



प्रवास नवा, पर्याय नवा

Rainbow – A New Journey for BRT in Pune

Pune was the first city in India in 2006 to operationalize a Bus Corridor with funding from Govt of India to develop a BRTS project on a 16.2 km stretch between Katraj to Hadapsar via Swargate. This was a constructive step by Pune Municipal Corporation and PMPML to transform the traditional public bus service.

Benefits of Pilot BRT Project (Hadapsar - Katraj Corridor)

Compared to the regular bus service at that time, the pilot BRT project provided improvements such as:

- Increased number of passengers
- Increased frequency of buses
- Easier driving conditions for the driver
- Efficiency in fuel consumption
- More efficient overall operations
- Better and Covered Shelters for Passengers

Learnings from Hadapsar - Katraj Corridor



Bus shelters were on the left side of the dedicated lane, with each stop having two open shelters.

Buses were of different makes, with varying platform heights

It was difficult for drivers to dock close to the station

No level boarding



Dedicated Lanes were used by other buses as well, apart from BRT buses

High capacity bus system, but not a BRTS

The learnings from the Pilot BRT Project along with many other features are incorporated into Rainbow BRT with the aim of providing a better and high quality public transport service.

Some difference between Rainbow BRT and Pilot BRT (Hadapsar-Katraj)

Feature	Pilot BRT (Hadapsar-Katraj)	Rainbow BRT
Buses	Different types of buses	<ul style="list-style-type: none"> • Special buses with doors on both sides and more standing space and hence higher capacity
Bus stations	Closed staggered stops located on the left side of the dedicated lane	<ul style="list-style-type: none"> • Common, covered, closed with well defined access, located in the median, with passenger information and signage and automatic doors
Dedicated Lane	Open to all buses	<ul style="list-style-type: none"> • Only Rainbow BRTS & emergency vehicles
Crossings	Not well defined at all locations	<ul style="list-style-type: none"> • Speed table crossing or signalized crossings as required for the site situation
Passenger Information	No real time information	<ul style="list-style-type: none"> • Display screens with bus arrival information at stations • Display and voice announcements on bus • Route and corridor information at Bus Stations, website, and other media
Vehicle Tracking	Some buses had GPS, but it was not a full system for vehicle tracking	<ul style="list-style-type: none"> • GPS on buses and Control Center at Swargate to monitor and regulate bus movement to improve the service and efficiency
Station Staff	Limited staff	<ul style="list-style-type: none"> • Each Bus Station has staff for security and ticketing, and traffic wardens
Branding	No branding	<ul style="list-style-type: none"> • The system is called 'Rainbow'
Operations Management	Limited coordination between agencies	<ul style="list-style-type: none"> • BRT Cells formed at PMPML, PMC, PCMC and Traffic Police, and coordination between all agencies

