



NAGRIK CHETNA MANCH
नागरिक चेतना मंच

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To,

Shri Kunal Kumar,
Commissioner,
Pune Municipal Corporation,
Pune.

Sub : List of all features, concept & safety aspects to be complied with and in place before roll out of Nagar Road (Pune) BRTS corridor AND without compromise

Dear Sir,

Thank you for inviting us for the meeting on Nagar Road BRTS on 26th April 2016. NCM will definitely be present.

Further we state that although too much time has been lost to roll out the project since it started in Sept 2012, it would not be correct to hurriedly launch it because of political pressure.

And definitely not compromising of essentials aspects of features based on industry norms and concepts and safety.

In order to not have another failure an expensive public transport system (such as Pilot BRT Project) it must be pointed that major deficiencies still exist as follows :

1. Non-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. Non-compliance of priorities as envisaged in NUTP 2006 and all JnNURM guidelines with regards to encroachment free footpaths & cycle tracks so that movement of people is promoted and not private vehicles. Despite the fact that that funds were disbursed under JnNURM only on the basis of priority of execution of footpaths and cycle tracks, this fact is completely overlooked.

3. 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.
4. Ensure bus-ways are continuous, segregated and exclusive utilised on planned segregated BRTS corridors in order to achieve the main intention of maintain 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 ?
5. Completion of 600m segregated BRTS lane stretch & bus shelter along 9BRD. Portion at 9BRD gate is still protruding onto Nagar Road since past more than one year although PMC has completed the administrative building as per 9BRD demand.
6. 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 and they 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.
7. 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. Major stretches 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.
8. Police & RTO to clear all the illegal parking by commercial vehicles, private buses, six-seaters, private radio taxicabs, ST buses, etc on the side of the roads and footpath. As well as clear parked vehicles from segregated / dedicated BRT lanes.
9. 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 .
10. Creating service lanes for traffic from minor lanes to join main stream traffic without travelling in the wrong direction.

11. 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 amongst commuters.
12. Installation of ITS for signal prioritization to achieve 'rapidity' in BRTS, without which the complete system will fail.
13. In addition installation of centralized information technology, real time display, pre-board ticketing system is a must.
14. PMPML to ensure that BRT route has only trained drivers, trained wardens at pedestrian crossings, signals, junctions to assist and supervise commuters to / from the bus shelters.
15. Roll out should start with one month of free travel to promote this service.
16. Repair all the damages to railings and bus shelters, automatic doors that occurred to all infrastructure because of accidents, vandalism, damage, fire, misuse, etc.
17. 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.
18. 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.
19. Installation of standardized traffic signals on cantilevers so that they are clearly visible without obstruction of view.
20. Removal of dead, dysfunctional traffic signals which would avoid confusion and cause an accidents.
21. Enhancement of the existing poor intensity of streetlights and reduction of gaps between existing ones.
22. Closing of unnecessary gaps / intersections which do not exist in UMTC's design but are open because of pressure from local elected representatives
23. Installation of prominently visible reflectors, traffic information & sign boards to ensure safety for commuters
24. Make public 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.

Pilot BRTS Project in Pune is already known globally as a failed project. If State of Maharashtra needs Pune to be promoted as a destination of 'Make in India', then it

needs to take more interest if so many complaints are coming in about another public infrastructure which will fail.

And with so many items pending compliance, it is our demand that UDD-2 takes immediate cognizance to give instructions that BRT should be launched only once a complete safety audit is conducted by a qualified third party institute and after complete execution of related public transport infrastructure.

Sincerely,

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