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Confide for record.
Draft Reply
Para-wise
Please. M
13/6/13

To
Sri N Sivasailam
Managing Director
Bangalore Metro Rail Corporation Ltd
3rd Floor, BMTC Complex
K.H.Road, Shanthinagar
Bangalore 560 027

Bangalore Metro Rail Corporation Ltd Bangalore - 560 027	
No.	4105
Date	12/06/13
Signature	

Handwritten notes and signatures:
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Respected Sir,

Sub: - ELEVATED METRO A "T-SUNAMI"

METRO DESIGN AN INJUSTICE TO CITY SAYS GUV – Times of India 28-5-2013. The Governors statement really displays the sufferings caused by Bangalore Metro (BANGALORE METRO) to the citizens by its mismanagement and un-accountability. The ELEVATED METRO is a short sighted approach considered in isolation with incomplete inputs & unworkable estimates. ELEVATED METRO is chosen ignoring the ill effects on Public during construction and permanent losses/sufferings on completion.

Mr. Sivasailam, MD, Bangalore Metro states in a Video presentation that "you cannot have Elevated Metro without causing grave destruction to either side of the road."

BANGALORE METRO has been implementing Phase-I for the last seven years. In 7 years BANGALORE METRO has been only able to operate a meager 7kms, while at the same time left the face of the Bangalore mutilated. In 7 years BANGALORE METRO has not only destroyed many Old Trees, occupied considerable lung space by erecting concrete structures amidst cramped roads, causing devastating ill



effects to public at large. The public sufferings outweighs the expected outcome from Elevated Metro

Due to blocking of the access in road for ELEVATED METRO construction, left with no space to travel Traders whose property was not acquired also suffered huge losses since their businesses were put on hold & their losses have not been compensated. The general public faced hardship & their time was lost in traffic snarl-ups for many years due to lack of road space. Min. 10 feet space on the cramped road is permanently lost & during construction of ELEVATED METRO, the roads were unusable due to drastic narrowing down and caused nightmare to public. Property losers agony is in-explainable, since under assessed market value for compensation alone cannot be equated to sufferings.

(2)
No loss
Rd is widened
also to make
foot print
per

There has always been a strong objection to the ELEVATED METRO which is a short sighted rigid solution having many disadvantages including litigation and high cost overrun i.e. 300% for Phase I. To avoid more preparatory work BMRCL may still justify ELEVATED METRO for Phase II, without considering the relevant area's present development status, Traffic density & woes, increase in noise & air pollution, property owners heart-burns, delays, litigations comprehensive cost factors and other advantages and disadvantages of ELEVATED METRO vs Underground Metro.

Effective implementation is as important as the BANGALORE METRO's plans and press statements. Now construction activities of Bangalore Metro Phase-I is slowed down. It may take min. 2 to 3 years to complete Phase-I because of bad co-ordination, autocratic & litigant approach of BMRCL.

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Should the decision makers choose ELEVATED METRO with all its bad effects for Phase II also & repeat the crime on Public? Is it only fair that the affected citizens and political bosses understand the merits & demerits of ELEVATED METRO vs UGM comprehensively from long term perspective by appointing an independent Committee to study understand and make right recommendations in public interest with enhanced public participation?

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The study committee at first level may comprise of Eminent persons, Experts in the field of Traffic, Technology, Pollution, Finance, Micro Social Economist, industry, Traffic Commissioner, Advocate General, Principle Secretary to urban development department and few of the affected people etc.

The study committee may submit its report to a next level determined by the Chief Minister/Cabinet for deliberations & due process.

However the Underground Metro is the only solution from Byappanahalli to Whitefield because near Tin factory and Krishnarajapuram 3 major roads join that point (Old Madras Road, Outer-ring road and Whitefield Road). Specially in Whitefield area there are large Software Parks, Information Technologies, housing 100's of Companies which earns 1000's of crores in Foreign exchange to the Country. In addition to the companies there is a Container Depot, Devnagundi Oil Company, Gas Filling stations, Cement godowns etc. These organizations business necessitates operation/running of thousands of heavy vehicles including 40 Feet containers in this road/route. These heavy vehicles are additional traffic load apart from the high volume of buses, cars, 3/2 wheelers and pedestrians who are already constrained to go through hardships. The Traffic Police is already helpless to handle this high density of Traffic on the present cramped roads.

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In addition to this millions of employees travelling on day to day basis by fleet of cars and buses, 3 wheelers and 2 wheelers will be affected.





Byappanahalli Whitefield Corridor being a highly developed and densely populated area with very high real estate prices Underground Metro will be a better option. ELEVATED METRO will only aggravate traffic gridlocks/congestion which will result in high increase in Air, Noise pollution and also criminal waste of time, petrol and diesel which are procured by Foreign exchange will also be wasted.

ELEVATED METRO from Byappanahalli to Whitefield/Kadugodi will be about 22 Kms distance which involves sharp edges and safety hazards. Whereas Underground Metro will be about 15 Kms, BMRCL can save about 7 Kms by opting for underground and save huge cost for State.

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In view of the foregoing consideration of all factors comprehensively justify option of Underground Metro instead of ELEVATED METRO even if higher costs are involved.

Awaiting humane consideration

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