

Indian Express

BRT trial starts today, court approves removal of barriers

[Utkarsh Anand](#) : New Delhi, Sat May 12 2012, 01:12 hrs

A day before the court-mandated study of the Bus Rapid Transit (BRT) corridor at Ambedkar Nagar is begun by the Central Road Research Institute (CRRI), the Delhi High Court made it clear on Friday that barriers or dividers on the 5.8-km long stretch could be removed to ensure a comprehensive trial run.

A division bench of Acting Chief Justice A K Sikri and Justice Rajiv Sahai Endlaw said, "It is hereby made clear that the CRRI is at liberty to remove barriers or dividers and do anything in accordance with the laws to ensure the purpose of the study is achieved. The trial run can have different permutations and combinations of managing vehicular traffic and then analyse it accordingly."

The trial-cum-experimental run begins on Saturday. It will do away with the dedicated bus lane and allow vehicles to move freely till May 17. The trial is part of a six-week study being undertaken by the CRRI, as per court orders. Monitoring during the trial run will be done by CRRI, as well as observers from Transport department and DIMTS, which manages the BRT corridor.

The bench passed the directive on an application by petitioner B B Sharan, whose NGO Nyayabhoomi had pointed out issues pertaining to viability of the BRT corridor.

Moving an urgent plea, Sharan told the court that there was no plan to remove the barriers and dividers on the stretch during the trial. "How can an all-inclusive test be done without removing these barriers? The vehicles will certainly be not able to change lanes because of these barriers. People travelling on the left cannot go right and will have to keep going up to the next signal. There must be a lane-changing area after every 300 metres," Sharan said.

He said when he questioned officials on this, they replied that since the court had not said anything on removing the barriers or changing any concrete construction, they were not sure if that would be allowed.

Taking Sharan's plea on record, the court then asked the CRRI to go ahead with whatever is necessary for an exhaustive scientific study. The court will now take up the matter on May 16.

Earlier, rejecting the Delhi government's contention that public opinion on using the BRT corridor was positive, the bench held that a study on its feasibility and other aspects of traffic needed to be conducted afresh. The court refused to lend credence to an earlier report which stated that despite initial hiccups, the BRT corridor had received a thumbs-up from the public.

"Are you (government) sure about the statement that the BRT corridor-users have a positive opinion about it? We think otherwise. We can ask for a fresh opinion poll if you have any doubt. The study being cited by you was carried out soon after the corridor was opened but we know the situation has changed since then," Justice Sikri had then observed, while directing them to call in an expert to carry out a comparative study.

Times of India

Bus rapid transit trial: Traffic snarls vanish

[Indrani Basu](#), TNN | May 13, 2012, 02:58AM IST

NEW DELHI: A collective sigh of relief was heard on the BRT corridor on Saturday with the commencing of the last phase of the CRRI ([Central Road Research Institute](#)) trials - creating normal road conditions with buses plying in the left lane. Signal cycles too were normalized and reduced to four changes as against seven or eight. This will continue till May 17.

"This stretch should always be like this, not just for a trial run. The BRT corridor has ruined it completely, but today we are happy. I travel regularly from Lajpat Nagar to Gurgaon and am always stuck in jams here. The BRT model makes sense in places like Europe where the density of buses is much higher as compared to private modes of transport," said Samat Kumar, a **businessman**.

While car drivers were, quite understandably, happy, bus drivers too expressed satisfaction. Said Jaspal Singh Kapoor, **who was at the wheel of a DTC bus**: "This system is a lot better than the earlier one. Buses should ply on the left and not in the centre. Though my speed was lower than usual while

driving through the stretch, the waiting time at the signals was a lot lesser which is a relief." The signal cycles at each intersection has been reduced with only four signal changes now. While at the Chirag Dilli and Sheikh [Sarai](#) intersections, it has been kept at 240 seconds, at Siri Fort and [Pushpa Bhawan](#) intersections, it is 210 seconds. At Ambedkar Nagar intersection, the frequency is 180 seconds. "Traffic flow has not been smooth like this for a long time. People just need to learn not to enter the wrong lane, when they have to turn right or left. Other than that, this is the best the corridor has seen in months," said a [senior traffic police officer](#) managing the Chirag Delhi intersection.

"We conducted a traffic simulation study before we changed the signal timings. We took into account the traffic flow, speed of individual vehicles, saturation at traffic signals, traffic volume and the results of the user opinion survey before coming up with the signal cycle. We will be giving the results of the traffic movement on the stretch before and after the trial and our suggestions in the report," said a [senior CRRI official](#) associated with the project.

Commuters were visibly happy with the trial run. Said Manuj Ailawadhi, a [businessman](#), "I generally avoid this stretch altogether. It's absolutely horrible. They should have scrapped the corridor long ago. We have to wait for at least eight to nine minutes at each intersection; but today, I just zoomed through. Even the buses were travelling faster."

"I was waiting for days for this trial to start. Usually, it's a bad experience to travel on this route but today's trial run has been a much-needed relief. I am usually afraid to pass through this route and I have to travel regularly from Ghaziabad to my Saket office," said [Ashok Jain](#), a [chartered accountant](#).

Hindustan Times

BRT's trial run opens to chaos, violations

[HT Correspondent](#), Hindustan Times

New Delhi, May 12, 2012

For those driving through the 5.8-km Bus Rapid Transport (BRT) corridor in south Delhi on Saturday, it was a drive full of confusion as the dedicated lanes for buses were opened for all vehicles. The five-day trial run for mixed traffic vehicular usage on the BRT corridor — between Ambedkar Nagar and Moolchand — began amid traffic chaos and violations.

The traffic, at all intersections, went haywire, giving hard time to the Traffic Police as very few knew about the trial run. The bus commuters were also left confused as the bus stands — that are between the lanes — were made dysfunctional and the buses plied from extreme left lanes, the way they operate on any other road.

The Central Road Research Institute (CRRI), after being mandated by the Delhi High Court, is carrying out a five-day study of the traffic and signal pattern at Delhi's highly controversial BRT stretch.

"We have done away with the dedicated bus lanes for five days and the temporary bus stands have been made on the left side of the road," said S Velmurugan, a [senior scientist with CRRI](#) who is also heading the study team.

The trial run started amid gross violations of traffic rules. "Even after giving traffic advisory in the newspapers and distributing over 50,000 pamphlets, five to 10 per cent people are not following lanes," Velmurugam added.

The real challenge for the research agency would be to study the traffic from Monday. "It was our soft launch on weekend. We'll be doing time, delay and fuel consumption study from Monday when people use the stretch to go to their offices," he said.

According to the modified traffic plan, the concrete dividers between the present bus lanes have been fitted with reflective markers. The areas where there is no concrete divider, metal barricades have been placed.

Meanwhile, the BRT users have varied opinion on the trial run. "It looks fine today. Lets see, what happens on weekdays," said Sidhartha Jain, a [BRT user](#).

Pioneer

[Dividers go, BRT commuters thrilled to get back corridor](#)

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PRAGYA SINGH | NEW DELHI

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After nearly five years, it was a respite from maddening traffic on the BRT Corridor in the Capital.

As part of the scientific study, the 5.8 km stretch, between Ambedkar Nagar and Moolchand, for the first time opened for mixed vehicular use on Saturday meaning thereby no reserved lane for movement of the buses.

Day 1 of the mixed vehicular use on the corridor went past smoothly with travel time getting reduced by half to 30 minutes. This was made possible with the removal of dedicated bus lane. Vehicles could move freely from Khanpur T-point to Siri Fort intersection.

There were traffic disruptions during the initial hours but alert cops and traffic marshals prevented the traffic from going berserk on the stretch. Daily commuters were visibly happy as their nightmares on the stretch hardships — a daily affair since BRT corridor came into existence — were reduced significantly.

As part of the study, all straight and left moving traffic moved on the extreme left and the lane adjacent to it, while the right turning traffic moved on the lane next to it. The experiment is being done to explore the feasibility of allowing other vehicles on the corridor.

Not only was the travel time reduced, the waiting time at the junctions was also cut short due to shorter signal cycles. As compared to earlier, seven signal changes were brought down to four at the traffic intersections to cater to the altered flow of traffic.

“This was my best experience on BRT. The painfully long signal cycles were made shorter, thereby cutting travel time on the Corridor by half. The most important thing was that the traffic movement on the stretch was like any other stretch in the Capital by May 17,” said Anita Sharma, an **IIT Delhi student**.

Another **commuter** Radhika Aggarwal said there was absolutely no chaos and confusion on the corridor and expressed hope that the High Court would dismantle the BRT.

According to the officials from the Central Road Research Institute (CRR I), the travel time on the stretch was reduced by 40-45 per cent while the waiting time was slashed to 35-40 per cent on the first day. “The results of the experiment on first day are encouraging. Cars which used to get stuck for about 20-25 minutes in the vehicle lane could move much faster even during peak hours. As a result the traffic got dissipated quickly. Also, the shorter signal cycles reduced the halting time, thereby reducing the overall travel time on the Corridor,” said Dr K Ravinder, **a scientist with the CRR I study team**.

Not just the car owners, but the bus users were also positive about the study. As all the straight moving and left turning buses will travel on the extreme left lane during the course of study, bus users will not have to cross the road to reach the bus queue shelters.

Though the pilot study opened on a good note, the real picture will be clear only on Monday, which will be the first working day after the study was started.

Indian Express

Day 1 of BRT: Smooth run, some glitches

Ananya Bhardwaj

Posted: May 13, 2012 at 0224 hrs IST

New Delhi Traffic was held up during the trial run for evaluation of the performance of Bus Rapid Transit lanes, which was begun on Saturday in the Ambedkar Nagar-Moolchand corridor. Since the BRT lane barricades were not removed, several confused commuters ended up on the wrong lanes. Vehicles turning right were supposed to move on the former BRT lanes, while those heading straight or left were supposed to be on other lanes. However, traffic was held up at intersections due to the lack of signage announcing this change.

For the next five days, all lanes will be open for vehicles. Traffic signals will also be common as opposed to the earlier system of having separate signals for buses and other vehicles.

“Due to the confusion, the vehicles going straight towards Ambedkar Nagar were caught up in traffic heading to Saket at the Sheikh Sarai intersection,” **an official on duty** said.

A similar pattern was observed at the Chirag Dilli intersection, where vehicles turning right towards Nehru Place ended up in the left lane while vehicles going straight towards Siri Fort were on the right lane.

Few vehicles were seen taking the old BRT lanes. Most vehicles piled up on the left lanes.

A **commuter**, Chandra, told Newline, “We are getting confused because of these barricades and medians in between. If it looks like a normal road without any dividers, then it will be much easier to understand. We are used to the old system and even if we had to turn right, we still took the left lane.”

Dr S Velmurugan, **senior CRRI scientist** heading the BRT study team, said, “Since this is the first day of the trial run, it will take time for people to get acclimatised to the changes. We will put up more signs to help direct people. By Sunday, we will get to know of any other problems during this soft launch and make changes accordingly. The trial run will take place till Thursday and our assessment will then be placed before the court.”

He said that the team running the trial run has ensured that the facilities for pedestrians are intact.