

Steel Flyover from Rajbhavan to Hebbal - Political Objectives rules over...

<http://praja.in/en/blog/kbsyed61/2016/06/21/steel-flyover-rajbhavan-hebbal...>



Steel Flyover from Rajbhavan to Hebbal - Political Objectives rules over public Utility

21 June 2016 - 2:27pm — kbsyed61

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The news about GOK's brazen attempt to go ahead with the 6.7 KM STEEL FLYOVER project connecting Rajbhavan to Hebbal is hogging all the news headlines in past few weeks.. Barring few, everyone from citizens to architects, Urban Planners to Activists are up in arms against this project. But nothing seems to deter the state government from going ahead with the project.

Taking a dispassionate view of the project might need some answers which the GOK has not been able to provide,

1. What is the problem that GOK is trying to solve by constructing a FLYOVER?
2. Where is the Public Consultation process undertaken by the implementing agency BDA?
3. Is there a feasibility study done prior to decision to take up this project? Is it available for public?
4. Is there a DPR done for this project? If yes why isn't available for public scrutiny?
5. Has the state government or BDA done a traffic analysis to account for the future growth?
6. Can the state government fund this project 100% without having to rely on center?
7. Does the feasibility study covers the detailed analysis of alternatives that could mitigate the traffic congestion problem that state govt is trying to solve?

If the sole purpose of this project is to decongest the traffic to KIAL airport on Bellary Road, surely state government / BDA has not done its homework well. Well state government should take the blame for not taking up any infrastructure development projects to provide alternate routes in the city to reach KIAL. It has been 8 years since the KIAL airport began its operations, Bellary Road has remained the only access point to KIAL. The bDA/ State government has not taken up the alternate routes like,

1. Via Nagwara Road
2. Via Hennur
3. and starting suburban train services with a Halt at the Trumpet.

Going by the facts available in public domain, there is no justification for this project. As the Union Minister Shri. Gadkari said, flyovers do not solve traffic problems. They do not help reduce congestion, but increase congestion. Going by the BDA record for unprofessional, flawed designs, even this project has the same future. The ultimate sufferers would be we the ordinary citizens.

Certainly this project is not in public or Bengaluru's interest? Then for whose interest this project is being taken up against the public opinion?

News links

<http://www.thehindu.com/news/cities/bangalore/steel-flyover-on-airport-road-will-be-a-reality/article8716144.ece>

<http://www.bangaloremirror.com/bangalore/others/Airport-ride-may-take-longer/articleshow/50722725.cms>

<http://timesofindia.indiatimes.com/city/bengaluru/A-1350-crore-flyover-we-could-do-without/articleshow/52825749.cms>

<http://epaperbeta.timesofindia.com/Article.aspx?eid=31806&articlexml=CONNECT-METRO-TO-BIA-Steel-flyover-wont-bridge-21062016004017>

<http://blog.proppod.com/road-users-woes-on-steel-flyover-at-chalukya-circle-bangalore/>

<http://www.deccanherald.com/content/552360/bda8200ignored-public-opinion-aesthetics-steel.html>

Comments

DH EDITORIAL OPPOSES THIS FLYOVER!

kbsyed61 - 21 Jun 2016 - 8:31pm

18 users have liked.

Source - Deccan Herald

<http://www.deccanherald.com/content/553432/drop-anti-people-airport-flyover.html>

"... The proposed 6.5 km, six-lane steel flyover from Chalukya circle to Hebbal junction in Bengaluru is not just an unwise and wasteful project but one which can do actual harm. This meddles with the natural flow of traffic, which basically is the movement of people, down below. The aim of the flyover is to connect the city's central business district to the international airport. There were other plans for this which were either dropped or failed.

This too will not help, and should be dropped because it is riddled with problems and deficiencies, and ignores alternatives which are cheaper, better and more viable. There is no public interest involved and it seems other interests were at play when it was given the green signal. Flyovers everywhere have proved that they are no solution to traffic problems. They only shift congestion and chaos from one spot to another. The K R Puram flyover which was once touted as the ultimate remedy for Old Madras Road's ills has only worsened the gridlock there. The faulty design of Richmond Circle flyover has not solved the problem of congestion faced by connecting roads. The National College flyover was built when there was no need for it and despite local residents' opposition. The Sirsi Circle too has not helped matters.

Both ends of the proposed steel flyover will sink in whirlpools of traffic, the road below will shrink and the approach roads will choke. Experts have voiced their concern over the ill-thought out project. The estimated cost of Rs 1,350 crore is a criminal waste of public money and is too high for a single project of dubious

utility, serious side-effects and disruptive consequences. And where will so much money come from? The Central funds have dried up. The people will have to pay for it, which will make it a paid private highway. Public roads and public transport are the best means to beat traffic blues. A venture which throws public transport out of gear and inconveniences the public is not good, and should be opposed. There has been no public debate on a project which costs so much and affects the lives of people in many wrong ways.

The state government is pursuing this project when there is a viable alternative route which can be developed at less cost and will serve the airport and the people better. A multi-mile steel contraption rising over the roads will also spoil the aesthetics of the city.

It will be a why in the sky with no good answers. The Congress government, led by Siddaramaiah, should listen to the experts who are stridently opposed to this project, and drop this anti-people project at once. .."

WHY NOT A SURFACE LEVEL LIGHT

amithpallavoor - 22 Jun 2016 - 8:56pm

18 users have liked.

Why not a surface level light rail system/ tram all the way upto the airport on the same route?

The magix boxes are to be dismantled. The only issue shall be the archaic Mekhri circle underpass and the iconic Windso Manor Underpass.

According to Sudhindra Rao, the person who had authored an article on the feasibility of trams for Bangalore if GOK decides to go for tunnel hybrid train system then the existing structures could be retained and a light rail system could become a reality.

L&T can surely build a light rail system when they can handle Hyderabad's Metro. Now, the question is "How come L&T has quoted so low for the construction of a steel flyover"

LIGHT RAIL IS NOT 'RAPID'

srinidhi - 24 Jun 2016 - 9:35pm

20 users have liked.

light rail is not 'rapid' rail..apparently the elite public is craving for rapid transport options only to get to airport..btw provision for metro/PT could have been done while the road/bridge was being constructed to the airport..

that would have saved lot of money upfront..unfortunately our planners are very short sighted..even now they can think of fast access only the airport and not the development of the region around it!

THE PROJECT WILL REQUIRE

amithpallavoor - 25 Jun 2016 - 8:10am

18 users have liked.

The project will require chopping of 500 trees on private land. The national college flyover was a disaster for the once verdant Basavanagudi.

The vision group is filled with Elitist chaps who just want elevated roads. Bangalore's so called pride gave us the tenth wonder of the world known as NH7 elevated expressway, which is gridlocked day in and day out. A former CEO of this company does not seem to know the difference between commuter rail and suburban rail and he was looking to win from South Bangalore.

LONG TERM PERSPECTIVE

Naveen - 25 Jun 2016 - 10:21am

17 users have liked.

Why not a surface level light rail system/ tram all the way upto the airport on the same route?

.....and in future, when areas past Yelahanka develop as they most likely will and light rail capacity becomes insufficient, you will be the first to condemn all planners, especially BMRC for not planning full-fledged metro all the way to airport, isn't it ???

btw provision for metro/PT could have been done while the road/bridge was being constructed to the airport.. that would have saved lot of money upfront..unfortunately our planners are very short sighted..even now they can think of fast access only the airport and not the development of the region around it!

Land on the eastern side of the highway had been acquired long back when hi-speed rail was being planned. It is available to be used for metro, which is why GoK is preferring metro extension along Ballari road instead of the Thannisandra-Bagalur route, though it is longer as it will be cheaper.

Elevated viaduct is required only till Bagalur cross after which it can go on surface. Costs for construction /land acquisition for stations can be much cheaper.

NAVEEN, I WON'T CASTIGATE THE

amithpallavoor - 25 Jun 2016 - 10:36am