NEEDED RELIABLE BMTC & METRO 24/7 PUBLIC TRANSPORT SYSTEM TO SOLVE "TRAFFIC CONGESTION PROBLEMS" IN BENGALURU RAODS

By: M.S.Yatnatti: Editor and Video Journalist Bengaluru : The public transport system BMTC and Metro must function 24/7 . With the number of vehicles expected to cross the 1-crore mark by 2022, clogged roads and harried commuters the chaos will only worsen. It is better that Government and private organizations be allowed to function 24/7 which might immediately resolve the traffic congetion problems and also provide additional social infrastructures to cope the situations in Bengaluru.Evolve Technology to solve traffic congestion and implement ruthlessly as in the past nine months more than 4.33 lakhs new cars and two wheelers have been added to the stream of traffic on city's roads and correspondingly government cannot increase the width of Road. Reportedly the number of vehicles registered in Bengaluru has climbed to 70.28 lakh -48.69 lakh two-wheelers and 13.58 lakh four-wheelers. However, the actual number could be higher since out-of-state vehicles and those registered in other Karnataka districts also ply on city roads. According to Census 2011, Bengaluru has a population of 84.43 lakh.Statistics released by the transport department last week shows the number has more than doubled in the past 10 years, with 40.18 lakh new vehicles having been added. Two-wheelers continue to dominate Bengaluru roads, accounting for 70% of its total vehicular popula tion, followed by cars (19%).Bengaluru is home to the second highest number of vehicles in India. New Delhi tops the list with 1.01 crore vehicles. In contrast, Hyderabad accounts for 48.70 lakh vehicles (as on October 31), Chennai for 47.57 lakh (as on April 2016) and Mumbai for 30.69 lakh (as on March 2017).Experts say BMTC's depleting fleet of buses and high fares, poor last-mile connectivity , high parking fee at Metro stations and elusive suburban trains are pushing more and more people to opt for private vehicles. The rising number of vehicles is leading to congestion on roads, bringing down average speed and causing pollution levels to rise.I have asked BMTC PIO provide me information and reasons under section 4(I) RTI Act for not implementing IT solutions with the aid and assistance of Bangalore IT industry to solve the traffic congestion problems..This information and reasons need to be provided to me as per Guide on RTI   to Information Act 2005 published by the Government of India Ministry of Personnel, Public Grievances & Pensions Department of Personnel & Training (available here :http://rti.gov.in/RTICorner/Guideonrti.pdf) on page 12 and Para 9, following is stated: Providing Reasons for Decisions: The public authorities take various administrative and quasi-judicial decisions which affect the interests of certain persons. It is mandatory for the concerned public authority to provide reasons for such decisions to the affected persons. It may be done by using appropriate mode of communication .Attention is also invited towards the thread 'affected person ' under rti act.In fact, it can be said that "Affected" refers back to an action. The "Affected Persons" are the ones who are affected by that action. The reasons need to be given to affected person and copy of that can be given to me under 2 f of RTI Act. The CUK office is THE PUBLIC AUTHORITY under obligation to provide information "PUBLICLY" under section 4(1) (a) (b) (c) (d).

Bangalore, India's third largest city and its answer to Silicon Valley, can take a considerable share of the credit for the nation's economic revival in recent years. But city infrastructure has failed to keep pace with the rapid influx of residents to the state capital, and the result is an agonising and perpetual state of gridlock. Involve IT industry to resolve traffic problems of Begaluru City as IT industry is biggest mass employer in the city. The annual cost of congestion to local IT and business process outsourcing (BPO) companies to be a staggering $6.5bn every year,BMTC Buses are themselves creators of traffic congestion and every bus need not come to majestic bus station or ITPL .Decentralize BMTC buses routes means divide them and you conquer the traffic woos .Less busses on roads less traffic congestion. The busses plying on ring roads should not come on other roads .The buses coming to ITPL should not go beyond Marthalli bridge or vice versa .With this the traffic congestion can be controlled .Easing Bangalore Traffic – is not a Rocket Science? .If someone wants to check who will win the race on ITPL roads : turtles or rabbits? It appears that the turtles (considering pedestrians as slow walkers) would win the race hands down, leaving the rabbits (motorists) still honking their horns. Bangalore traffic police must seek Solutions from citizens. Of course, this can be perceived as a good way to involve citizens in planning and solving their commutes .What is the leanest traffic period to travel to ITPL from Koramangala or Majestic or Jyanagar during working days? A) In the morning/ first half of the day B) During the second half (afternoon/ evening), travelling back. How the companies are recruiting its manpower or they are considering where their employees stay or how much far they stay from their working places. Whether employers provide accommodation to their staff within or nearby their working places .ITPL was made with the concept of work play live concept. All SEZ should have accommodation for their staffs within their respective areas .This will ease the traffic .If Infosys and all IT companies provide accommodation to its staff in nearby areas traffic woos will drastically come down in Bangalore.

Few persons travel almost every day to ITPL. Before 8:30 am, 10:30 - 12:30, 14:30 - 17:00, post 21:00 are your best bets, irrespective of route. Marathahalli can get very choked during peak hours (all times I have excluded above). Your best bet from Koramangala would be to hit the ORR, turn right at Marathahalli and follow the signs to ITPL/EPIP. Another option is to take Sarjapura Road until a 4 road intersection and turn left when you see a BPCL bunk on your right (after the intersection) - this will take you past Varthur Kere (Lake). Keep straight after the lake, past some super rumbler strips and turn left at the traffic light to reach ITPL.The need of the hour is to decongest traffic and the solution is to build an exclusive IT corridor for Whitefield, say experts. . It could be short term solution in the form differential office timings for all companies en-route ITPL from Majestic to K.R.Market or Jayanagar or long term It could be an elevated expressway similar to the one on Hosur Road or the Metro Rail line to reach Whitefield that could bring down traffic congestion to an extent. "Whitefield has only one access road that is the old Airport Road which is narrow. It goes straight into Whitefield without any entry or exit roads. The major arterial road that connects this stretch is the Marathahalli Outer Ring Road which connects Sarjapur Road on one side and K.R. Puram road on the other. Kundalahalli Main Road going towards Mahadevpura and ITPL Roads too contribute to the traffic mess,".1. Driving towards ITPL, you need to cross Marathahalli junction before 8AM. A delay here means a delay at Kundalahalli junction and from Cosmos mall all the way till Graphite junction. If you need to go to ITPL directly, then you can head straight from Kundalahalli junction towards Varthur & then take left to Whitefield all the way till you get a signal, taking left at the signal will take you to ITPL. This route is slightly long but better than going through Brookfields.2. 11 AM till 3:30 PM is a good time even if you opt for Brookfields route 3. From ITPL, either start at 3:30PM or after 8:30PM.

5-6 lakh people use road daily: Anywhere between 5 and 6 lakh people move in and out of Whitefield IT zone every day. The IT belt has over 1,400 companies clustered around Marathahalli and Bellandur junctions near Sarjapura Road and Mahadevpura, ITPL and Hope Farm in Whitefield. On an average, each commuter spends at least 4 hours of travelling on choked Bengaluru roads, which is nearly two months a year! The city with a population of 10 million has 5 million vehicles, which is one vehicle for every two people.Yelahanka is the next Whitefield :Yelahanka is the next Whitefield in the making, warned V. Ravichandar as per reports . There is an IT boom in the area and hundreds of tech companies are sprouting in and around Yelahanka. It will face the same problems as Whitefield soon, he said. Though citizen-initiated groups, like Whitefield Rising, have been working hard to address civic issues, including the traffic menace, there has been no visible relief to commuters. "We can only persuade citizens to follow traffic rules, and highlight issues faced by road users to the authorities. But it is up to the authorities to intervene and make changes," said Mr Pravir Bagrodia, a spokesperson for Whitefield Rising. "Accidents in and around Whitefield bring traffic to a grinding halt. But we can only highlight the cause of each accident and report it to the authorities," he said.When the IT corridor was being built on the stretch, authorities should have taken due care to widen the road. Though the two-lane road was made into a four-lane one, it was never a solution. As this is the main stretch for vehicles coming from both west and south Bangalore via Marathahalli, it leads to chock-a-block traffic,Most affected junctions: Marathahalli, KR Puram underbridge, Hoodi, Kundalahalli, ITPL, Varthur, Hope Farm, Big Bazaar, Phoenix Mall, Vydehi Hospital and Anjaneya temple junctions were the most affected in the traffic jam.

Long-term solution: Urban planner Dr Ashish Verma of Centre for infrastructure, Sustainable Transportation, and Urban Planning (CiSTUP) reportedly said, "To solve the problem here, one must take a holistic approach and study how the traffic is being generated, from where people are coming and then think of developing alternatives like making public transport attractive. Otherwise we need to give bus transport priority till 2017 when Metro will most likely come to the area."

SOLUTIONS: Build: flyover at Kundalahalli Erect grade separator at Graphite India traffic lights Widen road Set up pedestrian subways/skywalks at key junctions (as pedestrians cross road frequently) Start car pooling (as most cars on this stretch are seen with only person) (Suggested by traffic police and other experts).It is a shame that a country which aspires to be a IT power and lead in all things technology has done nothing in very elementary yet important areas such as civic planning and road infrastructure , people are quick to blame increase in number of cars or private numbers because it is a convenient thing to do no one wants to talk about the elephant in the room i.e. the sheer incompetence (that would be a understatement by the way) and total dereliction of duty by the state machinery in such matters . Giving approval to construction of huge IT parks without considering supporting infra like roads or water , not planning for future by cutting corners and pilfering the public funds by making architectural marvels like the K R Puram Bridge or for that matter building a metro from Indiranagar to Vidhan Souda in 10 years (who travels by it ? Netas ?) have led to the current mess in Bangalore , actually the politicians have found an easy way to make money i.e. demarcate a land parcel for SEZ sell to highest bidder and move on to next SEZ. The biggest traffic violators on roads are BMTC buses most of the traffic snarls caused on ORR are due to a BMTC volvo coming up on wrong side of the service road or stopping right in middle of the road because in Bangalore unlike Mumbai or other big metros there are no Bus stands or bays buses can stop literally anywhere as they please. In last 10 years the only overbridge built by the BBMP is near Marathahalli junction which is more than 3 stories high and does not have a lift/escalator who is going to use it ? In absence of dividers pedestrians are more than happy to trust their lives with the guy behind the wheel on the road. The babus and netas here are more than happy to collect road tax which by the way is highest in India and take the general public for a ride and busy giving people sermons on ride sharing and car pooling.Pathetic planning with no futuristic thought lead to all these chaos what we are facing now. In the 2000 to 2004 time they missed the bus which other cities have got which is the mass rapid public transport system. The government gave permission to autos like anything assuming that is going to solve the issue in fact it gave a retro effect leading to more and more personal vehicles. When I talk about this to any Bangaloreans associated with bbmp bda or something like that they say it grown unexpectedly. Common guys give me a break how long you are going to say this??? It's already 2 decades still you guys are planning???? Not sure whether the problem is with officials or politicians. With people they should come to reality yes it's a paradise and now that more people have come means paradise will not lost it has to go through some transformation so that it will be an another paradises. From what I understand, there is no end to this problem. All buildings near the service road in ORR are completed .The situation is also grim at Marathalli to ITPL via Graphite india.I walk from Kundanhalli to SAP labs and I reach early than the buses. There is a huge rush of vehicular traffic. The only way to deal the matter is don't use personal vehicle for going to office. Instead use public transport. If we people are health freak, we should go to few distant to catch a bus. It is humble plea to citizens of Bangalore, Please don't come in personal vehicles to office, instead use it for long drives in week end. Please help to reduce the commutation time, so that you and we (bus goers) all can spend those with our child.

Many persons have posted their comments on http://www.team-bhp.com/forum/street-experiences/24848-easing-bangalore-traffic-rocket-science.html and one of them has to say this" I have been travelling from Domlur to my office in ITPL every weekday for the past year and I have some damning observations. I usually travel by Airport road, but I do take the Old Madras Road on the odd day. And I have come to the conclusion that 95% of the traffic jams are caused by having bus stops at major intersections. From Domlur to ITPL, I can list out the bus stops that create bottlenecks. Domlur Signal - HAL Signal - Marathahalli Market - Marathahalli Bridge - Kunthanahalli Gate - AECS Layout - Graphite Circle (near Hyundai service center) - Vydhehi Hospital - Oracle office - ITPL This about 10 out of the 14 bus stops on this route. In some cases, if there are 2 buses at a stop, instead of stopping one behind the other, they stop side by side and block the whole road. Shifting these bus stops to 50 to 100m before or after the major intersection and providing them with a proper bus bay would go a long way to reducing a chunk of jams and bottlenecks. And most importantly, the BMTC bus drivers must be trained to stop at the designated stops and to use the bus bays properly. I have seen only one bus stop in Bangalore with a dedicated bus bay, in Halsoor. The bus drivers drive as if they are having the most important race of their lives and that reaching the next jam before the other bus brings them the ultimate glory.Also, the blantant corruption by the traffic cops must stop. Before I came to Bangalore, I have seen most the bribing being done in hush-hush tones and usually

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very discretely. But here in Bangalore, the cops don't give a damn how many people witness them taking a bribe. When I was waiting for my company transport at Domlur signal, a cop had flagged down a Tata 407. The vehicle didnt even come to a complete halt. Before that, the guy sitting in the passenger side stuck out his hand and gave the cop a 20 rupee note and the vehicle continued on its way. The people at the bus stop first looked at each other in amazement and then broke into laughter at this incident! Another example of the corruption by the cops can be frequently witnessed at the HAL signal. This is where the private buses to places like Kadugodi and Hoskote originate. During peak traffic hours, these buses just park at the signal and wait for passengers. The cops at the signal just go over and collect about 20 rupees from the driver. Now, the driver can wait there for another 10 minutes and get a few more passengers. So it's a win-win situation for both. But who are the losers? The people stuck in the traffic jam due to the bottleneck caused by this bus!! Things aren't messed up just on the Airport Road alone..... I do travel by Old Madras Road. Here too, the traffic jams can be avoided easily in most places, except for the railway track crossing. Most of the time, the road under the KR Puram cable bridge is jammed. The reason for this is the same. Bus stop at a major intersection. However, there is the additional problem of the people going into or coming out of the KR Puram railway station. You can almost always find a bunch of 5 or 6 poeple stranded in the middle of the road, trying to dodge the traffic. I know the solution is slightly more expensive in this case, but in addition to shifting the bus stop, the authorities could also build a pedestrian bridge here. And there are traffic jams on the road from KR Puram to ITPL because of huge container trucks parked on the side. I don't think any cop gives a damn about this.Since I travel by these two roads frequently, I know the problems here and how it can be resolved to a certain extent. I am sure most of you who travel frequently by other routes also might have noticed similar issues. But what I don't understand is why our so-called authorites spend lakhs of rupees on getting experts to study our traffic problems and how to resolve them. (I read this too in a newspaper article, that they are bringing in a traffic consulting expert from some European country).So at the end of the day, are the Blackberries being handed out to the cops going to solve our traffic issues? No. It is just a gimmick to divert the attention from reality.... that they aren't doing anything useful. Is Airtel trying to count the number of users in a particular area doing us any good? No. They just want to get the public to SMS them at a premium rate and get an additional source of income in the same way they get millions from KBC.Are the messages being displayed on the electronic billboards about traffic jams going to help us in anyway? No, but trying to avoid jams from occuring will.This now brings me back to the title of this thread. Is easing Bangalore's traffic woes rocket science? A firm NO!!! If a casual traveller like me can note all these drawbacks and point out possible solutions, I see no reason why the so-called experts can't do it!.RTI Act provides transparency under Section 3 and 4(1) (a) (b) (c) and 2(f) of RTI Act 2005 and accountability under 4(1) (d) RTI Act 2005 as the PA will create information; or to interpret information; or to solve the problems raised by the applicants under the system and procedure as per listed Acts and rules regulations listed under 4(1) (a) (b) (c) every day and that can be cross cheeked by applicant by asking reasons under 4(1) (d) by the affected person and copy of the same can be given to any applicant under 2(f) of RTI Act .

RTI is a total problem solving mechanism and not just record providing tool.RTI will provide transparency under 4(1) (a) (b) (c) and 2(f) of RTI Act 2005 every day and Accountability can be ensured under 4(1) (a) (b) (c) (d) and 2(f) of RTI Act 2005 and this will reduces the corruption in every public authority .RTI Act is an Act to provide for setting out the practical regime of right to information for citizens to secure access to information under the control of public authorities, in order to promote transparency and accountability in the working of every public authority. The information under RTI Act is defined in, Section 2(f) of the RTI Act, which defines "information" under this Act, unless the context otherwise requires,- .(f) "information" means any material in any form, including records, documents, memos, e- mails, opinions, advices, press releases, circulars, orders, logbooks, contracts, reports, papers, samples, models, data material held in any electronic form and information relating to any private body which can be accessed by a public authority under any other law for the time being in force;". This act can be called as the "law of transparency and accountability" which acts as the citizen's weapon to question and get information related to the government's functioning so that they can analyze its performance, and act accordingly.Information is essential for the efficient working of journalists and thus, the Right to Information (RTI) Act is one of the most useful legislations for a journalist.

Every PA must understand that "information" is not created in "Paraloka" or "Swargaloka" or in "CIC "or "SIC" which will be given by PA under Section 2(f) of the RTI Act.It is PA which creates the information every day 4(1) (a) (b) (c) and the "information" in any form, including records, documents, memos, e- mails, opinions, advices, press releases, circulars, orders, logbooks, contracts, reports, papers, samples, models, data material held in any electronic form need to be created as per 4(1) (a) (b) (c) reasons under 4(1) (a) (b) (c) (d) need to be given by PA to the affected person and copy of the same can be given to any applicant under 2(f) of RTI Act .The PA should be forced to function and create information strictly as per under 4(1) (a) (b) (c) on the applications and request of public and provide it under 2(f) of RTI Act and information should not be incomplete misleading and false and public is free to check accountability under 4(1) (d) RTI Act 2005.The Right to Information (RTI) Act is one of the most important tools that can empower the common man, it had become imperative to fight against corruption for the effective functioning of the three pillars of democracy — legislature, executive and judiciary. The three pillars of democracy had been included in the ambit of the RTI Act and people should make use of the provisions of the Act to bring down corruption. There was a need to create awareness among people on the wide range of powers enshrined in the RTI Act. The educated sections of society must take active part in the fight against injustice and use the provisions of the RTI Act to protect the rights of the people.

CONSULTANCY HELP LINE

You may have problems with Government Departments PWD, BDA, BMRDA, KIADB, TOWN PLANNING DEPARTMENTS AND Development Authorities BBMP, Taluka office, D.C. Office, Corporation, K.S.R.T.C., Commercial Tax Offices, K.E.B., Pension problems, Acquisitions of Land Problems , Khata, Bifurcation, Tax Revision. Banks Problems etc, which may be have been pending for months, and years in Government files etc.

Everybody is facing Problems, Problems?

Kindly write to us, we analyze and convince our selves and if appropriate then we will take your problems, to concerned authorities, ministries, i.e., through our news paper property politics and try to help you. We also provide consultancy and Liaison service on case to case bases as per agreed terms and fees. Write your problems with Xerox copies,

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