|  |
| --- |
|   |
| Comprehensive Bicycle Plan for Pune |
| Request for Proposal |
|  |
| **Pune Municipal Corporation** |
|  |

|  |
| --- |
|  |

****

**Request for Proposal**

**Preparation of a Comprehensive Bicycle Plan for the city of Pune**

1. **General**

Pune Municipal Corporation is seeking a qualified firm to prepare a Comprehensive Bicycle Plan for the city of Pune. Interested parties are hereby invited to submit their proposal as per the details provided in this document.

The scope of work includes i. Baseline Study and ii. Proposed Plan.

The firm may consist of a consortium in order to be able to complete the various activities and should such a consortium be created for the sake of this proposal, the individuals and/or organizations/companies that will be a part of the consortium and who will be engaged in major activities listed must be specified along with the key personnel.

1. **Background**
	1. Rationale for the Proposal

The Pune Municipal Corporation is committed to the improvement of cycling in the city and has already taken important steps in that direction. However with increasing incomes, rapid growth of motorized vehicles and a growing city, arresting the decline in the use of cycles, and further to increase the use of cycles in the city is a challenge. The Pune Municipal Corporation is also desirous to launch a pilot Public Bicycle Scheme – but recognizes the need for a comprehensive action plan if the scheme is to succeed. Such an action plan will ensure that all the critical components needed to support the growth of cycling are in place; the proper policies, upgradation of the cycling infrastructure, capacity of the Municipal Corporation (in particular the Non-Motorized Transport Cell) and the support of the elected representatives and the public at-large. This proposal aims to cover all these activities so that we may attain the goals set in the city-approved Comprehensive Mobility Plan.

* 1. History and Current Projects and Proposals
		1. Development Plan[[1]](#footnote-2)

Pune was once known as the “city of bicycles”, as cycling was one of the most popular modes of transport. As far back as 1966, the city's Development Plan[1](#sdfootnote1sym) (known in other places as the Master Plan or Land Use Plan) included a proposal for a cycle track network. The 1987 Development Plan for the “old city” limits included this proposal and expanded it to include a cycle track network as well as cycle-only bridges. Prepared in 1982, the DP was visionary, as it included elements for safe-cycling, which now 30 years later is a major concern for the city.

As in most Indian cities, the neglect of cycling as a mode of transport and a focus on motor vehicle-centric policies, has led to a rapid increase in the number of two-wheelers and cars/4-wheelers[[2]](#footnote-3), and a corresponding decrease in the modal share of cycling. Wider roads, heavy motorized traffic volumes, increased speeds, loss of green cover and increase in trip lengths with the expansion of the city as well as increased incomes have all contributed to the dramatic decrease in cycling.

* + 1. Comprehensive Mobility Plan

The Pune Municipal Corporation prepared a Comprehensive Mobility Plan (CMP) in 2008 as a pre-condition for accessing funds under the Jawaharlal Nehru National Urban Renewal Mission (JNNURM). The CMP is based largely on the principles of the National Urban Transport Policy (NUTP). Accordingly it gives priority to sustainable modes – that is walking, cycling and public transport and recognizes the need to limit the rapid growth in personal motor-vehicles.

It sets the following targets for the overall transport in the city.

* Modal Share 50% NMT, 40% Public Transport
* Cycle Tracks on all arterial roads
* Footpaths on 100% roads
* Road Accident Fatalities reduced to 0

The plan has been officially adopted by the city and is committed to the full implementation of the plan.

* + 1. Non-Motorized Transport (NMT) Cell

In 2008 the Pune Municipal Corporation signed an MoU with Dutch NGO Interface for Cycling Expertise (I-CE)[[3]](#footnote-4) with the aim of building capacity for planning for improvement in cycling infrastructure in the city. Accordingly the city created a dedicated Non-Motorized Transport Cell (NMT Cell) to oversee various activities related to promoting cycling in the city. The city also hosted a round-table conference for cycling. Development Engineer, head of the NMT Cell visited the Netherlands as part of a capacity-building exercise and incorporated some of the learning in the city. However the NMT Cell currently is not active. Also for the first time a budget has been allocated to the Cell in the Municipal Corporation's budget.

* + 1. JNNURM, BRT and Cycle Tracks

Pune was the first city in India to adopt the idea of Bus Rapid Transit as a way to improve Public Transport. With the advent of JNNURM funding, Pune was able to submit several proposals that were sanctioned by the Ministry of Urban Development. Additionally the neighbouring city of Pimpri-Chinchwad has also submitted several proposals for BRT[[4]](#footnote-5).

|  |  |  |  |
| --- | --- | --- | --- |
| **City** | **Total km of BRT sanctioned under JNNURM** | **Total approved cost (crores)** | **Cost per km (crores)** |
| **Pune** | 103 | 1014 | 9.8 |
| **Pimpri-Chinchwad** | 54 | 775 | 14.4 |

Put together the Pune Metropolitan Region would have an almost 160 km BRT network, making it one of the largest in the world.

JNNURM guidelines for BRT require that all bus corridors have a dedicated cycle track. Accordingly Pune has about 75 km of cycle tracks along the various existing and planned BRT corridors. Separately, Pune also built a cycle track along an old canal, which has been filled in and parts of which have been turned into a road. Overall Pune has about 90 km of cycle tracks.

The cycle track network is hardly used due to issues such as continuity, obstructions and surface quality. However this represents a good starting point which can be used to develop a city-wide cycling network.

* + 1. Public Bicycle Scheme

In 2010 the Pune Municipal Corporation created a proposal for a pilot public bicycle scheme. Developed as a DBOOT (Design, Build, Own, Operate and Transfer) contract, the city has allocated Rs 6 crores in its budget for the implementation of this project. The project is proposed to have 300 cycles to be made available to members at 25 cycle stations. It is proposed that the stations should be located in the core city area, thus complementing the cycle track network (which is largely along arterial roads outside the core city area). As part of this proposal, a framework for a city-wide Public Bicycle Scheme, including a high level feasibility analysis as well as a Detailed Project Report (DPR) for a pilot scheme is to be prepared.

* + 1. Street Design Guidelines

Recognizing the need for integrated and high quality streets the Pune Municipal Corporation has engaged an agency to prepare Street Design Guidelines for Pune along the lines of those prepared for the Govt. of Delhi by UTTIPEC[[5]](#footnote-6). In addition, the PMC has also empanelled Urban Designers in order to prepare detailed urban designs for any roads that are taken up for re-development. There is an opportunity to incorporate design guidelines related to cycling into these.

* + 1. Standing Technical Advisory Committee (STAC) Guidelines for Road Construction and Maintenance

The Pune Municipal Corporation has also appointed a committee as a result of a directive of the High Court to address the issue of road quality. The committee is to study the organizational and management aspects of road construction and is expected to suggest technical measures to improve the quality of design, specifications and construction of roads and their maintenance.

1. **Purpose of this Study**

As can be seen Pune has clearly recognized the need to promote cycling as a sustainable mode of transport in the city and taken many important steps towards making this happen. There is a need however to integrate all these pieces into a single comprehensive action plan. It will articulate the vision, goals and policies regarding cycling, building on the CMP and the DPs. It will also contain plans for

* Creation of a city-wide cycle track network and cycle-safe streets
* A city-wide Public Bicycle Scheme with a detailed project report for a pilot project
* Bicycle Parking Facilities
* Integration with Public Transit
* Cycling Promotion
* Adoption and use of Design Guidelines for planning and implementing cycle-friendly infrastructure
* Institutional Mechanisms, Capacity-building and Financial Planning for implementing the plan
* Awareness and Education Campaigns

Each one of these elements will involve various baseline studies, surveys and stakeholder consultations.

The final plan will serve as a roadmap for the city to allocate resources, formulate policies, undertake projects and evaluate the outcomes towards achieving the goals set. The plan would be for a period of 20 years and consist of short, medium and long-term measures.

1. **Scope of Work**

The preparation of the plan will consist of the following tasks

1. Preparation Phase

*Establishing a baseline for current cycling in the city, evaluation of plans and policies, identification of barriers and opportunities*

Activities:

1. Cycle surveys and data collection to establish current levels and trends of cycling, demographics, purpose and nature of cycling trips, O-D information, accidents etc
2. Sample surveys, as per Industry standard, (of current and potential cyclists) and stakeholder consultations to understand awareness and public perception about cycling, its safety and status as well as barriers and opportunities and stated preference. User surveys should be done physically with appropriate sample size and stratification.
3. Infrastructure assessment of existing facilities, cycle tracks, parking and riding conditions, street design issues, junctions and intermodal connectivity. The infrastructure should be evaluated in such a way that it provides information about what needs to be done to bring the infrastructure to the standards needed, to achieve the goals that are set.
4. Determine the existing Service Level using the Benchmarks for NMT as published by the Ministry of Urban Development available at <http://urbanindia.nic.in/programme/ut/Service_level.pdf>
5. Assessment of current plans, policies, projects (affecting cycling), processes and guidelines being used
6. Analysis of institutional structures and capacity of organizations, departments and personnel
7. Collation of other cycling related data such as rentals, retail, repair shops etc
8. Creating the Bicycle Plan

Based on the earlier phase, prepare a comprehensive bicycle plan with the following elements

1. Vision and set goals for cycling in the city with intermediate milestones. The goals/outcomes would include components such as increase in cycling share, reduction in accidents and may be segmented in terms of (say) students, workers, new cyclists, recreational cyclists etc. Goals should be tied to quantitative metrics. Identify strategies to stem decline in cycling and identify potential cyclists, such as students, recreational cyclists, tourists etc, categorized by effort (cost, ease of implementation, capacity required, time) and benefits (reduction in accidents etc) needed to convert them into cyclists. Additionally the consultant should estimate the overall benefits to the city and its residents that will result from the implementation of the plan, in terms of reduction of pollution, health benefits, reduction in accidents, reduction in congestion, savings in public spending and any others, which will provide the overall justification for the plan and help inform the public opinion as well as garner political support for it.
2. Plan for a complete bicycle network (cycle tracks, lanes, cycle safe streets and vehicle-free zones) and off-street cycling such as nature trails, gardens, river-side etc
3. Recommendations regarding cycle infrastructure design guidelines. It is not expected to produce detailed cycle infrastructure design guidelines, however the following should be provided
	1. High level criteria to be met while implementing any cycle infrastructure project
	2. Basic design guidelines such as widths, surface quality, continuity, signages etc based on international best practices as well as any existing guidelines

The consultant may refer to the ‘Design of Urban Roads – Code of Practice (I-V)’ manuals available at <http://urbanindia.nic.in/programme/ut/urban_transport.htm>

1. Recommendations for bicycle parking (public and private, short-term and long-term), park ‘n ride, stand-alone or integrated with the public bicycle scheme

The recommendations should be in the form of (a) specific locations/areas where parking should be provided based on the surveys and the proposed cycle track network (b) guidelines for parking where no specific locations are specified, but based on location types (such as markets, offices etc) (c) DC Rules which will enable safer, convenient bicycle parking (d) guidelines for future transport hubs such as Metro stations, which will form inputs to those proposals. This should also include broad design specifications/guidelines for determining designs, such as stands, stand-types, covered, multi-storied, and operational recommendations in terms of contracts (private, public, PPP, etc) and methods/technologies (cards, ticketing, safety measures). The recommendations would be based on best practices worldwide, cost effectiveness, availability of technologies, social benefits, and other such parameters.

1. Recommendations for enabling integration with other modes of transport such as PMPML, BRT, Metro etc, in addition to parking, such as integrated fares, carrying bicycles on these modes, some of which can be incorporated into the designs/implementation of those modes.
2. For all the above sections the consultant should use the guidelines specified in the National Mission on Sustainable Habitat parameters for cycling available at <http://urbanindia.nic.in/programme/ut/NMSH_parameters_v4.1.pdf>
3. Recommendations for a city-wide public bicycle scheme. Specifically the city has decided to implement a pilot public bicycle scheme but has faced difficulties in doing so. The consultant should evaluate the potential impact of a public bicycle scheme, and recommend the scope, phasing and timing of such a scheme keeping in mind the overall plan, the cost-effectiveness etc. The impact on the overall goals of the city in terms of bicycle usage etc should be estimated in case such a scheme is implemented. Recommendations for financing and managing the scheme should also be made. The consultant should draft terms of reference for the preparation of a detailed project report (DPR).
4. A Detailed Project Report (DPR) for a pilot bicycle scheme based on the proposal that has already been prepared by the city (see Appendix B). The DPR is to be submitted to the Ministry of Urban Development, Government of India, for funding under the JnNURM. The DPR should follow the guidelines issued by the Ministry for the same, details of which are available under ‘Public Bicycle Scheme’ section at <http://urbanindia.nic.in/programme/ut/urban_transport.htm>
5. Recommendations for enforcement of rules. This should include recommendations based on the current rules and powers vested with the city authorities, police and other agencies, recommendations to make the coordination between authorities more effective, improve sensitization, capacity building measures and through arrangements such as cycle-wardens. The consultant should also make recommendations for changes in rules, which may be done at the city, state or national level.
6. A public education and awareness plan, consisting of campaigns (targeting general public, motorists, and other groups) and events. Plan for improving status of cycling through a marketing campaign and branding elements, promotion of cycling clubs and through CSR activities, which not only portray cycling as ‘cool’/’healthy’ etc, but also send a signal that the city takes cycling seriously.
7. A plan to increase the capacity of the city to implement the plan, including recommendations for institutional arrangements, processes, policies, capacity building, design guidelines etc. The consultant is not required to implement these plan elements, such as actually conduct training workshops, but rather provide the city with a blueprint for carrying out a long-term capacity building exercise, so that the various activities listed in the plan can be implemented. This will primarily include specific recommendations for the qualifications of personnel, data collection techniques, modeling, the type of design guidelines needed and process by which these are integrated into standard project implementation processes of the city, modifications to these processes, types of capacity building activities (attending workshops, site visits, completion of training courses, interactions with experts, accessing online and other resources etc) based on the consultants experiences, best practices worldwide etc.
8. A detailed roadmap with activities to be undertaken by the city to meet the goals, projects with estimated budgets and timelines, priorities arranged in short-term (5 years), mid-term (10 years) and long-term (20 years) durations. Priorities to be based on potential benefits, cost, ease of implementation etc. The short term plan should be further specified as detailed annual plans, complete with budgets and expected outcomes. The manner in which the plan implementation can be financed should also be provided (Financing Plan).
9. Recommend a pilot cycle infrastructure project – that would involve the design, and implementation (to be executed by an agency appointed by the city), with monitoring and supervision by the consultant, including a before and after study to compare the difference. The pilot project will serve as a real example of incorporating the recommendations made in the plan and test them out, help to build capacity of city staff as well as local designers and contractors as well as various processes. This pilot project should be part of the short-term plan, but spelled out in greater detail, including reasons for selection of the pilot, a process document and assistance in preparing the bid for tendering.
10. Recommendations for plan evaluation, based on annual reviews, structure of such reviews, data to be collected and metrics for evaluation of the plan implementation. This should include risks to plan implementation and risk mitigation strategies.
11. In order for the bicycle plan to be effective it must be integrated into the Comprehensive Mobility Plan (CMP). The consultant should therefore critique the CMP and offer suggestions on aspects of that plan that will help to achieve the objectives of the bicycle plan in the larger context of transport in the city. Additionally the Bicycle Plan must also be integrated into the Development Plan of the city. The consultant will prepare the document which can be used to notify the plan as per the Maharashtra Regional and Town Planning (MR&TP) Act.
12. Recommendation of a steering committee for the implementation of the plan, composition and responsibilities – based on best practices internationally (Governance Plan).

The bicycle plan may consist of two portions. One for the old city limits (as defined by the Development Plan for the old city limits) and for the new city limits (as defined by the Development Plan for the 23 villages merged with Pune). The old city is almost fully developed and also congested; hence innovative designs would be needed for ensuring better cycling facilities. However there is much greater scope for increasing use of cycles. The new parts of the city still offer a chance to integrate bicycle planning as much of the infrastructure development is yet to happen, but cycling as a mode choice may be less attractive. These 2 portions must integrate into a single overall plan, but may differ in their strategies.

Public Participation and Stakeholder Consultations

The entire plan must be made in a manner that maximizes public inputs and interactions, is transparent and in public domain at all stages of the plan preparation. The success of the plan is expected to depend critically on public acceptance of the plan and its recommendations. To that end the following activities are to be conducted and planned for in this proposal (these are in addition to the user surveys to be conducted as part of the preparation phase)

1. Ward-level meetings (administrative, 15 such wards exist) to be held twice at each ward, once during the preparation phase to gather inputs from people and second time to discuss the draft plan before finalization. Publicity to ensure large-scale participation in these public meetings is also expected.
2. Key stakeholder interviews to be conducted (one-on-one or by way of other interactive formats such as workshops) to get inputs, suggestions, insights related to cycling issues. Some key stakeholders expected to interact with are party leaders/functionaries, industry groups (such as MCCIA, FICCI, CII etc), school and college principals, Education committee of the PMC, Traffic Police, Administration officials, PMPML officials, NGOs etc. Inputs from stakeholders should be meaningfully analysed and used to inform the plans and recommendations.
3. The firm should have a media strategy for dissemination of information at key stages of the plan preparation.
4. Public meetings and stakeholder interactions should use audio/visual materials, presentations, panel displays and other innovative methods to communicate key ideas in simple language. Bilingual materials (English and Marathi) would be required in most cases.
5. All materials related to the preparation of the plan and the plan itself should be available on a website, including survey results, draft plans and other materials used to prepare the plan. This website should be integrated with the PMC website.
6. The draft plan, final plan, maps, charts etc should be available in limited print copies (50), as well as plan summary (short version of the plan, ~ 20 pages) in larger numbers (200) and be available to key persons, media etc. The plan summary should be easy to understand and be available in English and Marathi.

As the plan is being prepared with assistance from the Ministry of Urban Development under the ‘Scheme of Urban Transport Planning’, it is necessary to also conduct one meeting at the inception stage with the state-level authorities as well as one each at the district and city level with relevant officials, as advised by the Additional City Engineer (Roads) of the Pune Municipal Corporation.

Bicycle Plan Structure

A **suggested** structure of the final plan is as follows (but may be subject to modification, based on discussions with the Advisory Committee). The Detailed Project Report for the pilot public bicycle scheme should be prepared as a separate document as per the guidelines of J*n*NURM.

**Preface**

Title page

Forewords by Mayor and Commissioner

Acknowledgements

**Executive Summary**

**Table of Contents**

**Index of Maps**

**Index of Tables, Figures and / or Charts**

**Section 1: Introduction**

• Vision Statement

• History

• Overall Goals

• Scope and Purpose of Plan

**Section 2: Evaluating Current Conditions**

• General Overview

o Describe community (demographics, physical characteristics, transportation network)

o Determine community concerns, needs and priorities

• Assess Bike Compatibility of Local Transportation System

o Street and highway system access

o Bike/ped system access

o Transit interface

o Gaps, hazards and barriers (deficiencies)

• Describe current Usage / User Demographics

• Inventory and Assess Existing Bicycle Facilities

**Section 3: Existing Plans, Programs and Policies**

• Relevant local, regional, state and national plans and guidelines

• Programs and initiatives currently underway or planned

• Policies and institutional framework

• Relevant bicycle or pedestrian statutes and ordinances

**Section 4: Develop Strategic Bicycle Plan**

• System overview

• Corridor identification

o Identify desired corridors of travel

o Map the generators/attractors

o Investigate origin-destination points

• Incorporate short-term and long-term opportunities

o New construction projects

o Upgrade/retrofit of existing facilities

o Maintenance programs

o Available corridors for off-road facilities

• Identify special focus areas (current and future)

• Identify potential projects / infrastructure improvements

o Identify projects

o Specify preferred treatments

**Section 5: Facility Standards and Guidelines**

• General bicycle planning and design guidelines

• Typical cross-sections and bicycle and pedestrian design considerations

**Section 6: Ancillary Facilities and Programs**

• Spot improvement programs

• Bicycle parking facilities

• Infrastructure maintenance programs

• Traffic calming initiatives

• Transit interface

• Safety education programs

• Safe Routes to School initiatives

• Enforcement programs

• Encouragement and promotion

**Section 7: Project Development**

• Identify potential projects, preferred treatments and program initiatives, and develop cost estimates

• Prioritize projects and program initiatives (infrastructure and non-infrastructure)

• Review funding sources / processes

o Potential funding sources

o Guidelines on obtaining funds

• Identify supporting policies/guidelines

**Section 8: System Maps**

• Existing conditions

• Recommended network map

• Priority corridors for improvement

• Detailed project maps (individual project or portion of municipality)

• State Comprehensive Transportation Plan overlay

**Section 9: Project Recommendations**

• Project Descriptions

o Construction

o Safety and education

o Law enforcement

o Encouragement

• Recommendations for improved bicycle and pedestrian policies, guidelines and procedures

o Funding policies and guidelines

o Local ordinances

o Design guidelines

o Departmental procedures (e.g. improved maintenance schedules)

o Integration into planning processes (state, regional and local)

• Funding recommendations

• Staffing / committee recommendations

**Section 10: Guidance on Plan Implementation**

• Identifying opportunities and strategies to move projects forward

• Adopting the plan

• Initiating actions

• Establishing performance measures

**Appendices**

**Sample cost estimates**

**Glossary of terms**

**Other**

Bicycle Advisory Committee

In order to facilitate the preparation of the plan, the City will appoint a Bicycle Advisory Committee, consisting of key city officials, technical persons and cycling representatives. The firm will interact with the Committee on a regular basis, submit the details of the activities to be undertaken (including survey forms, stakeholder lists etc) for feedback, update it on the progress of the plan, raise issues, and discuss any modifications in the plan or process. The Committee will play the role of both assisting the firm to prepare a high quality plan and also ensure that the terms and conditions of the contract are being met. The Advisory Committee is expected to have 6-8 members and will meet once a month to review the progress of the plan and review and provide feedback on the intermediate deliverables.

Plan Submission

The final plan will be tabled in the General Body of the PMC for approval. To assist in this process the firm will be expected to prepare a summary of the plan, highlighting its main features and the expected outcomes and cost for implementation. The summary may be in the form of a presentation and also printed form. The firm will assist the officer-in-charge to make the presentation to the elected representatives and any special committee of the PMC.

Final Deliverable

The Comprehensive Bicycle Plan shall be a bound document with reduced maps contained within the document and an Acrobat file with an executable table of contents suitable for digital distribution. All original electronic files used to generate the Acrobat file shall be provided to the PMC and shall be in editable condition with full access rights.

Official maps for the Comprehensive Bicycle Plan shall be produced in ArcView (or similar software) with a print layout designed for 24” x 36” sheets and shall contain ordinary cartographic features.

The Detailed Project Report for the pilot public bicycle scheme shall be submitted (see schedule below) as a separate document.

1. **Payment Schedule**

Payment will be made to the firm against the following deliverables

|  |  |  |  |
| --- | --- | --- | --- |
| Stage | Payment | Deliverable | Approximate Timeline |
| Preparation Phase Planning Documents  | 10% | Upon submission plan document structure, survey details and methodology and public consultation details | 1 month |
| Preparation Phase Completed |  | Upon submission of the preparation phase of the plan (including state-level inception meeting and the first round of ward level consultations) | 2 months |
| DPR for the pilot Public Bicycle Scheme |  | Upon submission of the DPR for the pilot public bicycle scheme | 1 month |
| Draft Bicycle Plan | 45% | Upon submission of the draft bicycle plan | 3 months |
| Final Bicycle Plan | 45% | Upon submission of the final bicycle plan (including the second round of ward level consultations) | 1 month |

Completion of each phase will be subject to the approval of the advisory committee

1. **Proposal Submission Requirements**

The proposal shall be submitted in two parts, the **technical bid** and the **commercial bid**. Both these shall be submitted separately in sealed envelopes. All bid documents must be in **English**. Any documents such as certificates or letters of recommendation in any other language must be translated into English along with the original document.

The technical bid shall have the following components

1. The (lead) consultant experience with preparing similar Bicycle Plans. Provide a list of recent projects (within the last ten years) including the name of the project, location, client name, contact name, period of project, cost of project, a brief description of the project, the overall scope of work of the firm that was engaged and the consultant in particular and the final outcome of the project. Include certificates/letters of recommendations from clients, citations and any other documents that authenticate the experience.
2. A brief description of the proposed team, including each team members’ qualifications and proposed role specifically related to professional experience with Bicycle planning that has resulted in facilitating successful Bicycle activities. Include their names, professional standing, years of work experience and projects involved in and their role in that project. Curriculum Vitae of all key team members must be attached.
3. In case of a consortium a Memorandum of Agreement (MoA) between all participating agencies identifying the lead agency and supporting agencies, with their roles and responsibilities with respect to preparation of the plan defined. For items (1) and (2) above, the experience and team qualifications of all relevant members of the consortium must be specified. ***See Appendix A for “Conditions for Consortium”.***
4. An outline of the methodology by which the team intends to approach the project, with specific details of the baseline studies and analysis, technical planning for preparation of the plan and the public input process.
5. Describe key issues and potential problems facing this project and how your firm or team would address these issues.
6. Describe your team’s view of any opportunities for incorporating innovative, unique, or creative ideas into this planning project. Please include references to innovative designs or creative resolutions to problems implemented in past projects.
7. Expected requirements from the Pune Municipal Corporation (data, maps, personnel etc), role of staff and other stakeholders in support of the project.
8. A month-by-month project plan (Gantt chart) outlining the tasks and intermediate deliverables

The commercial bid shall provide a **detailed** break-up of costs for program staff time, project activities, material costs, administration/travel/communication and contingency for each of the three phases, namely preparation phase, plan preparation and five year evaluation. All costs to be provided in Indian Rupees (INR).

1. **Evaluation of Proposals and Award of Contract**
2. **Technical Evaluation**

**A1. Technical Score**

Only the technical bids of the submitted proposals will be first opened and evaluated based on the following criteria to determine the Technical Score

* + 1. Experience with having prepared bicycle plans, involvement in bicycle planning processes and bicycle policies at city, regional or country level (30 points)
		2. Experience of having worked in a developing country and/or in India (10 points)
		3. Composition and diversity of the team, including the proposed partners in case of a consortium (10 points)
		4. Qualifications and relevant experience of overall project leader and team leads identified for preparing each component of the plan (20 points)
		5. Quality of the proposal in terms of clarity of activities to be undertaken, methodology to be followed, proposed activities with respect to stakeholder involvement, identification of risks and risk mitigation and steps to ensure timely completion of the project (30 points)

Only proposals that get a minimum score of 70 will be shortlisted.

**A2. Presentation**

Firms that are shortlisted based on the completeness of the bid will be invited for making a presentation to the selection committee, which will be used to help the scoring process. The presentation may be made by any member of the team.

1. **Commercial Score**

Commercial bids of only the proposals which are shortlisted in the manner described above shall then be opened and evaluated in the following manner

The commercial bid should have all details prescribed in the format and should any details be not available or unclear, those proposals will be discarded

Of all valid commercial bids remaining, the lowest price quoted shall be called P0. All the bids will then have a commercial score calculated as follows

Commercial Score = 100\* P0/P, where P is the price quoted in the bid.

1. **Composite Score**

The Composite Score of all the qualifying bids shall be calculated as follows

Composite Score = 0.80\*technical score + 0.20\*commercial score

The qualifying bid whose Composite Score is the highest shall be awarded the contract.

1. **Contact for Questions**

Mr. Pramod Nirbhavane

Addl City Engineer (Roads)

Pune Municipal Corporation

Shivajinagar, Pune 411005

Email: pramod.nirbhavane@punecorporation.org, nmtcell@punecorporation.org

Phone: +91 9689931384

Appendix A

## *Conditions for Consortium*

Bidders are allowed to participate in the bidding through a consortium structure.

A Bidding Consortium is required to nominate a Lead Member. The formation of the consortium including identification of lead member and role and responsibilities of each member shall be supported by Memorandum of Agreement and Power of Attorney signed by all the members on a stamp paper of INR 100/- (One Hundred only).

Any changes and deviation of roles and responsibilities after the submission of bid and before the execution of the Agreement shall entitle PMC to reject the bid at its sole discretion. The deviation in roles and responsibilities shall be allowed only after approval from PMC.

Appendix B

Terms and Conditions for the Construction, Operation and Maintenance Of

ECO-FRIENDLY SHARE & RIDE PUBLIC BICYCLE SYSTEM IN PUNE CITY

**1.0** GENERAL

The Scheme of ECO-FRIENDLY SHARE & RIDE PUBLIC BICYCLE SYSYTEM IN PUNE CITY is convenient and economical for short distance travellers especially to and from railway/ bus terminals, markets, work places, educational institutions, etc.

It is proposed that the Pune Municipal Corporation will create a city-wide Public Bicycle Scheme in which cycle stations will be located within 300 m of one another covering the entire city and wherein a registered member will be able to procure a cycle at any station and return it at any other for a nominal charge. In the first phase, the Pune Municipal Corporation proposes to initiate a pilot consisting of 25 stations and 300 cycles.

The Pune Municipal Corporation has proposed first year as promotional period during which the bicycle user need not to pay any rental charge for the first 2 hours of the bicycle usage. (No rental Charge for first two hours). During this period, the selected bidder/Entrepreneur can implement an “early return” incentive scheme. Users who return the cycle within certain time limits can be given bonus points, which could be redeemed for cash/credit/gifts/ club with any promotional schemes. This will encourage users to return cycles quickly so that they can be available for other members.

The maximum rental charges proposed from the second year onwards shall be:

0 – 30 minutes: absolutely free

30 – 60 minutes: Rs 5.00

> 60 minutes: Rs 10.00 per additional half an hour

A per minute usage charge is also permissible but total charge must be within prescribed maximum limits. The selected bidder/Entrepreneur can also work out a separate plan for the occasional users on rental payment basis. The success and acceptance of this scheme will depend on careful planning of origin and destination points/stations of the users. The key elements of this scheme are as follows:

The traveller/ commuter visits stands

Touches Card on Hand Held Device, Card validated

Cycle Issued

Reaches Destination

Deposits Cycle – Pays charges due (Transaction closed)

The selected bidder/Entrepreneur will initially setup 25 Cycle stands at various locations in the city, preferably clustered, and procure 300 bicycles as a part of pilot project. All these cycle stands will have power supply (Solar optional) and the locking facility for day and night parking. Shift based attendants will have to be posted at all these stands, who will issue cycles after validation of the smart card.

The selected bidder/Entrepreneur will issue smart cards to the Commuters/members at a maximum cost of Rs 700-00 (Seven Hundreds Only) out of which Rs 500-00 (Five hundreds only) shall be considered as deposit (refundable) and Rs 200-00 (Two hundreds only) as a non-refundable one time activation charge (valid for 5 years/contractual period). The selected bidder/Entrepreneur may consider reduction in the refundable deposit in lieu of proper documents for verification such as credit card, debit card, mobile phone, etc. The selected bidder/Entrepreneur should use judgement in making scheme accessible to common man but safeguarding the cycle against theft.

Member will have to sign a membership agreement. This will specify the service available to the member, rates, customer service details, responsibilities and any other legal matters such as liability in case of injury or death while operating a cycle.

Note:- The successful bidder has to make an accidental insurance upto Rs. 1 Lac against each cycle user during the contract period.

Cycle will be issued to cardholders only. A member will have the option of taking bicycle from any stand and deposit it any other stand in Pune city. Every cycle will be provided with a Chain lock.

The selected bidder/Entrepreneur will have to maintain customer care and web site with all necessary information.

The selected bidder/Entrepreneur will provide vehicles dedicated for shifting excess cycles from one stand to another stand and for collecting and depositing cycles for maintenance and repair.

The selected bidder/Entrepreneur is expected to cover his total outlay, which includes the Project cost, overheads, operation& maintenance cost, branding, awareness cost and other incidental expenses from cycle hire charges.

The Entrepreneur / bidder may be:

(I) An Individual (ii) a registered firm (iii) A company registered under the Company Act, 1959. (iv) A joint venture or a consortium formed out of (i), (ii), (iii) & / or (iv) above.

**2.0 SCOPE OF WORK**

The scope of work would include erection and completion of various elements.

**2.1 Brand**

Branding and marketing is one of the best strategies to generate positive image, easy to recognize, attract the users. The Branding will consist of Name, LOGO, Tagline (optional) and design elements for various components of the system like cycles, stands/stations, staff uniform, vehicles, web site and stationary.

The above components will have to be created by a professional designer and finalized in consultation with the Engineer-In-Charge. Thus created Brand and other elements for the scheme/project will be intellectual property of the Pune Municipal Corporation.

**2.2 Infrastructure**

**A Stations- Must have the following basic functions**

1. Branded – Colour scheme, name, logo etc.,
2. Accommodate minimum 18 cycles (since cycles may accumulate from other stations) - able to lock
3. Secure the entire station during night time
4. Weather proof and state of art of structures
5. Lighting (solar optional)
6. Accommodate needs of smart card system
7. Some lockable storage space (for cycle repair tools, first aid kit, stationary etc)
8. Working hours for cycle stands between 6.00 hrs - 22.00 hrs on 7 days a week basis.

**Cycle station designs will be considered to be part of the brand (including detailed drawings and material specifications) and will be approved as part of the brand.**

**B. Cycles – must have the following features**

1. Branded – colour scheme, name, logo, id number, etc.,
2. Unisex
3. Adjustable seat height
4. Sturdy bicycles- good quality tires, brakes, side hook etc
5. Mud guards, chain locks, stand, reflectors etc.,
6. Basket in the front
7. RFID enabled i.e., *Each cycle should be identified by RFID or Number system.*

Cycle design will be considered to be part of the brand (including detailed parts specifications) and will be approved as part of the brand.

**C. Central Office – must be set-up for the following functions**

1. Reporting theft
2. Central data base
3. Maintenance of web site
4. Redistribution
5. Customer help line and Administrative help line
6. All administrative tasks (HR, station repairs, accounts, creation and distribution of common material such posters, pamphlets etc.,)

**D. Terms and Conditions for Central Office:**

1. For this scheme, Central office space will be provided by PMC to the successful bidder as per terms and conditions of Land & Estate department on lease basis during the operation and maintenance period.
2. The successful bidder should make his own arrangements such as electricity, water supply, sanitary, office furniture etc. at his own cost. PMC will not reimburse any cost for the same.
3. The successful bidder should hand over the office space as well as its associated infrastructural setup to PMC after the completion of the scheme period without any terms & conditions.

**2.3 Operational Details**

1. **Rentals**
2. New members - Subscribe at any cycle station/central office – fill the form and sign user agreement
3. Existing members - Check out- record customer id, station id, cycle id and time out
4. Check in- record station id, time in, check for any damage, payment due if any
5. Smart card (magnetic swipe cards) – data recorded on card and on system (Local) need local systems to synchronize with central system to check for missing cycles and generate reports. The Smart card should have the facility showing cardholder's information, usage, balance amount details etc.,
6. The Entrepreneur shall work out a separate plan for the occasional users on rental payment basis.

**2.4 Maintenance**

Entrepreneur should ensure that cycles are maintained properly and any repairs carried out efficiently so that maximum numbers of cycles are always available for rent in the system. At no point should more than 15% cycles be out of circulation. Hence a minimum of 255 cycles should always be available for rent.

1. On site – each station (or cluster) will have a repair team for minor repairs, which can be called or available locally. All minor repairs must be carried out within 1 day.
2. Off site – one or two off-site locations will be designated for major repairs or periodic preventive maintenance. Cycle will essentially be ‘checked out from the station. After repairs are complete, cycles will be delivered to stations where they are required. All major repairs/preventive maintenance must be carried out within 2 days.
3. Maintenance Log- for on site or off site repairs data will be maintained to generate reports.
4. Regular day-to-day cleaning & maintenance of each and every Bicycle, stand and surrounding areas.

**2.5 Replacement of stolen/missing/damaged cycle:**

The Entrepreneur should replace the stolen/missing/damage cycle within three working days irrespective of police complaint and insurance settlement.

**2.6 Redistribution**

Entrepreneur will ensure that cycles are always available for rent at any cycle station by redistributing cycles as necessary. This situation will arise when cycles accumulate at certain cycle stations at certain times of the day. This will require the Entrepreneur to physically re-distribute cycles.

Manual **–** Based on the cycle station status, central office will arrange redistribution of the excess cycles.

Anticipated – based on statistics, one may anticipate a build-up of cycles at certain locations, which doesn’t get naturally corrected. For example, cycles may tend to congregate towards colleges at college opening time, or may tend to go away from cycle stations close to hubs such as railway stations or important bus stations. In such cases redistribution may be anticipated and planned for.

**2.7 Rental Rates:**

The success and acceptance of this scheme will depend on careful planning of origin and destination points/stations of the users, image, bicycle maintenance, and rental charges. The success of the scheme will be determined by the number of members and rentals per cycle per day. In order to encourage short trips, so that cycles are returned quickly and can be available for other subscribers the proposed rental / hire charges are as follows:

The initial Construction period is 12 months: Promotional period is next 12 months and operational period is next 48 months.

1. Promotional rate – first year of the project (Construction period + one year of contractual period)
2. 0 – 120 minutes (2 hours) – Nil
3. More than 120 minutes – Rs 10 for each additional half an hour
4. Bonus points scheme for early return of cycle
5. Normal rate:
6. 0 - 30 minutes – Nil (No rental charge)
7. 30 - 60 minutes – Rs 5.00
8. More than 60 minutes – Rs 10.00 for each additional half an hour
9. Occasional User

The Entrepreneur shall work out a separate plan for the occasional users on rental payment basis. In any case the rental charges should not exceed the Rs 10.00 per half an hour.

A per minute usage charge is also permissible but total charge must be within prescribed maximum limits and Entrepreneur is permitted retain the above mentioned rental charges during the agreement period i.e., construction, commissioning and operation & maintenance period.

**2.8 Data Management System**

The entire system should be managed by a data management system that will consist of

* 1. Magnetic swipe cards issued to members
	2. Magnetic swipe card readers – installed at every cycle station and operated by the station attendant
	3. Software system – records each transaction, manages charges (either through pre-paid cash balance on the card or cash payment at location), and can generate all the requisite reports.

Or otherwise

*The Magnetic Swipe card or any other card/ system that satisfy the scope/conditions laid in the tender document.*

**2.8.1 Specifications for Data Management System software**

1. **System Management**

Functionality to add station locations, cycles to the system

1. **Membership management**System should have functionality to create new members, cancel members, manage member profile
2. **Rental management**

Members will be using the bicycles to travel from one cycle station to another. The system should track the details like, who has taken the bicycles, from where, what time and the bicycle identification.

1. **Rental/Other charges**
	1. System should calculate charges based on the rental scheme (including any promotional scheme) and in case of any damages/loss. Amount should be deducted from the member card.
	2. System should also be capable of adding bonus points and be able to manage redemption of points for cash out/gift coupons/vouchers etc
2. **Theft Report**

System should be able to manage theft reporting. Cycles not returned within a certain time period will be designated as stolen. System should generate automatic report for Police complaint.

1. **Handle administrative and logistical operations**System to support the requirements of administrative level controls and also help in logistical requirements like redistribution of bicycles from one cycle station to another.
2. **Manage inventory of bicycles**System to keep online information with regard to the number of cycles available in each of the cycle stations at a given point of time.
3. **Provide effective cash management system at every service cycle station.**For any cash dealings in the respective cycle stations, the system should have the capability to know centrally the amount of cash at the cycle stations to effectively manage collections from each cycle station.
4. **Allow and provide reporting for damages, repairs, etc. to the bicycle**In case of any damage in the bicycles in the hands of the member or otherwise, system needs to provide a mechanism for recording the same to be able to consolidate it centrally for action.
5. **Generate all reports as may be required to support decision making**System should provide necessary report for smooth day-to-day functioning and taking decisions.
6. **Allow users to check their balance and usage history through internet.**With the log in id and password, the member should be able to view her account details, including usage details, managing profile, knowing the balance, etc.
7. **Handle insurance claims.**For all the insurance needs of both assets as well as members, system should be capable of tracking the same.
8. **Online payment facility**Members should be able to make payments online
9. **In-built regular Preventive Maintenance system for bicycles**Bicycles would require regular maintenance. The system should be able to keep a track and ensure necessary maintenance as per schedule devised.
10. **The system should be a web application based connected through internet**Cycle stations will be remotely connected to the main server through internet. Appropriate plan to ensure there are no disruption of services even when the internet connection is not available at any or all the cycle stations. The system will synchronize the clocks at all locations to ensure proper billing to the customers.
11. **Scalability**

System should be able to handle 10,000 members or more, 2000 cycle stations or more and manage 10,000 rental transactions per day

**2.9 Service Quality:**

Since the ECO-FRIENDLY SHARE & RIDE PUBLIC BICYCLE SYSYTEM is supported by advertising and marginally by bicycle rental/hire charges, the Entrepreneur's performance is assessed on the following parameters:

1. Total members
2. Rentals per cycle per day
3. Number of cycles in circulation available at cycle stations for rent
4. Customer service feedback (number of complaints, average time for resolution)

**2.10 Data collection and Reporting**

The Entrepreneur should post the following data on the web site in real time (integrated with cycle rental data management system)

Individual cycle station status (number of cycles available at each cycle station)

The following daily reports should also be available

a) Rentals b) subscriptions c) stolen/missing bicycle d) Recovery of stolen/ missing bicycle e) Maintenance logs f) Reported accidents h) user feedback details

**2.11 Monitoring and Review**

A committee appointed by the Municipal Commissioner will review the reports, inputs from the users and make advice/recommendations for the improvement of the system.

The committee will review all aspects of the scheme every 3 months. The following key performance parameters will be used to determine whether the scheme is meeting its expected performance level, namely

* Members
* Rentals per cycle per day
* Average number of cycles in circulation
* No cycles available at a cycle station incidents
* Customer satisfaction
* Since the scheme is of unique nature, the following performance benchmark will be used at the end of the first year of operation
* Members – 500 expected target
* Rental per cycle per day
* First 6 months – expected target 2 rentals per cycle per day
* End of 1 year – expected target 3 rentals per cycle per day
* Minimum 85% of cycles must always be available for rental
* As far as possible Members should always find a bicycle for rent at any cycle station at any time

The Entrepreneur should consider all such suggestions positively and implement as per the directions from the Engineer in charge.

The Engineer in Charge can impose a penalty on Entrepreneur for not meeting these targets and on the advice of review and monitoring committee he may even recommend to Municipal Commissioner for cancellation of the contract in case of continued poor performance.

**2.12 Station Selection**

It is proposed to have a mix of stations convenient and economical for short distance travellers especially to and from railway/ bus terminals, markets, work places, educational institutions, etc., Each station location should be surveyed and site specific drawing should be prepared and get approved from the Engineer in charge without compromising the overall features of the station design.

The scheme is unlikely to succeed if the stations are scattered over a very large area. Thus it would be preferable that the 25 stations be located in a limited area. The old part of the city should be a preferred area. A cluster of such stations will also make the logistics for bicycle maintenance and redistribution easier.

**2.12.1** At each proposed location it would also be necessary to conduct a user survey (100 person survey) which will determine (i) user preference for destinations from the said location (ii) willingness to participate in the scheme. User survey format should be prepared in consultation with Engineer in charge.

**2.13 Scheme Promotion**

The Entrepreneur should promote the Scheme through print media, radio, movie halls, colleges, major office establishments, posters, caps, t- shirts, user manuals, cycle rallies, organizing competitions etc throughout the year**. A minimum of Rs 5 lakhs must be allocated for pre-launch publicity.**

**3.0 Estimated Project Cost and Revenues**

The Entrepreneur should estimate the project cost (year wise break up) and submit as per the following heads:

1) Project Cost

* 1. 25 cycle stations
	2. Data management system (hardware for smartcards or contractual in case data management system is outsourced)
	3. 300 bicycles
	4. Redistribution costs (vehicle/vehicle operations)
	5. Staff cost (minimum one attendant/station and supervisory staff)
	6. HR costs (including staff training)
	7. Publicity cost (As per scheme promotion scope)
	8. Operation and Maintenance
	9. Insurance cost
	10. Website maintenance, central office, help line
	11. Administrative costs
	12. Any other cost Specify

2) Revenue that can be retained by the successful tenderer/bidder.

* 1. Rental charges
	2. Membership charges

**4.0 Deposits from the user and membership card fee:**

Entrepreneur will issue smart cards to the Commuters/members at a maximum cost of Rs 700-00 (Seven Hundreds Only) out of which

* 1. Security deposit Rs 500-00 (Five hundreds only, refundable) and
	2. Smart Card charges Rs 200-00 (Two hundreds, non-refundable onetime activation charge). The smart cards will be issued to member/customers after due verification.

The members can withdraw their security deposit as per wish during the scheme operation period. The Entrepreneur has to return the security deposit immediately after returning the smart card.

**5.0 Additional Bicycles Procurement by the Entrepreneur:**

Entrepreneur has to provide the bicycles as per the following Smart card numbers

a) Up to 600 smart card holders - 300 cycles

b) For additional 50 smart card holders – provide 10 no's additional cycles (e.g. for 1000 smart card holders provide 380 (300+80) bicycles)

Upon exceeding 600 members by increments of 50 members and over all recommendation of the review & monitoring committee, The Engineer In charge may permit the Entrepreneur to add a new cycle station. New cycle station must not be within 200 m of an existing cycle station in the congested city (as defined in PMC’s Development Plan broadly surrounded by River – Shastri Rd – Tilak Rd – Swargate – Dhobi Ghat – Nehru Rd – Rasta Peth – Pune Station – RTO, all peths etc.,) and within 300 m of an existing cycle station elsewhere in the city. In case of Additional new cycle station (i.e., More than 25 no’s), the Pune Municipal Corporation shall reimburse the contractor the charges of individual set of cycle station services like the cost of cycle stand, cycle and O& M cost of additional cycle stands.

**6.0 Applicable Government Rules and Regulations**

The Entrepreneur has to pay salaries to the employees at his cost as per Government rules & regulations and minimum wages Act etc., and indemnify the Pune Municipal Corporation from all his deeds.

**7.0 DESIGN CRITERIA FOR VARIOUS ELEMENTS OF PROJECT**

The Entrepreneur will be responsible to carry out the necessary surveys and obtain the required statistical data / information for the sake of actual planning and execution of different structures / products / facilities that would a part of project.

It would be required on the part of the Entrepreneur to provide all the design of various elements in triplicates along with individual specifications and structural drawings whenever necessary. All the designs have to confirm standards wherever applicable and need to be at par with the international designs.

**8.0 SCHEME**

* 1. The Entrepreneur shall construct / erect, maintain and hand over after the 6 (one yr construction + 5yrs O&M period) Contractual period to the Corporation the structures / products / facilities so erected, as a part of project.
	2. Though the successful Entrepreneur will be solely & fully responsible for Survey, Planning, Designing, Constructing / Erecting and Maintaining the structures/ products/ facilities in public interest that these aspects are approved from Engineer in Charge for this purpose.
	3. The Entrepreneur shall adopt necessary precautionary and effective methods so as to not to disturb the flow of routine traffic during the execution of work for this Project. The Entrepreneur shall carryout necessary maintenance and repairs to the project sites strictly in accordance to the specifications and keep them in proper condition till the project is finally hand-over to the corporation at the end of six years contractual period.
	4. The Entrepreneur will be permitted to collect membership charges on behalf of corporation during the five years contractual period and the rent/hire bicycle charges. However, to ensure the safety of the structures/ products/facilities, the Corporation will exercise advising control in the matter pertaining to the design aspect of the structures/ products/ facilities.
	5. The Engineer-In-Charge shall provide necessary assistance in getting permission from traffic police or any other local authorities, if required for the implementation of the project. But the sole responsibility lies with the Entrepreneur only and the charges towards the electricity and connections during the concession period would be borne by the Entrepreneur. The Entrepreneur need not pay any taxes, land rent etc to the Pune Municipal Corporation during the Construction and contractual period.
	6. If the station that granted to the Entrepreneur in lieu of the services rendered by him are removed or caused to be removed by the Corporation for any reasons other than conformity with prevailing statutory road safety norms at any point of time, the corporation shall compensate the Entrepreneur by permitting to re-erect on mutually agreed location offering new location for station structure for the remaining contract period without any extra cost.
	7. If any of the structures erected by the Entrepreneur are removed for road widening, construction of bridges or new roads, the Corporation shall inform the Entrepreneur before taking upon such work. The Entrepreneur shall remove the structure temporarily and re-erect the same after such work is over. No monetary compensation shall be payable to the Entrepreneur.
	8. Within 15 days of the receipt of the letter of acceptance/ work order, the successful bidder shall deliver the performance security in the form of FDR or cash deposit for an amount equal to **10.0 lakhs** (Ten Lakh rupees only)
	9. The Entrepreneur shall supply & provide attractive branded cycles of ISI registered company at his own cost which will have price at least Rs 4000/- & cycle with all necessary accessories & maintenance kit.
	10. The Entrepreneur shall supply, submit & provide cycle stand design, drawing, details with necessary specification which will be costing between Rs. 4 to 5 Lacks each.
	11. Selected agency or Entrepreneur shall be permitted to prepare comprehensive document for availing Carbon Credit in the name of Pune Municipal Corporation. But the Pune Municipal Corporation will not pay any charges or reimburse fees for the document preparation and whatsoever. By submitting the Carbon Credit document to the concerned agency/authorities, whatever carbon credits the PMC receives; those will be shared equally with the selected Entrepreneur.
	12. If PMC decides to place a back lighted advertisement on the top of the cycle stand, the tender should facilitate the PMC/PMC appointed advertiser. In any case the tenderer shall not claim any revenue from such advertisement. The PMC shall have sole right on such advertisement space.
	13. Selected agency or Entrepreneur has to bear all designer or architect charges. The PMC will not pay / reimburse any separate fee to the bidder.
1. The Development Plan is a statutory plan made under the Maharashtra Regional and Town Planning (MR&TP) Act, 1966. Pune previously prepared DPs in 1954 (non-statutory), 1966 and 1987. The 1987 plan is currently in force. A new DP is currently being prepared. For the 23 villages that were merged into the Pune Municipal Corporation limits in 1997 there is a separate DP which was prepared in 2005. [↑](#footnote-ref-2)
2. Data from RTO indicates an annual 8-10% growth in 2-wheelers and 14-15% growth in cars/4-wheelers [↑](#footnote-ref-3)
3. <http://www.cycling.nl/> [↑](#footnote-ref-4)
4. JNNURM Project Implementation Status 29 May 2012 <http://jnnurm.nic.in/wp-content/uploads/2012/05/Projects-Implementation-Status-29-may.pdf> [↑](#footnote-ref-5)
5. http://bit.ly/uttipec [↑](#footnote-ref-6)