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Re: SB road & Pune - more suggestions

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Mon, Dec 10, 2007 at 1:55 PM

To: vkharwadkar@yahoo.com

Cc: Commissioner

Further to previous communications, I am sure you will have noted the **faulty design of bus stops in use in Pune**. They drive people off the footpaths. In the previously attached [document on Whole Systems Approach](#), **you will note an alternative design used all over UK**. I trust there can be no reason for not implementing this or a similar design on SB road and subsequently across Pune.

Also Pedestrian safety cannot and should not be compromised at any cost. Between Vetal baba chowk and Patrakarnaqr Chowk, there is a natural crossing point in use. This is roughly opposite Ratna Hospital where disabled and elderly frequent (this increases need for this natural crossing). With road dividers, elderly and disabled, children and expecting women have to climb on top of the divider to cross over. Where the gap for natural crossing does not have a divider, there all 2 wheelers rather than just pedestrians cross over. [I am attaching a picture of a staggered pedestrian island](#). With some simple modification of angles of the design, it will be impossible to get a two wheelers to get across and no one will bother trying. Being a island it offers a safe refuge for those crossing the road (rather than wait on top of a divider). **The traffic flow, speed, density on SB road** (and other such roads in Pune) **warrant such measures to be in place**.

Also during any public works on road, pedestrian safety is given first priority worldwide. [The second attachment has two pictures showing safety barriers put up during public works](#) - without this, no work can begin in UK. You will agree that Indian lives are not any less worth than those of Western citizens and that all Pune based contractors should put up safety barriers and warning signs.

I am ending by providing links to several documents for your reference ([downloads for some take longer due to file sizes](#)). The principles detailed (including protocols) are universal and hence can be easily implemented anywhere in India, SB road included.

1. **Traffic Safety Measures and Signs for Road Works and Temporary Situations: [Part 1](#) and [Part 2](#)** - Without wanting to getting in to details of the accident that killed the University reader, you will agree there is a need for PMC to produce detailed safety protocols for implementation by all contractors.
2. [THE DESIGN OF PEDESTRIAN CROSSINGS](#) - provides insights in to different options, their layout and designs.
3. [Road marking guidance](#) **needs to be used in conjunction with the above**. You will agree that road markings in Pune are abysmal.

Finally let me point out that Traffic Lights in Pune differ from rest of the country. In South India the Red changes to Amber and then to Green. Pune uses the 3 phase sequence on traffic lights (supported by Vienna Convention) but better option is to use the 4 phase sequence (also supported by Vienna Convention). The reason for this is that when a signal turns Green to Amber to Red at one signal, the other changes from Red straight to Green. Ideally with 4 phase sequence, because Red goes to Amber first the traffic junction actually is free of all traffic for a good few seconds. This offers much greater safety to all. I suggest either timings of 3 phase sequence are looked at carefully or a switch to a safer 4 phase sequence is considered. [The correct 4 phase sequence is seen on this document](#) (second animation from top). Even the one in South India is not safe as Red changes to Amber alone rather than Red + Amber. You will note that due to this, the approaching drivers will never know whether the Amber will move to Red or Green?

Needless to say that much of the above is pertinent to other departments in PMC. This is where the Whole Systems Approach becomes relevant and I trust you will not only share the documents (along with the previously submitted [proposal on hawking / parking](#)) with others in PMC but call for a meeting to get protocols for everything in place and plan deadlines for implementing the required changes. I suspect you will agree that a failure to make the required changes leaves the potential for accidents and fatalities very high. This in turn makes PMC very vulnerable to legal compensation claims.

Many thanks,

Dr Joglekar