

Between LRT and BRT, the choice depends on demand level and availability of road right of way on a corridor. As stated earlier, the capacity of BRT is unlikely to exceed 10000 pphpd (passengers per hour per direction) as a rule. This compares with the capacity of LRT which may go up to 30000 pphpd without requiring additional road lanes. Secondly as stated earlier LRT requires less road space (2-3 lanes) than BRT (3-4 lanes) because overtaking facility is not needed and one island platform will suffice against two platforms for BRT, one in each direction.

In selecting from amongst the 4 more commonly used medium capacity modes i.e. LRT, Monorail, Electric Trolley Bus (ETB-Similar to bus in capacity) and BRT, five factors have to be kept in mind; safety, environment, energy and land conservation and flexibility. LRT helps in all five features and offer the best safety, minimum pollution, conservation of fossil fuel and minimum land requirement; ETB helps with two features i.e. pollution and energy saving; bus is the least favoured in respect of these five elements. Table 2 shows this comparison. (Source: www.ficci.com)

Table 2: Comparison between medium capacity modes

Mode	Pollution control	Fuel Saving	Safety	Land Conservation	Flexibility
LRT	Yes	Yes	Yes	Yes	Yes
Mono Rail	Yes	Yes	Yes	Yes	-----
ETB	Yes	Yes	-----	-----	-----
BRTS	-----	-----	Yes	-----	Yes

7. Conclusion

This review consists the study of implementation and adoption of Light rail as an alternative mass transit system. Light rail is suitable well for the developed country and also for developing country like India. Latest upgraded technology in LRT, more passenger's carrying capacity, Eco friendly mode and economical features proves it mandatory option in transportation of Indian era today. Furthermore, it can reduce the problem of accidents, congestion and fuel consumption. So, Light Rail Transit System seems to be solution of most of the transport and traffic related problem in India.

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