

ABIDe Task Force Public Consultation

12 July, 2009

It gives me pleasure to welcome all of you. On the dais, we have

1. **Shri Ananth Kumar**, Hon'ble MP and Vice-Chairman – ABIDe
2. **Shri. Rajeev Chandrashekar**, Hon'ble MP and Convener – ABIDe
3. **Shri P.C. Mohan**, Honorable Member of Parliament – Bangalore Central
4. **Shri. B.N. Vijay Kumar**, Honorable Member of Legislative Assembly – Jayanagar
5. **Shri. D.B. Chandre Gowda**, Honorable Member of Parliament – Bangalore North
6. **Shri. Ravi Subramanya**, Honorable Member of Legislative Assembly – Basavanagudi
7. **Shri Sivasailam**, Director BMRCL
8. **Shri Saeed Zameer Pasha**, Managing Director, BMTC
9. **Prof. K.V. Raju**, Economic Advisor to the Hon'ble Chief Minister
10. **Shri Siddaiah**, Commissioner, BDA
11. **Shri Gaurav Gupta**, Managing Director, KSRTC

From ABIDe, we have

1. **Dr. Ravindra**, Urban Development Adviser to the Hon'ble Chief Minister
2. **Dr. R.K. Misra**
3. **Dr. Ashwin Mahesh**

Thank you Gentleman for being here on this Sunday and taking your time off for this

Mr. Rajeev Chandrashekar, Member of Parliament and Convener on ABIDe and activities carried out by ABIDe:

I will just take you through a quick presentation on ABIDe, what we are doing, and set up this public consultation. This public consultation is an attempt by ABIDe and to involve as many views of as many citizens as possible in finalizing what we are putting together and calling the Plan Bengaluru 2020. This has always been a city wide/region wide development

blueprint and growth plan, and that is the role of ABIDe and that is the void into which ABIDe is stepping in. It is the institutional answer and citizen platforms answer for creating a multifunctional city wide/region wide development blueprint and architecture for our city. We are calling that Plan Bengaluru 2020. This is not a unique idea in itself, but the multi-area, multifunctional blueprint for the city's growth. Our focus is not on today or yesterday, it is on tomorrow, so the solutions that we are talking about are long term, sustainable, permanent, and most importantly institutional. If in a few months or a few years ABIDe disappears, the answers that we all create remain behind and the institutions remain behind to implement them.

What is our starting point? The starting point – The Chief Minister has made this on multiple occasions but they all say the same thing. “Bengaluru has the potential to become the No.1 city in India and an internationally prominent metropolis, but to make this possible, we need to adopt a new urban planning model, upgrade our infrastructure, improve the social facilities, and create a better environment for a good quality of life. Recently, he said that we must transform Bengaluru as a ‘model city’ and a ‘city of global standards’ in three years. This is our starting point. In terms of specific outcomes for ABIDe and the government agencies, there is a **NAMMA BENGALURU** ABIDe is working for.

To give you an idea who is on the ABIDe Task Force:

We have a very strong political representation on ABIDe Task Force headed by the Honorable Chief Minister himself, Sri Ananth Kumar, Vice-Chairman – ABIDe, 3 District Ministers, Prof. K.V. Raju from Chief Minister's Office, Dr. A. Ravindra who has also recently joined the Chief Minister's team.

Citizen members, we have R.K. Misra, Ashwin Mahesh, Anita Reddy, Dr. Devi Shetty, Kiran Mazumdar-Shaw, Mohandas Pai, Prof. M.N. Sreehari, and Lakshminarayan.

Official members are again represented by Sri D Thangaraj Principal Secretary, UDD; Sri Bharat Lal Meena, Commissioner, BBMP; Sri Siddaiah, Commissioner, BDA; Sri Girinath,

Managing Director, BESCO; Police Commissioner (represented by Sri. Praveen Sood); Sri Rama Murthy, Chairman, BWSSB; Sri Sivasailam, Managing Director, Namma Metro; Sri Syed Zameer Pasha, Managing Director BMTC; Sri V. Madhu, Secretary Infrastructure.

I must tell you that this team has worked very hard over the last six to seven months or so and it has been a true volunteer spirit especially the people from private sector. The officers have been completely cooperative and we are completely united in this vision of a better Bengaluru in the future.

To give you an idea of what alliances we have built, one of the accusations of citizens groups like this is that “it is often the blind leading the blind” because we are trying to do something very special and none of us have that specialized knowledge, but we reached out and built strong alliances with the city of London, as you would recognize, is one of the better planned and organized cities. We have also been accepted by Metropolis, which is a group of developing modern cities worldwide for us to be able to get best practices from other cities and Government of Karnataka has also got an alliance with Cisco with whom we are working on the technology enabling and intelligent urbanization of Bengaluru.

In terms of methodology, I just want to tell you what we do and how are we doing this. We have prepared a comprehensive integrated implementation plan of all projects that are being undertaken by the various agencies and that is updated every six months. On specific topics, there is a subgroup within ABIDe consisting of members of ABIDe and people who are not necessarily members of ABIDe. A report is created with inputs from various sources. This is then circulated to the ABIDe members. The report is put on the website and then we have public consultations like this. For the reports that we have done so far, you would be pleased to know that we have received almost 15,000 responses, inputs, and feedback. This is only after the reports were put on the internet. So I am hoping that after public consultations like this, we get even more feedback and input. Thereafter, ABIDe submits an official set of recommendations to the Government and pursues it with the

Government for its acceptance. The role of ABIDe after the report is accepted is to follow up and oversee the implementation.

Before the individual reports start, let me just tell you the background of Plan Bengaluru and how we are constructing this. We all know, this is our city, we are proud of our city, and we love our city. It's 8 million people with continuing migration linked to new jobs and opportunities, originally 200 odd square kilometres, now 800 square kilometres. Where do we see the city in 2020? It is a safe conservative assumption that the city will be having at least 12 million people by 2020. A fifth of our state's population and 25% of this growth will happen in the last decade alone. The geography that we should look at as a city is 8,000 square kilometres which is the Bengaluru metropolitan region, and ABIDe's approach to planning is of a core city of 800 square kilometres and the growth from 8 to 12 million people happening in townships around the city. So you will see that our focus on creating connectivity, creating infrastructure is keeping this in mind.

What have we done so far? We have completed the **CIIP Version 2.0** and the reports that have been completed and are more or less accepted by the Government and are in the various stages of implementation are:

Govern Bengaluru – This is a totally new model for governance of the city. As you know, there is a constant concern about how to create a more responsive government, how to create a more responsible government. Dr. Ravindra will discuss this today.

Traffic and Transportation – This is again been completed and is under implementation. R.K. Misra will discuss this today with us.

Heritage – Completed. We will discuss this as a third part of our public consultation.

Urban Poor – We have a very high quality document that has been completed that is currently under consideration by the Government, so we will do the public consultation may be in a few weeks.

Public Security and Securing Bengaluru has also been completed, that is, again something that we will do in the next public consultation.

As you can see below, many things are underway:

- a. Water and Sanitation (under way)
- b. Education and Health (to be started)
- c. Technology strategy for Bengaluru (underway with CISCO)
- d. Power (to be started)
- e. City facilities (to be started)
- f. Lakes – (Under way)

What we need to start with the new Railway Minister and new Government in Delhi, we will be commencing a discussion on Airports and Railway Stations. For example, Bengaluru Railway Station really needs modernization; the railway budget for the last 3 years has been talking about it. Now under the leadership of our Members of Parliament and the Union Ministers, we hope to push the modernization of the railway station as well.

The objectives of public consultation for today, I just want to establish the ground rules so that we are all aware of what we are here for. From your point of view, it is for us to make you aware of what we have done, what we have recommended to the Government, and what we are proceeding to implement. From our point of view, again it is to create a full participation by you in what we are doing today and what we will be doing going forward. Like I said, one hour will be spent on Dr. Ravindra, Dr. Misra, and Mr. Ashwin Mahesh giving you general sense of three topics of governance, transportation, and heritage. One hour we will take questions from you. If you can say your name, the question, the questions are being recorded. We will create transcripts and minutes of the same, and if for some reason you think of something after the public consultation, you can still send the email suresh.nr@abidebengaluru.in or you can mail it to my office and that will still be an input that we will take into account. All the reports that have been completed are on the website www.abidebengaluru.in. The website has been upgraded and will also provide, as a few

gentleman mentioned, a more interactive experience. Right now we are not equipped enough to respond to all the feedback coming on the website.

With this, I will now request Sri Ananth Kumar to say a few words and then kick off the public consultation.

Mr. Ananth Kumar addressing the public:

Under the able leadership of Honorable Chief Minister, my friend, Mr. Rajeev Chandrashekar has been instrumental in making ABIDe work efficiently and effectively for the past one year.

The Chief Minister decided to institute a task force for Bengaluru. The objectives of this Task Force has been already been clearly outlined by Mr. Rajeev Chandrashekar. In brief, to make Bengaluru, founded by Nadaprabhu Kempe Gowda, No. 1 city in India and one of the most progressive and prominent cities in the world, ABIDe has been created.

To set the agenda, I was discussing with Mr. Chandre Gowda that people have elected three of us and our Government under leadership of Mr. Yedyurappa, there is complete cooperation from Mr. Rajeev Chandrashekar. In these five years, with the help of the officials and the general public, we have to bring out a futuristic blueprint regarding how efficient the governance, transportation system, our Nagara Palike, which has transformed into Bruhan Mahanagara Palike, Bengaluru Development Authority, Namma Metro, BMTC, BESCO, BWSSB, Heritage for Bengaluru should be. We shall create a blueprint and based on this, all the MPs and MLAs, they may belong to any party, Corporators, all officials and citizens of Bangalore in a non-partisan way keeping aside all the party differences with only one vision, i.e., complete development of Bengaluru as agenda and mantra, the ABIDe has been created. It's a non-partisan platform. We will work together as a partnership. Government, people's representatives, industry, the leading citizens, as well as the citizens at large will work together in a non-partisan manner for the overall development of Bengaluru.

There might arise a question. Why Bengaluru agenda? I always feel that Bengaluru is strategically and historically gifted, heritage wise, climate wise. We are the IT capital, Aerospace capital, education capital, capital of engineering industry, manufacturing industry. We are the most active hub in the entire subcontinent. For example, when I browse the aeronautical companies, we have HAL, NAL, ISRO, ADA, ADE, DRDO, etc., in Bengaluru. We have IIT, IIM, National Institute of Fashion Technology, National Law School, Medical Colleges, Indian Institute of Science, and what not? We have BHEL, BEML, BEL, ITI, HMT, all the public sector undertakings. Of course, the Information Technology as well as Biotechnology Industries. Except for Nuclear Industry, Bengaluru has everything in its bounds and that is the level of Bengaluru. This climate that is salubrious is bestowed by the nature on us, we are situated in a plateau and Nada Prabhu Kempe Gowda conceived the entire thing 500 years back, and we are the capital city. Now the reputation is so much, in Europe and US, people say that things have been Bangalooed. That is the situation. When that is the situation, we need to improve the quality of life. Quality of life can be improved by three things – one is quality of governance, quality of public utilities, and thirdly quality of planning and development. These are the three basic ingredients to improve the quality of life, therefore, this public hearing.

I welcome all of you as the vice-chairman of ABIDe Task Force. You are part of ABIDe. I request all of you that let there not be any prejudices or acrimony because we are not sitting across the table. It is not you and me, it is we together. Therefore, I always call it a round table approach. There are no piercing corners for the round table. With that mentality, we need to proceed. It is a beginning. Until now we have done 15 meetings of ABIDe and more than 45-50 subgroup meetings. ABIDe has been meeting almost every week and its activities are going on, and if you just look across Bengaluru city, I want to specially congratulate BBMP, BDA, BWSSB, BMT, BESC, Namma Metro, BTRAC. More than thousand developmental activities are happening in one go. Widening of the roads, flyovers, underpasses, grade separators, circles, traffic management, laying of the new lines, lakes, so many things are happening. Also, one of the dreams of ABIDe the need to have a

dedicated power plant of 5000 MW to Bengaluru because the total power generation of Karnataka State is inadequate and out of the total power generated nearly 40% is being utilized by Bengaluru City alone. Therefore, if we keep Bengaluru glowing the state will be in darkness, and if we do the equitable distribution then Bengaluru will suffer. Therefore we need a dedicated power plant of 5000 MW to Bengaluru. There is also the transmission and distribution (T&D) losses to the extent of 38-40% for the whole state. BESCO is at 24%. If the T&D losses are below 15% and our plant load factors are above 90%, then I will ask everybody to give a big hand to KPTCL as well as BESCO, but at the same time we are moving in that direction.

Now the floor will be open. There are various vision documents we have created. Today vision documents on Governance, Transportation, and Heritage will be unveiled, which will be shared with you. You can discuss now, raise questions, and elicit clarifications and later can also email. The email has been already provided to you by Sri. Rajeev Chandrashekar. It is a continuing process. Regarding power, security, urban poor and other things, we will be having the public hearing later. Once again I welcome all of you. Let us make Kempe Gowda's dream come true. Kempe Gowda had a dream that Bengaluru should not only be a nation first but a global city. We shall aim towards that. I know it is a Herculean task and the pitfalls. I also recognize there are no more Vrishabhavati, Suvarnavati, Arkavati which have turned into drains. I also understand the ground realities. You have been kind enough to elect me 5 times continuously to the Lok Sabha, therefore I have gone to the nooks and corners of Bengaluru and I have seen it to myself how difficult it is. I also know that the roads of Bengaluru were planned for 4 lakh vehicles, today there are a little more than 40 lakh vehicles, therefore public transportation is the only solution. Metro, Mono and even there are 4 spokes to our railway network which are Krishnarajapuram, Yeshwantapura, Kengeri, and Yelahanka. Can all these lines be doubled, electrification, automatic signaling, so that we can run local trains like Mumbai in Bengaluru also? Can we create a metropolitan transport authority like in London with one ticket for seamless travel by Metro, Mono, train, and bus in Bengaluru city? These are all dreams but we need to dream, conceptualize, visualize, have a vision, and with the political will we need to implement.

One thing I want to place on the record and give heartfelt thanks to our Honorable Chief Minister that this year in his budget he has allotted 7000 crore rupees to the development of Bengaluru city which was unheard off. Bengaluru has to get hardly 500 crores, but he has allotted 7000 crores which is a huge amount of money, therefore we are all here to find solutions. We are all here as problem solvers, many times I feel that problem solvers themselves should not become problem. It applies to politicians, bureaucrats, stakeholders, and citizens as well. Therefore let us not become problems rather let us become problem solvers and harbingers of new emerging global standard Bengaluru.

Thank you one and all.

Vision on governance of Bengaluru by Dr. Ravindra:

(Dr. Ravindra served as Chief Secretary of Government of Karnataka. He also served as one of the persons to create a Urban Development Policy Center supported by Urban Development Ministry of Government of India in Bengaluru.)

Just now Sri Rajeev Chandrashekar and Sri Anantakumar outlined regarding ABIDe activities and how to proceed with them. They have set the tone for today's public consultations. I will give a brief overview of the governance issues pertaining to Bengaluru and how ABIDe is trying to deal with these issues.

As you know, governance is perhaps the most critical issue in managing or governing a city. Having looked at the various problems as well as the potential of Bengaluru, ABIDe has come out with certain focus areas.

First and foremost, planning for Bengaluru. Now our vision should be not merely Bengaluru city, the core city, or even the BBMP which is now enlarged to nearly 800 square kilometres, but we want to look at the entire Bengaluru metropolitan region, which is about 8000 square kilometres. Bengaluru city itself is getting congested, and any attempt to find solutions only within this core area will lead to more and more problems. A structural plan

was already prepared, now we are trying to prepare a regional development plan for the whole metropolitan region so that the growing population which is expected to be about 16 million by 2020 can be distributed across the region and not necessarily within the centre or core area of the city.

Another important thing required is to have a separate legislation for Bengaluru. As you know now, the Karnataka Municipal Corporation Act also governs Bengaluru. You can imagine a megacity like Bengaluru with more than 7 million population and the cities like Belgaum or Gulburga being clubbed under the same act. There will be a new legislation like other cities such as Delhi, Mumbai, and Calcutta, which is already on the way and we are already working on this legislation.

The third important element is with reference to BBMP. When I mention the Bengaluru metropolitan region, we have Bengaluru Metropolitan Region Development Authority (BMRDA) for the region as a whole, but it is still not very effective. BBMP is a premier civic body in the city and that will be the nodal agency as far as the city or the municipal area is concerned. How do we reorganize the BBMP? This is one of the most important issues that will be in front of us. As you know, at the moment the elected council may not be there, the mayor's tenure is only for one year. Similarly, there will standing committees that will be on rotation every year. We find an elected body and leaders without authority and therefore without accountability. Therefore what we are suggesting is that we need to restructure BBMP and the recommendations made by ABIDe in those regards are - We should have an alternative. One is to have a directly elected mayor for a period of 5 years. This is the system even many other western democracies such as London as referred by Mr. Rajeev Chandrashekar is a good model.

Secondly or alternatively we can have what is called a Mayor in Council system which is prevalent in Calcutta and that is the only city where we have Mayor in Council system. The Mayor in Council has tenure of 5 years though the Mayor is elected indirectly like the Cabinet system of Government at the city level.

These 2 models can be thought upon so that the political leaders have both responsibility and accountability and they must be given powers. The executive powers will get rested with the Mayor or the elected representative. This is a recommendation which is at a preliminary stage as Government will have to take into account various views and then take a decision on that.

Along with BBMP, which is at the central level, another decentralized structure is required as the city grows bigger, so we have recommended there have to be ward committees, which already exist but more so only on paper. Again the recommendation is all the ward committee members should be directly elected by the people. Every ward will have a councilor, the elected councilor will be the chairman and others will be the members.

The third tier in the governance structure that we have envisaged is the neighbourhood. This is one area which has been totally neglected. Bengaluru has a very active civil society, there are a number of resident welfare associations, NGOs and so on, but in a formal and structured manner we do not have a neighbourhood committee. We have proposed a neighbourhood area committee to be setup for a very small population, not exceeding 5000. It could be 1000 or 2000 depending on the kind of neighbours available.

The final point I would like to go into more detail. Ultimately the most important thing is how the systems are put in place, how works are executed, and how services are delivered. Effective service delivery is the key of good governance. Just to quote an example, BBMP develops model contracts for multi-year road maintenance. There are lot of complaints about the quality and maintenance of roads in Bengaluru, potholes, pilferage of funds by contractors, leakages, and things like that. How should we bring out a change in this? We want to introduce multi-year contracting, which is like a performance guarantee, i.e., once a contract is given through a transparent process after proper tendering etc., the contractors will be responsible for its maintenance also for a specified period. It may be 3 years or 5 years or 7 years depending on the type of roads – arterial roads and ring roads or very small roads - at local neighbourhood level this is what is important. Maybe we are interested in

our own streets and drains and so on and so forth. Whatever the type of civil contract, it is not merely roads. It may be water supply works, transportation works, or anything. The contracting responsibility will be properly fixed and there will be accountability and for different layers.

Apart from BBMP, we have a number of para-statal agencies. We have BWSSB, BMTC, BESCOM and also Traffic Police that is not a statutory body but it is part of the Government. There are 2 issues pertaining to governance. One is the question of coordination, as you know that is one of the biggest problems and No. 2 pertains to, what we are looking at ABIDe, how to restructure these para-statal agencies so that there will be better coordination, better unification, and better implementation of works.

What we have suggested for instance Bengaluru Water Supply Board, water supply is essentially a municipal function. It should be carried out by the Corporation, but we have created a separate infrastructure agency for that. The people are concerned and every councilor is flooded with water supply problems or drains not functioning properly, etc. The distribution part should be transferred to City Municipal Corporation whereas the production of water, i.e., supply and transportation will be the responsibility of the Water Supply Board and the actual distribution responsibility will go to the Corporation.

Secondly, Bengaluru Development Authority (BDA), it is not only a development authority, it is a planning authority. Planning is a specialized function which has not received adequate attention. In fact many of the problems that we are facing today should be traced to either lack of proper planning or poor implementation of the plan prepared, etc. We think that the BMRDA, because now we are looking at the whole region, should become the planning authority and in due course there must be a metropolitan planning committee which is mandated by the constitution, 74th Amendment Act. Under that metropolitan planning committee, of course, two-thirds will be from the elected representatives and one-third could be experts and other nominated members. The planning will be transferred to the BMRDA and BDA will continue to be an infrastructure development authority. However,

the jurisdiction of all these agencies whether it is BDA, BWSSB, and BMTC will be extended to the entire Bengaluru metropolitan region so that there is better coordination over the entire region. This is how we are planning to restructure the various agencies. This is very broadly the framework in which ABIDe has contemplated and as I said there is already a document on what is called Govern Bengaluru, which has been published and it is also on the website. Ultimately, the whole objective is to have good governance. Good governance means improving the quality of life of citizens through various government agencies as well as other stakeholders which are the people. This is the most important, people mean resident welfare associations, NGOs, different types of associations, obviously each and every individual cannot be consulted, but through people like you and your associations we want citizen groups to contribute in making Bengaluru a truly great and international city which is already articulated by Mr. Ananth Kumar. He put it beautifully when he said how Bengaluru is the capital in so many respects -, IT, BT, education, so on and so forth. In addition, I just want to make a reference about Bengaluru to sum up the whole importance of Bengaluru by none other than US President, Mr. Barack Obama, when he said that Bengaluru poses a threat, so he has been repeatedly speaking of Bengaluru, which highlights the importance of Bengaluru even in the international sphere. I hope all of you will lend a helping hand to ABIDe to make Bengaluru a truly great and livable city.

Vision on Transportation in Bengaluru by Dr. R.K. Misra:

(R.K. Misra is the winner of Lead India Campaign of The Times of India – 2008 and he has specially worked on the infrastructure project - transportation in Japan.)

It's something, which every citizen experiences everyday and Bengaluru has had its little unfair share of criticism because there have been issues with traffic and transport quite often. Bengaluru is far better city in every other aspect, but traffic and transport has been one area where public has not been very happy with the situation, and when you make a difference in traffic and transport scenario, the results are immediately visible and the public can either appreciate or provide negative comments on that. It's a very challenging task.

I must, first of all, acknowledge and thank the contributions from colleagues; of course, the vision comes from Sri Ananth Kumar and Rajeev. Ashiwn has been working very closely with me and Dr. Ravindra has always been a guiding light in suggesting what will work in the government system and what will not work and we have been mindful of that. The biggest challenge that we found in traffic and transport is an integrated approach because many times we see that a flyover next to our building is built but another flyover half a kilometre down the lane is not build and as a result you ease the traffic at one place and dump at other place which has been the normal complaint. People are very excited when flyover is being built, the moment the flyover is built people are unhappy again, the reason being the traffic has just shifted to a next junction. To address this, we have consciously decided on a "corridor approach." When we look at a corridor, it won't be one signal or one junction in that corridor which will be handled as opposed to our approach so far. We will be taking complete road corridor. For example, we have chosen around 12 corridors out of which 2 are on the outer ring road, one from Mysore road up to BTM Layout junction and other from BTM Layout junction which is Silk Board up to Hebbal. These 2 because they are owned by 2 different agencies, the first by BBMP and the other by BDA. Apart from these 2 corridors which we are planning to make junction free so that people can move and that's how the ring roads are supposed to be. Right now, ring road between Mysore road and BTM, so one is integrated transport network which is essentially also involving various agencies. We have Namma Metro, road transport, BDA, BBMP, BMTC, and Railways as well. Efforts of ABIDe have been to bring all those essentially on a one common platform.

Second shift is as we have mentioned we have around 30-40 lakh vehicles plying on the roads and just by providing additional road space the traffic is not reduced. Unless public transport is efficiently functional and we provide the facilities to commute by public transport the traffic problem cannot be solved. Primarily the focus has been on public transport both rail based and bus based and BMTC has been very proactive in this regard. Many of you must have seen their efforts on Big10, which are 10 major corridor based

buses. Also, Namma Metro has been making a very good progress. Within couple of years we will have a very good network of buses and railway.

Another approach we are looking at is the existing road capacity and to make the best use of it. Suppose the road is having 3 lanes and one lane is always blocked by parking then essentially we are not using the public space effectively. If the road has 3 lanes, all 3 lanes should be available and Traffic Police has been very helpful in that. We are trying to make as many roads as possible, primarily the arterial roads, parking free so that all the lanes are available for moving and parking to be shifted to public parking which BBMP and BDA are looking at.

There will be a significant shift in public transport during next 2 years. Public transport should be available, has to be frequent, and of good quality. These 3 have been the highlights of discussion we are holding with BMTC and Metro. If the bus is available every 3 to 5 minutes, people are more likely to take the bus. If the bus is as comfortable as car, people are more likely to take it. At least one bus remove 20 cars so we are ensuing people will eventually try to move to public transport which all major cities of the world do to address traffic congestion.

Coming to the additional capacity, instead of widening all the roads, first the available roads should be used to the best possible capacity. We have selected major roads such as outer ring road and 10 other big roads. These 10 big roads come to Bengaluru from all directions and they are Bellary road, Tumkur Road, Mysore road, Bannerghatta road, Sarjapur road, Old Madras road, Old Airport road, Kanakapura road, etc. All the arterial roads which are leading to the city will be made junction free which does not necessarily mean buses or cars can ply at 100 kms speed but there will be no block in the junctions. We are trying to close the junctions and provide underpasses and remove the turns wherever possible and the comprehensive study done by BBMP, i.e., DPRs is ready. In the first phase, we will be taking 4 corridors and within 2 years all the 10 corridors will be taken up. Wherever we are taking this up, pedestrian will be our primary focus, be it footpath, bus base, or overpasses. Half

the ORR is by BBMP and the other half by BDA, i.e., between Hebbal and Mysore road is being done by BDA and the rest by BBMP.

Currently the airport has only one accessible road, the Bellary road. Airport being the economic hub of activity of any city, it is very important and desired that we have multiple accesses to the airport. We are looking accessing from east and the west side road connectivity and Metro is also looking at the connectivity as well. Essentially Airport will have 3 connectivity, one the central along the Bellary road, other from KR Puram & Hosakote, and third from Yeshwantpur and Mysore Road side so that Airport can be reached through 3 different directions.

We are looking at the satellite town ring road as Bengaluru's population is poised to grow 1.2 crores by 2020. We need to see how we can decongest Bengaluru and unless we create the satellite towns, which are well connected we will not be able to decongest Bengaluru.

Railway connectivity. So far we have not had great coordination with Railways. Wherever we are doing underpasses and flyovers there is coordination but Railways has not been part of the overall planning process. We are working towards involving Railways in overall planning, like commuter rails, DMUs, which can run from satellite towns like Kengeri or Kolar.

We are also looking at the lakes, which are very important feature of Bengaluru. Lakes not only provide the serene environment and water, they also provide huge traffic diversion. The concept is only one side of the lake can be used the other side being water, and if one ways are created around the lakes it could be an interesting proposition which BBMP is looking at.

This is essentially more about Traffic and Transport. Specific questions can be addressed in the meeting or after through email. Any specific suggestions in the interest of general public are welcome.

Vision on Heritage of Bengaluru by Dr. Ashwin Mahesh:

If I think as an outsider, it is possible for an every citizen to engage with the Government and can be contribute because there are enough people with political and administrative leadership who actually welcome the participation of citizens with ideas and implement it too. One of the reasons I want to engage with an audience like this is because many more people can come forward to be part of this process.

Our focus on heritage has been on two things. One to identify the cultural built and natural heritage of city and develop a systematic plan to preserve and protect and enhance them and another is like everywhere else in the world to create awareness of what the heritage of the city is by engaging particularly the young people in schools and colleges and also others who would like to connect with it due to their cultural or artistic background and their experience of having lived in this area. The history should be made real by creating a strong awareness linked to it.

We have made few specific recommendations on Heritage:

1. To identify and celebrate every year, Bengaluru Day, and it has been suggested that Kempe Gowda Jayanthi may be celebrated as Bengaluru Day. This proposal is placed before the Government.
2. Bengaluru Heritage Commission should be established who will oversee the protection of heritage in the city in a way that is led by expertise. This is not a political or administrative commission but people whose expertise in heritage conservation makes them suitable regulators of heritage conservation in the city.
3. BBMP should create an autonomous Heritage Department and one of the things this department will do is run a museum on Bengaluru. Everywhere in the world, there is a museum of the city which remembers what the city is, where it came from, where it's people came from, what they brought to the city, what they created in the city. Likewise, a museum of Bengaluru would be a real good thing to remember the past of the city. Few

cities in India also have museums recollecting their own history and there should be a city-based museum to showcase the culture and history of this region.

4. Establishment of a register of all properties of historical and cultural value. This is not to say someone who owns a historical property cannot use it the way they want to, but if there is a way in which Heritage Bengaluru can help to use that property that is acceptable to the owners but also protects heritage then that should be the preferred process for us to do.

5. Help create heritage promotion materials to create awareness about heritage in the city. Government has sanctioned 4 pilot heritage development projects in the city to be taken up as examples of heritage conservation work in the near future. For example, War Memorial Junction where Brigade road meets the Residency road. It is an important and interesting tourist spot and if we can take an area like this, create a design that remembers Bengaluru in a specific way, make this a publicly accessible space, create integrated bus shelters for people to reach these locations, then we can create may be 6-8 public places in which idea of heritage conservation is integrated with transport as well as public place planning for lot of people and come out with multiple benefits. We are doing 3-4 of these different design developmental strategies with leading architects in the city. Another example of how people out of their own initiative are contributing time, money, and resources to do these kinds of work and to help our idea develop is similar design to bring back the old plaza that existed in front of Mayo Hall. Can we bring back the old door entrance on the east side rather than the current north and south side entrances? We are working on design ideas for these things. Other 2 are Halasuru Gate and Avenue road. There was an idea of creating heritage mile on Avenue road and areas around it. If we take some of these projects, we can get integrated value out of that.

Q&A and Session

Muralidhar Rao from praja.in, web-based organization

Q: Mr. Ananth Kumar mentioned regarding 5000 MW power plant, Bengaluru doesn't have fuel resources and rather than transporting fuel across to Bengaluru and burning it in our backyard it is far more economical and efficient to transmit power. The losses that you were talking about is due to distribution and not transmission. Transmission can be efficient and can reduce the losses to 2%, and it is already achieved in India through HBDC transmissions. My request is don't make a mistake of setting up a 5000 MW power plant anywhere closer to Bengaluru and the idea of setting up this at Chattisgarh is laudable as it makes lot more economic sense.

Q: There was an organization called BMLTA, I don't hear much about it. Earlier in any meeting it was brought out that Bengaluru lacks a regulatory authority and BMLTA was conceived and instituted but never properly empowered. BMTC went about establishing CPMCs more with a view to selling them to Big Bazars than for commuter facilitation. Will BMLTA be revived and properly empowered?

Q: HoHo (Hop on Hop off) service was an excellent service, why is this not properly implemented? I suspect it is scuttled by certain cauteries within BMTC.

Name unknown

Q: What is the legitimacy of this whole process?

Ananth Kumar: We have formed a subcommittee and submitting a draft to the Government. We are just planning the vision. As you know, BBMP does not form its own acts. There should be an expert committee which can provide draft legislation to the Government which can be constitutionally improved and adopted by Cabinet of Government of Karnataka which has been elected by 5-1/2 crore people of Karnataka then again being ratified in the legislature, therefore which is the constitutional validity. ABIDE is only an advisory body in this regard. Secondly, Government of Karnataka has given an affidavit that BBMP elections will be carried out based on directives of the court, it will be completed within the deadline and relevant processes are already on. Elections can happen anytime now.

Suhas

Q: My suggestion is regarding traffic and transportation, specifically on roads. There has been talk of increased focus on pedestrians and it's included in the document as well. What we see is excellent footpaths are built then the bus stops, transformers block the footpath. The process of constructing a road should be a pretty detailed and well thought one. I don't see that in the process or documentation, the intent is present but how to do it is not there. I and my 8 colleagues have spent around 8-9 months and come up with a document on all the aspects of the roads, how to look comprehensively at our roads, how to design one, etc. I request relevant people in ABIDe to look at it, and if you like put it as a supporting document for documentation of ABIDe and take up one road as a model road and run it through this processes so that we build it in a more comprehensive manner keeping all the aspects of the road in mind and make it much user and vehicle friendly.

Doris Raj from Bengaluru East Swabhimana initiative.

Q: We have several of the old resident associations who have been working from several years. We started working from 1995 and Swabhimana initiative was started by Dr. Ravindra. Yesterday he told us that he is going to revive this initiative and I thank the Honorable MP as well. He mentioned one thing that ABIDe is apolitical and he wants to strengthen the hands and the arms of the resident associations. Resident associations not only take up problems and issues and complaints and Mr. Anil Kumar who is present here has taken up several issues through RTI and for the storm water drains but we are actively participating and helping these agencies to coordinate. All the officers who are here will vouch for it. I do not want to tell our achievements such as we have formed new roads, etc., but just want to emphasize one very important point, i.e., power corrupts. It can be money, influence, appropriating movable/immovable properties, whatever because of which a big monster is created and all the agencies are going to be gobbled up by this monster and we the citizens are not going to sit quite and watch this tragedy being happening every day. The BBMP officials are now targeted because they are not allowed to

do their work. There is political or VIP interference, maybe with illegal parking, encroachment with storm water drains, illegal hawking, illegal housing and Mr. Siddiah goes and bulldozes those houses of the poor. Why do you allow them to come up in the first instance? I put this before the Honorable MP and all the politicians who have gathered here. Strengthen the hands of Lok Ayukta institute, take action against all the corrupt, help the officials to work in freedom. I want to thank all the officers, we have been interacting with almost 13 to 15 BBMP Commissioners from 1995. Mr. Siddiah has helped us to win a case to get a CA site meant for a park which was encroached and I request him to please make it into a park soon. I thank the MD of BESCO who has given us a lot of improvement with BESCO facilities.

Sajjan Raj Mehta representing the Chikpet segment

Q: I just want to know from Honorable MPs, what are the plans for overall development of Chikpet. Although our area MLA, Sri P.C. Mohan has done a little bit to improve those areas, but again my humble request, just now you told already CM has sanctioned Rs. 7000 crores for Bengaluru, I want to request is as Bihar gets the special package, Chikpet also needs a special package in Bengaluru. It's an old city and please do something to Chikpet in all areas let it be drainage system, parking, etc.?

Muralidhara Rao

Q: Thank you Honorable MLAs and MPs on the dais as well as my friends here. I think it's a good initiative that you have talked about where there is a public participation in some of the developments that is happening in Bengaluru. We are talking about developing Bengaluru in 2020 and one of the questions that comes to my mind is what is going to happen probably in 2010. I am leaving in an area, which has got one access road where two people are fighting a legal battle and we are stuck in between because we cannot build a road to that area.

Ananth Kumar: Please provide us the details so that we can handle it.

Anil Kumar, Secretary of the Forward 68 (Federation of Resident Welfare Association of Ward 68)

Q: You have said that Bengaluru to be compared to New York or London, but what about the 50-mm rainfall that will shut the entire Bengaluru area? Have you proposed any plan to take this velocity of water out of Bengaluru because our existing drains are not capable of carrying the water? Almost half of Bengaluru will be flooded and the traffic will be stranded. Have you got any plans for this?

Name Unknown

Q: 2266000 was opened about a month back, i.e., central control room. On the opening day, I gave about 4 complaints. Nothing has been done and it's almost a month now. When I speak to them, they reply we have posted on to somebody else and hence no action. For example, VVIP Task Force building byelaws are there. There is a Superintendent Engineer, when you lodge a complaint, she passes it on to ward engineers. No action is being taken. Unless you follow up, nothing will happen

Q: I asked under RTI regarding storm water drainage from Chellaghatta Valley, i.e., from Muni Reddy Palya to Ulsoor lake, she states Rs. 216 crores have been spent, not even 20% of the work has been done, anybody can check it.

Q: On Bore Bank Road, there is a maternity home which was closed about 10 years back and now every day some encroachment is taking place. Under RTI I asked them, they said they are going to take action but no action so far.

Q: The posters are put on the telephone and electricity poles and on the walls. Health people remove it, again the next day it is there. My suggestion is please do not remove it, take a photograph and lodge a police complaint, let them file a FIR. Once FIR is filed and go to Nrupathunga Magistrate Court, they will suffer though the amount may be Rs. 10 or 15.

Ananth Kumar: You write to me, we will reply back.

Mr. Subramanya from Banashankari 2nd Stage Residents Forum

At the outset I would like to thank Chief Minister, MPs, and ministers concerned and the officers concerned for making ABIDe success. I am from Banashankari 2nd Stage Residents Forum. Earlier we used to contact the junior level officers because we could not go and reach the senior people and their head offices for a particular problem. Now we will be able to contact ABIDe and we are really thankful for making our purpose getting solved.

Q: Secondly, it is very good that we are having proposals for the future but my request is the existing facilities and infrastructure should be used fully to its maximum capacity besides having the new projects. For example, the encroachments we are having on footpaths, people would agree that one time or the other everyone in the country is a pedestrian and the vehicle population is so much that it doesn't give room to walk on the road. These are caused by the encroachments on the footpath by the hawkers, vendors and even the electric transformers are put on the footpath that may kindly be stopped. Next, telephone cables are also to be laid underground which are now overhead. Buses are stopping in the middle of the road and junctions; they may kindly be requested to stop by the side of the road in bus stops.

Ananth Kumar: We have been requesting people in every meeting, we are ready to clear the encroachment and you should support that. Please provide us a list, we will take care of it.

J C Prakash

Q: The roads are widened but the electric poles are still remaining in the middle of the road itself. The roads widened are of no use unless the electric poles are removed and put in the sides also. You can see in Koramagala 100 feet road, when one department commences work another department's work gets affected, so whole coordination must be in a better way of doing it.

Q: BMTC bus base are supposed to be done which is long due, but I don't see any bus base are available anywhere around. Buses are being parked in the road itself causing traffic jam, someone should address that.

Mohan Sundaram

Q: Saying that somebody is going to coordinate is different from they are going to take responsibility. As a citizen I should not be running to 5 different agencies to get my problem solved which is created by another agency. Does that mean there will be one agency responsible not coordinating, but responsible for clearing the problem and will undertake to clear it by a certain date? Simple example, if road widening is happening and the excavators are happily damaging all the telephone, water, and sewage lines and associations have to run around to get these fixed not the BBMP engineers. Given the situation, it is quite sad that we have to run around for this. So instead of coordinating does it mean they will take responsibility?

Sreedhar from Avenue Road

Q: We very well appreciate ABIDe's initiative to retain the Avenue Road. Avenue Road has 4 very important heritage areas – Tippu Sultan's horseman's stags, Tippu Sultan's horseman's place at Avenue Road Circle; Tippu Sultan Dargah; Laxmi Venkatramana Temple which is having history of 400 –500 years; Church which was built in the regime of East India Company by Sir Benjamin Rice in 1817. Considering all these, Avenue Road has to be retained as a heritage area and there are lakhs and lakhs of people totally dependent on Avenue Road and throughout India, in this particular area like Doddapet, Tharagupet, Akkipet, Aralepet, etc. Already a representation has been given to Mr. P.C. Mohan. I request to retain this as a heritage area.

Thimma Raju, NGO's Advisor

Q: We require mainly 5 points for Bengaluru:

1. Mayor should be selected by BBMP and not election.

2. Traffic – We don't want signals, please do it like Delhi. Emulate the KR Circle type in whole Bengaluru.
3. For KSRTC and BMTC buses, signals are provided within Bangalore which is causing much of traffic jam. For example, KSRTC or BMTC buses starting from Chikkaballapur to Hosur, people should not be passing on, buses should not be standing. Let the buses be passing every 5 minutes like Hyderabad, they should not stand in one place for longer time. Provide interconnecting links like Tumkur to Kolar and vice versa, Bagepalli to Hosur Road, if BMTC buses are passing every minute then traffic will be free. They should not be stationed at Bengaluru.
4. We are struggling for Cauvery water. Please construct a mini dam for Bengaluru which will solve the water problem.
5. BDA should follow Hyderabad or Mumbai system – Water, fire, electricity, gas, telecommunication, every thing should go in channel centrally, remove footpath system. BBMP is spending extensively for footpath system.
6. Please give membership to Mr. K.H. Muniyappa and Mr. Veerappa Moily in ABIDe.
7. Bengaluru should be cleaner and beautiful.

B.K. Goyal

Q: Thank you very much for giving me an opportunity. When I see Bengaluru is being developed properly, the only question arises is the Kalasipalyam area. I want to see how the Kalasipalyam area is being developed because there is a traffic coming from Metro and that all converges near the Canara Bank which is a very small junction. There is a traffic coming from J C Road. I feel BBMP, BMTC, and Metro should coordinate along with the Traffic Department because that is a very important role to be played by the traffic. Unless the traffic planning is made prior to the construction of all the other areas there will be a problem coming up further.

Q: Second important point I would like to raise that when we talk about the hawkers or shopkeepers occupying the footpath. When we approach the traffic department, they say it belongs to BBMP area to clear, BBMP says traffic department to clear. But as a result the

law and order is enjoying the fun and the pedestrians are facing the difficulty. A body should be formed which will clear the hawkers from these zones.

Kamath

Q: It may be citizens of Bengaluru or tourists visiting Bengaluru, hotel industry is catering to every one. It is not only BBMP, BDA or government agencies, we are also serving. Government has to strengthen us by reducing the taxes from 4% to 1%. Secondly, there is a public litigation judgment passed by High Court of Karnataka that street side vending of food and beverages should not be done, BBMP should immediately implement it.

Q: Roads are getting untidier, for example due to wine shops without toilets, people urinate in public places. Kindly do the needful to address this.

Q: Traffic signboards like 24 hours no parking is improper. In advanced countries, Monday to Thursday, morning 3 hours and evening 3 hours in the peak traffic or weekend, specific traffic signboards should be in place.

N Hari, Basavanagudi

Q: Last year there was a statement in newspaper that an underpass will be constructed at Tagore Circle, which is yet to see the light and the reason is unknown. There have been no developments in Basavanagudi. There are many historical places at Basavanagudi, so kindly request to carry out developmental works in that area.

Ananth Kumar: Basavangudi MLA is noting down

Prateesh Thomas

Q: We have been very much interested in the agenda and it is a very good initiative. We are studying how this will be implemented in Bengaluru. One of the guiding principles that ABIDe says is about giving the highest priorities for pedestrians of Bengaluru. This is done through infrastructure like underpasses and pedestrian subways. My main question to S.K. Sharma is whenever the projects are being executed how are the pedestrians' safety being

implemented? We all know this is a plan for 2020, but how is the safety implemented when we are in this stage.

Another thing is Techno-managerial governance. I would also like to know how techno managerial governance is done in ABIDe organization.

Ananth Kumar: Please download ABIDe document from Rajeev Chandrashekar for Pedestrians and if you have any improvements on that, kindly send it to us. You can meet Mr. Ashwin Mahesh any time for queries regarding techno managerial governance done in ABIDe organization.

Anant Rao

Q: Whatever has been discussed until now, important points such as flyover, underpass, water supply, transport, etc., the biggest danger facing Bengaluru nobody seems to be aware of it, i.e., population bomb being exploded on Bengaluru from all over the world, Bengaluru will be burn to ashes. Just going on the road, I am attacked by people who are encroaching on the footpath. I request them to make way, they attack me. Do you think that's the kind of Bengaluru we should live in?

Q: Please have a permanent public grievances officer in the BBMP so that we can go and talk to him. It is not possible for such meetings to allow of us a chance to talk.

Ananth Kumar: BBMP one – All the issues will be addressed there. There is a dedicated core team is in place, probably in two months every ward will be having BBMP one like Bangalore One for all your problems.

Chakrapani

Q: 8 people representing Bengaluru are ministers in Mr. Yedyurappa's Government. They should have been here at least to listen to people's woes and views.

Q: BDA has sold 5, 42,000 CA sites which were reserved for public facilities to a private housing society according to the CD provided by BDA and they fence the property. To protect public properties, chief of the department should take the responsibility.

Q: Now CDP master plan 2015 is in place. BWSSB says they are unable to provide Cauvery drinking water and UGD facility for areas which are reserved for parks. Yelahanka old CMC's Ward No. 16 to 22, Kogilu and Agrahara Layouts is reserved for a park in CDP. Kogilu village is in existence since 500 years and for the residents residing there and no drinking water and UGD facility are provided. There need not be any law, people in administrative powers should have political will and only people having deep insight into Bengaluru's development can carry out such tasks decisively.

Q: There are 40 lakhs revenue sites in Bengaluru. In 1996, by paying developmental fees in nationalized or cooperative banks, middle class people were availing loans by getting plan approval and opening khatha. In 2003, kathas are legally stopped, then another government comes. On January 2, 2007, BBMP sends out an order, going forward without developmental fees no kathas can be done. This order is in place for the past 2 years. Public is taken for a ride. If there is no provision for registering khatha or paying developmental fees, are constructions happening within Bengaluru and corruption taking place under Government's patronage. Dr. Ravindra who was Chief Secretary has told Lok Ayukta should be strengthened. If Government gives the power to Lok Ayukta, approximately Rs. 10,000 crores income for BBMP is not a surprise.

Ramchandani

Q: It's a great thing what ABIDE is doing and it's a step in the right direction. Like Rome wasn't built in one day likewise Bengaluru also cannot be build in one day. I would like a body in ABIDE to work continuously on reforming BDA, BBMP, BWSSB, and other bodies and have their tasks and processes so streamlined so that it becomes very transparent and accountability is set up within all these tasks. All these bodies incidentally are headed by very eminent and dynamic people, however, when we go down the rung things don't

workout in right way. We need some reforms in all these bodies so that we can move forward.

Q: 2020 is a good thing. I think you got to have milestones for 2012, 2013, 2014 every year, so that we are not only looking at 2020 and find out in 2020 that we were able to implement only 10% of what we thought was right, so I would like to have milestone for every year, accountability set up, and let us meet every year and see where we have failed and try to improve from there.

Q: When we are expanding Bengaluru, the basic necessities for human beings such as water, electricity, and housing cannot be compromised. I have been living for 5 years at Spring Fields apartments which is a project approved by BDA in 2002 built and handed over and BWSSB has issued no objection certificate, however, we don't have a drop of water. There is no possibility of water till 2012 or 2013 or 2014, we don't know when it will come. Now you are trying to develop Bengaluru beyond 20 kilometres from here, why don't we look at the first 3 kilometres and see what mistakes have been done and look at it positively. How do we attack such problems? . Without water, I don't know how we can keep expanding Bengaluru. I want the water issues in any area to be resolved

Q: I lived in US for about 11 years. I surrendered my green card because I love India and I came back here. I still love it and I see Bengaluru going places, so I am a Bangalorean now. The question is when we 2-3 RWAs want to do something; we don't know whom to call in BBMP or BDA where action will be taken

Q: When you reform BBMP, BDA, there should be a system where if I call with a complaint, I should get a complaint number, I should know how longer it will take to resolve, I should know when it will get escalated, and I don't want to bother the higher ups for a small thing so I want that system in place.

Ananth Kumar: There will be BBMP One in every ward and you can call them.

Nagaraju

Q: Already many people have discussed their opinions regarding Bengaluru and the basic amenities. If I have to bring it your notice, mainly matters related to BBMP, in 2002 a hospital was closed citing a silly reason of rainwater flowing in, even now is not reopened, will be able to construct Bruhut Bengaluru? The BBMP hospitals were constructed keeping in mind the poor people and if it is closed due to rainwater, how can they be living in Bengaluru?

Q: We have to congratulate the Government for carrying out developmental activities or roads, but not even one work is carried out as per the work order. When you are thinking of taking Bengaluru ahead, let us think of quality also. We are spending crores of rupees to develop Bengaluru today. What happened to crores of rupees? It is not going to Ananth Kumar's house; it is going to some contractors houses which are not acceptable to the taxpayer of Bengaluru. We accept your project and stand by the Government for the good projects, but not at the cost of taxpayers' money, somebody looting daylight robbery to take place. So we request transparency in this.

Q: Another small example is an underpass has been constructed near Vidhana Soudha just opposite to Basava Bhavana. It would have been useful if it was done near Sophia School which would have benefited number of school children rather than doing it there. Kindly ensure such mistakes done by officials will not be beneficial to the general public rather it will be waste of taxpayer's money.

Q: Both Bengaluru South and North parliamentary constituencies are still underdeveloped, let there not be any discrimination. I come from an association called Centre for Peace and Social Justice. Bengaluru city people should be treated equally and Bengaluru Cantonment should also be treated well as they are also taxpayers. Kindly bring good projects such as flyovers to us. Kindly give us water and all facilities equally to Bengaluru. We are with the Government but there should not be any corruption. It is not the officers, it is contractors who are taking us for a ride. Kindly stop these things and we humbly request you to kindly see that Bengaluru develops equally everywhere.

Ananth Kumar: We have to understand this is not a BBMP or BDA forum, it's an ABIDe forum. We, Loka Sabha members, Rajya Sabha members, and Vidhana Sabha members conduct adalats. Recently myself and Mr. Vijaya Kumar had done it, if these issues are raised there we will try to implement it, even now we will implement it. What I am saying is there is another plan on Bengaluru regarding transport, governance, and heritage. Until now, plans were implemented without discussing it with people, now the plans are placed before the people to seek opinion of general public. You can definitely say drains are not proper, etc, but also please guide us.

Ananth Kumar: Please bring all the details and come to us.

Rahat Begum from AWAAZ

Q: It is very nice to see that ABIDe is working very well because wherever we see we can see new Bengaluru, widening of the roads, flyovers, underpasses, and other lot of works, even beautification of the footpaths. People are really happy. However, we are worried about the slums - Thyagaraja Nagar, Shanthi Nagar, CSI - getting evicted. We have list of 6 to 7 slums and the details of the people who are suffering. They are facing severe difficulties; there are no alternative arrangements either by Corporation or Slum Board or any other agencies and as a result, people are on roads. It would be useful if rehabilitation programs are taken up.

Q: Corruption is also rampant, for example in RT Nagar, in the middle of the city, in Kanaka Nagar out of four lanes, only 3 lanes have UGD lanes and when questioned about the other lane, the answer was money is not released. They said to get dig a pit ourselves and use it, otherwise pay Rs. 15,000 to 20,000. I was disappointed due to this and government is really working well, we have to join hands to work towards development of Bengaluru.

Ananth Kumar: My suggestion is next ABIDe public consultation will be on Urban Poor by Anita Reddy.

Hari, Secretary of Banashankari 2nd Stage Residents Forum

Q: You are saying trees should not be felled, however, there are problems in some areas. Tree branches are touching the electricity wires and I have showed it to the concerned engineers, but they say take it up with Corporation and they say to take it up with Forest Department. I also gave a letter to Forest Department, but none bothered to look into it. Trees branches are touching the electricity wires and are in very dangerous position.

Q: When will be the Khatha certificate issued under Bruhut Bengaluru Nagara Palike. When questioned, they are simply delaying without any valid reasons.

Q: They are building walls around the trees and pedestrians are facing difficulty to cross the roads. Kindly take action on this issue.

Ananth Kumar: Please bring it to me

N A Kosalram, Coffee Board Layout Residents Welfare Association

Q: We are talking about Bengaluru North. We are residents of Kempapura and on the Bellary road the right turn has been deprived to us and we are made to run for nearly 2 hours to take a U turn. There was no forethought about the public who are already residing there. We had given a representation in 1991 to BDA but no one has taken it yet. We request BBMP to construct an underpass.

Hari Das Menon

A few suggestions basically on road construction:

Q: I am sure as a part of your tendering process you have to remove the old road and lay a new road. Today you are having roads just putting layer after layer, one it adds on weight to the existing services below, that's why you are having pipelines bursting and then you have your own BBMP, BWSSB digging it up. Who gives them the right to dig and not redo the road and go away? Vittal Mallya road and Cunningham Road are dug up and nobody is doing anything about it.

Q: There is no consistency between one area and another area for pavements. I heard an honorable gentleman talking about pavements and pedestrians being given importance let alone have a safe journey, so please look at the pavements. It's got to be consistent. Why is one pavement in North Bengaluru different from another in South Bengaluru? You have cobblestones in one, bricks in other and concrete slabs in the third. Maybe you should look at it.

Q: There is lack of parking space. No building should be allowed to come into the city without parking space. You are allowing buildings to blossom everywhere. There are no parking spaces and everybody parks on the roads.

Q: Please stop allowing apartments coming at places where there are single houses. That's why you are having your infrastructure problems, no water, no electricity, no place to move, traffic congestion. I have come back from London and if there is one house, only one house can come there and that's how you develop a city or a nation. People would only want to be in Bengaluru if you develop only Bengaluru.