



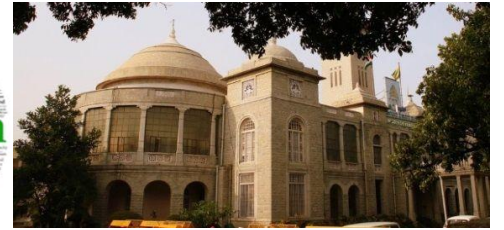
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LET THE BMTC "TRAFFIC POLICE" RESTORE "HISTORIC DOUBLE ROAD" AS ONE WAY TRAFFIC END TO END & "RESOLVE CONGESTION PROBLEMS"



By : M.S.Yatnatti: Editor and Video Journalist Bangalore : It is pertinent to note that , BMTC TTMC Shanthinagar, has broken the road divider for convenience and not safety of people .No need of outgoing and incoming both busses necessarily enter the bus station and take passengers .In TTMC Vijayanager and TTMC Kengeri outgoing and incoming both busses do not enter the bus station .When Traffic police has not allowed breaking of road divider in front of TTMC Kengeri then why it has allowed breaking road divider in KH Road after construction of TTMC BMTC Building shanthinagar .Historically double road (K H. Road) is Bangalore probably first one way traffic regulated double road and traffic police should not break it in between and artificially create traffic congestion and create chaos in the traffic regulation. This road divider was broken after construction of TTMC BMTC Building shanthinagar .Traffic police should enforce two way systems without any breaks in between and should not be lenient on rules and regulations .They must enforce law without favor and fear. There cannot be one law for BMTC and other law for public. No roads should be broken in between circles and signals .

Two way traffic should be properly regulated .The Road divider on Shantinagar double road just before and opposite TTMC BMTC Building shanthinagar (B.M.T.C. Bus Stand Complex, Double Road,Next Big Bazar,Shanthinagar)and opposite Rivoli Hotel and Karnataka emporium is being broken and opened and hindering the free flow of traffic at busy K.H Road .Several police officers waste their time in managing huge traffic .This opening is not only used by two wheelers and BMTC busses dangerously compromising the safety of fellow commuters. Besides, Two wheelers and BMTC busses and heavy vehicles come from all directions and create disgusting, chaotic, unsafe traffic .I have observed that these foolish violators also carry children with them and cross zigzag . Traffic flow from all sides creating traffic jam on all sides and Traffic goes erratically. Request is made to traffic police to permanently close the divider and ensure free traffic flow on double road until labagh circle .Sector Police officers need to be informed for action, permanently close the divider to ensure free traffic flow. <https://www.facebook.com/BangaloreTrafficPolice> many people have posted message on face book of traffic police asking them to close the divider which is important to save lives of citizens . https://www.facebook.com/BangaloreTrafficPolice/posts/616827205049657?stream_ref=5. Bangalore Traffic Police website is at this URL <http://www.bangaloretrafficpolice.gov.in/>. About 54 lakhs Vehicular movement daily in the Bangalore central business district (CBD) is set to be a crawl in 2020: 5 km per hour to be precise, if authorities fail to address growing traffic congestion in the city just in time . Better public transport and Staggered office timings and school college's timings and E-Government and online transactions will definitely reduce the traffic congestion. Bangalore should be allowed to become city which never sleep .Allow all commercial establishment to work 24/7 in three shifts. The traffic congestion on roads will automatically get resolved and entire work and traffic load get evenly distributed and road density get divided between day and night .

Take a case of Mumbai traffic smoothly sails as Mumbai never sleeps. To ease the worsening traffic scene in the coming years in Bangalore Civic authorities, city planners and police department need to put their heads together to come up with tough, tangible measures to ensure Bangalore's roads don't become a bigger nightmare in future. The doomsday scenario is painted by a study conducted by the Consortium of Traffic Engineers and Safety Trainers (CTEST). The study sought to find the average traffic speed on select roads in CBD area. It found that vehicular speed had reduced to one fourth of what it was almost a decade ago: from 35 kmph in 2005, it is down to 9kmph now.

Traffic movement is now reduced to a snail's pace only on gridlocked stretches or during peak hours or when streets become waterlogged.A top speed of 9kmph, the speed of a bicycle, means vehicles are burning more fuel and people are shelling out more at gas stations. Traffic experts and urban development ministry officials fear if the growing congestion on CBD roads in Bangalore is not fixed on time, the worst-case scenario will only be advanced."The study was conducted on all major roads within 5km radius of Vidhan Soudha in June to review and make recommendations to the government on ways to improve things, said CTEST CEO Prof M N Sreehari.

Bangalore today is obviously one of the most sought after cities in the country what with the rapid growth in the IT industry and the rise in the number of job opportunities in the city. With the rising population in the city there is also a corresponding increase in the number of vehicles in the city and a huge increase in the demand on land.What adds to the traffic pressure in Bangalore in particular is that there is very little scope for expansion of roads and the need to use existing roads for smooth movement of vehicles is even more pronounced. It thus becomes mandatory for the administration to ensure better parking facilities. So far, the government and the BBMP have not taken this issue seriously and now the situation is such that it needs to be addressed seriously and effectively. Rapid population growth because of IT and other associated industries in Bangalore led to an increase in the vehicular population to about 1.5 million, with an annual growth rate of 7-10%.With the increase in population and the expansion of the city, the problem of connectivity of the populace has arisen. Quite obviously personalized modes of transport have grown at a tremendous rate and two wheelers along with the cars almost comprise 90% of the total registered vehicular population in the city. Two wheelers constitute more than 70% of the total volume, while cars comprise 15%, autos 4% and the remaining 8% includes other vehicles such as buses, vans and tempos. Bangalore Traffic Police has been awarded the 'Namma Bengaluru Award' in the category of Government Organizations for innovator in the use of technology to manage traffic woes in Bangalore.

Reportedly BMTC strives to provide safe, affordable, efficient, clean, reliable, and courteous services, with an emphasis on commuter satisfaction and awareness. The following are the Quality Objectives it wishes to achieve through the policy : Adopting appropriate HR Practices Practicing credible Commuter Relationship Management Achieving high Operational Efficiency Fostering appropriate Management Principles BMTC is committed to providing environmental-friendly practices through involvement of relevant stakeholders in planning and review of its EMS, Motivate and train employees to contribute proactively for protecting the environment, adopt environment-friendly transport operations through technology upgradation and pollution prevention measures on a continuous basis, adopt and practice resource optimisation measures on a continuous basis.

Time, money, fuel consuming & polluting traffic problems have been the headaches for every single human being living in developed cities, irrespective of being rich, poor, young, old. Solution to this will definitely lead to sustainable life.We all know that India is a developing country and densely populated. In spite of that India has shown tremendous growth as compared to other developing countries in the world. But there are some basic problems of almost all major cities like Bangalore needs attention and solution as soon as possible so as to maintain the actual growth in terms of basic development. The traffic problem in city like Pune is increasing with every passing day. Whenever we talk about Bangalore's traffic we hear words like disgusting, chaotic, unsafe, infamous, etc. The fatality rate is one person a day or 10 to 15 a week which is very high. Thanks to very unorganised, undisciplined traffic of city with zero traffic sense in the population. Every time we cross the city we find ourselves standing frustrated in traffic congestion and criticizing the government. Is it fair to blame government for everything? I agree up to some extent with this but we are also responsible for this situation somehow. Let us analyse the problem and brainstorm some practical short term and long term solutions for the problem.

Suggestions to help curb the traffic problem in Bangalore: Strict rules to be made to regulate the traffic in the city. More traffic police should be appointed on the roads/signals. Some high tech solutions should be used. Educating people and the drivers for traffic and parking rules regulations can help a lot. Fifty percent problem can be solved by teaching people the traffic manners like lane discipline, overtaking rules, speed limits, stopping distances, low & high beams of light, zebra crossing meant for pedestrians, how to deal with roundabouts, showing courtesy on roads, red light discipline and free turns, blind spots and other symbols on roads, etc. Efficient, effective and quality public transport can help in mass transit and reducing number of vehicles on roads by encouraging people to use it for commuting purpose. Frequency of public transport should be increased along with providing quality service with low fare in order to encourage people to use it instead of self vehicles .To and fro destinations should be revised as per the requirements. Important or busy routes should have more service than other routes. Proper parking infrastructure should be provided in the given space so as to minimize vehicles on sides of roads. Optimum utilization of current available infrastructure might help. Malls, multiplexes and corporate offices should provide parking to its customers and employees in their premises so that the roads are not blocked. To control the pollution everyone should check their vehicles pollution level time to time. Auto drivers should be taught by government authorities to follow traffic rules and speed limits and if found guilty immediately punish them with violation charges on the spot. Road widening, removing encroachments and building flyovers, signal less circulars, subways are some of the long term solutions that may solve some percent of problems.

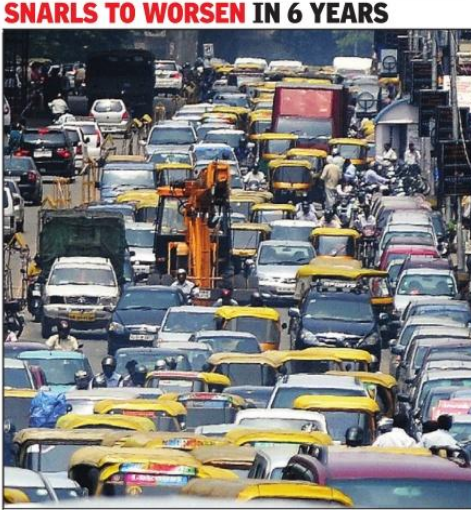
Removing corruption from system can help in fast work and quality work in building infrastructure. Banning people from digging roads or side of roads to make, pandals, hanging hoardings or decorating for festive reasons like in other developed countries. Maintain road quality by repairing it time to time and after rains is important. It is difficult to organise traffic in such a volume but not impossible. Using car pool and public transport will help in reducing number of vehicles on roads. Building footpaths is necessary to encourage safe walking for pedestrians who rather choose to use two wheelers for short distances. If only single or a couple is travelling, then they should avoid commuting through 4-wheeler as it occupies much road space. Two-wheeler should be preferable. Let us stop the game of blaming, criticizing and complaining but start acting right now by obeying the traffic rules. Do pour your valuable suggestions to improve our city's bad traffic scenario and may be materialized by BBMP BDA BMRDA and Traffic Police in near future. CTEST CEO Prof M N Sreehari also needs to provide solutions instead of only pointing problems.

Is easing Bangalore's traffic woes rocket science? A firm NO!!! a simple common sense by common man solve it .People should use technology instead of frequent meetings ..Introduction of a congestion zone charge like the [London congestion charge](#), at Bangalore's city center, as well as Whitefield and ITPL might solve traffic problem. In London, you have to pay an £11.50 daily charge if you drive between 07:00 and 18:00, Monday to Friday in the Congestion Charge zone. This discourages people from using private vehicles in these congested areas, as well raises money for infrastructure (which ideally is to be used for better roads). Discounts in charge can be provided for annual or bi-annual payers who have green vehicles, or have done regular emission checks on vehicles, or carpool. "During rush hour, drivers would have to pay a fee to use the most congested roads. A few people will balk at the price and say to themselves, "I don't really need to make this trip right now, I'll go later." Roads in your city actually have a great deal of underused capacity. Think about how they sit mostly empty, in the early afternoon, late evening, and at night. If we gave drivers some extra incentive to avoid the most congested hours, we could better utilize the roads' capacities."Pedestrianisation of major public areas like Brigade Road, VV Puram food street, roads passing through Cubbon Park etc. That means no vehicles can pass through these roads at all or certain times of the day. If this can be done in Times Square, New York City, we can definitely do it too. Pondicherry has a no-vehicles rule along the Promenade road after 6pm on all days as well, which means something like Marine Drive in Mumbai is completely pedestrianised.

Few people have posted on web "No matter however the road is wide, there is always traffic jams. Still BBMP seems to have not analyzed the problem and expanding the roads by cutting trees and reducing pavements has become its endless project. Another one has posted like this " Today morning I saw trees on the Maharani's College Road while getting down the Anand Rao circle which were 'alive' from 100s of years being cut to widen further. Already the road is 1 way and it is a 4 lane road. Why to loose our greenery unnecessarily. Also the pavements were narrowed still further. We all know, how matter the road is wide, still traffic will not reduce. Length of the jam decreases and width increases. We have seen the examples of Bangkok, as well as we have seen the roads of California. Its all so wide still there are lots of delays in traffic. Why to loose our precious trees which are seniors in terms of age for a foolish act of road widening which we all know is not going to give us any solution. Loosing the tree for a Metro Rail / Mono Rail is OK since it is minimal as well as it is definitely give us a solution. Still, alternative routes should be taken wherever possible to avoid tree cutting such as the case in Nanda Road. I think the act of BBMP to cut trees to widen road is just 'ridiculous'. What is our environmental agency 'Hasiru Usiru' doing?"



SNARLS TO WORSEN IN 6 YEARS



FUTURE SHOCK: CTEST study found that speed of traffic in CBD areas had reduced from 35kmph in 2005 to 9kmph and would get worse as vehicles pile up

AVG TRAFFIC SPEED OF VEHICLES DURING PEAK HOURS

5km radius around Vidhan Soudha: 9 kmph	IT'S A DRAG		
M G Road	7.8km	Infantry Road	11.9kmph
Seshadri Road up to K R Circle	7kmph	Brigade Road	10.2kmph
		Ambekar Veedhi	12.9kmph
		Museum Road/ St Mark's Road	4.2km (3pm to 6pm)

Bangalore has 54 lakh vehicles

PROBLEM OF PLENTY

- 18.5% of these are cars
- 72% are two-wheelers

Every 2nd person has a motorized vehicle in Bangalore

About 2,000 vehicles are added to city every day

About 10 lakh vehicles criss-cross CBD areas daily




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