



Maj. Gen S. C. N. Jatar, (Retd)  
President  
Tel.: 020-24475366  
Mobile : 9970093533  
E-mail: scnjat@gmail.com

B. D. Sharma  
Secretary General  
Tel: 020-27656118/27475079  
Mobile: 9822038075  
E-mail: bdsharma3@yahoo.com

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Sub : List of aspects pending completion & compliance prior roll-out of \*BRTS\*Nagar Road corridor

K/Attn : Mr. Kunal Kumar – Commissioner Pune Municipal Corporation

Dear Sir,

We are given to believe that PMC is planning to roll out the Nagar Road corridor on 26th January 2016. That is a good decision especially since this roll of this project is long overdue and has been the cause of untold inconvenience because it is been limping along with no end in sight since Sept 2012 because of extremely poor planning by PMC's JnNURM Dept.

We have over this time had innumerable interactions and site visits with your teams. However, we would like to once again point out that success or failure depends on whether this roll out is effected with or without the following important aspects of infrastructure being in place :

1. Compliance on all points agreed and accepted by PMC during the meeting held on implementation of High Quality BRTS in PMR on 18 Aug 2011.
2. Compliance of priorities as envisaged in NUTP 2006 and all JnNURM guidelines to promote and prioritise movement of people and not private vehicles.
3. Decision, resolution and opening of Ramwadi VUP as a two way system. PMC has received funding for both Ramwadi VUP and BRTS under JnNURM and their design has been holistically inter-interlinked so it does not become an obstacle.
4. Correcting the glaring error that of the lengths of BRTS corridors which are all less than the average passenger lead (average distance travelled by a commuter), which is more than 8.58 km in PMC area, while for PCMC it is over 12 km. For these passenger leads, the route length of corridors for mass transit systems (whether BRT or conventional or rail based) needs be about 17 to 24 km as per Comprehensive Mobility Plan.
5. Ensure bus-ways are continuous, segregated and exclusive on planned BRTS corridors in order to achieve the main intention of maintaining rapidity. There is no concept of 'mixed' BRTS globally even though for PMC it means that all types of vehicles are allowed to ply on 'mixed' stretches. Presently all types of vehicles do ply on all roads not only in Pune but also in the whole country. Then why spend thousands of crores of public funds to construct "mixed" BRTS ?

6. Chamfering of the DP Road at Siddharh Nagar slum, Ramwadi to allow free left turn in the direction of Nagar Road to VIP Airport Road to avoid chaos.
7. Completion of 600m segregated BRTS lane stretch & bus shelter along 9BRD. Portion at 9BRD gate is still protruding onto Nagar Road for more than one year although PMC has completed the administrative building as per 9BRD demand.
8. Clearing of all encumbrances and encroachments from footpaths and side margins of Nagar Road from Parnakutti chowk upto PMC limits at Wagholi all along the BRTS corridor. Existing footpaths are illegally occupied by hawkers, vendors, garages, shops, encroachments who have to be re-located without further delay. Even though Nagar Road is 1/45 non-hawking zones, PMC has not yet done anything about re-locating them as per Court orders. Pedestrians and therefore commuters who will travel on the BRTS must have free right of way to walk unhindered without constant conflict with motorized vehicles on roads and risk to life and limb.
9. Creating running footpaths (without gaps & breaks) as per UMTC drawings, height & width according to IRC norms with ramp up / ramp down for smooth access to senior and differently-abled citizens. Majority locations do not have footpaths and cycle tracks which is a pre-conditions for receiving Central Govt. funding. Specifications of existing footpaths are not according to IRC norms 086-1983 & 103-1988.
10. Creating running cycle tracks according to the vision of NUTP 2005 and UMTC drawings. It is not acceptable that PMC execute portions of the design that can be easily completed and leave out the rest.
11. All craters, potholes and cracks on roads and footpaths must be repaired by concerned contractors whose Defect Liability Period is still valid. Concretisation of these roads were also part of funding by JnNURM .
12. Creating service lanes for traffic from minor lanes to join main stream traffic without travelling in the wrong direction.
13. Create parking spaces according to UMTC design for private vehicles and three-seater autos to induce citizens to travel on public transport, increase footfalls and promote this concept.
14. Encourage off street parking so that available space on Nagar Road does not get burdened
15. Installation of ITS for signal prioritization to achieve 'rapidity' in BRTS, without which the complete system will fail.
16. In addition installation of centralized information technology, real time display, pre-board ticketing system is a must.
17. Repair all the damages to railings and bus shelters, automatic doors that occurred to all infrastructure because of accidents, vandalism, damage, fire, misuse, etc.

- 18.Acquisition and allotment of a bus transfer station / terminal at Wagholi PMC Limit for feeder / trunk route transfer, installation of CNG filling stations to promote cleaner fuel in public transport, etc.
- 19.Creation of safe pedestrian crossing, pedestrian signals, rumble strips, down-lighters so that commuters do not fear catching a bus from the centre of the road.
- 20.Installation of standardized traffic signals on cantilevers so that they are clearly visible without obstruction of view.
- 21.Removal of dead, dysfunctional traffic signals which are right now resulting in confusion and causing accidents.
- 22.Enhancement of the existing poor intensity of streetlights and reduction of gaps between existing ones. Ensuring all high masts installed at major intersections work
- 23.Closing of unnecessary gaps / intersections which do not exist in UMTC's design but are open because of pressure from local elected representatives
24. Installation of prominently visible reflectors, traffic information & sign boards
- 25.Publish the results and measurement of the public outreach program initiated at the cost of Rs. 97 lakhs, plus the actual amount spent by PMC in addition.

**CITIZENS MUST HAVE A TRANSPORTATION PROJECT THAT IS USABLE, SAFE AND FEASIBLE = EQUIVALENT TO THE PUBLIC FUNDS SPENT ON IT**

It is to be noted that for successful increase in footfalls, BRTS should be planned scientifically, logically, rationally and comply with globally set industry practices and transportation systems. Essentially traffic enforcement, deadlines and process flowcharts is an integral part of BRTS planning.

Thank you. Sincerely.

*Qaneez Sukhrani*  
*Secretary-Nagrik Chetna Manch*  
*Cell # 9822056782*

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Roda Mehta  
Treasurer  
Tel: 020-26165950  
Mobile: 9423581347  
E-mail: roda.mehta@gmail.com

Qaneez Sukhrani  
Secretary  
Tel: 020-26630394  
Mobile: 9822056782  
E-mail: qaneez.sukhrani@gmail.com