

# Making roads built around Pedestrians a reality

The case of Tender SURE in Bengaluru

V. Ravichandar  
City Connect

# Tender SURE – Specifications for Urban Road Execution



# A decadal journey to get here



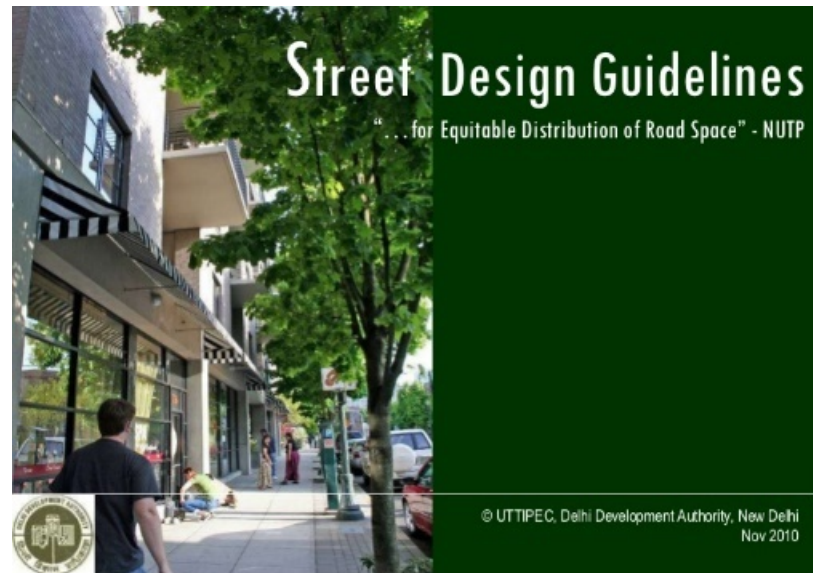
# It all began in 2007

- Proof of concept shown in 2 roads – 500 m
- Informal MoU between City Connect and State Government – we provide design manual, do DPR; State agrees to do 2 more roads
- The stakes rise (post manual design) with the sign off from the Chief Minister
  - *We are supporting Tender SURE 100%. We will begin with 25 pilot roads in Bangalore and another 25 in other cities”*
  - *Chief Minister, Govt of Karnataka, 2011*

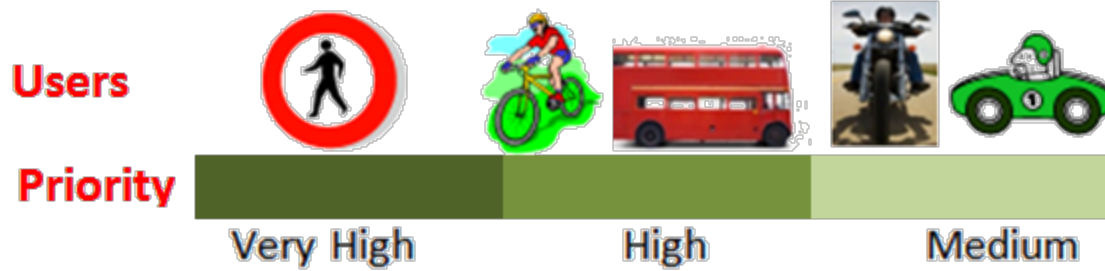


# Learning from Others

The Tender SURE manual drew on experiences of those who preceded it – in India (UTTIPEC and ITDP) and globally



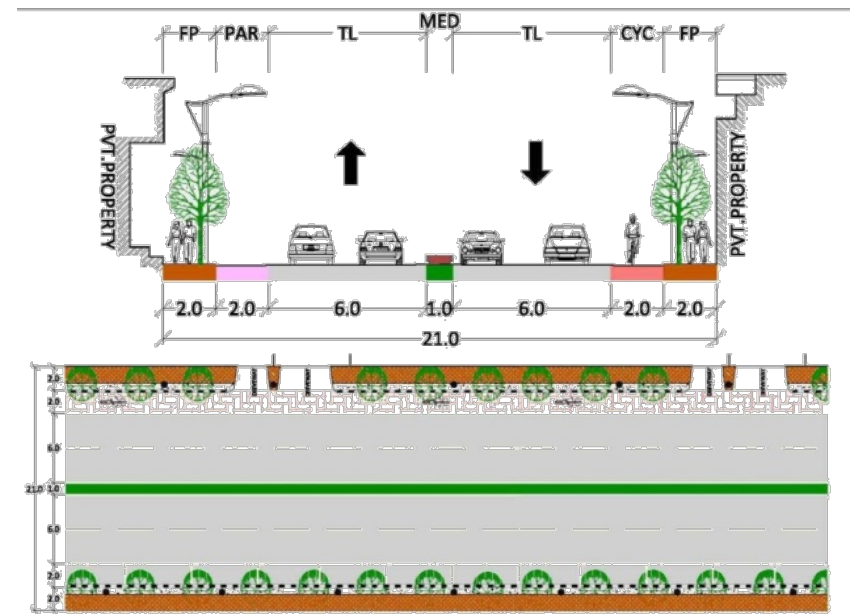
# Road hierarchy clarity



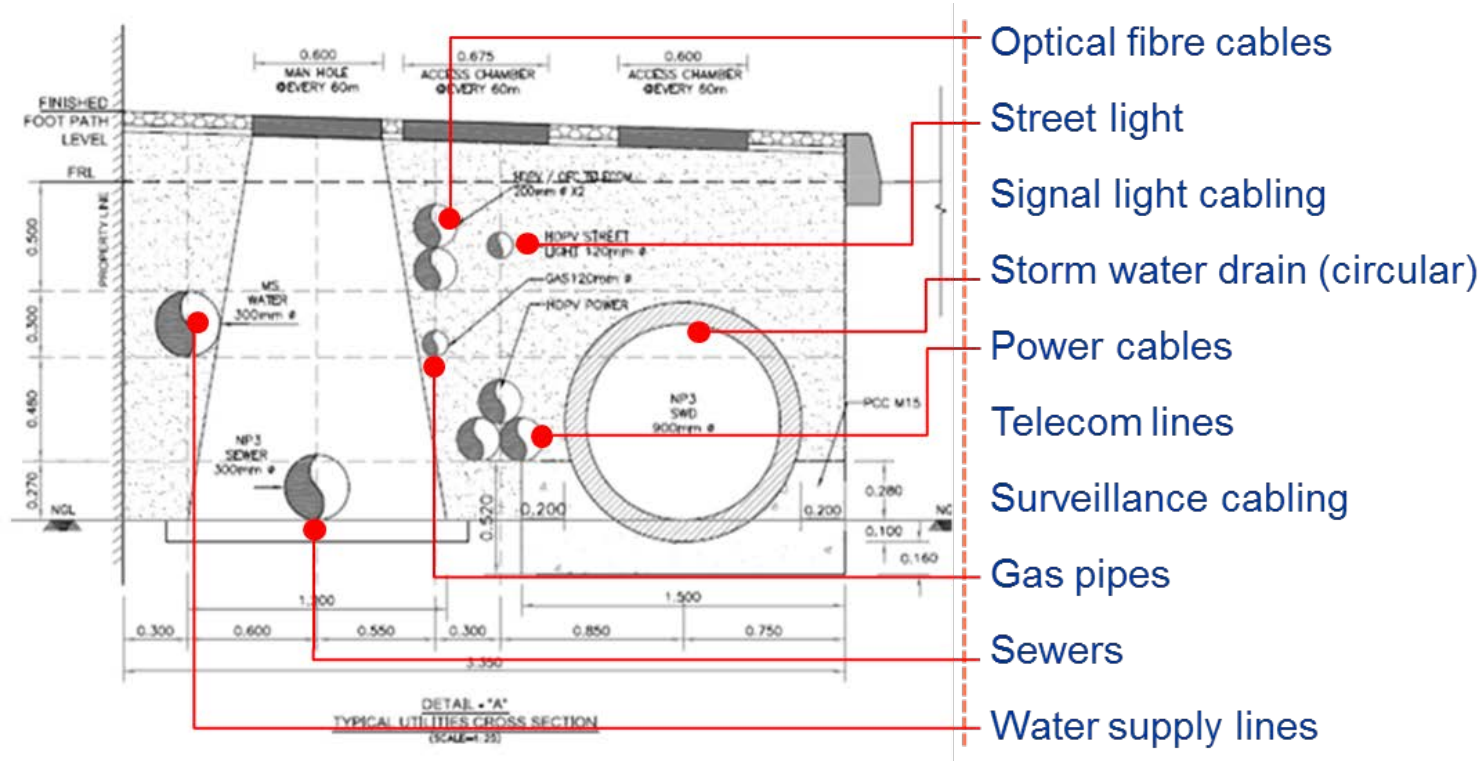
#idiotsexist

# Right of Way (RoW) and the battle to allow 3-3.2 m motor lanes

| Sl. No. | Road Class   | R-o-W (M) | Carriage way | Footpath | Dedicated cycle lane | Parking lane | BRT Lane |
|---------|--------------|-----------|--------------|----------|----------------------|--------------|----------|
| 1       | Sub-Local    | 2         | -            | ---      | ---                  | ---          | ---      |
| T 2     |              | 3         | 1            | ---      | ---                  | ---          | ---      |
| 3       |              | 5         | 1            | 1.5      | ---                  | ---          | ---      |
| 4       |              | 6         | 3            | 1.5+1.5  | ---                  | ---          | ---      |
| 5       |              | 7         | 4.5          | 1.5+1.0  | ---                  | ---          | ---      |
| 6       |              | 7         | 3.5          | 1.5+2.0  | ---                  | ---          | ---      |
| 7       |              | 8         | 5            | 1.5+1.5  | ---                  | ---          | ---      |
| 8       |              | 10        | 3+3          | 2+2      | ---                  | ---          | ---      |
| T 9     | Local        | 10        | 3+3          | 2+2      | ---                  | ---          | ---      |
| 10      |              | 12        | 4+4          | 2+2      | ---                  | ---          | ---      |
| 11      |              | 12        | 3+3          | 2+2      | ---                  | ---          | ---      |
| 12      |              | 13        | 3.5+3.5      | 2+2      | ---                  | ---          | ---      |
| 13      |              | 13        | 4.5+4.5      | 2+2      | ---                  | ---          | ---      |
| 14      |              | 15        | 4.5+4.5      | 2+2      | ---                  | ---          | ---      |
| 15      |              | 15        | 3.5+3.5      | 2+2      | ---                  | 2+2          | ---      |
| 16      |              | 15        | 5.5+5.5      | 2+2      | ---                  | ---          | ---      |
| 17      | Collector    | 18        | 6+6          | 1.5+2    | ---                  | 2.5          | ---      |
| 18      |              | 6+6       | 3+3          | ---      | ---                  | ---          | ---      |
| 19      |              | 21        | 6+6          | 2+2      | 2                    | 2            | ---      |
| T 20    |              | 21        | 4+4          | 2+2      | 2+2                  | 2            | ---      |
| 21      |              | 28        | 6+6          | 2.5+2.5  | 2+2                  | 2.5+2.5      | ---      |
| T 22    | Sub-arterial | 30        | 6+6          | 3+3      | 2+2                  | ---          | 3.5+3.5* |
| 23      |              | 33        | 5+5          | 3+3      | 2+2                  | 2+2          | 3.5+3.5* |
| 24      | Arterial     | 34        | 5+5          | 3+3      | 2+2                  | 2+2          | 3.5+3.5* |
| 25      |              | 39        | 10.5+10.5    | 2.5+2.5  | 2+2                  | ---          | 3.5+3.5* |
| 26      |              | 39        | 10.5+10.5    | 3+3      | 2+2                  | ---          | 3.5+3.5* |
| 27      |              | 40        | 12+12        | 3+3      | 2+2                  | ---          | 3.5+3.5  |
| 28      |              | 46        | 9+9          | 2+2      | 2+2                  | ---          | 3.5+3.5  |
| 29      |              | 47        | 9+9          | 2.5+2.5  | 2+2                  | ---          | 3.5+3.5  |
| 30      |              | 48        | 9+9          | 3+2.5    | 2.5+2.5              | ---          | 3.5+3.5  |
| T 31    |              | 48        | 13+13        | 2.5+2.5  | 2.5+2.5              | ---          | 3.5+3.5  |
| 32      |              | 50        | 9+9          | 3+3      | ---                  | ---          | 3.5+3.5  |
| 33      |              | 60        | 9.5+9.5      | 3+3      | ---                  | ---          | 3.5+3.5  |
| 34      | 80           | 11+11     | 2.5+2.5      | ---      | 3.0+3.0              | 3.5+3.5      |          |



# The Life cycle cost approach – 6 year pay back





# Saved trees; Ground recharge drains



The upgraded footpath on St Mark's Road. (PHOTO: INFRAKORNER)



# Other Tender SURE elements




**Detailed BoQ** - Item rates set out

**Tender:**

- Integrated tender across all departments
- PMC + 3rd party inspection



# Tender woes – no one came forward



**BRUHAT BANGALORE MAHANAGARA PALIKE**  
Office of the Executive Engineer,  
Road Infrastructure (TEC), N.R. Square,  
Bangalore - 560 002.

No.: EE/TEC/TEND/16/12-13 Date: 06-03-2013

**INVITATION FOR TENDER (2ND CALL)**  
**TENDER NOTIFICATION**  
(Only through GoK e-Procurement Portal)

The Executive Engineer, Road Infrastructure (TEC) Division, BBMP Bangalore on behalf of the Commissioner, BBMP invites tenders from eligible Contractors through e-Procurement portal for detailed below.

| Sl. No. | Name of the work  | Approx. amount put to tender (Rs. in Lakhs) |
|---------|---|---|
| 1       | Upgradation of 7 Central Business District Roads in Bangalore City as per "Tender SURE" Standards. (Residency Road, Richmond Road, Cunningham Road, Commissariat Road, Museum Road, St. Marks Road & Vittala Malviya Hospital Road) | 7180.45                                     |

Calendar of Events : (1) Tender documents may be downloaded from the GoK e-Procurement portal <https://eproc.karnataka.gov> on or before 4.00 pm on 07.05.2013. (2) Date of submission of tender online e-Procurement portal : on or before 4.00 pm on 07.05.2013. (3) Date of Pre-bid Meeting : 02.04.2013 at 4.00 pm in the Office of the Chief Engineer (Road Infrastructure). (4) Date of opening of Bids : 09.05.2013 at 4.30 pm in Office of the Executive Engineer (Traffic Engineering Cell Division). For further details contact above office during office hours.

Sd/- Executive Engineer  
TEC-Road Infrastruc

*Indian Express 7/3/2013*

**BRUHAT BANGALORE MAHANAGARA PALIKE**  
Office of the Executive Engineer (Road Infrastructure), 3rd Floor,  
New Building (Opp. Dr. Rajkumar Glass House), N.R. Square, Bangalore  
No.BBMP/EE(RI)/TEND/05/2012-13 Dated:06-03-2013

**INVITATION FOR TENDER (IFT)**  
(Through GOK e-Procurement Portal only)

The Executive Engineer, Road Infrastructure Division, BBMP Bangalore invites tenders from eligible Contractors for following work.

| Sl. No. | Name of the work   | Approx. Value of work (Rs. in Lakh) | EM (Rs. Lakh) |
|---------|--|-------------------------------------|---------------|
| 1.      | Up gradation of 6 roads in Bangalore City as per "Tender SURE" Standards (Package-2) (Church Street, KH Road, Commercial Street, Raj Bhavan Road, 20th Main Koramangala and JC Road) | 5414.38                             | 54.1          |

1) Tender documents may be downloaded from e-procurement portal of the Government of Karnataka on or before 11-03-2013. 2) Tenders must be submitted online through e-procurement portal on or before : 10-05-2013 at 4.00 pm. and the opening of tenders will be as per e-procurement portal guidelines.

The details regarding participation for this tender can be obtained by logging on to: <https://eproc.karnataka.gov>.

Sd/- Executive Engineer (Road Infrastruc

**Bruhat Bangalore Mahanagara Palike**  
Office of the Executive Engineer (ROB/RUB Division),  
1st Floor, New Building (Opp. Dr. Rajkumar Glass House), N. R. Square, Bangalore-560 002.  
No.EE(ROB/RUB)/Tend/01/2012-13 Dated: 06-03-2013

**INVITATION FOR TENDER (IFT)**  
(Through GOK e-Procurement portal only)

The Executive Engineer, (ROB/RUB Division), BBMP, Bangalore invites tenders from eligible tenderers registered in BBMP through e-procurement portal for the following works.

| Sl. No. | Name of the Work   | Approx. amount put to tender | EMD             |
|---------|--|------------------------------|-----------------|
| 1.      | Up-gradation of 5 Roads in Bangalore City as per "Tender SURE" Standards (Package-3). (Kempegowda Road, Nrupatunga Road, Modi Hospital Road, Siddaiah Puranik Road, 11th Main Road Jayanagar). | Rs. 5859.00 Lakhs            | Rs. 58.59 Lakhs |

1. Tender documents may be downloaded from the e-procurement portal of the Government of Karnataka from : 11-03-2013. 2. Pre bid meeting will be held on 27-03-2013 at 15:00 hours in the Office of the Chief Engineer (Road Infrastructure). 3. Tenders must be submitted online through e-procurement portal on or before 16:00 hours on 10-05-2013 and the opening of tenders will be as per the e-procurement portal guidelines. 4. Technical Bids will be opened on the website: <https://eproc.karnataka.gov.in> in the office of the Executive Engineer (Road Infrastructure) on 14-05-2013 at 16:30 hours.

Further particulars can be obtained from the above office during working hours on working days and Website: <https://eproc.karnataka.gov.in>

Sd/-, Executive Engineer, ROB/RUB Division.



# Multiple reasons for staying away; Empowered Committee set up



Kick backs?

Corporator?

Payments?

Competency?

Multiple agencies

Contract size



# Backlash – Honey they shrunk my lane & more



## CONTENTIOUS POINTS

- Relevant government and civic agencies not taken into confidence during design
- Tender SURE work has reduced the carriage way
- Expensive and drain of resources

# Project execution is akin to a open heart surgery in public



# Getting all agencies on board akin to a root canal op



# Despair and Hope

- CM: 15 May 2015 inspecting on going works



- *Footpaths too wide. Am instructing that they be reduced and motor lanes increased*

- CM: 19 June 2015 post inaugurating the completed new roads



- *The footpath width and road width looks fine; must have been the barricades that gave a different impression*
- *I am announcing 50 more Tender SURE roads*





# The end result has been worth the good fight; Give me more

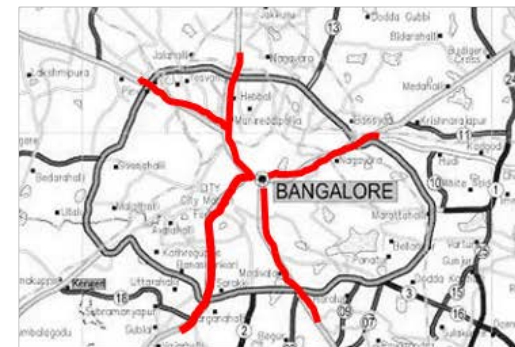


# It pays some to get Sum; High RoI

85 Lakhs spent by **City Connect** on Manpower resources and Design fees



700 Crores budget by **Government** on building 62 roads



Benefits for all



# A happy problem to have – Adoption and Scaling

## POINT BLANK

### Selecting the next 25 roads

Five more roads approved under the TenderSURE Specifications for Urban Road Execution Model. The original guidelines and specifications are effective, the model implementation is a work in progress, BMP and other professionals besides the project are now also part of the process.

The list for is expected to include roads with relatively high pedestrian traffic. This list is open to the TenderSURE design philosophy of a pedestrian first approach to road building. For more information, contact the TenderSURE team.

## TenderSURE, scaling up issues

The road upgrade project is expanding to 50 more streets. But without third-party monitoring as mandated by the original list of 25 roads, the project could slip into a corruption-prone system.

**Corruption fears**  
Going back to the BMP model, the TenderSURE project will be a big test for the project. The TenderSURE model was designed to address the corruption fears that have plagued the TenderSURE project. The design team is expected to include road builders and other professionals besides the project are now also part of the process.

The TenderSURE design philosophy of a pedestrian first approach to road building. For more information, contact the TenderSURE team.

**Area of improvement**  
The TenderSURE design philosophy of a pedestrian first approach to road building. For more information, contact the TenderSURE team.

**Design enhancement**  
The TenderSURE design philosophy of a pedestrian first approach to road building. For more information, contact the TenderSURE team.



TenderSURE's new road model is expected to be implemented in 25 more cities. The design team is expected to include road builders and other professionals besides the project are now also part of the process.

Neighbouring capitals explore replication of new-look St Mark's Road

# Chennai & H'bad may Pave Way for TenderSure Model

Bharath.Joshi@timesgroup.com

**Bengaluru:** Chennai and Hyderabad may soon have their own versions of St Mark's Road. The TenderSURE model of road design, pioneered by Bengaluru, is all set to be exported to its neighbours in the south. Municipal authorities in Chennai and Hyderabad have approached their counterparts in Bengaluru to explore the possibility of replicating the Specifications for Urban Road Execution (SURE) project. In the city two roads — St Mark's Road and Vittal Mallya Road in the commercial district of the city — have undergone a transformation under this scheme. The road design ensures that utilities are bunched systematically under the pavements, giving easy access for repairs. The Corporation of Chennai, which sent a team to the city recently, has already started work on improving 20 roads whose designs are heavily borrowed from Bengaluru's



This is how St Mark's Road looks after the TenderSure work

TenderSURE. "We really like what's been done in Bengaluru," said Raj Cherubal, director (projects) at Chennai City Connect, a platform that is monitoring the works. "One of the things we have learnt is the ducting. A large section of footpaths now have chambers for pipes," he said. In Chennai, roads such as Ibrahim Street, Kalki Krishnamurthy Salai, Luz Church Street and Barnaby Street are undergoing repair on these lines. Earlier this week, Somesh Kumar,

**MORE IN THE OFFING**  
**50 more roads will be done on the lines of TenderSure roads: CM**

special commissioner of the Greater Hyderabad Municipal Corporation (GHMC), contacted the TenderSURE team in the city for details on how it can be done in

Hyderabad. A team from GHMC is expected to visit Bengaluru soon. Promoted by the not-for-profit Jana Urban Space Foundation, TenderSURE envisages well-planned roads with defined space for pedestrians, cyclists, public transport and motorists in that order of preference. Wide footpaths under the project came under fire from motorists who lamented the shrinking of the carriageway. After completion, however, there is praise on social media. "There is a slowly rising constituency that wants more of this," said urban evangelist V Ravichandrarao, who is a TenderSURE promoter. "These roads will remain intact for the first two years under the defective liability clause. Maintenance of the roads for the next three years is bundled into the original contract," he said. Chief Minister Siddaramaiah, who inaugurated St Mark's Road last week, announced that 50 more roads in Bengaluru will be developed on the lines of TenderSURE.



TenderSURE Road Network

# Learning from Tender SURE

- Staying true to design principles – *Pedestrians First & Life cycle cost approach*
- Getting Government buy in
- Dealing with Criticism
- Handling Execution challenges



# Go forth and multiply



Thank You!