

MUMBAI MERI JAAN

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Editorial

Right To Footpaths Fundamental: Supreme Court

The Supreme Court has held that the right to walk on safe, demarcated footpaths is a fundamental right under Part III of the Constitution and will take priority over the movement of motorised vehicles.

A Bench of Justice PS Narasimha and Justice Atul S Chandurkar ruled that the right to walk is integral to the freedom of movement under Article 19(1)(d), read with Articles 19(1)(a), 19(1)(b), 19(1)(c) and 21 of the Constitution, Live Law and Bar & Bench report.

“The right to walk is a fundamental right under Part III of the Constitution. It is integral to the right to movement guaranteed under Article 19(1)(d)... The fundamental right to walk will take within its sweep the right to demarcated footpaths. These rights are primary and shall have priority over movement by motorised vehicles,” the Court said.

The Court also stressed that public authorities have a corresponding duty to provide and maintain pedestrian infrastructure. It held that if a road exists, there must be demarcated and well-maintained footpaths for walkers.

“The duty bearers are the urban development authorities, municipal corporations, municipalities and even panchayats who must endeavour to demarcate, construct, maintain and safeguard footpaths and other necessary pedestrian infrastructure,” the Bench said.

Recognising the lack of legal protection for pedestrians, the Court called for a statutory framework to safeguard the right to walk. It directed the Registry to send a copy of the judgment to the Ministries of Housing and Urban Affairs, Rural Development, and Road Transport and Highways for consideration of a legal framework.

“Insofar as the right to walk on demarcated footpaths is concerned, though it is integral to Articles 21 and 19(1)(d), there is no legislation. It is compelling to lay down a statutory framework not only for declaring the right, but also to recognise the duty bearers,” the Court observed.

The Court also directed that a copy of the judgment be forwarded to the Law Commission of India to examine a statutory framework for protecting pedestrian rights, identifying duty bearers and providing remedies. It further suggested the establishment of a regulatory body to plan, enforce and implement the right to walk on footpaths.

The Bench observed that urban planning has long prioritised motor vehicles over pedestrians, leaving walkers vulnerable.

“It is rather strange that we fail to focus on recognising and securing the right to walk. It may be because wheels eclipsed our imagination,” the Court remarked, adding that pedestrians have increasingly been treated as a nuisance by drivers.

“This should stop from now on as we declare the fundamental right to walk on demarcated footpaths,” it said.

The Court further held that violation of the right to walk on footpaths would entitle citizens to seek constitutional and legal remedies, including restitution and compensation, independent of remedies available under the Motor Vehicles Act, 1988.

MMJ

BMC directs engineers to repair potholes within 24 Hours

As part of its monsoon preparedness measures, the BMC has directed road engineers to ensure that all pothole complaints are attended to within 24 hours and that damaged road stretches are repaired without delay to prevent further deterioration and inconvenience to commuters.

Bangar reviews road preparedness

Additional Municipal Commissioner (Projects) Abhijit Bangar reviewed the BMC's road maintenance and monsoon preparedness measures, directing officials to ensure prompt pothole repairs across the city.

During a meeting with assistant engineers from the Roads and Traffic Department at the civic headquarters, Bangar noted that nearly 1,700 km of roads have already been concretised, with work on the remaining stretches set to resume after the monsoon.

He said the large-scale road concretisation programme is expected to significantly reduce potholes and bring down the civic body's



expenditure on road repairs and maintenance in the coming years.

Bangar directed engineers to use the mastic method for pothole repairs and ensure contractors maintain adequate manpower, machinery and material stocks, including mastic cookers. He also instructed officials to repair potholes when they are still small to prevent them from worsening during the monsoon.

Daily inspections intensified

To strengthen monitoring, the BMC has deployed 227 sub-engineers across civic wards. They have been tasked with conducting daily road inspections, identifying potholes proactively and ensuring immediate repairs without waiting for public complaints.

Bangar further instructed the road department to maintain pothole-free conditions on the Eastern Express Highway, Western Express Highway and Eastern Freeway, all **Contd on Page 4**

Cleaner streets, smart parking

Manoj Ramakrishnan

A week-long community initiative aimed at enhancing cleanliness, traffic discipline, and public safety has been launched in the Lokhandwala area, a popular shopping destination, in Andheri West.

The Lokhandwala Civic Sense Drive, running from June 14 to June 20, seeks to encourage residents to take greater responsibility for maintaining and improving their neighbourhood. Organised under the **Contd on Page 4**

Mumbai Illegal Hawking: BMC Enables WhatsApp Complaint Feature

Shefali Parab-Pandit

Following the directions of the Bombay High Court (HC), the Brihanmumbai Municipal Corporation (BMC) has enabled a dedicated option on its WhatsApp chatbot for citizens to report

illegal hawking across Mumbai. Complaints can be lodged by sending a message to 8999-22-8999, civic officials said.

The civic body has recently rolled out MyBMC MARG (Management **Contd on Page 2**

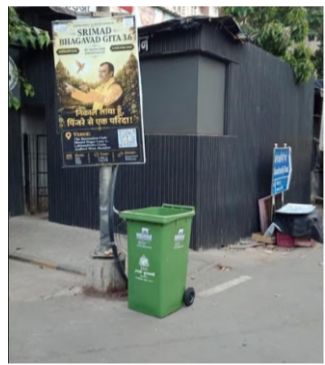
Mumbai's Historic Sassoon Dock Transforms From Dumping Ground Into Lush Bamboo And Bougainvillea Garden

 Manoj Ramakrishnan

A 400-square-metre site at Mumbai's historic Sassoon Dock that was once used as a dumping ground for rubbish has been transformed into a bamboo and bougainvillea garden, breathing new life into the area.

Tree Plantation Drive Organised

The Jyoticare Benevolent Foundation (JCBF), in partnership with the Mumbai Port



Authority (MbPA) and residents of Colaba, organised a major tree plantation drive on 20th June under the banner of its ongoing campaign, 'Make Sassoon Dock Clean Again'.

The initiative forms part of the second phase of JCBF's Clean Harbour Project (CHP), launched by Jyoti Singh, Managing Trustee of the foundation. The project was first initiated in 2019 with the

objective of removing plastic waste from the waters around Apollo Bunder, the Gateway of India and the Colaba coastline. Following the success of the first phase, the foundation has now turned its attention to the historic Sassoon Dock and the adjoining Tidal Basin.

Restoring 1873 Historic Dock's Charm

The latest phase aims not only to clear plastic waste from the harbour waters but also to address the accumulation of garbage on land. Organisers said the project seeks to restore the lost

charm of Sassoon Dock, one of Mumbai's oldest and most significant fishing harbours, established in 1873.

The plantation drive was held at the Haffkine Plot within Sassoon Dock, a 400-square-metre site that had long been used for dumping waste. Following an extensive clean-up operation, volunteers and participants planted 50 bamboo **Contd on Page 4**

How Bandra Ends?: Architect Samir D'Monte Reflects On The Suburb's Future Of Unmanageable Density & Dark Streets; Suggests Establishment Of Satellite Cities To Save It

 Dhairya Gajara

A typical Bandra street in 2040 will see unsustainable densities, with the population increasing by over 68% and cars increasing by a whopping 200% from that in the 1990s, revealed a dated presentation by architect Samir D'Monte.

He highlighted that the current uniform development control regulations (DCR) across Mumbai will end the city's diverse landscape and make it unliveable if parking and densities are not managed.

On 20th, the Bandra Gymkhana organised a presentation titled *The Way Bandra Ends*, where D'Monte, a principal architect at SDM Architects and a founding member of Bandra Collective, shared a glimpse into Bandra's likely future.

Through compelling visuals, data and real-world projections, he argued that the leafy lanes, heritage homes, village precincts and close-knit neighbourhoods that define the Queen of the Suburbs are heading towards a future of soaring towers, narrow dark streets and unsustainable density.

An architect, conservationist and civic advocate, D'Monte has spent over two decades contributing to the preservation and revitalisation of Bandra's unique character through initiatives such as the Carter Road Promenade redesign and the renewal of Ranwar Village.

Warning over rising density

In his presentation, D'Monte highlighted that a typical Bandra street in the 1990s consisted of 10 plots with 200 apartments, housing 800 people and 150 cars. However, with the current floor space index (FSI)



of 2.7 on 9–12 metre-wide roads, the built-up area will increase to 50,000 sq ft, doubling from 1990, on a single urban plot.

He highlighted that this increase will lead to a significant rise in population on a single street, from 1,600 people and 300 cars to 2,700 people and 900 cars by 2040.

"The alarming increase in built-up area will lead to a significant increase in the population and will lead to a density which will be unmanageable. It will turn these iconic lanes into narrow, dark and dirty streets," D'Monte said, adding that the effect will be seen across the city, with spacious Parsi colonies, courtyard bungalows and gothans eventually looking the same, with sky-high towers and narrow streets.

Proposed solutions for Mumbai

The presentation focused on two solutions—parking and density management—to save the city from turning into a dystopian landscape.

He suggested that the DCR should be amended to allow only underground parking and a maximum of one floor of parking on the ground, which would help regulate the number of cars in a building and subsequently regulate the number of apartments. He also highlighted that Mumbai needs to focus on creating usable footpaths according to its population density.

The architect suggested planning satellite cities in adjacent **Contd on Page 4**

Mumbai Illegal Hawking

Contd from Page 1 and Redressal of Grievances), an integrated platform aimed at streamlining citizen complaints across departments.

While residents already use the 1916 helpline, social media channels and the WhatsApp chatbot to report civic issues such as potholes and road defects, the new feature specifically addresses complaints related to unauthorised street vending, as directed by the HC.

Citizens Can Upload Photos and Location Details



To file a complaint, citizens can select the "Illegal Hawking" option on the chatbot, share the location and upload a live photograph of the violation. The move is expected to facilitate quicker reporting, monitoring and action against unauthorised hawkers across the city. **MMJ**

Maharashtra to allow cooperative taxi aggregators, frame rules soon: CM Fadnavis Bharat Taxi



The Maharashtra government will soon frame guidelines and permit app-based cooperative taxi aggregator services, Chief Minister Devendra Fadnavis said, describing the initiative as a step towards providing economic stability and social security to lakhs of drivers.

The announcement was made at a meeting chaired by Fadnavis at the state secretariat 'Mantralaya' to review the launch of services by Sahakar Taxi Co-operative Limited, also known as 'Bharat Taxi'.

"The cooperative aggregator taxi model will bring economic stability and social security to drivers while ensuring quality transport services for citizens," the chief minister said.

He directed the Transport Department to prepare a regulatory framework for the operation of app-based cooperative taxi aggregators at the earliest.

The service would not be limited to major urban centres and expanded to smaller cities, the chief minister said.

Transport Minister Pratap Sarnaik said app-based taxi services in the state are currently dominated by private aggregators, where drivers often face challenges related to social security and income stability.

"The objective is to transform drivers from workers into owners



through the cooperative model and make them financially stronger," he said.

Sarnaik also informed that the Maharashtra State Road Transport Corporation (MSRTC) is developing a ride-hailing application named "Chhava".

Bharat Taxi is an initiative conceived under the guidance of Union Home and Cooperation Minister Amit Shah with the aim of empowering nearly two crore commercial drivers across the country, the official release said.

Colonel Himanshu, representing Bharat Taxi, said the service would be launched initially in Mumbai and subsequently expanded to Pune and Nagpur.

Drivers associated with the platform will be covered under family, health and accident insurance schemes and have access to loans under the Pradhan Mantri Mudra Yojana at concessional interest rates, the official release said.

Transport Commissioner Rajesh Narvekar, Adani Airport Executive Director Jeet Adani, Minister of State Madhuri Misal and several legislators attended the meeting.



Mass casualty waiting to happen: Powai residents



A backlash has erupted in Powai against the proposed 30,000-seat Global Capability Centre (GCC), with residents, housing societies and citizen groups warning the Maharashtra government that the project could push the already choking suburb into a full-blown infrastructure and ecological crisis.

In a detailed representation to Chief Minister Devendra Fadnavis, the Powai Area Locality Management (ALM) and 15 cooperative housing societies described the proposed campus as a "public and ecological disaster in the making", arguing that the location is wholly unsuitable for a project of such scale.

The representation termed the project "a mass casualty event waiting to happen", citing inadequate road infrastructure, severe congestion and the absence of viable emergency evacuation routes.

The proposed two-million-square-foot campus is planned within the dense residential belt of Powai and Chandivali, an area originally developed under the Powai Area Development Scheme as a residential township.

Residents flag worsening traffic and infrastructure strain

Residents argue that the narrow two-lane internal roads, already overwhelmed by daily congestion, cannot absorb the massive influx of employees, private vehicles, buses, cabs and support traffic the project would generate.

The Jogeshwari-Vikhroli Link



Road (JVLR), the only major arterial route serving Powai, is already operating beyond capacity. Peak-hour commutes from the Western Express Highway to Powai routinely stretch close to an hour, while traffic within Hiranandani Gardens has become increasingly unmanageable, the representation said.

Residents estimate that the GCC would generate an additional 20,000 to 25,000 vehicle trips every day, pushing the Powai-Chandivali corridor into permanent gridlock.

Citizen groups warn of broader environmental impact

"Powai's roads are already stretched far beyond their intended capacity. Residents routinely spend 30 to 45 minutes navigating distances that should take less than 10 minutes during peak hours," said Pamela Cheema, chairperson of the Powai ALM and AGNI Ward Coordinator.



Sobo outages: BEST nod to ₹20cr emergency plan



The Brihanmumbai Electric Supply and Transport (BEST) Undertaking approved a ₹20-crore action plan to prevent power outages and restore supply to Girgaum and neighbouring areas in south Mumbai, which have been reeling under prolonged power cuts for the past several days.

The action plan was approved by the BEST committee – comprising elected members – after the BJP threatened to walk out. It covers five crucial points, including

recruitment of field staff, deployment of additional machines and workers, and establishment of a new fault control centre.

The development came a day after angry residents stormed the Pathakwadi BEST centre on Monday, to protest against a nearly 12-hour power cut on Sunday in Girgaum, Bhuleshwar, Opera House, Thakurdwar, Kalbadevi and neighbouring localities owing to faults in the BEST's underground cable network.

"While residents are frustrated

by recent frequent power outages, Sunday was certainly a black day for the undertaking owing to the prolonged power cut," said Akash Purohit, BJP corporator and BEST committee member from Girgaum and neighbouring areas.

Sunil Ganacharya, another BJP leader and BEST committee member, alleged that there was no communication from the BEST administration regarding Sunday's outage, and officials remained inaccessible through the day while residents kept



calling them desperately. "Why can the BEST not set up a system to intimate consumers, like cable operators and wifi providers," Ganacharya said.

When these issues came up during Tuesday's BEST committee meeting, the BEST administration outlined a ₹20-crore emergency action plan, which was subsequently approved by the committee.



How Bandra Ends?

Contd from Page 2 circular clusters around Mumbai with high-speed rail lines, allowing more people to live outside the city while still reaching the city centre from the farthest end in less than 30 minutes.

Each cluster of the proposed satellite cities should be designed so that every locality has a bus stop within a seven-minute walk, from where buses can reach a railway station within 10 minutes.

Call for long-term planning

“We need to think if anyone will want to live in such a city, where every house is like a box stacked upon another without adequate light and ventilation, even after paying a hefty amount for it. When we limit density to a certain level and allow the rest of the population to live in such satellite cities, everyone can live in a good environment,” he added.

The presentation saw a full-house attendance at Bandra Gymkhana's East Indian Hall, comprising residents, community leaders, managing committee members of housing societies and residents' associations.

Following the presentation, participants shared their insights and collectively suggested sharing the findings with elected representatives. **MMJ**

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Cleaner streets, smart parking

Contd from Page 1 slogan “Our Lokhandwala. Our Responsibility,” the campaign focuses on driving civic awareness through direct community participation.

The drive is being coordinated by several local organisations, including the Lions Club SOL India (District 3231 A3) and the Vishwa Sindhi Hindu Foundation of Associations (VSHFA), with active support from the BMC.

The initiative centres around three key pillars. The “Keep It Spotless” campaign promotes proper waste disposal and cleaner public spaces, while “Park Smart” aims to tackle chronic traffic congestion and indiscriminate parking in the busy locality. The third component, “Stay Alert,” seeks to strengthen neighbourhood vigilance and raise awareness of local security issues. Geographically, the campaign covers a 1.5km stretch of road from Lokhandwala Circle to the Celebration Club.

A team of 'Smart Volunteers' is deployed daily between 5pm and 8pm to guide motorists and pedestrians, gently enforcing responsible civic behavior during



peak hours.

Sayali Kulkarni, the local corporator, highlighted parking as a primary challenge for the area. “Double parking is a major issue here. We are actively raising awareness among citizens with the help of our volunteers, and we are currently testing an official 'pay and park' pilot project. We are optimistic that it will work, especially since local businesses have also been integrated into the plan,” Kulkarni said.

Raju Manwani, project coordinator and International Director of Lions International said, “As a bustling market zone, we face persistent issues with parking and cleanliness. On our first day, nearly 40 volunteers stepped up to help regulate parking, and the feedback from the public has been incredibly appreciative.” **MMJ**

To volunteer in AGNI or to form Advanced Locality Management (ALM) contact your respective Ward Coordinators below:-

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Repair potholes

Contd from Page 1 of which are under the BMC's jurisdiction.

He also called for follow-up with other government agencies to ensure roads under their control are properly maintained and potholes repaired without delay.

Repair costs nearly halve

Meanwhile, the BMC has credited its ongoing road concretisation drive for a sharp reduction in pothole repair expenditure, with costs nearly halving from Rs 89 crore last year to Rs 42 crore this year. **MMJ**

Historic Sassoon Dock

Contd from Page 2 saplings and 25 bougainvillea plants to create much-needed green cover in the area.

Supports Green Port Guidelines

According to JCBF, the initiative supports the Government of India's 'Ek Ped Maa Ke Naam' campaign and the Harit Sagar Green Port Guidelines, which encourage ports and dockyards to increase green cover. Bamboo was specifically chosen for its ability to absorb emissions and act as an effective carbon sink.

The programme also sought to engage young people in environmental conservation and civic responsibility. Children enthusiastically participated in the plantation activities, while Navy veterans played a key role in organising and supporting the event.

Singh Thanks Volunteers and Partners

Singh expressed her gratitude to the volunteers, residents and partner organisations who contributed to the success of the initiative. She also thanked Vice Admiral Madanjit Singh (Retd) for attending the event and supporting the foundation's efforts. Ajay Khatri, Estate Manager, MbPA Mumbai, was the chief guest. **MMJ**

Each one forward this to all Mumbaikars on your email and whatsapp list