Pune Declaration
Citizens' Recommendations for Saner, Safer and Sustainable Urban Mobility in Pune

Based on Discussions, Suggestions and Observations by Participants at the Seminar

ONE Right Turn:
Critical Issues in Urban Mobility for Developing Countries for the Coming Decades
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Based on Discussions, Suggestions and Observations by Participants at the Seminar organized by Pune Traffic & Transportation Forum in partnership with Pune Municipal Corporation, Yeshwantrao Chavan Academy of Development Administration, Central Institute of Road Transport, Mahratta Chamber of Commerce, Industries & Agriculture, at Centre for Development Studies and Activities, Pune.

**ONE Right Turn:**
Critical Issues in Urban Mobility for Developing Countries for the Coming Decades

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Pune Declaration

Citizens’ Recommendations for
Saner, Safer and Sustainable Urban Mobility in Pune
We, the concerned citizens of Pune, drawn from various walks of life, do hereby take cognisance of the recommendations made by participants at the seminar ONE Right Turn: Critical Issues in Urban Mobility for Developing Countries for the Coming Decades, held at Pune on 19th and 20th November, 2004.

We further declare that, taking into consideration the

- Seriously injurious pollution levels threatening the health of present and future generations of residents of Pune

- Dangerously high accidents rates that are killing or maiming Puneites, especially the vulnerable school-going children, pedestrians and cyclists

- Chronic and recurrent congestion on city roads clogging up traffic, causing immense wastage of time and resulting in economic loss

- Disturbingly high costs of fossil fuels used for transport and the rapid depletion of this scarce source

- Lack of equitable road space for pedestrians, cyclists, and other non motorized transport on city roads and its surrounding areas

- Forbiddingly high expenditure of road infrastructure focused on personalised vehicles, which is also destroying the city’s cultural heritage

- Iniquitous and non reliable quality of urban transport and several other deficiencies in existing traffic and transportation policy
it is imperative for elected representatives, administrators, and the people to advocate the creation of a vision for

**Saner, Safer and Sustainable Urban Mobility in Pune**

and take conscious and time-bound steps towards realising this vision

so as to make Pune city a healthy and a liveable place

to reorient the focus of traffic planning from personalised motorised vehicles to pedestrians, cyclists, and public transport.
guided by the principle of “maximum good to maximum number”.

We further believe that there is a need to take cognisance of pertinent recommendations, clauses and directives enunciated in:

1. Pune Development 1987
2. National Urban Transportation Policy (Draft)
3. Agenda 21
4. Habitat report
5. WHO report
6. 12th Schedule
7. 74th Amendment
8. Maharashtra Development Plan
9. Right to Life enunciated in the Constitution

To enable the citizens to enjoy better governance and better quality of life, greater transparency, accountability and people's participation in matters relating to traffic and transportation issues concerning Pune and its surrounding areas.
Recommendations from Different Groups

Mobility

Guidelines:

There is need to shift the emphasis of planning and decision-making from ‘mobility’ to ‘accessibility’. Mobility in today’s context implies movement by a motorized mode of transport. Accessibility is the ability and the need to reach a destination by any form of transport, the priority being for non-motorized and followed by public transport.

The transport network needs to be redefined with focus on accessibility and emphasis on safety, with priority for pedestrians, cyclists and public transport. This implies priority for buses in terms of bus lanes and bus priority signals and adequate width for footpaths.

The bus fleet should have an image makeover with better quality, user-friendly buses with operational efficiency including greater route coverage and frequency. We will then be able to do away with a large segment of personalized mode users who are captive users of cars/two wheelers.

The shift to mass transportation can be affected through the following means:

- Controlling the manufacturing through some form of supply side restraints.
- Controlling demand side by using Singapore methods.
- Imposing higher road fees on personal modes and discouraging their use and proliferation.

Mass transport finances can be augmented by ring fencing the money obtained from the transport sector exclusively for the use of mass transportation, pedestrians and cyclists.
The PMT must undergo comprehensive institutional reforms to provide a modern efficient and eco-friendly bus system.

There is a need to mobilize current and potential bus users to accelerate the action on the above.

**Recommendations:**

**1. PMT:**

- Recognizing PMT as the best solution for improving the transport system in the city, comprehensive institutional reforms should be undertaken to provide a modern efficient and eco-friendly bus system for the citizens.
- Increase the frequency of buses by augmenting the fleet to 1,200 buses for Pune and in the same proportion for Pimpri Chinchwad — as early as possible — within the next twelve months.
- Improve usefulness of buses through common tickets for multiple journeys as well as for modal changes.
- Improve the routing of buses, linking major junctions, and in line with railway timetables as well as busy office hours.
- Acquire lower body buses for easier accessibility to the elderly, the children and differently-abled people.
- Ensure cleanliness.
- Give priority to buses over private vehicles.
- Market PMT and its benefits to woo users presently opting for personal auto vehicle trips.
- Improve efficiency to convert PMT into a BRT system on major/arterial roads within one year.
2. Footpaths:
   - As footpaths are essential for safety, mobility and equity, reclaim adequate width for footpaths.
   - Plant shade giving trees on all roadsides to make walking an easy and pleasurable mode of mobility

3. Cycles:
   - Provide separate cycle tracks on all roads.

4. Taxation and Fiscal Measures:
   - Both these methods should be introduced as a deterrent to discourage unchecked use of private vehicles and to encourage public transport, cycling and walking.
   - Make private vehicles pay substantially higher taxes instead of the present small one-time tax.
   - Tax private vehicles for use of roads, while exempting public vehicles from the same.
   - Augment mass transport finances by ring fencing the money obtained from the transport sector exclusively for the use of mass transportation, cycling and pedestrian facilities.

5. Number of vehicles:
   - Recommend that the government should restrict the number of vehicles manufactured and/or the number of vehicles allowed to ply on the roads.

6. Role of the Public:
   - Set up a Public Watchdog Committee to ensure the above suggested solutions are implemented.
Safety

Guidelines:

The number of deaths (over 300 per year) and serious injuries (estimated at six times that number) in Pune resulting from road/traffic accidents was recognized as being terribly high and ethically and socially unacceptable. It was felt urgently necessary to introduce measures to drastically bring down the number of deaths, the severity of injury, and the chances of accidents.

Recommendations:

1. Make helmets compulsory.
   Two wheeler riders are one of the greatest segments of road users involved in accidents, and head injury is repeatedly found to be the cause of death. However, the introduction of helmets must be done as a gradual process, by involving various sections of the people and the media to understand the issue and addressing their doubts and resistance. People must be slowly convinced that the compulsion is for our own safety.

2. Headlights of two wheelers should be kept on, even at daytime.
   It improves the chance of heavier traffic seeing them and reduces their chance of getting knocked down.

3. Provide separate and exclusive Cycle tracks
   As cyclists are another section who are killed or injured in road accidents in large numbers, they need clearly demarcated separate tracks on the roads, connecting the whole city. Cycle tracks must be planned in such a way that avoids inconvenience and delays to the cyclist. Bicycles should be painted in yellow or orange colour as these are easily visible, especially at night, and thus prevent accidents. Similar colouring should be done for handcarts. Red reflective tape can be strategically pasted on various parts
of the bicycles and handcarts so that they are more visible at night.

5. **Provide separate and exclusive Pedestrian footpaths.**
   Pedestrians are another major segment of fatalities on the roads. One of the reasons for this is that they are forced to walk on the road due to lack of footpaths. Footpaths should therefore be provided on all roads. Footpaths should be 15 cm in height and minimum 1.5 m (preferably 2 metres) in width. They should be leveled properly, making them comfortable for pedestrians. Pedestrians should not have to step up and down to facilitate movement of vehicle, otherwise they tend to walk on the road. Alternative designs for footpaths will need to be identified and incorporated into the road projects.

6. **No free left turn should be allowed at traffic junctions on city roads.**
   They invariably cause confusion and increase the chances of accident.

7. **Smart Cards should be introduced as soon as possible.**
   These cards with all the information of a driver (like a driving license) should be introduced as soon as possible. They will make it easier to trace and fine traffic violators. The knowledge that they can be easily identified or tracked down will help to reduce traffic violations.

8. **One day of every month should be declared as ‘No Horn Day’.**
   Experience shows that not being able to use the horn forces people to drive slowly. One day of every month should be declared as a ‘No Horn Day’, on an experimental basis,

9. **Redesign/relocate octroi check-posts and other bottlenecks.**
   They should be constructed in such a way that they will not create sudden stopping of traffic or traffic pile-up, since that increases the chances of accidents.
10. Construct raised level zebra crossings on the roads near schools and hospitals.
   They should be painted with the long lasting thermoplastic paints. Similarly, all speed breakers must be painted with
   the long lasting thermoplastic paints.

11. Introduce lower speed limits for the city and even lower for residential area.

12. On a priority bases, build roads to include the safety features.
   Roads should be planned and engineered to include safety needs as an essential feature.

13. Ensure adequate time in the traffic signal sequence.
   The time when all the four signals are red should be a feature for all the traffic signals, so that people can cross the road safely.

   Otherwise people tend to “settle” the matter with the policeman.

15. Traffic violators should be made to park their vehicles for a short time.
   Instead of cash fines, traffic rule violators should be made to park their vehicles for about 15-30 minutes so that people understand that breaking rules will make them lose time not gain time.

16. Roundabouts may be preferred to intersections with signals.
   They reduce speed and number of accidents. But these must be well designed.

17. Constitute a citizens-cum-officials group
   To follow up the introduction of these and other safety recommendations.
18. Undertake studies to identify how, why and where accidents most occur.
    This is with a view to prioritizing corrective measures to be taken.

19. Involve the People.
    Involve citizens, doctors, victims of accidents and their relatives, traffic researchers, city fathers/elders to persuade people that changes need to be introduced to reduce the incidence of death, injuries and accidents.
Pollution Health and Auto Fuels

Guidelines:

**Air pollution:** The trend in the level of air pollution in the Pune City was already at dangerous and unacceptable levels and was still further on the rise, especially on counts of particulate matter (PM).

**Health related:** The trend of people falling ill especially in respiratory illnesses was increasing in the vulnerable group of children and elderly. It is estimated that the incidence of respiratory illnesses may have risen by 30% in the last ten years. One of the key reasons attributed for this was vehicular air pollution.

**Fuel quality:** The quality of fuel coming into the city is not being monitored.

Recommendations:

1. Create an air quality plan (AQP) and its management for Pune for 2010 and 2015.

2. Strengthen air quality monitoring to include constituents like PM 2.5, Benzene, Ozone, PAH, and other toxic hydrocarbons.

3. Air monitoring to be so designed as to help epidemiological studies.

4. Advocate a policy for conducting epidemiological studies in the city.

5. Disseminate data to all stake holders through pollution alert.

6. Provide Pune with clean fuels like CNG and ultra low sulphur diesel (ULSD) at the earliest.
7. Facilitate a forum of doctors in the city and engage in public discussion to disseminate research information relating to air pollution and health.

8. Interact with the city’s medical community to organize a lung function campaign with school children and other vulnerable sections of the community.

9. Monitor the discrepancies, gaps, limitations and shortcomings in the Pune Action Plan submitted in reply to the Supreme Court.

10. Expand the representation on the task force to include civil society organizations, members of the scientific community and other directly affected stakeholders.

11. Periodically review the fulfillment of the declarations in the Pune Action Plan and work to further improve the ambit and execution of this Plan.

12. Include all deliberations, findings and recommendations from the seminar in the Pune Action Plan and submit the same to the Supreme Court.
Non Motorized

Guidelines:

Cycling must be was considered necessary as a mode of transport from the viewpoint of health, pollution and affordability. To promote the use of safe cycling the need for an integrated cycle track/cycle plan is being unanimously recognized. Similarly, priority consideration has to be given to pedestrians too. Everybody is a pedestrian some time or the other. The safety of pedestrians and the need for walking for work or pleasure must be recognized.

Recommendations:

Immediate:

1. **Make and implement a Cycle Plan for the entire city.**
   A cycle plan should be made and implemented for 5 to 6 communities or schools.

2. **Take up an awareness drive**
   An awareness drive to communicate benefits of cycling should be taken up under the aegis of PMC, especially in the form of conducting and promoting rallies.

3. **Create-Auto-Vehicle-Free Roads/Areas**
   Certain roads should be declared vehicle free during certain timings every Sunday.

4. **Initiate a non-motorized plan for the city to incorporate cycle tracks, pedestrian footpaths and vehicle free zones.**
   This plan must be holistic and integrated with the overall road/bus plan.
5. Create a cell in the PMC to monitor and promote non-motorised transport

**Short Term:**

1. All new arterial routes currently being constructed and all other future roads should incorporate cycle tracks, wherever technically possible.

**Medium Term:**

2. The non-motorized plan (NMP) designed for the city should be implemented.
Recommendations:

1. **Develop main arterial roads (eight roads plus some more) with full features**
   These features should facilitate Bus, Cyclists, and Pedestrians. Bus Stops, Signage Systems, Pavings etc should all be part of the design brief for these roads.

2. **PMT, PCMT Committee**
   This should consist only of those members who have knowledge or experience of traffic and transport issues as stipulated in the BPMC Act.

3. **PMT, PCMT merger and more**
   Restructuring of both the bodies by converting them into independent authorities in a company structure like the Bangalore Bus Corporation.

4. **Set up an apex body like UMTA (Urban Metropolitan Transport Authority)**
   This is essential for holistically planning the transport needs of the entire Pune Metropolitan Region. This will include bus, (also rail, light rail if found necessary), intermediate transport like three seater auto rickshaws, battery driven six seaters, or other forms after proper and transparent study.

5. **Follow due process of Transparency, Accountability and Public Participation**
   No major commitment or expenditure should be made in high cost systems such as the SkyBus Metro, Underground Rail, Bullet Train etc without making full information available to the public, determining the criteria for assessing benefits and going through the decision making process in a transparent and open manner.
6. **Implement Bus Rapid System (BRT)**

During the seminar presentations, interactions and discussions, BRT has clearly emerged as an option that is tried and tested, workable, affordable and implementable at fraction of the cost of other mega-systems that are unproven, expensive and likely to involve long gestation period. BRT on the other hand can begin producing results in a very short period of time. A restructured PMT can evolve into a full-fledged BRT system with minimum delay and expense and it was unanimously felt that among the available options, BRT holds the greatest promise. It should therefore be seriously considered as the public transport system for Pune of the future.

7. **Offer incentives for bus (public transport systems) through fiscal measures**

Such as subsidy, improvement of road design like bus lanes, signal priority systems, cancellation of additional taxes presently charged to public transport.

8. **Impose disincentives on use of personal auto vehicles**

Higher Parking Charges, Designation of No Parking areas, Designation of Auto Vehicle Free areas, fuel surcharge/levy, pollution levy, no major infrastructure investments that will benefit the personal vehicles at the cost of public transport system (like flyovers etc). Diesel for personal auto vehicles should carry additional levy to discourage their proliferation. The amount collected from such levies should be put entirely into public transport improvement measures and not handed over to the general exchequer.

9. **Observe Auto-Vehicle-Free-Day once a month**
Governance

Guidelines:

There is a vital need to create a system of governance whereby the policy, plans and procedures employed in deciding the city's Urban Mobility future are transparent, accountable, and ensure public participation. It is also very important to gain access to spaces within the existing framework and also to influence policy makers.

Recommendations:

- Procedures that operate within the city administration are too open to discretionary interpretation. Acts have to be translated into action and there are no fixed guidelines for this. Therefore it is necessary to demand the introduction of specific rules and procedures whereby actions taken are open to public examination.

- It is necessary to evolve a common minimum programme so that participants know the core areas and parameters within which they are operating. Decide whether monitoring should be done within the framework of existing policy or question the very policy and advocate the need to widen or change it.

- A common institutional authority (on the lines of a Pune Metropolitan Transport Authority) should be instituted. While deciding the scope and form of changes, work on the basis of a thumb rule, namely, prioritise efforts in those areas which will yield greatest results. In other words, prioritise action in areas where returns are high.

- Introduce a system of objective evaluation and measurability in the running and performance of the transport service. For example the way in which there is an standardization under ISO regimes.

- Reorient the ISO standardization, so that the criteria for rating performance is not merely rupees earned or
saved, or other corporate-like norms. Instead, make consumer rating the touchstone of measurement of quality and efficiency.

- Work not only at the level of senior ups in the PMC but also at the ward level, whereby problems can be solved, wherever possible at the ward level. This brings greater community participation.

- Organise training camps for behaviour norms for the PMT staff. Use it also to drive home simple changes that can usher in public benefit, e.g. easy visibility of destination. At the senior level of the PMC or PMT suggest and influence changes in policy, practices and orientation.

- Attempt to bring in real users and beneficiaries of public transport, or non-motorised modes. In other words, the policy should be “inclusive” rather than exclusive.

- Work as a watchdog committee over various transport policies and practices

- Do not work only as a watchdog committee from outside, but try to identify good people within the organization as well as understand its procedures. The aim should therefore be to strengthen the hands of those who are doing good, and also work better within the system.

- Consciously plan for a greater involvement of the media so as to use its enormous reach and clout.

- Question existing practices and procedures. Assess whether they are serving any use, or how can they be improved. For example, widescale spread of PUC certificate network without better resulting air quality. Or expenditure undertaken for new PMT buses from the time or their arrival, so as to compare and contrast.

- Form a citizens body which will meet once a month and volunteer to work on better governance in public transport and mobility in Pune.
Land Use

Recommendations:

1. We need to evolve a vision of Pune City as a humane, sustainable city of culture.

2. We need to conserve the inner city and precincts with cultural value as heritage areas.

3. We need to guide and facilitate sustainable development of the city.

4. We need to evolve new urban communities and neighborhoods with distinctive identities.

5. We should encourage mixed Land uses to reduce travel distances and time for trips.

6. We need to restructure city as a poly nucleated urban structure to provide work places and facilities closer to places to live.

7. We need to provide adequate and affordable places to different income groups/common interest groups particularly for the urban population supported by proper social, educational, cultural, recreational, Sports and religious facilities.

8. We need to have a mosaic of developmental patterns with variety and diversity reflecting the plurality of cultural groups.

9. We should have different patterns of densities, typologies to offer greater choice and flexibility.

10. We should provide for different modes for transportation systems such as surface/grade separated; rail/road and develop inter changes/modes.
11. We should give top priority to development of pedestrian/foot paths and pedestrian precincts, cycle tracks and supporting facilities such as parking zone, social and cultural facilities, food stalls, markets, etc.

12. We must involve people in planning process at grass root level such as at community, zonal, district, city and regional levels.

13. We must provide for more sustainable building and development practices through changes in urban developmental policies, building by-lanes, infrastructure development programmes.

14. We must provide for local approvals by community level citizen forums, etc.

15. To ensure proper implementation of developmental programmes through citizens monitoring comities

16. People's participation in envisioning the city must be encouraged through utility provision of 74th amendment.

17. Dispersal of industries should be encouraged through regional planning to check in-migration to the city.

18. Regional planning authority should be established for Pune metropolitan region.

19. To implement policies, programmes and town planning schemes strictly. (Including new/revised plans or policies.)

20. Green areas including hill slopes, rivers, public parks and gardens should be conserved and enriched.

21. We must have high-capacity public transportation network with adequate width and spaces for stations/inter-drops.
22. We must stop widening of roads and utilise the finances more rationally.

23. We must conserve water bodies: rivers/ nallas/ tanks and enrich their surroundings.

24. Parking places for different land uses; functions must be found at local levels.

25. We must have dedicated bus lanes for high intensity routes.