



# First & Foremost

January 2017

E- Newsletter for Private Circulation only

## Letter from the Chairman

**G**reetings from Mumbai First. My entire team joins me in wishing you and your families all the best for 2017. As we begin the New Year, it is time to reflect on our journey during the year gone by.

We have had an extremely interesting and eventful year. India took over the Presidency of the BRICS Nations in February last year and we were very delighted and indeed honored to have the opportunity of organizing the first major event in Mumbai during India's Presidency. We were very encouraged by the excellent response received from BRICS Nations. Several high powered delegations led by Governors, senior Ministers, Mayors and senior officials from BRICS Nations participated in the 3-day deliberations. The 3-day Conclave from 14th – 16th April, 2016, focused on eight key areas – Urban Governance; Making Cities Inclusive; Making cities safe and secure; Urban Transport; Finance; Sustainable Cities; Affordable housing; Land use and Urban Planning. During these 3 days the delegates shared their experiences on the urbanization programme in their respective countries. This was indeed a very enriching for all the participants and has also led to a closer cooperation with the BRICS Nations. While the Chinese People's Association for Friendship with Foreign Countries invited Mumbai First to visit Beijing to discuss further various possibilities; recently a delegation from Qingdao People's Association with Foreign Countries, China visited Mumbai and signed a MOU between Mumbai First and Qingdao.

During the year much progress was made on our cooperation with the European Union, which has been going on for nearly three years. We were delighted that at the EU-India Summit held in Brussels in March 2016, attended by the Hon'ble Prime Minister of India, the Presidents of the European Council and the European Commission, the work done by EU and Mumbai First in Mumbai was recognized and I quote from the joint statement issued after the Leaders' meeting:

"They welcomed EU-India cooperation on urban development included in the context of the EU's World Cities programme and the EU-Mumbai Partnership. They agreed to launch an urban

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development dialogue and organize an Urban Forum, as appropriate in cooperation with the EU's Committee of the Regions".

As part of the EU-India Sustainable Urbanisation Partnership; jointly implemented by Acciona Ingenieria and Mumbai First, a successful week long Metropolitan Lab on Maharashtra's Sustainable Urbanization was organized in the month of September at MMRDA in Mumbai, India. A diverse group of participants from different civic agencies like MMRDA, MCGM, CIDCO, TMC, etc. and few private organizations like IITB, CEPT, etc. participated and explored the challenges and opportunities in the process of sustainable urban development in Mumbai, the Mumbai Metropolitan Region (MMR) and Maharashtra. Following from the excellent outcome of these deliberations a further event is being organized in early 2017 on "Financing of Sustainable Urban Projects in Maharashtra".

In addition, a second Metropolitan Lab on Sustainable Urbanization in Gujarat is being planned in March this year. The Lab focuses on integrated inter-institutional and inter-sectorial approaches on urban development and metropolitan projects and builds on the success of the Metropolitan Lab under the same theme that was delivered in Mumbai in September 2016.

I am also very happy to share with you Mumbai First's active participation in DAAN UTSAV the voluntary festival of Giving celebrated worldwide in October, when we successfully executed a project "HAMARA STATION HAMARI SHAAN" which helped to transform 36 Railway Stations in the suburbs of Mumbai. This project was a joint initiative by **Mumbai First and Making a Difference (M.A.D.) Foundation**, with the support from both Western and Central Railways. I would like to thank Hon'ble Chief Minister Mr. Devendra Fadnavis, the Railways Minister Mr. Suresh Prabhu and Member of Parliament Ms. Poonam Mahajan for giving us their time and support. I would also like to thank support partners and other organizations/institutes, and volunteers who have contributed to the success of this Project. This project which saw over 100 institutions and close to 25000 citizen's volunteered had the making of the one of the largest PPPP initiative globally.

In the first meeting of newly constituted "Cities and Economy Forum" was organized in Bilbao, Spain and in response to the personal invitation from the Mayor of Bilbao, Mumbai First participated in the deliberations where our CEO, Shishir Joshi presented a paper on this unique Railway Beautification project and this was much appreciated by all the participants from around the world.

In the New Year, we are planning several programmes and more details will be provided in due course. Meanwhile, we will be very happy to hear from you with your ideas on any specific area or topic that we should look at in our programme.

Once again wish you all a happy and successful year and we look forward to your continued active participation in our activities.

Warm regards,  
**Narinder Nayar**





# SMART CITY



## FOR A BETTER MUMBAI

THE POTHOLES, THE TRAFFIC JAMS, THE CROWDS, THE HONKING, THE POLLUTION, THE FLOODING. WAS MUMBAI 2016 ONLY ABOUT THIS? WE SPOKE TO FEW CHANGE MAKERS WHO SHARED THE POSITIVES FROM THEIR VIEW POINT.

### Reduced Noise levels and the Quietest Diwali in a decade

**Sumaira Abdulali** President, Awaaz Foundation



After being declared the noisiest in India by the Central Pollution Control Board in early 2016, Mumbai city reduced noise levels to be included in nine of the quietest spots in the country by Diwali. To counter the 'noisiest' label, Awaaz Foundation intensified our efforts of over 14 years to reduce noise levels from all sources by engaging directly with citizens and through public interest litigation, advocacy with Government, awareness and educational campaigns.

This was possible through our collaboration with diverse partners from various fields: Print media and various NGOs like Sanskar India Foundation, AGNI, Forum for IQOLMS and the Indian Medical Association just to name a few.

Mumbai and Thane Police and Traffic Police;

Advocate Ishwar Nankani of Nankani & Associates and Advertising professionals such as Josy Paul of the multi-award winning BBDO volunteered pro bono to contribute their expertise and make the campaign a success.

Students from various schools and colleges and citizens of Mumbai took their messages to heart and participated in campaigns such as #GetWellSoonMumbai, #TellTheDriver, #HornFlu, #YourAwaazAgainstNoise, #GodsAgainstNoise and #Citizens'NoiseMap.

Several citizens filed public interest litigation in the Bombay High Court and proactively obtained court orders to implement Noise Rules. PIL Petitioners Awaaz Foundation, Dr. Mahesh Bedekar, Dr. Yeshwant Oke, BEAG, M.S. Rane, Ashok Ravat, Santosh Pachlag, Ajay Marathe and others were heard extensively by the Bombay High Court and Justice Abhay Oka passed several landmark final Orders which empowered us to demand better implementation of Noise Rules by the Authorities and armed the citizens.

The Authorities too responded by implementing the noise rules more effectively than in past years. The Mumbai Police thanked citizens of Mumbai for bringing noise levels down so dramatically and witnessing the quietest Diwali in last decade.





## Formation of APNA MUMBAI ABHIYAN

**Darryl D'Monte** Chairman Founder President, Forum of Environmental Journalists of India, International Federation of Environmental Journalists

The one achievement that marked 2016 was the formation of **Apna Mumbai Abhiyan**, a broad front comprising as many as 38 city organisations from the northernmost suburbs to Cuffe Parade. This was borne out of the realisation that the BMC wasn't engaging with citizens on many key issues, focussing on four to begin with. It is unprecedented in that there has never been such a coalition across the length and breadth of the city.

Leaders to reckon with in the organisations include architect-activist P.K. Das, film-maker Ashoke Pandit, architect Nitin Killawalla, environmentalist Hema Ramani, D.M. Sukthankar, former Municipal Commissioner and now chair of AGNI, and Julio Ribeiro, former Police Commissioner and now chair of the Citizens' Public Concern for Governance Trust.

The very fact that the groups have bonded together by an invisible glue in next to no time to form the Apna Mumbai Abhiyan speaks volumes of Mumbaikars' eagerness to tackle problems that the metropolis faces.

AMA, which in colloquial Marathi also stands for "Us", is addressing four issues at this point in time:

The first was the coast road, the latest alignment of which is from Marine Drive to Versova. Despite repeated requests over the past three years, the BMC hasn't held a single public hearing on the project which will alter the face of Mumbai irreversibly. Citizens have been frustrated by the refusal of the BMC to address their grievances, which seems the case with the revised DP as well. When the entire world is trying to promote public transport and discourage private commuting, Mumbai is heading blindly in the reverse direction.



## Foundation stone of Mumbai Trans Harbour Link

**Indrani Malkani** Managing Trustee  
V Citizens Action Network (VCAN) | Ashoka Fellow

It is a rare phenomenon when the Central and the State Governments come together, to lay emphasis on addressing a challenge affecting our City viz. – Infrastructure. Connectivity and Infrastructure are two sides of the same coin and the Authorities have indeed accepted this reality.

The need of mass public transportation, to ensure ease of commute, has been recognised and construction of expanding the Suburban Rail Services, have been taken in hand with the laying of the Foundation Stones. Keeping the commuters safety in mind, foot overbridges are part of the infrastructure enhancement.

Since the days of Mumbai's own JRD Tata, who had mooted the project, finally the Prime Minister Shri Narendra Modi has laid the foundation stone of the Mumbai Trans Harbour Link. This mega Infrastructure project will ensure connectivity of Navi Mumbai to the mainland and relieve the heavily congested roads carrying laden trucks and ensure an easy and more economical transportation.





## Fertility Rate going down

**Sucheta Dalal** Founder-Trustee, Money life Foundation

One of the best pieces of news for Mumbai and for India, strangely enough, has nothing to do with the city's infrastructure or civic amenities. But it is something that should make all of us -- activists, planners and especially builders, step back and think in order to be able to see the future a little more clearly.

Economist and author Sanjeev Sanyal, who studied data put out by various surveys wrote recently that the Indian fertility has dropped sharply in recent years and is already at replacement level (at a total fertility rate of 2.3). In Himachal Pradesh and West Bengal it is at a low 1.3 and in most cities lower than replacement level. This means that our population will decline sooner than anticipated. The same is true of world population.

This has significant implications for those of us who live in India's most sprawling metropolis. For decades we have seen public infrastructure and green spaces shrinking while property rates spiraled skywards keeping pace with the soaring towers that have changed Mumbai's skyline. All this was driven by incessant demand and population pressure.

The good news is that we are now able to see a finite end to this trend and some change could start to be visible in just over a decade. In a nutshell, it means that our policy makers, planners and builders will have the elbow room to focus on quality of life for Mumbaikars, rather than remain locked in a constant struggle to provide basic amenities for a bulging population.



## Bombay was the rabbit pulled out of a Transport Hat

**Gerson Da Cunha** Independent Director, Chairman of Corporate Social Responsibility Committee, Member of Audit Committee, Member of Nomination & Remuneration Committee and Member of Stakeholders' Relationship Committee Hawkins Cookers Limited, Trustee and Convenor, AGNI (Action for Good Governance and Networking for India).

Two railways that fetched and carried goods to and from a bay that became a great port, receiving ships from the grand new Suez Canal; best of all were the two suburban railways of the Bombay Baroda & Central India and Great Indian Peninsula Railways. 'The First City of India' grew upon their gleaming skeletons.

This is why I think that the best happening for Mumbai in 2016, is the inauguration of another form of rail transport, a Metro. It became a credible reality.

In 1985, when I joined Bombay First, Municipal Engineer Patankar arrived at our office with a plan worked out in some detail of a Metro for Bombay. It was already a few years old, since when 21 years have rolled by. But the great development in 2016 is the maturation of, and impetus given to, a Metro that will run from Colaba Woods, under the Oval and the Fort, Old Bombay and its suburbs to Santa Cruz. The Metro is planned to go beyond that, some of it over-ground.

In the same general world of transport, the sea on the city's eastern seaboard is to be used to ferry people. Also being taken up seriously is the trans-harbour bridge (Tata's offered to build a JRD Tata bridge, but the idea went no further).

The builders' lobby has long fought mainland development. This would follow trans-harbour transport and thus cause island city real estate values to tumble.





## The efficient Public Transport

**Shailesh Gandhi** Former Central Information Commissioner

The public transport system in Mumbai in Mumbai is a mammoth operation, but it delivers reasonably well. The existing train and bus system transport about 12 million passenger trips. If we assume two trips per person, this would mean about 6 million people use these daily. I feel Mumbai's public transport needs to be applauded and we can feel proud about it. The addition of Metro should augment this, but the way it is structured it may be a huge drain on public exchequer.



## Raising the heights of Railway Platforms

**Rishi Aggarwal** Founder, Walking Project

In my observation, the one positive improvement Mumbai has seen in 2016 is that we finally saw the platform heights of most railway stations being raised. Because of the railway tracks being raised over a period the gap between the train footboard and the platform had become very high making it inconvenient and even dangerous at times.

This is a much-needed improvement since millions of people are daily alighting and boarding trains and it poses a risk to life besides enormous difficulty to the elderly. Discharge and boarding times also reduce. Many stations are seeing new foot over bridges, escalators and elevators also becoming operational. Just asking citizens to use public transport is not sufficient, being compassionate to even the most minor of needs of all user groups is important.



## Women's Safety Audit 2016

**Vanessa D'souza** Chief Executive Officer, SNEHA

The year 2016 saw women safety becoming a political agenda and discussion. The Ministry of Women and Child Development researched and consulted with civil society organizations and other relevant stakeholders on the draft National Policy for Women. Eight priority areas are included in this draft policy: Health including food security and nutrition; Education; Economy; Governance and Decision Making; Violence against Women; Enabling Environment, and Environment and Climate Change. The list of issues in this draft document reflect all the major global conventions and platforms on women's rights. What is encouraging is that it has been opened for feedback and discussion at this very initial stage. As an NGO focused on health across the life cycle, we are particularly encouraged to see issues like geriatric care, adolescent sexual and reproductive health and menopausal health care included under the section on health.

Three developments related to safety audits have been announced by the Minister for Women and Child Development, Mrs. Maneka Gandhi. They cover initiatives in technology, policy and legal action. Every mobile phone in India is to be fitted with a 'panic button' that can be used by women in danger and at least 10 people can be contacted in an emergency and can raise an alert.



Safety Audit has been prioritized in the infrastructure section. In order to promote safety for women, all urban planning and smart cities projects will mandatorily include safe and gender sensitive infrastructure and facilities. Urban safety audits will be conducted periodically to ensure all gender safe measures are provided. The Bombay High Court, in December 2016, has asked the Maharashtra government to file an affidavit about the steps being taken to ensure women's safety. These initiatives will bring women's safety to the forefront and make Mumbai a better place for women.



## Mathematically successful but ignored pilot bus lane at BKC

**Ashok Datar** Chairman and Trustee,  
Mumbai Environmental Social Network

MMRDA experimented with a dedicated bus lane as a temporary solution and also to test the efficacy of this measure to reduce traffic jams. The SCLR opening resulted in unintended traffic diversion leading to severe traffic jams at Bandra Kurla Complex (BKC). This experiment conducted in May June 2016 on a 3.6 km road succeeded in terms of speed and traffic volume. The buses in lane (a record breaking 150+ /hr incl several private buses) reduced their travel time during rush hours from 37 minutes to 17 min. The lane carried a volume of 8000+ passengers/hr more than all the other 3 lanes put together! It used the kerbside lane in a tight manner forcing people at bus stops to stand only on footpaths. This created, in effect, an extra lane. Thus the cars/taxis and autos didn't suffer from the bus lane. In fact, they didn't have to overtake bigger buses and the traffic became smooth and fast (when the discipline was good). This experiment showed a weakness of poor surface in the lane nearest to footpath to handle heavy buses. This also revealed the lack of discipline on the part of all other vehicles. Fortunately, parking was not a big issue in this case.

This pilot lacked communications, image building and a ruthless supervision. But as a pilot it proved the point beyond doubt that in a high volume linear city, a kerbside bus too can work wonders. It is needed in a mega traffic volumes cities or low volume cities. It can be truly a game changer in terms of time, cost and above all, volumes if given right of way, supervision and image building.



## Bringing the Change

**Rajesh Jain** Founder, Managing Director, Netcore

Having interacted with many civic organisations in the city during the year for the first time (even though I have lived in the city all my life), it gives me hope to see all the good work being done.

From our numerous conversations, it is clear that people are looking for transformative change in our governance.

We have always looked for solutions in people, in some great supreme leader who will come by and solve all our problems. Well, we have been waiting for about 70 years now. The solution to our governance problem does not lie in some wise leader, but in having the right set of rules that empowers individuals and constrains government.



# 2016 *at a Glance*

## EU-INDIA World Cities workshop on Sustainable Development

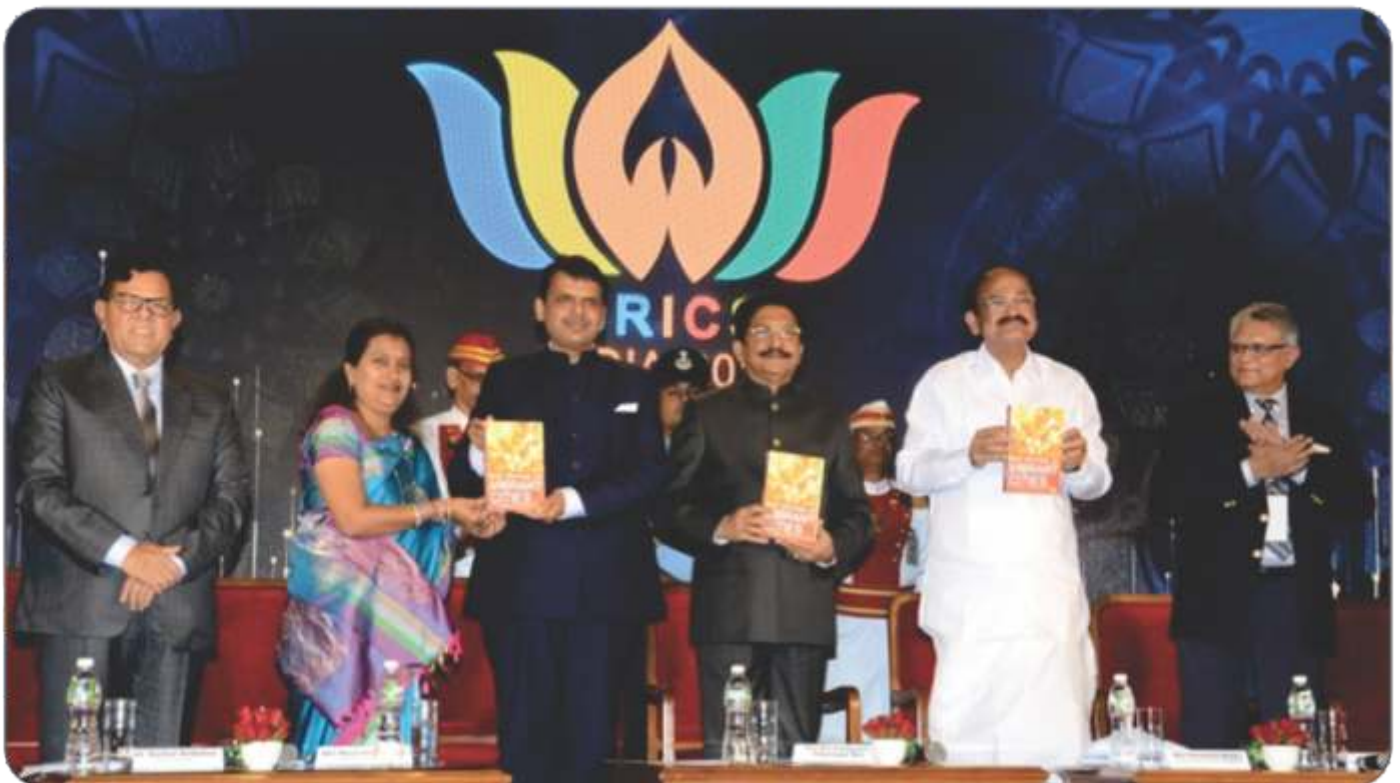
Stuttgart-meets-Mumbai event held on 22 and 23 January 2016 in Mumbai.

Representatives from the European cities of Rome, Stuttgart, Copenhagen and Andalucía Smart City Cluster debated with colleagues from Mumbai, Navi Mumbai, Pune and Chandigarh about their cooperation projects in the area of smart and green development.



## BRICS Friendship Cities Conclave 2016

Mumbai First hosted the biggest event of this year BRICS Friendships Cities Conclave 2016 In Mumbai, India on the 14th, 15th & 16th of April. In collaboration with Government of India and Government of Maharashtra, This prestigious global conclave saw speakers from Brazil, Russia, India, China and South Africa coming together at one platform and discuss and exchange ideas on contemporary issues and innovative methods to combat them.





## European Union – India Metropolitan Lab Concludes with Specific Proposals for Maharashtra's Sustainable Urbanisation

A 6-day Metropolitan Lab to examine Maharashtra's sustainable urbanisation was organised with the support of European Union.

The objective of the Lab was to explore the challenges and opportunities for sustainable urban development in Mumbai, MMR and Maharashtra. The Lab applied a new methodology in collaboration of international institutions, such

as the European Union, UN-Habitat, Inter-American Development Bank, United Nations Centre for Regional Development, and several universities.



## Railway Beautification Initiative (Hamara Station Hamari Shaan)

It was an initiative done with MAD (Make a Difference) foundation, to beautify 36 railways stations across Mumbai during the Joy of Giving Week (Daan Utsav) in the month of October. The theme being, bringing colours to the lives of people by making the railway stations colourful as this is an essential part of the lives of Mumbaikars. 20000+ volunteers and 100+ institutions participated in bringing Mumbai together.





## Mumbai - Qingdao Business Seminar

Mumbai First and Qingdao People's Association organised a business round-table, the theme was "to enhance understanding of Mumbai's Business and Markets" It also provided an opportunity to establish friendly cooperative relationship between Qingdao People's Association and Industry Captions and Business community of Mumbai. This meeting was organised at Royal Bombay Yacht Club on 27th October 2016. The purpose was to offer a platform to the business circles from Qingdao and Mumbai to promote economic and trade exchange and also mutual investments from both the sides.



## First edition of "Cities and Economic Forum" held in Bilbao Spain.

Experts from various countries met in Bilbao, Spain to discuss, share and collaborate on common and new challenges and areas of growth. 400 participants from various companies and institutions attended the forum. Shishir Joshi, CEO Mumbai First was invited to present on the Beautification Projects and its outcome, this initiative was applauded by the participants.



*Shishir Joshi CEO Mumbai First sharing stage with co panellists from London, Singapore, New York as well the Mayor of Bilbao, Spain.*



# ☆wishlist 2017

THERE IS STILL SCOPE AND HOPE OF DOING BETTER AND BETTER. HERE IS A WISH LIST FROM OUR GAME CHANGERS WHICH WE ALL CAN CONTRIBUTE TO MAKE IT REAL IN THE NEXT 365 DAYS.

## Indrani Malkani

- Our Municipality has already in place a Policy titled "Pedestrian First". To successfully implement the policy in Mumbai, safe and well-constructed roads without potholes and well laid footpaths, are sorely needed. The built structure should conform with the international design norms in respect to the need the disabled and in keeping with all safety aspects.



- There is much to say regarding signage on the roads, whether it is of road names or directions. Uniform Road Signage is a must, and so should there be a uniform design of medians throughout the city.



- A very crucial safety measure is still pending implementation. Mumbai's Coastal security needs immediate attention, along with the execution of installing the CCTV network across the City.

With our wish list in place we look to our new set of elected representatives in our Municipal Corporation, to ensure a safe and well maintained Mumbai.

## Rajesh Jain

- While Mumbai was top-ranked in the ASICS report published by Janaagraha which ranks all the major cities in India, Mumbai's score compared to other major cities of the world was abysmal, to say the least. I hope we get started on the journey to a much better, smarter and liveable city.
- Mumbai's bane has been the rules governing the city, the rules that are encoded in the BMC Act of 1888 which essentially carries on the colonial legacy by empowering the bureaucrats and not the citizens and does not in any way reflect the needs of a modern 21st Century city. I hope this change soon and that Mumbai gets new set of rules that empowers citizens and makes the city government accountable and transparent.
- In 2012 BMC elections, voter turnout was a meagre 38.4%. I hope that in the upcoming municipal elections in the city, the turnout will improve to reflect the majority of the hardworking people of Mumbai who care for the city.





## Sumaira Abdulali

- I would like to see the Awareness created against noise pollution intensify and citizens to become more involved in controlling the environment they live in. This awareness and confidence in implementing change can take other forms such as involvement in issues such as air pollution, garbage or protection of trees.
- I hope that more citizens will come forward and become future leaders of civic, social and environmental movements. Once they feel empowered to make change through their efforts in one field, this can surely be useful in other related fields as well.
- I also hope that the Government will take some of these issues with the seriousness they deserve. Just as noise pollution has, after a struggle of almost 2 decades, become a mainstream issue which the courts, Authorities and citizens are at last taking with the seriousness it deserves, other issues need to find their voice too.





## Sucheta Dalal

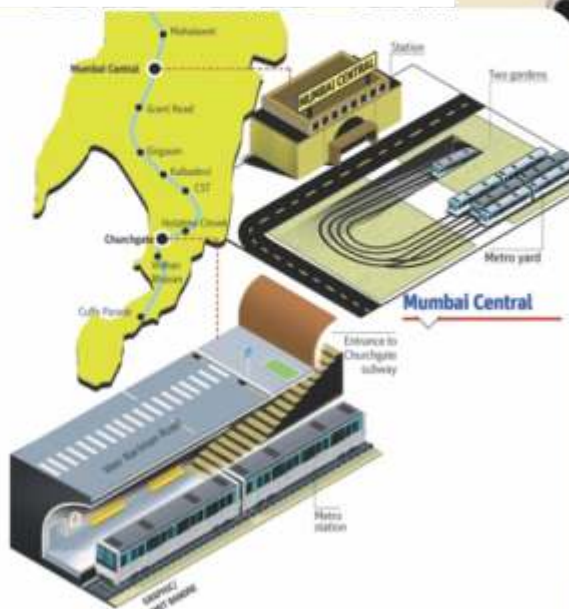
- Building the trans-harbour link (or the Sewri-Nhava Sheva link) will connect Mumbai and Navi Mumbai with a 22 kms bridge. First proposed by the Wilbur Smith Associates report in 1962, it could have changed the way Mumbai has developed in the past 22 years. But now that the Prime Minister has formally lagged off the project, it will still transform lives in a few short years after its completion. While allowing affluent Mumbaikars the luxury of better and larger living spaces across the harbour, it will also allow migrants from Konkan to commute to work (if the public transport component is built into the project) and take some pressure off low income housing as well.
- The development of Mumbai's eastern front by the Mumbai Port trust, including plans for a long overdue Marina and dockland development is another project that will change the face of Mumbai and hasten the process of improving quality of life for harried Mumbaikars. One feels confident that this project will actually see light of day and make a difference to us.
- Finally, if the 10 'smart city' projects in Maharashtra materialize quickly, it will be the fastest way to reduce the pressure on Mumbai and create space civic infrastructure. Reverse migration has its own negatives, but that must remain for a separate discussion.





## Darryl D'Monte

- A halt to the coast road, or at the very least for it to be an extension both northwards and southwards of the BWSL.
- Metro 2 should go underground, as was agreed to by an earlier state government. It extends from Dahisar through Bandra to Mankhurd, and citizens objected to the dislocation that the project would cause in the western suburbs.
- Metro 3 depot should not be built in In Aarey Colony since there are many alternative sites. Citizens are anxious to keep one of the city's lungs open and green; Mumbai is unique in possessing such a park in the midst of the mega city. And as a general wish, the authorities ought to be far more sensitive to grievances voiced by citizens, as is the case in every democratic country.





# Khulja sim sim... Here's hoping...

## Gerson Da Cunha

- Nothing gets underway and properly completed in civic matters unless the Municipal Corporation of Greater Mumbai (MCGM or BMC) is solidly behind it. Citizens must ensure that at least the promises made in the February 2017 elections in these fields are kept: Better Solid Waste Management, Better Roads and removal of illegal hawkers.
- May other Assistant Municipal Commissioners emulate the example of A Ward's Kiran Dighavkar. He cares enough about the city's heritage and small ways of serving citizens in his support of three proposals: a kala ghoda at Kala Ghoda, a bronze cast, 22 feet high with pedestal; three drinking fountains, one each in Ballard Estate, Horiman Circle and Dhobi Talao; repair and refurbishment of the century old Wadia Clock Tower in Bazar Gate including restoration of the Zoroastrian inscriptions. 'Congratulations to the BMC and the Kala Ghoda Association whose Ideas, plans and funding they represent'.
- Protection of Mumbai's flora and fauna by providing buffer zones and removing encroachments: Sanjay Gandhi National Park, Aarey Colony, Jijamata Udyan.





## Rishi Aggarwal

- Post 2017 elections I hope the new administration will put it on top priority to prepare a strong plan for improving the public bus service BEST. We need more buses, better buses, much more ridership and improved services. A superlative public bus service is a complete given in any global metropolis. Let us support BEST with funds and offset losses.
- Let's give Mumbai the best walking experience in India - for public health, for solving traffic congestion. I hope the municipal corporation will take up several specific and actionable inputs made by several of us and improve walkability especially in North Mumbai.
- I hope the municipal corporation moves towards increased citizen participation in how Mumbai is planned and governed and make a serious beginning towards participatory budgeting. Citizens should have some level of involvement in how the budget is shaped.



## Vanessa D'souza

- While trying to address the challenges of women safety in India, the government's response has been to promote precautionary policies for women that, while may be well-meaning, tend to reinforce the prevalent social inclination to put the onus of their safety on women themselves, rather than addressing the deep-seated issues that cause them to feel unsafe, to begin with. These include the provision of buses exclusively for women and 'panic buttons' on mobile phones. Even as the male-dominated nature of India's public sphere is being recognized, attempts to change it have been limited. We would like to see a shift towards changing patriarchal mindset and gender equity norms.
- Enhancements in technology address incidents of sexual violence and harassment that happen outside the home. But threats to women's safety, as numerous studies have already shown, can also be found inside the home. According to National Crime Records



Bureau data, among rape offenders in 2014, 86 percent were known to their victims. We would like to see high reporting of sexual violence that happens inside the homes.

- Another change we would like to see is on the issue of marital rape, which is still not defined as a crime in India. It should be criminalized and made a legal offence.





## Shailesh Gandhi

- BMC takes over all Open Spaces and maintains them with third party audit and supervision function being performed by identified citizen groups.
- Declaring one lane for public transport on most roads. I include all buses including contract buses, taxis and rickshaws in the definition of public transport. This could result in people using the roads with public transport traversing about 20 to 25 kilometers per hour. This could work if permits for taxis and rickshaws were given without



any restrictions on numbers. It would result in a preference for public transport on the roads compared to cars. This could result in lesser traffic congestion and reduction in pollution.



- Government takes back all lands where leases were given and have expired, and gives them on lease at current rates. This would add over 3000 crores each year, and give a chance to develop some of them for public usage.





## Ashok Datar

### Let us implement a bus lane on WEH

- It has proved that a kerbside bus lane can work on roads where there are not too many openings and not too many left turns and not chronic, difficult to remove parking and not too many entrances. (These conditions best apply to WEH). If the volume is high, the kerbside lane can make a difference to the carrying capacity of a road with existing widths – with little modifications. It can be completed in a year with negligible cost for good road finish, painting, barriers, electronics and tough supervision with on the spot fines like Delhi. This should be supported by 20% odd even restrictions i.e. 2 last digits on the number plate off on each of 5 working days only on WEH for peak hrs in peak direction to be further facilitated by carpooling. Thus we can carry 20% more traffic at 35% less time for all vehicles and with BEST drastically reducing its loss, which is much more than the cost of the project. We can then refine the concept with several fancier features to make it world class.



### A serious beginning to “either pay or don't park” regime in Mumbai

- Parking has become too visible and too overwhelming all over Mumbai. I suspect that all government authorities are simply afraid to bell the cat! Let us stop providing “incentive fsi” to

builders for building parking spaces inside the complexes and instead, focus on converting several on-road free parking into paid parking with markings & regulation. Let us use reliable metering systems where people pay cashless (should be 20% cheaper than cash to take care of honesty) and bring basic parking discipline on main arteries to begin with to facilitate easy turning for all vehicles – specially buses and clutter free road to cut the jams. We can charge Rs. 20 or Rs. 30/hr with a surcharge of Rs. 10/hr on cars longer than 4

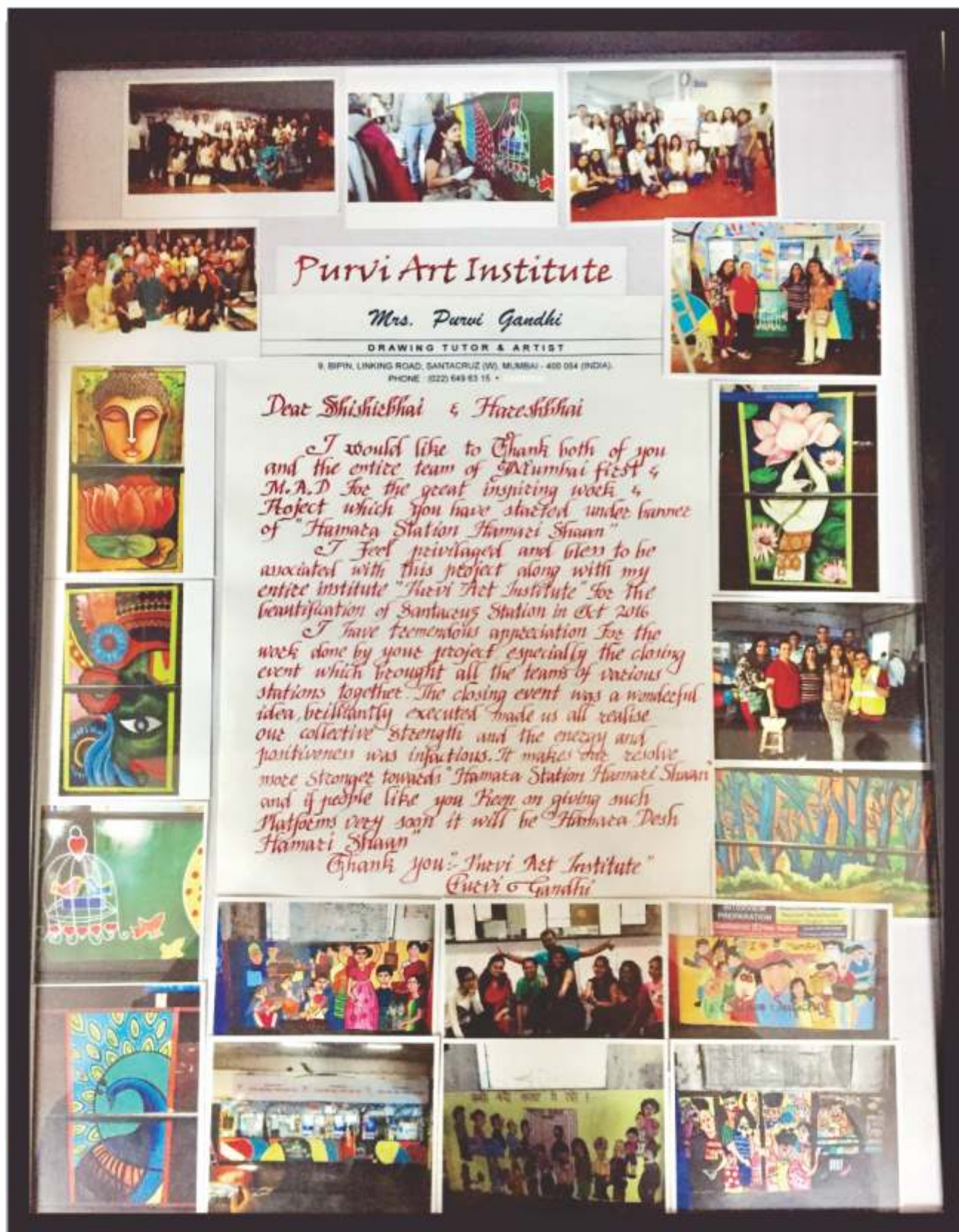
meters. Keep the rates flat i.e. Rs. 20/hour and Rs. 160 for 8 hours. We can go up from currently indifferently managed 10,000 spaces to well managed 100,000 spaces. And increase revenues from smart cashless parking fees and fines from Rs. 15 cr to over Rs. 200 cr- p.a. besides making it easy to overcome the fear that there won't be a parking space for those who want short term parking. This is a serious application of cashless discipline. (This should be extended to all traffic offences to improve the discipline, traffic calming and sizeable revenue to finance sustainable traffic infrastructure).





Mumbaikars from across geographies chipped in voluntarily for the Railway Beautification initiative. Some by cash, some by time, some by design and Art while some, by sheer pleasant default, when they stepped out of a train on to the platform and were confronted by the painting work going on. But it all came from the Heart, like this framework, contributed by Purvi a creative team member from team Santacruz, using brush and words on canvas.

Thank you Mumbai.





# APPs Mumbai

## Some recently launched Mobile APPs for a better living in Mumbai.

All set to jump the signal because you cannot spot the traffic cop hidden behind a tree? Think twice.

CCTV cameras at strategic junctions and a seamless E-challan System is set to regulate your driving. **MTPapp** (The Mumbai Traffic Police's cashless, transparent and more accountable system is here.

This app will also facilitate the traffic police for tracking traffic rules violators. 4,617 CCTV cameras spread across 1,510 locations throughout the city, these cameras are strategically placed to get a clear picture of the violating vehicle's registration number. The violations mainly include riding triple seat on a two-wheeler, riding without helmet, talking on mobile phone while driving, signal violation, speeding, driving without seat belts and overstepping the zebra crossing. The police will use the registration number to detect violators' mobile number and they will be sent an SMS with the challan.



### Loo and Behold

BMC (Brihanmumbai Municipal Corporation) launches app to locate toilets, the app "**Mumbai Toilets Locator**" has over 800 pay-and-use toilets across the city that can be located through GPS and that more locations would be added in the near future.

### Police Mitra

Police Mitra translated as (Friends of the Police). Maharashtra is an initiative by the Maharashtra Police to make its administration friendlier. "**The Police Mitra**" App assist the police in policing duties like crime prevention, crowd management, traffic management, safety of women, children and senior citizens. To make the society safer and secure the active individual and assistance of the citizens is very important and this is part of the community policing initiative which is being implemented across the globe.



### Office Address

3rd Floor, Y. B. Chavan Centre,  
Gen. Jagannath Bhosale Marg,  
Next to Sachivalaya Gymkhana,  
Nariman Point, Mumbai – 400021, India.



Follow us on



☎ 22810070 / 71 ✉ info@mumbaifirst.org  
website www.mumbaifirst.org

Edited and Published by Shikhar Joshi  
Co-ordinated and written by Himant Baid