

Scrappping BRT best option, says study

Report To HC Backs Mixed Traffic Lanes

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New Delhi: After examining various scenarios on the Ambedkar Nagar-Moolchand bus rapid transit corridor, the Central Road Research Institute (CRRRI) has pronounced that "the no-BRT option yields better benefits for this corridor". It submitted its final report on Monday to the Delhi high court and the transport department of the Delhi government. Over a month ago, the high court had asked the state government to get a fresh, "scientific" study conducted on the stretch by an independent agency.

The CRRRI has visualized three scenarios for the corridor in 2015, based on existing traffic volume and projections for the future. "The trial run scenario in 2015 will reduce the total travel time and stopped delays (time spent at an intersection waiting for the signal) by 39% and 48%, respectively," says the report. The trial run here refers to CRRRI's experimental run with mixed traffic in all the lanes.

The report, which is based on various traffic studies conducted by CRRRI besides the trial run that took place from May 12-19, makes a strong case for mixed traffic on the corridor by doing away with the bus lane.

"The results of the trial run conducted on the corridor reiterated the fact that allowing other vehicles to ply on the earmarked lane for buses yielded better benefits for road users compared to the BRT situation," says the report.

The scenario envisaged by CRRRI is based on existing traffic volume and factors in a likely increase in traffic by 2015 at 5-7% per annum.

SOON, BREEZE THROUGH

Trial run scenario in 2015 will reduce travel time on BRT by 39% and delay due to stoppage by 48%
Trial results reiterate that allowing other vehicles on the bus lane benefitted all

CRRRI recommends as 'essential' that at the end of each cycle, an "all red for pedestrians" phase be introduced

Also suggests that width of non-motorized lanes be reduced

Report offers three options

The scenario envisaged by CRRRI predicts a massive 25-86% increase in journey speed and a decrease of 61% in total stopped delay if the corridor is opened to all traffic. The current journey speed on the corridor in the CRRRI model has been kept at 12.5 kmph. An alternate scenario, where the link road between Press Enclave Marg and Outer Ring Road is opened, will also ease the traffic situation besides decreasing travel time – but only by 20%.

The CRRRI report, a copy of which is with TOI, compares these scenarios with continuation of BRT, which it points out is already saturated. In this scenario, by 2015, the total journey speed will further decrease by 9-13% while travel time will increase by 13% and stopped delay by 15%.

Transport minister Arvinder Singh refused to comment on the report. "We are yet to receive the report. Once we get it, we will study it before we take any decisions," he said.

The report paints a dismal picture of the BRT and traffic movement on the corridor. The study has estimated that the value of fuel loss due to the corridor is Rs 2.48 crore per annum. "This estimated monetary loss is referring to cars alone. Considering other vehicles, this loss would be much higher," says the report.

The report has also recommended measures for decongesting the corridor. Shortening of the signal phases in a traffic cycle is one step that has already been implemented by DIMTS, which now manages BRT. The report also recommends a separate phase at the end of each cycle for pedestrians, calling it "All Red for Pedestrians". This exclusive phase, says the report, "has not been implemented on the ground despite the signal head (Intelligent Signalling System, ISS, one of the best instrumentations in the world) having this simple provision".



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