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1. Bus Rapid Transit: Lessons learnt, time for a better-planned BRT

- What factors have led to failure of Delhi's BRT?**
- What is Bus Rapid Transit?**
- What is the significance of BRT over Metro?**
- To build successful BRT, what features should India include?**

GS paper 3 (Infrastructure, Transportation)

In this video, you can find detailed answers for all the above questions.

The above article has been retrieved from:

Shivani Singh . (

2018, December , 11). Lessons learnt, time for a better-planned BRT. Hindustan Times. Retrieved from <https://www.hindustantimes.com/delhi-news/lessons-learnt-time-for-a-better-planned-brt/story-CfBCm5PeyvPUKZ5nYvnJuI.html>

What is the context about?

Delhi, which built the BRT in 2008, around the same time as NYC, dismantled its lone bus corridor between Ambedkar Nagar and Moolchand two years ago.

What factors have led to failure of Delhi's BRT?

- ❑ Besides its unpopular design – bus stops in the middle of the road and concrete dividers – Delhi’s BRT lacked the fundamentals.
- ❑ The Rs 200-crore corridor did not have adequate buses or information systems. Traffic signal cycles were too long.
- ❑ The absence of a key feature of the BRT — passengers paying their fare before entering the station — slowed down the operations.
- ❑ The 5.8km corridor could not offer a full commute to the passenger who could never time their journey in the absence of timetables.

What is Bus Rapid Transit?

- ❑ Bus Rapid Transit (BRT) is a high-quality bus-based transit system that delivers fast, comfortable, and cost-effective services at metro-level capacities.
- ❑ It does this through the provision of dedicated lanes, with busways and iconic stations typically aligned to the center of the road, off-board fare collection, and fast and frequent operations.
- ❑ Because BRT contains features similar to a light rail or metro system, it is much more reliable, convenient and faster than regular bus services. With the right features, BRT is able to avoid the causes of delay that typically slow regular bus services, like being stuck in traffic and queuing to pay on board.

What is the significance of BRT over Metro?

- ❑ While the Metro is great for longer journeys, the BRT is better suited for short to medium travel distances and does not involve the hassle and additional cost of the last-mile commute.
- ❑ At 60-80,000 passengers per hour, the Metro can ferry four times as many passengers a BRT can transport in one direction. But building every kilometre of Metro costs Rs 550 crore for the underground and Rs 250 crore for the elevated line — eight to 18 times the Rs 30-35crore-per-km cost of a BRT. The cost advantage is obvious.

To build successful BRT, what features should India include?

- ❑ Instead of putting bus lanes in the middle of the road, the authorities now propose to build new roads, running parallel to the existing ones, exclusively for buses. They also promise better integration with Metro stations and large bus-terminuses.
- ❑ Making stations universally accessible makes it easier for everyone to enter and exit a BRT station, but services should particularly focus on assisting individuals with disabilities.
- ❑ Waiting for the bus can be boring—but stations can become more engaging by offering a variety of services.

- Each BRT station should be able to accommodate waiting passengers and circulate people arriving and departing.
- Stations should be constructed in areas where water, sewage, and electrical infrastructure is readily accessible.