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May 14, 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.

I had further written on May 10 informing you, along with photographs, how the premature release of the 'findings' of the study by CRRRI had prompted major violations all along the corridor, without any penal action whatsoever being taken by the police, but with local goons threatening the DIMTS employees trying to bring some order. I had cautioned you that 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 was being defeated by the wilful neglect of the police, the transport authorities, and the local administration.

In addition, the adverse publicity created by some media institutions using the High Court orders as a pretext was responsible for attributing all problems along the BRT corridor on the bus lanes, including the presence of vendors, insanitary conditions, corruption, congestion, and pollution, with all political leaders vying with each other to attribute all ills to the presence of buses. Consequently, I had appealed to you to immediately intervene to stop the ill-conceived 'experiment' to shift the bus lane to the left and to operate strictly within the ambit of the directions of the High Court and the terms of Reference issued by the Transport Department.

You have consistently ignored these letters and not made any attempt to intervene in a completely unscientific enterprise, and thus provoked further social anarchy on the BRT route. If any evidence is required for this it lies in the destruction of parts of the BRT corridor by the petitioner in the High Court who appears to have taken the law into his own hands, as reported in the Times of India today, as well as from a reading of the order of the High Court dated 11.05.2012 which reads, "If the CRRRI feels that the suggestion of the applicant is justified and the removal of concrete divider at a distance of 300 yds from the traffic signal is imperative for this purpose, CRRRI is free to do so". Thus, his claim, that his power to destroy the dividers flows from the High Court, has no basis in fact. Even CRRRI has issued a denial on May 13 to the Commissioner, Transport, Delhi Government clarifying that "this institute is no way responsible for the above mentioned demolition of the physical infrastructure done by any Third Party on the BRT stretch".

CRRRI's counter-claim, on the other hand, that they "were conducting the study within the parameters required" is also not borne out by the Technical Proposal submitted by CSIR-CRRRI to the Transport Department in March 2012 titled "Evaluating Bus Rapid Transit (BRT) Corridor Performance from Ambedkar Nagar to Moolchand, Delhi". The Study Methodology incorporated in this proposal only provides for (#xiii) "*Efficacy analysis of allowing other vehicles to ply on the BRT lane on experimental basis for couple of days*" - that too after "*a thorough understanding of the hourly variation of composition wise turning traffic*" had been established; and for (#xiv) "*Simulation of Scenarios 'without' and 'with' BRT on the study corridor ... through sophisticated microscopic traffic simulation software tool*". **Nowhere is there a provision for placing the bus lane on the left of the corridor or of destroying the lane dividers.**

Our own observations on the corridor suggest that there is huge inconvenience being caused to bus commuters, pedestrians, and cyclists, who are emphatic that the BRT corridor must be retained and have several suggestions for how it may be improved. But CRRRI officials are not even seeking out these suggestions. In fact, when our researchers were eliciting the opinions of commuters, a person (who later claimed to be from CRRRI) kept intervening to say that he had been facing problems on the BRT corridor for the last three days because "the bus lanes were still around". He deliberately took TV crews with him to interview selected individuals who made anti-BRT statements. CRRRI officials were also seen threatening DIMTS marshals and intervening in their own 'experiment' in completely arbitrary fashion – much of which we have recorded.

Given all the above evidence, I again demand of you (for the fourth time) to immediately put a stop to this self-defeating 'experiment' which is responsible for deliberately promoting anarchy, lawlessness, and indiscipline on the BRT corridor. In addition, I would like to know from you who is going to be responsible for restoring any transport design on the corridor once the 'experiment' is over?

Yours faithfully

Dunu Roy  
Director

cc.  
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