

Press Release
Nagrik Chetna Manch
Pune BRTS

Nagrik Chetna Manch is making the following release as a sequel to the presentation by ITDP organised by the Chairperson of the Standing Committee on 26/03/11. The major unresolved issues that evolved are as follows:

Dedicated Bus Lanes: ITDP stated that a BRTS must have dedicated bus lanes. In the case of Pune BRTS, about 57 % of the corridors (67 km) do not have dedicated bus lanes. The rest about 43 % (51 km) dedicated lanes are not continuous. For dedicated lanes, the BRTS has a median corridor while the buses will ply on the left side in the mixed lanes. It is difficult even to imagine the manner in which buses would switch from median to side lanes because of the interrupted corridors. ITDP also stated that lesser width of roads is not a constraint for BRTS. The question is whether it is politically and socially acceptable to have dedicated bus lanes on roads e.g. Bajirao and Shivaji Roads, where dedicated bus lanes are feasible only if PMC bans parking to release space of more than a lane width.

Separate Company. PMC and its consultant (Urban Mass Transit Company) had mooted the idea of a separate company in late 2008. Now, the situation has changed mainly because BRTS implementation has been faulty and 57 % corridors have mixed lanes i.e. the majority of corridors have no BRTS. The proposed company is unlikely to accept a fake BRTS of over 100 km. Mr. O. P. Agarwal of UMTC and the PMC had both prepared a base paper, which we are enclosing. Unless there is political will, the present suggestion would also remain on paper.

Route Rationalisation: Two reports already exist on route rationalisation. One is rationalisation of routes between the erstwhile PMT and PCMT and the other directly relates to the planning of pilot, Phase I and CYG BRTS. We suggest ITDP build on the existing reports. Some of the NGOs would also like to study the ITDP report as we did in the case of the earlier reports.

Duplication of Routes. The duplication between Metro & BRTS is on Karve Road. We had raised this point with DMRC, which had replied on 1/09/09, "Metro corridors have been planned where there is no BRT. Therefore, the BRT routes already planned by PMC and PCMC may need little modification ..."! The issue is indeed confusing and no one seems to have an answer.



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