

May 10, 2102

Dear ,

I had written to you on April 27 with an appeal letter signed by 73 urban planners, transportation experts, and eminent citizens protesting against the 'experiment' being carried out by CRRRI on the BRT corridor. I had again written to you on May 2 regarding the 'trial run' being put on hold and appealing to you to use your authority to put a stop to any 'trial run' or 'experiment' which places the bus lane on the left of this corridor on the grounds that it violates the directions of the High Court as well as the TOR issued by the Transport Department.

Now I write to you to inform you about the neglected status of the BRT corridor at the moment, as the accompanying photographs will show.



Firstly, ever since the CRRRI prematurely released the news of their survey findings and proposed changes to the media – quite against Court protocol – cars have been racing down the bus lane causing congestion on the lane and obstructing the smooth flow of buses. There has been no attempt to control this freedom by the traffic police or by the marshals. It is also not known how many of these cars have been challaned through the CCTV system and, in any case, such indirect penalties do not send any warnings to the car drivers.

Secondly, cars are parked all over the pedestrian paths and there is even a “MCD Authorised Car / Scooter Parking” signboard at one place representing the conflict between different agencies of the government. DIMTS employees trying to regulate pedestrian paths and crossings, cycle lanes, and bus stops and lanes are being threatened and forced to abandon their posts by local goons. In fact, at night, the cycle and pedestrian lanes become a space for the people in the neighbourhoods to bring out their sofas and chairs and use it as private space. This has greatly inconvenienced cyclists, pedestrians, and bus commuters and made them feel insecure. Thus, the entire set of Supreme Court mandated objectives of controlling pollution and reducing congestion through restrictions on private cars, and promoting public and non-motorised transport are being defeated by the wilful neglect of the police, the transport authorities, and the local administration. To blame this abject failure of governance on the BRT corridor is, therefore, undermining years of effort by public spirited

citizens, environmentalists, and concerned members of the executive and judiciary to make the city more liveable for the ordinary citizen.



Thirdly, in many places construction material has been placed on the pedestrian paths and cycle lanes, while motorised two-wheelers using the cycle lane – even moving against the flow of traffic – is a common occurrence. There is absolutely no attempt by the authorities to regulate or penalise all this illegal activity. Traffic policemen are unwilling to intervene because they claim that all violations are being recorded by the CCTV cameras and will be punished by the magistrates in due course of time. What is left unsaid is that the presence of the cameras also restricts the ability of individual traffic policemen to extort their pound of flesh from the violating vehicle owner.



What is of great concern is that, given the adverse publicity created by some media institutions using the High Court orders as a pretext, all problems along the BRT corridor are being blamed on the bus lanes, including the presence of vendors, insanitary conditions, corruption, congestion, and pollution, and all political leaders are vying with each other to attribute all ills to the presence of buses. The stretch from Ambedkar Nagar to Chirag Dilli has become the most criticised part because it bears the heaviest traffic.

In this context for the CRRI to carry out its ill-conceived 'experiment' is only going to add fuel to the fire.

Once again, I appeal to you to immediately intervene to compel the CRRI to operate strictly within the ambit of the directions of the High Court and the terms of Reference issued by the Transport Department.

Yours faithfully

Dunu Roy
Director