



# Save Pune Traffic Movement

Annual Report  
2022-23



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# 1. About SPTM

“Save Pune Traffic Movement (SPTM)” is a dedicated NGO based in Pune, committed to transforming the city's transportation system into one that is **safe, sustainable, and inclusive**. Our mission is to make the commute in Pune safe and convenient for everyone, regardless of their financial / physical abilities or social strata or means of transportation.

SPTM is an active member of PMC's Road Safety and Non-Motorized Transport Committees, enabling us to collaborate effectively with the Pune Municipal Corporation (PMC) and Pune Traffic Police. This strategic position allows us to advocate for and implement meaningful changes with support from the authorities.

## 1.1. Vision and Mission

### Vision

An inclusive, sustainable, safe and chaos free transport system for Pune, which will be a model for the rest of India.

### Mission

To drive the transformation of Pune's transportation system through a united force of responsible citizens. To achieve this, work with Government, citizen entities, media and any such organizations and stakeholders.

## 1.2. A note on SPTM's 'beneficiaries'

Many NGOs 'donate to the needy'. For example, school supplies to needy students, sewing machines or such means to earn a living to needy women, rainwater harvesting to needy villages etc. It is very easy to count the number of 'beneficiaries' of such work.

We have tremendous respect for the fantastic work done by such NGOs. However, in our case, in a sense an entire city or a suburb is our 'beneficiary'. For example, when we work with the local authorities to get zebra stripes at 50 intersections painted, a big part of the city benefits.

Another important difference to be noted is: At SPTM, we do not 'donate' transport infrastructure to the city or even to people. For example, we generally do not donate bicycles to students, but work for making their cycle ride to school safer. In such cases, it becomes difficult to 'count' the number of 'beneficiaries'.

Rather than donating goods, we apply our intellect and urge to create and implement projects to make transportation in Pune inclusive, sustainable and safe. To make it safe, convenient and attractive to use sustainable modes of transportation, viz., walking, public transportation and cycling, we-

- Urge Government agencies to implement such projects
- Work with citizen entities to catalyse a behavioural change to adopt use of public transport and cycling
  - And also, to raise demand for infrastructure that makes it safe and convenient to walk, to cycle and to use the bus
- Work with media to promote a new, progressive thought process of sustainable transportation planning

Therefore, we generally speak in terms of 'number of people impacted', instead of 'counting number of beneficiaries'.

## 2. SDG Goals our work contributes to

The 'Sustainable Development Goals approved by the UNO are as follows:



‘Inclusive, Sustainable and Safe Urban Transportation’ is our motto. Therefore, our work contributes to the following Sustainable Development Goals:



## SDG-8

Promote sustained, inclusive and sustainable economic growth, full and productive employment and decent work for all

### SPTM's work areas

1. Decent work for all: Many people from lower financial strata walk and cycle to work. Our work improves their daily commute.
2. Productive employment for all: Better PT means improved access to employment opportunities in a larger area



## SDG-11

Make cities and human settlements inclusive, safe, resilient and sustainable

### SPTM's work areas

1. Inclusivity: Better walking, cycling and public transport facilities enable children, senior citizens to travel independently
2. Safety: These modes together reduce the total 'Vehicle Kilometers Travelled (VKT)', hence improving road safety
3. Sustainability: These modes also consume less road space, pollute less and require less capital expenditure



## SDG-13

Take urgent action to combat climate change and its impacts

### SPTM's work areas

1. Reduce carbon emissions: Cycling and public transportation have much lower carbon emissions per person-km

## 3. About SPTM

### 3.1. Board of Directors

SPTM's Board of Directors consists of individuals with more than 25-30 years of experience in their respective fields, also with a long trail of work done in the field of inclusive and sustainable transportation and road safety.

- Harshad Abhyankar
- Makarand Mhaiskar
- Nikhil Phadke
- Ninad Patil
- Nitin Khamamkar
- Rajendra Sidhaye
- Sujata Tilak

### 3.2. SPTM Fact sheet

Registration number	U74900PN2010NPL137886 under Sec 25 of Companies Act 1956
Date of incorporation	30-Nov-2010
12A certificate	AAPCS2190FE20219
80G certificate	AAPCS2190FF20217
FCRA	-
DARPAN ID	MH/2020/0255488

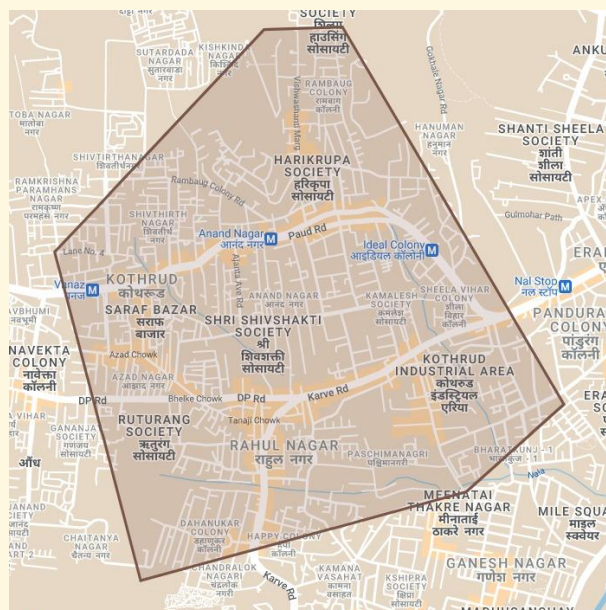
## 4. Projects done in this year

### 4.1. Cycle Friendly Kothrud (2022-23)

Applicable SDGs	  
Estimated number of people impacted	3,750

The Cycle Friendly Kothrud project is supported by a grant from the Cummins India Foundation. It includes several activities to make it safer and more convenient in Kothrud cycle for daily commute.

The project is being executed in an approximately 5 sqkm area in Kothrud.  
‘Cycle Friendly Kothrud’ project area



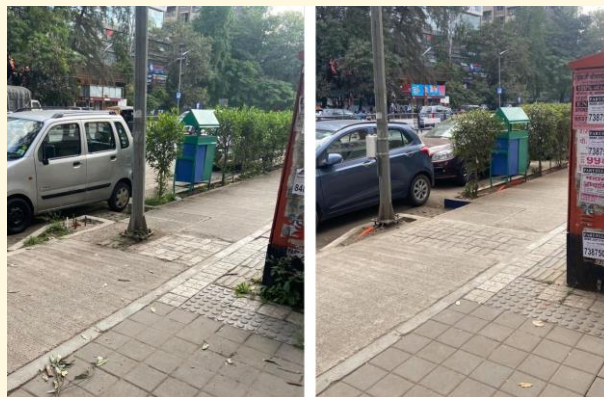


The estimated number of people living in this area is approximately 15,000/ sqkm \* 5 sqkm =75,000. Assuming a cycling modal share of about 5%, this project impacts about 3,750 people.

#### 4.1.1. Fixing and improving cycling infrastructure

Kothrud area has a few cycle tracks. However, at many places they have issues like obstructions on the tracks or bad alignment of bollards where the cycle track begins or ends. We identified such issues with the help from volunteers and worked with PMC to get them fixed.

Cycle track near Sheetal Hotel had a street light right in the middle (left), which was relocated to the edge



Misaligned bollards made it difficult for a bicycle to pass through. Their alignment was fixed by PMC.



### 4.1.2. Cycle repair shops

In the event of problems like punctures etc. encountered when on road, a bicyclist quickly needs to find a cycle repair shop nearby. We noticed that the Kothrud area had several shops, but they were not mapped on GoogleMaps. Our volunteers identified 6 such shops, which were added to GoogleMaps.

### 4.1.3. Cycle stands

When cyclists park their bicycles and go to a shop or the bank, many a times their bicycles are found fallen which could damage the bicycle. To prevent this, it must be possible to securely lock your bicycle to some firm support – but such a firm support may not always be available.

A cycle stand provides such a support. Further, it gives a visual signal that the locality welcomes cyclists.

Pune's Bicycle Plan, developed and approved by the PMC, has identified several hundred locations across the city as 'cycle parking'. However, all that these locations show is a sign that says 'cycle parking', but the place is occupied by 2-wheelers, making it difficult for a cyclist to park.

SPTM identified 18 such public cycle parking locations in the project area, plus 2 locations in private establishments, and installed bicycle stands there. The public locations were from the Pune Bicycle Plan, and PMC granted us permission to install cycle stands.

We were happy to see that the cycle stands were immediately put to use – thus demonstrating that many people use bicycles, just that we don't notice them.



A cycle stand being installed



A freshly installed cycle stand



Students using a stand near a coaching class



Employees using a stand in a commercial building




#### 4.1.4. 'Kapdi Pishvi' (cloth bag) cycle rallies

Cycle rallies are commonly organized for promoting various causes. Since a bicycle is a highly sustainable mode of transport, we organized cycle rallies to promote sustainability itself. These rallies were organized on Saturday evenings, to highlight that cyclists are very much a part of the regular traffic. Participants not only rode along the path of the rally, but also stopped by and did sundry shopping at local shops. They used cloth bags for this shopping, hence the name of this activity. They also urged the shopkeepers to recognize that their customers could also come on a bicycle, therefore ensuring access to their shop for such commuters is important.



Participants of 'Kapdi Pishvi' (cloth bag) Cycle Rallies

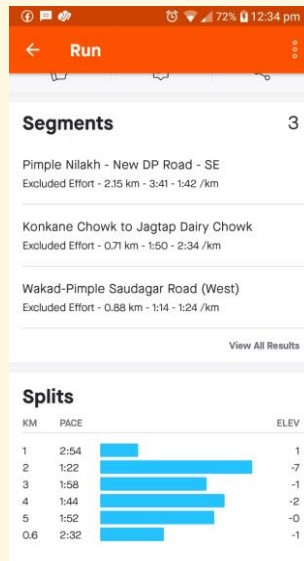
## 4.2. World Bicycle Day: Bicycle vs car (2022-Jun)

Applicable SDGs	  
Estimated number of people impacted	Entire city

The World Bicycle Day is observed on 3<sup>rd</sup> June. Given the congestion levels in Pune, the speed of a bicycle and personal vehicles doesn't differ much. However, SPTM believes in backing such statements by data and evidence. Therefore, SPTM and a friendly organization Parisar jointly decided to measure the time taken by a car and a bicycle for commutes between the same pairs of origins and destinations, the distance between them being about 5-6 km.



Participants measured the time and also kilometer-wise splits using apps like Strava.



The times taken for their journeys were logged in an XLS sheet for analysis.

### Log of commute of volunteers: By cars and bicycles



ID	Date	Time (start Who	From	To	Vehicle	km 1	km 2	km 3	km 4	km 5	km 6	Total	Avg
1	30-May	10:20 Aditya Chawande	Rahatani	Baner	Car	0:02:54	0:01:22	0:01:58	0:01:44	0:01:52		0:09:50	0:01:58
2	30-May	13:00 Aditya Chawande	Pimple Nilakh	Rahatani	Car	0:01:43	0:01:58	0:01:54	0:01:36	0:02:21		0:09:32	0:01:54
3.1	2-June	09:15 Tejas Mulay	Vanaz	FC Rd x Ganeshkhind	Car	0:02:22	0:02:08	0:02:12	0:02:17	0:02:47	0:02:50	0:14:36	0:02:26
3.2	31-May	08:40 Harshad Abhyanka	Vanaz	FC Rd x Ganeshkhind	Bicycle	0:03:09	0:02:50	0:02:31	0:02:30	0:02:50	0:03:07	0:16:57	0:02:50
4.1	31-May	09:30 Dhvani	Santosh Hall	Omkareshwar	Bicycle	0:03:06	0:03:03	0:02:33	0:03:13	0:02:36	0:02:42	0:17:13	0:02:52
4.2	2-June	10:00 Debarshi Gupta	Rajaram Br	Omkareshwar	car	0:02:14	0:01:31	0:02:55	0:02:03	0:01:47	0:02:09	0:12:39	0:02:06
5	31-May	09:05 Harshad Abhyanka	FC Rd x Ganes	Karishma	Bicycle	0:03:06	0:02:50	0:03:19	0:03:42	0:03:31	0:03:18	0:19:46	0:03:18
6.1	31-May	09:30 Smita Nene	Pinnac Kothrud	Chatushrunji	Bicycle	0:03:56	0:03:27	0:03:47	0:04:08	0:04:02	0:04:57	0:24:17	0:04:03
7	31-May	09:55 Smita Nene	Chatushrunji	Pinnac Kothrud	Bicycle	0:03:46	0:04:10	0:03:38	0:03:29	0:03:51	0:04:18	0:23:12	0:03:52
8.1	31-May	17:45 Shirish Kembhavi	Rajendra Naga	Guru Ganesh Nagar	Car	0:02:37	0:01:55	0:03:20	0:03:03	0:03:29	0:02:32	0:16:56	0:02:49
8.2	1-June	18:15 Ashwini Sovani	Rajendra Naga	Kothrud	Bicycle	0:05:49	0:03:13	0:03:53	0:05:18	0:05:17	0:05:22	0:28:52	0:04:49
9.1	30-May	17:15 Charu Patni	Bhosale Nagar	Camp	Car	0:01:57	0:01:32	0:01:54	0:02:36	0:02:58	0:03:15	0:14:12	0:02:22
9.2	1-June	17:15 Ranjit Gadgil	Bhosale Nagar	Camp	Bicycle	0:02:28	0:02:23	0:02:06	0:03:04	0:02:59	0:03:09	0:16:09	0:02:41
10	31-May	17:30 Sandeep (splits es	Shastri Nagar	Somvar Peth	Car	0:04:00	0:04:00	0:04:00	0:04:00	0:04:00	0:04:00	0:24:00	0:04:00
10	31-May	17:30 Gaurav Singh	Shastri Nagar	Somvar Peth	Bicycle	0:03:44	#####	0:02:58	0:02:49	0:02:46	0:02:53	0:17:52	0:02:59
11	31-May	17:35 Suraj	Saras Baug	Sinhagad Road	Bicycle	0:03:01	0:03:10	0:03:21	0:02:51	0:04:31	0:05:26	0:22:20	0:03:43
12	1-June	18:30 Shantanu Nene	Nal Stop	Warje, Ret	Bicycle	0:04:23	0:04:10	0:03:57	0:04:22	0:04:27	0:03:48	0:25:07	0:04:11
13	1-June	18:30 Debarshi Gupta	Kalyani Nagar	Camp	2wh	0:02:19	0:03:33	0:01:38	0:02:34	0:01:45	0:02:37	0:14:26	0:02:24
14	1-June	18:45 Debarshi Gupta	Camp	Saras Baug	2wh	0:02:13	0:02:28	0:03:19	0:02:37	0:01:43	0:02:17	0:14:37	0:02:26
15	1-June	19:00 Debarshi Gupta	Saras Baug	Santosh Hall	2wh	0:02:07	0:02:24	0:02:33	0:02:45	0:05:29		0:15:18	0:03:04
16	1-June	18:20 Nishant	Magarpatta	Fatima Nagar	Bicycle	0:03:43	0:04:17	0:03:39	0:03:34			0:15:13	0:03:48
17	31-May	17:35 Mihir Deo	Saras Baug	Sinhagad Road	Car	0:02:52	0:02:45	0:02:44	0:02:59	0:03:16	0:03:10	0:17:46	0:02:58
18	2-June	09:15 Ranjit Gadgil	Aundh	Kothrud	Car	0:02:37	0:01:46	0:01:41	0:02:44	0:01:58	0:01:51	0:12:37	0:02:06
18	2-June	09:15 Ashok Srinivas	Aundh	Kothrud	Bicycle	0:03:11	0:02:42	0:02:48	0:02:54	0:03:10	0:02:32	0:17:17	0:02:53
19	2-June	10:15 Debarshi Gupta	Omkareshwar	Yerawada	2wh	0:02:18	0:02:50	0:01:25	0:01:28	0:01:26	0:01:41	0:11:08	0:01:51
20	2-June	Shubhankar Renav	Aranyeshwar	Deccan	Car	0:03:08	0:02:02	0:03:17	0:03:08	0:03:06		0:14:41	0:02:56

The analysis revealed that in the morning peak hour, a car needed about 2:13 minutes for 1 km, against a bicycle needing 3:14 minutes (1:01 min extra). In the evening, the difference was smaller – a car needs 2:35 minutes vs a bicycle needs 3:25 minutes (0:50 min extra).

Given that many people travel only 4-6 km for their daily commute, this implies that you would need only about 5 extra minutes for your commute (one-way) if you were to use a bicycle instead of a car. This was always a hunch, but we were able to substantiate it with data.

We hope this finding encourages people to use bicycles over cars, at least for short distances.

### 4.3. White Cane Day (2022-Oct)

Applicable SDGs	  
Estimated number of people impacted	200

Pune Municipal Corporation has adopted 'Urban Street Design Guidelines' a few years ago. Pune also became the first city in India to observe a 'Pedestrian Day', on 11<sup>th</sup> December 2021. A 'mid-block crossing' designed in accordance with the USDG was inaugurated on that day, near Kaka Halwai on L.B. Shastri Road, Navi Peth.

A special and important of this crossing is that it allows a person to cross a road from the footpath on one side to another, without having to step up or down. This makes it much easier for people with disabilities to cross a road.

SPTM found that unfortunately, not even students and faculty members of blind schools are aware of this crossing. We therefore observed the 'White Cane Day' (15-Oct-2022) by bringing some students and faculty members of the "The Poona School and Home for The Blind Girls",

Kothrud to the crossing and giving them this experience. We also urged their Principal to write to PMC and request such crossings all over the city.

Several people passing by also saw the activity and appreciated the design of this mid-block crossing.



Students of the Blind School experiencing the crossing



An old lady crossing the road safely at this crossing



Faculty member and students of the Blind School expressing satisfaction to PMC Officers

#### 4.4. Pedestrians' Safety Video 'पाऊल पुढे? – हात समोर!' (2023-Jan)

Applicable SDGs	  
Estimated number of people impacted	Entire city

Road Safety is an important domain for SPTM. Every year we collect certain data from Pune Traffic Police (under the Right to Information) about number of fatalities in road crashes in Pune. Analysis of this data shows that about 70% of pedestrians' fatalities happen while crossing roads.

A news item from Angamali, Kerala, that we had come across in 2010, said that the traffic police there ran a campaign to imbibe in people a certain technique for crossing the roads, and fatalities of pedestrians dropped by a whopping 50%.

Combining the two, SPTM has taken up to spread the same technique in Pune, with a campaign "पाऊल पुढे? – हात समोर!". We have started this year by creating the base video, that explains this technique. This video can be seen with the following QR codes:

पाऊल पुढे? - हात समोर!  
(Foot in front? Stick the hand out in front!)



हात 'समोर'च का? 'बाजूला' का नाही?  
(Why stick the hand out in front, why not to a side?)





Half of the expenses for creating the video were supported by CREDAI, Pune. We are grateful for their support.

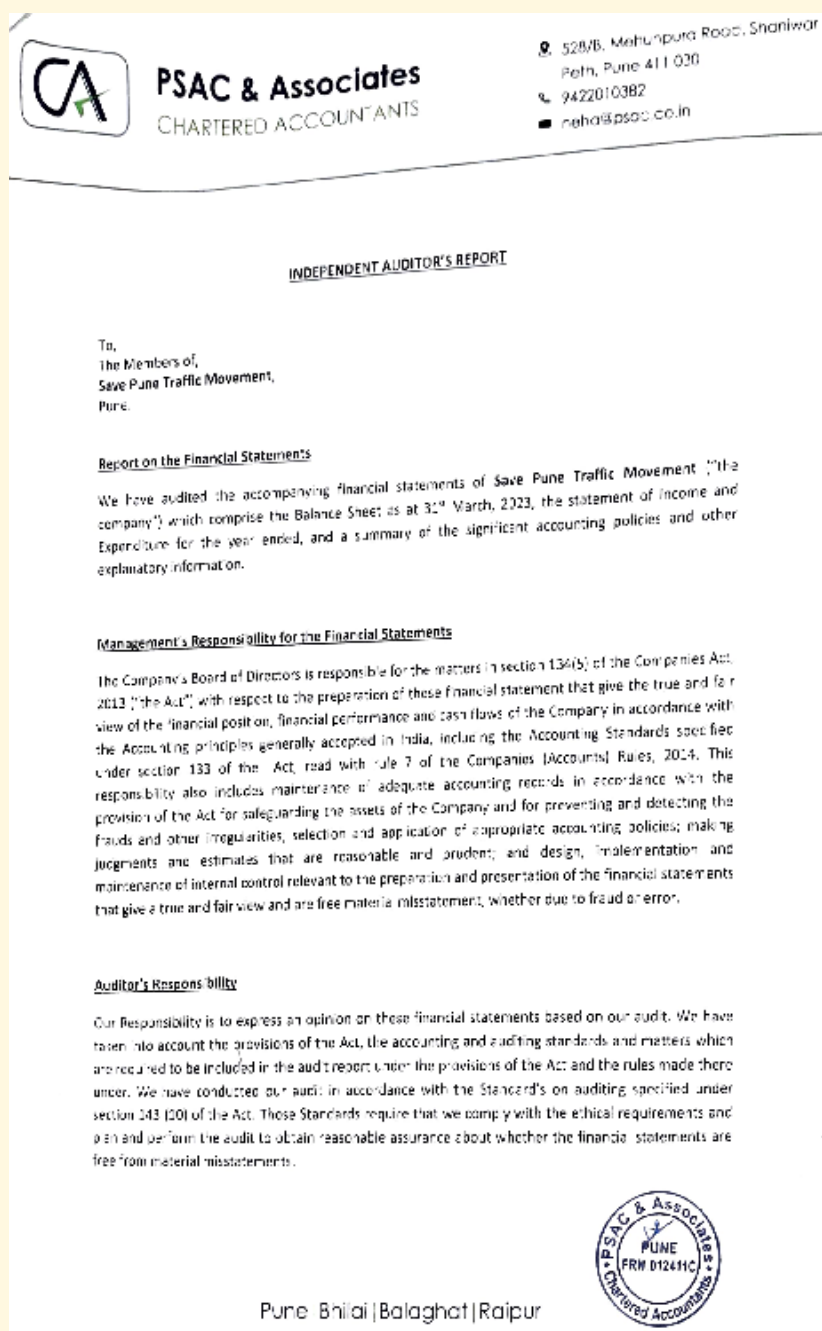
## 5. Donors and grants

In this financial year (2022-23), we received a total of Rs 3,19,490 from 29 donors. All were individual donations. Thus, the average donation is Rs 11,017. There was 1 donor who donated Rs 50,000 or more.

We had received an ad-hoc grant of Rs 2,00,000 from Cummins India Foundation in March 2022, for the Cycle-Friendly Kothrud project done this year.

We did not receive any CSR or other institutional grant this year.

## 6. Auditor's report and Financial statement



And the audit involves performing procedures to obtain audit evidence about the amounts and the disclosures in the financial statement. The procedure selected depends on auditor's judgment, including the assessment of risks of material misstatements of the financial statements, whether due to fraud or error. In making those risk assessments, the auditor considers the internal control relevant to the Company's preparation and fair presentation of financial statements in order to design audit procedures that are appropriate in the circumstances. An audit also includes evaluating the appropriateness of accounting policies used and the reasonableness of the accounting estimates made by the management, as well as evaluating the overall presentation of the financial statements.

We believe that the audit evidence we have obtained is sufficient and appropriate to provide the basis of our audit opinion.

### Opinion

In our opinion and to the best of our information and according to explanations given to us, the financial statements give the information required by the Act in the manner so required and give a true and fair view in conformity with the accounting principles generally accepted in India:

- a) In case of Balance Sheet, of the state of affairs of Company as at 31<sup>st</sup> March, 2023
- b) In case of Income and Expenditure Statement, of the excess of income over Expenditure of the company for the year ended on that date.

### Report on Other Legal and Regulatory Requirements

1. As provisions by the Companies (Auditor's Report) Order, 2020 ("the order") issued by the Central Government of India in terms of sub – section (11) of section 143 of the Act, we state that provisions of the Companies (Auditor's Report) Order, 2020 ("the order") are not applicable to the Company for the year ended on 31<sup>st</sup> March, 2023.
2. As required by the section 143(3) of the Act, we report that :
  - a) We have obtained all the information and explanation, which to the best of our knowledge and belief were necessary for the purpose of our audit.
  - b) In our opinion proper books of accounts as required by the law have been kept by the company in so far as it appears from our examination of such books.
  - c) The Balance Sheet, and Income and Expenditure Statement dealt with by this report are in agreement with the books of accounts.
  - d) In our opinion, the Balance Sheet, Income and Expenditure dealt with by this report comply with the Accounting Standards specified under section 133 of the Act, read with Rule 7 of the Companies (Accounts) Rules, 2014.



- e) On the basis of our review of the written representations received from directors of the company and taken on the record by the Board of Directors, We report that none of the directors is disqualified as at 31<sup>st</sup> March, 2023 from being appointed as a director in terms of Section 164(2) of the Act.

Place: Pune

Date: 7/09/2023

For PSAC & Associates

*Neha Phadke*

Chartered Accountants

CA Neha Phadke

Partner

Membership No: 126243

F. R. N. No: 012411C

UOIN: 23126243BGZHBZ8G45



## SAVE PUNE TRAFFIC MOVEMENT

CIN U74900PN2010NP1117805

### Balance Sheet

as at 31 March 2023

(Currency: Indian Rupee)

	Note	31 March 2023	31 March 2022
<b>EQUITY AND LIABILITIES</b>			
<b>Shareholders' funds</b>			
Share capital	1	-	-
Reserves and surplus	2	239.56	233.78
<b>Non-current liabilities</b>			
Long-term borrowings	3	-	-
<b>Current liabilities</b>			
Other current liabilities	4	46.20	98.20
Short-term provisions	5	5.31	5.31
<b>TOTAL</b>		<b>311.07</b>	<b>337.30</b>

### ASSETS

#### Non-current assets

Other non-current assets

#### Current assets

Cash and cash equivalents

<b>TOTAL</b>		<b>311.07</b>	<b>337.30</b>
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See accompanying notes to the financial

As per our report of even date attached

For PSAC & Associates

Chartered accountants

*Neha Phadke*

Neha Phadke

Partner

Membership No. 126243

ERN No. 012411C

Place:

Date: 7/9/23

For and on behalf of the Board of Directors

*Harshad Abhyankar*

Harshad Abhyankar

Director

DDN: 25065872

Place:

Date:

*Rajendra Shidboge*

Rajendra Shidboge

Director

DDN: 53021195

Place:

Date:



# SAVE PUNE TRAFFIC MOVEMENT

CIN:U49000MH2005PL130666

## Statement of Income and Expenditure

for the year ended 31 March 2023

(Currency: Indian Rupee)

	Note	31 March 2023	31 March 2022
Revenue from operations	7	343.60	334.18
Other income	8	77.31	-
<b>Total Revenue</b>		<b>420.91</b>	<b>334.18</b>
Expenses:			
Employee benefits expense		-	-
Depreciation and amortisation expense		-	-
Other expenses	9	371.33	65.79
<b>Total expenses</b>		<b>371.33</b>	<b>65.79</b>
Profit/Period Expenses		-	-
<b>Surplus/(Deficit) before tax</b>		<b>25.78</b>	<b>268.39</b>
Tax expense:		-	-
<b>Surplus/(Deficit) for the year</b>		<b>25.78</b>	<b>268.39</b>

See accompanying notes to the financial statements

As per our report of even date attached

For PSAC & Associates  
Chartered Accountants

*Neha Phadke*

Neha Phadke  
Partner  
Membership No. 126243  
FRN No. 012411C  
Place  
Date 7/4/23



For and on behalf of the Board of Directors

*Harshad Abhyankar*

Harshad Abhyankar  
Director  
DIN: 01063672

Place  
Date

*Rajendra Shidhaye*

Rajendra Shidhaye  
Director  
DIN: 01021195

Place  
Date

