

TECHNICAL FEASIBILITY OF INTRODUCING BRT SYSTEM ALONG BELLARY ROAD (NH – 7) TO CATER BIAL

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Underlining the role played by BMTC as an effective and efficient mass transportation, carrying more than 50 lakh passengers from one place to another, in the absence of any other modes at present, BMTC enjoys a very large rider ship. It is also known that BIAL start operating from 30th March 2008, facilitating the landing at the new airport, thus closing the domestic as well as international HAL airport.

More than 11 lakh passengers are expected to use the airport at Devanahalli, thus creating demand for good roads, quality service vehicles (buses) & other transport modes.

In this direction, BMTC buses are already operating Volvo buses (VAJRA) at HAL airport to take passengers from the terminal building to various flights. On the similar lines and based on these studies, there is a demand for about 40 Volvo buses to cover various parts of Bangalore to BIAL. Hence 40 members of Volvo buses will be using parking bay at any given time both at departure & arrival terminal of passengers. This demands adequate space for entry & exit as well as parking bays.

Besides, this is to keep up the running time as well as smooth & safe flow of Volvo buses; it is proposed to introduce Bus Rapid Transport (BRT) along Bellary road up to the BIAL parking area. When buses are moved in dedicated BRT lanes, the time schedules can be achieved to the entire satisfaction of passengers (Domestic as well as international).

Bellary road (NH – 7) recently upgraded and widened to 6 lanes (3 lanes for each direction) with service roads for local traffic. The main road is barricaded and pedestrian movement and cross entry of vehicles are controlled. Hence with this arrangements already existing. BRT can be introduced for the operation of Volvo buses to the entire satisfaction of air passengers.

Ultimately passengers expect a safe, comfortable, fast & unhindered travel between city & BIAL.

These buses can be operative along dedicated lanes, one for going to airport & another for coming from airport. The construction cost and other over head charges can be optimized when these two lanes are provided either side of median. As practiced in other developed cities like Bogotá, Pune (India) and other places.

Alighting passengers if any can use sub ways constructed for the purpose with pre fabricated units. If these lines are either submerged or elevated by at least 15 cms, then the interference of other vehicles can be totally prevented and safety can be ensured.

With these arrangements, still two lanes are available for other modes of transportation moving along Bellary Road. The road can sustain the existing traffic and the service can accommodate the total traffic.

The measured distance from Hebbal to BIAL being 21.9kms and time taken by Volvo could be 30mins. Further it is proposed to operate from 8 locations of Bangalore covering important & potential area.

At Hebbal, BMTC depot number 28 exists and can act as nodal center and as an interchange hub. The entire stretch is of 6 lanes (3 lanes for each direction) and there is no bottle neck up to Chickjala where the bridge is getting ready.

Geometrically & technically the alignment to be handled at Kogilu cross (Yelahanka) which is located 6.3kms from Hebbal. It is desirable that BRT alignment uses the trumpet loop grade separator and reaches the parking area. Till the loop line is completed, BRT alignment can move further by another 5 kms where the flyover is progress and later take right turn to reach the airport area (near Udayagiri bachaligate). Hence it is strongly recommended to operate BRT along Bellary road to ferry the airport passengers.

This ensures safe, comfortable and fast travel & definitely acts as a competitive mode at present as well as for future. BRT system can be integrated to mono rail/ metro rail which may be planned along the median in future.

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