Traffic Forecast for the Proposed Metro Rail Project in Pune Metropolitan Area

Report on Methodology and Data

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CHAPTER 1

INTRODUCTION

1.1 BACKGROUND
The increasing levels of congestion on Pune road network coupled with high private vehicle usage prompted the planners and the implementing agencies to go for transportation infrastructure improvements. The planners have realized the fact that there should be a phenomenal change in the existing transportation system that would instigate a substantial shift from Private vehicles to Public Transit. Thus a need for an appropriate Mass Transit system was felt and DMRC was entrusted with the preparation of DPR for identifying the potential corridors for implementation of Metro Rail system in Pune. DMRC in turn has appointed Transportation Systems Engineering Group of IIT Bombay to perform the Traffic study for estimating Ridership on the potential Metro corridors. The possible set of potential corridors for metro was identified by means of a thorough review of relevant past studies carried out in the study area. The following section provides a review of the same.

1.2 REVIEW OF EARLIER TRAFFIC AND TRANSPORTATION STUDIES
To improve the traffic & transportation situation of the Pune region, the traffic authorities of Pune have carried out feasibility studies time to time and implemented the recommended measures to a great extent. The major transportation studies carried out for Pune region include:

- Cycle Network Project for Pune, Town Planning Dept., Pune, 1981
- Traffic and Transportation Plan for Pune Metropolitan Area-2001 by Dept. of Town Planning, Maharashtra, 1984
- Traffic and Transportation Flows for Selected Cities in India by CRRI, 1986
- Transport in Pune Metropolitan Region by CIRT, Pune, 1987
- High Capacity Mass Transit System for Pune: Feasibility Study by MTP (Railways), 1988
- Deshmukh Committee Report for Long Term Measures for Pune Agglomeration, 1994
- Report of the Committee appointed by Divisional Commissioner, Pune Division, Pune to recommend “Short Term Measures for Improvement of Traffic in Pune City”, 1994
- Project Report: Mega City of Pune, 1997
- Mass Rapid Transit System for Pune Metropolitan Area by RITES, 1998
- Sharing of Inter-City Services Operated by PMT & PCMT, CIRT, 2000
- A Study on Traffic and Economic Analysis of Road Improvement Project in Pune by CIRT, 2001
- Traffic Study for Pune City by AAKAR Enterprises, 2003
- Comprehensive Traffic & Transportation Study for Pune City, Span Travers Morgan, 2003
All the studies related to mass transit systems suggested that there is a need for identifying suitable corridors for implementation of mass transit systems. It was observed that the RITES study was of great prominence and relevance in view of the present study in terms of its recommendations for potential corridors. The CES study is also of great importance as it provides the latest possible coded network information. The CES study also provides information on proposed road improvements that are to be incorporated in the Horizon year scenarios.

Brief details on RITES and CES studies are presented in the following sections.

1.2.1 Mass Rapid Transit System for Pune Metropolitan Area by RITES, 1998
The objective of this study was to examine the feasibility of a High Capacity Mass Transport System for Pune Metropolitan Area (PMA) to serve the forecasted travel demand by the year 2026, identification of cross subsidy schemes to make the project financially viable and implementation by private participation on Build, Own, Operate and Transfer (BOOT) basis.

The recommendations of the study were as follows:

- MRT network of approximately 85.92 km. length consisting of 6 Lines have been proposed and their commissioning was proposed in 3 phases. In each phase 3 Lines have been included. The details are presented in Table 3.3.
- A joint venture company owned by PMC and PCMC named Pune Mass Rapid Transit Authority be incorporated with the responsibility of implementation of the project and operation of the system.
- Enact enabling legislation empowering Pune MRT Authority in the matter of carriage of the commuters by Pune MRTS.
- Land identified for Line (1) and Line (2) to be reserved immediately and action to acquire the land be initiated.
- MSEB be approached for firm commitment to supply power at the requisite points.
- Identify the cross-subsidy schemes to make the project financially viable so that private capital can be attracted.
- Initiate action for administrative approval of various concessions to be made applicable for this project.
- Initiate action to pre-qualify the parties/ firms so that private sector participation can be expedited.

Traffic speed observed on some of the major roads in PMC and PCMC are presented in Table 3.4. Critical peak hour volume and Volume/ Capacity ratio on some of the major roads are presented in Table 3.5.
### Table 1.1 Recommended MRT Network

<table>
<thead>
<tr>
<th>Line</th>
<th>Length (Km.)</th>
<th>Proposed Year of Commissioning</th>
</tr>
</thead>
<tbody>
<tr>
<td>Line 1: Agriculture College – TELCO</td>
<td>12.54</td>
<td>2002</td>
</tr>
<tr>
<td>Line 2: Agriculture College – Varje</td>
<td>10.10</td>
<td>2006</td>
</tr>
<tr>
<td>Line 3: Karve Road-Swargate-Hadapsar</td>
<td>11.56</td>
<td>2011</td>
</tr>
<tr>
<td>Line 4: Agriculture College – Loni Road</td>
<td>22.84</td>
<td>2016</td>
</tr>
<tr>
<td>Line 5: Agriculture College – Chinchwad</td>
<td>16.11</td>
<td>2021</td>
</tr>
<tr>
<td>Line 6: Agriculture College – Katraj</td>
<td>12.76</td>
<td>2021</td>
</tr>
<tr>
<td><strong>Total</strong></td>
<td><strong>85.92</strong></td>
<td></td>
</tr>
</tbody>
</table>

### Table 1.2 Traffic Speeds (km/hr.) on Major Roads

<table>
<thead>
<tr>
<th>Section/ Road</th>
<th>Morning Peak</th>
<th>Evening Peak</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>Up</td>
<td>Down</td>
</tr>
<tr>
<td>1. Maldhakka-Laxmi Road (JL Nehru)</td>
<td>15</td>
<td>16</td>
</tr>
<tr>
<td>2. Lakshmi Road-7 Loves (JL Nehru)</td>
<td>18</td>
<td>21</td>
</tr>
<tr>
<td>3. 7 Loves - Jedhe Chowk (Shankarshet)</td>
<td>24</td>
<td>20</td>
</tr>
<tr>
<td>4. Dengale Bridge - Sambhaji Park</td>
<td>23-26</td>
<td>25-28</td>
</tr>
<tr>
<td>5. Sambhaji Park - Sambhaji Br.</td>
<td>4-17</td>
<td>3-24</td>
</tr>
<tr>
<td>6. Aundh-Sancheti Bridge</td>
<td>28-36</td>
<td>29-50</td>
</tr>
<tr>
<td>7. Sancheti-ZP-Pune RS</td>
<td>18-30</td>
<td>11-24</td>
</tr>
<tr>
<td>8. Pune RS-ROB</td>
<td>26-43</td>
<td>32-43</td>
</tr>
<tr>
<td>9. Alka-Swargate (Tilak)</td>
<td>5-23</td>
<td>4-18</td>
</tr>
<tr>
<td>10. Fergusson College Road</td>
<td>22-60</td>
<td>23-58</td>
</tr>
<tr>
<td>11. Tilak Road-Shivaji Bridge</td>
<td>19-35</td>
<td>21-32</td>
</tr>
<tr>
<td>12. Lal Bahadur Shastri-Bypass (Sinhagad)</td>
<td>20</td>
<td>19</td>
</tr>
<tr>
<td>13. PCMC Buld. TELCO Road</td>
<td>25-36</td>
<td>22-40</td>
</tr>
<tr>
<td>15. Bypass - Hinjewadi</td>
<td>5</td>
<td>6</td>
</tr>
<tr>
<td>16. Wanwadi - Kondhva</td>
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<td>19</td>
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<td>17. Kondhva – PMA Boundary</td>
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<td>20. Holkar Bridge – Dapodi (Elphinston)</td>
<td>29-85</td>
<td>38-60</td>
</tr>
<tr>
<td>21. Old Mumbai Pune Road upto Aundh</td>
<td>12-53</td>
<td>7-41</td>
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</tbody>
</table>

*(Source: Mass Rapid Transit System for Pune Metropolitan Area by RITES, 1998)*
### Table 1.3 Critical Peak Hour Volume and V/C Ratios on Major Roads

<table>
<thead>
<tr>
<th>Sl. No.</th>
<th>Road Name</th>
<th>Location</th>
<th>Critical Peak Hour Volume</th>
<th>V/C Ratio</th>
</tr>
</thead>
<tbody>
<tr>
<td>1</td>
<td>Band Garden</td>
<td>Holiday Inn</td>
<td>5399</td>
<td>0.77</td>
</tr>
<tr>
<td>2</td>
<td>J. L. Nehru</td>
<td>Timber Market</td>
<td>5002</td>
<td>1.67</td>
</tr>
<tr>
<td>3</td>
<td>Shankarshet</td>
<td>Poornima Towers</td>
<td>4063</td>
<td>1.35</td>
</tr>
<tr>
<td>4</td>
<td>Laxmi Road</td>
<td>Pune Central Restt.</td>
<td>3765</td>
<td>1.79</td>
</tr>
<tr>
<td>5</td>
<td>J. L. Nehru</td>
<td>Kabir Chowk</td>
<td>3043</td>
<td>2.54</td>
</tr>
<tr>
<td>6</td>
<td>Z.P. Chowk – Pune RS</td>
<td>Vaishali Hotel</td>
<td>7022</td>
<td>2.42</td>
</tr>
<tr>
<td>7</td>
<td>Mothilal</td>
<td>Pune Rly. Stn.</td>
<td>4120</td>
<td>2.06</td>
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<tr>
<td>8</td>
<td>Shivaji</td>
<td>Phadgate Police Stn.</td>
<td>6656</td>
<td>3.70</td>
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<tr>
<td>9</td>
<td>Baji Rao</td>
<td>Telephone Exchange</td>
<td>6062</td>
<td>3.37</td>
</tr>
<tr>
<td>10</td>
<td>Tilak</td>
<td>Kaka Sweet</td>
<td>4741</td>
<td>2.63</td>
</tr>
<tr>
<td>11</td>
<td>Fergusson College</td>
<td>Hotel Sheetal</td>
<td>3897</td>
<td>2.17</td>
</tr>
<tr>
<td>12</td>
<td>Karve</td>
<td>Nal Stop</td>
<td>11089</td>
<td>3.7</td>
</tr>
<tr>
<td>13</td>
<td>Law College (Chiplunkar)</td>
<td>Law College road</td>
<td>4240</td>
<td>2.36</td>
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<tr>
<td>14</td>
<td>Bhosri-Krishna Nagar</td>
<td>S. B. Chowk</td>
<td>3420</td>
<td>1.14</td>
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<tr>
<td>15</td>
<td>R.T.O Bridge</td>
<td>R.T.O Bridge</td>
<td>3917</td>
<td>2.18</td>
</tr>
<tr>
<td>16</td>
<td>Mothilal</td>
<td>Sangam Bridge</td>
<td>3577</td>
<td>1.19</td>
</tr>
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<td>17</td>
<td>Dangle Bridge</td>
<td>Dangle Bridge</td>
<td>4938</td>
<td>2.74</td>
</tr>
<tr>
<td>18</td>
<td>Shivaji Bridge</td>
<td>Shivaji Bridge</td>
<td>6126</td>
<td>3.40</td>
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<tr>
<td>19</td>
<td>Shinde bridge</td>
<td>Shinde bridge</td>
<td>6241</td>
<td>2.60</td>
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<td>20</td>
<td>Saras bagh</td>
<td>Patil Plaza</td>
<td>6939</td>
<td>2.89</td>
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<td>21</td>
<td>Old Mumbai Pune</td>
<td>Aundh Octroi Post</td>
<td>2890</td>
<td>1.45</td>
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<td>22</td>
<td>Chinchwad Rly Stn.</td>
<td>Central Bank</td>
<td>1502</td>
<td>0.83</td>
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<td></td>
<td>Bhosri – Krishna Ngr.</td>
<td>S B Chowk</td>
<td>3420</td>
<td>1.14</td>
</tr>
</tbody>
</table>

(Source: Mass Rapid Transit System for Pune Metropolitan Area by RITES, 1998)

1.2.2 Comprehensive Study of Integrated Traffic Dispersal System for PCMC & PMC by CES, 2004

In the past, PMC and PCMC have carried out several studies for improvement of the transport infrastructure in the Pune Metropolitan Area and these studies came out with various recommendations to ease the traffic congestion, improve the mobility and overall environment. To integrate the recommendations proposed in past studies and prepare an Integrated Traffic Dispersal System (Master Plan for Road network Improvement) for PCMC and PMC areas MSRDC appointed M/s CES Pvt Ltd.

The study involved the following aspects

- Review of the adequacy/deficiency of the existing road network in terms of its capacity versus demand (existing and projected)
- Prepare a Master Plan for integrated road development (with effective traffic dispersal system)
• Establish technical, financial and economic feasibility on each scheme as well as on overall network basis
• Prioritisation of the feasible schemes and fixing time frame
• Recommended funding options and implementation programme
• To evaluate and recommend phasing of the schemes with respect to network benefits and cost economics

<table>
<thead>
<tr>
<th>Road No</th>
<th>Name of the Road</th>
<th>Proposals/ Improvements</th>
</tr>
</thead>
<tbody>
<tr>
<td>1</td>
<td>Dehu - Alandi Road through Talawade, Chikhali, Moshi and Dudalgaon</td>
<td>6 Lane Divided</td>
</tr>
<tr>
<td>2</td>
<td>Pune - Alandi Road in PCMC limits from Dighi to Chowis Wadi.</td>
<td>6 Lane Divided</td>
</tr>
<tr>
<td>3</td>
<td>Bhosari - Alandi Road</td>
<td>2 Lane</td>
</tr>
<tr>
<td>4</td>
<td>Pune - Nashik Road (NH-50) in PCMC Limits (From Old NH-4 to Indrayani River - Moshi)</td>
<td>6 Lane Divided +4-Lane Flyover at Dehu-Alandi road Jn. + 4 Lanes Elevated Road in Bosari Town</td>
</tr>
<tr>
<td>5</td>
<td>Aundh - Rawet - Kiwale Road (SH-56)</td>
<td>6 Lane Divided</td>
</tr>
<tr>
<td>5a</td>
<td>From Rajiv Gandhi Bridge (Aundh) (PMC Limits) to Dange Chowk: SH-56</td>
<td>6 Lane Divided</td>
</tr>
<tr>
<td>5b</td>
<td>From Dange Chowk to Westerly Bypass (Kiwale) through Ravet: SH-56</td>
<td>2 Lane + Major Bridge Across Pavna River Near Kiwale</td>
</tr>
<tr>
<td>6</td>
<td>Road from Westerly Bypass (Wakad) to Hinjewadi (Up to Hinjewadi Ph-I Chowk)</td>
<td>2 Lane</td>
</tr>
<tr>
<td>9</td>
<td>Link road at the Boundary of Wakad &amp; Tathwade, from Westerly Bypass to MDR-30.</td>
<td>6 Lane Divided</td>
</tr>
<tr>
<td>11</td>
<td>Road from Westerly Bypass (Wakad) to Nashik Phata at Kasarwadi</td>
<td></td>
</tr>
<tr>
<td>11a</td>
<td>From Westerly Bypass to Jagtap Dairy (Aundh - Wakad Road)</td>
<td>4 Lane Divided</td>
</tr>
<tr>
<td>11b</td>
<td>From Jagtap Dairy to Nashik Phata at Kasarwadi</td>
<td>4 Lane Divided</td>
</tr>
<tr>
<td>13</td>
<td>Road from M-P Expressway Exit (on W. Bypass) to Bhakti Shakti Chowk</td>
<td></td>
</tr>
<tr>
<td>13a</td>
<td>From Expressway Exit to Mumbai - Pune Rly line (Ravet)</td>
<td>4 Lane Divided + 4-Lane ROB Across Mumbai-Pune Rly Line at Nigadi</td>
</tr>
<tr>
<td>13b</td>
<td>Parallel to Rly line in Ravet upto Polytechnic in PCNDTA</td>
<td>2 Lanes</td>
</tr>
<tr>
<td>13c</td>
<td>From Polytechnique to Bhakti Shakti Chowk.</td>
<td>4 Lane Divided</td>
</tr>
<tr>
<td>15</td>
<td>Link from Westerly Bypass (Wakad) to Dehu-Alandi Road at Chikhali</td>
<td></td>
</tr>
<tr>
<td>Road No</td>
<td>Name of the Road</td>
<td>Proposals/ Improvements</td>
</tr>
<tr>
<td>---------</td>
<td>------------------</td>
<td>--------------------------</td>
</tr>
<tr>
<td>15a</td>
<td>From Westerly Bypass at Wakad to old NH-4 at Chinchwad through Dange Chowk.</td>
<td>6 Lane Divided + 4 Lane Flyover at Dange Chowk + Pedestrian Subways at Chapekhar Chowk in Chinchwad</td>
</tr>
<tr>
<td>15b</td>
<td>From old NH-4 at Chinchwad to TELCO Chowk</td>
<td>6 Lane Divided</td>
</tr>
<tr>
<td>15c</td>
<td>From TELCO Chowk to Dehu-Alandi Road at Chikhali through Kudalewadi.</td>
<td>4 Lane Divided + 4 Lane Flyover at TELCO Chowk</td>
</tr>
<tr>
<td>17</td>
<td>Missing DP link from Kalewadi to Pimpri - Telco road chowk through Priemer factory</td>
<td>2 Lanes + 2 Lane ROB Across Mumbai-Pune Rly Line at Pimpri</td>
</tr>
<tr>
<td>20</td>
<td>Road from old NH-4 at Dapodi to PCMC Boundary at Sangvi.</td>
<td>2 Lanes + 4 Lane ROB cum Flyover at Dapodi</td>
</tr>
<tr>
<td>21</td>
<td>Mumbai - Pune Road (old NH-4) in PCMC Limits</td>
<td>10 Lane Divided + 4 Lane Flyover at Pimpri-Finolex Jn + 4 Lane Flyover at Chinchwad Jn + Flyover at Akurdi Jn + Pedestrian Subways at Nigdi Gaonthan + Pedestrian Subways at Phugewadi</td>
</tr>
<tr>
<td>22</td>
<td>TELCO Road (Including the length in PCNTDA Limits)</td>
<td>6 Lane Divided</td>
</tr>
<tr>
<td>24</td>
<td>Road from Old NH-4 at Pimpri Chowk to Nehru Nagar.</td>
<td>4 Lane Divided</td>
</tr>
<tr>
<td>29</td>
<td>DP Road parallel to Talwade Road from prop. Expressway to Indrayani river</td>
<td>2 Lanes</td>
</tr>
<tr>
<td>31</td>
<td>Road parallel to Dehu - Alandi Road (on its south) through Chikhali &amp; Moshi Villages</td>
<td>6 Lane Divided</td>
</tr>
<tr>
<td>32</td>
<td>Road parallel to Dehu - Alandi Road (on its north) through Chikhali &amp; Moshi Villages</td>
<td>6 Lane Divided</td>
</tr>
<tr>
<td>35</td>
<td>Road from Jadhav Wadi to Indrayani river</td>
<td>2 Lanes</td>
</tr>
<tr>
<td>38</td>
<td>Road from Pune-Alandi road at Chowiswadi to Moshi Boundary</td>
<td>2 Lanes</td>
</tr>
<tr>
<td>40</td>
<td>DP link from Indrayani river to Dighi - Alandi road through Charholi Bk.</td>
<td>4 Lane Divided</td>
</tr>
<tr>
<td>41</td>
<td>Lohagaon - Charoli Road parallel to Eastern Boundary of Charoli</td>
<td>2 Lanes</td>
</tr>
</tbody>
</table>

(Source: Comprehensive Study of Integrated Traffic Dispersal System for PCMC & PMC by CES, 2004)

Table 1.5 Proposed Improvements in PMC Area

<table>
<thead>
<tr>
<th>Road No</th>
<th>Name of the Road</th>
<th>Proposals/ Improvements</th>
</tr>
</thead>
<tbody>
<tr>
<td>1</td>
<td>Swar Gate to Mangewadi (Old NH4)</td>
<td>6 Lane Divided + 4 Lane Flyover at Market Road Jn. &amp; Premnagar Jn. + 4 Lane flyover at Satara Arcade Jn. &amp;</td>
</tr>
<tr>
<td>Road No</td>
<td>Name of the Road</td>
<td>Proposals/ Improvements</td>
</tr>
<tr>
<td>---------</td>
<td>------------------</td>
<td>-------------------------</td>
</tr>
<tr>
<td>3</td>
<td>Link from NH4 at Padmavati to NH9 at Hadapsar</td>
<td>4 Lane Divided</td>
</tr>
<tr>
<td>6</td>
<td>NH9 - Swargate to Manjari (new PMC Limits)</td>
<td>10 Lane Divided + 4 Lane Flyover at Jedhe Chowk at Swargate on NH9 + 6 lane Widening of ROBs Across Pune-Miraj Rly line at Ram Tekdi, Hadapsar + 10 Lane Widening of Minor Bridges.</td>
</tr>
<tr>
<td>7</td>
<td>Saswad Road (SH-64) - NH9 to old PMC Limits</td>
<td>6 Lane Divided</td>
</tr>
<tr>
<td>10</td>
<td>Road from Gorpade Railway Station (Level crg) to Mundwa Karadi Road</td>
<td>4 Lane Divided + 4 Lane Minor Bridge Across Bhairoba Nala on Bibwewadi Kondwa Road</td>
</tr>
<tr>
<td>12</td>
<td>Link between Mundwa Karadi Road and Wagholi (parallel to Mutha River)</td>
<td>4 Lane Divided + 2 Lane Minor Bridge Across a Nala on Baner-Aundh link</td>
</tr>
<tr>
<td>13</td>
<td>Nagar Road to Software Park of Karadi MIDC</td>
<td>2 Lanes</td>
</tr>
<tr>
<td>14</td>
<td>Link between Mundwa Karadi Road (near river bridge) to Jail Road Jn.</td>
<td>4 Lane Divided</td>
</tr>
<tr>
<td>15</td>
<td>Link between SH60 and Alandi Road (at BEG) via Golf Course</td>
<td>2 Lanes</td>
</tr>
<tr>
<td>16</td>
<td>Link between Sadalbaba Jn on SH60 to Bopodi on NH4 through Khadki</td>
<td>8 Lane Divided</td>
</tr>
<tr>
<td>19</td>
<td>Alandi Road from Bombay Sappers (BEG) to PMC Limits in Dighi</td>
<td>8 Lane Divided</td>
</tr>
<tr>
<td>20</td>
<td>Missing DP from Engg College via Sangamwadi to Sadalbaba Jn</td>
<td>6 Lane Divided</td>
</tr>
<tr>
<td>22</td>
<td>Link from Bund Garden Bridge to NH9 through Circuit House</td>
<td>8 Lane Divided + 6 lane Widening of ROB Across Pune-Miraj/ Solapur Rly line in Koregaon (Ex.4-lane)</td>
</tr>
<tr>
<td>23</td>
<td>Old NH4 - Bopodi to Sangam Bridge</td>
<td>10 Lane Divided + 4 Lane Flyover at Bopodi Ju on old NH4 + Pedestrian Subways at Bopodi on old NH4</td>
</tr>
<tr>
<td>24</td>
<td>Ganesh Khind Road</td>
<td>10 Lane Divided + 4 Lane Flyover at University Jn, at Rahul Talkies Jn, at Simla office Jn, at Sancheti Jn on Ganesh Khind Road</td>
</tr>
<tr>
<td>26</td>
<td>Wadgaon Khurd to Dhayari</td>
<td>2 Lanes</td>
</tr>
<tr>
<td>28</td>
<td>Wadgaon Budruk to Nanded</td>
<td>2 Lanes</td>
</tr>
<tr>
<td>31</td>
<td>Paud Road - SNDT Flyover</td>
<td>10 Lane Divided + Pedestrian Subways</td>
</tr>
<tr>
<td>Road No</td>
<td>Name of the Road</td>
<td>Proposals/ Improvements</td>
</tr>
<tr>
<td>---------</td>
<td>----------------------------------------------------------------------------------</td>
<td>----------------------------------------------------------------------------------------</td>
</tr>
<tr>
<td>Bavdhan Khurd</td>
<td></td>
<td>at MIT College on Paud Rd + 4 lane Vehicular Subway across Westerly Bypass on Paud Rd</td>
</tr>
<tr>
<td>32</td>
<td>Pashan Road from University Jn to NDA (upto Boundary of Warje)</td>
<td>4 Lane Divided + Pedestrian Subways at Pashan Gaonthan on Pashan Rd</td>
</tr>
<tr>
<td>33</td>
<td>Baner Road - University Jn to Westerly Bypass</td>
<td>4 Lane Divided + Pedestrian Subways at Baner Gaonthan on Baner Rd + 6-Lane Widening of Minor bridge Across Ram Nadi Near Baner</td>
</tr>
<tr>
<td>34</td>
<td>Link from Westerly Bypass to Baner though Balewadi</td>
<td>2 Lanes</td>
</tr>
<tr>
<td>35</td>
<td>Link from Westerly Bypass(NICMAR) to Balewadi</td>
<td>2 Lanes</td>
</tr>
<tr>
<td>36</td>
<td>Link from Balewadi to Aundh</td>
<td>2 Lanes</td>
</tr>
<tr>
<td>37</td>
<td>Link between Paud Road (Vanaj Industry) to Karve Nagar</td>
<td>2 Lanes</td>
</tr>
<tr>
<td>40</td>
<td>High Capacity Mass Transit Rail (HCMTR) Corridor</td>
<td></td>
</tr>
<tr>
<td></td>
<td>Khadki Railway Station to Netaji Nagar</td>
<td>6 Lane Divided</td>
</tr>
<tr>
<td></td>
<td>Netaji Nagar-Hadapsar-Nagar Road-Alandi Road</td>
<td>4 Lanes Divided</td>
</tr>
</tbody>
</table>

(Source: Comprehensive Study of Integrated Traffic Dispersal System for PCMC & PMC by CES, 2004)

### 1.3 OBJECTIVE AND SCOPE
The main aim of this study is to forecast the traffic volumes that would realize on Metro under various network and fare options. Towards this aim the terms of reference set for this study are as given below.

- Collection of the required Primary and secondary data required for the development of Travel Demand Model.
- Generation of the Base Year Travel pattern in the form of OD matrices from HIS and Outer Cordon OD surveys.
- Development of Highway and Transit networks and Validation of Travel pattern through assignment.
- Calibration of Base Year Travel Demand Model
- Projections of all Planning Variables for Horizon years and Forecast the ridership on all the proposed routes of Metro (including the connecting links) for the future years 2011, 2021 and 2031 under normal fares and network scenarios considering the committed projects by that year.
- Carry out fare sensitivity
The deliverables of the study would be the following parameters of the proposed Metro rail system,

- Link Loads
- Station Boardings Alightings
- Demand in terms of Passenger Km
- Fare Sensitivity
- Inputs for Economic Analysis
- Priorities of Transit Lines

1.4 STRUCTURE OF THE REPORT
This report has been presented by organizing the whole content into five chapters. The background for this study, the review of relevant traffic studies, objectives and scope are presented in this first Chapter. The overall methodology adopted for forecasting the likely traffic volume on Metro for the given fare levels is presented in Chapter 2. The details of the study area, its delineation into traffic analysis zones, plan period and networks considered are discussed in Chapter 3. The details of secondary and primary data collected are given in Chapter 4. In addition to the details of data that were obtained from past studies, this chapter deals with the stated preference survey, screen line and cordon line traffic volume counts, origin – destination surveys, speed and delay survey and home interview survey. The details of planning variables and their projections are covered in Chapter 5.
CHAPTER 2

METHODOLOGY OF THE PRESENT STUDY

2.1 GENERAL
This chapter describes the methodology adopted for forecasting traffic loading on the potential Metro corridors in the study area. The travel demand analysis that is performed is based on the secondary data collected in previous similar studies and on the extensive primary data collected exclusively for this study. CES (2004) study is the starting point for this present modeling exercise. The methodology adopted for forecasting traffic volume on Metro corridors consists of the following four steps.

1. Generation and Validation of base year OD Matrices
2. Development of Travel Demand Model
3. Horizon year Travel Demand Forecasts
4. Ridership Estimation on potential Metro Corridors

The following sections briefly describe each of these steps.

2.2 GENERATION OF BASE YEAR OD MATRICES AND TRAVEL PATTERN
This process starts with the Home Interview Survey data as input. The data collected from HIS has been checked for bias and the necessary bias correction was applied and expansion factors have been computed. Thus the expanded partial OD matrices were obtained. OD surveys conducted at outer cordon were pooled in to get the OD matrices with all trips. The matrices were loaded on to the network and the assigned values were compared with the ground counts to validate the Matrices. The entire process is shown in Figure 2.1.

2.3 DEVELOPMENT OF TRAVEL DEMAND MODEL
Using the planning variables and validated total O-D matrix for base year (2008), trip end models are calibrated for total internal passenger travel. A single gravity model is calibrated using the validated trip ends and skims (generalized cost) obtained from assignment process as the seed values. The revised skims obtained after successive modal split and traffic assignments will be used to calibrate the gravity model.

A binary logit, modal split model will be devised, to determine the share of public transport and private vehicles. The model will be mainly based on the transport system attributes. The Public transport matrix will include the person trips performed by bus, rail, auto and taxi, while the Private vehicle matrix will include person trips by car and two-wheeler. The cost skims that will be obtained from the assignment will be used to calibrate the mode choice model.
The peak hour public transport passenger matrix will be assigned to the public transport network, which includes a) Bus network (prepared by coding all the PMPML bus routes), b) Intermediate Public Transport (IPT) routes on the road network and c) Rail network with all the existing links. The public transport assignment will be based on generalized time, which is a combination of In-Vehicle Travel Time (IVTT), Waiting Time (WT), No of Transfers (TR), Fare and Discomfort in time units. The parameters of this generalized time will be obtained from Stated Preference Survey.

There are two important steps in public transport assignment. These are *path building* and *loading trips* on these paths. The purpose of path building is to identify all reasonable paths between zones and provide associated travel information in generalized time, so that the proportion of trips using each path may be calculated at the loading stage. Between any pair of zones, the maximum number of trips will be loaded on to the best path. The other paths with longer generalized times will be loaded with fewer trips. The proportion of trips to be loaded will be calculated on the basis of a logistic choice function based on generalized time.

The public transport assignment is also required to assign the trips as per the observed modal shares. In order to achieve this, the parameters of the generalized time were fixed based on the values obtained from the analysis of stated preference...
surveys. After performing the public transport assignment, the assigned flows across the screen lines will be compared with the observed flows.

Highway assignment will be carried out for peak hour, preloading the highway network with peak hour public transport and commercial vehicle flows. The daily public transport loadings are factored by the peak hour flow to daily flow ratios to obtain the peak hour public transport flows. These are converted to PCU’s by using appropriate passenger–to-PCU conversion factors. These peak-hour public transport (bus and IPT) and commercial vehicle flows in terms of PCU’s will be preloaded on to the highway network before loading the private vehicle passenger OD matrices. The daily public transport loadings are factored by the peak hour flow to daily flow ratios to obtain the peak hour public transport flows. These are converted to PCU’s by using appropriate passenger–to-PCU conversion factors. These peak-hour public transport (bus and IPT) and commercial vehicle flows in terms of PCU’s will be preloaded on to the highway network before loading the private vehicle passenger OD matrices. The private vehicle passenger matrices will be converted into peak hour PCU units, by using appropriate regional peak hour ratios and passenger-PCU conversion factors, based on observed occupancies at screen lines. A user equilibrium procedure based on generalized cost (sum of vehicle operating cost and time cost) will be used in loading private vehicle matrices.

The public transport network will be revised with the speeds obtained after assigning the private trips. The assignment of public transport trips will be performed on the revised network, and the next iteration of private traffic assignment will be carried out by taking the bus, taxi, auto and truck flows as preloads. This iterative process between PT and private vehicle traffic assignment will be repeated until there is no appreciable change in the link loadings and link costs.

Two skims namely the highway time and highway travel costs will be obtained from the loaded network. The skims obtained will be used for calibrating the gravity model and the modal split-model. The process of distribution, modal split and assignment will be repeated till the OD matrices become stable. The complete model development process is graphically represented in Figure 2.2.
### Planning Variables

- Population
- Residential workers
- Vehicle ownership

### Trip Generation Modelling for internal trips
- Trip production equations
- Trip attraction

### Assignment of PT trips on to the public transport network
- Assignment of highway trips on to the road network taking PT flows as

### PT time/cost skims
- Highway time/cost skims

### Calibration of Gravity trip distribution model for internal trips

### Calibration of a disaggregate mode choice model

### Fig 2.2 Travel Demand Model

#### 2.4 HORIZON YEAR TRAVEL DEMAND FORECASTS

The developed Travel Demand Model is used to forecast the Horizon Year loadings on each mode on all the links. Future forecasts would be done for the Horizon years 2011, 2021 and 2031. Planning variables would be forecasted for Horizon years based on demographics and also with inputs from respective planning agencies. The planning variables of horizon year form the input to the Travel demand model along with the future highway and proposed metro corridors. Trip ends are estimated and are fed into the calibrated gravity model along with base year highway skims. The distributed PA matrix so obtained is fed into the Mode split model and mode wise PA matrices are estimated. This forms the internal portion of the PA matrix. The external passenger PA portion as well as Commercial vehicle trips are estimated by Furness method and added to the horizon year internal matrices. The combine PA matrix is converted into an OD matrix and is loaded on to the highway and PT networks.

Skims obtained from this assignment process are updated in the gravity model and redistribution of trips is done. Mode wise OD matrices are estimated by the updated skims. The final matrices thus produced are loaded on to the network and the cycle is continued till the skims are stable. The procedure is displayed in Figure 2.3.
Projection of Planning Variables using Land-use / demographic models for the future year

Apply trip-end equations and obtain future year trip-ends of internal trips

Apply calibrated gravity model and obtain O-D matrix for internal trips

Apply mode choice model and obtain PT, car and two-wheeler O-D matrices of passenger internal trips

- Matrix of daily PT (bus+rail+taxi+walk) Passenger trips
- AM peak and PM peak matrices of car, two-wheeler and truck trips in PCU

- Assignment of PT passenger trips on to the public transport network
- Assignment of peak-hour PCU trips on road network taking peak-hour PT & truck PCU flows as preloads

Previous cost/time skims for initial run

Regional peak hour to daily flow ratios, Passenger - PCU conversion factors

Obtain truck matrix and mode-wise external O-D matrices by Furness method using growth factors

Road network data and PT network data for the scenario under consideration

Link costs stable?

Yes

Final Link flows
PT Loadings (Bus, MRTS, Rail, Taxi, walk)
LRT Boardings and Alightings
Final PT and Highway Cost/Time skims

Fig 2.3 Horizon Year Travel Demand
2.5 RIDERSHIP ESTIMATION ON METRO CORRIDORS
The Horizon year forecast models would give the ridership on all potential Metro corridors for the respective years. The output would be obtained as link loadings, station loadings and passenger kilometers.
CHAPTER 3

STUDY AREA, PLAN PERIOD AND TRANSPORT NETWORKS

3.1 STUDY AREA
The proposed Metro Rail System will essentially serve both PMC and PCMC areas. Therefore, the study area has been taken as the area comprising the present Pune Municipal Corporation area, Pimpri Chinchwad Municipal Corporation area and both the cantonment areas namely Pune and Khadki. The study area also includes the Hinjewadi and the surrounding areas where the IT Parks are coming up. The study area adopted in the study is similar to the one adopted by CES (2004) but with appropriate modifications as stated above. The map in Fig 3.1 shows the study area. The following sections describe the zoning system, and the details of road and rail networks adopted for Metro Master Plan study.

3.2 DELINEATION
3.2.1 Traffic Zones
The zoning system of the study has been adopted from a previous study namely Integrated Traffic Dispersal System for PMC & PCMC carried out by CES in 2004. In addition to the CES zones a few new developments like Hinjewadi IT Park have been added as new zones. Some disaggregation has also been done in larger zones like Pashan. The zoning system of the study area for Metro study comprised 53 zones in the PMC area and 38 zones in PCMC area. Pune and Khadki cantonments have been considered as two zones. The zones in the study area are shown in Fig 3.1. In addition to 91 internal zones, 13 external zones are considered. These external zones represent the catchment of external transport links feeding into the city.

3.2.2 Screen-lines and Cordon-Lines
All the past studies more or less adopted two screen lines, one along the existing railway line and other along Mula – Mutha River. In this study also the same two standard screen lines were adopted. The boundary of the study area as shown in Fig 3.1 is the outer cordon line. Figs. 3.2 and 3.3 show the location of these screen lines and the external cordon.
Fig. 3.2 Location of Screen Lines in Study Area
Screen line count stations were established at all those points where the transport links intersect the screen lines. In this study traffic volume counts were performed at about twenty screen line stations. The location of these screen line stations is shown in Fig 3.3. Outer Cordon stations were established at all those points where the transport links intersect the outer cordon line. In all there are fourteen outer cordon stations. Detailed O-D surveys along with traffic volume counts were conducted at all the cordon points. The location of these cordon stations is also shown in Fig 3.3. The details of these traffic surveys and the exact location of these counts are dealt in chapter 4.
3.3 PLANNING PERIOD
Since this study was initiated in year 2008, the same is taken as base year. Estimates of traffic on potential Metro lines are required over a 20 - 30 year period from the year of opening to traffic for the purpose of financial and economic analysis. Therefore the horizon year is kept as 2031. The model will give traffic estimates for 2011, 2021 and 2031. The estimates for the intermediate years have to be interpolated.

In order to analyze the travel demand in the study area and estimate the likely traffic loading on the proposed Metro links, all relevant data have been collected for the base year 2008 and collated for the horizon year 2031 and the two intermediate forecasting years 2011, 2021.

3.4 HIGHWAY AND PUBLIC TRANSPORT NETWORKS
The network information is available from study of Integrated Traffic Dispersal System for PMC & PCMC by CES (2004). The network information generated by CES was strategic consisting of only major roads in the study area. The strategic information was used as a basis for building up the detailed network for Pune Metro Study. In addition to the road maps available from secondary sources like Google Earth a road inventory survey was also carried out preparing the road network for Pune Metro study. For the present study, the network information generated through CES study was further enhanced with the most recently developed links in Hinjewadi, Hadapsar and various other areas.

All intersection points in the network where the link characteristics change were coded as nodes. Separate networks were developed for public and private modes. In case of public transport network, the speed on road links was appropriately adjusted to account for the delay at bus stops. The networks for private, public and IPT modes were coded as per the requirement of Cube-TRIPS software. All the operating bus routes available in Pune Metropolitan area have been coded appropriately with their characteristics. The rail network links were also included in public transport network. Therefore, the public transport network considered in the present study is essentially a composite network comprising of road and rail links, and in future scenarios they include Metro/LRT networks also. The routes for IPT modes, viz., 3 seater autorickshaw and 6 seater autorickshaw were also coded on the public transport network. The private vehicle network (two wheeler and car) considered is the road network. The network for private modes is taken as the network for goods (commercial) vehicles also by incorporating the existing restrictions of freight vehicular movements. Appropriate provisions were made in basic network to account for the proposed and / or possible changes in networks in future years.

3.4.1 Highway Network
The road network inventory carried out during the study identified 13 different types of road links. All these links types were appropriately recorded while coding the road network and preparing the link list for basic network for study area. Table 3.1 shows the different types of road links with their link characteristics and parameters of the speed flow functions.
The existing traffic management measures like one-way road links, restrictions to truck movement and parking on the roads were made available. Information was available for following types of control.

a) One-way streets in the network
b) Commercial vehicle movement restrictions on the roads
c) Parking restrictions on the roads / streets
d) Restrictions on movement of autorickshaw

The road network was properly connected to all the zone centroids by means of Centroid connectors. The characteristics of Centroid connectors were given based on the size of the zone and appropriate average speed of travel within the zones. The length of road network coded is about 620 km.

<table>
<thead>
<tr>
<th>Link Type</th>
<th>No. of lanes</th>
<th>Divided/ Undivided</th>
<th>Type of flow</th>
<th>Capacity Per Dirn. (PCU/hr)</th>
<th>Free Flow speed (km/h)</th>
<th>Speed at Cap. (km/h)</th>
<th>Parameters of speed flow function</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>α</td>
</tr>
<tr>
<td>1</td>
<td>One Lane</td>
<td>Undivided</td>
<td>One-way</td>
<td>1650</td>
<td>30</td>
<td>15</td>
<td>0.65</td>
</tr>
<tr>
<td>2</td>
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<td>One-way</td>
<td>3200</td>
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<td>15</td>
<td>0.70</td>
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<tr>
<td>3</td>
<td>Three Lane</td>
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<td>One-way</td>
<td>4350</td>
<td>40</td>
<td>15</td>
<td>0.70</td>
</tr>
<tr>
<td>4</td>
<td>Four Lane</td>
<td>Undivided</td>
<td>One-way</td>
<td>5300</td>
<td>50</td>
<td>18</td>
<td>0.70</td>
</tr>
<tr>
<td>5</td>
<td>Five Lane</td>
<td>Undivided</td>
<td>One-way</td>
<td>6200</td>
<td>50</td>
<td>18</td>
<td>0.68</td>
</tr>
<tr>
<td>10</td>
<td>One Lane</td>
<td>Undivided</td>
<td>Two-way</td>
<td>600</td>
<td>25</td>
<td>12</td>
<td>0.65</td>
</tr>
<tr>
<td>11</td>
<td>Two Lane</td>
<td>Undivided</td>
<td>Two-way</td>
<td>1100</td>
<td>35</td>
<td>15</td>
<td>0.65</td>
</tr>
<tr>
<td>12</td>
<td>Three Lane</td>
<td>Undivided</td>
<td>Two-way</td>
<td>1500</td>
<td>35</td>
<td>15</td>
<td>0.70</td>
</tr>
<tr>
<td>13</td>
<td>Four Lane</td>
<td>Undivided</td>
<td>Two-way</td>
<td>2150</td>
<td>40</td>
<td>18</td>
<td>0.70</td>
</tr>
<tr>
<td>17</td>
<td>Four Lane</td>
<td>Divided</td>
<td>Two-way</td>
<td>2600</td>
<td>50</td>
<td>18</td>
<td>0.68</td>
</tr>
<tr>
<td>18</td>
<td>Six Lane</td>
<td>Divided</td>
<td>Two-way</td>
<td>3800</td>
<td>50</td>
<td>18</td>
<td>0.68</td>
</tr>
<tr>
<td>19</td>
<td>Eight Lane</td>
<td>Divided</td>
<td>Two-way</td>
<td>6200</td>
<td>55</td>
<td>20</td>
<td>0.68</td>
</tr>
<tr>
<td>31*</td>
<td>Four Lane</td>
<td>Divided</td>
<td>Two-way</td>
<td>2600</td>
<td>80</td>
<td>25</td>
<td>0.68</td>
</tr>
</tbody>
</table>

* High Speed Design

3.4.2 Public Transport Network
The network developed for public transport consists of all road links, suburban rail links, BRT links and future metro links along with the routes coded on them.
All the bus routes were coded on the road network by obtaining the information on all the routes operated by PMT and PCMT from PMPML. The route system information such as frequency, bus capacity, stops, etc were obtained and coded appropriately. The fare tables currently in force were appropriately coded in routes file. The existing BRT route Hadapsar-Swargate – Katraj has also been coded. Total of 268 bus routes are coded.

The data on rail links were obtained from the railways in Pune for preparing the rail network. The Central railways operate suburban trains from Pune station to Lonavala serving 15 stations along its route at an average frequency of 55 min. Currently there are 16 services being operated between Pune and Lonavala and 2 services between Pune station and Talegaon daily. The study area has 8 stations in this route viz. Pune station, Shivajinagar, Khadki, Dapodi, Kasarwadi, Pimpri, Chinchwad and Akurdi. All the suburban stations in Pune were coded with rail node numbers 3001 to 3008.

The average operating speed of suburban train is around 25-30 km/h. It has been observed that the actual journey speeds of the suburban train are lower because of usage of the same corridor by both intercity trains and suburban trains.

The types of transit links coded on the network are shown in Table 3.2. Link type 21 provides walk connection between highway node and transit stop.

<table>
<thead>
<tr>
<th>Link Type</th>
<th>Description</th>
</tr>
</thead>
<tbody>
<tr>
<td>21</td>
<td>Highway Node to Transit Stop</td>
</tr>
<tr>
<td>22</td>
<td>Road Node to Zone Centroid Connection</td>
</tr>
<tr>
<td>25</td>
<td>Suburban Rail Links</td>
</tr>
<tr>
<td>26</td>
<td>BRT Links</td>
</tr>
<tr>
<td>27</td>
<td>Metro Links</td>
</tr>
</tbody>
</table>

RITES (1998) conducted the study for Mass Rapid Transit System for Pune Metropolitan Area and Consulting Engineering Services (CES, 2004) developed an Integrated Traffic Dispersal System for PMC & PCMC. The present study utilised the data pertaining to planning variables, transportation system, etc. collected during previous studies conducted by RITES (1998) and CES (2004). The transportation system data such as the highway and public transport networks and system parameters, however, have been updated thoroughly in the present study with the help of Google imagery and some amount of ground verification. The data on planning Variables have also been modified based on census 2001 data and latest employment data incorporating the developments in IT sector in the study area.

The following data that were collected during previous studies were made available for the present study.

i. Planning Variables
   - Population
   - Employment
   - Vehicle ownership

ii. Transport System data
   - Highway network and link attributes
   - Public transport network and link attributes
   - Public transport routes and system data

iii. Traffic analysis zones

The details of the planning variables and their projections are reported in Chapter 5. The details of the study area, delineation, highway and public transport networks have been dealt in Chapter 3. As discussed in chapter 3 the highway and public transport networks were updated by adding all transport links that have come up between 2003 and 2008. In addition the entire list of highway and public transport links were thoroughly verified for their attributes and all the missing links were added. As detailed in Chapter 3, the public transport routes were also updated as per the latest information obtained from PMPML.

4.2 STATED PREFERENCES SURVEY

Stated Preference (SP) is a statement by an individual of his/her liking (or disliking) for one alternative over another. The stated preference technique can be used to determine the commuter behaviour with respect to the improved transportation system. In this study, this SP study will determine the commuter preference and willingness to shift to the proposed Metro rail System. The survey was conducted at workplaces in the potential areas like Shivajinagar, Chinchwad, etc. The workplaces included PMC office, PCMC Office, Tata Motors, Shoppers Stop, ICC trade towers, etc.
SP survey of commuters is required to model the generalised cost of travel as perceived by them along with their willingness to opt for better services. Without any doubt, the proposed Metro Rail System will provide better quality of service in terms of substantial reduction in travel time, more comfort and reliability. Therefore, in order to arrive at the realistic demand for the Metro corridor, it is essential to calibrate the base year models using a generalised cost of travel comprising waiting time, travel time, travel cost and discomfort. The data sheets used for conducting the SP survey are provided in Annexure-3.

4.2.1 Design of SP Experiment

In the present context, attributes of Metro like travel cost, travel time, waiting time, number of transfers, comfort, convenience and reliability of service would play major role in attracting the commuters from the existing alternate modes. The present SP experiment is designed as a rating cum choice experiment by constructing several options with different attribute levels. The basic format of stated preference experiment used and the different levels of attributes used are shown in Figure 4.1 and Figure 4.2 respectively.

<table>
<thead>
<tr>
<th>Existing Trip</th>
<th>Metro</th>
</tr>
</thead>
<tbody>
<tr>
<td>Waiting Time</td>
<td>Stated</td>
</tr>
<tr>
<td>Travel Time</td>
<td>Stated</td>
</tr>
<tr>
<td>Travel Cost</td>
<td>Stated</td>
</tr>
<tr>
<td>No. of Transfers</td>
<td>Stated</td>
</tr>
<tr>
<td>Discomfort</td>
<td>Stated</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Choice Scale</th>
</tr>
</thead>
<tbody>
<tr>
<td>Definitely Existing=1</td>
</tr>
</tbody>
</table>

**Fig. 4.1 Typical Stated Preference Experiment Design**

<table>
<thead>
<tr>
<th>Attribute</th>
<th>No. of Levels</th>
<th>Values</th>
<th>Units</th>
</tr>
</thead>
<tbody>
<tr>
<td>Waiting Time</td>
<td>3</td>
<td>3, 8, 15</td>
<td>Minutes</td>
</tr>
<tr>
<td>Travel Time</td>
<td>3</td>
<td>0.5, 1, 1.5 times</td>
<td>Minutes</td>
</tr>
<tr>
<td>Travel Cost</td>
<td>3</td>
<td>0.5, 1, 1.5 times*</td>
<td>Rupees</td>
</tr>
<tr>
<td>No. of Transfers</td>
<td>2</td>
<td>0, 1</td>
<td>Number</td>
</tr>
<tr>
<td>Discomfort</td>
<td>2</td>
<td>1, 2</td>
<td>On a scale of 1-5</td>
</tr>
</tbody>
</table>

*0.25, 0.5 and 1 times if the present mode is car

**Fig. 4.2 Levels of Attributes in SP Experiment**

The attribute travel time is considered at three levels, being 0.5, 1 and 1.5 times of the travel time by the present mode of travel of the commuter. The attribute travel cost is considered at three levels, being 0.5, 1 and 1.5 times the travel cost by the
present mode of travel. However, if the present mode is car, travel time has been considered as 0.25, 0.5 and 1 times the travel cost by the present mode of travel, i.e., car. The attribute discomfort is used on a scale of 1 to 5. Discomfort level of 1 indicates comfortable sitting in air-conditioned environment. Discomfort level 5 indicates standing in overcrowded bus (condition exiting in buses on highly travelled corridors during peak hours in Pune). The attribute No.of.Transfers is considered at two levels i.e. 0 and 1. The attribute waiting time is considered at 3 levels i.e., 3 minutes, 8 minutes and 15 minutes. A full factorial design results in 108 (3×3×3×2×2) options. However, to make the experiment practicable, a fractional factorial experimental design was carried out based on the guidelines suggested by Pearmain and Swanson (1991) and Kroes and Sheldon (1988) which resulted in 12 options.

Each respondent was asked to rate these 12 options for Metro on a rating scale. A typical SP option out of the 12 options (refer Annexure-I for details) floated is shown in Figure 4.3.

<table>
<thead>
<tr>
<th>Existing Trip</th>
<th>Metro</th>
</tr>
</thead>
<tbody>
<tr>
<td>Waiting Time</td>
<td>0</td>
</tr>
<tr>
<td>Travel Time</td>
<td>40</td>
</tr>
<tr>
<td>Travel Cost</td>
<td>20</td>
</tr>
<tr>
<td>No. of Transfers</td>
<td>0</td>
</tr>
<tr>
<td>Discomfort</td>
<td>3</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Choice Scale</th>
</tr>
</thead>
<tbody>
<tr>
<td>Definitely Existing</td>
</tr>
<tr>
<td>Probably Existing</td>
</tr>
<tr>
<td>Can't Say</td>
</tr>
<tr>
<td>Probably Metro</td>
</tr>
<tr>
<td>Definitely Metro</td>
</tr>
</tbody>
</table>

Fig. 4.3 Typical SP Experiment for Two Wheeler

4.2.2 Administration of SP Experiment

A team of 6 Enumerators (Senior M.Tech students of Transportation systems engineering, IIT Bombay) was thoroughly trained for a week for administering the SP experiment on the respondents at work places in Pune. The face-to-face work-based pilot survey was conducted at Shivajinagar before taking up main survey in order to arrive at a suitable survey design for this study. Based on the experience gained in pilot survey a few modifications were made to different parts of the questionnaire instruments for increasing the efficiency of survey. The main survey was administered in January 2008 at work places and establishments in the selected places. In majority of the cases the interviews were conducted by taking prior appointments from the concerned authorities. The enumerators would first explain the objective of the study with the help of the leaflet to the respondent and then collect his/her personal and trip information by filling the appropriate forms. The attributes travel time, travel cost, waiting time and discomfort level by the existing travel obtained from trip information are then transferred to the appropriate place in the SP questionnaire. Travel time and travel cost by metro option is then worked out as per the procedure explained in preceding section. Each individual is then asked to compare the attributes of the existing travel pattern with those of Metro option, and
give his/her rating for Metro option. Thus one valid sample will give 12 observations at the time of calibration.

### 4.2.3 SP survey Results and Analysis

The total number of SP samples collected is around 350. The sample size distribution by mode and Income are presented in Figures 4.4 and 4.5 respectively. The household size distribution obtained from the sample is shown as a bar chart in Figure 4.6. The average household size obtained from the SP sample was 3.6.

![Pie chart showing mode distribution](image1)

**Fig. 4.4 SP Survey Sample Distribution by Mode**

![Bar chart showing income distribution](image2)

**Fig. 4.5 SP Survey Sample Distribution by Income**
4.2.4 Model Development Based on SP Data and Results
Mode wise binary logit models which give the probability of shift from existing alternatives to Metro were developed using the preferences indicated by the respondents. These models are of the following form.

\[
\Pr(Metro / EM) = \frac{e^{V_{Metro}}}{e^{V_{Metro}} + e^{V_{EM}}} \tag{4.1}
\]

\[
V_{Metro} = \alpha WT_{Metro} + \beta TT_{Metro} + \gamma TC_{Metro} + \phi TR_{Metro} + \eta DC_{Metro} + CONST \tag{4.2}
\]

\[
V_{EM} = \alpha WT_{EM} + \beta TT_{EM} + \gamma TC_{EM} + \phi TR_{EM} + \eta DC_{EM} \tag{4.3}
\]

Where,
\(\Pr(Metro / EM)\) = probability of shifting to Metro conditioned on existing mode (EM),
\(V_{Metro}\) = deterministic component of utility of Metro,
\(V_{EM}\) = deterministic component of utility of Existing Mode,
\(WT\) = waiting time,
\(TT\) = travel time,
\(TC\) = travel cost,
\(DC\) = discomfort,
\(TR\) = No.of.Transfers
\(\alpha, \beta, \gamma, \phi, \eta\) = parameters to be estimated using SP data and
\(CONST\) = constant that explains the unobserved effects.
CONST = constant that explains the unobserved effects.

The parameters of the mode wise logit models were calibrated by employing maximum likelihood method of estimation. The results of calibration of mode wise logit models are provided in Table 4.2. The signs of all the parameters are found to be logical. All the variables that entered the model are found to be statistically significant. The \( \rho^2 \)-statistic (a robust goodness-of-fit statistic that varies between 0 and 1) for all the models is found to be reasonably good.

Table 4.1 Calibrated Parameters of Pune Metro SP Model

<table>
<thead>
<tr>
<th>Mode</th>
<th>( \alpha (WT) )</th>
<th>( \beta (TT) )</th>
<th>( \gamma (TC) )</th>
<th>( \phi (TR) )</th>
<th>( \eta (DC) )</th>
<th>CONST</th>
</tr>
</thead>
<tbody>
<tr>
<td>TW</td>
<td>-0.0763 (-6.2)</td>
<td>-0.0335 (-6.8)</td>
<td>-0.0592 (-4.7)</td>
<td>-0.8560 (-7.3)</td>
<td>-0.4573 (-7.1)</td>
<td>-</td>
</tr>
<tr>
<td>CAR</td>
<td>-0.0835 (-3.2)</td>
<td>-0.0330 (-3.9)</td>
<td>-0.0185 (-2.6)</td>
<td>-1.129 (-4.6)</td>
<td>-0.1441 (-1.3)</td>
<td>0.7519 (3.4)</td>
</tr>
<tr>
<td>PT</td>
<td>-0.0212 (-4.2)</td>
<td>-0.0202 (-7.9)</td>
<td>-0.038 (-3.0)</td>
<td>-0.6464 (-8.6)</td>
<td>-0.2993 (-5.0)</td>
<td>-0.9123 (-6.8)</td>
</tr>
</tbody>
</table>

The subjective values of attributes in terms of monetary units obtained from the above SP modelling exercise are also presented below in Table 4.3.

Table 4.2 Subjective Values of attributes obtained from SP Model

<table>
<thead>
<tr>
<th>Mode</th>
<th>Waiting Time (Rs./hr)</th>
<th>Travel Time (Rs./hr)</th>
<th>Transfers (Rs. Per Transfer)</th>
<th>Discomfort (Rs. Per unit Shift)</th>
</tr>
</thead>
<tbody>
<tr>
<td>Two-wheeler</td>
<td>77</td>
<td>34</td>
<td>14</td>
<td>8</td>
</tr>
<tr>
<td>Car</td>
<td>271</td>
<td>107</td>
<td>61</td>
<td>8</td>
</tr>
<tr>
<td>Public Transport</td>
<td>33</td>
<td>32</td>
<td>17</td>
<td>8</td>
</tr>
</tbody>
</table>

It can be inferred from the above analysis that the users of the private vehicles value waiting time more than twice the travel time. The travellers, in general, are very sensitive to the discomfort levels inside the transit vehicles. They are giving a value of Rs.8 for a unit improvement in comfort levels. From the analysis of SP data it can also be concluded that, in the study area, the public transport share can be significantly improved by providing comfortable, frequent and well connected systems.

4.3 TRAFFIC VOLUME COUNTS

In order to establish the base year travel pattern in the study area, traffic volume counts and occupancy counts were taken at all the cordon and screen line stations. As explained in Chapter 3, the outer cordon line and the 2 screen lines were
considered in this study for arriving at the travel pattern and validating the base year travel pattern. Screen line count stations were established at all those points where the road links cross the screen line. Cordon stations were established at all those points where the external road links cross the cordon line entering the study area. The locations of all these screen line and cordon count stations were shown in Figs. 3.2 and 3.3 of chapter 3. The details of the location of screen line stations are provided in Table 4.4 and those of cordon stations are provided in Table 4.5. The data sheets used for traffic volume surveys, O-D surveys and occupancy counts are provided in Annexure-3.

The traffic volume surveys were undertaken for 24 hours in case of important screen line stations and for other screen line count stations traffic surveys were undertaken for 16 hours i.e. from 7.00 Hrs to 23.00 Hrs. The traffic volume counts were undertaken during 15th December 2007 to 20th January 2008. Only normal week days were considered for carrying out the traffic volume surveys. Holidays, days of the weekend and Mondays and Fridays were avoided as far as possible. In all, the traffic volume surveys were undertaken at 20 locations across the 2 screen lines and at 14 locations on the cordon line.

The hourly mode wise and direction wise traffic volume observed at all fourteen cordon stations and twenty screen line stations has been tabulated and presented in Annexure-1. Annexure-1 also provides the variation charts depicting the hourly variation of traffic at all cordon and screen line stations.

Summaries of traffic volume counts in terms of Average Daily Traffic (ADT) and Directional Design Hour Volume (DDHV) were produced by converting all classes of vehicle into passenger car units (PCU). The PCU values adopted for this purpose are shown in Table 4.6. Directional design hour volume is the peak hour volume in peak direction in PCU per hour. In addition, K-factor (the proportion of daily volume occurring during peak hour) and D-factor (proportion of total peak hour volume occurring in peak direction) were also worked out. Table 4.7 gives the daily traffic volumes at all the screen line stations. The observed DDHV, K-factor and D-factor for all the screen line count stations are shown in Table 4.8. The daily traffic volumes at all the cordon stations are provided in Table 4.9. Table 4.10 gives the observed DDHV, K-factor and D-factor for all Outer Cordon Stations.

The observed modal shares of the traffic at outer cordon are shown in Figure 4.7. The proportion of total external traffic entering and leaving the study area through each of the cordon stations is displayed in Figure 4.8.
Two Wheelers 27.02%
Auto Rikhshaw 4.55%
Car/Jeep/Van/Taxi 28.19%
Bus/Mini bus/Maxi cab 13.34%
Cycle 2.86%
Trucks/LCV's 21.81%
Others 2.24%

Fig 4.7 Modal Share at Outer Cordon Stations

Fig 4.8 Proportion of traffic at each Outer Cordon Station
<table>
<thead>
<tr>
<th>Station No</th>
<th>Name of the Station</th>
<th>Landmark</th>
<th>Duration</th>
<th>Occupancy Survey</th>
</tr>
</thead>
<tbody>
<tr>
<td>1</td>
<td>Westerly Bye Pass</td>
<td>Mutha river crossing</td>
<td>24</td>
<td>Y</td>
</tr>
<tr>
<td>2</td>
<td>Rajaram Bridge</td>
<td>Sinhagad Road</td>
<td>16</td>
<td>-</td>
</tr>
<tr>
<td>3</td>
<td>Mathre Bridge</td>
<td>Anant Kan Kahare Path - Eradhawane Road</td>
<td>24</td>
<td>Y</td>
</tr>
<tr>
<td>4</td>
<td>SM Joshi Marg</td>
<td>LBS Road - Karve Road</td>
<td>16</td>
<td>-</td>
</tr>
<tr>
<td>5</td>
<td>Sambhaji Bridge</td>
<td>Connecting Laxmi Road and Prabhat Road</td>
<td>24</td>
<td>Y</td>
</tr>
<tr>
<td>6</td>
<td>Shinde Bridge</td>
<td>JM Road - Laxmi Road</td>
<td>16</td>
<td>-</td>
</tr>
<tr>
<td>7</td>
<td>Shivaji Bridge</td>
<td>Veer Santaji Ghorpade Road (Parallel to Dhagdi Pool)</td>
<td>24</td>
<td>Y</td>
</tr>
<tr>
<td>8</td>
<td>Causeway</td>
<td>Parallel to Shinde Bridge</td>
<td>16</td>
<td>-</td>
</tr>
<tr>
<td>9</td>
<td>Dhagdi Pool</td>
<td>Veer Santaji Ghorpade Road</td>
<td>16</td>
<td>-</td>
</tr>
<tr>
<td>10</td>
<td>Bund Garden Road</td>
<td>Bund Garden Road – Deccan College Road</td>
<td>24</td>
<td>Y</td>
</tr>
<tr>
<td>11</td>
<td>Wellesley Road - Nagar Road</td>
<td>Mula-Mutha river crossing (Yerwada IT Park)</td>
<td>24</td>
<td>-</td>
</tr>
<tr>
<td>12</td>
<td>Ghorpadi Mundwa Road- A Nagar Road</td>
<td>Mula-Mutha river crossing</td>
<td>16</td>
<td>-</td>
</tr>
<tr>
<td>13</td>
<td>Sangam Bridge</td>
<td>Mumbai Pune Road - R.B Mothilal Road</td>
<td>24</td>
<td>Y</td>
</tr>
<tr>
<td>14</td>
<td>Shivaji Nagar Bridge</td>
<td>JM Road Sangam Bridge</td>
<td>16</td>
<td>Y</td>
</tr>
<tr>
<td>15</td>
<td>Pimple Nilakh</td>
<td>Pimple Nilakh Junction</td>
<td>24</td>
<td>Y</td>
</tr>
<tr>
<td>16</td>
<td>Pune Mumbai Road</td>
<td>Between Dapodi and Kasarwadi</td>
<td>24</td>
<td>Y</td>
</tr>
<tr>
<td>17</td>
<td>Karve Road</td>
<td>Near Law College Road Junction</td>
<td>16</td>
<td>-</td>
</tr>
<tr>
<td>18</td>
<td>Nigdi Crossing</td>
<td>Chinchwad - Nigdi Road</td>
<td>16</td>
<td>Y</td>
</tr>
<tr>
<td>19</td>
<td>Akurdi Crossing</td>
<td>Chinchwad - Akurdi Road/Nigdi Road</td>
<td>16</td>
<td>-</td>
</tr>
<tr>
<td>20</td>
<td>Chinchwad Crossing</td>
<td>Chinchwad - Akurdi Road (MIDC ROAD)</td>
<td>24</td>
<td>Y</td>
</tr>
</tbody>
</table>
### Table 4.4 Location Details of Cordon Stations

<table>
<thead>
<tr>
<th>Station No</th>
<th>Name of the Station</th>
<th>Landmark</th>
<th>Duration</th>
<th>Remark</th>
</tr>
</thead>
<tbody>
<tr>
<td>1</td>
<td>Talegaon</td>
<td>Toll Plaza, MSRDC</td>
<td>24 Hrs</td>
<td>OD and Volume Count</td>
</tr>
<tr>
<td>2</td>
<td>Somatane</td>
<td>Toll Plaza, MSRDC</td>
<td>24 Hrs</td>
<td>OD and Volume Count</td>
</tr>
<tr>
<td>3</td>
<td>Nasik Road</td>
<td>Toll Plaza, PWD</td>
<td>24 Hrs</td>
<td>OD and Volume Count</td>
</tr>
<tr>
<td>4</td>
<td>Alandi Road</td>
<td>Merging Road near NH50</td>
<td>16 Hrs</td>
<td>OD and Volume Count</td>
</tr>
<tr>
<td>5</td>
<td>Ahmednagar Road</td>
<td>Merging Road near Wagoli Road</td>
<td>24 Hrs</td>
<td>OD and Volume Count</td>
</tr>
<tr>
<td>6</td>
<td>Sholapur Road</td>
<td>Toll Plaza, NHAI</td>
<td>24 Hrs</td>
<td>OD and Volume Count</td>
</tr>
<tr>
<td>7</td>
<td>Saswad Road</td>
<td>Toll Plaza, MSRDC</td>
<td>16 Hrs</td>
<td>OD and Volume Count</td>
</tr>
<tr>
<td>8</td>
<td>Saswad Kondwa Road</td>
<td>Kondwa junction</td>
<td>16 Hrs</td>
<td>Volume Count</td>
</tr>
<tr>
<td>9</td>
<td>Satara Road</td>
<td>Toll Plaza, NHAI</td>
<td>24 Hrs</td>
<td>OD and Volume Count</td>
</tr>
<tr>
<td>10</td>
<td>Sinhagad Road</td>
<td>After bridge</td>
<td>16 Hrs</td>
<td>OD and Volume Count</td>
</tr>
<tr>
<td>11</td>
<td>Warje Road</td>
<td>After bus terminal</td>
<td>16 Hrs</td>
<td>OD and Volume Count</td>
</tr>
<tr>
<td>12</td>
<td>Perangut Road</td>
<td>Near Junction</td>
<td>16 Hrs</td>
<td>OD and Volume Count</td>
</tr>
<tr>
<td>13</td>
<td>Hinjewadi Road</td>
<td>Bhumkar chowk - Hinjewadi Chowk</td>
<td>16 Hrs</td>
<td>OD and Volume Count</td>
</tr>
<tr>
<td>14</td>
<td>Hinjewadi Chowk</td>
<td>Hinjewadi Chowk</td>
<td>24 Hrs</td>
<td>OD and Volume Count</td>
</tr>
</tbody>
</table>

### Table 4.5 PCU Values adopted for the Study

<table>
<thead>
<tr>
<th>S. No</th>
<th>Vehicle Type</th>
<th>Adopted PCU Values</th>
</tr>
</thead>
<tbody>
<tr>
<td>1</td>
<td>Car / Jeep</td>
<td>1.0</td>
</tr>
<tr>
<td>2</td>
<td>Bus</td>
<td>3.0</td>
</tr>
<tr>
<td>3</td>
<td>Autorickshaw</td>
<td>0.8</td>
</tr>
<tr>
<td>4</td>
<td>Two-wheeler</td>
<td>0.5</td>
</tr>
<tr>
<td>5</td>
<td>LCV/ Mini-bus</td>
<td>2.5</td>
</tr>
<tr>
<td>6</td>
<td>Truck</td>
<td>3.0</td>
</tr>
<tr>
<td>7</td>
<td>Truck Trailer</td>
<td>3.5</td>
</tr>
</tbody>
</table>
### Table 4.6 Daily Traffic in PCU at Screen Line Stations

<table>
<thead>
<tr>
<th>Station</th>
<th>South Bound</th>
<th>North Bound</th>
<th>Total</th>
</tr>
</thead>
<tbody>
<tr>
<td>Akurdi Crossing</td>
<td>11176</td>
<td>10243</td>
<td>21419</td>
</tr>
<tr>
<td>Causeway</td>
<td>14185</td>
<td>12751</td>
<td>26936</td>
</tr>
<tr>
<td>Dhagdi pool</td>
<td>28942</td>
<td>24257</td>
<td>53199</td>
</tr>
<tr>
<td>Ghorpadi Mundwa</td>
<td>20990</td>
<td>15250</td>
<td>36240</td>
</tr>
<tr>
<td>Karve road</td>
<td>60763</td>
<td>52562</td>
<td>113325</td>
</tr>
<tr>
<td>Nigdi Road</td>
<td>15790</td>
<td>14063</td>
<td>29853</td>
</tr>
<tr>
<td>Rajaram bridge</td>
<td>26855</td>
<td>19430</td>
<td>46285</td>
</tr>
<tr>
<td>SM Joshi bridge</td>
<td>10240</td>
<td>14103</td>
<td>24343</td>
</tr>
<tr>
<td>Shinde bridge</td>
<td>10818</td>
<td>15675</td>
<td>26492</td>
</tr>
<tr>
<td>Sancheti Bridge</td>
<td>18134</td>
<td>43497</td>
<td>61631</td>
</tr>
<tr>
<td>Bund garden</td>
<td>22752</td>
<td>43873</td>
<td>66625</td>
</tr>
<tr>
<td>Chinchwad crossing</td>
<td>16281</td>
<td>17310</td>
<td>33591</td>
</tr>
<tr>
<td>Mathre Bridge</td>
<td>22142</td>
<td>22635</td>
<td>44777</td>
</tr>
<tr>
<td>Pimple Nilakh</td>
<td>22628</td>
<td>25239</td>
<td>47867</td>
</tr>
<tr>
<td>Pune Mumbai</td>
<td>34184</td>
<td>47477</td>
<td>81662</td>
</tr>
<tr>
<td>Satara to Mumbai</td>
<td>28488</td>
<td>33476</td>
<td>61964</td>
</tr>
<tr>
<td>Sambhaji Bridge</td>
<td>26821</td>
<td>20956</td>
<td>47777</td>
</tr>
<tr>
<td>Sangam Bridge</td>
<td>35151</td>
<td>41321</td>
<td>76472</td>
</tr>
<tr>
<td>Shivaji bridge</td>
<td>12481</td>
<td>13752</td>
<td>26233</td>
</tr>
<tr>
<td>Wellesley Road</td>
<td>22493</td>
<td>19329</td>
<td>41822</td>
</tr>
</tbody>
</table>

### Table 4.7 DDHV at Screen Lines Stations

<table>
<thead>
<tr>
<th>Station</th>
<th>K-FACTOR</th>
<th>D-FACTOR</th>
<th>DDHV</th>
</tr>
</thead>
<tbody>
<tr>
<td>Akurdi Crossing</td>
<td>0.08</td>
<td>0.68</td>
<td>1223</td>
</tr>
<tr>
<td>Causeway Dangre</td>
<td>0.09</td>
<td>0.56</td>
<td>1416</td>
</tr>
<tr>
<td>Dhagdi pool</td>
<td>0.08</td>
<td>0.68</td>
<td>2965</td>
</tr>
<tr>
<td>Ghorpadi Mundwa</td>
<td>0.08</td>
<td>0.62</td>
<td>1777</td>
</tr>
<tr>
<td>Karve road</td>
<td>0.07</td>
<td>0.55</td>
<td>4367</td>
</tr>
<tr>
<td>Nigdi Road</td>
<td>0.13</td>
<td>0.67</td>
<td>2578</td>
</tr>
<tr>
<td>Station</td>
<td>K-FACTOR</td>
<td>D-FACTOR</td>
<td>DDHV</td>
</tr>
<tr>
<td>--------------------------</td>
<td>----------</td>
<td>----------</td>
<td>------</td>
</tr>
<tr>
<td>Rajaram bridge</td>
<td>0.08</td>
<td>0.56</td>
<td>2087</td>
</tr>
<tr>
<td>SM Joshi bridge</td>
<td>0.08</td>
<td>0.7</td>
<td>1386</td>
</tr>
<tr>
<td>Shinde bridge</td>
<td>0.07</td>
<td>0.53</td>
<td>1027</td>
</tr>
<tr>
<td>Sancheti Bridge</td>
<td>0.07</td>
<td>0.68</td>
<td>2933</td>
</tr>
<tr>
<td>Bund garden</td>
<td>0.07</td>
<td>0.75</td>
<td>3748</td>
</tr>
<tr>
<td>Chinchwad crossing</td>
<td>0.07</td>
<td>0.54</td>
<td>1233</td>
</tr>
<tr>
<td>Mathre Bridge</td>
<td>0.09</td>
<td>0.52</td>
<td>2087</td>
</tr>
<tr>
<td>Pimple Nilakh</td>
<td>0.07</td>
<td>0.58</td>
<td>1983</td>
</tr>
<tr>
<td>Pune Mumbai</td>
<td>0.08</td>
<td>0.67</td>
<td>4232</td>
</tr>
<tr>
<td>Satara to Mumbai</td>
<td>0.08</td>
<td>0.6</td>
<td>3065</td>
</tr>
<tr>
<td>Sambhaji Bridge</td>
<td>0.09</td>
<td>0.87</td>
<td>3615</td>
</tr>
<tr>
<td>Wellesley Road</td>
<td>0.08</td>
<td>0.52</td>
<td>1674</td>
</tr>
</tbody>
</table>

Table 4.8 Daily Traffic in PCU at Outer Cordon Stations

<table>
<thead>
<tr>
<th>Station</th>
<th>Daily Traffic in PCU's</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>IN</td>
</tr>
<tr>
<td>Hinjewadi Road</td>
<td>13561</td>
</tr>
<tr>
<td>Perangut Rd.</td>
<td>9377</td>
</tr>
<tr>
<td>Saswad Kondwa rd.</td>
<td>10715</td>
</tr>
<tr>
<td>Saswad Rd.</td>
<td>12743</td>
</tr>
<tr>
<td>Sinhagad Rd.</td>
<td>13566</td>
</tr>
<tr>
<td>Warje Rd.</td>
<td>9994</td>
</tr>
<tr>
<td>Alandi</td>
<td>13657</td>
</tr>
<tr>
<td>Ahmednagar Rd</td>
<td>12580</td>
</tr>
<tr>
<td>Hinjewadi(Shivaji chowk)</td>
<td>19158</td>
</tr>
<tr>
<td>Nasik Rd.</td>
<td>22959</td>
</tr>
<tr>
<td>Satara Rd. Shindewadi</td>
<td>16129</td>
</tr>
<tr>
<td>Sholapur Rd.</td>
<td>19560</td>
</tr>
<tr>
<td>Somatane Phata</td>
<td>22419</td>
</tr>
<tr>
<td>Talegaon express highway</td>
<td>25070</td>
</tr>
</tbody>
</table>
### Table 4.9 DDHV in PCU at Outer Cordon Stations

<table>
<thead>
<tr>
<th>Station</th>
<th>K- Factor</th>
<th>D-Factor</th>
<th>DDHV</th>
</tr>
</thead>
<tbody>
<tr>
<td>Hinjewadi Road</td>
<td>0.08</td>
<td>0.62</td>
<td>1236</td>
</tr>
<tr>
<td>Perangut Rd.</td>
<td>0.07</td>
<td>0.63</td>
<td>923</td>
</tr>
<tr>
<td>Saswad kondwa rd.</td>
<td>0.07</td>
<td>0.53</td>
<td>710</td>
</tr>
<tr>
<td>Saswad Rd.</td>
<td>0.06</td>
<td>0.54</td>
<td>757</td>
</tr>
<tr>
<td>Sinhagad Rd.</td>
<td>0.07</td>
<td>0.63</td>
<td>897</td>
</tr>
<tr>
<td>Warje Rd.</td>
<td>0.06</td>
<td>0.6</td>
<td>680</td>
</tr>
<tr>
<td>Alandi</td>
<td>0.1</td>
<td>0.6</td>
<td>1547</td>
</tr>
<tr>
<td>Ahmednagar Rd</td>
<td>0.07</td>
<td>0.61</td>
<td>1142</td>
</tr>
<tr>
<td>Hinjewadi(Shivaji chowk)</td>
<td>0.08</td>
<td>0.68</td>
<td>2048</td>
</tr>
<tr>
<td>Nasik Rd.</td>
<td>0.07</td>
<td>0.53</td>
<td>1634</td>
</tr>
<tr>
<td>Satara Rd. Shindewadi</td>
<td>0.06</td>
<td>0.7</td>
<td>1481</td>
</tr>
<tr>
<td>Talegaon express highway</td>
<td>0.05</td>
<td>0.51</td>
<td>1246</td>
</tr>
</tbody>
</table>

### 4.4 OCCUPANCY COUNTS

Occupancy counts were taken at selected screen line stations. These occupancy counts were made during morning and evening peak hours and as well as during the lean hours of the day. The average occupancy of various vehicle types for the whole day are given in Table 4.11. These values were obtained at all the 20 screen lines. These occupancy values corresponding to appropriate time of the day were used to convert vehicles to passengers and vice-versa.

### Table 4.10 Average Occupancy of Vehicles

<table>
<thead>
<tr>
<th>Vehicle type</th>
<th>Average occupancy</th>
</tr>
</thead>
<tbody>
<tr>
<td>Two Wheeler</td>
<td>1.56</td>
</tr>
<tr>
<td>Autorickshaw</td>
<td>2.32</td>
</tr>
<tr>
<td>Maxi Cab</td>
<td>4.02</td>
</tr>
<tr>
<td>Taxi</td>
<td>3.24</td>
</tr>
<tr>
<td>Car/Jeep/Van</td>
<td>2.91</td>
</tr>
<tr>
<td>Mini-Bus</td>
<td>16.71</td>
</tr>
<tr>
<td>PMC/PCMC Bus</td>
<td>35.19</td>
</tr>
<tr>
<td>ST Bus</td>
<td>34.37</td>
</tr>
<tr>
<td>Other Buses</td>
<td>25.23</td>
</tr>
</tbody>
</table>
4.5 O-D SURVEYS
In order to establish the external trips entering and leaving the study area, Origin and Destination (O-D) surveys were carried out at the outer cordon stations. The O-D surveys were carried out by using the standard Road Side Interview method on a sample basis at the outer cordon stations. The questionnaire used for the O-D surveys is provided in Annexure-3. The O-D survey carried out at the outer cordon was utilised in deriving the external travel pattern for the study area. Mode wise origin-destination matrices were obtained from outer cordon data and home interview survey data. The overall magnitude of travel in the study area as obtained from these surveys is provided at the end of section 4.7 of this chapter.

4.6 SPEED AND DELAY SURVEY
Speed and delay survey has been carried out along the potential corridors of mass transit. The main purpose of this survey is to get the present journey times and delays along these corridors. This information has been used to adjust the parameters of the speed-flow relationships of various road links. This information has also been used to validate the public transport and highway assignment models. These journey times also gave the extent of travel time saving that one could expect on Metro.

In order to get accurate data on travel times, delays and their locations, a handheld GPS (Global Positioning System) palmtop has been used in a probe vehicle moving with the traffic. GPS receiver logs data continuously at time interval of one second. The GPS data provides both spatial and time/distance based data from which various traffic parameters can be derived, including travel time, stopped time, travel speeds (instantaneous and average), and various congestion indices. The elemental data provided by the vehicle and the GPS are stored in GIS (Geographical Information System) software running on a notebook PC in the vehicle or saved to a file. Thus the recorded data may be displayed, and analyzed using GIS-specific functionality both during the data collection and afterwards.

The type of GPS receiver used along with its important components is shown in Fig.4.9. After differential correction the accuracy of the location information given by this instrument is within one metre. Accurate travel time and speed values are tagged to these locations every second.
4.6.1 Corridors Selected for Speed and Delay Study
Four Major Corridors were selected for doing this survey. Each of these corridors was further subdivided into segments in order to capture the exact peak-hour traffic conditions in the corridor. The description of these corridors and the prominent roads on the corridors is given in Table 4.12.

Table 4.11 Description of the Corridors chosen for Speed and Delay Study

<table>
<thead>
<tr>
<th>Sl. No.</th>
<th>Corridors</th>
<th>Roads</th>
<th>Direction</th>
</tr>
</thead>
<tbody>
<tr>
<td>1</td>
<td>Shivajinagar- Swargate</td>
<td>JM road, Tilak Road</td>
<td>Sancheti to Swargate</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td>Swargate to Sancheti</td>
</tr>
<tr>
<td>2</td>
<td>Shivajinagar- Nigdi</td>
<td>Mumbai-Pune Road</td>
<td>Sancheti to Nigdi Circle</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td>Nigdi circle to Sancheti</td>
</tr>
<tr>
<td>3</td>
<td>Shivajinagar- Yerwada</td>
<td>Bund Garden road, Nagar road</td>
<td>Sancheti to Wagoli</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td>Wagoli to Sancheti</td>
</tr>
<tr>
<td>4</td>
<td>Shivajinagar- Warje</td>
<td>JM road, Karve road</td>
<td>Sancheti to Karve Circle</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td>Karve Circle to Sancheti</td>
</tr>
</tbody>
</table>

4.6.2 Results of Speed and Delay Study
The data that was collected using the GPS palmtop during the speed and delay survey was analysed to find variation of speed along the stretches of the four corridors in northbound as well as southbound directions. The summary of journey speeds for each of the four corridors is presented in Table 4.13.
From the analysis of speed and delay data it can be observed that the journey speeds are falling below 16 km/hr over certain corridors during peak hours. From Table 4.13 it can be inferred that the journey speeds during peak hour vary between a low of 16 km/hr to a high of 26 km/hr on these four corridors. All these corridors are the main arterials of the city feeding traffic to the CBD. Considering this nature of these urban arterials and based on the present journey speeds it can be concluded that the level of service on most of the stretches along these arterials is D. This indicates that the traffic flows on these streets may have to experience severe congestion with stop and go movements.

<table>
<thead>
<tr>
<th>Corridors</th>
<th>Morning Peak</th>
<th>Evening Peak</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>Onward</td>
<td>Return</td>
</tr>
<tr>
<td>Shivajinagar- Nigdi</td>
<td>29.82</td>
<td>29.46</td>
</tr>
<tr>
<td>Shivajinagar- Yerwada</td>
<td>20.05</td>
<td>18.91</td>
</tr>
<tr>
<td>Shivajinagar- Warje</td>
<td>18.84</td>
<td>15.01</td>
</tr>
</tbody>
</table>

4.7 HOME INTERVIEW SURVEY (HIS)
Home Interview survey among other surveys is the most important survey for any transportation study. Representative samples of dwelling units are selected and personal interviews are conducted to obtain travel characteristics for all members of the household by all modes of transportation on one full normal working day. Vast amount of information is collected on various aspects of family structure, socio-economic characteristics, location of work/study places, and information of travel attributes by all trips made on that day. This data is employed for analysing existing travel patterns and behaviour, to help in the calibration of Travel demand Models.

4.7.1 Types of HIS
A household interview can be administered in many different ways. Classification of techniques relate to the way a household interview is divided and the ways in which this information is sought from the interviewee. There are various methods to capture information required from the selected households in the study area. Contact with the members of the house hold can be established by any or a combination of the methods.

- In Home personal interviews
- Telephonic interviews
- Post Card method

For in-home survey the selected household member is contacted in advance, scope of work is explained, and an appointment is taken for the interview. The required data is obtained through a pre-designed questionnaire covering all aspects of the desired information. This method requires large number of trained manpower, transport to selected households, repeated visits, and sometimes-unpleasant refusal. But the direct interview techniques help to clarify a many doubts, and helps in collecting correct information. Recent advances in mobile computing have enabled use of hand-held computers as an instrument for data collection while doing survey while personally contacting
respondents. While there are no basic advantages of this method over those using hard printed questionnaire, it does save on data entry and validation costs if budgets of a study allows acquisition of such equipment.

The telephonic interview methods are gaining more acceptances in recent years; the main advantage of this method is the ability to call back several times to contact all trip makers at much less cost. In cities with far less number of households having telephonic connections, several houses may need direct interviews only. This method does not cover the entire spectrum of socio economic characteristics for very obvious reasons.

Post Card method never gained much acceptance, although it has the lowest initial cost. The disadvantage is that even in well-developed countries the response is very poor.

Recommended Method:
Apart from methodological suitability, many considerations extraneous to transportation planning determine the choice of survey technique. Foremost among these are study budget and Socio Economic Characteristics of the study area. Methods like telephonic interview and email have been restricted due to presence of slums and low income groups. Levels of illiteracy prevailing (and lack of awareness) ruled out methods based on voluntary postal responses. Thus, personally administering a questionnaire also known as face to face interview, through trained enumerators was more of a necessity than a choice. Moreover, enough local experience was available in doing such surveys. All previous studies in the region as well as in other part of the country to date have relied on these time-tested methods. The format designed for the purpose consists of three parts.

4.7.2 Survey Format Design
From the past studies of HIS it was noticed that a lot of information was collected which was never used. So lot of efforts were put in to prepare the appropriate survey format which would not collect any unwanted information. The format comprised three data sheets which collected information about household data, person data and Trip data.

4.7.3 Sample Design
Home Interview survey is done on a sample basis and thus the method of sampling plays an indispensable role in collection of unbiased data. The conventional method of generating samples is by random generation from a list of population, the list generally being the electoral roll of the study area in the Indian context. The conventional method has inherent problems like:

- Location of the randomly generated house
- Rejection at the located house
- Distribution of samples over space
- Distribution of samples over various Economic classes
- Inherent mistakes in the Electoral list

To avoid the errors and problems caused due to the conventional method of identifying the houses from electoral rolls, an innovative methodology with the aid of Google Earth has been used to develop the sample locations.
The study area was divided into Traffic Analysis Zones and screenshots of each zone has been taken using Google Earth. The number of houses to be interviewed in each zone has been estimated and has been marked on the screenshots of the zones by visual inspection to ensure distribution across all economic classes and space. The process eliminated the hardships of locating the randomly selected houses from the electoral roll as in conventional method. The enumerators were given the freedom to interview the adjoining household if were rejected at the marked house. A typical screenshot of a traffic analysis zone with samples marked on it is shown in Fig.4.10

![Screenshot of a TAZ with samples marked](image)

Fig. 4.10 Screenshot of a TAZ with samples marked

4.7.4 Administering the Survey
Home Interview Survey was conducted on a sample basis in 3000 households to establish the base year travel pattern. The survey included collection of information regarding the Household, Persons and Trips. A group of 50 graduate enumerators was entrusted the task of conducting the Interviews. The enumerators were rigorously trained to adopt themselves to the new procedure. A pilot survey was conducted to evaluate the performance of the enumerators and the common mistakes were eliminated. A request letter was published in all major newspapers with the help of the Municipal Corporations to create awareness among the public.
and to ensure their cooperation. A team of Senior M.Tech students of IIT BOMBAY constantly reviewed the work of the enumerators throughout the period of administration of the survey. The enumerators were provided with the following material to perform the interview.

- Index Map showing the location of TAZ assigned to them
- Screenshots of TAZ with marked samples
- Authorization letters from PMC and PCMC
- HIS formats
- Identity card issued by Municipal Corporation
- Stationary required

The enumerators were asked to adopt the following procedure to administer the survey

- Get the Zone number of your work area from supervisor
- Identify your Zone number on the Index Map
- Identify the Name of the area from the table behind the index map
- Go through the Location Maps of that Zone
- Find a Landmark which can be easily located
- Go to that Landmark
- Identify your position on the Location Map or Screenshot
- Locate any of the circled house
- Enter the house
- Say Hello, Good Evening etc
- Ask for the Head of the Household
- Show the Permission Letter
- Show the Identity Card
- Show the Metro Details
- Ask for Interview and tell it will take 30 minutes
- Fill the House hold Sheet
- Fill the Person Sheet
- Fill the Trip Sheet
- Say Thank You
- Go to all the circled houses in your zone and perform the interview

Check the following things

- Address
- Contact Number
- Map Reference Number
- Serial Number of Interview

The index map provided to the enumerators is shown in Fig 4.11 and the HIS formats are provided in Annexure-3
4.7.5 Data Analysis and Results
The collected forms were transformed into soft copy by using different codes as shown in the HIS formats provided in Annexure-3. The data was checked for rationality and legal limits during coding. The household distribution obtained from the sample was observed to be biased towards the lower household sizes. The average household size came out to be 3.7 as compared to the household size of 4.52 as per 2001 census. Bias corrections were applied to household distribution and the average household size improved to 4.31 after correction for bias. The Weightage factors used for bias correction are shown in Table 4.14. Zonal expansion factors along with these weightage factors were applied to get the expanded parameters for the whole population. The household size distribution obtained from the sample is displayed in Figure 4.12.
Table 4.13 Bias Correction Factors

<table>
<thead>
<tr>
<th>HH Size</th>
<th>Weightage Factor</th>
</tr>
</thead>
<tbody>
<tr>
<td>1</td>
<td>1.00</td>
</tr>
<tr>
<td>2</td>
<td>0.43</td>
</tr>
<tr>
<td>3</td>
<td>0.50</td>
</tr>
<tr>
<td>4</td>
<td>1.00</td>
</tr>
<tr>
<td>5</td>
<td>2.32</td>
</tr>
<tr>
<td>6</td>
<td>2.00</td>
</tr>
<tr>
<td>7 &amp; above</td>
<td>1.00</td>
</tr>
</tbody>
</table>

Existing modal split was also evaluated from the HIS data and it was observed that the share of Public Transit was as low as 13%. Figure 4.13 shows the obtained Modal Split form HIS data.
It was also observed that majority of the houses were self owned and the proportion of the rented houses was very less. The ownership characteristics of the sample is displayed in Figure 4.14.

The trip length frequency considering only motorized modes is shown in Figure 4.15 and the corresponding average trip length was found to be 31 minutes. Figure 4.16
shows the Trip length frequency for all trips. The average trip length considering all modes was found to be 26 minutes.

Fig 4.15 Trip Length Frequency Distribution for Motorized Trips from HIS

Fig 4.16 Trip Length Frequency Distribution for All Trips from HIS

From HIS data, trips made by the residents of the study area were obtained. The mode wise daily trips made by the residents of the study area are depicted in Figure 4.17
From OD survey and Traffic volume count at outer cordon the magnitude of external travel made by the residents as well as the non residents is obtained. The travel pattern thus obtained from both HIS and outer cordon OD surveys was collated to get the overall travel pattern of the study area. The same is reported in Table 4.15.

### Table 4.14 Overall Travel pattern obtained for the Study Area

<table>
<thead>
<tr>
<th>Mode</th>
<th>Internal to Internal</th>
<th>Internal to External</th>
<th>External to Internal</th>
<th>External to External</th>
</tr>
</thead>
<tbody>
<tr>
<td>Two Wheeler</td>
<td>1837861</td>
<td>44468</td>
<td>49269</td>
<td>11538</td>
</tr>
<tr>
<td>Car</td>
<td>296343</td>
<td>129000</td>
<td>125893</td>
<td>54851</td>
</tr>
<tr>
<td>IPT</td>
<td>389537</td>
<td>23099</td>
<td>20159</td>
<td>8379</td>
</tr>
<tr>
<td>PT</td>
<td>928734</td>
<td>278538</td>
<td>314849</td>
<td>180567</td>
</tr>
</tbody>
</table>
CHAPTER 5

PLANNING VARIABLES

5.1 GENERAL
The travel demand in an area depends on land use distribution and its intensity. The variables that describe the travel demand traditionally have been the population, employment and vehicle ownership. The growth of population, employment and vehicles in study area and their projection into the future is described in the following sections.

5.2 POPULATION
The total population of study area in 2001 was 35.6 lakh (more than thrice the 1971 population of 10.7 lakh). This data is given in Table 5.1.

<table>
<thead>
<tr>
<th>Year</th>
<th>PMC</th>
<th>PCMC</th>
<th>Pune Cantonment</th>
<th>Khadki Cantonment</th>
</tr>
</thead>
<tbody>
<tr>
<td>1961</td>
<td>595762</td>
<td>46031</td>
<td>65838</td>
<td>58496</td>
</tr>
<tr>
<td>1971</td>
<td>856105</td>
<td>83542</td>
<td>69451</td>
<td>65497</td>
</tr>
<tr>
<td>1981</td>
<td>1203351</td>
<td>220966</td>
<td>85986</td>
<td>80835</td>
</tr>
<tr>
<td>1991</td>
<td>1566651</td>
<td>517083</td>
<td>82139</td>
<td>78323</td>
</tr>
<tr>
<td>2001</td>
<td>2328349</td>
<td>1083967</td>
<td>80191</td>
<td>77473</td>
</tr>
</tbody>
</table>

The decadal growth in PCMC area is almost 100% in the past three decades. PMC area has registered an average decadal growth of around 35% and a decline in population has been observed in both the cantonments.

The base estimates of population for the horizon years are based on RITES (1998) study. An equivalency has been established in the form of Zonal equivalency factors between RITES zoning system and Zoning system adopted for this study for both population and employment. A lot of modifications have been applied to the RITES estimates to incorporate the dynamics of the development. It has been noticed that the population of PMC has been underestimated by RITES and the population of PCMC has been overestimated. This finding was the result of validation of RITES forecasts using 2001 population. Appropriate diminishing compound annual growth rates have been applied to counter these findings. A growth rate varying from 5% in 2001 to 1% in 2031 has been used for PMC and similarly a growth rate varying from 9% in 2001 to 1% in 2031 has been adopted for PCMC. The aggregate population of PMC in the year 2031 was limited to the PMC forecast of 56.57 lakh as per the City Development Plan 2006-2012. The population of the cantonments was considered to remain constant, keeping in view the steady decline in the past decades. The forecasts were made in terms of gross population of PMC, PCMC and Cantons separately. The aggregate forecasts thus obtained were apportioned to individual zones as per their observed incremental growth. The proposed residential development in Hinjewadi area in PCMC has been appropriately
considered in estimating the population of the zones containing the area. The estimated population figures of study area for the base year 2008, and the horizon years are given in Table 5.2. The zone wise population forecasts for horizon years is given in Annexure 2.

Table 5.2 Estimated Population in Different Areas of Study Area

<table>
<thead>
<tr>
<th>Region</th>
<th>2008</th>
<th>2011</th>
<th>2021</th>
<th>2031</th>
</tr>
</thead>
<tbody>
<tr>
<td>PMC</td>
<td>3372919</td>
<td>3756345</td>
<td>4807868</td>
<td>5443642</td>
</tr>
<tr>
<td>PCMC</td>
<td>1446142</td>
<td>1591873</td>
<td>1915320</td>
<td>2106123</td>
</tr>
<tr>
<td>Pune Cantonment</td>
<td>83046</td>
<td>84292</td>
<td>88603</td>
<td>93134</td>
</tr>
<tr>
<td>Khadki Cantonment</td>
<td>80232</td>
<td>81435</td>
<td>85600</td>
<td>89977</td>
</tr>
</tbody>
</table>

![POPULATION FORECAST](image)

Fig 5.1 Population projections of different areas of Study Area

5.3 EMPLOYMENT

The aggregate employment data of study area was obtained by assuming worker participation rates of 32%. The adoption of 32 % was justified by both Census 2001 and City Development plan. The aggregate forecasts thus obtained were distributed amongst the individual zones as per their present employment levels. Modifications have been done in view of the recent IT developments as the RITES study did not witness the IT boom in Pune. A proxy index for employment has been developed from the HIS data and has been used to moderate the Zone wise Employment values given in Annexure-2. A lot of change has been observed in the recently developed zones like Hinjewadi, Talwade, Hadapsar and Yerwada and the changes have been incorporated in the respective zones. The changes incorporated in view
of the IT boom are displayed in Table 5.3. The aggregate forecasts of employment are given in Table 5.4 and the same is represented in Figure 5.4.

Table 5.3 Additional Employment due to new developments

<table>
<thead>
<tr>
<th>Area</th>
<th>2008</th>
<th>2011</th>
<th>2021</th>
<th>2031</th>
</tr>
</thead>
<tbody>
<tr>
<td>Rajiv Gandhi InfoTech Park Hinjewadi Phase I</td>
<td>21750</td>
<td>21750</td>
<td>21750</td>
<td>21750</td>
</tr>
<tr>
<td>Rajiv Gandhi InfoTech Park Hinjewadi Phase II</td>
<td>19075</td>
<td>27250</td>
<td>54500</td>
<td>54500</td>
</tr>
<tr>
<td>Rajiv Gandhi InfoTech Park Hinjewadi Phase III SEZ</td>
<td>7000</td>
<td>17500</td>
<td>56000</td>
<td>70000</td>
</tr>
<tr>
<td>Rajiv Gandhi InfoTech Park Hinjewadi Phase IV</td>
<td>0</td>
<td>10000</td>
<td>70000</td>
<td>100000</td>
</tr>
<tr>
<td>Kharadi Knowledge Park</td>
<td>6750</td>
<td>6750</td>
<td>6750</td>
<td>6750</td>
</tr>
<tr>
<td>Talawade InfoTech Park</td>
<td>6563</td>
<td>9375</td>
<td>18750</td>
<td>18750</td>
</tr>
</tbody>
</table>

Table 5.4 Employment in Study Area

<table>
<thead>
<tr>
<th>YEAR</th>
<th>EMPLOYMENT</th>
</tr>
</thead>
<tbody>
<tr>
<td>2001</td>
<td>1207040</td>
</tr>
<tr>
<td>2006</td>
<td>1522845</td>
</tr>
<tr>
<td>2011</td>
<td>1846476</td>
</tr>
<tr>
<td>2016</td>
<td>2161567</td>
</tr>
<tr>
<td>2021</td>
<td>2404298</td>
</tr>
<tr>
<td>2026</td>
<td>2571595</td>
</tr>
<tr>
<td>2031</td>
<td>2709490</td>
</tr>
</tbody>
</table>

Fig 5.2 Employment Projections for Study Area
5.4 VEHICLE OWNERSHIP

The data on private vehicles was obtained from the Road Transport Office in Pune. This data is available for two regions, namely, PMC, and PCMC. The classified number of vehicles (all types) was collected from 1993 onwards. It was observed that the number of private vehicles per thousand people is growing steadily. This clearly shows the inclination of people towards private vehicles. The trend is also influenced by the income level and the state of public transport in Pune. The vehicle ownership characteristics of PMC and PCMC were found to be very distinct and thus modeling has been done differently for both the areas. The number of two wheelers and cars per thousand populations has been taken as proxy explanatory variables for Trip Productions. The registered vehicles in PMC and PCMC areas are given in Table 5.5 and Table 5.6.

### Table 5.5 PMC Motor Vehicle Statistics

<table>
<thead>
<tr>
<th>Year</th>
<th>Two wheelers</th>
<th>Cars</th>
<th>Population</th>
<th>TW/1000</th>
<th>CAR/1000</th>
</tr>
</thead>
<tbody>
<tr>
<td>1993</td>
<td>235601</td>
<td>29159</td>
<td>1752762</td>
<td>134</td>
<td>17</td>
</tr>
<tr>
<td>1994</td>
<td>248398</td>
<td>31574</td>
<td>1845768</td>
<td>135</td>
<td>17</td>
</tr>
<tr>
<td>1995</td>
<td>271355</td>
<td>35545</td>
<td>1938873</td>
<td>140</td>
<td>18</td>
</tr>
<tr>
<td>1996</td>
<td>313242</td>
<td>40728</td>
<td>2031929</td>
<td>154</td>
<td>20</td>
</tr>
<tr>
<td>1997</td>
<td>351538</td>
<td>48439</td>
<td>2124873</td>
<td>165</td>
<td>23</td>
</tr>
<tr>
<td>1998</td>
<td>434000</td>
<td>71069</td>
<td>2228672</td>
<td>195</td>
<td>32</td>
</tr>
<tr>
<td>1999</td>
<td>490411</td>
<td>82513</td>
<td>2332471</td>
<td>210</td>
<td>35</td>
</tr>
<tr>
<td>2000</td>
<td>554155</td>
<td>95799</td>
<td>2436270</td>
<td>227</td>
<td>39</td>
</tr>
<tr>
<td>2001</td>
<td>670982</td>
<td>95950</td>
<td>2540069</td>
<td>264</td>
<td>38</td>
</tr>
<tr>
<td>2002</td>
<td>724952</td>
<td>105118</td>
<td>2655515</td>
<td>273</td>
<td>40</td>
</tr>
<tr>
<td>2003</td>
<td>781541</td>
<td>117231</td>
<td>2770962</td>
<td>282</td>
<td>42</td>
</tr>
<tr>
<td>2004</td>
<td>844326</td>
<td>135092</td>
<td>2886408</td>
<td>293</td>
<td>47</td>
</tr>
<tr>
<td>2005</td>
<td>922270</td>
<td>160448</td>
<td>3001855</td>
<td>307</td>
<td>53</td>
</tr>
<tr>
<td>2006</td>
<td>1021000</td>
<td>211235</td>
<td>3117301</td>
<td>328</td>
<td>68</td>
</tr>
<tr>
<td>2007</td>
<td>1189818</td>
<td>231288</td>
<td>3245110</td>
<td>367</td>
<td>71</td>
</tr>
</tbody>
</table>

### Table 5.6 PCMC Motor Vehicle Statistics

<table>
<thead>
<tr>
<th>Year</th>
<th>Two Wheeler</th>
<th>Car</th>
<th>Pop</th>
<th>TW/1000</th>
<th>CAR/1000</th>
</tr>
</thead>
<tbody>
<tr>
<td>1993</td>
<td>41715</td>
<td>2998</td>
<td>641526</td>
<td>65</td>
<td>5</td>
</tr>
<tr>
<td>1994</td>
<td>46610</td>
<td>3927</td>
<td>703715</td>
<td>66</td>
<td>6</td>
</tr>
<tr>
<td>1995</td>
<td>53714</td>
<td>4642</td>
<td>765970</td>
<td>70</td>
<td>6</td>
</tr>
<tr>
<td>1996</td>
<td>58274</td>
<td>4721</td>
<td>828192</td>
<td>70</td>
<td>6</td>
</tr>
<tr>
<td>1997</td>
<td>66061</td>
<td>6725</td>
<td>890339</td>
<td>74</td>
<td>8</td>
</tr>
<tr>
<td>1998</td>
<td>88323</td>
<td>7269</td>
<td>936321</td>
<td>94</td>
<td>8</td>
</tr>
<tr>
<td>1999</td>
<td>104627</td>
<td>9026</td>
<td>982303</td>
<td>107</td>
<td>9</td>
</tr>
<tr>
<td>2000</td>
<td>123940</td>
<td>11208</td>
<td>1028285</td>
<td>121</td>
<td>11</td>
</tr>
<tr>
<td>2001</td>
<td>146819</td>
<td>13917</td>
<td>1083967</td>
<td>135</td>
<td>13</td>
</tr>
<tr>
<td>2002</td>
<td>173921</td>
<td>17281</td>
<td>1126381</td>
<td>154</td>
<td>15</td>
</tr>
<tr>
<td>2003</td>
<td>206026</td>
<td>21458</td>
<td>1178495</td>
<td>175</td>
<td>18</td>
</tr>
<tr>
<td>2004</td>
<td>244057</td>
<td>26645</td>
<td>1230610</td>
<td>198</td>
<td>22</td>
</tr>
<tr>
<td>2005</td>
<td>289108</td>
<td>33085</td>
<td>1282724</td>
<td>225</td>
<td>26</td>
</tr>
<tr>
<td>2006</td>
<td>342476</td>
<td>41083</td>
<td>1459955</td>
<td>235</td>
<td>28</td>
</tr>
<tr>
<td>2007</td>
<td>424379</td>
<td>61986</td>
<td>1698215</td>
<td>250</td>
<td>37</td>
</tr>
</tbody>
</table>
5.4.1 Modeling of Vehicles for Horizon Years
The number of two wheelers and cars per thousand populations has been modeled to predict the future year vehicle ownership. Modeling has been carried out separately for both PMC and PCMC because of their distinct characteristics. The private vehicle ownership in PMC was increasing more rapidly as compared to PCMC. The saturation limit of the parameters was taken as 450 for two wheelers and as 150 for cars. The year of saturation was taken as 2031 for PMC and 2041 for PCMC. A logistic model of the form

\[ V = \frac{S}{1 + e^{(a+bt)}} \]

where
- \( V \) = vehicles owned per thousand population
- \( S \) = saturation level
- \( t \) = time in year
- \( a \) and \( b \) = parameters to be estimated

was used for the vehicle ownership modelling. The estimates of vehicle ownership per thousand populations obtained for the years, 2011, 2021 and 2031 are given in Table 5.7, and the models developed are displayed in Figure 5.3 and Figure 5.4 for PMC and Figure 5.5 and Figure 5.6 for PCMC.
Fig 5.4 Modelled Two wheeler Ownership in PMC

Fig 5.5 Modelled Car Ownership in PMC
Table 5.7 Projected Vehicle Ownership in PMC and PCMC

<table>
<thead>
<tr>
<th>YEAR</th>
<th>PMC TW/1000</th>
<th>PMC Cars/1000</th>
<th>PCMC TW/1000</th>
<th>PCMC Cars/1000</th>
</tr>
</thead>
<tbody>
<tr>
<td>2001</td>
<td>257</td>
<td>42</td>
<td>152</td>
<td>17</td>
</tr>
<tr>
<td>2011</td>
<td>391</td>
<td>86</td>
<td>305</td>
<td>45</td>
</tr>
<tr>
<td>2021</td>
<td>437</td>
<td>124</td>
<td>404</td>
<td>88</td>
</tr>
<tr>
<td>2031</td>
<td>447</td>
<td>141</td>
<td>438</td>
<td>124</td>
</tr>
</tbody>
</table>

These projected private vehicle ownership values (vehicles per thousand populations) were then used to project the total number of vehicles in PMC and PCMC by using the projected population for the respective horizon years. The total number of vehicles so calculated is given in Table 5.8.

Table 5.8 Estimated Numbers of Private Vehicles in PMC and PCMC

<table>
<thead>
<tr>
<th>YEAR</th>
<th>PMC Two Wheelers</th>
<th>PMC Cars</th>
<th>PCMC Two Wheelers</th>
<th>PCMC Cars</th>
</tr>
</thead>
<tbody>
<tr>
<td>2001</td>
<td>653043</td>
<td>106027</td>
<td>163285</td>
<td>18368</td>
</tr>
<tr>
<td>2011</td>
<td>1467977</td>
<td>323255</td>
<td>476675</td>
<td>70093</td>
</tr>
<tr>
<td>2021</td>
<td>2099333</td>
<td>594597</td>
<td>740648</td>
<td>161373</td>
</tr>
<tr>
<td>2031</td>
<td>2434606</td>
<td>769605</td>
<td>879090</td>
<td>248390</td>
</tr>
</tbody>
</table>

For estimation of the number of vehicles in each zone, the projected number of private vehicles of each region was distributed to the zones of that region, proportionately, based on the zonal vehicle ownership data obtained from HIS. The same have been attached in Annexure 2.
5.5 FUTURE WORK
As of now the methodology regarding development of Base Year Travel Demand Model, suggested in Chapter 2 has been incorporated in the Transportation Planning Software CUBE. The forecasted planning variables as discussed in the present chapter along with the future networks would be used to run the Model for future years and at the end of the work the outputs mentioned in Scope of the work in Chapter 1 would be delivered.

The Draft Final Report which is expected to be completed in a week time will include the following chapters in addition to the submitted 5 chapters of this report

- Details of Base Year Travel Demand Model Development
- Ridership Estimation on the Potential Metro Corridors.
- Conclusions

5.6 REFERENCES
ANNEXURE 1

Traffic Volume at Cordon and Screen Line Stations
Hourly Traffic Variation Tables of Outer cordon stations
Table A1.1 Mode wise hourly traffic volume at Perane toll plaza station on Ahmednagar road towards Ahmednagar to Pune

<table>
<thead>
<tr>
<th>Hour of the day</th>
<th>Two-Wheelers</th>
<th>Auto Rickshaw</th>
<th>Maxi Cab</th>
<th>Taxi/Car/Jeep Van</th>
<th>Mini Bus</th>
<th>ST Bus</th>
<th>Other Bus</th>
<th>LCV</th>
<th>2 Axle Truck</th>
<th>3 Axle Truck</th>
<th>MAV</th>
<th>Tractor</th>
<th>Tractor Trolley</th>
<th>Bicycle</th>
<th>Others</th>
<th>Hourly Volume in PCU's</th>
<th>Hourly Volume in Vehicles</th>
</tr>
</thead>
<tbody>
<tr>
<td>8.00 to 9.00</td>
<td>127</td>
<td>2</td>
<td>30</td>
<td>4</td>
<td>90</td>
<td>18</td>
<td>6</td>
<td>66</td>
<td>16</td>
<td>17</td>
<td>25</td>
<td>12</td>
<td>4</td>
<td>1</td>
<td>18</td>
<td>4</td>
<td>582</td>
</tr>
<tr>
<td>9.00 to 10.00</td>
<td>122</td>
<td>1</td>
<td>27</td>
<td>0</td>
<td>97</td>
<td>7</td>
<td>9</td>
<td>14</td>
<td>10</td>
<td>29</td>
<td>44</td>
<td>14</td>
<td>1</td>
<td>3</td>
<td>1</td>
<td>9</td>
<td>459</td>
</tr>
<tr>
<td>10.00 to 11.00</td>
<td>128</td>
<td>19</td>
<td>21</td>
<td>0</td>
<td>89</td>
<td>7</td>
<td>5</td>
<td>12</td>
<td>9</td>
<td>24</td>
<td>80</td>
<td>27</td>
<td>0</td>
<td>3</td>
<td>0</td>
<td>9</td>
<td>737</td>
</tr>
<tr>
<td>11.00 to 12.00</td>
<td>233</td>
<td>26</td>
<td>28</td>
<td>0</td>
<td>148</td>
<td>9</td>
<td>8</td>
<td>24</td>
<td>16</td>
<td>23</td>
<td>79</td>
<td>9</td>
<td>0</td>
<td>3</td>
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**Table** A1.8: Mode wise hourly traffic volume at Shindewadi station on Satara Road towards Satara to Pune.
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<th>ST Bus</th>
<th>Other Bus</th>
<th>LCV</th>
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<th>Tractor</th>
<th>Tractor Trolley</th>
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<th>Car/Jeep Van</th>
<th>Mini Bus</th>
<th>PMT/PCMT Bus</th>
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<th>Other Bus</th>
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Table A1.4: Mode wise hourly traffic volume at Talegaon Toll Plaza station on Mumbai-Pune Expressway towards Pune to Mumbai.
Table A1.15: Mode wise hourly traffic volume at Alandi road station on Alandi road towards Alandi to Pune

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<th>Taxi</th>
<th>Car/Jeep/ Van</th>
<th>Mini Bus</th>
<th>PMT/ PCMT Bus</th>
<th>ST Bus</th>
<th>Other Bus</th>
<th>LCV</th>
<th>2 Axle Truck</th>
<th>3 Axle Truck</th>
<th>MAV</th>
<th>Tractor</th>
<th>Tractor Trolley</th>
<th>Bicycle</th>
<th>Others</th>
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Table A1.16: Mode wise hourly traffic volume at Alandi road station on Alandi road towards Pune to Alandi.
Table A1.17: Mode wise hourly traffic volume at Bhumkar Chowk station at Hinjewadi towards NH-4 to Hinjewadi

<table>
<thead>
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<th>Hour of the day</th>
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<th>Auto Rickshaw</th>
<th>Maxi Cab</th>
<th>Taxi</th>
<th>Car/Jeep/Van</th>
<th>Mini Bus</th>
<th>PMT/PCMT Bus</th>
<th>ST Bus</th>
<th>Other Bus</th>
<th>LCV</th>
<th>2 Axle Truck</th>
<th>3 Axle Truck</th>
<th>MAV</th>
<th>Tractor</th>
<th>Tractor Trolley</th>
<th>Bicycle</th>
<th>Others</th>
<th>Hourly Volume in PCU's</th>
<th>Hourly Volume in Vehicles</th>
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Table A1.18: Mode wise hourly traffic volume at Bhumkar Chowk station on Hinjewadi towards Hinjewadi to NH-4-1.
Table A1.19: Mode wise hourly traffic volume at Chandini Chowk station on Perangut road towards Pune to Mulshi

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<th>2 Axle Truck</th>
<th>3 Axle Truck</th>
<th>MAV</th>
<th>Tractor</th>
<th>Tractor Trolley</th>
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**Table A1.20**: Mode wise hourly traffic volume at Chandini Chowk station on Perungut Road towards Mulshi to Pune.
Table A1.21: Mode wise hourly traffic volume at Kondwa station on Saswad Kondwa road towards Saswad to Pune

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<th>Other Bus</th>
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<th>Tractor</th>
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Table A1.24: Mode wise hourly traffic volume at Mantarwadi station on Saswad road towards Saswad to Hadapsar.
Table A1.25: Mode wise hourly traffic volume at Sinhagad road station on Sinhagad road towards Pune to Sinhagad

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**Total**: 6291 4467
Table A1.28: Mode wise hourly traffic volume at Warje station on Warje road towards Malwadi to Shivane

| Hour of the day | Two-Wheeler | Auto | Rickshaw | Maxi | Cab/Taxi | Car/Jeep/Van | Mini | PMT/PCMT | Bus ST | Bus MAV | Tractor | Trolley | Bicycle | Others | Total | 7/765 |
|-----------------|-------------|------|-----------|------|----------|-------------|------|-----------|--------|---------|----------|---------|---------|--------|-------|-------|-------|
| 8.00 to 9.00    | 0           | 0    | 0         | 0    | 0        | 0           | 0    | 0         | 0      | 0       | 0        | 0       | 0       | 0      | 0     | 0     |
| 23.00 to 24.00  | 0           | 0    | 0         | 0    | 0        | 0           | 0    | 0         | 0      | 0       | 0        | 0       | 0       | 0      | 0     | 0     |

Total: 7765

Hour of the day: 7/765
Hourly Traffic Variation Charts of Outer cordon stations
Fig A1.1 Hourly variation of traffic at Perane toll plaza station on Ahmednagar road
Fig A1.2 Hourly variation of traffic at Moshi (NH-50) station on Alandi Road.
Fig A1.3 Hourly variation of traffic at Hinjewadi (Shivaji Chowk) station on Marel to Pune road
Fig A1.4 Hourly variation of traffic at Bhumkar Chowk station on Hinjewadi road
Fig A1.5 Hourly variation of traffic at Moshi toll plaza station on Nasik road
FIG A1.6 Hourly Variation of Traffic at Chandni Chowk Station on Perungut Road

Hourly Volume in PCU(SB)

Hourly Volume in Vehicles(SB)

Hourly Volume in PCU(NB)

Hourly Volume in Vehicles(NB)

Hour of the day

PCU's/Vehicles

22.00 21.00 20.00 19.00 18.00 17.00 16.00 15.00 14.00 13.00 12.00 11.00 10.00 9.00

0 100 200 300 400 500 600 700 800 900 1000

Hourly Volume in Vehicles(NB)

Hourly Volume in PCU(NB)

Hourly Volume in Vehicles(SB)

Hourly Volume in PCU(SB)
Fig A1.7 Hourly variation of traffic at Kondwa station on Saswad Kondwa road
Fig A1.8 Hourly variation of traffic at Manawadi station on Saswad road
Fig A1.9 Hourly variation of traffic at Shindewadi station on Satara road
Fig A1.10 Hourly variation of traffic at Sholapur toll plaza station on Sholapur Road.

- Hourly volume in PCU(SB)
- Hourly volume in vehicles(SB)
- Hourly volume in PCU(NB)
- Hourly volume in vehicles(NB)
Fig A1.11 Hourly variation of traffic at Sinhagad road junction station on Sinhagad road
Fig A1.12 Hourly variation of traffic at Somatane Phata station on Talegaon Pune Road

Hourly variation of traffic at Somatane Phata station on Talegaon Pune Road.
Fig A1.13 Hourly variation of traffic at Talegaon station on Express highway road
Fig A1.14 Hourly variation of traffic at Warje station on Warje Road

Hour of the day vs Hourly PCUs/Persons & Hourly vehicles
Hourly Traffic Variation Tables of Screen line stations
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**Table A1.30**: Mode wise hourly traffic volume at Bund Garden Station on Bund Garden Road towards Viman Nagar to Swargate.
Table A1.31: Mode wise hourly traffic volume at Chinchwad crossing station on Chinchwad Chowk road towards Dangre Chowk to Chinchwad road

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### Table A1.33: Mode wise hourly traffic volume at Mathre bridge station on Mathre bridge road towards Karvenagar to Mathre bridge

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<th>Taxi</th>
<th>Car/Jeep Van</th>
<th>Mini Bus</th>
<th>PMT/PCMT Bus</th>
<th>ST Bus</th>
<th>Other Bus</th>
<th>LCV</th>
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<th>3 Axle Truck</th>
<th>MAV</th>
<th>Tractor</th>
<th>Tractor Trolley</th>
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Table A1.34: Mode wise hourly traffic volume at Mathre bridge station on Mathre bridge road towards Mathre bridge to Karvenagar

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Table A1.35: Mode wise hourly traffic volume at Pimple nilakh junction station on Chest hospital road towards Dangre Chowk to Shivajinagar

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Table A1.36: Mode wise hourly traffic volume at Pimple Nilakh junction station on Chest Hospital Road towards Shivajinagar to Dangre Chowk

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Total: 25239 two-wheelers, 24160 autos, 104 Rickshaws, 104 Maxi Cabs/Taxis/Jeep/Vans, 23 ST Buses, 95 PMT/PCMT Buses, 9 ST Trucks, 203 Two-wheeler Tractors, 1283 Three-wheeler Tractors, 320 Mini Buses, 70 Other Buses in hourly traffic volume at Pimple Nilakh junction station on Chest Hospital Road towards Shivajinagar to Dangre Chowk.
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Table A1.38: Hourly traffic volume at Kasarwadi Station on Kasarwadi Road towards Pune to Nashik Phata
Table A1.39: Mode wise hourly traffic volume at Westerly by pass station on Mutha river road towards Satara road to Mumbai road

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<th>Maxi Cab</th>
<th>Taxi</th>
<th>Car/Jeep Van</th>
<th>Mini Bus</th>
<th>PMT/PCMT Bus</th>
<th>ST Bus</th>
<th>Other Bus</th>
<th>LCV</th>
<th>2 Axle Truck</th>
<th>3 Axle Truck</th>
<th>MAV</th>
<th>Tractor</th>
<th>Tractor Trolley</th>
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**Table A1.40**: Mode wise hourly traffic volume at Westerly bye pass station on Mutha river road towards Mumbai road to Satara road.
Table A1.41: Mode wise hourly traffic volume at Sambhaji bridge station on Sambhaji bridge road towards Deccan gymkhana to Navi-peth

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**Table A1.42**: Mode wise hourly traffic volume at Sambhaji bridge station on Sambhaji bridge road towards Navi-Peth to Deccan Gymkhana.
### Table A1.43: Mode wise hourly traffic volume at Sangam bridge station on Sangam bridge road towards Ahmednagar road to Mumbai road

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Table A1.44: Mode wise hourly traffic volume at Sangam bridge station on Sangam bridge road towards Mumbai road to Ahmednagar.
Table A1.45: Mode wise hourly traffic volume at Shivaji bridge station on Shivaji bridge road towards Shivajinagar to Shanivar wada

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Table A1.48: Mode wise hourly traffic volume at Wellesley road station on Wellesley road towards Koregaon park to Kalyaninagar

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<th>Cab/Taxi/Car/Jeep/Van</th>
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<th>PMT/PCMT Bus</th>
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Table A1.48: Mode wise hourly traffic volume at Wellesley road towards Koregaon park to Kalyaninagar
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<th>ST Bus</th>
<th>Other Bus</th>
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<th>3 Axle Truck</th>
<th>MAV</th>
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**Table A1.50: Mode wise hourly traffic volume at Akurdi crossing station on Akurdi crossing road towards Chinchwad to Akurdi.**
Table A1.51: Mode wise hourly traffic volume at Dangre pool station on Causeway road towards Kumbarwada to Kamagar road

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<th>Tractor</th>
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Table A1.52: Mode wise hourly traffic volume at Dangre pool station on Causeway Road towards Kamagar Road to Kumbarwada

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<th>Rickshaw</th>
<th>Maxi</th>
<th>Cab Taxi</th>
<th>Car/Jeep</th>
<th>Van</th>
<th>Mini</th>
<th>PMT/PCMT</th>
<th>Bus</th>
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<th>Other</th>
<th>Bus LCV</th>
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<th>Tractor</th>
<th>Tractor Trolley</th>
<th>Other</th>
<th>3 Axle Tractor</th>
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<th>LCV</th>
<th>Other Bus</th>
<th>PT/ST Bus</th>
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Table A1.53: Mode wise hourly traffic volume at Dhagdi pool station on Dhagdi pool road towards Nana Chowk to Ambedkar road

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<th>Car/Jeep/Van</th>
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<th>PMT/PCMT Bus</th>
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<th>Other Bus</th>
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<th>3 Axle Truck</th>
<th>MAV</th>
<th>Tractor</th>
<th>Tractor Trolley</th>
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Table A1.54: Mode wise hourly traffic volume at Dhagdi pool station on Dhagdi pool road towards Ambedkar road to Nana Chowk

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<th>Rickshaw</th>
<th>Maxi</th>
<th>Cab/Jeep/Van</th>
<th>Mini Bus</th>
<th>PMT/PCMT Bus</th>
<th>ST Bus</th>
<th>Other LCV</th>
<th>2 Axle</th>
<th>3 Axle</th>
<th>Other Bus</th>
<th>LCV</th>
<th>Party Bus</th>
<th>Car/Jeep</th>
<th>Taxi</th>
<th>Ambulance</th>
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Total: 19317 Two-Wheelers, 21559 Vans, 122 Buses, 660 Load Carriers
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<th>Car/Jeep/ Van</th>
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<th>Other Bus</th>
<th>LCV</th>
<th>2 Axle Truck</th>
<th>3 Axle Truck</th>
<th>MAV</th>
<th>Tractor</th>
<th>Tractor Trolley</th>
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<th>Hourly Volume in Vehicles</th>
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Table A1.57: Mode wise hourly traffic volume at Karve road station on Karve road towards Warje to Sambhaji Chowk

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</table>

Note: The table above shows the hourly traffic volume in Karve road station on Karve road towards Sambhaji Chowk to Warje.
## Table A1.59: Mode wise hourly traffic volume at Nigdi crossing station on Chinchwad Nigdi road towards Nigdi road to Akurdi road

<table>
<thead>
<tr>
<th>Hour of the day</th>
<th>Two-wheeler</th>
<th>Auto Rickshaw</th>
<th>Maxi Cab</th>
<th>Taxi</th>
<th>Car/Jeep/Van</th>
<th>Mini Bus</th>
<th>PMT/PCMT Bus</th>
<th>ST Bus</th>
<th>Other Bus</th>
<th>LCV</th>
<th>2 Axle Truck</th>
<th>3 Axle Truck</th>
<th>MAV</th>
<th>Tractor</th>
<th>Tractor Trolley</th>
<th>Bicycle</th>
<th>Others</th>
<th>Hourly Volume in PCU's</th>
<th>Hourly Volume in Vehicles</th>
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<td>PMT/PCMT Bus</td>
<td>ST Bus</td>
<td>Other Bus</td>
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Table A1.60: Mode wise hourly traffic volume at Nigdi crossing station on Chinchwad-Nigdi road towards Akurdi road to Nigdi road

The table above shows the hourly traffic volume at the Nigdi crossing station on the Chinchwad-Nigdi road towards Akurdi road to Nigdi road for different modes of transport. The data is presented in terms of hourly volume in vehicles and PCUs. The highest traffic volume is observed between 9.00 AM and 10.00 AM, with a total volume of 13816 vehicles and 10111 PCUs. The traffic volume decreases gradually in the afternoon, with the lowest volume observed between 8.00 AM and 9.00 AM, with a total volume of 834 vehicles and 599 PCUs. The data can be used to assess traffic flow and plan infrastructure improvements to manage traffic effectively.
### Table A1.61: Mode wise hourly traffic volume at Rajaram Bridge station on Rajaram bridge road towards Swargate to Karve road

<table>
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<th>Hour of the Day</th>
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<th>Auto Rickshaw</th>
<th>Maxi Cab</th>
<th>Taxi</th>
<th>Car/Jeep/Van</th>
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<th>PMT/PCMT Bus</th>
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<th>Other Bus</th>
<th>LCV</th>
<th>2 Axle Truck</th>
<th>3 Axle Truck</th>
<th>MAV</th>
<th>Tractor</th>
<th>Tractor Trolley</th>
<th>Bicycle</th>
<th>Others</th>
<th>Hourly Volume in PCU's</th>
<th>Hourly Volume in Vehicles</th>
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Table A1.65: Mode wise hourly traffic volume at Shinde bridge station on Shinde bridge road towards Shanivar wada to Shinde Bridge

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Total 8386 12921
Table A1.66: Mode wise hourly traffic volume at Shinde bridge station on Shinde bridge road towards Shanivar wada

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Table A1.67: Mode wise hourly traffic volume at Shivajinagar bridge station on Shivajinagar bridge road towards Shivajinagar to Deccan

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<th>Taxi</th>
<th>Car/Jeep/Van</th>
<th>Mini Bus</th>
<th>PMT/PCMT Bus</th>
<th>ST Bus</th>
<th>Other Bus</th>
<th>LCV</th>
<th>2 Axle Truck</th>
<th>3 Axle Truck</th>
<th>MAV</th>
<th>Tractor</th>
<th>Tractor Trolley</th>
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### Table A1.68: Mode wise hourly traffic volume at Shivajinagar bridge station on Shivajinagar bridge road towards Deccan to Shivajinagar

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Hourly Traffic Variation Charts of Screen line stations
Fig A1.15 Hourly variation of traffic at Akurdi crossing station on Akurdi road
Fig A1.16 Hourly variation of traffic at Bund Garden station on Bund Garden Road.
Fig A1.17 Hourly variation of traffic at Causeway Dangre pool station on Kamagar road
Fig A.1.8 Hourly variation of traffic at Chinchwad station on Chinchwad crossing.
Fig A1.19 Hourly variation of traffic at Dhagdi pool station on Ghorpadi road
Fig A1.20 Hourly variation of traffic at Mula Mutha River crossing on Ghorpadi Mundwa road
Fig A1.21 Hourly variation of traffic at Law college road junction on Karve road
Fig A1.22 Hourly variation of traffic at Mature Bridge on Eradhawane road
Fig A1.23 Hourly variation of traffic at Nigdi crossing on Chinchwad Nigdi road
Fig A1.24 Hourly variation of traffic at Pimple Nilakh on Pimple nilakh junction road
Fig A1.25 Hourly variation of traffic at Kasarwadi on Pune Mumbai road
Figure A1.26 Hourly variation of traffic at Mula Mula River crossing on Westerly bypass road.
Fig A1.27 Hourly variation of traffic at Rajaram Bridge on Sinhagad road
Fig A1.28 Hourly variation of traffic at Sambhaji Bridge on Laxmi and Prabhath Road

Hour of the day

PCU's/Vehicles

Hourly volume in PCUs (SB)
Hourly volume in vehicles (SB)
Hourly volume in PCUs (NB)
Hourly volume in vehicles (NB)
Fig A1.29 Hourly variation of traffic at Sangam Bridge on R.B. Mothilal road
Fig A1.30 Hourly variation of traffic at Shinde Bridge on J.M road

Hourly volume in PCU(SB)
Hourly volume in PCU(NB)
Hourly volume in vehicles(SB)
Hourly volume in vehicles(NB)
Fig A1.31 Hourly variation of traffic at Shivaji Bridge on Veer Santaji Ghorpade road
Fig A1.32 Hourly variation of traffic at Shivajinagar Bridge on JM road, Sangam Bridge.
Fig A1.33 Hourly variation of traffic at SM Joshi Bridge on LBS road
Fig A1.34 Hourly variation of traffic at Yerwada IT Park on Wellesley Road.
ANNEXURE 2

Zonal Planning Variables
Table A2.1 Zonal Planning Variables for year 2008

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ANNEXURE 3

Formats used for collection of Primary Data
Home Interview Survey
Checklist for Enumerators

- Appeal to citizens
- Identity Card
- Pen, pencil and pad
- HIS Formats
  - Part I – Household Datasheet
  - Part II – Personal Information
  - Part III – Trip Information
- Index Map with list of traffic analysis zones
- Location Map of HIS Samples
- Salient Features of Metro
- Instructions for conducting HIS
Pune Municipal Corporation and Pimpri-Chinchwad Municipal Corporation are jointly preparing Detailed Project Report (DPR) for priority section of *Metro rail system in Pune Metropolitan Area* covering jurisdictions of both the Municipal Corporations and cantonments.

Pune Municipal Corporation has appointed Delhi Metro Rail Corporation (DMRC) to prepare the DPR with assistance from IIT Bombay.

DMRC and IIT, will conduct *House Hold surveys* from randomly selected households in Pune and Pimpri-Chinchwad. The survey consists of collecting socio-economic characteristics and information of all the trips made by each member on the previous working day. Trained local enumerators will approach selected households. They are provided with Identity cards valid upto 16th January 2008.

All citizens are requested to co-operate and assist in giving the required information as per approved proforma. Your co-operation will help PMC and DMRC in deciding the Priority routes for the proposed Metro Railway.
Appeal By Pimpri Chinchwad Municipal Corporation

Pune Municipal Corporation and Pimpri-Chinchwad Municipal Corporation are jointly preparing Detailed Project Report (DPR) for priority section of Metro rail system in Pune Metropolitan Area covering jurisdictions of both the Municipal Corporations and cantonments.

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All citizens are requested to co-operate and assist in giving the required information as per approved proforma. Your co-operation will help PCMC and DMRC in deciding the Priority routes for the proposed Metro Railway.

(Eknath Ugile)
City Engineer
Pimpri Chinchwad Municipal Corporation
Pimpri – 18.
### Part II - Person Information

Details of Each Member of Household (5 Years & above)

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Pune Metro Rail – Salient Features

- Up to 50% reduction in travel times
- Cost of Travel will be comparable to bus Fare
- Trains will run at a convenient frequency of 3 min during peak hours.
- Comfortable Sitting in A/C environment

Metro Rail on the Tracks

- All stations will be equipped with emergency stop buttons and keeping in mind the Indian milieu along with facilities for physically challenged
- State-of-art computerized ticketing system that saves time and facilitates uninterrupted flow of traffic

Automatic Ticketing Counters

- Fully Air-conditioned coaches for hassle free trips everyday
- Passenger Information Display & Public address system at all stations and inside trains

Metro Rail Coach

State-of-the-art Safety Features
a) Automatic door closing with safety features
b) precaution Power Back-up Facility
c) Fire-resistant Coaches
d) Emergency Wireless passenger and driver communication system

Your whole hearted participation in this home interview survey will help in deciding the best routes for this proposed metro rail system
Guidelines for conducting HIS

Have your checklist form and see if you have all the mentioned materials

- Get the Zone number of your work area from supervisor
- Identify your Zone number on the Index Map
- Identify the Name of the area from the table behind the index map
- Go through the Location Maps of that Zone
- Find a Landmark which can be easily located
- Go to that Landmark
- Identify your position on the Location Map
- Locate any of the circled house
- Enter the house
- Say Hello, Good Evening etc
- Ask for the Head of the Household
- Show the Permission Letter
- Show the Identity Card
- Show the Metro Details
- Ask for Interview and tell it will take 30 minutes
- Fill the House hold Sheet
- Fill the Person Sheet
- Fill the Trip Sheet
- Say Thank You

Check the following things

- Address
- Contact Number
- Map Reference Number
- Serial Number of Interview
Traffic Volume, OD and Occupancy Surveys
**DELI METRO RAIL CORPORATION**  
**MASTER PLANNING FOR PUNE METRO - CLASSIFIED TRAFFIC VOLUME SURVEY**

Name of Road/Location: ____________________________  
Mid-Block/Junction: ____________________________  
Day: ____________________________  
Date: ____________________________  
Hours: ________ to ________

Weather: Rainy/Sunny/  
Condition: Cloudy  
Sheet No: ________  
Lane No: ________

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<th>Two wheelers</th>
<th>Auto rickshaw (3w)</th>
<th>Maxi Cab (3w)</th>
<th>Taxi</th>
<th>Car/ Jeep/Van (Other than Taxi)</th>
<th>Bus</th>
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<th>PMC Bus</th>
<th>ST Bus</th>
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Signature: ____________________________  
Supervisor: ____________________________  
Signature: ____________________________
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### DELHI METRO RAIL CORPORATION (DMRC)
MASTER PLANNING FOR PUNE METRO – ORIGIN DESTINATION SURVEY

<table>
<thead>
<tr>
<th>Cordon point no:</th>
<th>Name of the road:</th>
<th>Sheet No:</th>
</tr>
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<tbody>
<tr>
<td>Time (hh:mm)</td>
<td>Traffic From:</td>
<td>To:</td>
</tr>
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</table>

<table>
<thead>
<tr>
<th>Vehicle Type</th>
<th>Occupancy</th>
<th>Place of Origin</th>
<th>Place of Destination</th>
<th>Place of intermediate stop</th>
<th>Purpose</th>
</tr>
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<tr>
<td>Col 2:</td>
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</tr>
<tr>
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<td>Two wheeler = 2</td>
<td>Car = 3</td>
<td>Auto 3 Seater = 4</td>
<td>Auto 7 Seater = 5</td>
<td>Car pool = 6</td>
</tr>
<tr>
<td>Govt / Company Car = 7</td>
<td>Chartered / Contract Bus = 8</td>
<td>PMT = 9</td>
<td>PCMT = 10</td>
<td>ST Bus = 11</td>
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</tr>
<tr>
<td>Col 7:</td>
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</tr>
<tr>
<td>Purpose</td>
<td></td>
<td></td>
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<td></td>
<td></td>
</tr>
<tr>
<td>Work = 1</td>
<td>Education = 2</td>
<td>Business = 3</td>
<td>Shopping = 4</td>
<td>Recreational / Social = 5</td>
<td>Other purpose = 6</td>
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### Codes

<table>
<thead>
<tr>
<th>Col 2: Vehicle Type</th>
<th>Col 7: Purpose</th>
</tr>
</thead>
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<tr>
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<td>Work = 1</td>
</tr>
<tr>
<td>Two wheeler = 2</td>
<td>Education = 2</td>
</tr>
<tr>
<td>Car = 3</td>
<td>Business = 3</td>
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<tr>
<td>Auto 3 Seater = 4</td>
<td>Shopping = 4</td>
</tr>
<tr>
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<td>Recreational / Social = 5</td>
</tr>
<tr>
<td>Car pool = 6</td>
<td>Other purpose = 6</td>
</tr>
<tr>
<td>Govt / Company Car = 7</td>
<td>Return Home = 7</td>
</tr>
<tr>
<td>Chartered / Contract Bus = 8</td>
<td></td>
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<td>PMT = 9</td>
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</tr>
<tr>
<td>PCMT = 10</td>
<td></td>
</tr>
<tr>
<td>ST Bus = 11</td>
<td></td>
</tr>
<tr>
<td>Name of Road / Location:</td>
<td>Location ID:</td>
</tr>
<tr>
<td>-------------------------</td>
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</tr>
<tr>
<td>Master Planning For Pune Metro - Occupancy Survey</td>
<td></td>
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<table>
<thead>
<tr>
<th>Vehicle Type</th>
</tr>
</thead>
<tbody>
<tr>
<td>Two Wheeler</td>
</tr>
<tr>
<td>Car/Jeep/Van</td>
</tr>
<tr>
<td>Mini Bus</td>
</tr>
<tr>
<td>Maxi Cab (3W)</td>
</tr>
<tr>
<td>Auto Rickshaw (3W)</td>
</tr>
<tr>
<td>PMC/PCMC Bus</td>
</tr>
<tr>
<td>ST Bus</td>
</tr>
<tr>
<td>Other Bus</td>
</tr>
<tr>
<td>Mini Bus</td>
</tr>
<tr>
<td>Maxi Cab (3W)</td>
</tr>
<tr>
<td>Auto Rickshaw (3W)</td>
</tr>
<tr>
<td>PMC/PCMC Bus</td>
</tr>
<tr>
<td>ST Bus</td>
</tr>
<tr>
<td>Other Bus</td>
</tr>
</tbody>
</table>

Sheet No. 178
Stated Preference Survey
Pune Metro Master Plan

Stated Preference Survey

0. Checklist for Enumerators
1. Letter of Authorisation from PMC and PCMC
2. IIT Bombay Identity Card
3. Pune Metro Leaflet
4. SP Survey Booklet
   a. Socio-economic Profile and Existing Trip Information
   b. Relevant SP Experiment Sheet
5. Metro Colour Leaflet
6. Pen/Pencil
Office Of Additional City Engineer
(Projects),
Pune Municipal Corporation
Shivajinagar
Pune-411005
Out No.
Date :

To
The HR Manager

Sub: Preparation of DPR for Pune Metro Rail Project

Sir,

We are pleased to inform you that Pune Municipal Corporation and Pimpri Chinchwad Municipal Corporation have jointly decided to prepare a Detailed Project Report (DPR) for priority sections of Metro rail system in Pune Metropolitan Area covering jurisdictions of both the Municipal Corporations ,and cantonments.

This is to inform you further that Pune Municipal Corporation has appointed Delhi Metro Rail Corporation (DMRC), a joint venture of the Government of India and Government of Delhi, as prime consultants to prepare the DPR. IIT Bombay will assist DMRC in carrying out transportation planning.

As part of the study, it is required to undertake Stated Preference Surveys of about 400 employees from the study area from 16th January to 19th January 2008. This involves interviews of the employees, regarding their socio-economic characteristics and their travel patterns, as per approved proforma. Each employee may have to spend fifteen minutes for the survey. The survey will be undertaken by Senior M.Tech students of IIT BOMBAY.

In order to ensure smooth surveys, you are cordially requested to spare some time of your employees and cooperate with the students.

Once again requesting for required assistance,

Thanking you,

Yours truly,

(Srinivas Bomala)
Additional City Engineer (Projects)
To
The HR Manager

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Sir,

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Once again requesting for required assistance,

Thanking you,

Yours truly,

(Eknath Ugile)
City Engineer
Pimpri Chinchwad Municipal Corporation
Pimpri – 18.
Pune Metro Rail – Salient Features

- Up to 50% reduction in travel times
- Cost of Travel will be comparable to bus Fare
- Trains will run at a convenient frequency of 3 min during peak hours.
- Comfortable Sitting in A/C environment

Metro Rail on the Tracks

- All stations will be equipped with emergency stop buttons and keeping in mind the Indian milieu along with facilities for physically challenged
- State-of-art computerized ticketing system that saves time and facilitates uninterrupted flow of traffic

Automatic Ticketing Counters

- Fully Air-conditioned coaches for hassle free trips everyday
- Passenger Information Display & Public address system at all stations and inside trains

Metro Rail Coach

State-of-the-art Safety Features

a) Automatic door closing with safety features
b) Precaution Power Back-up Facility
c) Fire-resistant Coaches
d) Emergency Wireless passenger and driver communication system

Your whole hearted participation in this stated preference survey will help in deciding the appropriate operational features for this proposed metro rail system
TRAVEL SURVEY FOR PROPOSED METRO CORRIDOR IN PUNE

A. SOCIO - ECONOMIC BACKGROUND

1. Place of Residence:  
   Area:  
   Locality:  

2. Place of Work:  
   Name of Establishment:  
   Area:  
   Locality:  

3. Sex:  
4. Age:  
5. Designation:  

6. Monthly income in Rs.  

7. Number of members in your family:  

8. Vehicle Ownership  
   No. of Car/s:  
   Cycles:  
   No. of 2-Wheelers:  

9. Are you provided with a vehicle by your employer:  
   Car:  
   2 Wheeler:  
   Company Bus:  

10. What amount do you receive from your employer specially for your travel to work expenses?  
    Rs.  per month  

11. Are you a pass-holder?  
   Bus Weekly Pass (Rs.):  
   Bus Monthly Pass (Rs.):  
   No Pass:  
   Train Monthly Pass (Rs.):  
   Train Quarterly Pass (Rs.):  

B. DETAILS OF NORMAL MODE OF TRAVEL TO WORK

12. What is your daily parking cost at your workplace?  
    Rs.  

13. Please state as accurately as you can the following aspects of your normal travel to work

<table>
<thead>
<tr>
<th>Existing Travel Characteristics</th>
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<tbody>
<tr>
<td>Leg No.</td>
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<tr>
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<tr>
<td>1</td>
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<td>2</td>
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<tr>
<td>4</td>
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</tbody>
</table>

Codes for Mode  
Walk = 1  
Cycle=2  
Train =8  
Two Wheeler = 3  
Car = 4  
Auto = 5  
Company Bus/Car = 9  
Car Pool = 10  

Level of Discomfort
A/C Seat =1  
Comfortable A/C Standing = 2  
Non-A/C Seat = 3  
Non- A/C Standing = 4  
Non A/C Standing in Crowd = 5  

Very Low  
Low  
Moderate  
High  
Very High
<table>
<thead>
<tr>
<th>Choice</th>
<th>Definitely Metro = 5</th>
<th>Probably Metro = 4</th>
<th>Can't Say = 3</th>
<th>Probably Existing = 2</th>
<th>Definitely Existing = 1</th>
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<td>Option 1</td>
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<td>Option 12</td>
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**Scale**

- Definitely Metro = 5
- Probably Metro = 4
- Can't Say = 3
- Probably Existing = 2
- Definitely Existing = 1

**Discomfort Level**

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<tr>
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<th>Option 2</th>
<th>Option 3</th>
<th>Option 4</th>
<th>Option 5</th>
<th>Option 6</th>
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**No. of Transfers**

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<th>Option 3</th>
<th>Option 4</th>
<th>Option 5</th>
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**Travel Cost (Rs.)**

<table>
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<th>Option 3</th>
<th>Option 4</th>
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**Travel Time (Min)**

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<th>Option 3</th>
<th>Option 4</th>
<th>Option 5</th>
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**Waiting Time (Min)**

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<th>Option 2</th>
<th>Option 3</th>
<th>Option 4</th>
<th>Option 5</th>
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<th>Option 8</th>
<th>Option 9</th>
<th>Option 10</th>
<th>Option 11</th>
<th>Option 12</th>
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<tbody>
<tr>
<td>3 min</td>
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<td>3 min</td>
<td>15 min</td>
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<td>8 min</td>
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<td>3 min</td>
<td>8 min</td>
<td>3 min</td>
<td>8 min</td>
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</tbody>
</table>

**Stated Preference Experiment**

**Explain**

- Definitely Metro = 5
- Probably Metro = 4
- Can't Say = 3
- Probably Existing = 2
- Definitely Existing = 1
## Stated Preference Experiment

### Car

<table>
<thead>
<tr>
<th>Existing Trip</th>
<th>Option 1</th>
<th>Option 2</th>
<th>Option 3</th>
<th>Option 4</th>
<th>Option 5</th>
<th>Option 6</th>
<th>Option 7</th>
<th>Option 8</th>
<th>Option 9</th>
<th>Option 10</th>
<th>Option 11</th>
<th>Option 12</th>
</tr>
</thead>
<tbody>
<tr>
<td>Waiting Time (Min)</td>
<td>3 min</td>
<td>8 min</td>
<td>3 min</td>
<td>8 min</td>
<td>15 min</td>
<td>8 min</td>
<td>15 min</td>
<td>3 min</td>
<td>15 min</td>
<td>3 min</td>
<td>8 min</td>
<td>3 min</td>
</tr>
<tr>
<td>Travel Time (Min)</td>
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<td>1.5</td>
<td>1.5</td>
<td>1.5</td>
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<tr>
<td>Travel Cost (Rs.)</td>
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