Chapter VII

Analysis of the Impact of Bicycle on Mobility of Population
CHAPTER VII

INTRODUCTION :

This chapter is devoted to the analysis of the impact of bicycle (as the cheapest local means of transport) on movement of population. The chapter examines the various 'pull' and 'push' factors which contribute to mobility requirements of the people in the various areas. Population settlement in particular areas, migration of population from one area to another and the additional movements of population needed by economic development taking place around have considerable impact on mobility needs of population. These mobility needs at present and in future are indicated by mobility indexes. These mobility indexes are prepared for the different areas of the Poona City viz:-

(i) The Central Part or core area of the Pune City.
(ii) Middle East Area
(iii) North East Area
(iv) South West Area
(v) North West Area
The projections of future mobility needs from 1991 to 2001 are also prepared on the basis of the following factors:


(2) Total kilometer distance to be covered by the population on the assumption that 49%, 50% and 51% of total population shall rely on bicycle as a means of local transport.

(3) Index Numbers of mobility for each area for 1991 and 2001 are calculated by calculating the following ratios:

\[
\text{Index No. for 1991} = \frac{\text{Population depending on bicycle in 1991 in the area}}{\text{Population depending on bicycle in 1981 in the area}} \times 10
\]

\[
\text{Index No. for 2001} = \frac{\text{Population depending on bicycle in 2001 in the area}}{\text{Population depending on bicycle in 1991}} \times 100
\]

(These mobility indexes are calculated as given in Table No. 39.)
(4) The population characteristics in the various areas are also taken into consideration as indicated on pages 311, 312, 313 and 314.

(5) The different characteristics of population in different Pethas and along important roadways are also considered.

Table No. 40 also gives some statistical information about the estimates of forecasts of Demand for bicycles in 1991 and 2001. As these forecasts point out people’s reliance on bicycle is going to increase in future continuously and if the future development plans for Poona city materialise then cycle will have a considerable impact on mobility of population in the Poona city in future years to come.
7.1. THE PROBLEM OF MOBILITY

The problem of mobility of population in the cities is the result of migratory character of population which reflects differences in the levels of economic and social development of people and the areas in which they live. Migrations of population are associated with the spatial and temporal variations, opening of new areas for settlement and with the prosperity of those areas which attract people from other areas less fortunate. Migration study or mobility study of population is therefore, a study of the 'push' and 'pull factors which cause migration and create several consequences one of which is the increasing mobility needs of the people. Migration has been defined as 'the geographical mobility of population between areas, generally involving a change of residence over a specific period of time. This definition is most applicable to relatively settled populations and it presents problems when applied to movements of population in developing countries. In fact it would be logical to extend the concept of migration to include all kinds of spatial movement temporary as well permanent or to replace the term 'migration' with the term 'mobility'.
7.2 TYPES OF MOBILITY

Types of mobility can be classified on the basis of the following criteria:

i) distance from the various strategic points of cluster in the area developing

ii) duration (permanent, seasonal, daily)

iii) cause (economic, political and religious)

iv) nature of decision-making (compulsory or voluntary)

The most usual are movements from rural to urban areas which are influenced by economic factors. The main reason being this type of migration (mobility) is the opportunities offered by the city life to migrants. In case of seasonal or temporary migration daily commuting occurs not only among permanent urban dwellers but also among people from rural areas on peri-urban fringes. Such short term movements later on lead to permanent migration. Migrants may thus oscillate between rural and urban areas, or move in stages from rural to peri-urban and suburban areas and finally to the urban core. Or they may move through a number of
smaller urban centers to larger ones. Pioneer migrations to develop new land were often associated with an attachment to rural life. However, now they have come to be associated with development of entrepreneurship in an area having potential for industrial development around a city. Those enterprising individuals, who make such a decision to move away from the core of the city have also a wish to settle in a city if the opportunity is open.

In a majority of migrational movement economic factors are prominent but there are major differences in volume, intensity, timing, demographic composition and motivation of the streams of migrants. Population pressure variously defined may be a factor in almost every type of migration.

Migration flows are influenced by two set of factors, operating in the areas of origin and destination respectively. These operate with different strength spatially and temporally. The factors at the destination end of migration continuum are tending to increase in importance although frequently their strength is based upon a myth of
opportunities which are restricted if not actually non existent e.g. facility for education. Apart from the potential attractions of destination points there are several other factors which operate. They are:

(i) spread of information and susceptibility of potential migrants to incentives.
(ii) low living standards.
(iii) limited communication media.
(iv) level of formal education (In this context it should be noted that spatial mobility of population increases more quickly than the level of formal education.
(v) high levels of unemployment and underemployment.
(vi) growth of shanty towns (Zopadpatti—the typical Indian terms used to describe them.)

To incentives to migrated are related to individual experience and attitudes such as e.g. pressure, aspiration, expectation etc. However the quality of migrants is difficult to measure. Generally the active people tend to dominate in the
first stages of migration and the more passive ones simply follow the call and example of the enterprising and may become more numerous later on. Community ties, however may hold people back from migration. These ties have greatest influences in those areas and societies where traditional structures (historical monuments) have survived with least change. Thus less strong community ties may be important for migration to occur. Where there is seasonal migration, links are maintained with areas of origin, where migrants are away for longer periods but send remittances to their families, and they react positively to the centripetal influence of community ties. It is likely, however that the importance of community ties will decrease with time as result of inevitable erosion of traditional form of social organisation (e.g. the old fashioned joint family system creating the 'WADA' culture may give place to the modern 'FLAT' system—in the form of housing colonigs or 'NAGARS' or housing societies.)
7.3 CONSEQUENCES OF MOBILITY

The consequences of such migration are four fold economic demographic, social and political. They are as follows:

1. Out-migration areas are relieved of excessive population pressures, but in-migration areas are burdened with high density of population

2. the departures of people in economically active age-groups (e.g. vegetable-sellers, milkmen, casual labourers) contribute to the economic prosperity of the city dwellers and their own.

3. mobility of population will a have an effect on existing social structures and would increase social mobility (e.g. development of cultural organisations, social festivals trusts, marriage bureaus, mangal karyalayas, dramatic associations, clubs etc.)

4. the normal patterns of family life are disturbed sex and age structures are upset and there is decline in fertility of course this decline is
welcome where natural increase in population is very high.

5. In the areas of in-migration pressures are created on labour market, available land, water roads, and transport resources. If industrial development takes around the core of the city the facilities are to be extended.

6. In theory a migrant who joins a new and developing community can rapidly ascent in the economic and social hierarchy. But the rapid growth of urban slums indicates that actual material and social improvement can be difficult to achieve, & in many cases social degradation and economic degradation occur and this is a permanent condition.

7. Migration promotes further increases in population and produces pressure in the destination areas. This may lead to demoralization among people coming from traditional closed societies to p open urban ones where strict controls in social relationships do not exist. The problems may be greater if men migrate without their families.
8. City life of the people in areas of high density is exposed to risk (because of high accident frequency) hygienic problems created by pollution, inconveniences caused by scarcity created in respect of housing, water supply and other amenities and high cost of transport and high depreciation of vehicles shortening their lives etc.

The town planners would like to check or at least slow down the influx to cities. However, once the migration has taken place and assuming that the present conditions remain the same, the problem of movement of people within a given area has to be solved and it is our endeavour to see how far 'cycle' can meet the mobility needs of population in such areas (in Pune city).

7.4 POPULATION MOBILITY AND THE ROLE OF BICYCLE

For the purpose of studying mobility of working population who are already using bicycle and who would use bicycle in future as the relative cost of travelling by other vehicle increases we must study :-
(1) the yearwise changes in the quantum of population and changes in the occupational and locational pattern of population.

(2) The number of cycles and other vehicles used on different roads and bus routes.

(3) the distance travelled on different routes with the assumption on that cycle as an alternative to other vehicles can cover a distance of 15 to 20 Kilometers to the maximum possible extent and minimum up to 1 Kilometer.

(4) the places of destination to which people want to reach e.g. residence (houses) office, schools, colleges, market places (bazars) research institutions, factories or industrial and commercial establishments.

(5) the nature of occupation: - Offices government servants, school teachers, students, milkmen, workers, agriculturists etc.,

(6) the developed areas and their respective population figures.
Apart from considerations mentioned above it should also be noted that the following factors will certainly affect mobility of population:

(1) the physical setting.

(2) morphology (internal and external land features.)

(3) Housing pattern.

(4) Functions and their distribution.

(5) Population characteristics—growth, movement, immigration, age structure, sex, ratio, literacy, Livelihood classes density and density variations, occupational structure.

(7) Metropolitan developments in the city.

(8) Future Planning.

(9) Passenger traffic and transport pattern.
7.5 MOBILITY OF POPULATION ON THE BASIS OF LAND USE PATTERN (FUNCTIONAL MOBILITY)

In Poona 50% of the city is used by some urban function and the remaining 50% is under agriculture and is lying as barren land. Much of the built up land is concentrated in a circle of radius of two miles located at the core of the Poona city.

From the point of view of land use the area of the city can be divided into two district zones, the inner and the outer.

**The Inner Zone** is completely built up area of south western part in which is highly residential with sprinkling of educational institutions. 75% of the population of the city (i.e. about 15 lakhs) in a small sector in the south western part of the inner zone.

The two conterminous Poona and Kirkee representing built up land are developed later. Around the Poona city in 1820, the chronological development of the Poona city has taken place till 1970 with a radius of 4 miles all around. Percentage developed area for roadways and railways has been 8.92.
Maximum Distance:
- CTY to TGD = 3.2" = 12.8 miles
- CTY to URULI = 3.4" = 13.6 miles
- CTY to ALD = 2.3" = 8.4 miles
- CTY to HAP = 0.7" = 2.3 miles

Small Distances:
- CTY to SNG = 0.5" = 2.0 miles
- CTY to CHD = 1.7" = 6.8 miles
- CTY to LoHI = 1.5" = 5.6 miles
- CTY to Walagac = 1.0" = 4.0 miles
पिपरी-चिचवड़ नगरपालिका अकार
हीट - 24 देवल प्रान्त
Poona, Metropolitan Region

The main central point the movement of population in all directions took place. Modeled in the area covered by a circle with a radius of 4 miles or 6.4 kilometers (Scale 1" = 4/3).
7.6. **GROWTH CENTRES AND MOBILITY OF POPULATION**

If we look at the areas of jurisdiction of Pune Telephones the map indicates the development of the growth centres around the Poona City which is taken as the Central point from which the population moves to the areas in the outskirts. The growth centres are:

1. Alandi
2. City
3. Chinchwad
4. Cantonment
5. Dehuroad
6. Hadapsar
7. Loni
8. Phursungi
9. Talegaon Dabhade
10. Uruli.

The maximum distance which is required to be covered ranges from 12 miles to 13 miles approximately. 65% of the population of Poona region has clustered in and around Poona City. Assuming a projection of population as 19 lakhs in the year to come, 10,40,000 people would require movement of this the
The percentage of active population which require and can use bicycle as a means of transport is...

**The Number of Various Places Indicating the Development of Poona City**

1. **Educational and Cultural Institutions.**
2. **Housing Colonies** (Nagars) 32
3. **Postal Index Nos:** from 411 001 to 411 036 36 indicating mobility zone
4. **Lanes** 38
5. **Alley (माषी)** residential areas of small occupational groups like तांबट (Tambat), जिमी shimpi, बोहरी Boharit Dhangar, बुख Burud etc)
6. **Churches and Temples and Masquids** 261
7. **Gardens** 19
8. **Bridges** 28
9. **Colleges** 34
10. **Middle class Colonies** 10
11. **Defence Offices and emergency services** 72
12. **Entertainment Houses** 38
13. **Drama Houses** 10
14. **Public Halls** 08
15. **Hills** 12
16. **Educational Institutions** 28
(17) Hospitals 30
(18) Government Offices 40
(19) Police Stations 68
(20) Mobile Post 16 Centres
(21) Schools About 200
(22) Sports Gymnasiums & Swimming Pools 43
(23) Old Houses and Wadis 58
(24) New Buildings 58
(25) Villages joined to Poona City 64

Within the radius of about 12 miles or 20.4 Kilometers following 64 villages are linked to the central part or core area of the Poona City.


(The villages underlines are the places where industrial and agricultural developments are taking places.)
The important Roads are

1) Sinhagad Road.
2) Karve Road,
3) Shastri Road,
4) Prabhat Road.
5) Bhandarkar Institute Road.
6) Fergusson Road.
7) Ganesh Khind Road and Poona University Road
8) Law College and Sena Path Bapat Road
9) Tilak Road
10) Shankarshet Road
11) J.M.Road.
12) Satara Road
13) Laxmi Road.
14) Kondhwa Road
15) Laxmi Road
16) M.G.Road.
17) Motilal Road
18) B'bay Poona Road.
19) Nagar Road.
20) Prima of Wales Road
21) Kawning Road.
7.7. DENSITY OF POPULATION IN THE PUNE CITY

The density of population in the Poona City is not uniform. It varied considerably from the core onwards. The core accounts for only 5% of the area and 75% of population. What the rest of the wards with about 95% are account only for 25% of the population. The high density of the old core as shown in the following graph.

(a) nearness to retail trading area.
(b) availability of cheap accommodation.
(c) availability of amenities of life.
(d) defence and security.

In absence of means of mass communication, and absence of town planning and building regulation and the desire to enjoy the amenities of city life were the factors responsible for the clustering of population in the central old-core area.

When the core became congested and crowded the immigrants moved out to other areas. Rising prices of housing accommodation in the old core area led to the dispersal of population. Availability of cheap transport facilities (Private and Public)
emergence of business and commercial centres, improvements in the internal communication system also led to the dispersal of population during the last 30 years (1950-1980). A Second density Zone comprised of the following nearly developed wards - came into existence after town planning schemes were introduced.

(a) Shivaji Nagar  
(b) Erandavana  
(c) Parvati  
(d) Poona Cantonment and  
(e) Kirkee Cantonment.

Immigrants from the rural areas and the low paid industrial workers cannot afford to pay high rent in the nearby developed wards and continued to cluster in the old core and let to congestion in the old core area. Moreover, the number of incomers to the Poona City has always outnumbered the number of outgoers. Density of population has been considerably influenced by local advantages in respect of nearness to retail trading area, amenities of citylife, security establishment of business and commercial centres.
The distribution of commercial establishment employees in different words has been as shown by the following table. Availability of transport and communication has also increased of population from the old core. Poona though, a fast developing city, rates solely, on road transport for intr-urban circulation. The road traffic in the city is handled by a fleet of buses operated by the Municipal Corporation. For the transport of good a variety of means are used varying from the age-old hand carts to ox-drawn two wheeled vehicles to the modern trucks and delivery vans. These age-old means of transport and bicycle as a means of passenger transport have not been completely replaced by modern means of transport.

With the increase in population and urban factories there has been a corresponding increase in the volume of traffic and the vehicles carrying them. As the following table indicates, there has been a continuous increase in the per centage increase in population over Greater Poona.

7.8. VEHICLES AND TRAFFIC IN THE POONA CITY

1981 was a year of accidents for the Poona city.
The figures of accidents viz. 2,721 was the climax figure in the history of accidents. The frequency of accidents increased from 161 to 2,721. The high frequency of accidents is the result of increase in the number of vehicles.

* During the last five years (from 1975 to 1981) the number of increase in the number of vehicles is:

1975 - total vehicles two wheeled (93,000 motor cycles and scooters)
1980 - total number of two wheeled vehicles more than 1 lakh.

From 1975 - No. of Rickshaws: 4,800 increased by 7000; Motor cars increased by 1200.

Thus total number of vehicles increased from 43,000 to 90,000 (almost doubled)

Rate of increase in the vehicle production from 1979-80 to 1980-81. The increase in the rate of production of tractors, scooters, motor cycles, trucks and buses, Jeeps, Scooters, three wheeled vehicles and motor cars.

* Sakal dated 14th May 1982.
In response to such an increase in population and increase in the number of vehicles there is a corresponding increase in the volume of traffic and vehicles. About 2,000 to 3,000 fresh vehicles are on the road every year.

As the following table indicates on an average about 85% buses are on the route. Each bus covers a distance of about 190 K.M. The average number of passenger carried per bus per day comes to about 1100. The increase in the number of passengers carried and the total distance covered by buses every day within the last few years is very significant. The average number of passengers carried daily has recorded an increase of 13.5% every year. This speaks for the overcrossing of the buses.


(1) The present population of Poona is about 13 lakhs and is expected to rise to a figure of 15,30,000 in 1991 and 18,25,000 in 2001.

(2) During the period from 1951 to 1981 population
of Poona increased @ 3% per annum. During the same period the slum population increased @ 8%

(3) In any part of the city 60% of the vehicle traffic and 49% mileage of travel is by cycle 50% of the travel is on foot.

(4) 60% of the total population belongs to the poor class and 40% to the rich class. Total population.

(5) Total population living in slums in 33% i.e. 4 lakhs which is expected to be increased by 3.5 lakhs.

(6) 59% of the people are below the poverty level.

(7) Maximum density of population in the congested areas in 3,290 people per hectre.

(8) 50% to 60% of the houses in the central part of the city are in a very bad condition and

(9) 11% of total population of the Poona City is without water and sanitary facilities.

(10) This would require migration of about 4.25
lakhs people (in 1991) to 5.96 lakh people in the year 2001 to the outskirts of the city, thus requiring construction of 2.27 lakh blocks in 1991.

If average membership of per family is assumed to remain at 4 the total population residing in the outskirts in future could be between 6 to 9 lakhs of people.

(11) Poona will be completely industrialised by the year 2001. In 1966 land used for industrial purpose was 728 hectares. By the year 2001 20 to 21 lakhs of people to the total population of the Poona city. This growth is 3 times the growth from 1966.

7.10 Mobility Indexes

For the purpose of calculating mobility indexes the statistical information necessary is:

(1) yearwise changes in total population or changes in population growth at important stages and forecasts of future changes in the near future.

(2) Statistics pertaining to the types of vehicles used in local transport and statistics showing the extent of dependence of population on bicycle.
(3) Distance travelled in a particular direction i.e. from the peri-urban fringes to the core and from the core to the perifringes.

(4) Purpose of travel - education office work, casual going, attending a factory, disbursement of newspaper, milk, vegetable, marketing or shopping etc.,

(5) Density of population according to zones of operation, standard of living, nature of settlement, availability of various amenities, development of slums leading to now movement of population.

The following tables indicate the characteristics of population in the different zones. Study of such zones indicates the direction of population movements (mobility).
<table>
<thead>
<tr>
<th>AREA</th>
<th>COMPONENT PARTS</th>
<th>POPULATION CHARACTERISTICS</th>
</tr>
</thead>
<tbody>
<tr>
<td>(1) Middle West</td>
<td>Deccan Gymkhana, Fergusson College, Sambhaji Park, Shivaji, Nagar Gavthan and</td>
<td>Density of Population 3000 to 400 persons per Hectre. 19% to 20% increase in population</td>
</tr>
<tr>
<td></td>
<td>Corporation Building</td>
<td>expected. 51 Hectre land available in the area. Therefore total population comes to 20,400</td>
</tr>
<tr>
<td></td>
<td></td>
<td>persons. 20% land under transport. Therefore 1/5 of 51 hectares under transport i.e. 10</td>
</tr>
<tr>
<td></td>
<td></td>
<td>hectares under transport. Therefore transport need is for 4,000 people.</td>
</tr>
<tr>
<td>(2) Central Part of</td>
<td>Core part of the city from which movement of population to the outskirts takes</td>
<td>2.45% under industrial use. 29 Hectares of land available for use Population expected to</td>
</tr>
<tr>
<td>the city</td>
<td>place</td>
<td>use to about 5.42 lakhs.</td>
</tr>
<tr>
<td>(3) North East Area</td>
<td>Yerarda, Shastrinagar, Lohagaon Vishrant wadi, Nagar Road, Nagar Road, Ramwadi</td>
<td>Population density from per hectare. 85% of populuation in central part-Development of slu</td>
</tr>
<tr>
<td></td>
<td>Sangamwadi, Central Jail, Mental Hospital Deccan College, Agakhan Palace</td>
<td>(54% population in the slum area... 45% population without amenities like water &amp; toilet</td>
</tr>
</tbody>
</table>

(311)
<table>
<thead>
<tr>
<th>AREA</th>
<th>COMPONENT PARTS</th>
<th>POPULATION CHARACTERISTICS</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>Gandhi Memorial, D'Nobilee College</td>
<td>Total Population 1,05,587 expected to use to 2,02,397</td>
</tr>
<tr>
<td></td>
<td></td>
<td>in the year 2001 18.3 hectares for commercial use.</td>
</tr>
<tr>
<td>(4) North West</td>
<td>Shivaji Nagar Rly Str, Agricultural College, Ghorpadi Station, N.C.I. Kondhwa Pashana, Aundh, Dapodi Bopadi</td>
<td>Present population 1,31,147 expected to rise to 1,68,846</td>
</tr>
<tr>
<td></td>
<td></td>
<td>Pattern of land use-36% of housing 8.75% transport</td>
</tr>
<tr>
<td></td>
<td></td>
<td>2.85% industry. Land use in future 90% of the area of 2589.74 hectares.</td>
</tr>
<tr>
<td>(5) South West</td>
<td>Karve Nagar, Kothrud Erandavna, Poud Road S.N.D.T. LAW College Bal Bharati, Gokhale Nagar, Poly Technique, Vadar wadi, Model Colneey Ashok Nagar.</td>
<td>Present population 33% of 15 lakhs i.e 5 lakhs expected to rise by 17%</td>
</tr>
<tr>
<td></td>
<td></td>
<td>i.e. by 25 lakhs. Thus population in 2001 will be 7.5 lakhs</td>
</tr>
<tr>
<td>AREA</td>
<td>COMPONENT PARTS</td>
<td>POPULATION CHARACTERISTICS</td>
</tr>
<tr>
<td>------</td>
<td>-----------------</td>
<td>---------------------------</td>
</tr>
</tbody>
</table>
| (6) South Satera  
Southern Part  
(Satara) | Bibwe Wadi, Sahakar Nagar  
(Outside the Corporation Area) | Occupied by 1500 families. New settlement of population in to the extent of 36,400 people. Density of Population in 100 to 500 per hectare. 1/5 of population without basic amenities. Commercial centre covering 25 hectares. Sihagad Road widened. In this area 56% of people below income level of ₹ 500 140 hectares of land available for social use. |
| (7) Eastern Central Part  
with Highest Density | Nana Peth, Shukrawar Peth, Bhavani Peth, Ganesh Peth  
Rawivar Peth, Ganj Peth | The area of poor people (55% of population below ₹ 500 income group) merchant community Market Places for foodgrains, wood cloth, Steel etc., 70% of population uses cycle-15,000 to 20,000 bicycles per day. 75% trips are cycle trips. |
| (8) Core of the city | Sadashiv Peth, Narayan Peth  
Budhwar Peth | Historically and culturally Density of Population 575 to |
<table>
<thead>
<tr>
<th>AREA</th>
<th>COMPONENT PARTS</th>
<th>POPULATION CHARACTERISTICS</th>
</tr>
</thead>
<tbody>
<tr>
<td>(9) Original City</td>
<td>Shanwar Peth, Kasba Peth, Mangalwar Peth, Rasta Peth, and Gadi Tal</td>
<td>1045 per hectare. Total population in this area in 1981 was 4.25 lakhs expected rise to 5.42 lakhs in 1991 and 5.96 or 6 lakhs in 2001. The area consists of entertainment centres, Schools, Shopping centres, play ground Libraries, Dispensaries. Density of Population 885 to 1550 persons. 60% to 75% old places and buildings are situated in the area Old houses are in bad conditions 60% of people have less than Rs 500 as income. There are many industries without licence.</td>
</tr>
<tr>
<td>(10) Eastern Suburban Area</td>
<td>R.T.O. Naidoo Hospital, Raja Bahadur Mill, Pune Station, Central Building Koregaon Park, Ghorpadi Station, Hadapsar Industrial Estate, Konchwa Mundhwa.</td>
<td>The area is of 3516 Hectares The present population is 1.38 lakhs. It is expected to increase to 1.43 lakh in 1991 and 2.02 lakhs till the year 2001. 10.8% the land is kept for industrial development. This area consists of 7 commercial subcentres and covers Sholapur Road and Konchwa Road.</td>
</tr>
<tr>
<td>Item</td>
<td>Population</td>
<td>Changes</td>
</tr>
<tr>
<td>-------------------------------------------</td>
<td>-------------------</td>
<td>------------------</td>
</tr>
<tr>
<td>1. Total Population</td>
<td>13 lakhs</td>
<td>15.3 lakhs</td>
</tr>
<tr>
<td>2. Middle West</td>
<td>20,400</td>
<td>24,080</td>
</tr>
<tr>
<td>3. Central Part of the city Core Area</td>
<td>4.25 Lakhs</td>
<td>5.42 lakhs</td>
</tr>
<tr>
<td>4. North East Area</td>
<td>1.05 lakhs</td>
<td>1.50 lakhs</td>
</tr>
<tr>
<td>5. North West Area</td>
<td>1.31 lakhs</td>
<td>1.69 lakhs</td>
</tr>
<tr>
<td>6. South West</td>
<td>5 lakhs</td>
<td>5.85 lakhs</td>
</tr>
<tr>
<td>7. South(Satara)</td>
<td>36,400</td>
<td>54,000</td>
</tr>
<tr>
<td>8. Eastern Central Part with high density</td>
<td>15,000</td>
<td>20,000</td>
</tr>
<tr>
<td>9. Eastern Suburban Area</td>
<td>1.38 lakhs</td>
<td>1.43 lakhs</td>
</tr>
</tbody>
</table>
7.10 A) MOBILITY CHARACTERISTICS

<table>
<thead>
<tr>
<th>Direction of the Movement</th>
<th>Average Distance to be travelled and which can be travelled by a cycle</th>
</tr>
</thead>
<tbody>
<tr>
<td>(1) Middle West</td>
<td>3.4 Kms .7 Kms</td>
</tr>
<tr>
<td>(2) North East</td>
<td>7.2 Kms</td>
</tr>
<tr>
<td>(3) North West</td>
<td>5.4 Kms</td>
</tr>
<tr>
<td>(4) South West</td>
<td>5.4 Kms</td>
</tr>
<tr>
<td>(5) South</td>
<td>5 Kms</td>
</tr>
<tr>
<td>(6) Eastern Central Part</td>
<td>3.4 Kms</td>
</tr>
<tr>
<td>(7) Eastern Suburban Area</td>
<td>4 to 5 Kms</td>
</tr>
</tbody>
</table>

* Mileage to be covered in different directions

(1) Middle East $2 \times 3.4$ Kms x Population (49% of the Population)
(2) North East $2 \times 7.2$ kms x Population
(3) North West $2 \times 5.4$ Kms x Population
(4) South West $2 \times 5.4$ kms x Population
(5) South $2 \times 5$ kms x Population
(6) Eastern Central Part $3.4 \times 2$ kms x Population
(7) Eastern suburban $2 \times 4.5$ kms x Population

* Note: Assuming that 49% of the mileage travelled in by bicycle and that one person is required to travel the distance to and fro (twice) per day (about 6 kilometers) the to and fro movement of each person on a day is assumed to be 12 kilometers maximum.
<table>
<thead>
<tr>
<th>Kms. to be coverage Av. distance x 2 persons</th>
<th>Population in the Year(in lakhs)</th>
<th>Total Kilometers in the area(lakhs of Kms.)</th>
<th>Percentage Kilometers which is expected to be travelled by a cycle in lakhs of Kms.</th>
<th>Index No. and Mob. (1981 -- base)</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>1981</td>
<td>1991</td>
<td>2001</td>
<td>I</td>
</tr>
<tr>
<td>Heart Area</td>
<td>13.6</td>
<td>4.25</td>
<td>5.42</td>
<td>5.96</td>
</tr>
<tr>
<td>East</td>
<td>6.8</td>
<td>0.20</td>
<td>0.24</td>
<td>0.28</td>
</tr>
<tr>
<td>West</td>
<td>14.4</td>
<td>1.05</td>
<td>1.50</td>
<td>2.02</td>
</tr>
<tr>
<td>South</td>
<td>10.8</td>
<td>5.0</td>
<td>5.85</td>
<td>7.5</td>
</tr>
<tr>
<td>Central</td>
<td>10.0</td>
<td>0.35</td>
<td>0.54</td>
<td>0.72</td>
</tr>
<tr>
<td>Suburban</td>
<td>6.8</td>
<td>0.15</td>
<td>0.20</td>
<td>0.25</td>
</tr>
<tr>
<td>East Area or radius 4 miles</td>
<td>6.8</td>
<td>13.00</td>
<td>15.3</td>
<td>18.25</td>
</tr>
</tbody>
</table>
### ESTIMATES OF DEMAND FOR BICYCLES ON THE BASIS OF INDEX NOS

<table>
<thead>
<tr>
<th></th>
<th></th>
<th></th>
<th></th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td>(1)</td>
<td>27.19</td>
<td>36.85</td>
<td>41.33</td>
<td>100</td>
</tr>
<tr>
<td>(2)</td>
<td>0.66</td>
<td>0.81</td>
<td>0.96</td>
<td>100</td>
</tr>
<tr>
<td>(3)</td>
<td>7.49</td>
<td>10.08</td>
<td>14.83</td>
<td>100</td>
</tr>
<tr>
<td>(4)</td>
<td>6.99</td>
<td>9.13</td>
<td>11.78</td>
<td>100</td>
</tr>
<tr>
<td>(5)</td>
<td>26.46</td>
<td>31.59</td>
<td>41.31</td>
<td>100</td>
</tr>
<tr>
<td>(6)</td>
<td>1.71</td>
<td>2.7</td>
<td>3.67</td>
<td>100</td>
</tr>
<tr>
<td>(7)</td>
<td>0.498</td>
<td>0.68</td>
<td>0.87</td>
<td>100</td>
</tr>
<tr>
<td>(8)</td>
<td>5.8</td>
<td>6.44</td>
<td>9.27</td>
<td>100</td>
</tr>
<tr>
<td>(9)</td>
<td>50.96</td>
<td>61.2</td>
<td>74.46</td>
<td>100</td>
</tr>
</tbody>
</table>

If we assume that an individual travels 12 km per day maximum then the forecast of demand for cycles in 1991 and 2001 would be

\[ \frac{61.2}{12} = 5.0 \text{ lakhs} \]  and  \[ \frac{74.46}{12} = 6.20 \text{ lakhs} \]
7.11 DESCRIPTION OF SPECIFIC MOBILITY ZONES

As the different maps indicate the areas of traffic congestion consists of the following petha [पैठा] which have been historically evolved in the central part of the Pune City. (Maps - Nos. 1 to 29)*


All the above Petha were developed by the end of 1820.

1. Shaniwar Peth

The three main roads on the outskirts of Shaniwar Peth are one along the eastern bank of the river Mutha, leading to Maharshi Shinde Pool (Bridge). The others are Bhalakar Bhopatkar Road, Prabhat Road, Kakasaheb Gadgil Path and Bajirao Road. All these roads join the N. C. Kelkar Road. These roads require widening so that the cycle lane areas earmarked by circles can be joined to the above four roads. The cycle lanes are necessary in view of the fact

* The different areas of population and traffic congestion in the different Petha are indicated by circles in the maps enclosed after Page No. 338.
that the encivded areas cover school like Ahilya
Devi High School, Raman baug High School,
Mahapalika Vidyalaya. The cycle school goes and
most of the middle class communities living in
the Shanwar Peth. can conveniently use cycles.
The bus routes in the lane areas can be climmiated
and Buses should ply only along the I,II,IIIand
V routes marked on the graph.

2. Narayan Peth

Narayan peth is surrounded by two important
starting from Sambhaji Bridge.

(1) N.C. Kelkar Road
and (2) Laxmi Road

These roads require widerring. The areas in
a circle and the oval shape circle are the areas
to be reserves for cycle lanes. The area encircles
covers schools like Kanya Shala, Hujurpaga Girls
High School. The area along the Laxmi Road, and
around Appa Balwant Chowk is the chief marketing
area. Most of the middle class communities have
been staying in this area. The cycle goers in
the lane are can drive their cycles along the lanes
from I to IX as shown in the Chart.
3. **Sadashiv Peth**

It is the most congested part of the Pune city. Sadashiv Peth area comprises so many educational institutions, College, cultural institutions. It is supplemented by the Housing Colonies like Lokamanya Nagar, Rajendra Nagar, after the Paushef disaster. Most of the middle clan communities live in the triangular area created by Baji Rao Road, Laxmi Road, Tilak Road and Lal Bahader, Shastri Marg. The triangular lane are surrounded by one or two storeyed buildings and by govt offices, retail shops, Bhave School, New English Schools, Mangal Kavyaleys, Sevasadan High School etc., Thus if Laxmi Road, Kumthekar road, Tilak Road, Baji Rao Road and Shashtri Marg are evidenced the cycle goers in the lane area indicated by the triangle join the main road.

4. **Kasba Peth**

Kasba peth is encircled by station road along Daruwalla pool from Shanwar Wada. The after important roads are Agerwale road, and savkar Ghadge Road from Shivaji Pool there is Santaji Ghorpade road. The five circles indicate the lane areas for the
cycles. There are other minor roads like Ladkat road and Yadnya Valtya road in Kasba Peth. These roads must be widened. The Kasba Peth consists of important chowks like Dadoji Kondev Chowk, Manik Chowk, Pivale Chowk. The encircled areas are congested and if the roads mentioned above are widened and cycle lanes provided the cycle traffic can be facilitated. The most of the dwellers in Kasba Peth belong to middle Class community and bus traffic in the various lanes would increase frequency of accidents.

5. Budhwar Peth

This is the most congested peth in Poona city. It consists of so many chowks and it is the central part of the Marketing area. It consists of important chowks like shanipar chowk, Ganapati Chowk, Belbaug chowk, Babu Genu Chowk, Moti Chowk and Sonya Maruti chowk. The important roads, passing through Budhwar Peth are the road from Appa Walwant Chowk to Pasodya Vithoba and the most important is Lakshmi Road. There are many lanes, important theatres like Aryan, Vijayanana, Globe, Shree Krishna and various religious centres and schools like tulshi Baug, Jogeshwari, Prathana Samaj, Pasodya Vithoba
etc., and schools like N.M.V. Mahapalika School and important Central post office. Therefore the traffic congestion is maximum therefore bus traffic can be permitted only along Lakshmi road and the road from Appa Balwant Chowk and Moti Chowk and Mahapalika Vidyalaya Marg. This would facilitate the traffic of the cycle goers in the cycle lanes in the lane area shown by the three circles.

6. **Shukrawar Peth**

The area of Shukrawar Peth is covered by important roads like Bajirao road, Tilak road and Shivaji road. This is also the congested area consisting of small roads like Bhopatkar road, Jawalkar road, Shukrawar Peth also consists of important chowks like Nehru chowk, Shastri Chowk, Jedhe Chowk, Panghanti Chowk, Rashtra bhushan chowk. The shukrawar peth consists of Phule Market, the main marketing centre wadia Hospital, Nehru stadium and there are Government offices like Mamledar Office, City Survey Office, Shukrawar Peth consists of the most congested area full of middle class city dwellers who are staying there for generations together. The areas encircled are the areas suitable for cycling and if the above mentioned roads
in Shukrawar Peth are widened the traffic of the cycle goers from the lanes can be easily facilitated.

7. Raviwar Peth

Raviwar peth is also very congested marketi area full of important roads like Lakshmi road, Bagde road, Saifi road, Mahatma Phule road, Rana Pratap road and dwell Govindsingh road. There is a cross section of these roads. The areas encircled are the important marketing arei consisting of important chowks and small roads like phadke chowk, Vajradehi Chowk, Devji Baba Chowk, Hamjekhan Chowk, Halwai Chowk, Shivanjali Chowk, Phulwale Chowk. There are also small roads like Khivasara road, Agrasen road, etc. In the areas shown by the two circles, only cycle traffic can be permitted because there are marketing places and most of the city dwellers like in one storyed or two or three storyed buildings. The roads like Lakshmi road and Ranapratap road widening.
8. **Gurwar Peth**

Gurwar Peth is comparatively less crowded. There are straight roads and lanes inside Gurwar peth. It is surrounded by Raviwar peth, Ganj Peth and shukrawar peth. There are straight road like Trimurti road, Phule road. Along these roads buses can ply. However smaller lanes are there joining important chowks like Ramdas Gandhi chowk, Kasture chowk, Thakur Savdekar Chowk, Shitala devi Chowk. There are temples like Satyavani Maruti, Achanak Maruti, Aapala Maruti and the area surrounded by panch houd mission. There are residential areas like Gauli aali, Dhangar s aali Bhali paala houd, Devlache talim etc., There is little scope for creation of new cycle lanes. But the existing lanes and roads can be used for cycling. These lanes are marked by black lines.

9. **Mangalwar Peth**

This is a very crowded peth consisting of bridges and the important roads around the peth and crossing the peth are kennedy road, Dr. Ambedkar road, Santaji Ghorpade road, Jawaharlal Nehru road, Berne road, Javale road, siddheshwar road and
Bolai Mandir road. The important centres in Mangalwar peth are Poona Railway Station, Central Building, Collector office, Zilla parishad, B.J. Medical college, sasoon Hospital, Railway goods yard and P.M.T. stand at the railway station is the chief centre through which buses ply through different routes. Mangalwar peth is a marketing area and settlements have taken place around different chowks like parge chowks, Thakre chowk, Narpetgir chowk. Vallabhai Patel Chowk, Hutatma Kotwal chowk etc., Excepting the wide roads mentioned above the lane areas market by the circles are suitable for cycling.

10. **Somwar Peth**

Somvar Peth is divided and surrounded by roads like Siddheshwar road, Dr Ambedkar road, Mudiliyar road, Station road and Jawaharlal road. The area market by the arcles, ovals consists of gardens like shahu uddyan, Colonies like Saraswal colony and high schools like Rasta peth high school. Agarkar high school. It also contains police station, Post Office and temples like Trishunda Ganapati, Nageshwar Mandir etc., Except the three or four roads mentioned
above there is no scope for widening the road because there are old settlements of people and traffic congestion in the areas of lanes encircled. The widening of important roads in somvar peth will facilitate cycling.

11. Ganesh Peth

Ganesh peth is surrounded by Kasba peth, Raviwar peth and Ganj Peth. It also consists of important bridges like Daruwalla pool, Ghaseti pool Burudi pool, Baba Aadhav Pool. The important roads surrounding and cutting across Ganesh peth are Rana Pratap Sinha road Guru Nanak road, Lakshmi road. It consists of important chowks like Landge chowk, Kal Bhairaw chowk, Hamje kan chowk, Dulya Maruti chowk, Mangal Maruti Chowk, Marin Mayi Chowk, Shri Krishna Chowk, Halwai chowk, etc. There are small roads roads as Salunke road, Chavan road, Khamdke road JadHAV road, Baugvan road, Congested dwelling has taken place historically in the areas encircled. Ganesh peth is also a congested peth and it is important Marketing place. It consists of important religious places like sikh Gurudwar Devji Baba Mandir, Dulya Maruti. There is also a milk market in ganesh peth. Excepting the big roads there is
no scope for widening the inner lanes. However cycle traffic in the inner lanes can be facilitated if the bus routes in the congested area are cancelled and buses ply only through important big roads.

12. Ganj Peth

Ganj Peth is surrounded by Ganesh Peth, Guruwar Peth and Ghorpade peth. It does not consists of many big zay lanes. There are straight parallel roads cutting across Ganj peth like Rana pratap road Savitri bai Phule Road. There is timber market area which is relatively congested and there are two important chowks like Jaishankar chowk and Chand Tara Chowk. The area enaired indicate the relatively thickly populated area in which cycle lanes can be prepared.

13. Ghorpade Peth

Ghorpade peth is surrounded by important roads like Shivaji road, Nana Shankar shet road, Jawharlal Nehru road and Markandeya road. It is surrounded Guruwar peth, Ganj peth Shukrawar peth and Bhavani Peth. This is again a very congested
area. The area shown by circles consists of the city dwellings. In olden times and newly created housing colonies like Municipal servants quarters, Kohiyanagar, Ekbote colony, Police staff quarters. It contains swargate S.T. stand P.M.T. parking area. The areas encircled are suitable for cycle lanes. There is scope for widening roads around Ghorpade garden and the housing colonies. And around Rashtra Bhushan Chowk, Dalal chowk, Dhole chowk etc.,

14. **Rasta Peth**

Rasta peth is also a crowded and congested part surrounded by Ganesh Peth, Nana peth, Somwar peth, and Pune cantonment. The Central part of Rasta peth, encircled consists of the population settlement. The important roads surrounding Rasta peth are Vaidya Nanal Shastri Road, Raghunath Pawar Road, Jawaharlal Neru road, Badde road, Rasta Peth, area consists of important hospitals like K.E.M. Hospital, Tara chand Ramnath Hospital, Lokmanya Tilak Ayurved Hospital. It also consists of the offices of Employment Exchange and Maharashtra State Electricity Board. The roads on the outskirts of Rasta Peth if widened can
facilitate cycle traffic in the lane area encircled.

15 Nana Peth

Nana peth is surrounded by Bhavani Peth, Pune cantonment and Rasta Peth. Lakshmi road is the main road passing through Nana Peth. The other important roads are Kasturba Gandhi road, Jawaharlal Nehru road and Pandita Ramabai road. Padamjee road is on the outskirts of Nana peth. There are small roads like Pawar road, Sakat road and Kirad road. The areas encircled consists of the important market places and schools. The roads like Padamjee road and Lakshmi road, Kasturba road and Jawaharlal road, is widened can facilitate cycle traffic in lanes which are not suitable for bus traffic.

16 Bhawani Peth

Bhavani Peth is surrounded by Nana Peth, Pune Cantonment, Ganj peth and Ghorpade peth. The important roads around and crossing through Bhawani Peth are shankershet road and Jawarharlal Nehru road. It consists of small roads like Baburao Sanas road. It is an important Marketing area consisting of awkward lanes. There are important bridges like
Burudi bridge and Ghaseti bridge joining roads in Bhawani Peth. Bhawani peth consists of many squares like Chudamand Chowk, Padamjee Chowk, Rathod Chowk, Bhagvan Mahavir Chowk, Bhavanimatā Mandir Chowk. Kirad aali, Mahatma Gandhi Chowk, Padlkhi Vithoba chowk and Dharmanir Dawre chowk. Lanes creating these chowks are not suitable for bus traffic. Only cycles can ply among these lanes.

17. Poona Contonment (South)

Poona Contonment area(south) consists of straight parallel road. It is relatively less congested area. Compared with the City area, the Contonment area is relatively planned. The dwellings of the citizen are surrounded by straight parallel roads. Crossing each other. The Poona contonment (south) area is surrounded by sholapur Road, Burnet road, Manejki Mehta road and B.J. Road. There are many roads cutting across the area. like Tarapor Road, Bootie Street, Sachapeer street, vincent road, kahum road. The area is divided by Mahatma Gandhi Road, in the centre. There are other roads running parallel to Mahatma Gandhi Roads like Elphistar Road, Koyaje Road, Thimayya Road, John Mohammad
road. The Cantonment area is a marketing area in which the shops are established along these parallel roads.

18. **Pune Cantonment North**

This area is a congested area situated at the North of Collector office. There are few straight roads like B.J. road, Manikje Mehta road, Motilal road, Sasoon road, Boat Club road, Koregaon road, Ashok road, Bund Garden road and Tadiwala road. Along the Ghorpade loriidge these routes lead to Sholapur and Mundhwa. There are railway lines from Poona station to Sholapur and Miraj. There are minor roads like Victoria road, Prince of Wales road, Alexandra road. This area consists of important Government offices like Central Building, Collector's Office, Income Tax and circuit house and Colleges like B.J. Medical College, and Wadia College. There are also important market centres like Ghorpadi Bazar. The bus traffic is suitable only along B.J. road, Sasoon road, Boat club road, Ashok road, and roads leading to Ghorpadi Station and Sholapur. The areas encircled are the congested areas consisting of Military offices, Hospitals and Gardens. On the outskirts of the
cantonment area, there are industrial areas and cycle traffic of workers can be facilitated along the important roads mentioned above.

19. Shivaji Nagar South

This area is divided by important roads like Prabhat Road, Karve road, Paud road, Kothrud road, Jangli Maharaj road Ghole road and Apte road and Bhandarkar road. The Shivajinagar south area is situated along the west coast of the river Mutha. It contains important college like S.N.D.T. Fergusson College, Garware college, Law College B.M.C.C. etc., In this area the higher middle class families are settled. In the areas encircled cycle traffic can be encouraged and Bus-traffic can be directed from Deccan Gymkhana bus stand to the western part through important roads like J.M. road, Prabhat road, Karve road, Bhandarkar road and senapati Bapat road leading to Poona university and Shivajinagar, Paud and Mulshi etc., The new settlements like higher middle class families have taken place in the areas encircled. These areas are suitable for cycle traffic.
20 & 21 Shivajinagar North

This area of Shivajinagar is surrounded by Bombay -Poona Rly line from Shivajinagar Railway station to Khadki Rly Station, Aund road, Ganesh Khind road, Senapati Bapat road. This part consists of important educational institutions like poona University, Spicer college, Agriculture college and the area encircled is the congested area. There are housing colonies like Gokhale nagar, Factory colony, LIC colony. It also consists of slum settlements at Vadarvad. Bus traffic is suitable only along the roads parallel to Bombay Poona Rly. line and important roads mentioned above. Bus traffic is suitable only on the outskirts of Shivajinagar area. As map member 21 indicates, Shivajinagar area on the western part of Jangli Maharaj road is congested. The Poona Municipal Corporation is the controlling point of Bus-traffic along Jangli Maharaj road, HSC road and congress house road and Shivaji road. Bus traffic is not suitable in the remaining parts which are congested.
22 Pune University Area

This area is encircled by Khadakvasla road on the Eastern part. There are other roads like Kothrud road, Paud road, and Karve road on the outskirts of the Poona University area. The important places in this area are Pashan lake, Khadakvasla dam, National Defence Academy, NCL A.R.D.L. There is also police wireless centre along Bhaiba road and Raj Bhawan. This area comparatively less congested and suitable for bus-traffic along the main roads indicated above.

23 & 24 Satara Road

This is the longest high way starting from Swargate Bus station to Katraj. Along this road there are many shopping developments, housing developments and industrial areas in the suburbs offer the Panshet disaster. Many housing colonies have developed like Lakshmi nagar, Sahejwan nagar, Sahakar nagar, Parvati village, Home guard colony etc. The roads adjoining the Satara road are Aranyeshwar road, Padmavati road, Golvalkar road
and Tanaji Malusare road. Starting from Dandekar Bridge. There is also Sinhagad road running parallel to satara road. Dattawadi settlements are along the sinhagad road. To the western side of satara road are settlements like Mukundnagar, Gultekadi industrial area, Mahal Shingar, Lullangar and Marketyard. The area is suitable for cycle traffic along the Satara road, Shankershet road. The mileage covered is upto 20 km. from swargate. The cycle traffic of milkman and workers along the satara road is already heavy.

25 & 26 Sholapur road

Sholapur road runs parallel to the railway line. The southern area along sholapur road consists of housing areas like Lullangar Sasane nagar, Netayinagar. It is also a marketing area consisting of Sholapur bazar Vanavdi bazar There also has the Hadapsar industrial estate Gananesh baug industrial estate Mundhwa paper mills and the Mundhwa road leading to Manjri is surrounded by Mundhwa village, Police colony Keshawnagar etc., The southern and Northern parts along sholapur road consists of small roads like
canning road, Prince of Wales drive, Paravati villa road, Vanavdi road, etc. These roads are suitable for cycle traffic. The cyclists travel all along the Sholapur road leading to Hadapsar and Mangrigaon and even upto Thour, urali Kanchan, and Loni.

27. **Yerawada Area**

Yerawada area is surrounded by Alandi road to the west and Nagar road to the East. The yerawada area consists of important places like Deccan college, Central prison, Home Guard, and the most important centre is Lohagaon Air port. This area consists of important residential areas like Vayusenanagar Anandnagar, Jali quarters, phule n nagar, Shastrinagar Ambedkar society Chandan' nagar etc. The yerawada village near the Deccan college consists of the various slum areas like Jail jawar nagar, Nagpur chawl, Laxmi nagar, Ganesh nagar, Subhashnagar, Kamrajnagar, Yeshwantt nagar and Janata nagar. On the western coast of Mutha the workers, office goers and school children can drive cycles along the inner roads like Loop road, Jail road etc. Bus traffic along Alandi road, Nagar road, Jail road, Vishrant wadi
road leading to Dhanori and Lohagaon is necessary for the middle class people staying in yerawada area.

28. **Khadki, Dapodi, Bopodi**

This area is to the east and the west of Bombay Poona road. There are minor roads like Kirloskar road, Mahatma Gandhi road, Ganjshed road, Chinchroad, Frere road General Thorat road Burr road, Deccan road, Elphinston road, Factory road, power works road. The western part encircled is congested and the area consists of marketing places, Ammunition factory, Post office area and cycle traffic along these roads and Aundh road and Vidyapith road on eastern side, converge to Bombay Poona road. Bopodi and Dapodi area consists of retail shops, small workshops and government offices like power work shop and C.M.E. The cycle traffic of the workers, Government employees and those of people residing in Kirkee area is very heavy.
Plan for separate lanes for bicycles *

The Poona Municipal corporation and the government of Maharashtra have unanimously decided on preparation of a B-15 crores worth Plan for providing separate lanes for the cycle riders. The plan is to be sent to control government for procuring help from foreign countries to the extent of 50% of the total amount of the plan. Rs 5 crores will be obtained from the Central government. The remaining expenditure will be borne equally by the Poona Municipal corporation and Government of Maharashtra.

Under the plan separate roads and routes for cycles from Hadapsar to kirkee. The lanes and routes will be joined by culverts and bridges. On the roads will greater width separate tracks and lanes will be prepared for cycle riders.

Such plans, if materise, are bound to increase the impact of cycle on the mobility of population in the Pune City.