



PMPML Vision 2027

SUSTAINABLE URBAN MOBILITY

Bus Day 2022



Sustainable Urban Mobility for All

PMPML Vision 2027



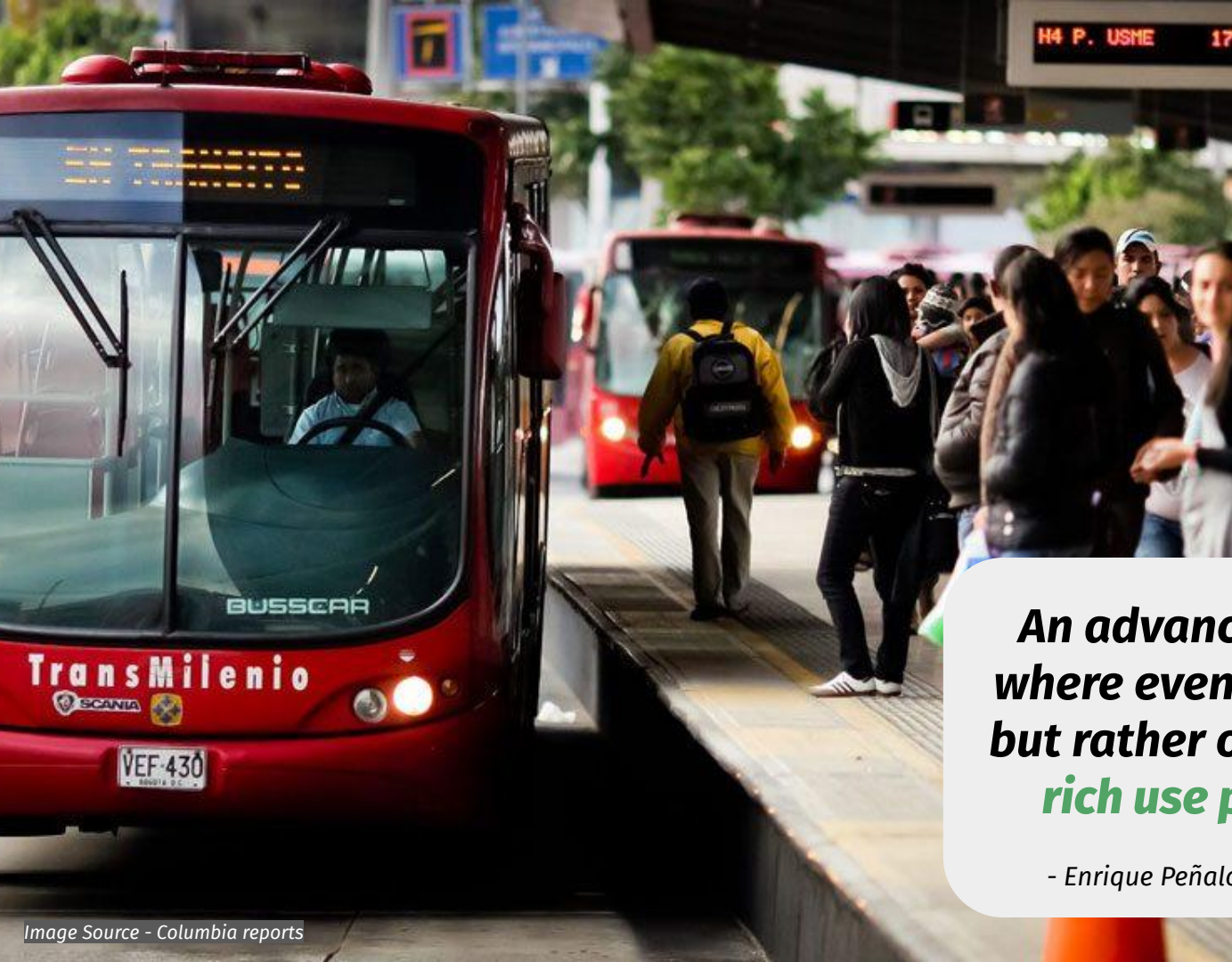
**Buses near everyone,
to go everywhere, on time**



**Safe access to Public
Transport for All**



**Congestion free streets,
pollution free cities**



Buses near everyone,
to go anywhere, on time

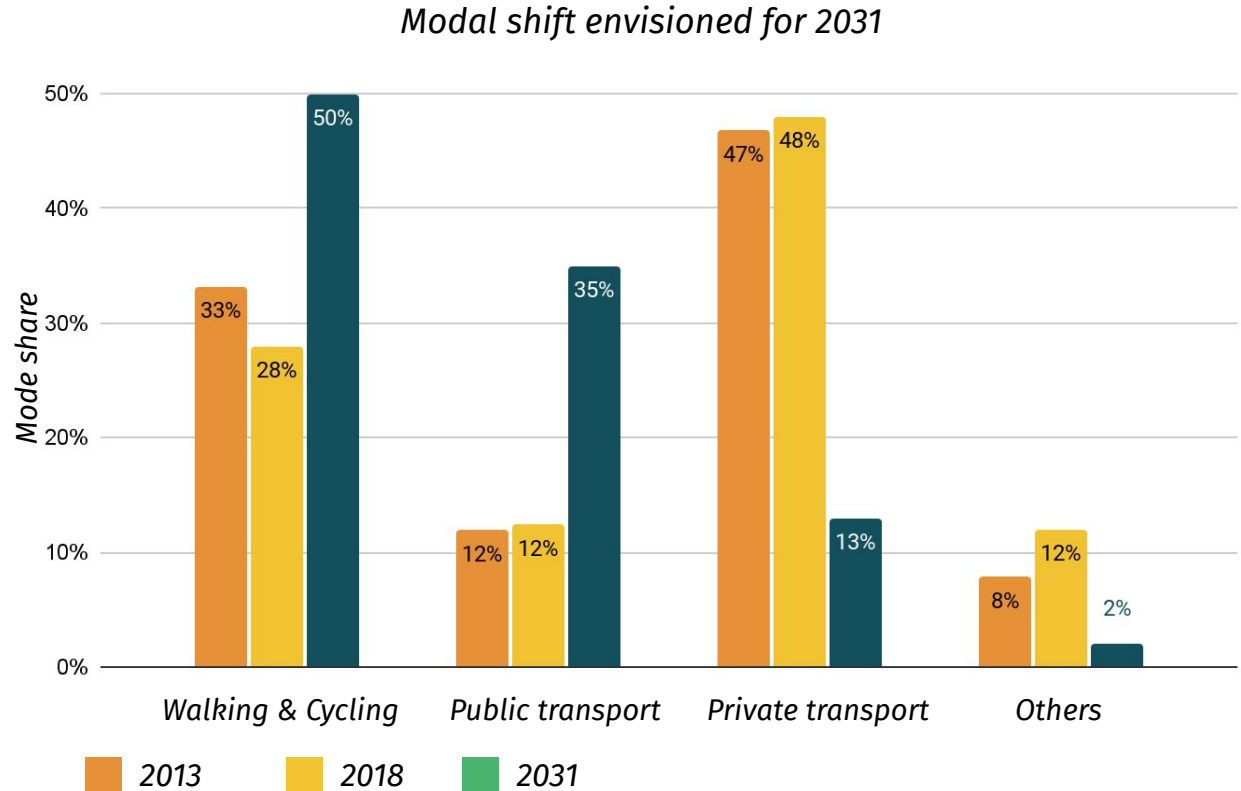
**An advanced city is not one
where even the *poor use cars*,
but rather one where even the
*rich use public transport.***

- Enrique Peñalosa, Former Mayor of Bogotá

Vision 2031 laid down by Comprehensive Mobility Plan (2008)

Pune's Comprehensive Mobility Plan (2031) set ambitious goals

- **Increasing public transport mode share by three times**
- **Cutting private transport mode share to one-fourth**
- **Increasing walking and cycling mode share to 50%**



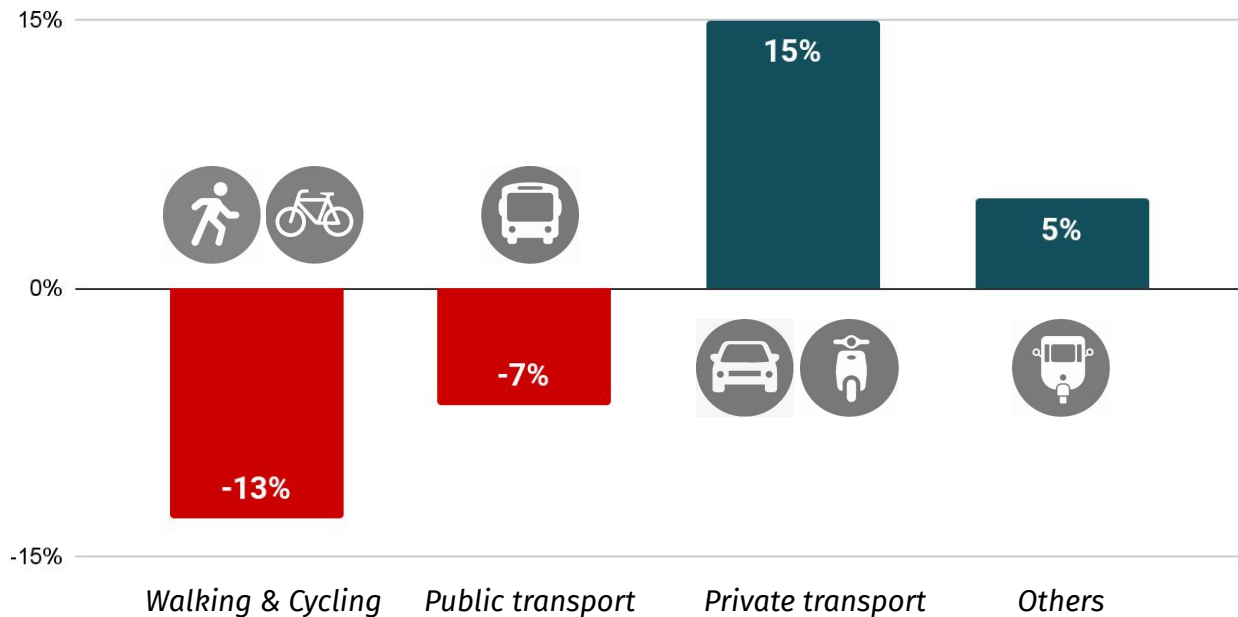
Source:
2013: Transportation Status Report of Pune
2018: Comprehensive Mobility Plan by PMRDA
2031 projected modal share : Pune Comprehensive Mobility Plan (2011)

But inefficient and polluting modes are growing, unabated

~2 lakh* new cars and two wheelers come on the streets every year.

For every 100 residents, Pune has **~61 private motor vehicles**, while Singapore has only **13****.

Pune modal shift 2001-2018



* Vahan Sewa Dashboard

**https://data.gov.sg/dataset/annual-motor-vehicle-population-by-vehicle-type?view_id=6aca1157-ea79-4e39-9e58-3e5313a9a715&resource_id=dec53407-9f97-47b8-ba89-b2070569a09e5

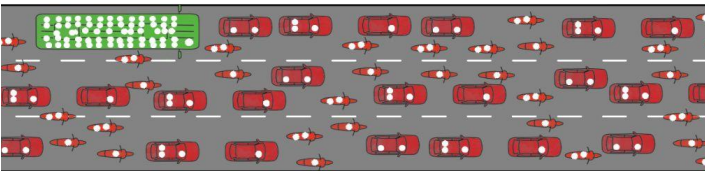
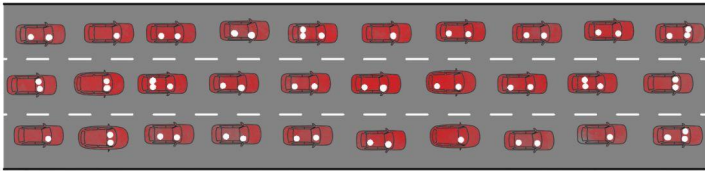
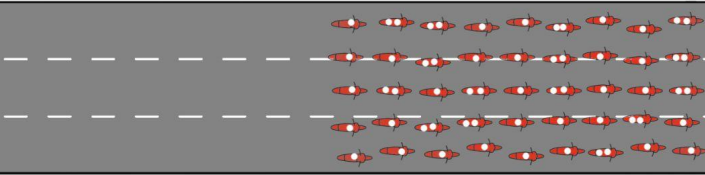
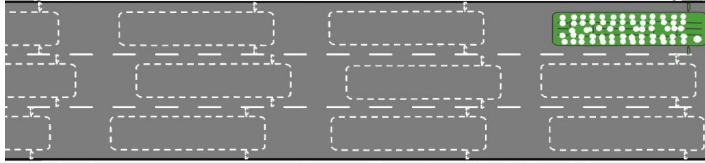
Pune ranked the 5th most congested city in the world in 2020.*

With the growing number of cars and motorcycles, the situation is only getting worse!



Image Source - ITDP
*TomTom Traffic Index, 2020

Buses are 10 times more efficient... but stuck in congestion



60 PEOPLE travelling...

... on a **BUS**,

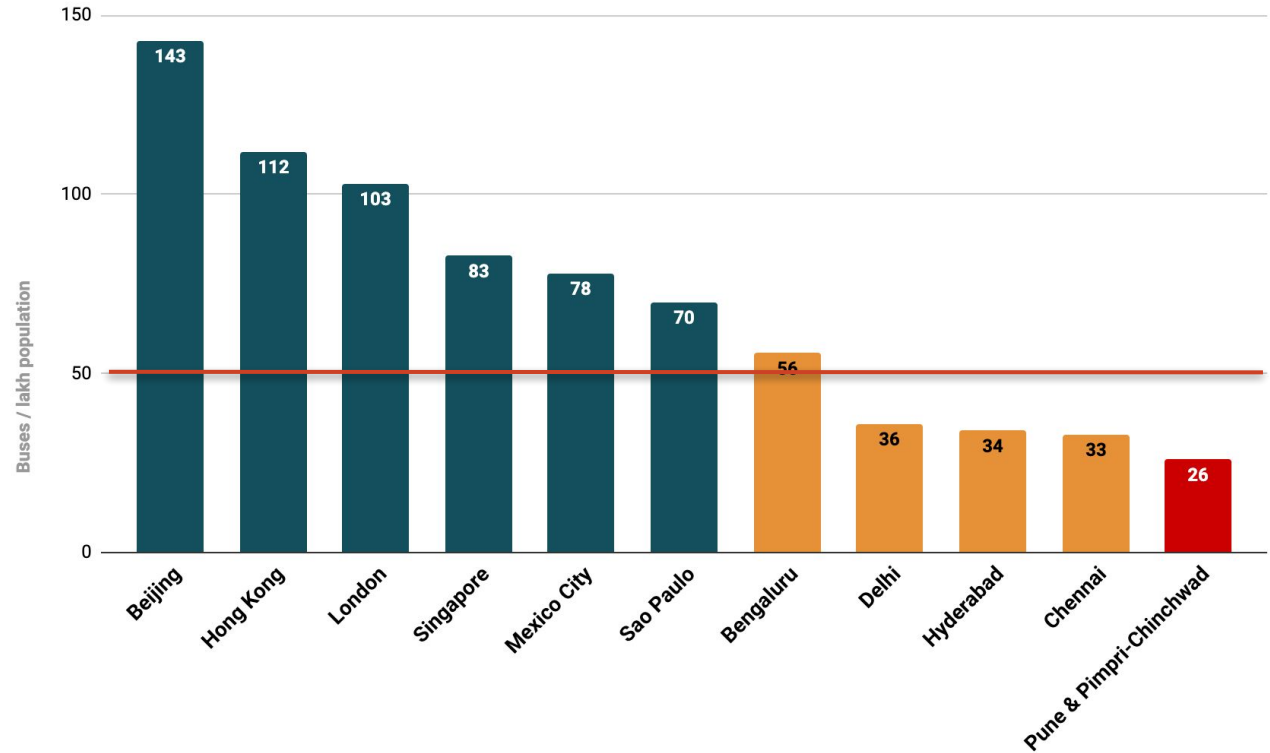
... or in **TWO-WHEELERS** that
require **5x** more space than a bus,

... or in **CARS** that require
10x more space than a bus,

**But everyone
pays the price!**

Pune's current bus fleet is only half of what it needs...

As against the MoHUA benchmark of 50 buses per lakh population, **PMPML has ~26 buses per lakh population***.

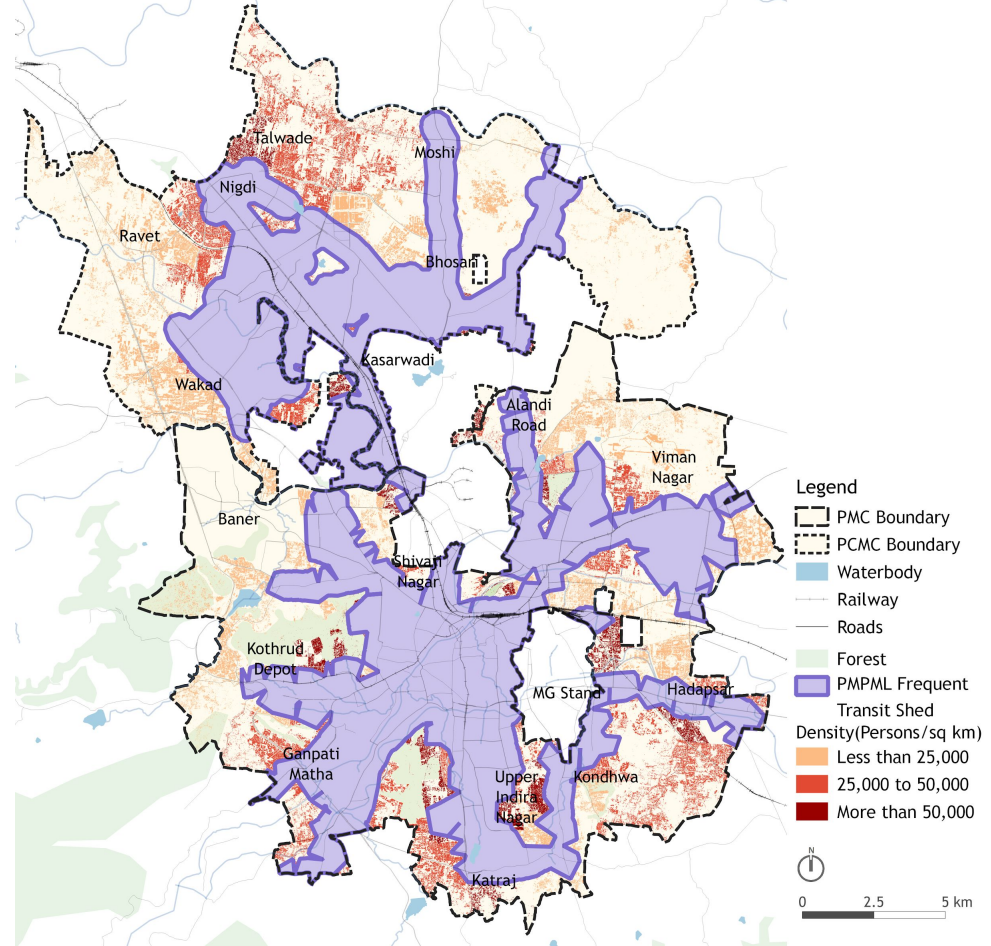


*Analysis of data collected from city STUs.

7 out of 10 citizens have access to buses

66% of citizens have access to frequent bus transit.*

All citizens should have access to frequent bus transit.



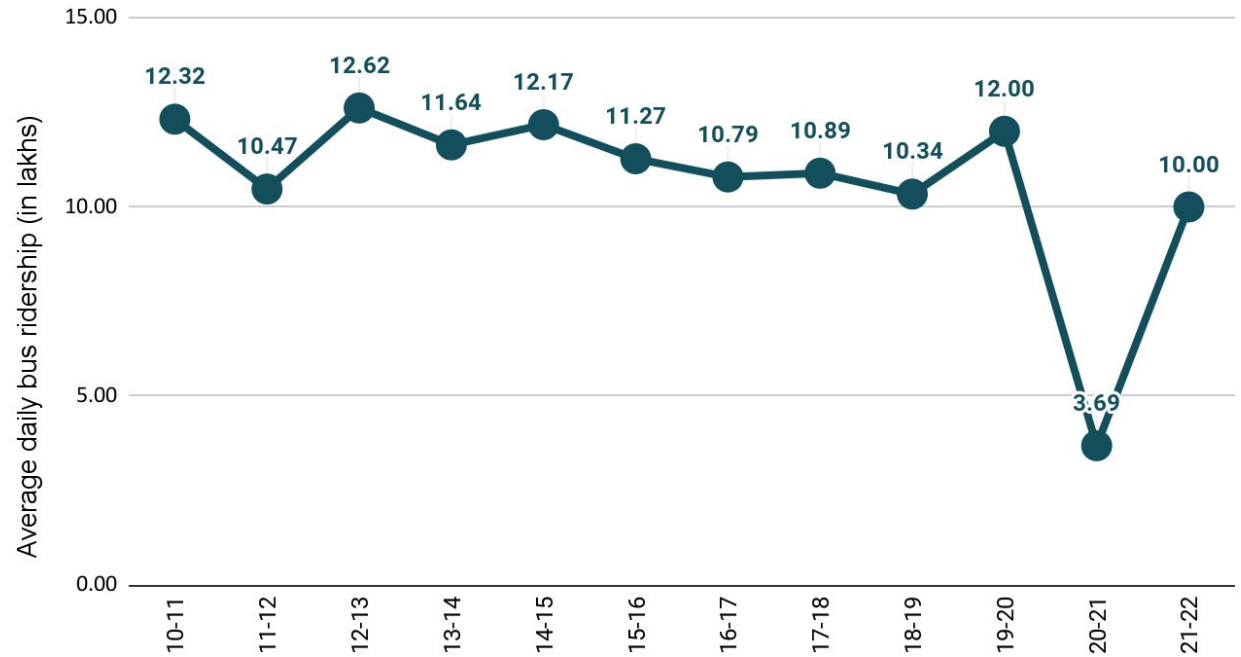
*Frequent buses - every 5 mins,
Walking distance - upto 500 metres (equivalent to 10min)

Source: ITDP India's People Near Transit Analysis for Pune, with PMPML 2019

The bus ridership had remained stagnant in the last decade!

PMPML ridership has remained stagnant - and then, COVID-19 struck a massive blow.

It has begun to revive and is reaching to the pre-covid level now.



So, what is PMPML's Vision?

**Buses near everyone,
to go everywhere, on time**



**More Buses,
Greener Buses**



**Faster Buses,
Reliable Buses,
Affordable Buses**



**Safe Access to
Public Transport**

More buses, greener buses in Pune

Fleet of 3400 buses in Pune & Pimpri-Chinchwad to ensure public transport for all



Buses near Everyone

Expand service coverage to all parts of the city and improve frequency to a bus every 5 minutes (using the People Near Transit Analysis)*



Greener Buses

Transition to cleaner fuels

~1400
additional
buses needed
to be deployed



~200
ageing buses
that need
replacement



~1600
existing buses
in good
condition



**Number of additional fleet required is calculated based on the 2021 projected population.*

PMPML e-bus proposals in pipeline



650 electric buses by 2022



Additional 300 electric minibuses by 2023



6 additional dedicated e-bus depots

3 e-bus depots already operational



Additional Number of Charging Points : 250

Already operational charging points: 75



3 Opportunity Charging Points proposed



Faster buses through dedicated lanes

Dedicated bus lanes in Pune & Pimpri-Chinchwad

✓ **Faster travel**
Potential travel time reduction of **12 minutes*** during rush hours

✓ **Quick deployment**
Dedicated bus lanes on proposed corridors to be undertaken

✓ **Bus Priority Lanes**
Additional bus priority lanes (BPL) to be created for faster bus mobility

*Study done by ITDP India



Operational BRT in Pune
Corridor length: 27 km

Operational BRT in Pimpri - Chinchwad
Corridor length: 45.5 km

Proposed Corridors
Corridor length: 41 km

Data driven approach to optimize performance

★ Benchmarking of Operational KPIs

01	Daily Ridership
02	Passenger per bus per day
03	Scheduled km cancelled
04	Percent of buses off road
05	Breakdown (per 10,000 km-CIRT formula number)

★ Benchmarking of User Experience KPIs

01	Waiting Time
02	Access to information
03	Reliability
04	Affordability

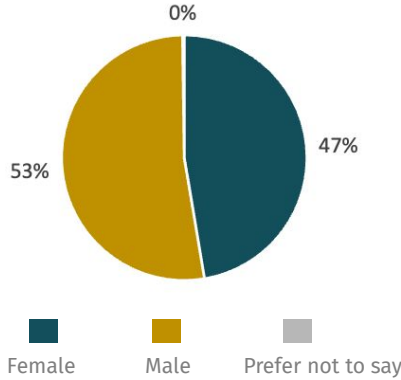
Tracking of **top KPIs of operational performance and user experience** on periodic basis through data analysis, perception surveys, and other multiple parameters- would help to measure the performance and have necessary interventions.

Surveys conducted under Transport4All Challenge to understand user experience

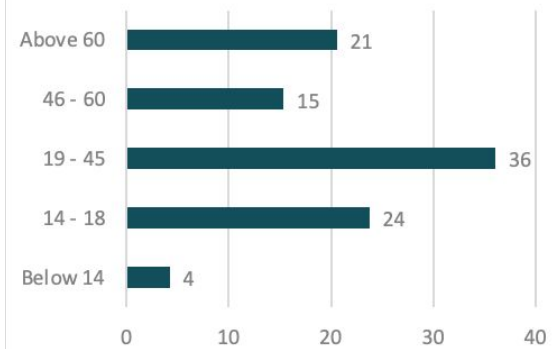
11,000+

Citizens, IPT Drivers and Bus Drivers and Conductors surveyed across Pune and Pimpri-Chinchwad

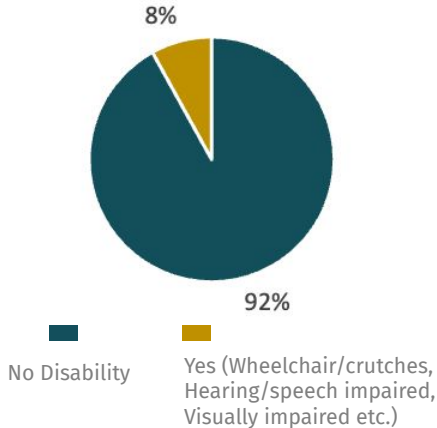
% of Reponses Received by Gender



% of Reponses Received by Age



% of reponses received by Ability

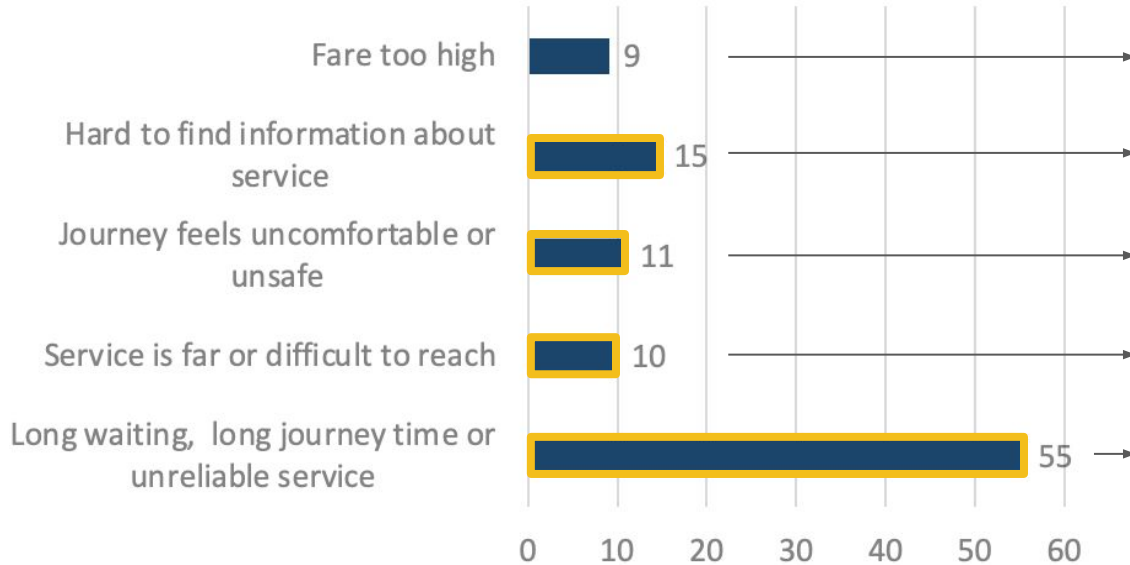


% of Reponses Received by Income



Addressing people's concern using data

Biggest Concern with Public Transport (%)



Some of the Proposed Initiatives

Punyadasham bus service, free transport for women

Passenger Information System

Route Rationalization
Panic buttons, CCTV cameras, etc

Route rationalization

Real time tracking of buses
Passenger Information System

91% of the respondents reported the need for Passenger Information Systems and Route Rationalization.
Based on more studies and surveys additional measures will be undertaken.

Safe access to public transport

All bus stops will be safe and accessible by walk

- ✓ Safe access to bus stops with traffic calming measures—table top crossings, cobble stones etc
- ✓ Universally accessible connection to stops and stations
- ✓ Standardization of bus stops
- ✓ Vibrant and well-lit bus stops



How about a fairer distribution of road space



How cities have been designed



How cities should be designed

For



Created by



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