



# ABIDe-ing with each other to make city better

**ABIDe says the lessons learnt from transport work will stand its task force in good stead**

**Rajeev Chandrashekar**

The challenges of rapid urbanisation are difficult, but years of inadequate attention and response to these challenges have seen the problems pile up in Bangalore.

Last year, when ABIDe Task Force was established, it had much to do, and quickly. In the months since then, ABIDe have debated and developed recommendations in the areas of governance, transport and heritage.

ABIDe's facilitation of a new direction to transport planning in the city is the most visible sign of its work so far. A recommendation that BMTC should shift its 'destination-based' system to a 'direction-based' system through the introduction of the Metro-like Big10 routes was embraced by the government right



BN MOHAN KUMAR. DNA

away. People within the government agencies and outside rolled up their sleeves to ensure that the buses were rolling out soon after. ABIDe was involved in the design of the vehicles, their production in BMTC's workshop, pricing of the fares, and much more.

Despite a few early hiccups, there has been steady growth in the popularity of the new services.

Week after week, at ABIDe, growth of the Big10 services was reviewed which helped BMTC adjust the operational model to what were seen in the numbers. This system has become popular. BMTC plans to implement other direction-based services, especially on Outer Ring Road. ABIDe looks forward to adding this piece of the transport jigsaw.

Transport is a highly 'interlock-

## Voice to the Voiceless

**ABIDe's proposals** on public participation recommendations can make a significant difference. With elected ward committees and neighbourhood committees, ABIDe will bring the administration closer to those whose lives are affected by policy and other choices. And it will make every community in the city believe that their voice is fully heard.

ing' function in public administration, with a number of agencies having a role to play. ABIDe has facilitated stronger interaction among the agencies through its intervention by helping to overcome bottlenecks and guiding one agency to see another's view. The transport and traffic police departments' works are now much closer knit to that of BMTC, and even in-

frastructure development by BDA and BBMP is more alert to a wider range of mobility needs.

As ABIDe moves to newer areas of work such as heritage, security, and water management, it believes that the key lessons of interlocking governance learned from transport work will stand the task force in good stead.

Statutory planning is the need of the hour for our city. Any urban environment is complex, with a wide range of demands on both administrators and residents.

ABIDe's plan to tackle this complexity has to be mutually supportive of each other.

More importantly, they must be statutory. They must have the force of law, directing the specific work of city agencies. Without this, there will be no common thread of governance that links the different functions together, to develop a grand vision of what Bangalore can be.

—The author is a member of parliament and convener of the ABIDe task force for a better Bangalore. The views expressed in the article are his own, and do not reflect that of the newspaper