



People Near Transit, Transit Near People

Shaping public transit to serve maximum,
pollute minimum



August 2026

Supported by



ITDP India Team: Jagdish Temkar, Vedavalli Vedantham.

Publication Design: Tejesvini Ravi, Varsha Jeyapandi, Jagdish Temkar, Priya Dharshini M.

Copy Editing: Archita Suryanarayanan (Independent Consultant), Donita Jose.

Technical Reviewers: Aditya Rane, Sivasubramaniam Jayaraman.



Pune Mahanagar Parivahan Mandal Ltd.
(PMPML)



Pune Municipal Corporation (PMC)



Pimpri Chinchwad Municipal
Corporation (PCMC)

Foreword



Mahesh Avhad, IAS

Chairman and Managing Director,
Pune Mahanagar Parivahan Mandal Ltd.
(PMPML)

Pune and Pimpri Chinchwad are among India's fastest-growing urban regions, making accessible, reliable, and sustainable public transport essential for supporting economic growth, improving quality of life, and reducing environmental impacts. As the primary public transport provider in the region, PMPML remains committed to strengthening mobility through continuous improvements in service delivery and closer integration with Metro and BRT services. As our cities evolve, it is equally important that we regularly assess how effectively our transport network serves people's daily travel needs.

The People Near Transit (PNT) 2026 report provides an important evidence-based assessment of transit accessibility across Pune and Pimpri Chinchwad. By identifying areas that are well connected as well as those requiring greater attention, the study offers valuable guidance for improving service frequency, first and last-mile connectivity, and multimodal integration. I appreciate the collaborative efforts of ITDP India, Pune Municipal Corporation, Pimpri Chinchwad Municipal Corporation, and all stakeholders who contributed to this publication. I am confident that the findings and recommendations presented in this report will support informed decision making and help us build a more accessible, efficient, and sustainable public transport system for the Pune Metropolitan Region.

Acknowledgements

The preparation of this People Near Transit (PNT) Analysis Report for Pune and Pimpri-Chinchwad would not have been possible without the support and collaboration of stakeholders dedicated to enhancing urban mobility. We extend our deepest gratitude to the (PMPML), Pune for generously providing comprehensive bus network and operational data that formed the basis of our spatial assessments. We are profoundly thankful to the Pune Municipal Corporation (PMC), and Pimpri-Chinchwad Municipal Corporation (PCMC) for their guidance and providing the data which enriched the analysis.

List of Figures

- Figure 1: Identifying the catchment area (transit shed).
- Figure 2: Population density: Pune and Pimpri-Chinchwad.
- Figure 3: Existing metro network in Pune and Pimpri-Chinchwad.
- Figure 4: Proposed metro network in Pune and Pimpri-Chinchwad.
- Figure 5: Existing BRTS network in Pune and Pimpri-Chinchwad.
- Figure 6: Proposed BRTS network in Pune and Pimpri-Chinchwad.
- Figure 7: Existing PMPML bus route network in Pune and Pimpri-Chinchwad.
- Figure 8: Combined public transit shed in Pune and Pimpri-Chinchwad.
- Figure 9: Frequent bus transit shed in Pune and Pimpri-Chinchwad.
- Figure 10: Frequent bus transit shed (2019) in Pune and Pimpri-Chinchwad.
- Figure 11: Rapid transit (Metro and BRTS) shed in Pune and Pimpri-Chinchwad.
- Figure 12: Transit shed for proposed rapid transit (Metro and BRTS) shed in Pune and Pimpri-Chinchwad.
- Figure 13: Identified public bus transit deserts in Pune.
- Figure 14: Eight public bus transit deserts with high population density were identified in Pune.
- Figure 15: Identified public bus transit deserts in Pimpri-Chinchwad.
- Figure 16: Eight public bus transit deserts with high population density were identified in Pimpri-Chinchwad.
- Figure 17: Major reasons for inconvenience in public transport.
- Figure 18: Identified bus stops with safe pedestrian access.
- Figure 19: Identified job centres within the frequent

public bus transit shed.

Figure 20: Identified educational institutions within the frequent public bus transit shed.

Figure 21: Identified low income residential zones within the frequent public bus transit shed.

Figure 22: Identified hospitals within the frequent public bus transit shed.

Figure 23: Identified public bus transit shed with 5, 10, 15, and 20 minute frequencies.

Figure 24: Estimated public bus transit shed coverage after frequency improvement.

List of Tables

Table 1: Data required for the PNT Analysis

Table 2: Average daily ridership in respective public transport modes

Table 3: Identified population within a 5-min walk radius from Metro and BRTS stations

Table 4: Identified population within a 5-min walk radius from proposed Metro and BRTS stations after year 2030

Table 5: Estimated population within improved frequent transit

List of Abbreviations

PMC	Pune Municipal Corporation
PCMC	Pimpri-Chinchwad Municipal Corporation
PMPML	Pune Mahanagar Parivahan Mandal Limited
PNT	People Near Transit
PMR	Pune Metropolitan Region
BRTS	Bus Rapid Transit System
NMT	Non-Motorised Transport
CMP	Comprehensive Mobility Plan



Contents



01 What is People Near Transit?

- 1.1. Key objectives
- 1.2 Why is PNT study important?

10

02 Methodology

- 2.1 Step-wise approach
- 2.2 Base data

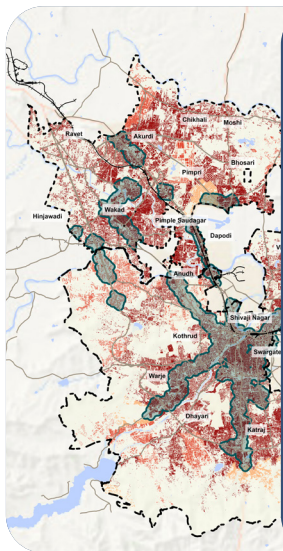
14



03 About Pune and Pimpri-Chinchwad

- 3.1 Population density
- 3.2 Public transport ridership
- 3.3 Public transport in Pune Metropolitan Region
- 3.4 Existing public transport coverage in Pune and Pimpri-Chinchwad

18



04 Frequent Bus Service Accessibility

- 4.1 Frequent bus transit shed
- 4.2 Comparison with frequent bus transit shed in 2019
- 4.3 People near rapid transit - Existing network 2025
- 4.4 People near rapid transit - Proposed network 2030+
- 4.5 Gap analysis - Frequent bus transit shed for Pune
- 4.6 Gap analysis - Frequent bus transit shed for Pimpri-Chinchwad
- 4.7 Non-motorised transport access to public transport

36

05 Accessibility to Activity Centres

- 5.1 Frequent bus transit access: Employment centres
- 5.2 Frequent bus transit access: Schools
- 5.3 Frequent bus transit access: Slums
- 5.4 Frequent bus transit access: Hospitals

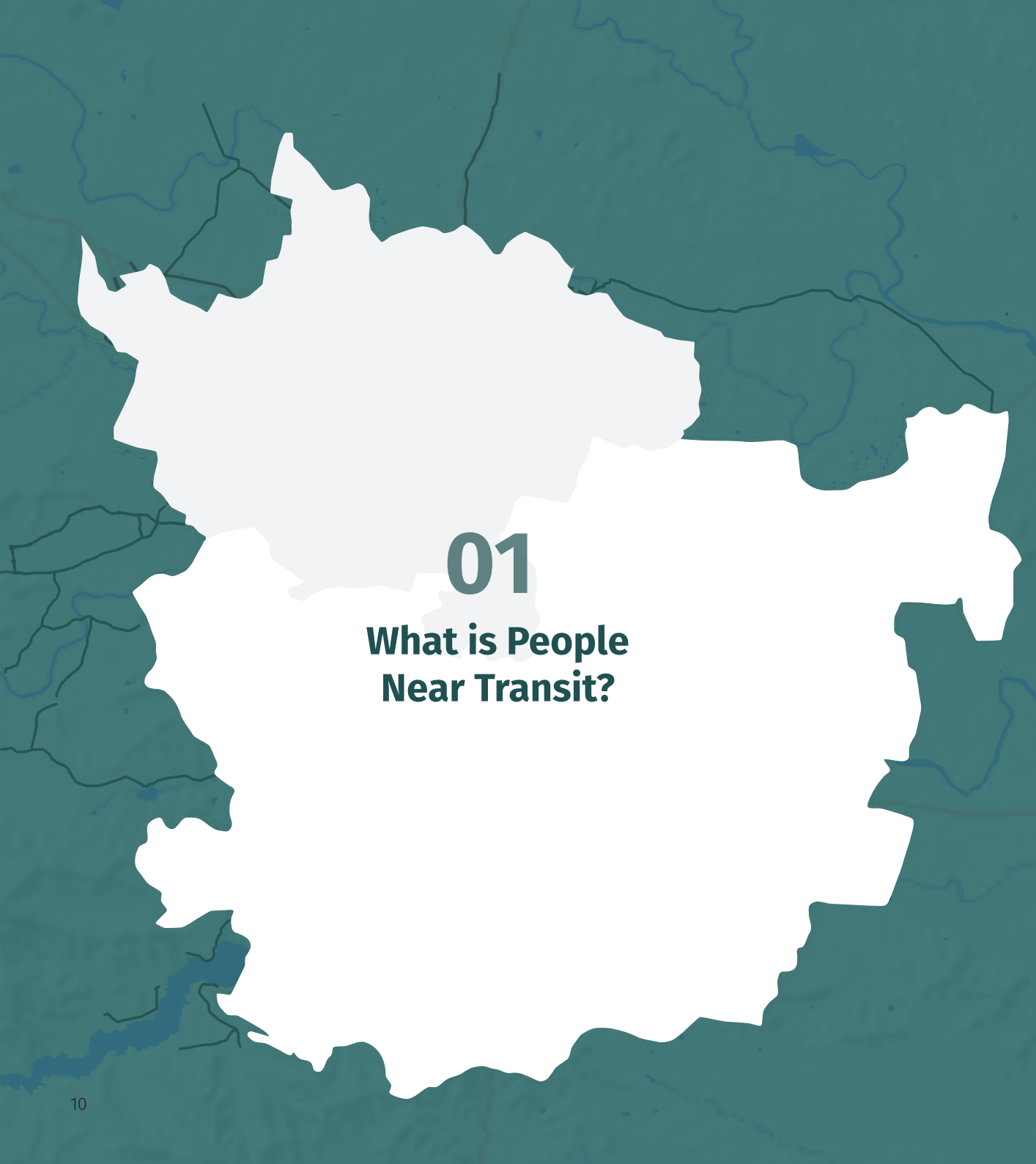
56



06 Recommendations

- 6.1 Strategic recommendations
- 6.2 Potential for bus frequency improvements
- 6.3 Viksit Maharashtra 2047 targets

66



01

**What is People
Near Transit?**

People Near Transit (PNT) is a methodology used to measure the proportion of a city's population that can access public transit services within a 5 to 10 minutes walkable distance (400m to 800m). It is an effective proxy indicator to measure how well a city provides public transport connectivity to its residents. It aids in assessing urban transport systems and services while highlighting the accessibility gaps in the existing systems.

One of the critical factors to improve the experience of using public transport and increase the ridership is to focus and improve the public transport service network. The lack of first and last mile connectivity, along with the other factors like frequency and reliability, often result in people shifting towards unsustainable transport modes like personal vehicles.

This results in increased dependency on private vehicles causing traffic congestion, longer travel times, and higher emissions. Identifying under-served zones is thus critical for prioritizing enhancements that foster multimodal integration and equitable access.

1.1 Key objectives

The PNT analysis for Pune and Pimpri-Chinchwad pursues three interconnected goals:

1

Measure Transit Accessibility: Quantify the percentage of urban residents within walking distance of public transport services, establishing a baseline for coverage.

2

Identify Accessibility Gaps: Pinpoint areas and demographics underserved by existing networks.

3

Inform Planning Decisions: Provide data-driven insights to guide connectivity improvements and supporting initiatives.



1.2 Why is PNT study important?

- **Quantifies spatial equity of transit access:** PNT allows measurement of how evenly transit access is distributed across the city based on demand.
- **Aligns transit supply with built-up density:** By overlaying the walkable area(walking shed) with built-up density according to traffic analysis zones (TAZ), planners can identify mismatches between population concentration and transit frequency and coverage. This is critical to optimise service allocation.
- **Supports mode integration planning:** PNT helps estimate catchment overlaps (bus-metro-suburban rail), enabling data-driven decisions for multimodal integration, feeder routing, and corridor prioritisation.
- **Enables walkability and NMT intervention planning:** PNT maps highlight where targeted pedestrian and NMT infrastructure upgrades are required.

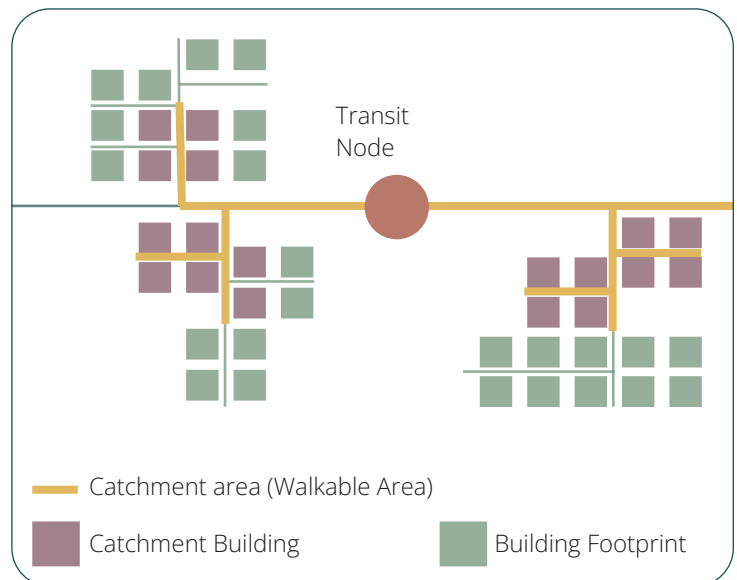


Figure 1: Identifying the catchment area (transit shed).



02

Methodology

The PNT assessment for Pune and Pimpri-Chinchwad employs a meticulous, GIS-driven spatial analysis framework to evaluate transit accessibility. This methodology integrates transit network geometries, building footprints, and demographic data to compute the population within walkable catchments of public transport nodes. By simulating real-world walking distances along road networks, it ensures effective coverage.

This evidence-based approach not only benchmarks current accessibility but also highlights the service gaps across the Pune Metropolitan Region. It supports planners in aligning transit investments with population distributions, Transit Oriented Development (TOD) planning, facilitating multimodal enhancements and sustainable urban growth.



2.1 Step-wise approach

- **Identification of Public Transport Service Points:** Key public transport nodes such as bus stops, metro stations, and suburban rail stations are mapped to establish the foundational network for accessibility analysis.
- **Creation of Walkable Catchment Areas:** Using GIS tools, walkable catchments are delineated by defining 400m walking distances for bus services and 800m distances for metro and suburban rail nodes.
- **Development of a 50m Buffer:** A 50m buffer is generated along the walkable network to capture buildings that are easily reachable from these pedestrian routes.
- **Integration with Building Footprints:** Building footprint data is overlaid on the buffered network to identify structures that fall within accessible zones.
- **Overlay with Population Data:** TAZ data, containing information on total population and land area, is incorporated to derive population density within each zone.
- **Estimation of Accessible Population:** Using the built-up area within the accessible buffer and the population density of the corresponding TAZs, the population residing within walking distance of public transport is estimated.

2.2 Base data

The study utilised a range of spatial datasets covering transport infrastructure, demographic layers, and urban built form to support the PNT analysis. Data was sourced from government agencies, open-source platforms, and institutional databases to ensure reliability and spatial accuracy. This comprehensive dataset enabled detailed mapping of accessibility sheds across Pune and Pimpri-Chinchwad.

Category	Data	Sources
Transport data sets	Public bus routes and frequency	PMPML (2025)
	Bus stop locations	PMPML (2025)
	Metro corridors and stations	Google maps
	Suburban rail network and station	Open street maps
Demography and spatial data	Water bodies	Open street maps
	List of schools	Pune Municipal Corporation (2019), Pimpri-Chinchwad Municipal Corporation (2023)
	List of slums and location	Pune Municipal Corporation (2016)
	TAZ - wise population	Comprehensive Mobility Plan 2018 for Pune Metropolitan Region
	Building footprint	Open buildings

Table 1: Data required for PNT analysis



03

**About Pune and
Pimpri-Chinchwad**

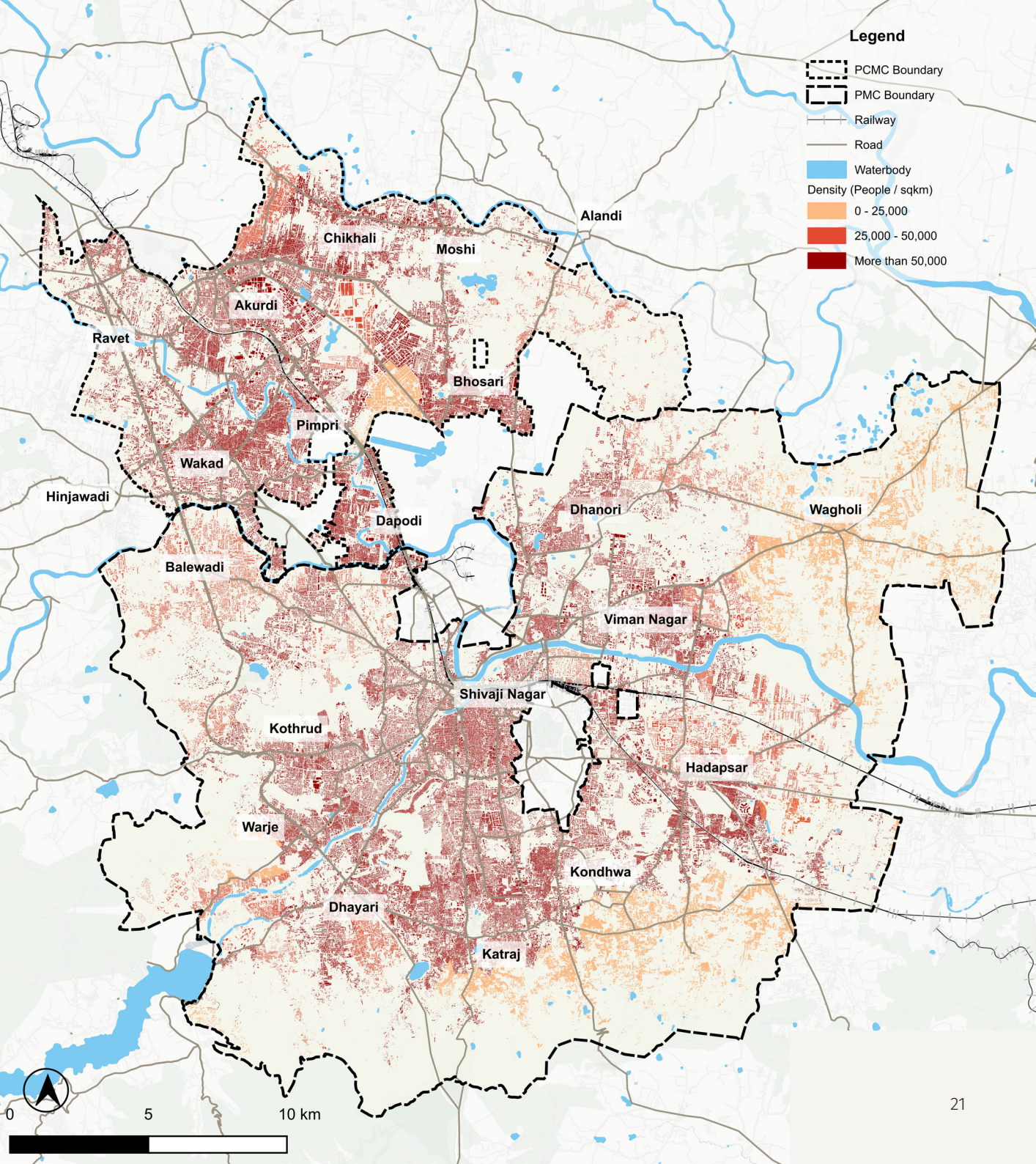


The twin cities of Pune and Pimpri-Chinchwad are two of western India's fastest growing urban regions. They both heavily rely on public transport to support their expanding economic base and rising daily travel demand. Pune Mahanagar Parivahan Mahamandal Limited (PMPML) forms the backbone of this mobility system, operating an extensive network across both cities and surrounding areas, and carrying roughly 10–12 lakh passengers daily. The region's transit ecosystem is further strengthened by the expanding Pune Metro, implemented by Maha Metro, which is gradually creating high-capacity corridors to complement the bus network. PMPML has also been a pioneer in innovation, being among the early adopters of electric buses in India, introducing digital initiatives such as the Apli PMPML mobile app in 2024 to enhance ticketing convenience and passenger information, and playing a leading role in implementing Bus Rapid Transit System (BRTS) corridors. Together, these initiatives reflect sustained efforts to modernise public transport and build a more integrated, efficient, and sustainable mobility network for the metropolitan region.

3.1 Population density

While the Pimpri-Chinchwad Municipal Corporation (PCMC) has a high population density of 19,760 persons per sq. km, the Pune Municipal Corporation (PMC) records a lower density of 10,107 persons per sq. km, largely because its jurisdiction has expanded in recent years to include peripheral villages and low-density suburban areas. This difference reflects variations in urban form, with PCMC's compact industrial-residential layout supporting higher densities than PMC's more spatially extensive administrative area.

(right)
Figure 3: Population density in Pune and Pimpri-Chinchwad



3.2 Public transport ridership

To understand the overall public transport ridership share in Pune, daily ridership numbers were compiled from the major transit modes. Together, these datasets give a reliable picture of how the population depends on different transit modes and helps in analysing overall public transport share, usage trends, and modal preferences across the city.

Transport Mode	Ridership Per Day	Share of Public Transport (%)
Pune Metro	2.2 lakh	16.7
PMPML	11 lakh	83.3
Total	13.2 lakh	100

- Buses form the backbone of public transport in Pune and Pimpri Chinchwad, providing extensive coverage across both urban cores and suburban areas.
- PMPML is set to significantly augment its fleet by adding around 2,000 buses over the next two years, supported by funding from regional and municipal agencies as well as national e-mobility initiatives.
- The currently limited metro network is planned to expand substantially under upcoming phases, which is expected to improve system capacity, service frequency, and overall network reach.

Table 2:
Average daily ridership in
respective public
transport modes

Sources:
1 Maha Metro, Aug 2025
2 PMPML, Aug 2025

(right)
Figure 3:
Population
density in Pune and
Pimpri Chinchwad



शेवा
सामाजिक

GIVE A MISSED CALL AT +91...

YES BANK

smart e-bus स्मार्ट

YES BANK

YES

Saat

BENEFITS

GIVE A MISS

3.3 Public transport in Pune and Pimpri-Chinchwad

Existing Pune Metro network

The current Pune Metro network spans a length of **33 km**, with two operational lines, and a third to be operational soon—adding another **23 km** to the network.



(right)
Figure 3:
Existing metro
network in Pune and
Pimpri Chinchwad

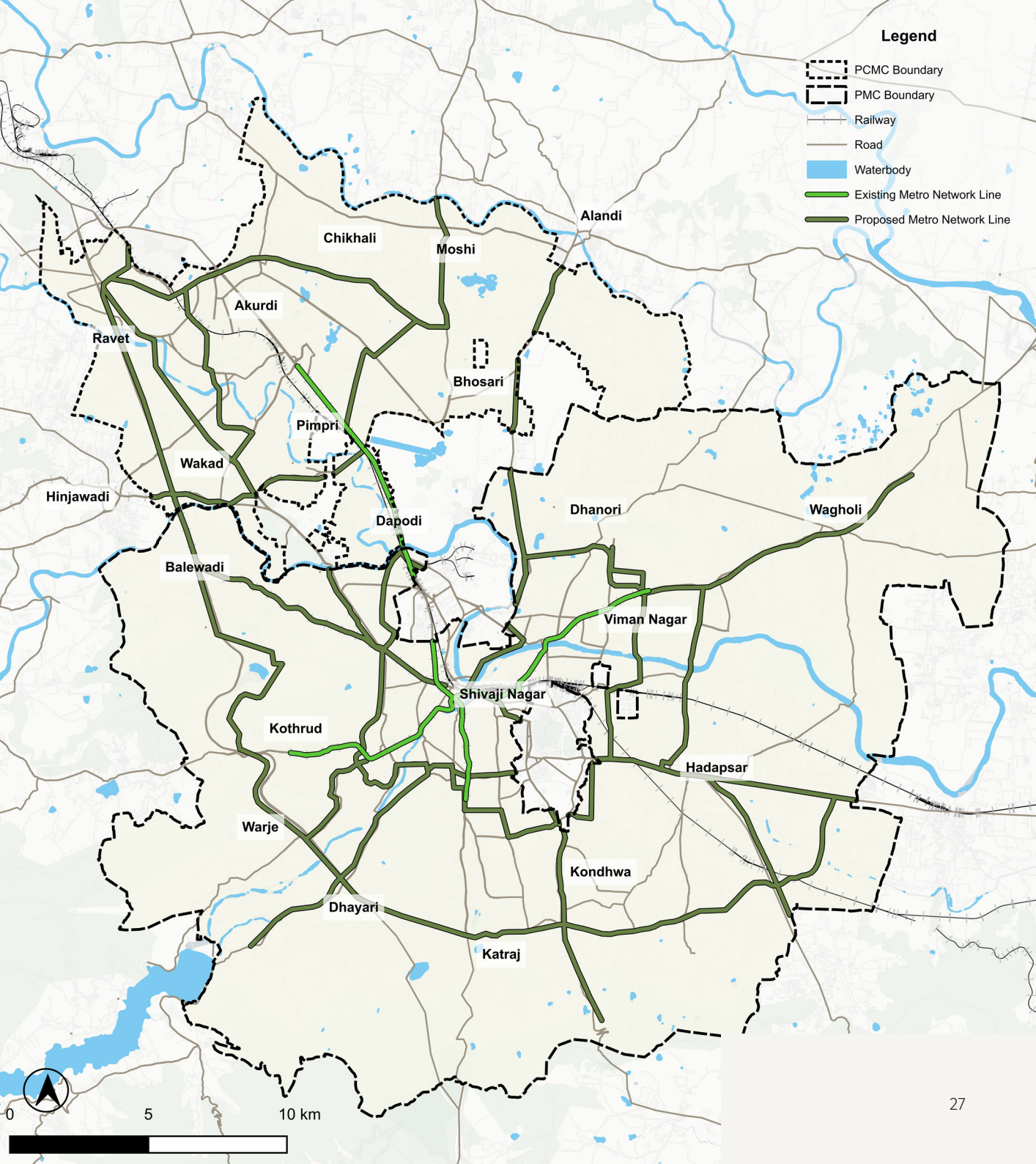


Proposed Pune Metro network

The Comprehensive Mobility Plan (2025) for the Pune Metropolitan Region proposes **276 km** of additional metro and neo metro corridors across Pune and Pimpri-Chinchwad, of which **31.6 km** has already been sanctioned as the first phase of expansion.



(right)
Figure 4:
Proposed metro
network in Pune and
Pimpri-Chinchwad



Legend

- PCMC Boundary
- PMC Boundary
- Railway
- Road
- Waterbody
- Existing Metro Network Line
- Proposed Metro Network Line

Existing BRTS network

The current BRTS network stretches **61 km**, with two operational corridors in Pune, and six operational corridors in Pimpri-Chichwad. The BRTS alone constitutes roughly 22% of PMPML overall ridership.



(right)
Figure 5:
Existing BRTS network
in Pune and
Pimpri-Chinchwad



Proposed BRTS network

The Comprehensive Mobility Plan (2025) for the Pune Metropolitan Region proposes additional **117 km** of additional BRTS in Pune and Pimpri-Chinchwad as well as the adjacent Pune Metropolitan Region.



(right)
Figure 6:
Proposed BRTS
network in Pune and
Pimpri-Chinchwad

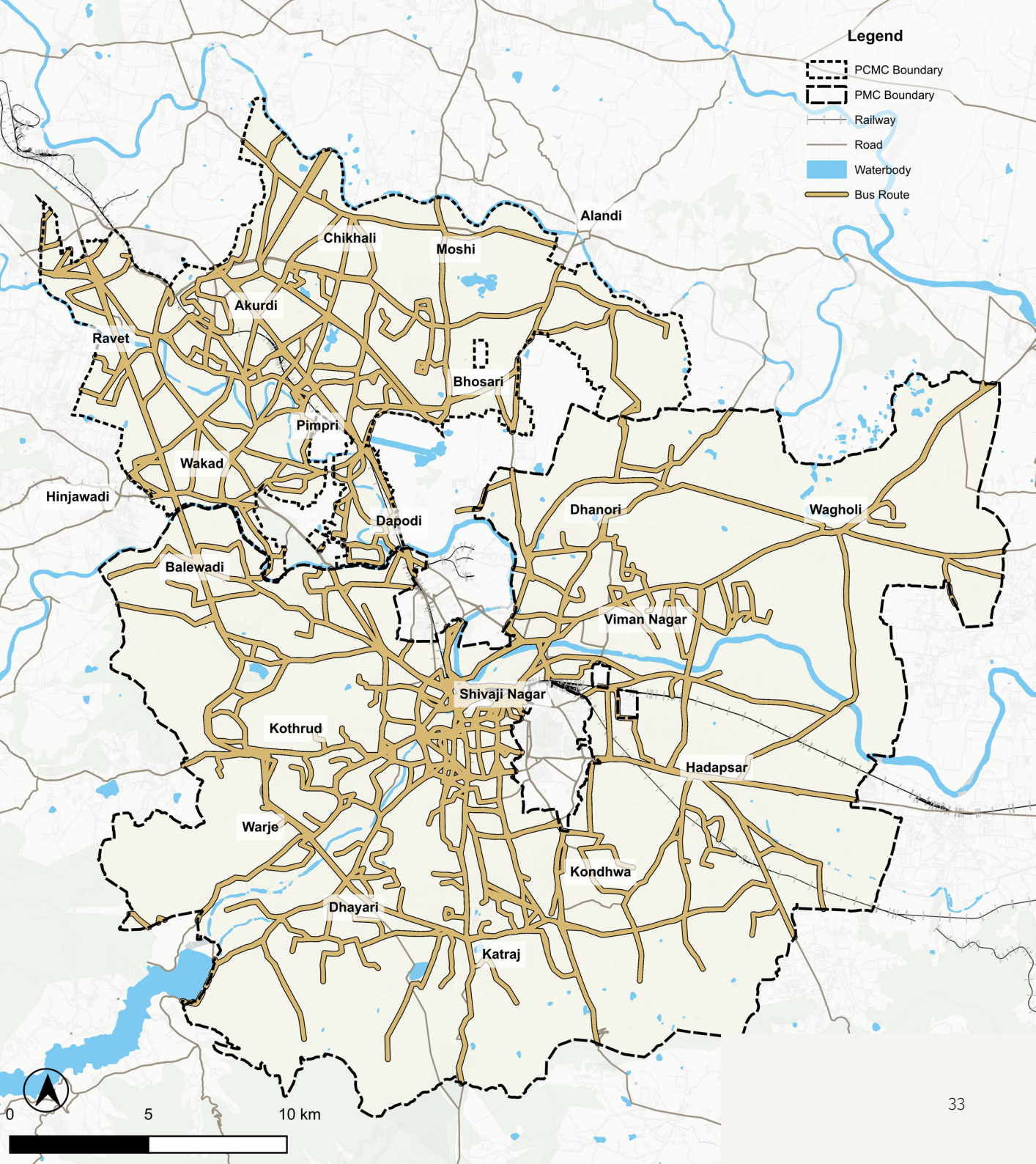


PMPML bus routes

PMPML caters to Pune, Pimpri-Chinchwad, as well as adjacent towns and villages in the Pune Metropolitan Region. With a fleet size of about **2000 buses**, PMPML operates over **440 routes** in the region, catering to between **10-12 lakh** passengers daily.



(right)
Figure 7:
Existing PMPML bus
route network in
Pune and
Pimpri-Chinchwad



Legend

- PCMC Boundary
- PMC Boundary
- Railway
- Road
- Waterbody
- Bus Route

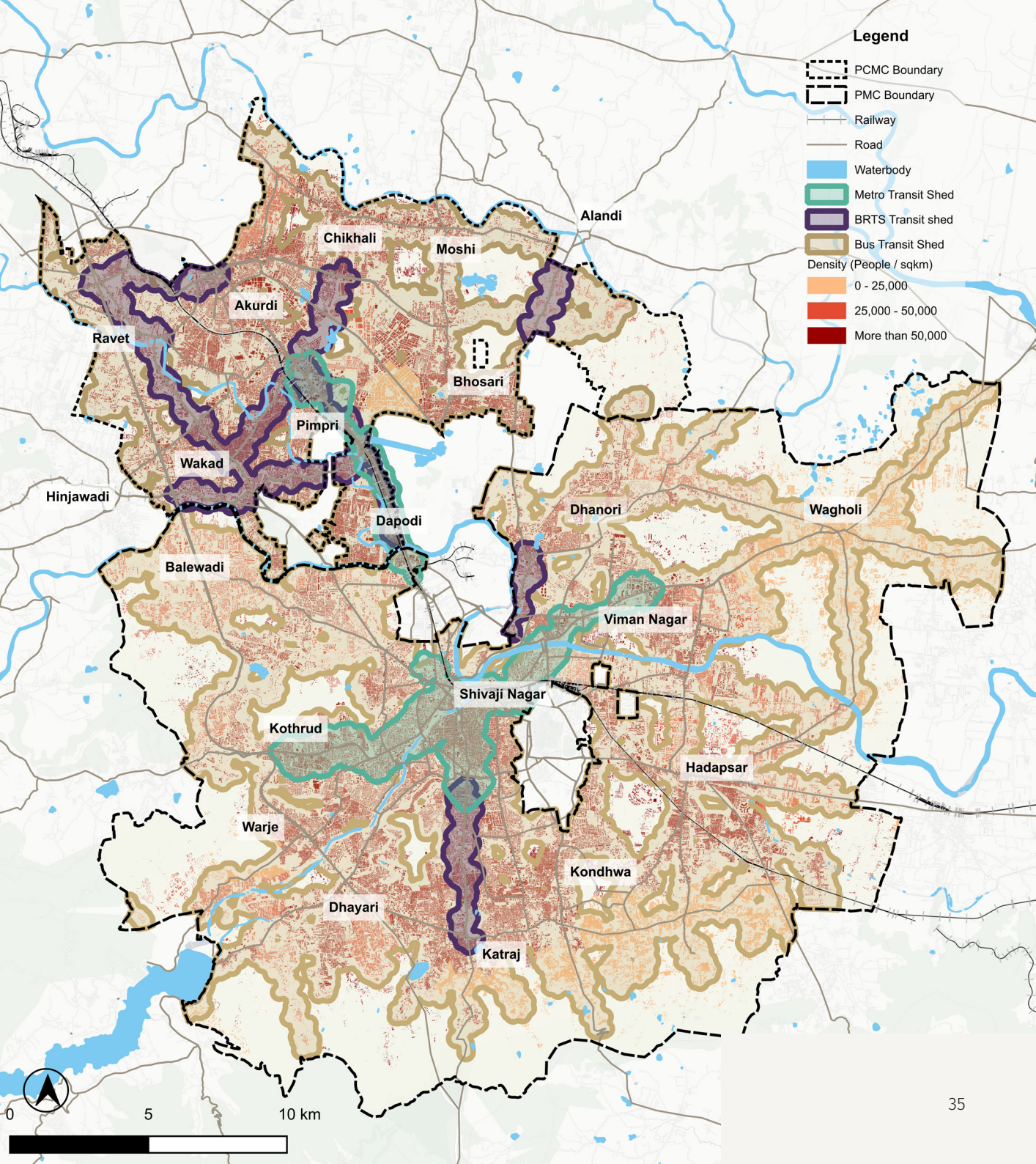
3.4 Existing public transport coverage in Pune and Pimpri-Chinchwad

Combined transit shed

The 'combined transit shed' metric combines walkable catchments from buses, BRTS and MRTS, by identifying areas served by at least one mode while avoiding double-counting in overlapping zones. The integrated analysis shows that **94%** of the population can access public transport within standard walking distances. This citywide perspective highlights well-served core areas while also revealing pockets of limited accessibility in outward-growing suburban regions.



(right)
Figure 8:
Combined
public transit shed in
Pune and
Pimpri-Chinchwad



The image shows a map of a geographical region. A large, irregularly shaped area in the center is highlighted in white. The surrounding area is a solid blue color. Within the blue area, there are faint, thin lines representing roads or rivers. The white area is the primary focus of the page.

04

**Frequent Bus
Service Accessibility**



A bus stop is considered part of the ‘frequent bus network’ if it is served by at least **one bus every five minutes**. Incorporating the frequent bus network into the PNT analysis ensures that accessibility reflects not only the physical proximity to a bus stop, but also the operational quality of service. Stops with a minimum frequency of one bus every 5 minutes represent reliable transit, offering short waiting times and consistent service availability. By isolating these high-frequency corridors, the PNT analysis can more accurately measure effective transit access, distinguish between low and high quality service areas, and identify zones where frequency upgrades are necessary to strengthen overall accessibility.

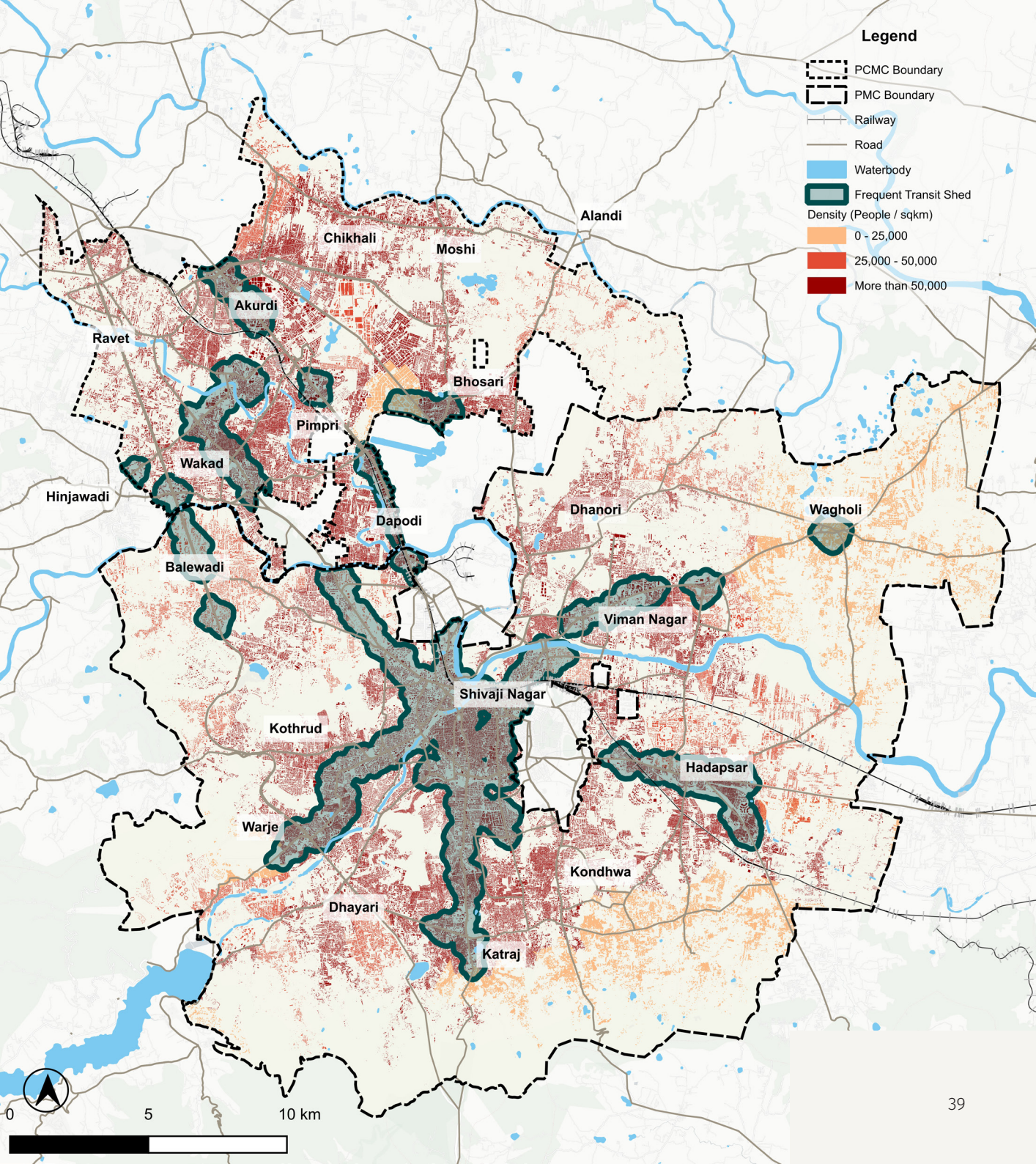
4.1 Frequent bus transit shed

The combined frequent bus transit coverage for Pune and Pimpri-Chinchwad is only 21%, which is remarkably below the overall bus shed extent of 94%. This indicates that the physical reach of the network often exceeds the reliability of service, particularly in the fringe areas of the city extents. High-frequency service zones are largely concentrated along major arterial corridors such as Satara Road and Karve Road in Pune, and Old Mumbai-Pune Highway in Pimpri-Chinchwad, where they effectively cater to peak-hour travel demand.



21% of the combined population in Pune and Pimpri-Chinchwad can access frequent bus network within a 5-minute walk.

(right)
Figure 9:
Frequent bus transit
shed in Pune and
Pimpri-Chinchwad.



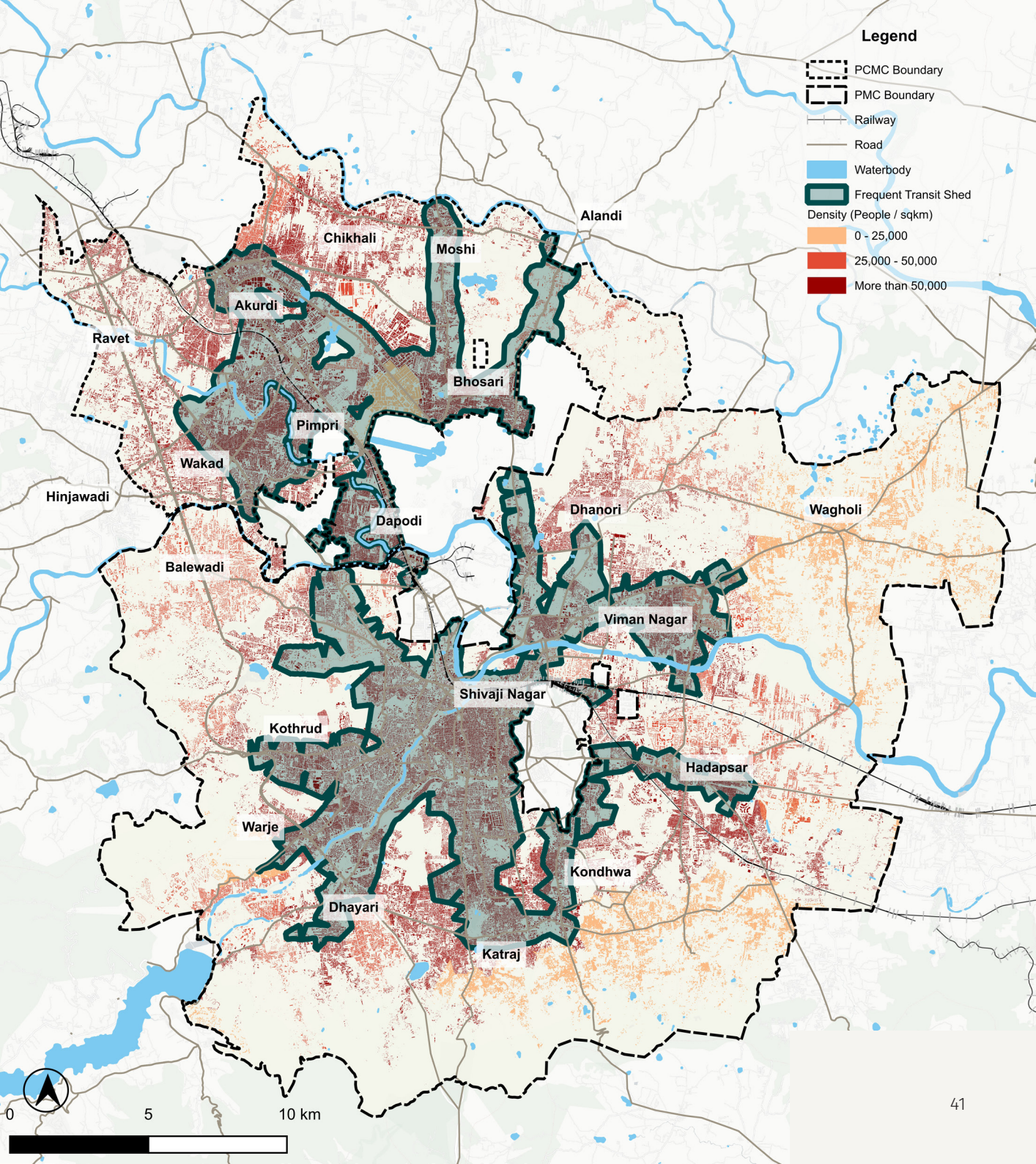
4.2 Comparison with frequent bus transit shed (2019)

Frequent transit availability across the Pune–Pimpri Chinchwad region has declined sharply from 66% in 2019 to 21% in 2025. This trend may be associated with the expansion of PMPML’s service coverage without a commensurate increase in fleet size, potentially stretching available resources and reducing service frequency across the metropolitan region. As of August 2025, almost 30% of PMPML’s fleet was deployed on routes extending beyond the Pune and Pimpri-Chinchwad municipal limits, serving both urban and peripheral areas.

As per the previous PNT study conducted in 2019, 66% of the combined population in Pune and Pimpri-Chinchwad had access to frequent bus network which has now significantly dropped to 21%.



(right)
Figure 10:
Frequent bus
transit shed (2019)
in Pune and
Pimpri-Chinchwad



4.3 People near rapid transit (Existing network 2025)

Together, Pune and Pimpri-Chinchwad have about 61 km of BRTS corridors, designed to provide dedicated right-of-way for buses and improve travel speeds and service reliability on major arterial routes operated by PMPML. Complementing this network is the expanding Pune Metro, which currently operates around 33 km of metro lines across the PCMC–Swargate and Vanaz–Ramwadi corridors, offering a high-capacity, grade-separated transit option connecting key residential and employment areas. Together, these systems form the backbone of the region’s emerging mass transit network.

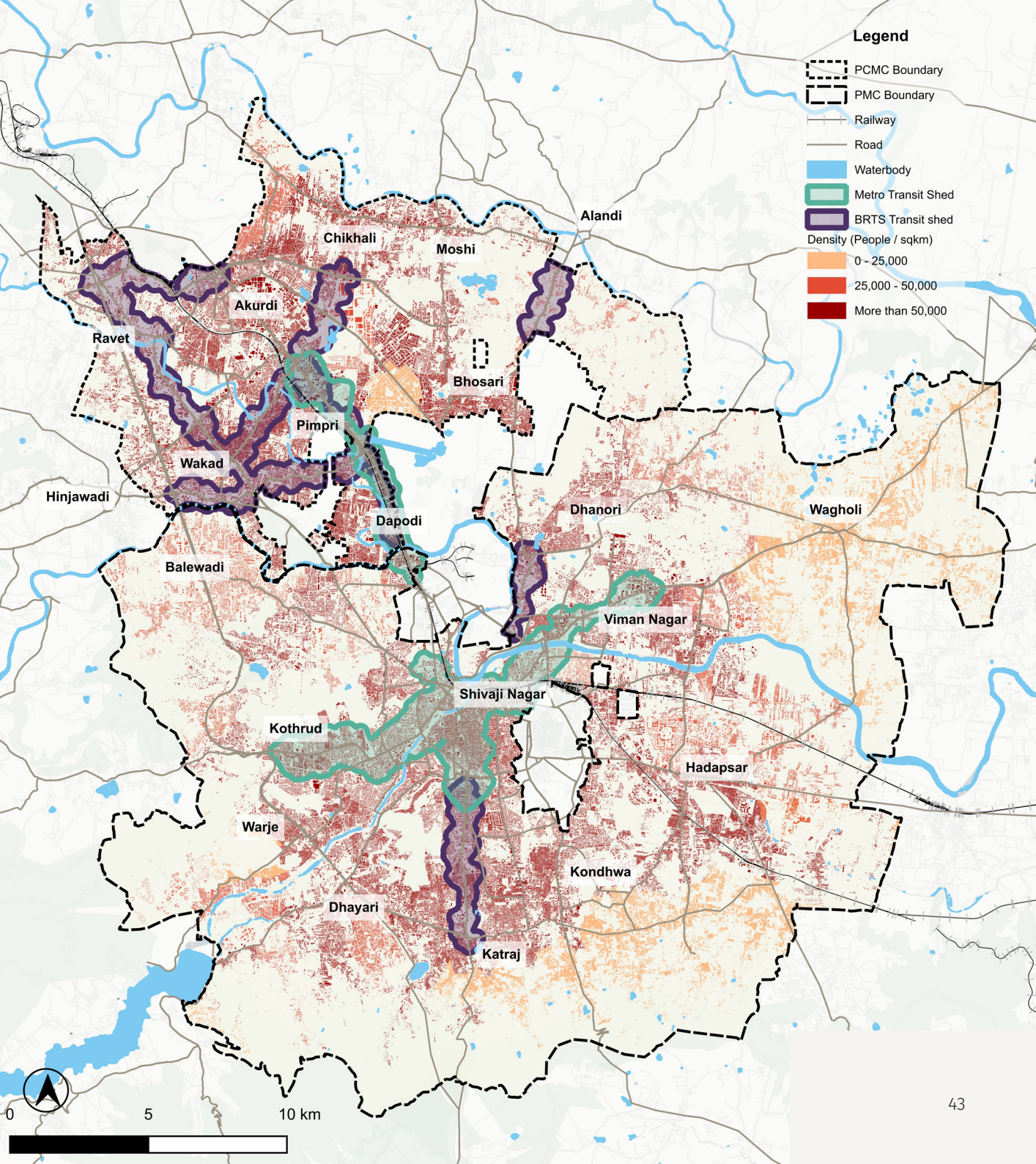
Transport Mode	PMC	PCMC	Overall
Pune Metro	16%	5%	20%
Rainbow BRTS	5%	43%	12%

26% of the combined population in Pune and Pimpri-Chinchwad had access to rapid transit (Metro and BRTS) within a 5-minute walk.

Table 3:
Identified population within a 5-min walk radius from Metro and BRTS stations

(right)
Figure 11:
Rapid transit (Metro and BRTS) shed in Pune and Pimpri-Chinchwad





4.4 People near rapid transit (Proposed network after 2030)

The Comprehensive Mobility Plan (CMP) 2025 for the Pune Metropolitan Region proposes an extensive expansion of mass transit infrastructure, including 309 km of metro corridors and an additional 117 km extension of the BRT network across Pune, Pimpri-Chinchwad, and surrounding metropolitan areas. However, even with the full proposed metro network in place, the system is expected to remain accessible to only about half of the region’s population. This highlights the continued importance of strengthening bus-based public transport, particularly services operated by PMPML, to ensure wider and more equitable mobility coverage across the metropolitan region.

Transport Mode	PMC	PCMC	Overall
Pune Metro	56%	47%	53%
Rainbow BRTS	6%	43%	21%

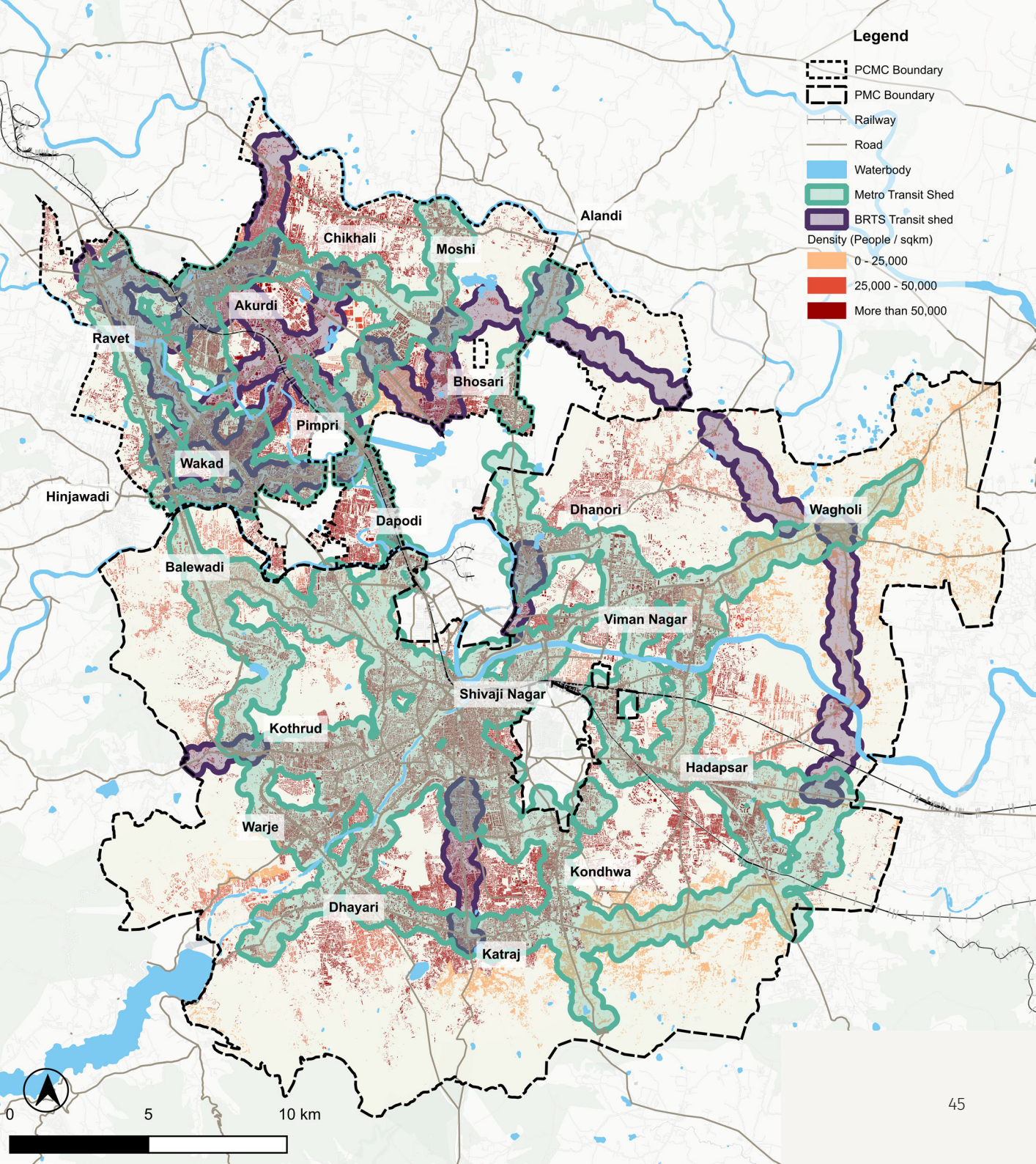
63% of the combined population in Pune and Pimpri-Chinchwad shall have access to rapid transit (Metro and BRTS) within a 5-minute walk*

*After BRT & Metro Network is fully implemented as per Pune’s CMP (2025).



Table 4:
Identified population within a 5-min walk radius from proposed Metro and BRTS stations after the year 2030

(right)
Figure 12:
Transit shed for proposed rapid transit (Metro and BRTS) shed in Pune and Pimpri-Chinchwad

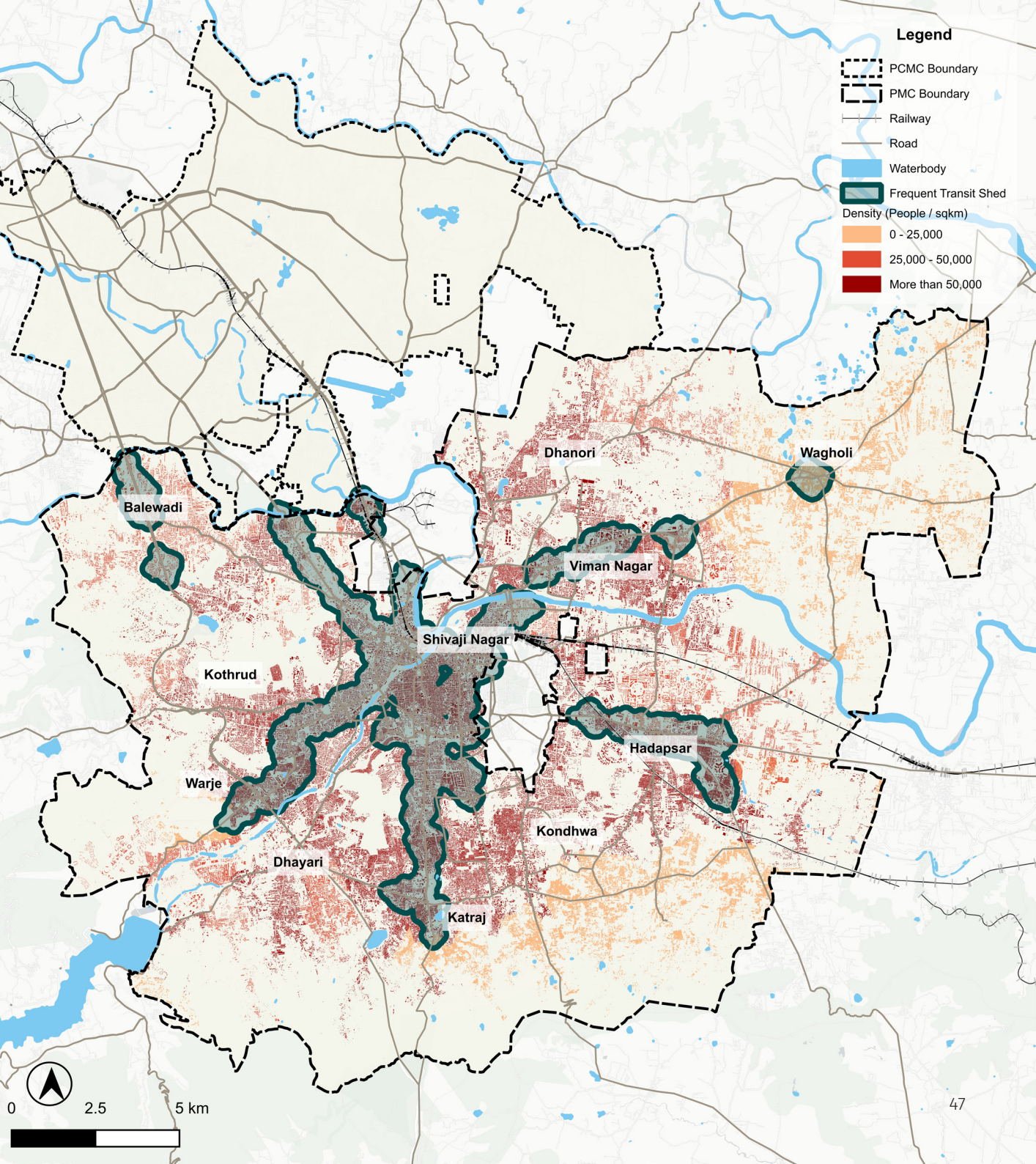


4.5 Frequent bus transit shed in Pune: Gap analysis

A transit desert is typically defined as an area where the demand for public transport exceeds the supply. Sixteen transit deserts which require critical interventions to improve frequencies were identified. These areas were shortlisted based on the low frequency of public transport despite the high population density, suggesting a gap between demand and supply.



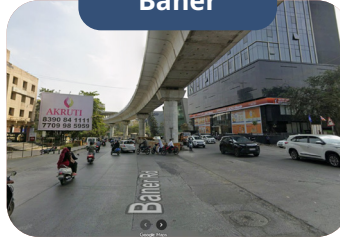
(right)
Figure 13:
Identified public
bus transit deserts
in Pune



Dhayari



Baner



Dhanori

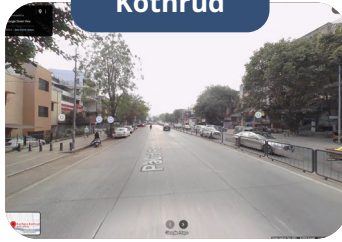


Handewadi



Figure 14:
Eight public bus
transit deserts
with high
population density
were identified
in Pune.

Kothrud



Ambegaon



Wadgaon Sheri



Kondhwa

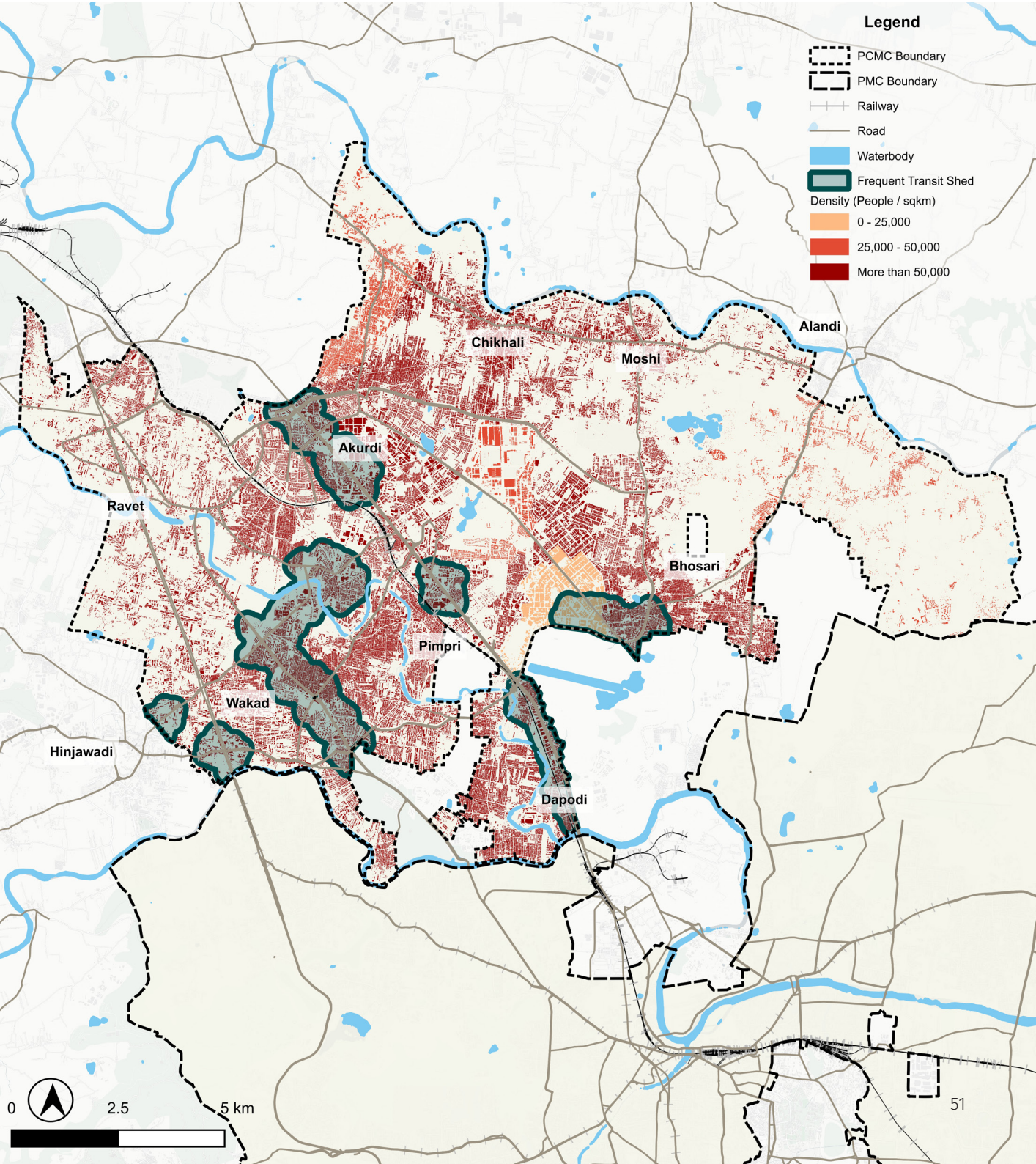


4.6 Frequent bus transit shed in Pimpri-Chinchwad: Gap analysis

Eight transit deserts were identified in Pune, including, Baner, Dhanori, Dhayari, Handewadi, Kondhwa, Kothrud, Ambegaon, and Wadgaon Sheri. Similarly, eight transit deserts were identified in Pimpri-Chinchwad including Akurdi, Bhosari, Chikhali, MIDC, Rahatani, Sangavi, Talwade, and Wakad.



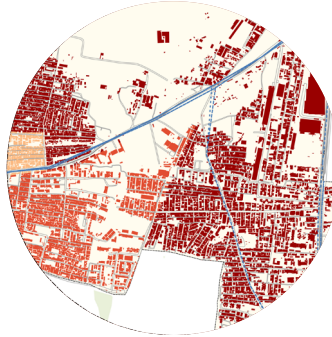
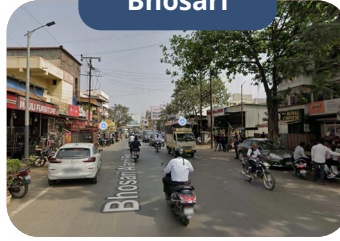
(right)
Figure 14:
Identified public
bus transit
deserts in
Pimpri-Chinchwad



Akurdi



Bhosari



Chikhali



MIDC



Figure 16:
Eight public bus
transit deserts
with high
population density
were identified in
Pimpri Chinchwad.

Rahatani



Sangavi



Talwade



Wakad



4.7 Non-motorised transport access to public transport

Safe and comfortable footpath and cycling infrastructure are essential to ensure seamless last-mile connectivity for public transport users. A survey conducted across six cities under the Transport4All Challenge found that nearly 22% of users reported that bus stops are either too far or difficult to access. In Pune, this challenge is further reflected in the fact that only 47% of bus stops within PMC and PCMC are connected through a healthy streets network.

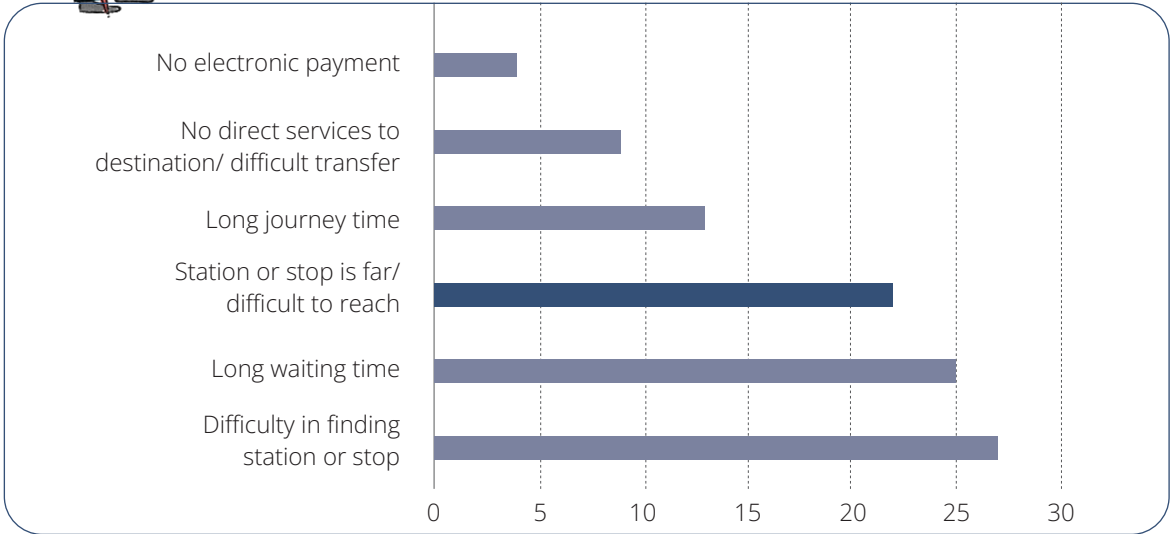


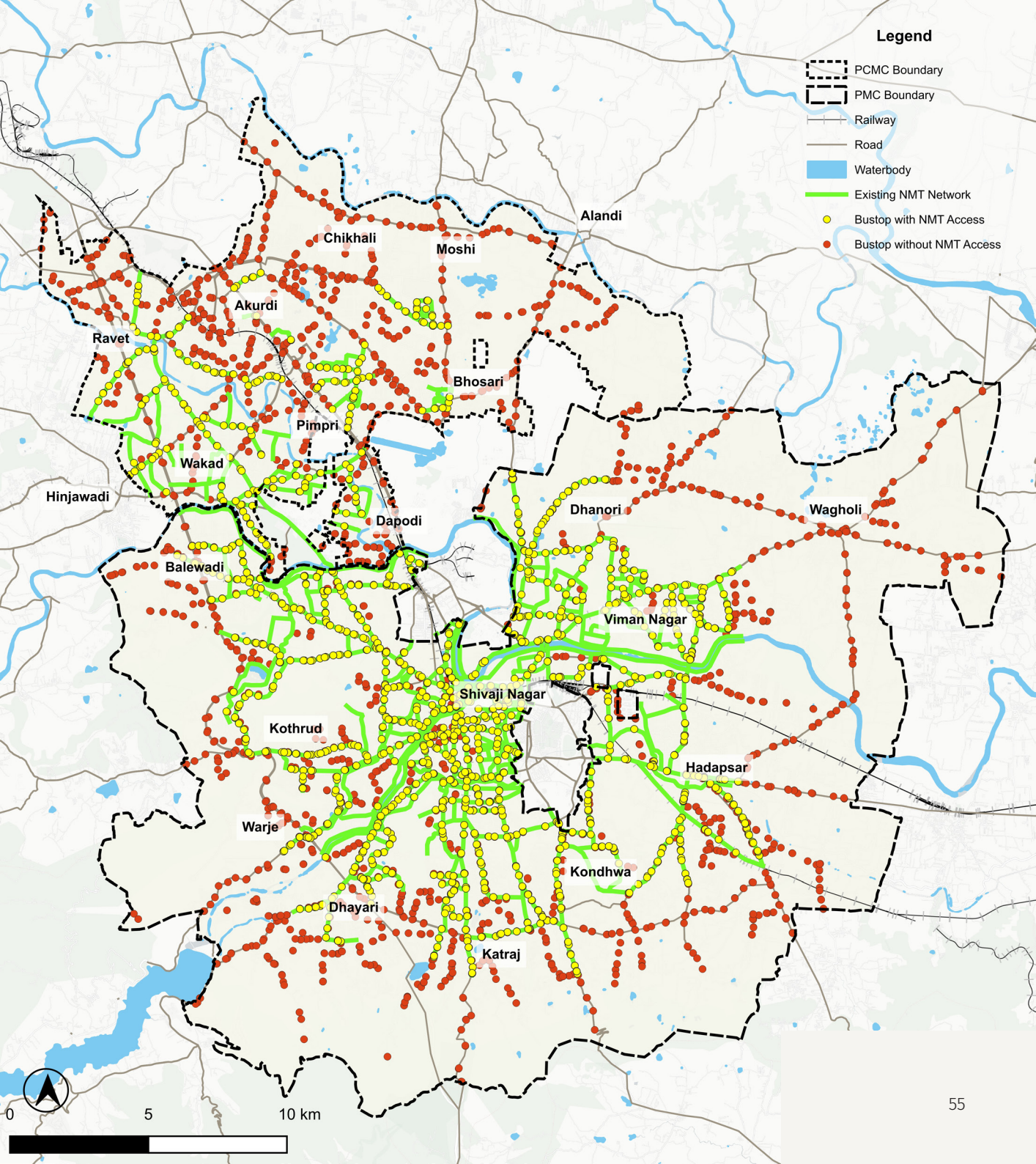
47% of bus stops in PMC & PCMC are accessible by the healthy streets network.

(right)
Figure 18:
Identified bus stops with safe pedestrian access

(below)
Figure 17:
Major reasons for inconvenience in public transport

Source:
Transport4All
Challenge,
ITDP India







05

**Accessibility to
Activity Centres**

This analysis evaluates how well frequent bus services support major urban activity zones within Pune and Pimpri-Chinchwad, including high-demand destinations such as workplaces and educational institutions. By mapping frequent transit access around these zones, the analysis highlights areas with strong connectivity as well as locations where service gaps exist. These insights help guide targeted improvements to ensure reliable and efficient mobility for daily city activities.



5.1 Frequent bus transit access: Employment centres

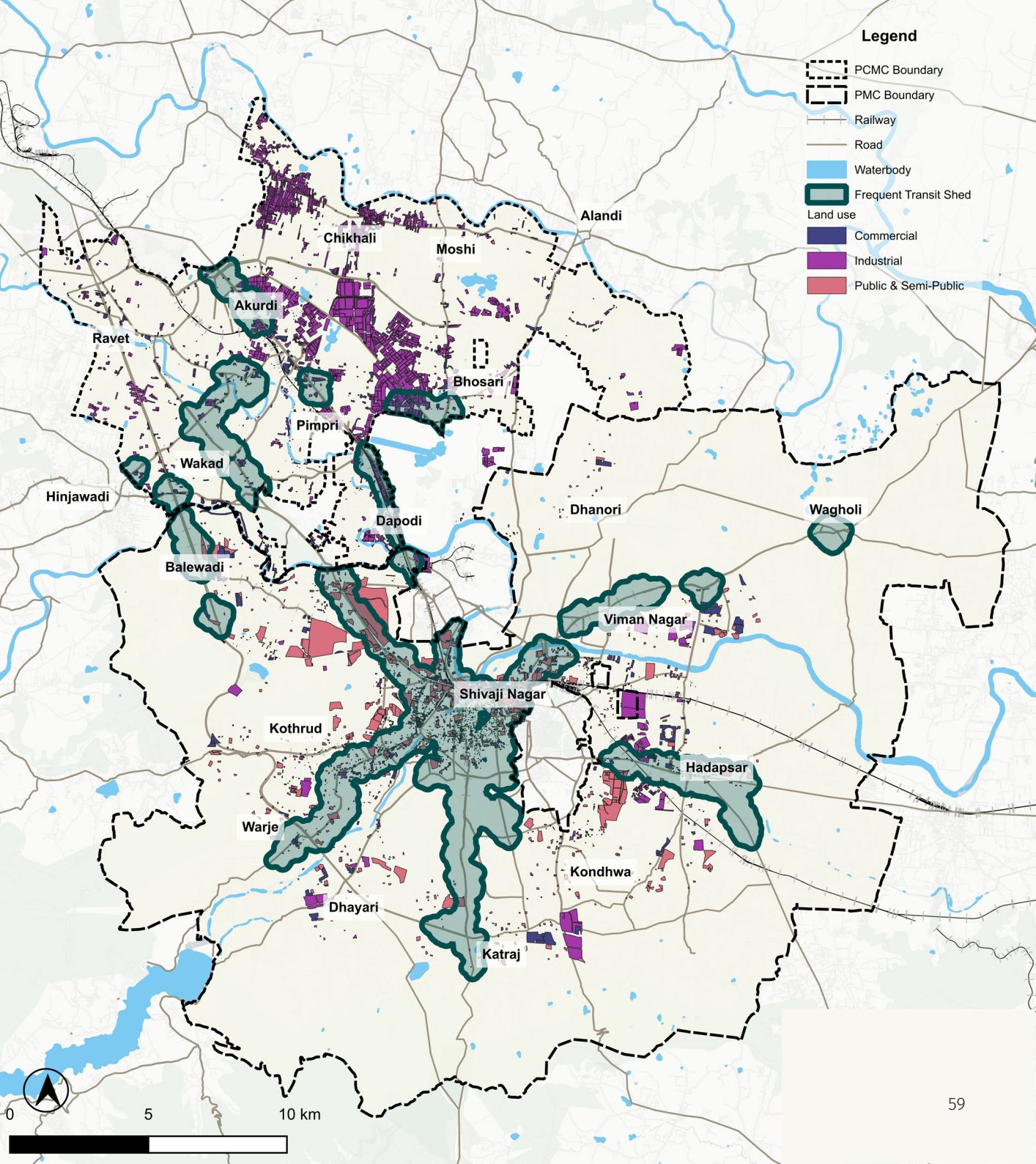
Employment hubs are one of the most significant generators of travel demand. Assessing the effectiveness of bus service to employment is important to understand daily commuter movement in Pune and Pimpri-Chinchwad. The analysis indicates that gaps persist in zones located away from frequent routes, where workers may face longer access times or limited options, increasing reliance on private vehicles.

Coverage of bus services also differs between the two cities. While Pune has around 30% coverage of frequent bus services to employment centres, Pimpri-Chinchwad has only 13% coverage, indicating scope to strengthen connectivity.

20% of employment centres (commercial, public-semi public and industrial) in Pune and Pimpri-Chinchwad are accessible by frequent transit.



(right)
Figure 19:
Identified job centres
within the frequent
public bus
transit shed



5.2 Frequent bus transit access: Schools

Frequent bus connectivity to schools is essential for ensuring safe, reliable, and convenient travel for students across the Pune and Pimpri-Chinchwad. These institutions generate high trip volumes during peak hours and strongly influence the city's mobility patterns.

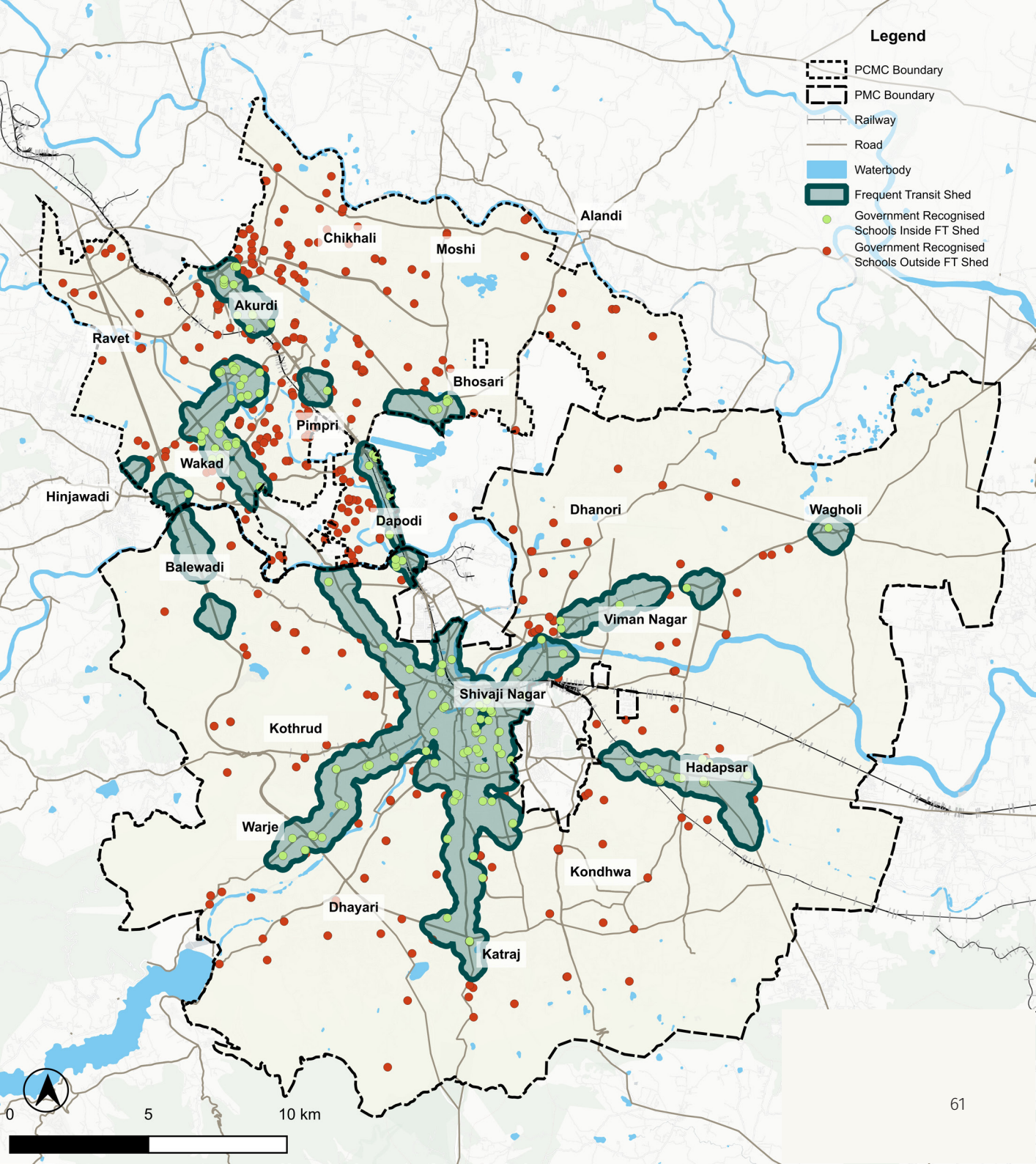
The gap analysis identifies school locations in the Pune Metropolitan Region that lack adequate access to frequent bus services. These areas highlight priority zones where route improvements, service additions, or last-mile solutions are needed to ensure safe and reliable student travel.

Coverage levels differ between the two cities, with approximately 23% in Pimpri-Chinchwad and 40% in Pune, suggesting scope for continued enhancement of transit access in school areas.

30% of school children in Pune and Pimpri-Chinchwad have access to frequent public transport.



(right)
Figure 20:
Identified educational
institutions within the
frequent public bus
transit shed



5.3 Frequent Bus Transit Access: Slums

Residents of slums and informal settlements often depend heavily on affordable and reliable public transport to access livelihoods, education, healthcare and other services across the city. Ensuring strong public transport connectivity to these areas is critical to promote equitable urban development. Limited connectivity can disproportionately increase travel time and cost burdens for low-income households, restricting economic opportunity and social mobility.

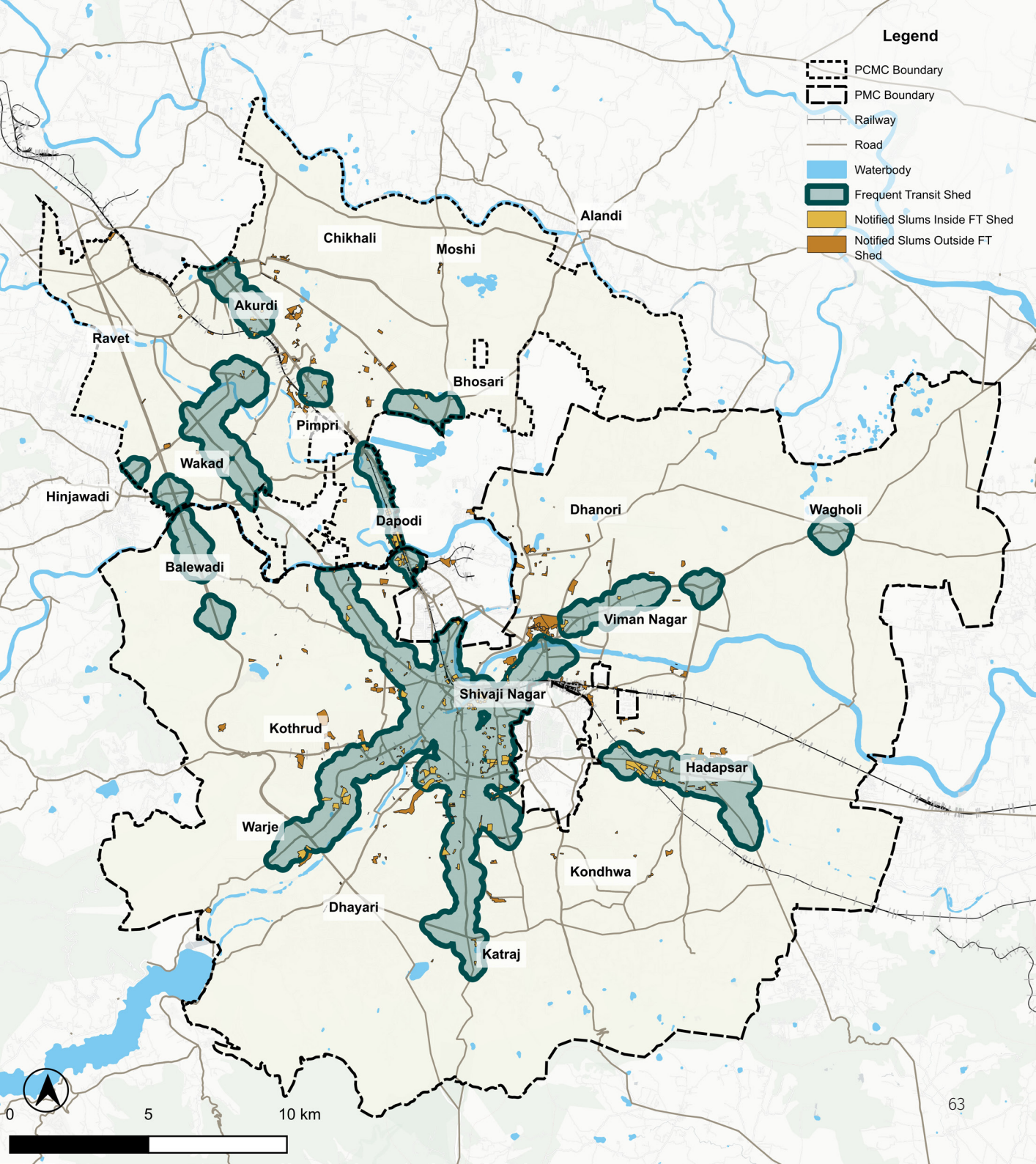
Strengthening transit access to under-served communities therefore not only improves mobility outcomes but also advances broader goals of inclusion, productivity, and sustainable urban growth.

Coverage levels differ between the two cities, with approximately 25% in Pimpri-Chinchwad and 40% in Pune, suggesting scope for continued enhancement of transit access in near slum settlements.

37% of people living in notified slums in Pune and Pimpri-Chinchwad have access to frequent public transport.



(right)
Figure 21:
Identified low income
residential zones
within the frequent
public bus
transit shed



5.4 Frequent Bus Transit Access: Hospitals

Hospitals generate critical trip demand throughout the day, including during emergencies. They are key destinations within the urban mobility network, and frequent bus connectivity to hospitals is essential to ensure timely, reliable and affordable access to healthcare services in Pune and Pimpri-Chinchwad.

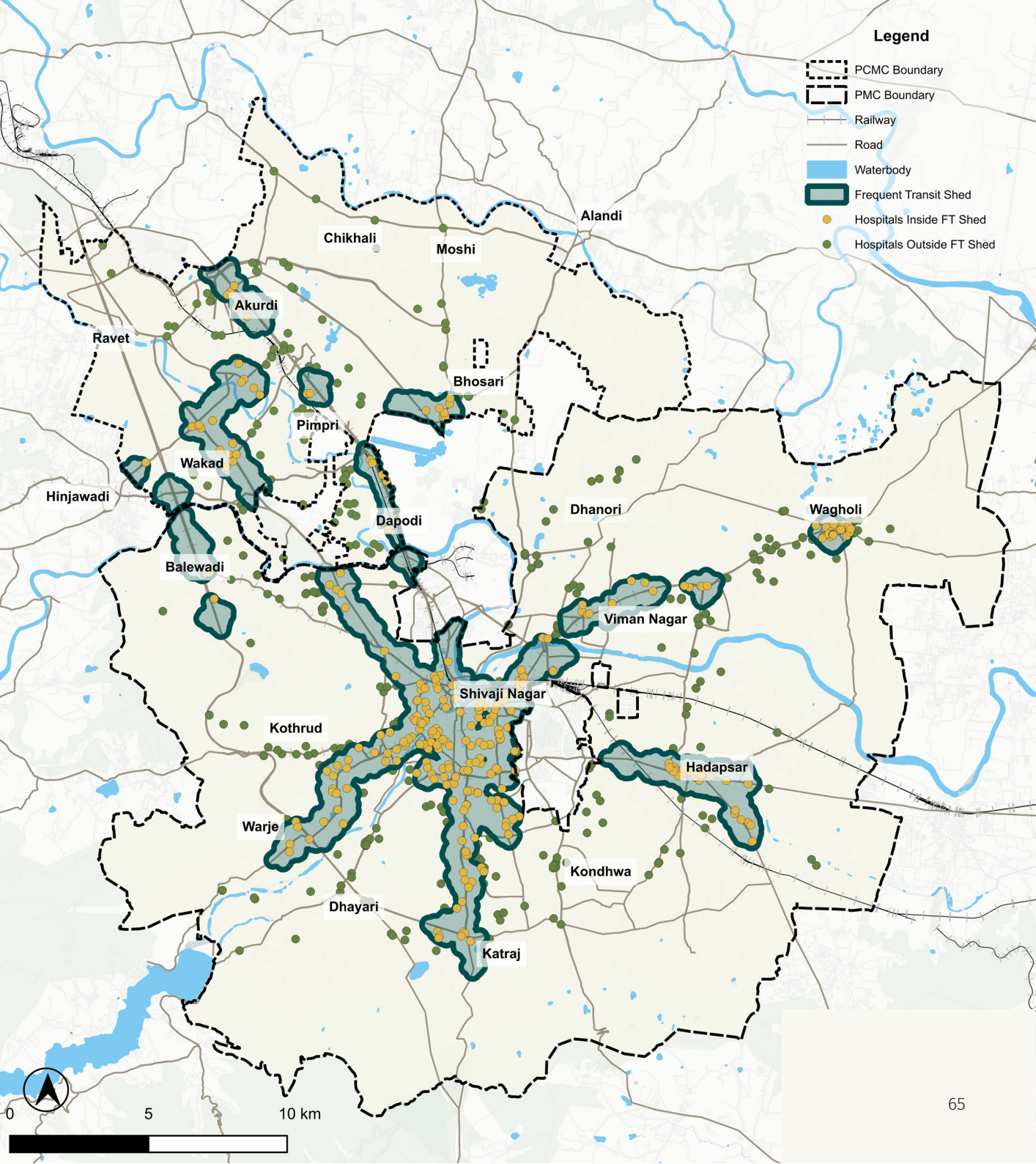
The gap analysis identifies hospital locations that lack adequate access to frequent bus services, highlighting priority areas where route rationalisation, service augmentation, or last-mile connectivity interventions are required to improve access to healthcare.

Coverage levels vary between the two cities, with approximately 41% in Pimpri-Chinchwad and 57% in Pune. This indicates significant scope for strengthening transit access to healthcare facilities, particularly in underserved areas.

51% of hospitals in Pune & Pimpri-Chinchwad are accessible via frequent public transport.



(right)
Figure 22:
Identified hospitals
within the frequent
public bus
transit shed





06

Recommendations



The PNT assessment presents a clear picture of the public transport landscape of the twin cities of Pune and Pimpri-Chinchwad. It highlights strong foundational coverage, but indicates clear opportunities for improvement in network design, service frequency, and multi-modal integration. Across the city, 94% of residents live within walking distance of at least one public transport mode, largely driven by the bus network's coverage. The metro and BRTS currently serve 12% and 20% of the population respectively. When considering service quality, 21% of the population benefits from frequent bus services, down from the previous coverage of 66% in 2019. Within the metropolitan region, 20% of people travelling to employment centres, 51% of school-going children, and 37% of population in the notified slums have access to frequent transit, underscoring the need to strengthen both first and last mile connectivity.

6.1 Strategic recommendations

Long-term strategies

- Induct approximately 2,500 additional buses, prioritising corridors that currently experience low service frequency to expand the coverage of frequent transit.
- Advance the development and prioritisation of BRT and Metro corridors to enhance overall system capacity, reliability, and frequency.

Short-term strategies

- Implement route rationalisation to optimise fleet deployment, reallocating services from lower-demand corridors to high-density, high-demand areas.
- Prioritise designated Bus Route Roads (BRRs) under the Complete Streets Programme to improve pedestrian accessibility, last-mile connectivity, and overall ease of access to bus services.

1

Expand bus fleet:

Additional 2500 buses required to meet benchmark of 60 buses per lakh population

2

Prioritise BRTS and Metro corridors:

Improve frequency along high demand corridors

3

Route rationalisation:

Revise fleet deployment from low demand to high demand areas

4

Ease of access to bus stops:

Prioritise development of healthy streets along high frequency bus corridors

5

Infrastructure improvements:

Upgrade bus stop infrastructure as per footfall and bus frequencies

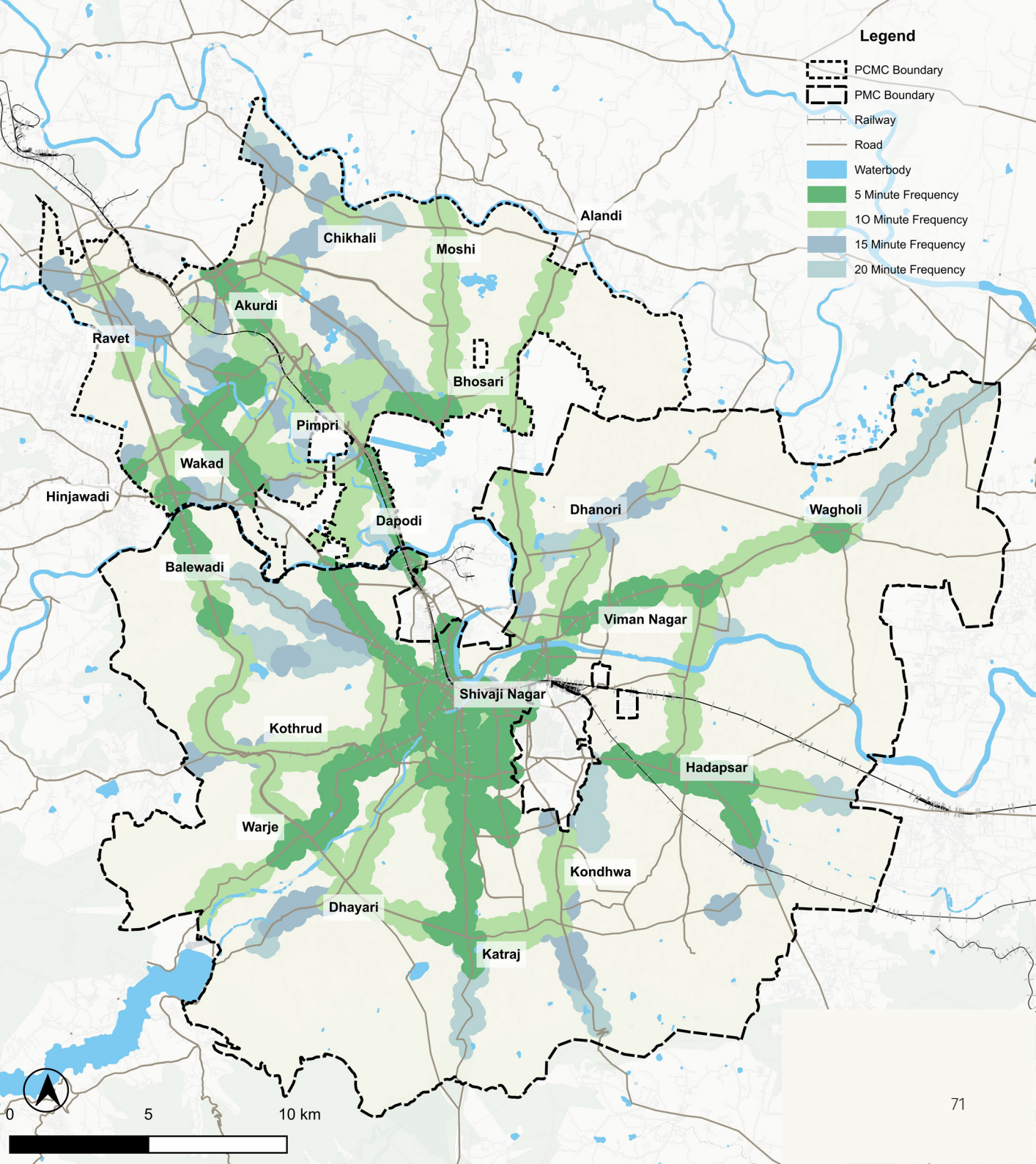
6.2 Potential for bus frequency improvements

If the routes which are operating between frequencies of bus every 10 to 20 minute are restructured and consolidated to deliver 5-minute frequency, the share of the population with access to frequent transit in PMC could increase from 21% to 61%. This indicates that substantial gains in coverage can be achieved through route rationalisation and better fleet allocation, without requiring network expansion, by optimising existing resources and curtailing low-performing segments.

Frequency	Population coverage
5 mins	30% population
10 mins	23% population
15 mins	3% population
20 mins	5% population

Table 5:
Estimated
population within
improved frequent
transit

(right)
Figure 23:
Identified public bus
transit shed with 5,
10, 15, and 20 minute
frequencies



Legend

- PCMC Boundary
- PMC Boundary
- Railway
- Road
- Waterbody
- 5 Minute Frequency
- 10 Minute Frequency
- 15 Minute Frequency
- 20 Minute Frequency

6.3 Viksit Maharashtra 2047 targets

The Viksit Maharashtra 2047 outlines ambitious targets for strengthening public transport, including ensuring access to frequent transit in at least 60% of city wards.

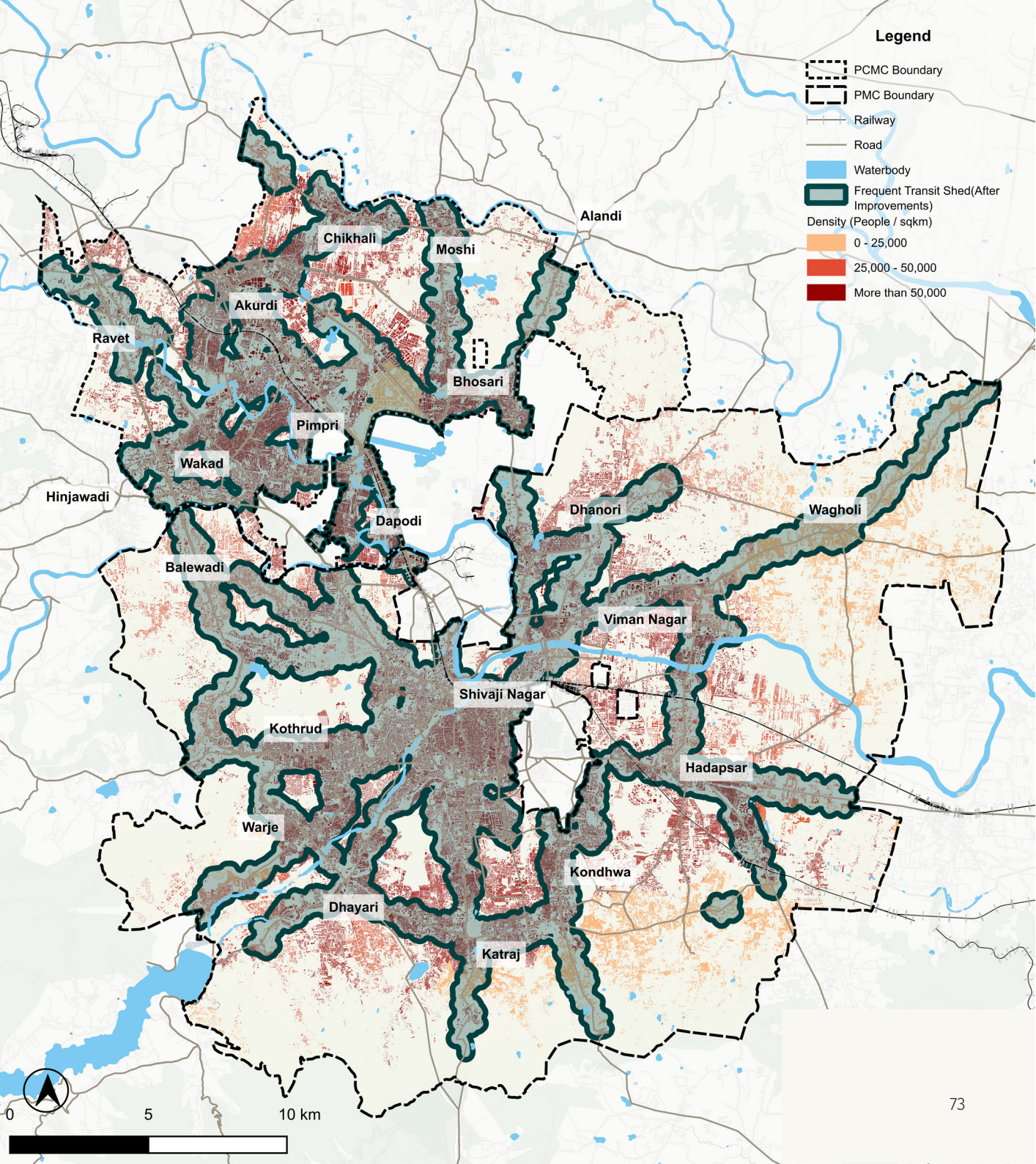
Several areas currently have a bus service frequency of 10, 15 or 20 minutes. Focusing on improving the service frequency of these areas can significantly advance this goal. Such improvements would enable frequent transit access for approximately 61% of the population within a five minute walking distance from their homes.

In addition, these interventions would enhance service levels in 10 out of the 16 identified transit deserts across Pune and Pimpri-Chinchwad, as illustrated in the adjacent map.

Frequent transit for 61% of the population can be achieved by improving service frequency in areas currently operating at 10, 15, and 20 minute intervals.



(right)
Figure 24:
Estimated public bus
transit shed
coverage after
frequency
improvement



Prepared by

