



FORT MANAGEMENT PLAN

PREFACE TO THE REPORT

Since 1993, the Urban Design Research Institute (UDRI) has been engaged in several community based improvement initiatives that have resulted in restoration of heritage structures and implementation of legislative protection in Mumbai's historic neighbourhoods. However, civic infrastructure in the area remains greatly overburdened, thus limiting the success of conservation efforts. In addition to its importance at a level of urban planning, Fort precinct maintains significance as the Central Business District and in the cultural formation of Bombay (Mumbai) as a metropolis.

The Fort Management Plan was first initiated by the UDRI in 2003 as a natural progression to its area wise studies of the various fort precincts and heritage building surveys started in the 1990. This project undertaken by the Urban Design Research Institute is primarily a spatial exercise which however will often need the help of law enforcement in order to ensure that these usage patterns can be established in its initial stages and then maintained thereafter. However it is hoped that once the efficacy of the usage pattern is understood and all stakeholders understand the value of cooperating, the pattern will be self regulated.

It is noted that many of these issues will have many stakeholders, often with conflicting opinions on what constitutes

"the greater good" or perhaps unwilling to even place the greater good ahead of their own needs. These issues can only be resolved through dialogue and a sincere attempt to understand what the needs of each stakeholder are and the benefits and services their presence and views provide. We are sure that all proposed solutions in this document will be subjected to some debate and the proposal will itself have to be modified based on the greater understanding reached between different stakeholders. Therefore this document is tentative and open to suggestions and objections from all parties.

The areas of study though highly interdependent can be broadly categorised into four aspects.

- Heritage Management
- Open Spaces
- Solid Waste Management
- Traffic and Transport

Recommendations for Heritage Management have been compiled as a set of Draft Special Development Control Regulations (DCR) for the Fort area. These have been forwarded to the Maharashtra Heritage Conservation Committee for review and comment. It is intended that the Special DCR's will form an integral part of the new Development Plan for Mumbai

that is currently being prepared by MCGM (Municipal Corporation of Greater Mumbai.)

The three other aspects of the Management plan were studied through physical surveys of the Fort conducted with the help of students from the Bharathi Vidyapeeth College of Architecture. These ground surveys were conducted in May 2009 by a group of 50 students. The analysis of the ground situation led to the identification of issues that needed to be addressed as follows -

- The design of pedestrian footpaths
- Locating and designing bus stops
- The taxi system
- Traffic interchange nodes
- Introduction of a Fort Circulator
- Pedestrian Crossings
- Parking Management
- Pedestrian streets and parking streets
- Hawking guidelines
- Social Amenities: toilets, water fountains, seating
- Signage and Way finding
- Solid waste management

The recommendations for each of these topics were created by looking at other solutions worldwide, and gleaning from them those that might be usefully applied to our own situation. Solutions that have no relevance to the Fort have been left out to prevent a confusion of ideas from taking over the clarity of the proposal.

This report attempts to present the logic behind each of these recommendations clearly and succinctly so that those in charge of implementing it on the ground can clearly understand the rationale behind each idea, and are in a position to make independent decisions to suit the various ground situations they will encounter. It is felt that this is a very important aspect of the recommendations as often implementation gets held up due to the inability to make a decision.

The power to make decisions needs to lie as close as possible to the officer or worker in charge of the actual implementation of the idea, and should be referred upwards to his superior only in cases where there are multiple decision makers involved. However, even in such cases, the implementing officers and workers should be given direct access to his contemporaries in other departments so that the matter can be resolved at his or her level without a need for escalation. This will also encourage the spirit of interdepartmental co-operation and communication essential for the smooth maintenance of a city.

These recommendations do not attempt to re-invent the wheel.

We recommend that interested stakeholders should also refer to the following documents that provide detailed design guidance on some of the major issues that impact the Fort.

These documents are:

- 1) Planning and Design Guidelines for Street Furniture, Manual published in 2001 by the MCGM.
- 2) Planning and Design Guidelines for Signage Systems for the streets of Mumbai, published in 2001 by MCGM.
- 3) Dr. Dadabhai Naoroji Road, Mumbai- Design Handbook Heritage Streetscape. Guidelines for Street Furniture and Signage, published by MMR-Heritage Conservation Society, Abha Narain Lambah.
- 4) Fort management plan Special development control regulations draft prepared in 2008 by UDRI.
- 5) Practically Feasible and Economically Viable Method of Disposal of Plastic Waste generated in Greater Mumbai and major cities of Maharashtra. Report prepared for Maharashtra Pollution Control Board by Eco friend and co 2009 available at the URL:<http://mpcb.gov.in/images/pdf/plasticreport.pdf>

These guidelines also may need to be updated but should be used as the basis for further design re-working. We look forward to presenting this recommendation for your comments and welcome any insights that you might have to offer in order to make this plan more effective. At the end of this process, we hope to have the wholehearted support and cooperation of all of the stakeholders in order to effect a smooth implementation of the Fort Management Plan.

SCOPE

Designated Open Spaces and Integral open spaces

The study of public spaces is interesting because it is in public spaces that worlds collide, religions meet, castes intersect, and where centuries rub up against each other. These are the spaces that make the city what it is today, a beautiful, vibrant cosmopolitan place but also the place where contradictions, in city society are painfully revealed—there are no closed doors. These are the contested spaces in which conflicting aspirations, livelihoods, ideals and needs come head to head.

So what is Public Space in Mumbai? We have often seen public space through the narrow lens of a particularly metropolitan modality. We recognize wide open spaces, shaded gardens, fountains and recreational grounds as public space. These are the

spaces that for some, make Mumbai a bearable and beautiful modern city. For some Mumbaikars, it is the loss of these designated open spaces that characterize—to some extent—the decline of Mumbai.

The places that are lost in the current discussion of public space are what we began to call the integral open spaces. These are the spaces where social aspects of life mix with vital needs and livelihood activities. These spaces are undefined, unenclosed and relatively unmappable. They are versatile and spontaneous gatherings that can change position throughout the year and even at different times of the day. The integral spaces that we found can be characterized by high levels of activity and communication. Some examples of integral spaces are; markets, street corners, chaiwalas, front stoops, water taps and gatherings around food stalls. These integral open spaces need rethinking and modification in order to accommodate their current informal usage. They need to be provided with better servicing and management. They cannot be wished away as they provide the service needs of the Fort residents, commercial enterprises and commuters. In order to do this we mapped the location of the elements of these public space; the hawkers, signage, seating, toilets, water fountains, parking, pavements, trees and even shading. Through this mapping we hoped to be able to understand how spaces

were being used and if these could be improved. These have then been used to formulate a set of recommendations.

Solid Waste Management

In considering Solid Waste management, the primary question was how to put in place a neighbourhood level waste management system that would handle as much of the waste generated in an internal disposal loop, thereby reducing the burden on landfills and centralised waste disposal systems. In order to do this, it was necessary to understand the existing garbage collection systems and the causes of their inadequacies. Though the MCGM operates an exhausting schedule of street sweeping and garbage pickup, this is seen to be inadequate to service the area. This study will attempt to address this issue through a participatory dialogue between all the stakeholders in the garbage disposal process. In order to kickstart this dialogue, the UDRI has put together a set of recommendations.

Transport

The Fort is the terminal stop for all three railway lines and also has two BEST bus depots. Large numbers of private cars are seen to park here throughout the day. The largest numbers of cabs converge onto the Fort during peak hours to pick up and drop off passengers. In addition to this, tourist buses can be seen parked at strategic locations waiting for groups of tourists mainly

in the Colaba area. In the commercial and bazaar districts, heavy vehicles are seen parked as they are loaded and unloaded, and long distance passenger buses use this area as a starting point for their journeys. The intersection of all of these modes of transport (including ferries at the Gateway) makes transport interchange and pedestrian planning a priority issue for the management plan. The need for prioritising pedestrian paths and movement over other modes of transport is urgent. Public transport takes priority over private cars in our recommendations. It is also imperative to provide safe interchanges between different modes of transport. Signage and way finding also becomes a factor affecting the ability to navigate through the Fort area.

Heritage Management

In providing recommendations and designing for the Fort it is necessary to be aware of heritage buildings and to keep in mind the need to enhance their value. This may be done by providing strategically located public and pedestrian spaces in front of them and clearing such spaces of obstructions wherever practically feasible. Also urban design solutions would have to fit the context of the heritage precincts in their detailing and use of materials.

A Pedestrian Priority Policy

At the very outset it is necessary to state that this document is based on the premise that pedestrians will have priority over all other transport. The pedestrian is the most important person to design for, in order to make this city livable. The pedestrian experience and the comfort and safety of the common man on the street cannot be subordinate to cars. People cannot be relegated into mid-air on skywalks (as has often been suggested in numerous infrastructure plans for the city). Walking on our city streets should be a pleasant and safe activity, and should be the main form of commuting, improving the health of the walker and reducing pollutions and fossil fuel consumption. Even children should feel safe walking to their classes by themselves, and not fear being run over by aggressive drivers at junctions and crossings. This can be achieved through a very strong pedestrian priority policy and by designing our street first for pedestrians, second for public transport, and finally for private vehicles.

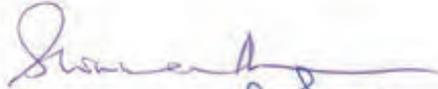
Collaborators

The Federation of Residents Trusts(FORT) are the key stakeholders who are driving force for the implementation of the recommendations presented in this document.

For the Federation of Residents Trust:

Ms. Shirin Bharucha

OVAL Trust



Ms. Remu Jhaveri

Colaba Tourist Welfare Association



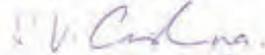
Dr. H H Vakil

Maharshi Karve Road Residents Association



Ms. Smita Crishna

Heritage Mile Association



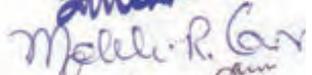
Mr Ashad Mehta

Oval Cooperage Residents Association



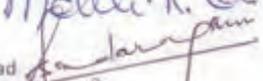
Mr. Mehli R Cama

Horniman Circle Association



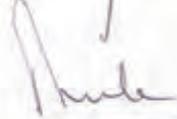
Ms. Sunayana Sadarangani

Marine Drive Residents Association – D Road



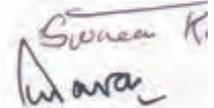
Mr. S M Pathania

Ballard Estate Welfare Association



Mr. Ashok Rao

Federation of Churchgate Residents Association



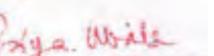
Mrs. Swarna Kohli

Nariman Point Churchgate Citizens Association



Mr. Maneck Davar

Kalaghoda Association



Ms. Kunti Oza

Clean Mumbai Foundation



Mrs. Priya Ubale

CLEAN- Sweep Forum



Ms. Meher Rafat

CLEAN-Air



Mrs Neera Punj

CitiSpace



Mrs. Nayana Kathpalia

NGO Alliance for Governance and Renewal (NAGAR)



FORT CIRCULATOR PROPOSAL

BEST agreed to put in place the Fort Circulator proposal from the Fort Management Plan (FMP). This has been done by introducing 24 low floor Star buses following a circular route that covers CST, Ballard Estate, Shahid Bhagat Singh Road, Regal, Mantralaya, Vidhan Bhavan, Marine Drive, Churchgate and DN Road. The buses operate at 4-minute frequency in, both a clockwise and an anti-clockwise directions and fulfills the needs of a large volume of commuters that arrive by train at CST and Churchgate, as well as internal travel needs within the Fort area. A flat fare of 5 Rupees is being charged for this route.

The Star buses being used have a fold down ramp for wheelchair accessibility, and the seating is configured to allow for a larger number of standing passengers who will use this bus as a hop on and

hop off service. The low floor bus also makes it easier for the elderly and disabled. In order to ensure the success of this new route, the BEST has put in place a comprehensive information and promotion drive which includes branding the buses and placing clear identifiers on the Circulator stops, and placing route maps both inside the bus, as well as at the bus stops for easier way finding. This graphic and branding initiative is being financially supported by the Shri V. V. and Smt K. V. Mariwala Charity Trust and the Urban Design Research Institute. The Circulator bus is to be called the FORT PHERI to give it a local flavor. Instead of modern digital printing, these buses have been hand-painted, reviving an almost lost craftsmanship. If successful such a service can be replicated in other areas of Mumbai.

Fast, easy and friendly

ZERO WAITING TIME: The BEST claims there will be virtually no "waiting time" for commuters who want to travel in these buses. There are enough buses on these two routes to ensure that the sleek, low floor Starbuses will be available every minute for passengers travelling on the "ring routes"

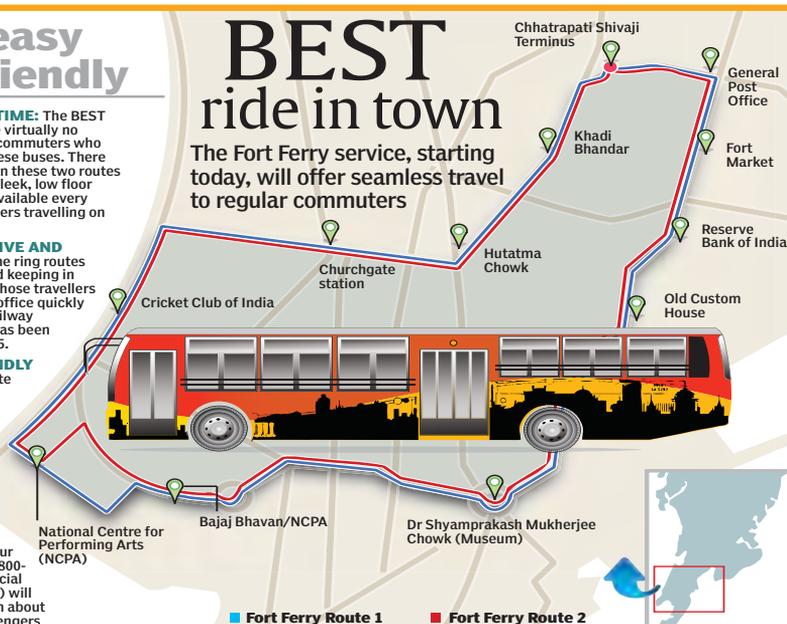
FAST, INEXPENSIVE AND CONVENIENT: The ring routes have been designed keeping in mind the needs of those travellers who have to reach office quickly from outside the railway stations. The fare has been kept very low at Rs5.

DISABLED-FRIENDLY BUSES: To facilitate movement for disabled commuters, a footrest facility at the door of the low floor Starbuses has been provided.

HELPLINES AND CONTACT NUMBERS: Two numbers – a 24-hour toll free helpline (1800-227550) and an official number (2413 7937) will provide information about the service to passengers

BEST

The Fort Ferry service, starting today, will offer seamless travel to regular commuters





Hand Painting of Fort Pheri Buses







Hand Painting of Fort Pheri Buses







Painted Route-1 & Route-2 Buses







Preparations on Opening Day





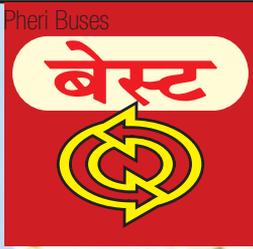
At The Launch 3rd Nov. 2011





Route Maps at Bus Stops





बसमार्ग: फोर्ट फेरी १
बसमार्ग: फोर्ट फेरी २

Bus route: फोर्ट फेरी १
Bus route: फोर्ट फेरी २

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Shri. V.V. &
Smt. K.V.
Mariwala
Charity Trust

सी.सी.आय.
C.C.I.



www.udri.org

एन.सी.पी.ए.
N.C.P.A.

बजाज भवन/एन.सी.पी.ए.
Bajaj Bhavan/N.C.P.A.

विधान भवन
Vidhan Bhavan

मंत्रालय
Mantralaya

फोर्ट
फेरी

छत्रपती शिवाजी टर्मिनस
Chhatrapati Shivaji Terminus जी.पी.ओ.
G.P.O.

खादी भंडार
Khadi Bhandar

फोर्ट मार्केट
Fort Market

चर्चगेट स्थानक
Churchgate Stn.

हुतात्मा चौक
Hutatma Chowk

भारतीय रिझर्व बँक
Reserve Bank of India

ओल्ड कस्टम हाऊस
Old Custom House



बसमार्ग:

फोर्ट फेरी १, फोर्ट फेरी २

बसमार्गाची लांबी: ६.३ कि.मी.
प्रवर्तनकाळ: सोमवार ते शनिवार
(सार्वजनिक रजेसहित)

प्रस्थानकाळ: ३० मिनिटे
प्रस्थानांतर: ४ मिनिटे
(फोर्ट फेरी १)

पहिली बस: ०८.०० वा.
शेवटची बस: २१.०० वा.
(फोर्ट फेरी २)

पहिली बस: ०८.०५ वा.
शेवटची बस: २१.०५ वा.

Bus Routes:

फोर्ट फेरी १, फोर्ट फेरी २

Total Length of route: 6.3 Kms.

Operational period: Mon. to Sat.
(including bank/public holidays)

Running time: 30 Min.

Interval headway: 4 Min.

(फोर्ट फेरी १)

First bus: 08.00 Hrs.

Last bus: 21.00 Hrs.

(फोर्ट फेरी २)

First bus: 08.05 Hrs.

Last bus: 21.05 Hrs.



स्थलदर्शक
नकाशा
KEY PLAN



BEST's Fort Ferry service to start today

HT Correspondent
■ htmetro@hindustantimes.com

MUMBAI: Those with offices at Chhatrapati Shivaji Terminus (CST) and Churchgate can now expect a better ride. Starting Thursday, the Brihammumbai Electrical Supply and Transport (BEST) undertaking will begin a low-cost ring route service called 'Fort Ferry' in this area.

The service will be inaugurated by Shiv Sena executive president Uddhav Thackeray.

The project, initiated by BEST, is part of the Fort Management Plan proposed by the Urban Design Research Institute in col-

laboration with the Federation of Residents Trust. The new low-floor bus service will start and end at CST.

The buses will operate at a four-minute frequency and will cover CST, Ballard Estate, Shahid Bhagat Singh Road, Regal, Mantralaya, Vidhan Bhavan, Marine Drive, Churchgate and DN Road. It will cost Rs5 and a monthly pass will be for Rs250.

"We are initiating this project with 10 buses. It should really provide relief to those going to office in morning and returning home during peak hours," said Sunil Shinde, chairman, BEST committee.

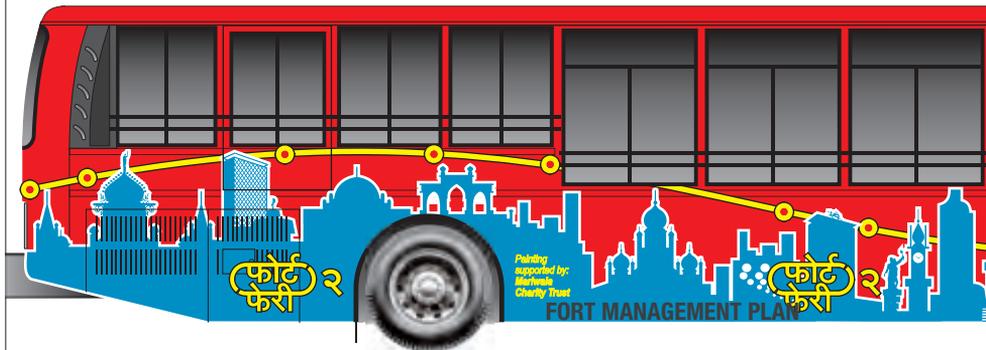


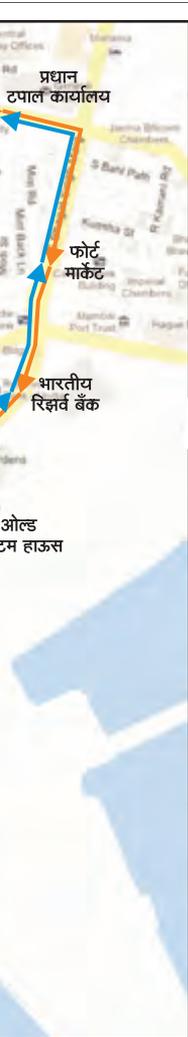
बसमार्ग: फोर्ट फेरी १
बसमार्ग: फोर्ट फेरी २



प्रवासमार्ग: फोर्ट फेरी १ छत्रपती शिवाजी टर्मिनस, प्रधान टपाल कार्यालय (जी.पी.ओ.), स्वामी दयानंद सरस्वती चौक (फोर्ट मार्केट), भारतीय रिझर्व बँक, मुंबई शहर जिल्हाधिकारी कार्यालय (ओल्ड कस्टम हाऊस), डॉ. श्यामाप्रसाद मुखर्जी चौक (म्युझियम), मंत्रालय, विधान भवन, राष्ट्रीय संगीत नाट्य केंद्र (एन.सी.पी.ए.), सी. सी.आय., अहिल्याबाई होळकर चौक (चर्चगेट स्थानक), हुतात्मा चौक, खादी भंडार, छत्रपती शिवाजी टर्मिनस.

प्रवासमार्ग: फोर्ट फेरी २ छत्रपती शिवाजी टर्मिनस, होळकर चौक (चर्चगेट स्थानक), डॉ. श्यामाप्रसाद मुखर्जी चौक (म्युझियम), भारतीय रिझर्व बँक कार्यालय (जी.पी.ओ.), छत्रपती शिवाजी टर्मिनस.





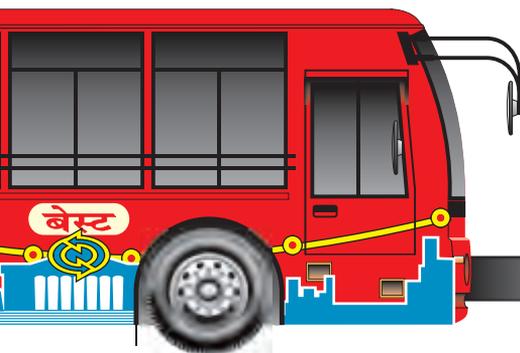
स्थलदर्शक नकाशा

बसमार्ग: फोर्ट फेरी १, फोर्ट फेरी २
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शेवटची बस: २१.०५ वा.

संपूर्ण बस फेरी करिता सरसकट प्रवास भाडे: ₹. ५.०० फक्त
मासिक बस पास: ₹. २५०/-

बस मार्गाच्या सर्व दैनिक/प्रवर्तनात्मक बाबींमध्ये पूर्वसूचना न देता फेरबदल करण्याचा अधिकार उपक्रम राखून ठेविले आहे.

छत्रपती शिवाजी टर्मिनस, खादी भंडार, हुतात्मा चौक, अहिल्याबाई (नानक), सी.सी.आय., बजाज भवन/एन.सी.पी.ए., मंत्रालय, डॉ. (म्युझियम), मुंबई शहर जिल्हाधिकारी कार्यालय (ओल्ड कस्टम बँक, स्वामी दयानंद सरस्वती चौक (फोर्ट मार्केट), प्रधान टपाल छत्रपती शिवाजी टर्मिनस.



बेस्ट फोर्ट फेरी



विशेष वर्तुळाकार
 शून्य प्रतिक्षाकाळ
 बसमार्ग

फोर्ट फेरी १

(घटिवत)

छत्रपती शिवाजी टर्मिनस ते
 छत्रपती शिवाजी टर्मिनस मार्गे
 डॉ. श्यामाप्रसाद मुखर्जी चौक,
 एन.सी.पी.ए. आणि चर्चगेट स्थानक

फोर्ट फेरी २

(प्रतिघटिवत)

छत्रपती शिवाजी टर्मिनस ते
 छत्रपती शिवाजी टर्मिनस मार्गे
 चर्चगेट स्थानक, एन.सी.पी.ए.
 आणि डॉ. श्यामाप्रसाद मुखर्जी चौक



‘द नेव्हर स्लिपिंग सिटी’ असं वर्णन असलेल्या या महानगरीत, घर ते ऑफिस आणि ऑफिस ते घर, अशी ‘घरघर’ लागलेल्या मुंबईकरांच्या पोटापाण्यासाठी हा नित्य ‘परिक्रम’च. हाच दैनंदिन प्रवास अधिक सहज-सुलभ करणारी ही नवी बससेवा **बेस्ट ‘फोर्ट फेरी’..** मुंबईकर चाकरमान्यांच्या नेहमीच्या गरजा लक्षात घेऊन आखलेला हा ‘स्मार्ट’ बसमार्ग नव्या रंग-रूपात आणि परवडणाऱ्या प्रवासभाड्यात.. **घर-ऑफिस-घर** गाठणारा हा बसमार्ग **अधिक जलद, अधिक सुखद अन् स्वस्तही..!**

मुंबईच्या रस्त्यांवर सर्वात प्रथम रुळांचे जाळे पसरून ट्रामसेवेद्वारे लोकाभिमुख होण्याचा मान जसा ‘बेस्ट’चा तसाच, भारतात सर्वप्रथम प्रदूषणमुक्त सी.एन.जी. बस प्रवर्तनात आणण्याचा बहुमान देखील ‘बेस्ट’चाच.

भारताच्या आर्थिक, सामाजिक, औद्योगिक विकासाची जननी असणाऱ्या गतिमान मुंबईकरांचा दैनंदिन ताण सुसह्य करणारी **बेस्ट ‘फोर्ट फेरी’** अधिक विश्वासाह ठरेल यात शंकाच नाही.

लक्षात असू द्या ‘बेस्ट’चा प्रवास म्हणजे तुमच्या वेळेची, पैशाची, इंधनासारख्या राष्ट्रीय संपत्तीची बचत आणि प्रदूषणावरही नियंत्रण...

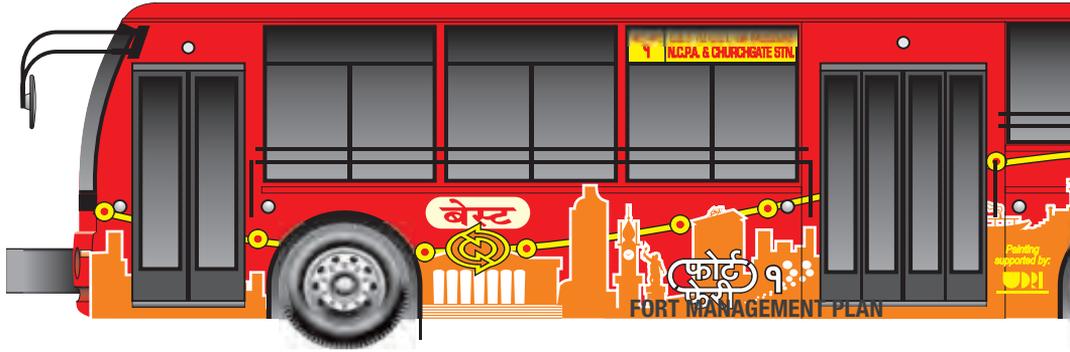
सौजन्य:



अ र्ब न
डि स्मार्ट ई न
रि स र्च
इ न्स्टि ट्यु ट

फोर्ट मॅनेजमेंट प्लान इनिशिएटिव्ह

-  **बेस्ट ‘फोर्ट फेरी’** या सेवाद्वारे दैनंदिन प्रवास सुलभ होईल.
-  **जलद, सुलभ** प्रवास घरातून वा कार्यालयात गाठण्यासाठी प्रवाशांना फायदा होईल.
-  **‘फोर्ट फेरी’** घटिवत बस प्रवर्तनात प्रवाशांना फायदा होईल.
-  **या सेवेसाठी** ज्येष्ठ नागरिकांना व महिलांसाठी विशेष मार्गदर्शन मिळेल.
-  **शारीरिक अक्षम** प्रवाशांना फायदा होईल.
-  **या सेवेसाठी** दैनंदिन प्रवास सुलभ होईल.
-  **‘फोर्ट फेरी’** प्रवाशांना फायदा होईल.
-  **माहिती-संपर्क** अहोरात्र (24x7) टोल फ्री क्र. 11222 माहिती मिळेल.



फोर्ट फेरी सेवेची खास वैशिष्ट्ये:

तेव्हाकाळ..

शांना बसची वाट पाहाण्याची गरज नाही!

प्रवाशांच्या प्रतिक्षेत असेल.

खद अन् स्वस्त...

जवळच्या रेल्वे स्थानकातून लवकरात लवकर कार्यालय
दैनंदिन प्रवाशांच्या गरजा ओळखूनच, संपूर्ण बस फेरी
रसकट प्रवासभाडे **रु. ५.०० फक्त** इतकेच ठेवलेले आहे.

सेवेतील 'वर्तुळाकार' बसमार्ग

समार्ग फोर्ट फेरी १ आणि

न जाणारा फोर्ट फेरी २

नियोजित स्थळी पटकन् पोहोचण्यास उपयुक्त.

ठी, अंतर्बाह्य नव्याने सुशोभित केलेली खास बस
गरिक, नेत्रहीन-अपंग, महिला, लहान मुले, विद्यार्थी इ.
ण्या-उतरण्यास सोयीस्कर अशी कमाल निम्रस्तर
(अल्ट्रा लो फ्लोअर) बस खास आपल्यासाठीच.

दुर्बलांसाठीही सुविधा

वरील रुग्णांना प्रवेशासाठी विशेष पायफळीची सोय
ठ नागरिक, नेत्रहीन-अपंग, महिलांसाठी राखीव आसने.

ठी निम्रलिखित प्रकारच्या बस पासेसची उपलब्धता

जिक, ग्लोबल, डायमंड इ. पासधारकांना 'फोर्ट फेरी'
भ घेता येईल. तसेच रु. २५०/- मूल्यवर्गाचा
सेक बसपास प्रवाशांसाठी उपलब्ध.

विशेष बोधचिन्ह..

सहज-सुलभ कळण्यासाठी.. हे विशेष बोधचिन्ह
ल सर्व बसगाड्यांवर आणि या बसमार्गावरील
तर्व बसथांबे व आश्रय स्थानकांवर

पर्काचे विस्तृत जाळे...

२४ तास) उपलब्ध असणाऱ्या १८००२२७५५० या
रुमांकावर आणि २४१३७९३७ या दूरध्वनीवर सदर सेवेची
कू शकेल. तसेच 'बेस्ट'च्या संकेतस्थळावरही या सेवेची
प्रकरच उपलब्ध होईल.



मुंबईकरांच्या सेवेत ही एक स्मार्ट
सेवा ...बेस्ट 'फोर्ट फेरी'

या महानगरीला वर्षानुवर्षे दर्जेदार
अन् कार्यक्षम प्रवासीसेवा देणाऱ्या बेस्ट
उपक्रमाचे हे नवे दमदार पाऊल.

दैनंदिन प्रवासाच्या गरजा लक्षात
घेऊन या सेवेतील आखलेला हा नवा
बसमार्ग. आता ही बसच प्रवाशांच्या
प्रतिक्षेत...

दक्षिण मुंबईतील दोन महत्वाच्या
रेल्वे स्थानकांना आणि कार्यालयांना
जोडणारा, हा विशेष वर्तुळाकार
बसमार्ग, जलद - सुखद अन् स्वस्तही..

नोव्हेंबर २०११ या महिन्यात
कार्यान्वित होत असलेली ही 'फोर्ट
फेरी' सर्वांनी अनुभवायलाच हवी..!



कृपया अधिक माहितीसाठी किंवा
सूचना-प्रतिक्रियांसाठी:

**बृहन्मुंबई विद्युत पुरवठा आणि
परिवहन उपक्रम**

(बृहन्मुंबई महानगरपालिका)

बेस्ट भवन, बेस्ट मार्ग, टपाल पेटी क्र. १९२,
मुंबई - ४०० ००१.

फोनस: ०२२-२२८५१२४४

टार: बेस्ट मुंबई - ४०० ००१.

वाहतूक विभाग:

बस धाव नियंत्रण कक्ष, वडाळा आगार,
वडाळा, मुंबई - ४०० ०३१.

दूरध्वनी: २४१४३६११, २४१३६८८३

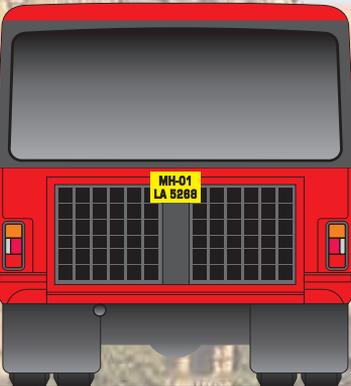
फोनस: ०२२-२४१०१७९४

टोल फ्री क्र.: १८००२२७५५०,
०२२-२४१३७९३७ (२४ तास उपलब्ध)

ई-मेल:

www.transport@bestundertaking.com

संकेतस्थळ: www.bestundertaking.com



वाहतूक मुख्य कार्यालय, नियोजन विभाग, वडाळा तर्फे प्रकाशित.

A people-friendly Fort

Urban Design Research Institute

Project status Plans submitted to municipality



The Fort area of Mumbai is singularly blessed with pavements and plazas, excellent train and bus connections and lovely old buildings. Despite this, the commercial district isn't easy to traverse with its poor traffic management, high volume of commuters and bad street design. That's what the Fort-based Urban Design Research Institute hopes to fix. After working on projects in Churchgate and Ballard Estate, the UDRI realised that their problems were interconnected and turned their attention to the larger Fort area. The Fort Management Plan provides solutions for everything from heritage and open spaces to parking and solid waste management.

"The idea was not about spending a lot of money," said Deepali Mody, the research fellowship director at UDRI, "it tries to solve things with the least amount of intervention and the least amount of budget." UDRI first commissioned surveys to collect data on such minutiae as the size of hawkers' stalls, the space available at bus stops, the duration of traffic signals, the number of benches and working water fountains. The deep data helped them come up with specific recommendations that are largely aimed at making the area more pedestrian-friendly.

Among UDRI's biggest recommendations: pedestrianising certain streets and junctions like Flora Fountain and Perin Nariman Street (running parallel to Modi Street). They have also suggested that major



Fortwalk At top, streets that could be pedestrianised shown in yellow, (above) car-encroached pavements

Junctions like the ones at Churchgate and Chhatrapati Shivaji Terminus should have a scramble intersection, which allows pedestrians to cross diagonally. In addition, the report suggests that footpaths be at least 1.5 metres wide, with those in the business and shopping districts even wider; that hawkers, signage and toilets be relocated to ensure easy pedestrian movement; and that more space be created in front of bus stops so commuters don't have to wait on the street. Other suggestions include more benches for people to sit on and repairing heritage fountains. And to ensure that Fashion Street hawkers don't block a pedestrian's view of the revitalised Cross Maidan, UDRI has suggested that the vendors be moved to a utility

area a few feet away from the railing and the pedestrian walkway be positioned between them and the maidan railing.

One recommendation that has already been implemented is a shuttle service called the Fort Pheri, which carries commuters

to key locations like Mantralaya, CST, Churchgate, Ballard Estate and the Regal Junction. Since the Federation of Residents Trusts, made up of sixteen residents' associations, has already signed off on the rest of the plan, all that remains is getting the government to

approve and implement it. Mody is hopeful. We have received "a very good response from the Municipal Corporation of Greater Mumbai," she said.

Nergish Sunavala

“Major junctions like Churchgate should allow people to cross diagonally”