

## Comparative Statement of the Features of London, Mumbai and Pune

Feature	London	BEST in Mumbai	Pune
A bus service – rationalised routes, frequencies, night buses, garages, a business model, travel worthy buses, competitive ticket pricing	+	+	-
	An example of getting the business model right includes removal of conductors by using automated doors and pre-ticketing – this reduced overheads on conductors salaries greatly in UK		
Segregated lanes	-	-	Yes (Without enforcement, are at risk of abuse, like with the cycle lane between Law College and Karve roads)
Non segregated bus priority lanes / measures	+	-	-
Low floor buses	+	- (a handful is no good)	- (Only for BRTS Pilot)
Pre-ticketing / smart card	+	On trial routes	-
Double doors for quick entry / exit	+	-	-
GPS	+	-	-
Help lines	+	-	-
Information systems	+	-	-
Reliability	+	+ (as good as any where in the world)	-
Pay machines, vending machines, shopping facilities, phones, etc	+ (at major bus stations)	-	-
Smart signals in use	+	-	-
On board PA system	+ (soon will cover entire network)	-	-
CCTV	+	-	-
On board PA system	+ (will soon cover entire network)	-	-
Bus Priority on smaller routes	+	-	-
Feeder buses on non-arterial routes	+	+	-
Pavements	+	+	-
Crossways with lifts	+ (where needed)	Better than most Indian cities	-
Articulated buses	+	Tried in past: BEST can be proud of their engineers who have created these in past.	PMT is plying mini-buses on BRT routes (so much for carrying masses)
Double decks	+	+	-
Cycle lanes	+ (and ever expanding)	-	As usual a last priority

Bogotá is not included as it has every thing that London has plus segregated lanes.

Courtesy: Dr. Adhiraj Joglekar, *Nagrik Chetna Manc*, 25 May 2008