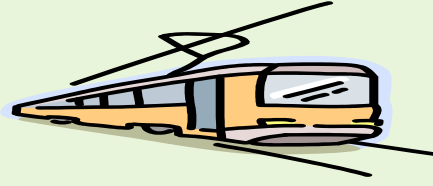# Commuter Rail Service

The Promise of moving growth beyond Bengaluru

Tumkur
Dodballapur
Chikballapur
Dobbspet
Rajankunte
Doddjala   Devanahalli
Naganahalli
BIAL
Trumpet   Nandi Hills
Dodbele
BIA
Nelamangala
Golhalli
Chikka -banavara   Yelahanka
Jalahalli /HMT
Hebbal   Baiyyappanahalli   Malur
Yesawantapur
Malleswaram   KRPuram   Whitefield
City   Cant.   Marathalli   Bangarpet
Bellandur Rd
Nayandahalli   Karmalarama /Sarjapur Rd
Jnana Bharati   Heelalige /Chandapura
Kengeri
Mandya   Maddur   Ramnagara   Bidadi   Anekal
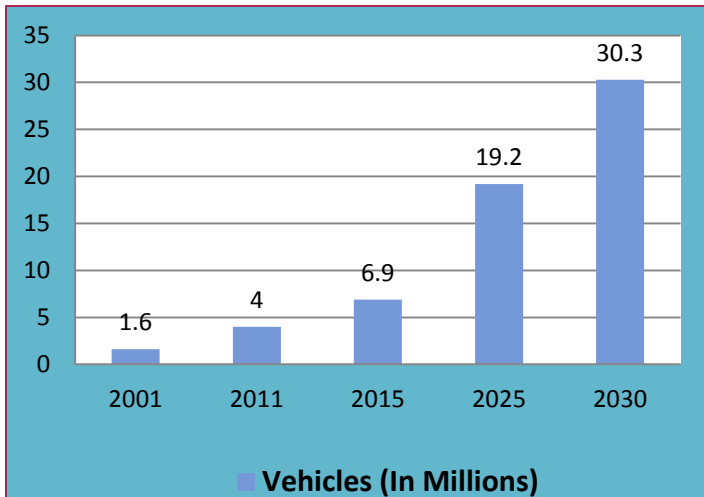Channapatna   Hosur

Map not to scale

"…Commuter rail can draw a large number of commuters - people who travel on a daily basis from cities like Tumkur, Yelahanka, Hoskote, Whitefield, Hosur, Anekal, Kengeri, Ramanagar, Doddballapur and Chikkaballapura. Commuter rail provides a number of public benefits including reduced highway congestion, pollution and energy dependence and further, they serve lower density areas, and often share right-of-way with intercity or freight trains. When compared to rapid transit, commuter rail has lower frequency, following a schedule rather than fixed intervals, and fewer stations spaced further apart…"

- Prof. T. G. Sitharam, CiSTUP, Bengaluru.

Bengaluru Today
Population

Population (in Millions)

Values by year: 2001: 6.5, 2011: 9.5, 2015: 12, 2025: 15, 2030: 18

Vehicles

Vehicles (In Millions)

Values by year: 2001: 1.6, 2011: 4, 2015: 6.9, 2025: 19.2, 2030: 30.3
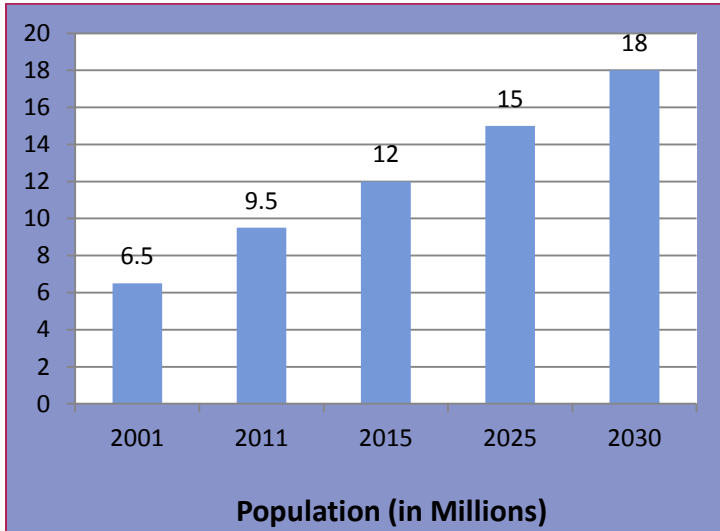
Result

Solution – Develop New Growth Centers

As the RITES report to the Department of Urban Land Transport (DULT) clearly highlights, Bengaluru has excellent rail lines of the Indian railways already running through the heart of the city. Just as in cities such as Mumbai, Chennai and more recently, Hyderabad, these rail lines can be effectively utilized and upgraded to add another high
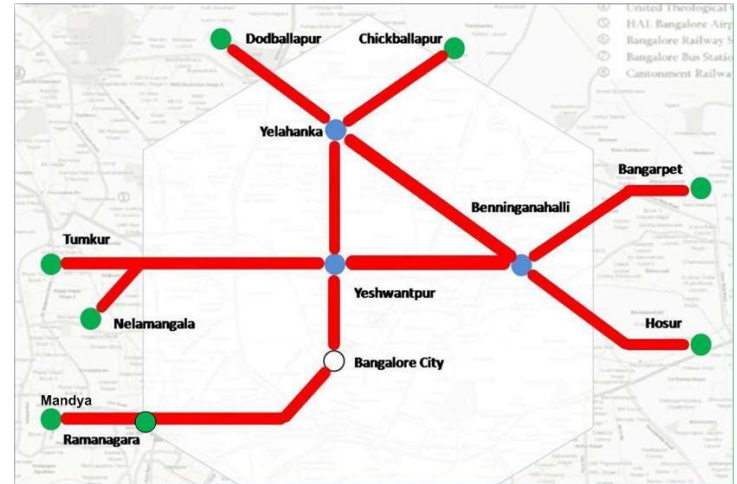
capacity mass transit option at a much cheaper cost as compared to other options. By connecting neighboring towns such as Ramnagaram, Mandya, Tumkur, Doddaballapur, Bangarpet, Hosur etc., to Bengaluru city with a fast and efficient commuter rail system, multiple objectives will be achieved.

Connecting City with Suburbs, Towns

People living in these Satellite towns will be able to commute to the city for their employment without having to relocate to Bengaluru. This will help in the economic prosperity of residents of these towns and routes along the way by connecting them to the economic hub that is Bengalauru. Already, travelers in long distance trains along these routes know the huge pent up demand as citizens use these trains for their commute. By providing them with efficient and economic commuting options, migration of the population of these areas to Bengaluru city can be slowed and many challenges such as water needs of the Bengaluru area can be better addressed.

> *"..No urban area will prosper unless it attracts those who can choose to live wherever they wish..."*
> *- Jonathan Barnett*

Bengaluru Commuter Rail Service

The proposed commuter rail service (CRS) would make use of the trains running on existing railway tracks to connect Bangalore with distant suburbs, as Mumbai's suburban trains do in that city. The RITES report submitted to DULT proposes setting up of a commuter rail system network of 405 km connecting Bengaluru with surrounding suburbs and towns.
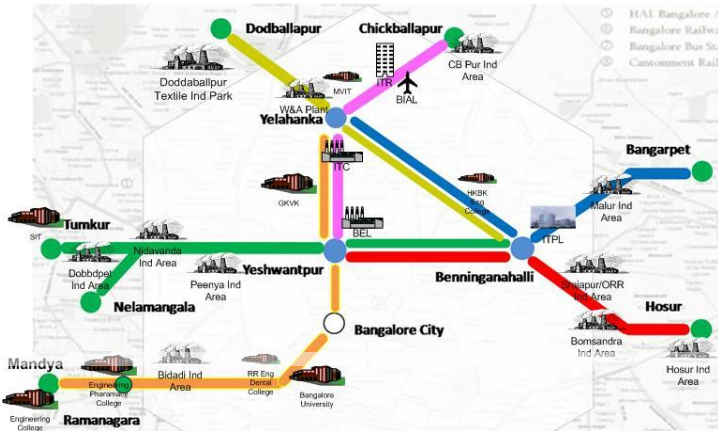
The growth centers indicated as green dots on the map are the towns which will be connected by the Commuter Rail. These growth centers are significant because they are currently not very heavily populated despite their close proximity to Bengaluru. They have sufficient headroom for growth and are approximately within one hours traveling distance from Bengaluru. The catchment areas in between also have potential to grow with rail connections.

Proposed CRS Routes/Segments

| |
|---|
| Yeswantpur-Yelahanka-Devanahalli-Chiballapur |
| Benninganahalli-Yelahanka-Doddaballapur |
| Yeswantpur-Benniganahalli-Anekal-Hosur |
| Tumkur/Nelamangala-Yeswantpur-Benninganahalli |
| Yelahanka-Whitefield-Malur-Bangarpet |
| Yelahanka-City-Kengeri-Ramanagaram-Mandya |

CRS Reach

Proposed CRS Network will serve

- ❖ 8 Lok Sabha Constituencies
  - o Bengaluru North
  - o Bengaluru Central
  - o Bengaluru South
  - o Bengaluru Rural
  - o Tumkur
  - o Chikballapur
  - o Kolar
  - o Mandya
- ❖ 47 Assembly Constituencies
- ❖ 20 Lakh Commuter Trips per day

Economics – Return on Investments

- ❖ Every 100 rupees investment would result in 600 rupees in economic returns.
- ❖ 8000 Crs of investment would result in 48,000 Crs in economic returns.
- ❖ Income of 1500 Crs per annum to GOK in taxes and receipts.
- ❖ Savings of 10,000 Crs in lieu of other heavy investment transport projects

CRS in Comparison
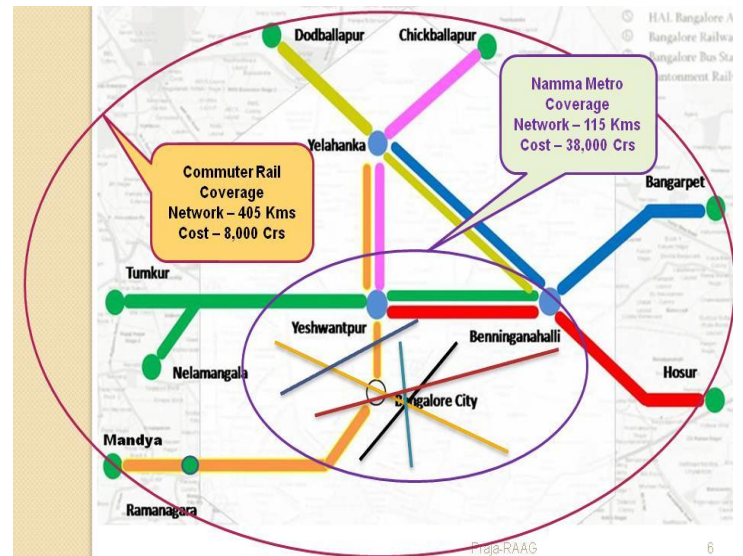
"..Transportation is not a technical problem. It is not an infrastructure problem. It is not even a financial problem. Most often it is a political problem..."

A Citizen's campaign for Commuter Rail Service in Bengaluru

Bengaluru Commuter Rail Service FACTS

Location	Bengaluru, Karnataka
Transit system	Mass transit system running on existing railway lines
Category	Daily Commute
Number of proposed lines	6
Catchment Population	5.5 Million
Suburbs covered in CRS coverage	Peenya, Jalahalli, Yelahanka, Hebbal, K R Puram, Whitefield, Sarjapur, Electronic City, Nayandahalli, Kengeri
Towns covered in CRS coverage	Tumkur, Nelamangala, Doddballpur, Chikballapur, Devenahalli, Malur, Bangarpet, Anekal, Hosur, Bidadi, Ramanagaram, Channapatna, Maddur and Mandya.
Network length	405 Kms
Coverage in radius	70-100 Kms around Bengaluru
Travel time to reach city center from towns	60 – 90 Minutes
Completion time	Phase 1A – 2 Yrs, Phase 1B – 2 Yrs and Phase 2 – 3 Years
Investment costs	Total – 8000 Crs. Phase 1A – 3400Crs, Phase 1B – 2300Crs, and Phase 2 – 2500 Crs
Cost of construction (Per Km)	15-20 Crores Per Km (Metro 200-400 Crs/Km)
Daily ridership	2.5 Million on completion
Number of daily services	460
Number of rakes	78
Number of cars per Rake	15
Max. capacity of each rake	3000 (200 per car) Commuters
Peak hour frequency	5-10 Minutes
Non-Peak hours Frequency	15-20 Minutes
Schedule	24/7
Number of stations	Existing-60, New-45, Total - 105
Track gauge	Broad Gauge
Cost of operation (Per Train/Km)	Rs. 22/-

A Citizen's campaign for Commuter Rail Service in Bengaluru