

Received: 14.09.2018

Accepted: 01.12.2018

Published: 15.12.2018

Citation: Kumari RS, Hanjagi AD. (2018). An analysis of traffic congestion zones along Mysore road, Bangalore. Geo-Eye. 7(2): 4-6. <https://doi.org/10.53989/bu.ge.v7i2.2>

Funding: None**Competing Interests:** None

Copyright: © 2018 Kumari & Hanjagi. This is an open access article distributed under the terms of the [Creative Commons Attribution License](#), which permits unrestricted use, distribution, and reproduction in any medium, provided the original author and source are credited.

Published By Bangalore University, Bengaluru, Karnataka

ISSN

Print: 2347-4246

Electronic: XXXX-XXXX

An analysis of traffic congestion zones along Mysore road, Bangalore

R Sandhya Kumari¹, Ashok D Hanjagi²

¹ Research Scholar, Department of Geography, Bangalore University, Bengaluru

² Professor, Department of Geography, Bangalore University, Bengaluru

Abstract

The term traffic congestion means the stumbling block of traffic paths by lined up vehicles. Bangalore roads are well versed with the traffic problems especially Congestion. This research paper in particular discusses the traffic congestion zones identified along the Mysore road of Bangalore. The parameters deployed to identify these zones being the merging of multiple traffic streams, bottlenecks, etc. The findings of the research show that the identified congestion zones lack proper planning, and thus suitable suggestions are being listed out to ease the traffic congestion problems namely road extension, construction of skywalk or underpass near junctions wherein existence of traffic signals results in Congestion.

Keywords: Traffic congestion; bottlenecks; skywalks; underpass

Introduction

Bangalore city is rightly known as the Silicon Valley of India, comprising a road network of 10,200 km is one of the fastest-growing cities of the world. The city is well known for its varied opportunities in terms of employment, education, health, and most importantly good climate, which makes Bangalore a most preferable hub to stay or commute in. On contrary to this, it is no wonder that Bangalore is connoted as 'The sixth most painful' city in the world for traffic congestion. Further, it is very remarkable to note that Bangalore alone comprises 20% of the techie population of India in total i.e. around 5 lakh techie population which is a testimonial for the city is growing at an enormous rate, resulting in various urban-related issues specifically traffic congestion. In connection with this, major roads of Bangalore are facing dire issues related to Traffic congestion.

This research paper is an endeavor to identify the congestion zones along the Mysore road of Bangalore. As said above, being a major road, it is not uncommon to notice traffic-related issues along this road. Specifically, this road is also facing the problem of congestion, which is the focal theme of this research paper. In general, traffic congestion results mainly when the volume of traffic exceeds the accommodating capacity of roads.

Objectives

To identify the Congestion zones along Mysore Road. To critical analyze the identified congestion zones. To suggest pertinent solutions.

Methodology

With the help of ARC GIS Software, the congestion zones have been located along the stretch of Mysore road.

The congestion zones along this road have been identified through field visits and personal observation based on the parameters given below. The Congestion zones are identified up to the BBMP boundary limits.

The congestion zones here are primarily identified based on the road intersections. Other parameters considered while identifying congestion zones are the places with a high concentration of commercial, industrial, and other allied congestion resultant activities. Thus, the identified congestion zones based on anyone or all of the above said parameters.

Study Area

Mysore road is one of the major roads in Bangalore connecting the city center with the outskirts. Mysore road is the state highway connecting Bengaluru with Mysore, Ramanagara, and Mandya. This stretch is found across the southwestern part of Bengaluru radiating from the center of the city. Along this stretch many timber wood industries, apartments, and commercial activities could be noticed.

Meaning and Concept of Congestion

The term congestion is widely discussed in the transportation sector. In simple the term traffic congestion means the stumbling block of traffic paths by lined up vehicles. Traffic congestion is viewed differently by veterans of different fields, in the view of the traffic engineer, it is a delay in the mobility and lining up vehicles or may be due to poor standard of service for traffic or the volume of traffic exceeding the road supply. For a planner, it is unevenness existing between the demand and supply of the traffic system. But an economist views it as an extra travel investment made by a traveler.

Congestion Zones along Mysore Road

Nearly 20 congestion zones have been identified along the stretch of 14.5 km along Mysore road starting from K R Market to Ramo halli cross. The details of the Congestion zones are listed in the given table below.

Table 1. Congestion Zones along Mysore Road

Sl No.	Congestion Zone	Sl No.	Congestion Zone
1	K.R.Market	11	BHEL Circle
2	Vanivilas Bus Stop	12	Nayandahalli Bus Stop
3	K. R. Water Tank Circle	13	Rajarajeshwari Gate
4	Mysuru Road Circle	14	Bangalore University Cross
5	Old GuddadaHalli Bus Stop	15	R.V.College
6	Mysuru Road Tolgate Bus Stop	16	Kengeri Satellite Bus Stop

7	Pipeline Road cross	17	Kengeri Old Bus Stop
8	New GuddadaHalli Bus Stop	18	Nice Road Junction
9	KSRTC Satellite Bus Stop	19	Rajarajeshwari Medical College
10	Gali Anjaneya swamy Temple	20	Ramohalli cross ends with BBMP Boundary

Result and Discussion

The above table and map depict the congestion zones identified along Mysore road. To begin with K R Market up to Ramo halli cross, the major reason behind traffic congestion is the merging of multiple traffic streams into this main arterial road. This scenario can be very well noticed near the Mysore circle.

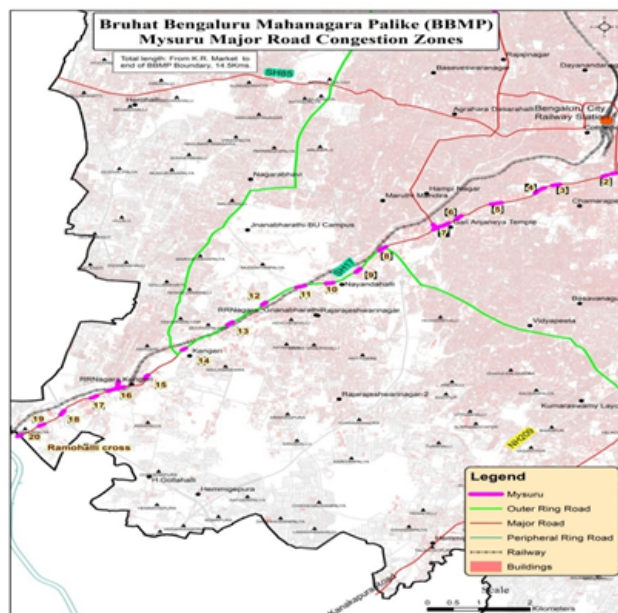


Fig. 1. Mysore Road Congestion Zones map

Near Mysore circle traffic from three different streams converges, one is from the flyover i.e. starting soon after town hall bus stop and the other K R Market junction, the second one is from traffic plying below this flyover and thirdly from the Mysore circle Bus stop from Chamarajpet. Similar aspects can be noticed near BHEL Circle, Nayandahalli Junction respectively. Near Gali Anjaneya temple the scenario is different. This zone is the best example for the bottleneck, because as and when one nears this GaliAnjaneya temple the road comparatively becomes narrow leading to traffic snarls. Either side of the road there are two temples one is GaliAnjaneya temple and the other Plague Mariyamma temple. The traffic situation particularly at this spot gets still worse during special occasions taking place in these temples.

Next near Nayandahalli junction and Rajarajeshwari Nagar Gate it is not only the merging of multiple traffic streams occur, in addition to it the existence of traffic signal for three road streams results in traffic congestion. In the case of Rajarajeshwari Nagar Gate, the existence of Bus stop soon after the signal immediately blocks the traffic because of buses stopping near these stops. Thus, to summarize, the traffic congestion along this stretch are mainly due to the merging of multiple traffic streams, narrowing of roads i.e. bottlenecks, and thirdly the existence of traffic signals at the junctions.

Suggestions and Conclusion

In order to ease the traffic congestion, first of all, a proper analysis should be made before the execution of the road plans, i.e. for example flyovers are constructed to ease the traffic, but it is noticed the traffic jams problems are eased only between the starting and endpoint of the flyover. The snarl occurs obviously before and after the flyover, thus necessary analysis should be done before the execution of any plan.

Road widening or extension should be done at the bottlenecks of the road. Underpass or Skywalk can be constructed at the junctions wherein snarl occurs due to traffic signals. Relocation of bus stops was found soon after the signals.

In general, rather than a personal mode of transportation public should be encouraged to commute through public mode yields better results. But in order to do this, frequency and connectivity aspects of the public mode of transportation should be meticulously evaluated.

In conclusion, a Metropolitan city like Bangalore is growing at a faster rate with the developments taking place. Thus, a proper plan and its execution is a must as per the needs and development changing with the passage of time.

References

- 1) Traffic Congestion: Three big questions, three short answers. . Available from: www.its.ucla.edu.
- 2) Bangalore 'sixth most painful' in world for traffic congestion. 2012. Available from: www.thenational.ae.
- 3) Why is Bangalore stuck in traffic jams?. 2016.