

ವೈಟ್ ಟಾಪ್‌ಗಳನ್ನು ಧರಿಸುವುದು. ಇದರಲ್ಲಿ ಜನರಿಗಾಗಿನ ಮೊದಲ ಭಾಗದಲ್ಲಿ ವೈಟ್ ಟಾಪ್‌ಗಳನ್ನು ಹಾಕುವುದು ನಡೆಯುತ್ತಿದೆ. ಬೆಂಗಳೂರು ಸ್ಕಾಟ್ಸ್ ಸ್ಪೋರ್ಟ್ಸ್ ಕ್ಲಬ್‌ಗೆ ಲಿಮಿಟೆಡ್ ವತಿಯಿಂದ ಬೆಂಗಳೂರು ಕೇಂದ್ರ ನಗರ ಪಾಲಿಕೆಯ ಗಾಂಧಿನಗರ ವಿಧಾನಸಭಾ ಕ್ಷೇತ್ರ ವ್ಯಾಪ್ತಿಯ ಚಿಕ್ಕಪೇಟೆ ರಸ್ತೆಯ ವೈಟ್ ಟಾಪ್‌ಗಳನ್ನು ಮತ್ತು ಸಮಗ್ರ ರಸ್ತೆ ಅಭಿವೃದ್ಧಿ ನಿರ್ಮಾಣ ಸಾಮಗ್ರಿಗಳ ಅನುಮೋದನೆ ನೀಡಲಾಗಿದೆ.

ಗಾಂಧಿನಗರ ವಿಧಾನ ಸಭಾಕ್ಷೇತ್ರದ ಚಿಕ್ಕಪೇಟೆ ವ್ಯಾಪ್ತಿಯ ರಸ್ತೆಗಳು ಬೆಂಗಳೂರು ನಗರದ ಕೇಂದ್ರ ಭಾಗದಲ್ಲಿವೆ. ಅತಿ ಹೆಚ್ಚು ವಾಹನ ದಟ್ಟಣೆ ಹಾಗೂ ಅತ್ಯಂತ ಕಿರಿದಾದ ರಸ್ತೆಗಳಾಗಿವೆ ಹೆಚ್ಚು ಜನನಿಬಿಡ ರಸ್ತೆಗಳಾಗಿವೆ. ಗಾಂಧಿನಗರ ವಿಧಾನಸಭಾ ಕ್ಷೇತ್ರದ ಚಿಕ್ಕಪೇಟೆ ಪ್ರದೇಶವು ಬೆಂಗಳೂರು ಕೇಂದ್ರ ಭಾಗದಲ್ಲಿದ್ದು, ವ್ಯವಹಾರ ವಹಿವಾಟಿನಿಂದ ಕೂಡಿರುತ್ತದೆ. ಹಗಲಿನಲ್ಲಿ ಭಾರಿ ಸಂಖ್ಯೆಯ ಜನ ಓಡಾಡುವುದರೊಂದಿಗೆ ವಾಹನ ಸಂಚಾರವೂ ಹೆಚ್ಚಾಗುತ್ತದೆ. ರಾತ್ರಿ ವೇಳೆಯಲ್ಲಿ ಸಹ ಸರಕು ವಾಹನಗಳ ಓಡಾಟ ಸಂಖ್ಯೆ ಹೆಚ್ಚು ಇರುತ್ತದೆ.

ಈ ಪ್ರದೇಶಕ್ಕೆ ಹೊಂದಿಕೊಳ್ಳುವ ಬೆಂಗಳೂರು ನಗರದ ರೈಲು ನಿಲ್ದಾಣ, ಬಸ್ ನಿಲ್ದಾಣ ಹಾಗೂ ಮೆಟ್ರೋ ನಿಲ್ದಾಣಗಳಿರುವುದರಿಂದ ಈ ಪ್ರದೇಶಕ್ಕೆ ಬಂದು ಹೋಗುವ ಹಾಗೂ ಈ ಪ್ರದೇಶದಿಂದ ಹಾದು ಹೋಗುವ ವಾಹನಗಳ ಸಂಖ್ಯೆ ಸಹ ಹೆಚ್ಚಾಗಿದೆ. ಹೀಗಾಗಿ ಸಮಗ್ರವಾಗಿ ಅಭಿವೃದ್ಧಿಪಡಿಸುವುದನ್ನು ವೈಟ್ ಟಾಪ್‌ಗಳನ್ನು ಮತ್ತು ಸಮಗ್ರ ರಸ್ತೆ ಅಭಿವೃದ್ಧಿ ನಿರ್ಮಾಣ ಯೋಜನೆಯ ಯೋಜನೆ ರೂಪಿಸಲಾಗಿದೆ ಎಂದು ಪಾಲಿಕೆಯ ಅಧಿಕಾರಿಗಳು ಮಾಹಿತಿ ನೀಡಿದ್ದಾರೆ. ಇನ್ನು ವೈಟ್ ಟಾಪ್‌ಗಳ ರಸ್ತೆ ಯೋಜನೆಯು ಒಟ್ಟು ಅಂದಾಜು ಮೊತ್ತವು 58.44 ಕೋಟಿ ರೂಪಾಯಿ ಆಗಿದೆ. ಕಾಮಗಾರಿಯು ಸುಮಾರು 15 ರಿಂದ 18 ತಿಂಗಳುಗಳಲ್ಲಿ ಪೂರ್ಣಗೊಳ್ಳುವುದು.

ಇದರಲ್ಲಿ ಸುಮಾರು 15 ರಿಂದ 18 ತಿಂಗಳುಗಳಲ್ಲಿ ಪೂರ್ಣಗೊಳ್ಳುವುದು. ಇದರಲ್ಲಿ ಸುಮಾರು 15 ರಿಂದ 18 ತಿಂಗಳುಗಳಲ್ಲಿ ಪೂರ್ಣಗೊಳ್ಳುವುದು. ಇದರಲ್ಲಿ ಸುಮಾರು 15 ರಿಂದ 18 ತಿಂಗಳುಗಳಲ್ಲಿ ಪೂರ್ಣಗೊಳ್ಳುವುದು.

A day after Diwali, Delhi chokes as air quality plummets. Check out what other cities woke up to

A day after Diwali, while Bengaluru and Mysuru woke up to relatively cleaner air as against cities such as Delhi, Lucknow, Kolkata and Mumbai which saw air quality plummet to 'hazardous' to 'unhealthy' levels.

Delhi was the most polluted major city in India and the world on Tuesday, with an AQI of 567, which is categorised as 'hazardous', as per data from IQAir portal at 9 am.

The major pollutant in the national capital was particulate matter (PM) 2.5 which was measured at 321 µg/m3. In view of the

deteriorating air quality in Delhi, the Commission for Air Quality Management has invoked Stage II of the Graded Response Action Plan (GRAP) across Delhi-National Capital Region. Under Stage II of GRAP, several curbs and intensified actions are in place, including daily mechanical or vacuum sweeping and water sprinkling on identified roads, preferably before peak traffic hours, to control dust.

The air quality in Kolkata (AQI 194), Lucknow (AQI 190) and Mumbai (AQI 172) was categorised as

'unhealthy'. While air pollution levels rise during the festival due to bursting of firecrackers, weather patterns



significantly influence how quickly the air clears up. Bengaluru, which is witnessing moderate rain and cloudy weather, registered an AQI of 80, categorised as 'moderate'. The PM2.5 level in the city

was 26 µg/m3.

Chennai, which saw heavy rain on Monday under the influence of an upper air cyclonic

circulation over South Andaman sea and adjoining southeast Bay of Bengal, registered an AQI of 54 on Tuesday morning.

Here is a list of 10 Indian cities and their AQI levels.

Tiruppur knitwear teeter towards layoffs as US tariffs stall goods worth up to Rs 2,000 crore

Chennai: Nearly two months after the US imposed 50% tariffs on Indian imports, the knitwear hub of Tiruppur in Tamil Nadu is struggling, as goods worth between Rs 1,500 crore and Rs 2,000 crore remain stuck in factories, ports, and warehouses.your preferred Cash flow has dried up, fresh orders from American buyers have stopped, and many factories, especially those in the MSME category, fear they might have to scale down production, which could result in layoffs if the situation does not improve in the next 2-3 months.

Exporters who deal exclusively with the US market are the worst-affected, with buyers seeking steep discounts of 20-25% for finished goods.

While financially sound companies have been able to negotiate and bear the losses to an extent, those in the MSME sector continue to suffer, as agreeing to such high discounts would only worsen their losses. The US accounts for 30% of knitwear exports from



Tiruppur. Though some companies have already slowed production leading to layoffs at a small scale, but the perennial labour shortage in the knitwear hub has helped them find work at other factories that are running at full or near-full capacity. However, the situation may not be the same when lakhs of migrant labourers return from their holidays after the festival season and Bihar elections, as companies might not be able to provide jobs for them.

“When the tariffs were announced, exporters here were hopeful that the situation would ease in two months. However, we are in a crisis. Goods worth between Rs 1,500 crore and Rs 2,000 crore are stuck at ports, factories, and warehouses due to the tariffs imposed by the US,” K M Subramanian, President of the Tiruppur Exporters Association (TEA), told DH.

He said that since there has been no inflow of orders from the US after the high tariffs were imposed, companies might be forced to slow down production in December or January 2026 if both the

Indian and US governments don’t arrive at a solution. “Tiruppur has a perennial shortage of about 1.5 lakh labourers, and many of those who have been relieved by some factories have found jobs in other units. For now, the layoffs are not significant. But three months down the line, the crisis might get worse if the higher tariffs persist,” he added.

Kumar Duraiswamy, Joint Secretary of TEA, said the situation varies from one exporter to another, as things depend on the financial and risk-taking capabilities of each. “I deal with five US buyers, and I was able to negotiate and ship goods to two of them, as they too were willing to take risks like me because of their sound financial condition. But the other three were not willing to take risks, and I am playing it safe with them,” he added.

Duraiswamy also warned that layoffs would be inevitable if the issue is not resolved in the coming months. “We want both governments to sit and resolve the issue in the best interests of both countries,” he added. Both Subramanian and Duraiswamy expressed disappointment that the Union Government has not come forward to help the knitwear hub minimise its losses. “The government should bring back the Emergency Credit Line Guarantee Scheme, help secure working capital, and increase the NPA period from 90 days to 180 days, besides reducing interest rates. It is unfortunate that no help has come from the government,” Subramanian added.

However, the crisis has also opened up opportunities for exporters, who are now exploring markets like Russia, Saudi Arabia, the UAE, Iceland, Liechtenstein, Norway, Switzerland, and the United Kingdom, with which India recently signed a Free Trade Agreement (FTA). But signing new deals with buyers in these countries could take at least six months to a year due to the long-drawn process of finalising agreements and designs. Duraiswamy said exporters are now scouting for buyers in categories they specialise in across other markets, and are also venturing into new areas like man-made fibres, which could help offset the losses incurred due to US tariffs, even if the current situation continues.

“We now have inquiries from Saudi Arabia, and even Russia. Our players had stopped exporting to the Russian market due to language and climatic barriers, but are now seriously reconsidering. Some exporters have already visited Russia to meet potential buyers,” he said.

Deepavali spirit rekindles Bengaluru’s old markets as shoppers flock to Chickpet, Avenue Road and Kumbarpet

Bengaluru: Excited shoppers have formed long queues in Chickpet, Avenue Road and Kumbarpet as the city's oldest commercial hubs buzz with Deepavali frenzy.A business tradition draws crowds to Kumbarpet, where a massive queue had formed outside a

stationery store. "The queue is for the new accounts books," explained a shopkeeper. "As per tradition, many shopkeepers start new ledgers, or 'khata books', during Deepavali for good fortune." Hundreds are also thronging to buy clothes, decorative lamps, and traditional deepas. Shoppers expressed eagerness to find the latest trends. "I am looking for sustainable clay deepas and silk blend kurtas," said Kavita, a shopper near Avenue Road. "The variety here is unmatched."

The narrow Avenue Road, famous for its stationery and gold shops, is particularly congested. "Business is fantastic, perhaps better than last year," said Raghunath, a brassware

seller in Kumbarpet. “People are opting for traditional copper and brass urlis and deepas. They’ve realised the quality and price they get here can’t be matched online.”

KR Market is overflowing with flowers, dry fruits, agarbattis, banana stems and mango leaves as shoppers prepare for the traditional 'abhyanga snana' and 'naraka chaturdashi' festivities marking the three-day Deepavali festival. Shopkeepers, while swamped, are enjoying the high footfall. "It is proof that nothing can replace the experience of touching the cloth or the smell of fresh flowers and the whole market experience during festivities," said Mohammed Khan, a

Chickpet cloth merchant. Garbage dump shadows Avenue Road

A garbage mound on Avenue Road is frustrating shopkeepers during peak season. "This is our peak season of sales. This (garbage) has severely affected business," lamented a textile store owner. Garbage was dumped just Sunday morning, shopkeepers said. A corporation auto was seen dumping fresh waste onto the already overflowing pile. "I have informed the corporation authorities and asked them to clear it immediately, but till now, no action has been taken," the shopkeeper stated. Local traders are urging immediate intervention to rescue their business before the festival concludes.



The brinkmanship that marred negotiations in the I.N.D.I.A bloc is symptomatic of electoral politics in a fragmented polity, where allies jostle and compete to maximise their numbers, within the alliance, and subsequently in the House. The more you contest, the more you are likely to win.

But that's easier said than done. A party's final tally in an election does not depend solely on the number of candidates who entered the fray under its symbol. What also matters is the ‘grade’ of seats allocated. Yes, like school grades, parties grade the seats based on the probability of a favourable outcome. An ‘A’ grade seat for the BJP could draw a ‘C’ grade in the RJD list, and vice versa. Everyone wants to contest as many winning seats as possible.

Still, the allocation of an ‘A’ category seat is no guarantee of victory. What matters is a favourable average of the variables at play — a sort of Cumulative Grade Point Average or CGPA, where the demography of a constituency, caste, support base among dominant communities, and a candidate's loyalty to the party come into play.

Present and future political challenges, too, are taken into

consideration. Pappu Yadav, an independent MP from Purnia, has overtly and covertly been aligned with the Congress. Being a strong local Yadav satrap, Lalu's RJD has been averse to accommodating him in the I.N.D.I.A bloc.

In the NDA allies, Chirag Paswan’s Lok Janshakti Party (Ramvilas) is a more

allocation to minor partners is their ability to win. No one wants to waste seats. When parties complement one another, there are ways to overcome differences — like fielding an ally’s strong candidate under your symbol. In 2024, the Congress won the symbolically significant Allahabad LS seat by fielding Samajwadi Party’s Ujjwal Raman Singh.

In fact, the performance of smaller parties in a coalition at times is the difference between victory and defeat.

In Jharkhand, which was part of Bihar till 2000, the I.N.D.I.A bloc could win two consecutive elections because the Congress complemented the JMM by winning its share of urban seats, especially in urban centres, thereby substantially reducing the BJP’s tally.

In 2020, the Congress proved to be a drag on the I.N.D.I.A bloc. Of the 70 seats allocated, the party could

win only 19. As compared to others like CPI(ML), which won 12 out of 19, the Congress’ performance gave the NDA just enough edge to breach the tape by a slim margin.

It is not surprising that the RJD is reluctant to cut too much slack for the Congress. But Lalu also knows the perils of letting the Congress completely out of the alliance. He and Ram Vilas Paswan tried doing that in the 2009 LS polls and ended with just four seats.

He’s opted for plan B: a friendly contest in a dozen seats. In a free-for-all in at least nine seats, "may the best candidate win", seems to be the motto as I.N.D.I.A bloc partners face off.

In the NDA, the BJP has bet big on Chirag Paswan's party by allocating it 29 seats while reducing allocation for Nitish's JD(U). The alliances’ final tally hinges critically on the performance of Chirag's party.

Bengaluru-Hosur metro plan hits roadblock, BMRCL says direct link ‘technically not feasible’

Bengaluru: Tamil Nadu’s plan to build South India’s first interstate metro line connecting Bengaluru and Hosur appears to have hit a dead end, with the BMRCL saying it is “technically not feasible”. The development comes as the Bangalore Metro Rail Corporation Limited (BMRCL) has lined up an ambitious expansion plan, preparing feasibility reports for four extensions, examining three more extensions and one new line. These studies were commissioned after the Centre asked the BMRCL to prepare a master plan to expand the Bengaluru metro network to 470 km, which will help expedite approvals. The BMRCL has informed the Karnataka government that the 23-km Hosur-Bommasandra corridor will use different traction (electrical power) systems and cannot be integrated into Namma Metro

A feasibility study by Chennai Metro Rail Limited (CMRL) proposed linking Hosur with Bommasandra using a 25 kV AC overhead traction. The BMRCL conducted its own study to extend the metro from Bommasandra to Attibele, the last city suburb towards Tamil Nadu. This 11-km line, like the rest of the Namma Metro network, will use the 750 V DC third rail traction. “Building a continuous line from Bommasandra to Hosur is not technically feasible. The Hosur line just cannot be integrated into our system,” a senior BMRCL official with direct knowledge of the matter told DH. “We’ve shared our opinion with the state government, which will take the final decision.”Tamil Nadu has backed the Hosur-Bommasandra metro project as part of its push to develop the industrial town.However, the idea of a direct metro link between Bengaluru and Hosur has faced opposition in Karnataka, with critics arguing



that it would benefit Hosur more than Bengaluru and further burden the city. If Tamil Nadu proceeds with a metro up to the Karnataka border — about 12 km from Hosur — Attibele may get two stations, spaced about 300 metres apart.

“The stations can be connected by a foot overbridge. That’s the most feasible option,” the official said. The Bommasandra-Attibele line is one of four Namma Metro extensions under Phase 4. It will have 7-8 stations. The BMRCL has also studied extending the Green Line from Madavara to Tumakuru (59.6 km). The state has directed it to prepare the Detailed Project Report (DPR) for this Rs 20,896-crore line with 25 stations. The Green Line’s southern extension — from Silk Institute to Harohalli on Kanakapura Road — will span 24 km with 18 stations. “Since villages are scattered in that area, there will be fewer stations,” the official added. The Purple Line’s western extension, from Challaghatta to Bidadi, will cover 15 km and have 13 stations. Feasibility reports for all these four extensions have been prepared by Hyderabad-based Aarvee Associates Architects Engineers and Consultants Pvt Ltd. “The draft reports are ready and will be finalised by Oct-end,” the official added.