

NAMMA RASTE NAMMA OORU...HASIRE USIRU

SAVE LIVES, LIVELIHOODS AND GREENERY IN BENGALURU



**Lal Bagh
West Gate to
Town Hall
9th November
2008
Sunday
11.00 am**

Our city is in a crisis because of poor planning. Road widening is not the solution to relieve traffic congestion. Metro will not solve the problem of public transport.

ROAD WIDENING

140 prime roads are being widened, totalling a length of 400 kms. This project may be expanded to include more roads. Road widening destroys trees, shops, houses, footpaths, heritage buildings and landmarks.

Thousands stand to lose their livelihoods and homes. Worst affected are children, senior citizens, differently abled (disabled), street vendors, and pedestrians.

Road widening may appear to be a solution, but it actually is not. With traffic doubling every 5 years and 1,500 vehicles added every day to the 30 lakhs vehicles in Bengaluru, the widened roads will become congested in no time.

Road widening is the least intelligent solution to our traffic problem. BBMP is pushing ahead with this mega project in total violation of the law.

It is internationally acknowledged that widening roads:

Makes more people drive

Increases traffic congestion

Increases pollution

Increases risk to public safety

Road widening costs approximately Rs. 10 crores/km. i.e. Rs. 4,000 crores in total! Your tax money is spent on a project that has no guarantee of success. If this money is spent now on comprehensively improving the bus fleet, there would simply be no need to drive and thus no need to widen roads.

FACTS

BMTC presently carries 30 lakhs (48% of the city's population) in their 5,000 buses every day.

BMTC buses constitute only 1% of the 30 lakhs vehicles in Bangalore today.

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The solution is simple and clear.

Public transport should be central to travelling in the city.

Bus based transport modes are the cheapest and most effective public transport systems anywhere and must be promoted first.

Intelligent road design with people's participation can,

- easily add road space without destruction of properties
- save trees, greenery and public spaces
- create safe cycling and pedestrian zones,
- improve facilities for shopping, thus protecting street vendors' livelihoods
- protect heritage areas for posterity

Core city shopping and business districts can be made people friendly by,

- Introducing frequent local loop shuttle buses in congested areas
- Integrating suburban parking zones with public transport to prevent driving into city
- Making Bengaluru walking and cycling friendly city

METRO

Metro runs over key roads of the city and most buildings along the alignment will be broken down.

Parts of Lalbagh, Lakshman Rao Park (Nanda Theatre Road in Jayanagar), K.R.Road and M. G. Road are being replaced by the Metro line stations, malls and parking areas.

Metro costs (at current rates) about Rs. 7,000 crores. Only 5% of the total travelling population of Bengaluru will be covered by Metro in the next 5 years. If this money is invested in buses and better road design, the need for the Metro will disappear. Metro is only useful when integrated with bus based public transport.

For a marginal increase in cost and temporary inconvenience, Metro lines can be placed underground by 'cut and cover' approach, thus protecting shops, houses, roads, trees and parks forever.

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Be there!

Initiative of *Hasiru Usiru network*
Environment Support Group®
105, East End 'B' Main Road
Jayanagar 9th Block East
Bangalore - 560069.
INDIA

Participate in the Walk.
Mobilise your local community to join the walk.

Email: esg@esgindia.org

Call: 22441977/26531339

Please do not throw the leaflet – Pass it on.

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