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**Suggestion for BRTS in Pune to be read in conjunction with Basic Concept paper,  
Causes for Failure**

1. Vision of NUTP 2006 must be foremost
2. IRC norms, codes must be followed
3. It is illogical to expect that the model that works in Bogota, Johannesburg, Quito, etc, etc will work in Pune. People there are disciplined as a matter of habit. Whereas here they are indisciplined as a matter of habit. So BRTS in Pune has to be customised to suit local needs but not compromise on basic features.
4. BRTS is possible only in greenfield area for last mile connectivity
5. Can be in developed urban area only if 42m clear width is available
6. Having service lane is a must for traffic to join up from minor lanes onto major intersections, otherwise it results in wrong direction driving
7. Having uncluttered footpaths (clear from unauthorised occupiers) for commuter access to bus stations is also a must
8. Ramp up / down on footpaths is a must for special need commuters
9. Having cycle tracks & cycle parking is also a must for commuter to cross over to bus stations in the median
10. Having parking bays for private vehicle so that commuters board the bus for long distance is a must. So is three-seater parking bays.
11. To ensure consistent road width, all land acquisition must be in place prior starting any bit of work
12. Gaps & intersections should not be so frequent that it defeats the purpose of Bus Rapid Transit System. But enable it to achieve the average speed for BRTS
13. ITMS is a must for prioritisation to having the bus system in the median to achieve ROW
14. Uninterrupted segregated bus ways are a must. There is nothing like mixed BRTS.
15. Commuter crossing to the bus shelters must have safety measures in place
16. Bus terminals at the end of the corridor is a must for trunk/feeder change over and rest. This cannot happen on roads
17. If commuter walkway access is too far away from the crossing, they are bound to jump the railing
18. Sign boards and information must be prominently displayed
19. Bus stations must have first aid kits, drinking water dispensers, and suggestion / complaint box
20. Complete route map must be displayed inside bus station
21. Rubber buffers alongside bus station ensure bus does not bang into hard surface
22. Wardens must be present to help commuters across in the midst of Pune's unruly traffic chaos. Or there should be signals for commuters.
23. At grade crossing should have downlighters focussing for commuter safety
24. Intersections should have high masts
25. Intersection should be carefully designed so the gap is not so wide that it can accommodate a football field. Nor allow vehicles to turn angular right turns

Qaneez Sukhrani  
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