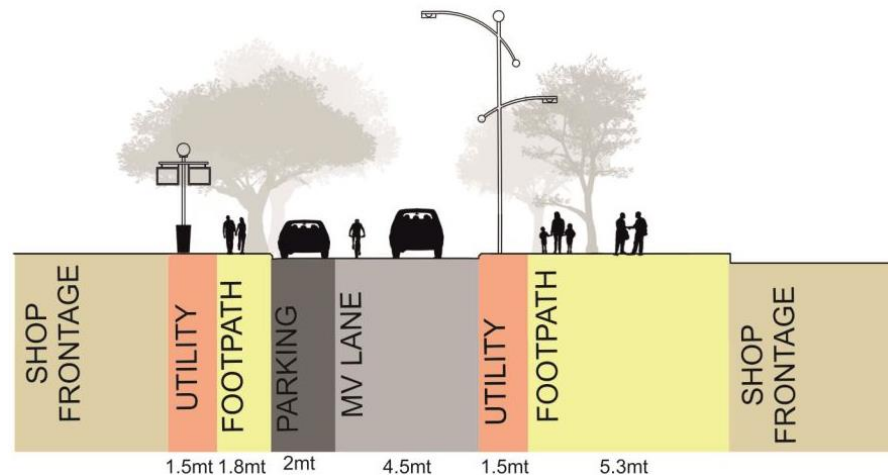
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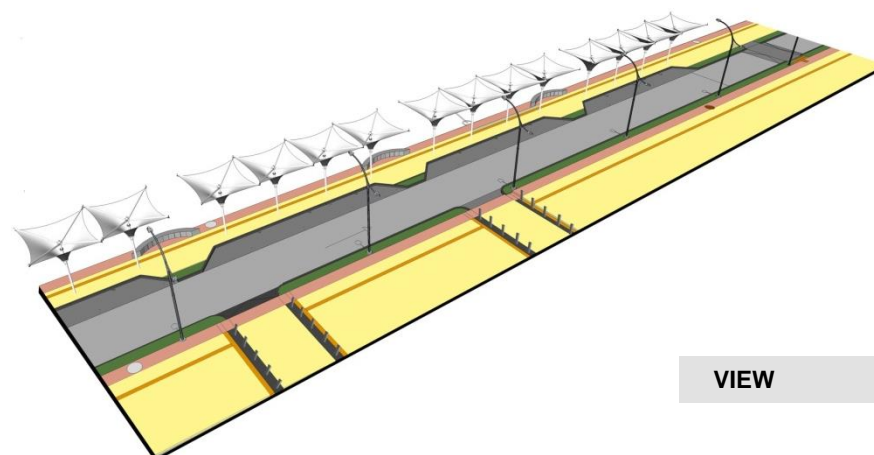
POLICE VEHICLE
TRANSPORTATION
TRAINING CENTER

PLAN

KEY PLAN

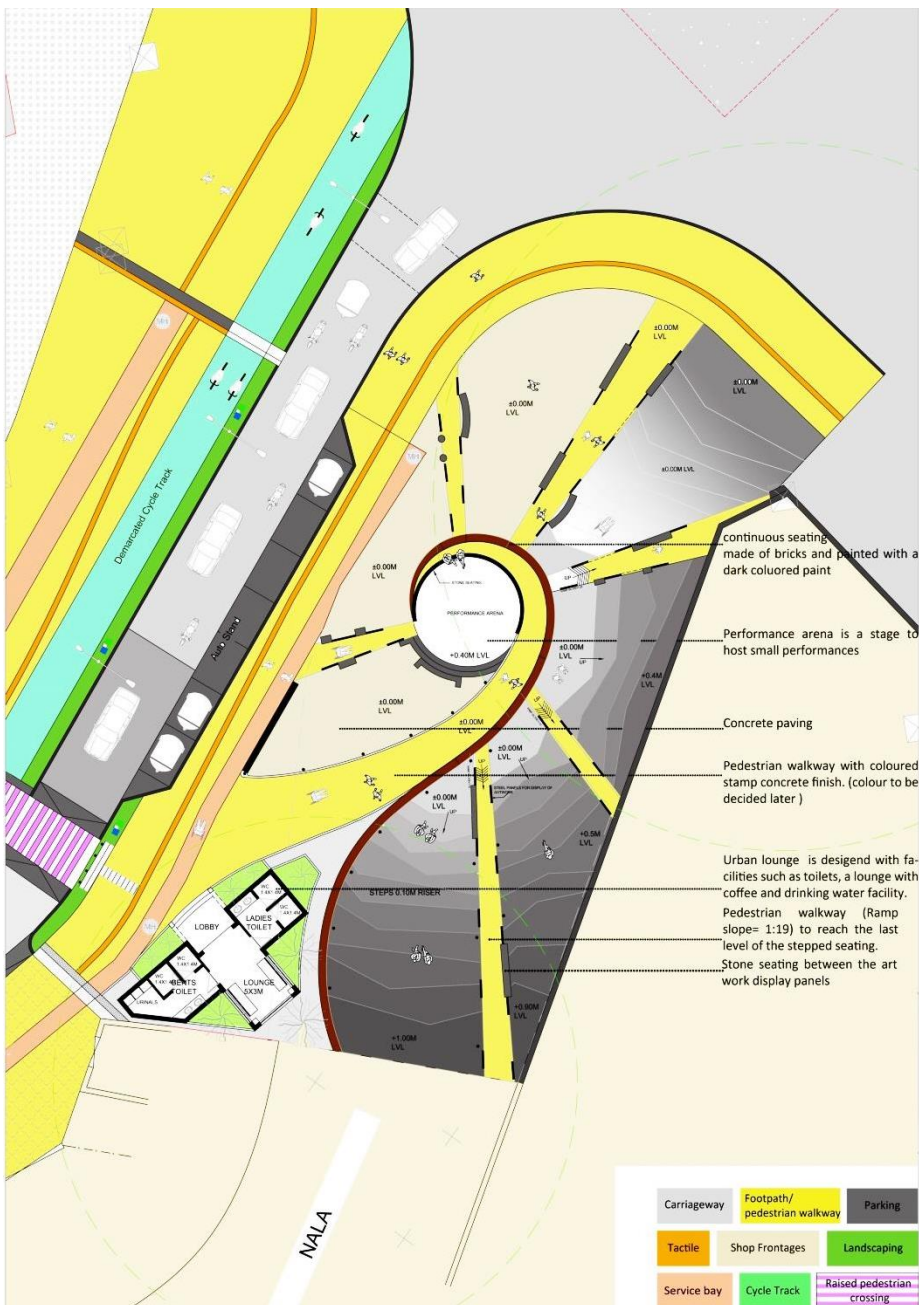
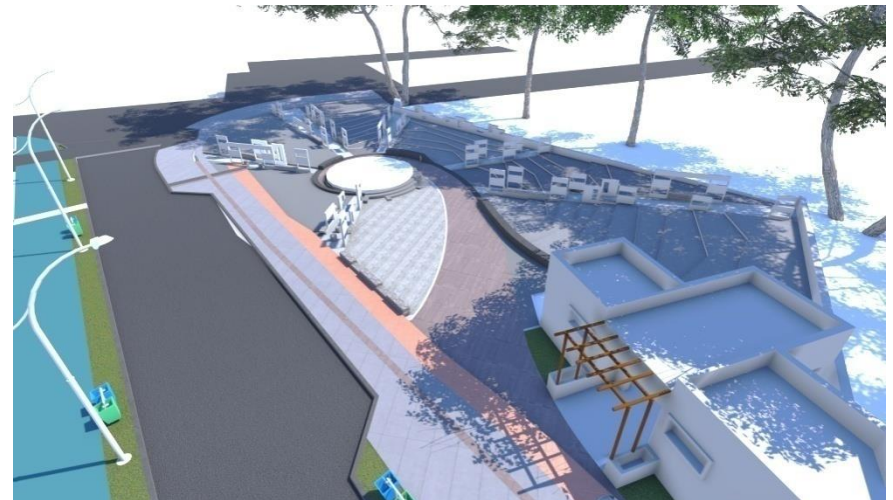
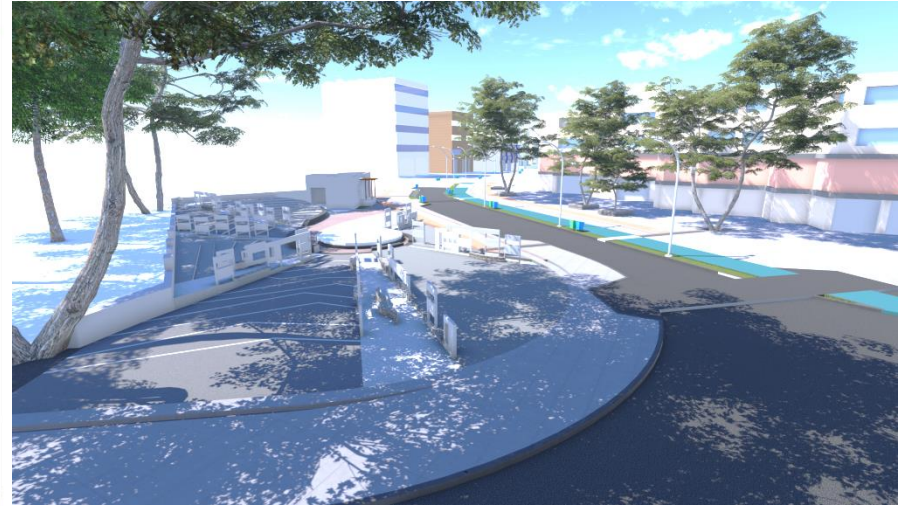


SECTION

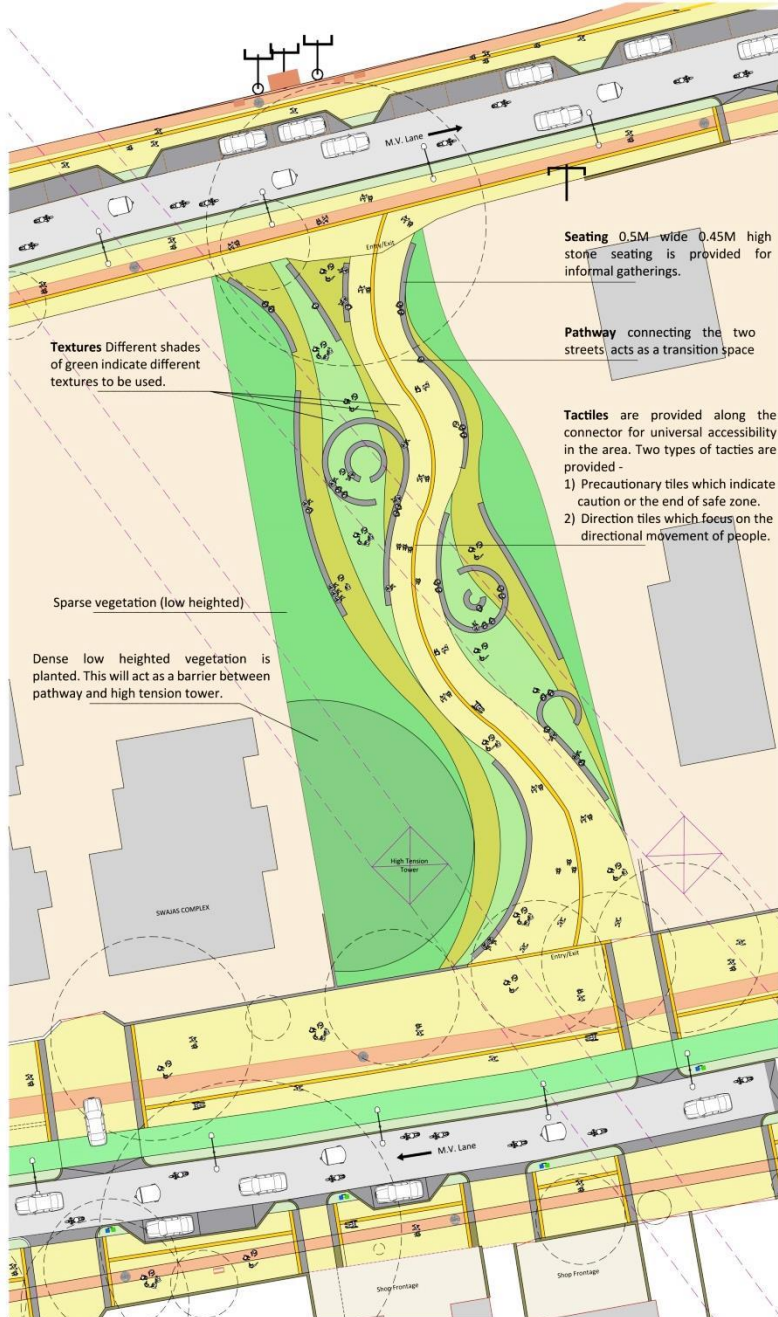


VIEW

Placemaking at Bremen chowk on the nullah



Placemaking at Bremen chowk on the nullah



Placemaking near high tension tower



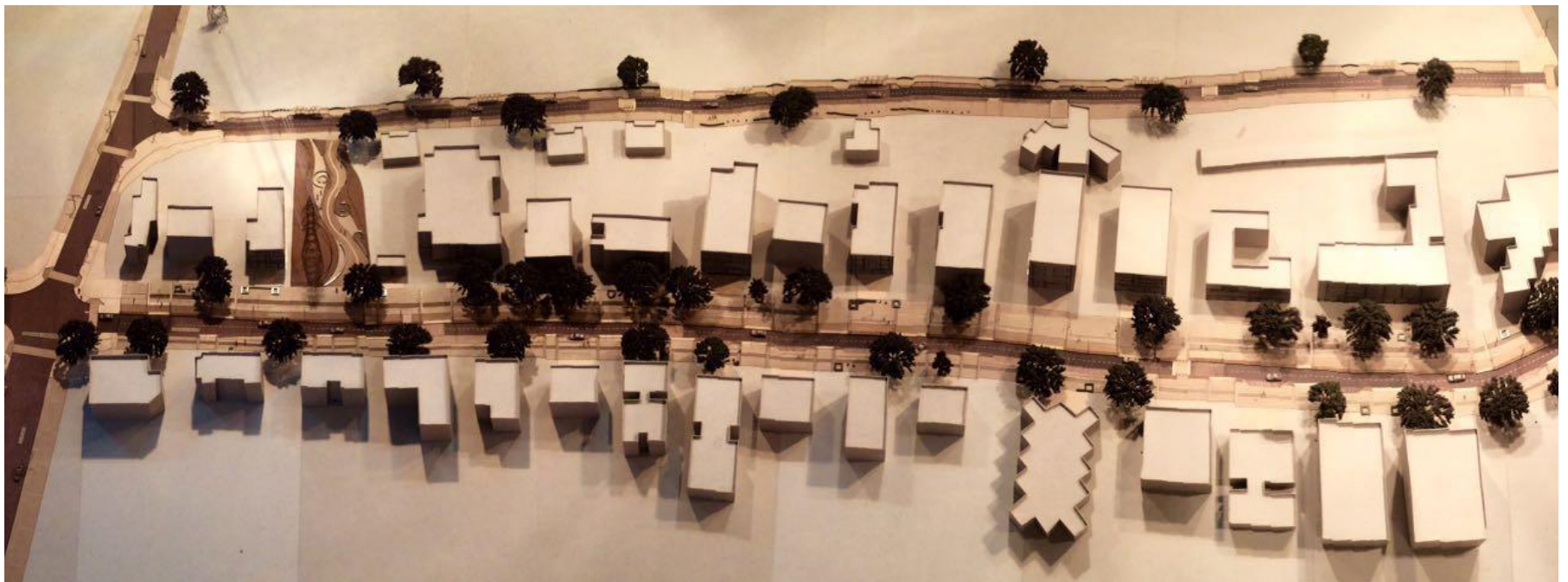
Model



Aerial View of Street and Pedestrian Plaza



Aerial View showing S1 & S2



Top View



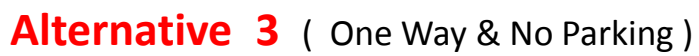
Top View showing Detail Distribution of a street



View of Pedestrian Plaza and Street

Proposed Views





Plaza Width North = 11 to 14 M

South = 4.5 to 8.4 M





Alternative 3 (One Way & No Parking)

Plaza Width North = 11 to 14 M South = 4.5 to 8.4 M





Common Alternative (Two Way & Both side Parking) Plaza Width North = 4.5 to 8.5M South = 4.5 to 8.4 M





Alternative 3 (Property Entrances)

Plaza Width North = 11 to 14 M

South = 4.5 to 8.4 M

Public Consultation

Date : 2nd June 2016
4:00 PM

Venue : Aundh Ward Office

Agenda: Meeting with the local Corporates: Appreciated the design and approach, Concern of increasing the MV lane by 1m, Proposal need to be broaden to incorporate few more streets, Implementation of demo with help of temporary paint marking and feasible intervention was accepted.



Attended by: Mr Dattaray Gaikwad, Mrs Sangita Gaikwad, Mr Sunny Nimhan, Mr Yuwraj Deshmukh, Mr Dinkar Gojare, Mrs Pranjali Deshpande, Mr Nitin Warriar, Ar Prasanna Desai, Ar Chetan Sodaye, Ar Devika Patil, Ar Madhura Kulkarni, Ar Akriti Kishori, Ar Rohit Agarwal

Date : 12th June, 2016
10:00 AM

Venue : Pandit Bhimsen Joshi Memorial
Auditorium

Agenda:



Attended by: Mr Kunal Kumar, Mr Dattatray Gaikwad, Mrs Sangeeta Gaikwad, Mr Sunny Nimhan, Mr Prashant Wagmare, Mr Aashish Agarwal, Mr Rajendra Raut, Mr Yuwraj Deshmukh, Mr Dinkar Gojare, Mr Vikas Thakar, Mrs Sanskriti Menon, Mrs Pranjali Deshmukh, Mr Nitin Warriar, Ar Prasanna Desai, Ar Chetan Sodaye, Ar Devika Patil, Ar Rohit Agarwal



Date : 16th June, 2016
4:00 PM

Venue : ITI Institute Meeting hall

Agenda:



Attended by: Mr Vikay Kale, Mr Rajendra Raut, Mrs Sanskriti Menon, Mr harshad abyankar, Nifin Warriar, Ar Prasanna Desai, Ar Devika Patil, , Ar Chetan Sodaye, Ar Rohit Agarwal, Yadneshwari Nahate

Date : 17th June, 2016
2:30 PM

Venue : Shirole's Office

Agenda: Meeting
with Anil Shirole



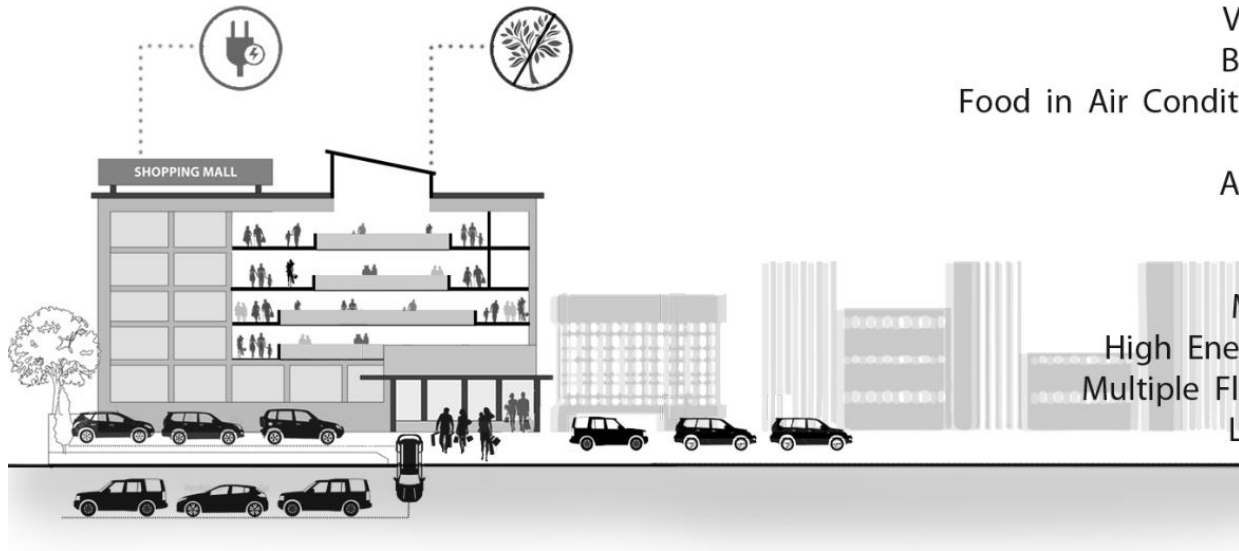
Attended by: Attended by: Mr Anil Shirole, Siddharth shirole, Mr Prashant Inamdaar, Mr Rajendra Raut, Ms Apoorva Mahajan, Nitin warrier, Ar Prasanna Desai, Ar Devika Patil, , Ar Chetan Sodaye, Ar Rohit Agarwal,

Agenda:



Attended by: Sunny Nimhan, Mrs Sangeeta Gaikwad, Nana walke (mns), Sanskriti Menon, Harshad Abyankar, Nitin Warriar, Mrs Vaishali Petkar, Rupesh Junawane, Kedar Kadam, S. Sawant, Ruby Patel, Veena Agarwal, Saryu Sanglian, Archana Vora, Pribh Meraney, Gopal Gweya, Chitra Suhumeun, Babasaheb Tare, Manoj Kemkar, Ar Prasanna Desai, Ar Devika Patil, Ar Rohit Agarwal, Ar Madhura Kulkarni, Ar Chetan Sodaye(L), Yadneshwari Nahate(L)

A Contemporary Mall In the City



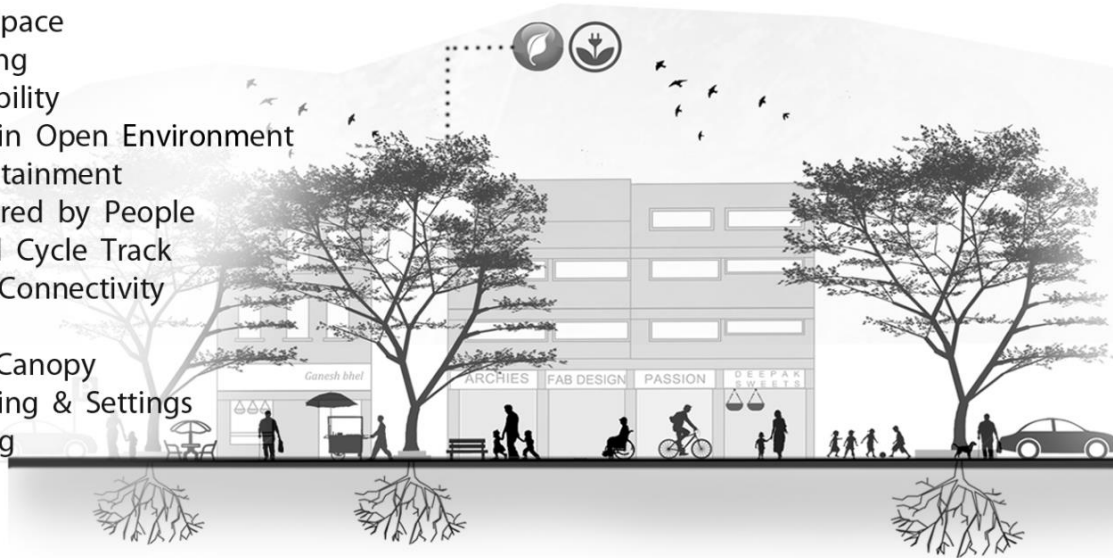
Vehicle free Space
Branded Shopping
Food in Air Conditioned Food Court
Paid Luxury
Artificial Ambience
Entertainment
Cleanliness
Multilayer Parking
High Energy Consumption
Multiple Floors Connectivity
Lifts and Escaltors

IBI GROUP

PRASANNA DESAI ARCHITECTS

An URBAN MALL ; open to sky , under the green cover

Safe Pedestrian Space
Nostalgic Shopping
Universal Accessibility
Affordable Food in Open Environment
Local Art & Entertainment
Cleanliness Nurtured by People
Safe & Segregated Cycle Track
Public Transport Connectivity
Limited Parking
Conserved Tree Canopy
Natural Surrounding & Settings
Interactive Seating











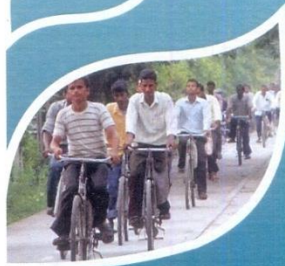
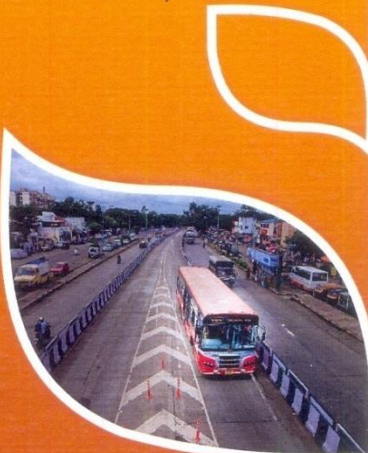
Launch of Projects under SMART CITIES MISSION, 25th June 2016







The Best Way to Predict
the Future Smart City
Is to Design It!



Smart City
PUNE



Pune's Sustainable Transportation Initiatives



BRTS Stations Locations and Design



BRTS Route Mapping and Design



Street and Pedestrian Walkway



Pune Cycle Plan

TRIAL RUN - Demonstration

DP Road Re-design

Current Situation

- Over 1900 vehicles pass Parihar Chowk in peak hours, with majority going through DP Road
- Police Lines road, which is parallel, has 30% usage

Proposal

- Traffic going through DP Road towards Bremen Chowk will go through Police Lines
- Pedestrian Plaza, Cycle Track will be developed on DP Road

HEALTHY

औंध

आता आपस
अंगण



Design Principles

- Walking friendly – continuous, level, obstruction-free footpaths
- Cycle safe streets
- Universal access (for people with disability)
- Local shuttle service
- Public transport improvement
- Organized parking
- Organized hawkker spaces

Benefits

- Safety for all, especially children & elderly
- Improved community life
- Improved local and city connectivity
- Improved air quality
- Reduced traffic noise

Walking Plaza (Bremen Chowk to Parihar Chowk)

Proposed Traffic movement (Trial on 8-15 October 2016)



Current and future plans for Aundh



Current Situation

Entrances not clearly marked, sometimes blocked by parked vehicles



Improved design

Divider removed, entrances across proposed walking plaza
Parking spots clearly marked



'Udaan' Aundh Local Shuttle, available at every 5 mins at 22 Locations

<p>Parihar ck → Westend → Subway → DAV School → Vidhate Vasti → Medipoint → Sweet Corner → SBI → Bhale Ck → Reliance Mart → Westend → Parihar Ck</p>	2.5 kms
<p>Parihar ck → ITI → Crossword → Mithas → Sarjaa → Croma → PNB → Anandban Club → Petrol Pump → Shashwat Hospital → DAV School → Subway → Westend → Parihar Ck</p>	2.7 kms
<p>Bremen Ck → Deepak Sweets → Radhika Restaurant → Kalmadi School → Transport Training Inst. → Bremen Ck</p>	1.2 kms
<p>Bremen Ck → Deepak Sweets → Radhika Restaurant → Aundh Gym → Reliance Mart → Bhale Ck → SBI → Sweet Corner → Medipoint → Vidhate Vasti → Shashwat Hosp. → Petrol Pump → Anandban Club → PNB → Croma → Sarjaa → Mithas → Crossword → ITI → Kalmadi School → Transport Training Inst. → Bremen Ck</p>	5.3 kms
<p>Bremen Ck → Deepak Sweets → Radhika Restaurant → ITI → Crossword → Mithas → Sarjaa → Croma → PNB → Anandban Club → Petrol Pump → Shashwat Hospital → Vidhate Vasti → Medipoint → Sweet Corner → SBI → Bhale Ck → Reliance Mart → Aundh Gym → Kalmadi School → Transport Training Inst. → Bremen Ck</p>	4 kms



Aundh Street re-design plan

- S1: Bremen Chowk to Ambedkar Chowk = 1 km
- S2: Police Line Road (Parihar Chowk to Rushi Chowk) = 0.5 km
- S3: Westend to Rawat Brothers = 1 km
- S4: Parihar Chowk to Baner Phata = 1.2 km
- S5: McDonalds to Aundh Gym to Parihar Chowk (via Kumar Classic) = 0.4 km
- S6: Sarja Hotel to seasons Hotel to MediPoint to Rawat Brothers Chowk = 2.4 km
- S7: Kaka Halwai to Anandban Club = 0.5 km
- S8: Petrol Pump to Anandban Club = 0.5 km
- S9: Anandban Club to Crossward = 0.5 km

Pedestrian plazas

Street furniture

Defined entrances

Bicycle track

Urban kiosks

Defined parking





पुणे महानगरपालिका आणि पुणे स्मार्ट शहर विकास महामंडळ मर्यादित

Pune Municipal Corporation and Pune Smart City Development Corporation Ltd.

आमंत्रण INVITING One and All

HEALTHY
आता आपलं
अंगण

या आणि औंधमधील प्रस्तावित रस्ते पुनर्रचना प्रकल्प चाचणीचा अनुभव घ्या!
Come, experience a trial of the proposed Aundh Streets Re-design project!

डी.पी. रोडवर ८ ते १५ ऑक्टोबर २०१६ 8 to 15 October 2016 on DP Road

Design Principles

- Walking friendly - continuous, level, obstruction-free footpaths
- Bicycle friendly streets
- Universal access (for people with special needs)
- Urban local shuttle service
- Improved connectivity to public transport
- Organized parking and hawkers spaces

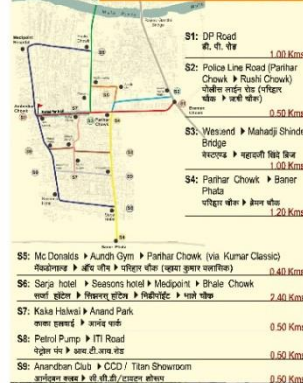
तत्त्वे

- पादचारी व सायकलसाठी सुविधा
- सार्वजनिक प्रवेश व पथ (विकलांगतांसाठी अनुकूल)
- 'उद्धान' स्वामिका हटल सेवा
- सार्वजनिक वाहतुकीपर्यंत पोहचण्यासाठी सोपी सुविधा
- सुनियोजित पार्किंग
- पथ विक्रेत्यांसाठी सुव्यवस्थित जागा

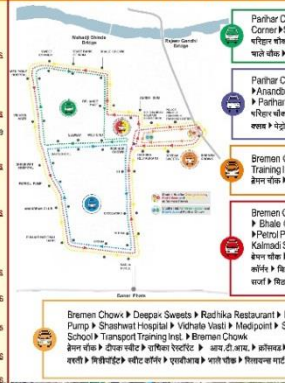


डी.पी. रोड चॉकिंग प्लाझा DP Road Walking Plaza

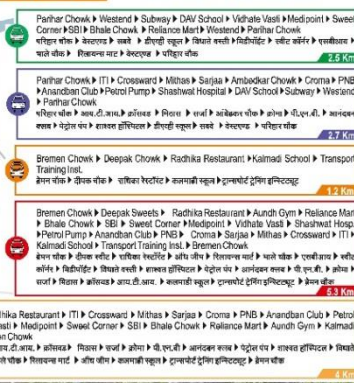
आता औंध परिसरातील ९ रस्त्यांची पुनर्रचना!
9 Streets are being re-designed in Aundh!



उद्धान - औंधचे ई-रिक्षा हटल सेवा मार्ग
Udaan - Aundh e-rickshaw shuttle service routes



हटल सेवा चाचणी ८ ते १५ ऑक्टोबर २०१६
Shuttle trial from 8 to 15 Oct 2016



औंधमधील रस्त्यांच्या पुनर्रचनेसाठी आपल्या सूचना आणि अभिप्राय खूप महत्वाचे आहेत.
Your suggestions and feedback are valuable to Re-design Aundh Streets

औंध मधील ९ रस्ते पुनर्रचना आराखड्यासंबंधी जाणून घेऊया.
Learn about Aundh Street Re-design plan for 9 streets

माहिती आणि सूचना केंद्र, डी.पी. रोड येथे दररोज सकाळी ९ ते रात्री ९ या वेळेत संचालित होईल.
Interact with volunteers, available everyday, 9 am to 9 pm, at DP Road Information and Feedback Booths
या संकेतस्थळाला भेट द्या
<https://aundhstreets.wordpress.com>

आपले अभिप्राय नोंदविण्यासाठीचे पर्याय
Options for give your feedbacks

प्रत्यक्ष भेटून: माहिती आणि सूचना केंद्र, डी.पी. रोड औंध
Fill a Feedback Form at the Information and Feedback Booths at DP Road
ईमेलद्वारे:
Email your suggestions to aundhstreets@gmail.com
संकेतस्थळाद्वारे:
Leave a comment on <https://aundhstreets.wordpress.com>

चला औंधला पादचारी, सायकलीसाठी सुरक्षित आणि वाहतुकीच्या विविध सोयींनी जोडलेला असा छानसा परिसर बनवू या!
Let's make Aundh walkable, cycle safe, connected, people-friendly neighbourhood!

HEALTHY औंध आता आपलं अंगण

औंध पथ पुनर्रचना प्रकल्पाची अंमलबजावणी
२०१६-१७ मध्ये करण्यात येईल
AUNDH STREET RE-DESIGN PROJECT
TO BE IMPLEMENTED IN 2016-17

पथ पुनर्रचना मार्गदर्शक तत्त्वे Design Principles

पादचारी सुविधा -
अडथळे नसलेले, अखंड,
समान पातळीचे पादचारी प्लाझा
Walk friendly - continuous,
level, obstruction-free
Pedestrian plaza

सार्वजनिक प्रवेश व पथ
(विशेष गरजा अनुकूल)
Universal access
(for people with
special needs)

सुनियोजित
पार्किंग
Organized
parking

पथ विक्रेत्यांसाठी
नियोजित जागा
Organized
hawker spaces

'उडाण' स्थानिक
शटल सेवा
'Udaan'
Local shuttle
service

सार्वजनिक वाहतुकीपर्यंत
पोहचण्यासाठी सोपी सुविधा
Improved connectivity
to public transport



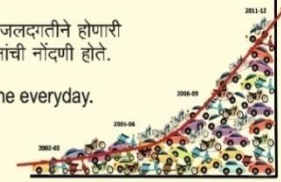
HEALTHY औंध आता आपलं अंगण

प्रवासी गमनशिलता नियोजनातील यु टर्न U Turn in Mobility Planning

वाहतूक ही पुण्यातील नागरिकांसाठी एक मुख्य समस्या आहे
Transportation is one of the main civic issues identified by Pune's citizens

अपुन्या सार्वजनिक वाहतूक व्यवस्था आणि शहराची जलदगतीने होणारी
वाढ यामुळे पुण्यात रोज सरासरी ५०० खाजगी वाहनांची नोंदणी होते.

Over 500 personal vehicles are added to Pune everyday.
The reasons include rapid growth of the city
and inadequate facilities of public transport.



प्रवासी गमनशिलता नियोजनातील यु टर्नची
वैशिष्ट्ये पादचारी, सायकल सुविधांमध्ये,
सार्वजनिक वाहतूक व्यवस्थेत सुधारणा करणे
आणि प्रवासी, खाजगी वाहनांवर अवलंबून न
राहता त्यांनी करील पर्याय निवडणे यासाठी प्रवृत्त
करणे.

The U Turn in Mobility Planning refers to
the new focus on improving facilities for
walking, cycling and public transport
and help reduce dependency on motor
vehicles.

पुण्याचा सर्वोच्च वाहतूक आराखडा
२०१२ मध्ये पुणे महानगरपालिकेच्या सर्वसाधारण सभेकडून संमत
Vision of Pune's Comprehensive Mobility Plan
Approved by PMC General Body in 2012

सार्वजनिक आणि मोटारीव्यतिरिक्त वाहतुकीला महत्व देणारी सुरक्षित
आणि परवडण्याजोगी वाहतूक व्यवस्था

"Moving people safely and economically by emphasizing
on public transport and non-motorized transport."



HEALTHY
औंध

आता आपलं
अंगण



रस्त्यांची बहुउद्देशीय सुनियोजित रचना Organised Streets Designed for Multiple Uses

रचना प्रस्ताव
Design Proposals 3



पथ दिवे, बाक, आणि
माहिती फलकांनी सुसज्य
सार्वजनिक खुल्या जागा

Open spaces for
community with street
lights, benches, signage

सुनियोजित पार्किंग
Organized parking



पथ विक्रेत्यांसाठी
सुनियोजित जागा

पथ विक्रेता (उपजीविका वंशक्षण व पथ विक्री नियम)
अधिनियम, २०१४ नुसार

Organized spaces
for hawkers

In compliance with the national Street
Vendors (Protection of Livelihood and
Regulation of Street Vending) Act, 2014



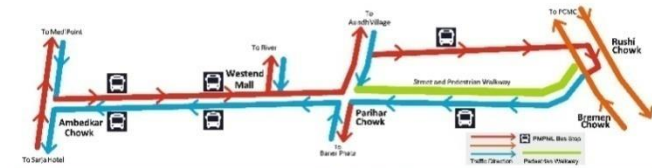
HEALTHY
औंध

आता आपलं
अंगण



डी.पी. रोड पादचारी प्लाझा D.P. Road Walking Plaza

रचना प्रस्ताव
Design Proposals 4



Current Situation

- Over 1900 vehicles pass Parihar Chowk in peak hours, with majority going through DP Road
- Police Lines road, which is parallel, is utilized to only 30% of its capacity.

Proposal

- Traffic going through DP Road towards Bremen Chowk will go through Police Lines
- Pedestrian Plaza, Cycle Track will be developed on DP Road

सद्यस्थिती

- अधिकतम रहदारीच्या वेळी, प्रतितास सुमारे १९०० वाहने परिहार चौकातून जातात; यामध्ये सर्वात जास्त डी.पी. रोडवरून जातात.
- डी.पी. रोडला समांतर असलेल्या पोलीस लाईन रस्ता त्याच्या वाहतूक क्षमतेचा केवळ ३०% वापरला जातो.

प्रस्ताव

- डी.पी. रोडवरून ब्रेमन चौकाकडे जाणारी वाहतूक पोलीस लाईन रोडवरून जाता यावी.
- डी.पी. रोडवर पादचारी प्लाझा, सायकल मार्ग इ. विकसित केले जावेत.



HEALTHY औंध आता आपलं अंगण

संपूर्ण औंध परिसरात सुधारणा Improvements Across Aundh

- S1** DP Road = 1 km
डी.पी. रोड = १ कि.मी.
- S2** Police Line Road (Parihar Chowk to Rushi Chowk) = 0.5 km
पोलिस लाईन रोड (परिहार चौक ते रुशी चौक) = ०.५ कि.मी.
- S3** Westend to Mahadji Shinde Bridge = 1 km
वेस्टएण्ड ते महादजी शिंदे ब्रिज = १ कि.मी.
- S4** ITI Road = 1.2 km
आय.टी.आय. रोड = १.२ कि.मी.
- S5** McDonalds to Aundh Gym to Parihar Chowk
(via Kumar Classic) = 0.4 km
मॅकडोनाल्ड्स ते औंध जीम ते परिहार चौक
(व्युज क्लार क्लासिक) = ०.४ कि.मी.
- S6** Sarja hotel to Seasons hotel to Midpoint to
Bhale Chowk = 2.4 km
सर्जा हॉटेल ते सीझन्स हॉटेल ते मिडपॉइंट ते
भाले चौक = २.४ कि.मी.
- S7** Kaka Halwai to Anand Park = 0.5 km
काका हलवाई ते आनंद पार्क = ०.५ कि.मी.
- S8** Petrol Pump to ITI Road = 0.5 km
पेट्रोल पंप ते आय.टी.आय. रोड = ०.५ कि.मी.
- S9** Anandban Club to CCD / Titan Showroom = 0.5 km
आनंदबन क्लब ते सी.सी.डी./टाइटन शोरोम = ०.५ कि.मी.

औंधमधील पुनर्रचना केल्या जाणाऱ्या ९ रस्त्यांचा
9 Streets are being re-designed in Aundh!



वेस्टएण्ड At Westend



महादजी शिंदे रोड Mahadji Shinde Road



औंध जीम रोड Aundh Gym Road



आय.टी.आय. रोड ITI Road

विविध रस्त्यांसाठी
प्राथमिक डिझाईन
समाधान
Preliminary design
concepts for
various streets



HEALTHY औंध आता आपलं अंगण

लोकानुभव लोक अभिप्राय Your Experience Your Suggestions



औंधमधील रस्त्यांच्या पुनर्रचनेसाठी आपल्या सूचना आणि अभिप्राय खूप महत्वाचे आहेत.
Your suggestions and feedback are valuable to Re-design Aundh Streets

दि. ८ ते १५ ऑक्टोबर २०१६ दरम्यान
औंध मधील ९ रस्ते पुनर्रचना आराखड्यासंबंधी जाणून घेऊया
Learn about Aundh Street Re-design plan for 9 streets,
8 to 15 Oct 2016

माहिती आणि सूचना केंद्र, डी.पी. रोड येथे दररोज सकाळी ९ ते रात्री ९
या वेळेत आपण संवाद साधू शकता.
Interact with volunteers, available everyday, 9 am to 9 pm,
at DP Road Information and Feedback Booths

या संकेतस्थळाला भेट द्या
<https://aundhstreets.wordpress.com>

आपले अभिप्राय नोंदविण्यासाठीचे पर्याय
Options for give your feedbacks

प्रत्यक्ष भेटून: माहिती आणि सूचना केंद्र, डी.पी. रोड औंध
Fill a Feedback Form at the Information and
Feedback Booths at DP Road

ईमेलद्वारे:
Email your suggestions to aundhstreets@gmail.com

संकेतस्थळाद्वारे:
Leave a comment on <https://aundhstreets.wordpress.com>

चला औंधला पादचारी, सायकलीसाठी सुरक्षित आणि वाहतुकीच्या
विविध सोयींनी जोडलेला असा छानसा परिसर बनवू या!

Lets make Aundh walkable, cycle safe,
connected, people-friendly neighbourhood!

REDUCED
TRAFFIC & NOISE
कमी प्रदूषण आणि वाहतुकीचा कमी कोटाहल
IMPROVED COMMUNITY LIFE
सगळ्यांसाठी सुरक्षित रस्ते,
विशेषतः मुले व वयोवृद्धांसाठी
Safety for all, especially children & elderly

IMPROVED AIR QUALITY
Improved आनंददायी सामुदायिक जीवन
local and city connectivity
स्थानिक व शहराशी जोडणारी
सुलभ सार्वजनिक वाहतूक
व्यवस्था





A HEALTHIER OPTION

TRAVEL BY

**ELEVEN
NUMBER
BUS**



Walk / Cycle and make your Neighbourhood

Collective

Orderly

Nostalgic

Nature friendly

Economic

Cycle friendly

Traffic free

COMMUNITIES



Pedestrian and community space at ITI Road, Aundh



Habits Ecology Amenities Lifestyle Technology Heritage You



H

Habits

Walk

Cycle

Public Transport

Ecology

Tree Cover

Rainwater Harvesting

Enhancing Ecosystem

E



A

Amenities

Seating

Urban Lounge

Appropriate Street Light

Lifestyle

Mobility

Interactive Street

Recreational Promenade

L



T

Technology

Wifi

Shuttle Service

Communication through Apps

Heritage

Kattas

Cycle

Street Life

H



Y

You

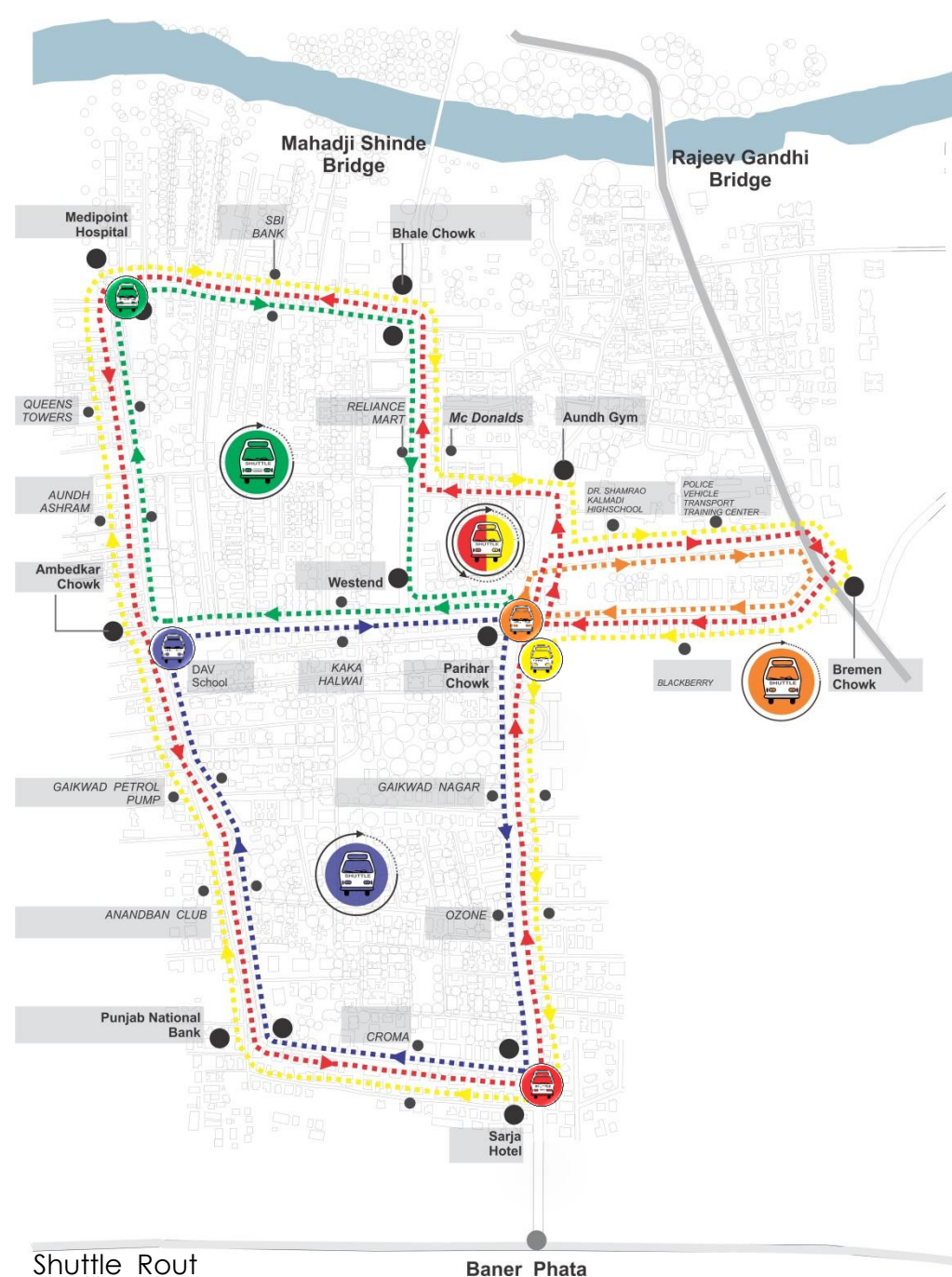
People

Participation

Planning

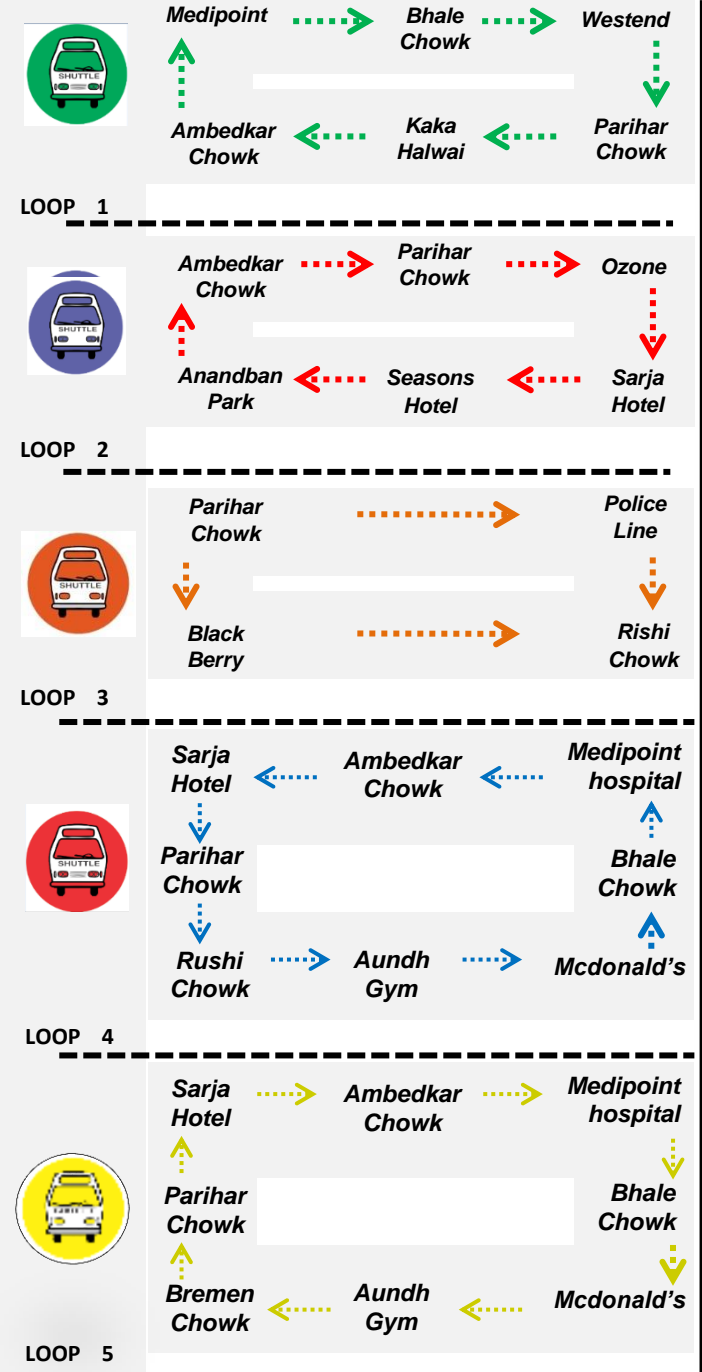


Shuttle



Shuttle Rout

Baner Phata



IBI GROUP

PRASANNA DESAI ARCHITECTS



Shuttle Available

Date : 30th Sept, 2016
11:00 AM to 4:00 PM

Venue : DP ROAD SHOPS

Agenda:



Attended by: Shopkeepers, Volunteers

Agenda:



Attended by: Hon. Addl. MC. Smt. Prerana Deshbhratar , A.K.Malhotra, D.S. Chandavarkar, Manju Chaltopadhyay, V. Shridhar, Ravi Oswal, S.S.Kanse,D.D. Chowdhary, Shrikant, L. Chavan, Ashok Kedari. K.B. K. Apte, Umesh J. Narule, Vaishali Patkar, S. Menan, Ayush Villa, Preeti Shirode, Rajendra Shinde, Atish S. Borde, Umesh Niphadkar, Sanjeev Mote, A.K. Pai, Kumar Hemarajan, Ar. Devika Patil, Kriti Zaidu, Ar. Rohit Agarwal

Date : 1th Oct, 2016
3.30 PM

Venue : Aundh Ward Office

Agenda:



Attended by: Hon. Addl. MC. Smt. Prerana Deshbhratar , Harshad Rasane, Shantanu Gade, Vinod Radke, Kesaram Parihar, Dhanesh Parihar, Asmita Ghogare, Ashok Kedari, Ketan Jadhav, J. R. Jadhav, K. B. Kapale, Umesh Jarule, Gaikwad S. T., Vijay Hawaldar, S. Menan, Vaishale Patekar, Ar. Devika Patil, Kriti Zaidu, Ar. Rohit Agarwal, Borde Atish, Chandyade Walmik, Shrikant Chavan, Rajendra vAirat, Suresh Bharvirkar, Rajendra Raut.









A neighborhood is a physical manifestation of the communities that form our cities. The quality of life is reflected through various elements of a neighborhood like the streets parks public amenities and open spaces. For ex. the streets parks public amenities and open spaces give the neighborhood its vibrant character. Parks that encourage children to play morning joggers and laughter clubs create a healthy environment for its citizens. Indian cities are rapidly expanding. If we are to conserve this vibrant culture of neighborhoods and elevate the quality of life in them one must understand the importance of creating

H

Healthy
Hygienic
Habitable

Neighbourhoods

The purpose of PROJECT DSMA is to add in :
A. Understanding the neighborhood & identifying new vision / image / direction for the neighborhood
B. Evolving strategies and proposals that will help achieve that vision
C. Implementation of the strategies and proposals

P

People
Participatory
Planning

PART A

Identification of stakeholders
Citizens groups
Non-governmental organization
Local representatives

Meetings
Holding meetings with the public, organizations and the local representatives to identify key problems from the perspective of the citizens and to attempt to incorporate them in later stages

Study of the existing situation and identification of issues

Study of the present / ward/ neighborhood
Study of existing proposals and policies & schemes
Using down town points of the urbanize people/political representatives

Preparation of a broad proposal and policies titled DSMA :
A Demonstration of Integrated Safe Habitable Affordable - solutions for neighborhoods
Based on :

- WALKING • TREES • KATTAS / PUBLIC SPACES • LIGHTING • INSTALLATIONS
- CYCLING • PUBLIC TOILETS • GARBAGE • DISABLE FRIENDLY
- HAWKERS • PARKING



BENEFITS OF NEIGHBORHOOD UPGRADEATION

A5 Funding and execution
The interventions will be discussed as per funding available with local authorities / national funds
The funding will be discussed as per funding available with local authorities / national funds
most of the interventions are not capital intensive hence will not require very major capital

D

Discuss
Design
Demonstrate

PART B & C

B1 Finalization of Broad Proposal

B2 Seeking approval of stakeholders
Preparation of Detailed plans and approximate estimates for the intervention seeking approval from the authorities / representatives / officials on the plans .

B3 Making detailed plans

B4 Making Approximate estimates

B5 Planning the stages of execution of the intervention

B6 Making arrangement for funds

PART B Discuss . Design

PART C Demonstrate

C1 Appointment of agency / consultants for execution
Setting up of a team to co-ordinate the execution
Preparation of Detailed plans and approximate estimates for the intervention seeking approval from the authorities / representatives / officials on the plans .

C2 Time to time involvement of stakeholder
Time to time involvement of local representatives and citizens for successful completion of the inter-version.

C4 Documentation of the entire process



















