



ಸಂಚಾರ ಸುದ್ದಿ

Sanchara Suddi

**BRINGING TO YOU THE LATEST ROAD TRAFFIC NEWS FROM OUR
VERY OWN BENGALURU AND ACROSS THE WORLD**

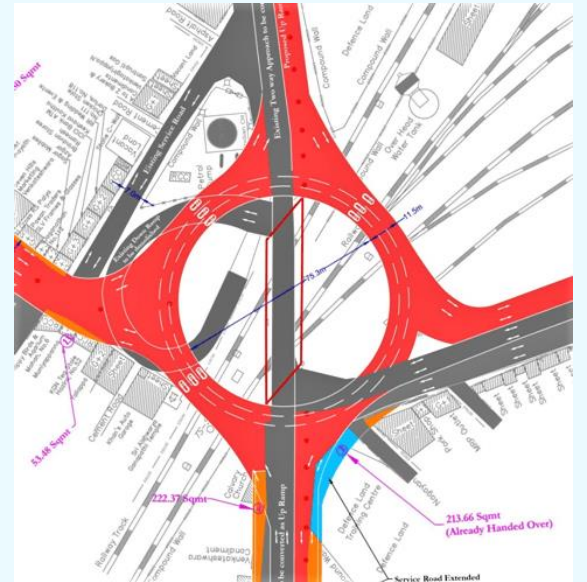
Fortnightly Newsletter published by SLS Transport Training Institute and Consultancy Pvt Ltd

First ever Rotary Flyover in Bengaluru!

A rotary flyover, also known as a rotary interchange or roundabout flyover, is an elevated road structure designed to enhance traffic flow at busy junctions. It combines the efficiency of a roundabout with the benefits of an overpass, enabling continuous vehicle movement without the need for traffic signals.

In Bengaluru, the planned rotary flyover at IOC Junction will be the first of its kind in the city. This project is part of a broader initiative to improve access to the Sir M. Visvesvaraya Terminal (SMVT) railway station. The 1.5-km flyover will connect ITC Factory Junction to Baiyappanahalli Junction. It will be integrated with a new subway, a railway overbridge, and the reconstruction of defense and railway properties, as well as grade roads.

The flyover will feature a circular junction with four exits towards Kammanahalli, Old Madras Road, Banaswadi, and Sir MV Terminal. Traffic entering the circular junction will maintain a unidirectional clockwise flow and exit through one of the four options. Within the circular junction, there will be four lanes, each 3.5 meters wide, and 7.5-meter-wide approach ramps.



"Traffic Management Changes Worsen Congestion at Bengaluru's IOC Junction"

Bengaluru's heavily congested IOC Junction, well-known for its traffic woes, is set to get much-needed relief with the upcoming construction of an elevated rotary flyover near Mukunda Theatre.

However, some changes have been made to manage traffic before the construction of the new rotary flyover, which is still in the planning stage. Unfortunately, these measures have led to more problems due to poor management. The entry ramp from Chikka Banaswadi Road has been constricted, reducing 1.5 lanes to just one lane by narrowing the turning radius. These modifications have caused significant bottlenecks and increased delays at the junction. Commuters now face longer wait times and heightened frustration as they navigate the restricted lanes.

As a result, the temporary traffic management measures, intended to alleviate congestion, have instead aggravated the problem, creating a challenging environment for daily commuters at IOC Junction.



Location of IOC Flyover



Traffic on Chikka Banaswadi Road



At the Ramp Entry



Constricted Lane Width at the Ramp due to Barricading



Reduced Lane Width on the Flyover



“Why Bengaluru needs a second Airport”

A city typically needs a second airport when the existing one reaches capacity limits, leading to congestion and delays. This necessity arises from growing population and economic demands, requiring additional infrastructure to support increased air travel. A second airport can also serve different geographical areas, facilitate strategic economic development, and provide redundancy for disaster preparedness. Additionally, it helps mitigate noise and environmental concerns, and addresses technological or infrastructural limitations of the original airport, thereby enhancing overall air transport capacity and efficiency.

The International Airport at Bengaluru, Kempegowda International Airport, is located at Devanahalli, about 40km north of city centre and is presently handling more than 31 million passengers and 0.7 million MT of cargo annually. By 2035, KIA will touch its peak of 110 million passengers and 1.1 million tonnes of cargo.

Bangalore's population has grown rapidly, now exceeding 12 million people. This population growth has led to increased demand for air travel for both business and leisure. As the IT and tech capital of India, Bangalore's robust economy attracts business travelers and international investors, leading to a surge in domestic and international flights. Bangalore's urban sprawl makes it difficult for residents in distant areas to access KIA efficiently. A second airport in a different part of the city would provide more convenient access and reduce travel time for many residents. Most of the traffic to KIA is from Bengaluru south, southwest and eastern parts of the city.

These parameters collectively make a strong case for Bangalore to develop a second airport to ensure sustainable growth and maintain its position as a key economic and technological hub. The second Airport will require at least 3000 acres of land, and must have capacity to handle 100 million passengers per annum. According to a 25-year agreement with the Kempegowda International Airport, Bengaluru cannot get a second airport until 2033-34.

Seven locations have been identified by the government, with a focus on starting land acquisition process promptly, so that Bengaluru gets its second Airport by the year 2035.

What's NEWs in Bengaluru?!

^ 'Double-decker flyover is open'

The double-decker flyover has cut down commute time at the infamous Silk Board junction significantly. The lower deck is open for vehicular movement on one side, offering signal-free travel from Ragigudda towards HSR Layout, Bommanahalli and Electronics City. But the ramp that will allow travel from HSR Layout back to Ragigudda and also BTM Layout is under construction.



^ Old Airport Road in Bengaluru may never be signal-free

Twelve years after taking up a project to make the stretch between Trinity Circle and Kundalahalli Junction signal-free, BBMP seems to have abandoned the idea mid-way. It has built two underpasses at Kundalahalli junction and at HAL on Suranandas Road but is yet to construct an underpass on Wind Tunnel Road. If the stretch has to be really made signal-free, the civic body needs to build at least six more underpasses, which is not part of the plan. This essentially means that the stretch may never become signal-free.





Defensive Driving

- ^ Defensive driving is a set of driving techniques that keep you safe
- ^ To practice defensive driving, we need to change our approach to driving
- ^ Usually, we use a reactive approach to driving, such as braking or steering, when another vehicle or pedestrian encroaches our lane
- ^ Defensive driving suggests a proactive approach: *Always remain alert to everything around you and plan for the worst possible outcomes*



To view the video on "Defensive Driving", please visit
<https://youtu.be/iJJqL8ZbwI4?si=AOHoEdmcujLJ4>

Please do visit our webpages
by clicking on the following
icons!



www.tticblr.com
+91 9611199135

Disclaimer: The contents of this newsletter are prepared by officials of SLS TTIC Pvt. Ltd. and represent their personal views on the subject matter and are protected by copyright law

