

# City now has 500 traffic signals, with 100 added in the last three years

He offered the example of the airport road before the existence of the elevated tollway. "The airport road had a series of signals. In 2009, I would take 40 minutes to reach the airport. With signals, vehicles are asked to stop and go, but released in batches instead of a fast inflow or outflow of vehicles. So, it doesn't result in heavy queues and there is continuous inflow of traffic. Today, with the tollway, I take around 50 minutes to reach the airport, and when it rains or there is any other disruption such as an accident, it can take one-and-a-half to two hours from IISc," he added, saying how the time gained on the tollway is lost in bottlenecks created later, such as Hebbal, in addition to paying a toll.

Prof. Verma, who has been one of the prominent voices against big ticket projects of the Congress government, such as tunnel roads, argued signals can work when synchronised well and timings are set scientifically.

"It requires complex maths, but the police do not have the technical expertise. But it is at a lower cost than building big infrastructure," he added.

M.N. Srihari, another transport expert, concurred. "If signals are not synchronised, travel time will increase. Unfortunately, even though we have Vehicle Actuated Control, it may not be possible. Generally, they synchronise signals on a corridor. But at some junctions there are old signals, in some there are new, and some are fractured, so coordination is difficult," he said.