

To,  
Shri Pardeshi  
Commissioner,  
PMC

This is further to recent communication with regards optimal use of Senapati Bapat Marg without compromising on the pedestrian facilities, safety and also enhancing its ability to become a major public transport corridor. I request the following details with suggested layouts are looked at in detail.

1. This news item <http://better.pune.googlepages.com/sbroadwidth.pdf> suggests that the SB Road has undergone significant road widening over past decade. The road width is said to be 80 feet or 24.3 meters
2. The current road is summarised here [http://better.pune.googlepages.com/SB\\_current.pdf](http://better.pune.googlepages.com/SB_current.pdf) You will note the huge sections that are under used or abused for parking by personal vehicle users.
3. I have made a case for footpaths on either side to be in keeping with the IRC norms - in this case the will occupy 2 meters on either side, the above link demonstrating the current scenario of the road shows clearly that wide footpaths are not only needed but easily implementable
4. This leaves us with roughly 20 meter wide road.
5. I am suggesting optimal use of this width by -
  - having 2 mixed vehicle lanes of 2.7 meters width on either side
  - and 3 meters of non-segregated RED coloured bus lane at the periphery on each side
  - The above consumes only 16.8 meters of the 20 meters
  - Effectively if this is the case, 1.5 meters of cycle lanes on either side may also be added.
  - If this is not possible, the bus lanes may be 3.5 to 4 meters wide and double up as bus and cycle lane as done in UK, this is never a problem as buses run at frequencies of 5-10 minutes and conflicts are rare (especially when bus drivers are trained to deal with these situations).
6. This link shows a template of point 5 [http://better.pune.googlepages.com/bus\\_lane\\_principles\\_sb\\_road.pdf](http://better.pune.googlepages.com/bus_lane_principles_sb_road.pdf)
7. You will note that by using a non-hooking arrangements at the junctions controlled by the signals (traffic lights) I have managed to incorporate a staggered pedestrian crossing with ease, you can see an example of this here - [http://better.pune.googlepages.com/non\\_hooking\\_junctions.pdf](http://better.pune.googlepages.com/non_hooking_junctions.pdf)
8. Now I have suggested and addressed in some detail previously the need to reduce conflict with the side lanes to help the above system work optimally. This can be easily be done with some creative work, I propose some changes here [http://better.pune.googlepages.com/treatment\\_of\\_side\\_lanes\\_s\\_b\\_road.pdf](http://better.pune.googlepages.com/treatment_of_side_lanes_s_b_road.pdf)
9. I have also previously explained the atypical measures for managing traffic flow and demand and explained why 2 lanes of mixed traffic at speeds of 30kph will be far more effective than the current arrangement.

I trust you and your colleagues find the above useful and hope to get a clear feedback on the above proposal.

I will be happy to address any questions anyone may have in this regard.

This is mail is copied to a few concerned and knowledgeable others in Pune as well. This is a concrete example of implementing bus priority across Pune on roads with width conducive to bus priority, NMT and pedestrian facilities (but not wide enough to have segregated median lanes BRTS).

Regards,

Dr Joglekar

24 October 08