



Adhiraj J <adhiraj.joglekar@googlemail.com>

PMC reply awaited to the Petition submitted by 1388 PuneKars

3 messages

Dr Adhiraj Joglekar <adhiraj.joglekar@googlemail.com>

Wed, Jan 3, 2007 at 4:46 PM

To: pmcmco@giaspn01.vsnl.net.in
 Cc: adhirajjoglekar@yahoo.com

To
 Commissioner
 Pune Municipal Corporation
 Pune

Dear Dr Kareer,

You would be aware of the Petition Demanding Improvement in Public Transport in Pune that was submitted to your office in 30 Nov 2006. **As yet, there has been no formal reply from PMC.**

The Petition (available at <http://www.gopetition.com/online/8517.html>) stands supported by 1388 PuneKars who **expect a reply / response to the contents of the petition, the article Pune Caught in a Whirlpool and the accompanying CD on Bus Priority - The Way Ahead acquired from Dept. of Transport, UK.**

Further, as stated in covering letter, though we welcome BRTS, it is obvious that BRTS without a much improved PMT will fail. It is a matter of priority that PMT acquires and runs 2000 buses along with revisiting its route management. PMT has 300 routes (many less than 10km and with frequencies of one bus every 60-75min). BEST serves three times the area and over 4 million passengers per day (data from BEST) and yet has only 350 routes. It is obvious that there is something inherently wrong in way PMT manages itself currently.

The need to improve and strengthen PMT is even more apparent from IIT/CIRT Interim Report Master Plan for Bus Rapid Transit System Integrated with Bicycle Network, Pune

The fact is that Passenger Trips on Buses / Total Passenger Trips (all modes of transport) for several proposed BRTS roads is above 50% already!!

- Bibwewadi Road = 69.75
- Saswad Road = 68.46
- Satara Road = 66.78
- Ahmednagar Road = 66.31
- Sangamwadi to Kharadi IT Park = 66.31
- Yerawada to Bhairoba Nala = 61.63
- Paud Road = 60.83
- Solapur Road = 57
- Old Mumbai Road = 56.88

The above data suggests that existing service of PMT (however poor it may be) is doing a reasonable job. BRTS will only add speed on these *short stretches*, but by how many minutes?

Instead there is a strong case made by above figures for -

●

- Strengthening the PMT on these routes
- Improving bus priority with simpler methods such as bus lane enforcement during peak hours only
- Discouraging use of private 2 and 4 wheel drives by adding a toll of some kind. A simple way is - pay a monthly fee if you travel during peak times on these roads, put a sticker on windscreen as

proof of payment (similar to road tax disc that all car have to have in UK).

I urge the PMC to instead of continuing to spend on BRTS pilots, divert the JNNURM money to improving PMT.

Above all, will the Commissioner find time to reply to 1388 PuneKars who support the submitted petition and reply to issues raised by us.

Dr Adhiraj Joglekar
28 Richens Close,
Hounslow TW3 1PL
London, UK

pmcmco <pmcmco@giaspn01.vsnl.net.in>
To: Dr Adhiraj Joglekar <adhiraj.joglekar@googlemail.com>

Mon, Jan 8, 2007 at 11:24 AM

To,

Dr. Adhiraj Joglekar,
28 Richens Close,
Hounslow TW3 1PL,
London, UK.

Sir,

Please refer to your e-mail dated 03rd January, 2007. Reply of Pune Municipal Corporation to your queries raised in e-mail is as under :-

- 1) PMT operates about 200 routes and not 300.
- 2) As per CIRT norms, PMT has to operate about 1200 buses. It has fleet size of 1000 now and is adding another 350 immediately. We are not aware of how you have arrived at the number of 2000 buses.
- 3) You will be glad to know that the IIT/CIRT interim report has been commissioned by the PMC.
- 4) You will also be glad to know that PMT has improved its performance in the last three years from a low load factor to 45%, it is now operating at 70% load. Fleet utilization is up to 82%. Passenger carried per day has gone up from 3 lakhs to above 7 lakhs.
- 5) What you call as a simple way of discouraging private car use is not yet mandated by law. Your suggestion will be forwarded to the elected representatives for appropriate decision.

Yours

(Nitin Kareer.)

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Dr Adhiraj Joglekar <adhiraj.joglekar@googlemail.com>

Mon, Jan 8, 2007 at 1:08 PM

To: pmcmco <pmcmco@giaspn01.vsnl.net.in>
Cc: A <adhirajjoglekar@yahoo.com>

To,
Commissioner
Pune Municipal Corporation
Pune

Dear Dr Kareer,

Many thanks for your reply to my previous mail. I request you to take note of additional feedback to your

reply.

1. As detailed in my article [Pune Caught in a Whirlpool](#) (attached with petition submitted on 30/11/06) PMT is in total disarray. You may download the article from <http://better-pune.tripod.com>
2. Your reply states PMT has 200 routes and not 300. Unfortunately PMT has no official website of its own. But a full list of 299 routes is made available at <http://www.punediary.com/pmt.html>. It will help if PMT has its own website that details its services in a more consumer friendly manner.
3. Further the point is not just number of routes, but whether they are rationalised with regards the distances they cover as well as frequencies
4. Also PMTs running of 1000 buses is not worth celebrating. The state of buses - old, rickety, dusty, rusty, broken windows / seats - the list can go on. It is not surprising that anyone with a decent job in Pune prefers a 2 wheeler and not the PMT bus.
5. I am aware of CIRT norms. Yet experts suggest this figure needs adjusting upwards for urban areas which are densely populated. Just today Sujit Patwardhan (PTTF) has sent a copy of letter submitted to Shri C.K. Anil. PTTF has suggested 1500 buses as a requirement. My figure of 2000 buses and its rational is well articulated in my article [Pune Caught in a Whirlpool](#) but includes the fact that the population of Pune is increasing rapidly.
6. Indeed, PMCs commissioning of the IIT / CIRT report is welcome. Tragically, all it has done is focus on BRTS - disregarding other options. Along with the petition submitted on 30/11/06 a CD titled '[Bus Priority - The Way Ahead](#)' was also enclosed. This is a Resource Pack acquired from Dept. Of Transport, UK. It details several measures more likely to suit Pune.
7. I am glad that you are forwarding my suggestion of restricting use of private vehicles to the elected representatives. I would further request PMC / PMT to also reconsider spending central grants on BRTS when strengthening PMT should be a bigger priority.

Finally, I request a copy of the Petition and enclosures submitted on 30/11/06 is forwarded to Shri CK Anil, GM, PMT for further perusal.

Regards,

Dr Joglekar

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