

CRS Routes / Corridors

1. Yeswantpur-Devanahalli-Chikballapur
2. Benninganahalli-Yelahanka-Doddaballapur
3. Yeswantpur-Benninganahalli-Anekal-Hosur
4. Tumkur-Yeswantpur-Benninganahalli
5. Yelahanka-Whitefield-Malur-Bangarpet
6. Yelahanka-Kengeri-Ramanagaram-Mandya

CRS Promise

REACH

- 405 kms in Length
- 70-100 Kms in radius
- Connect all Suburbs & towns around Bengaluru

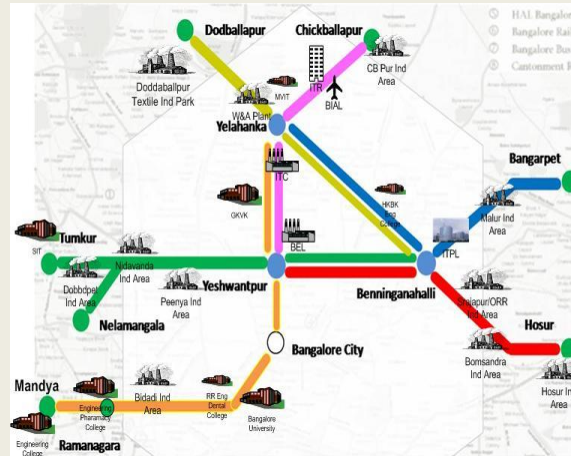
RELIABLE

- Exclusive Right of Way
- No grid locks, Congestion
- 1 – 1 ½ Hr Commute Time

PREDICTABLE

- Train every 5-10 Mins
- On time Arrival & Departure
- Round the Clock Service

CRS Catchments



Call Now & Demand CRS

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.

Commuter Rail can be a reality only if the political class supports it.

Time to call:

- Chief Minister
- Transport Minister
- MPs, MLAs

Come, Join, Help

A Citizen's campaign for Bengaluru CRS

More Info

@ www.praja.in/nammarailu

Commuter Rail Service (CRS)



For Sustainable, Green, Livable Bengaluru

"...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, Doddaballapur and Chikballapura. 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 – Jamaluru?



The capital of our state, Bengaluru is a hot bed of economic and intellectual activity and the pride of India. However, the rapid growth in recent years has stretched the city's infrastructure to breaking point, in terms of roads, power, water supply etc. RITES had recently submitted a report commissioned by DULT that strongly endorses commuter rail as a solution that can economically solve many of our problems.

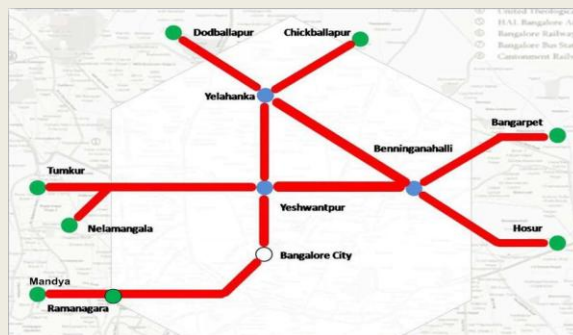
The population of the Bengaluru Urban area grew by 35% in the 1991-2001 decade and by about 47% in the 2001-11 time period. In order to cope with this growth the government has invested heavily. BMTC has added 3500 buses from 2006-07 to early 2011. Huge amounts of money have been invested in upgrading roads, building grade separators, the B-TRAC project and most recently for the Metro rail project which will add 115 kms of mass transit (phase-I and phase II combined) for a total estimated cost of 38,000 crores. However, most experts are in agreement that even with the Metro fully operational, Bengaluru's public transport requirements are going to continue to exceed the combined capacity of BMTC and Namma Metro. Here is where commuter rail comes in.

New Growth Centers

Bengaluru has excellent rail lines of the Indian railways already running through the heart of the city. Just as in cities such as Mumbai, 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.

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 Bengaluru. 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.

The same commuter rail system running within the heart of the city can serve as an alternate route for residents in the heart of the city to commute to their work centers be it, IT hubs like Electronics City, ITPL and Outer Ring Road or industrial and manufacturing hubs such as Peenya, Bommasandra, Doddaballapur.



Commuter Rail Service – CRS

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.

RITES had recently submitted a report commissioned by Department of Urban Land Transport (DULT) that strongly endorses commuter rail as a solution that can economically solve many of our problems. According to their plan, for a 400 km commuter rail network, the investment required is of the order of 8000 crores, which work out to a relatively cheap 20 crore per kilometer.

Compare that with the Metro, which while being important, is expensive at nearly 330 crore a kilometer. This includes the cost of several rail system upgrades that will help run a higher capacity and more efficient commuter rail system. It needs to be pointed out that although the number of 8000 crore is high, the initial phases can be started at a lower cost and subsequent phases taken up in the future.

CRS in comparison

4 Times the Network @ 1/5 the of Cost

