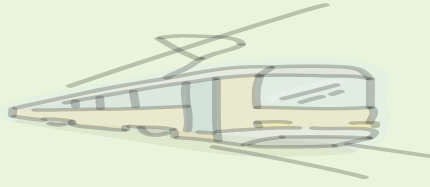


Commuter Rail Service



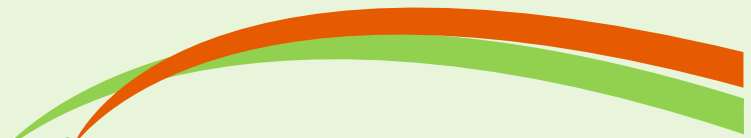
For Sustainable, Green, Livable Bengaluru



“...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, 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.

Come, Learn about Commuter Rail



A Citizen's campaign for Commuter Rail Service in Bengaluru

Bengaluru – Story of Growth, Problems

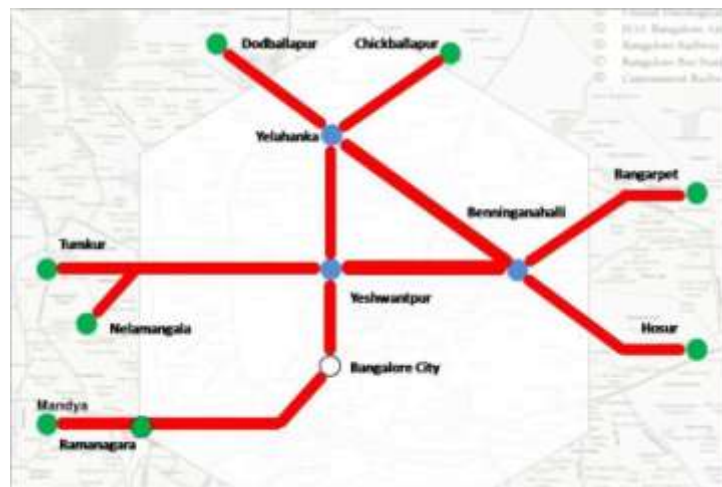


The capital of our state, Bengaluru is a hot bed of economic and intellectual activity and the pride of India. However, the rapid growth in recent years has stretched the city's infrastructure to breaking point, in terms of roads, power, water supply etc. As you may be aware, RITES has recently submitted 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 periods. 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.

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 Bengaluru. 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.

Fastest Alternative To Work Centers

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 such Electronics City, ITPL and Outer Ring Road or industrial and manufacturing hubs such as Peenya or Bommasandra.

"..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

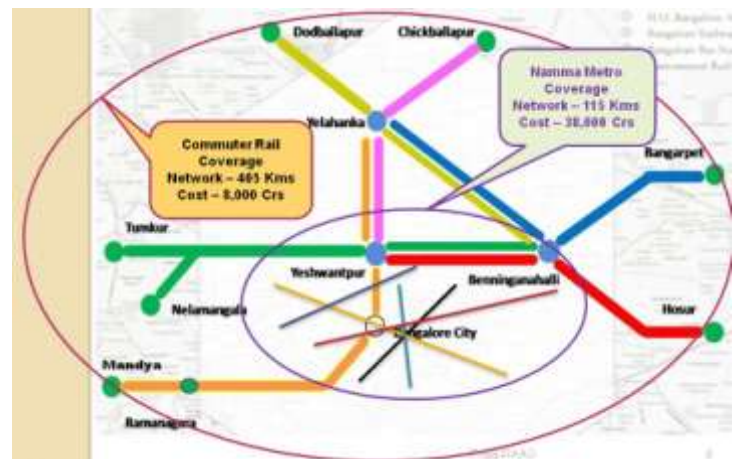
2012 RITES Report

The highlights of recently submitted RITES report on "Implementing CRS in Bengaluru" are:

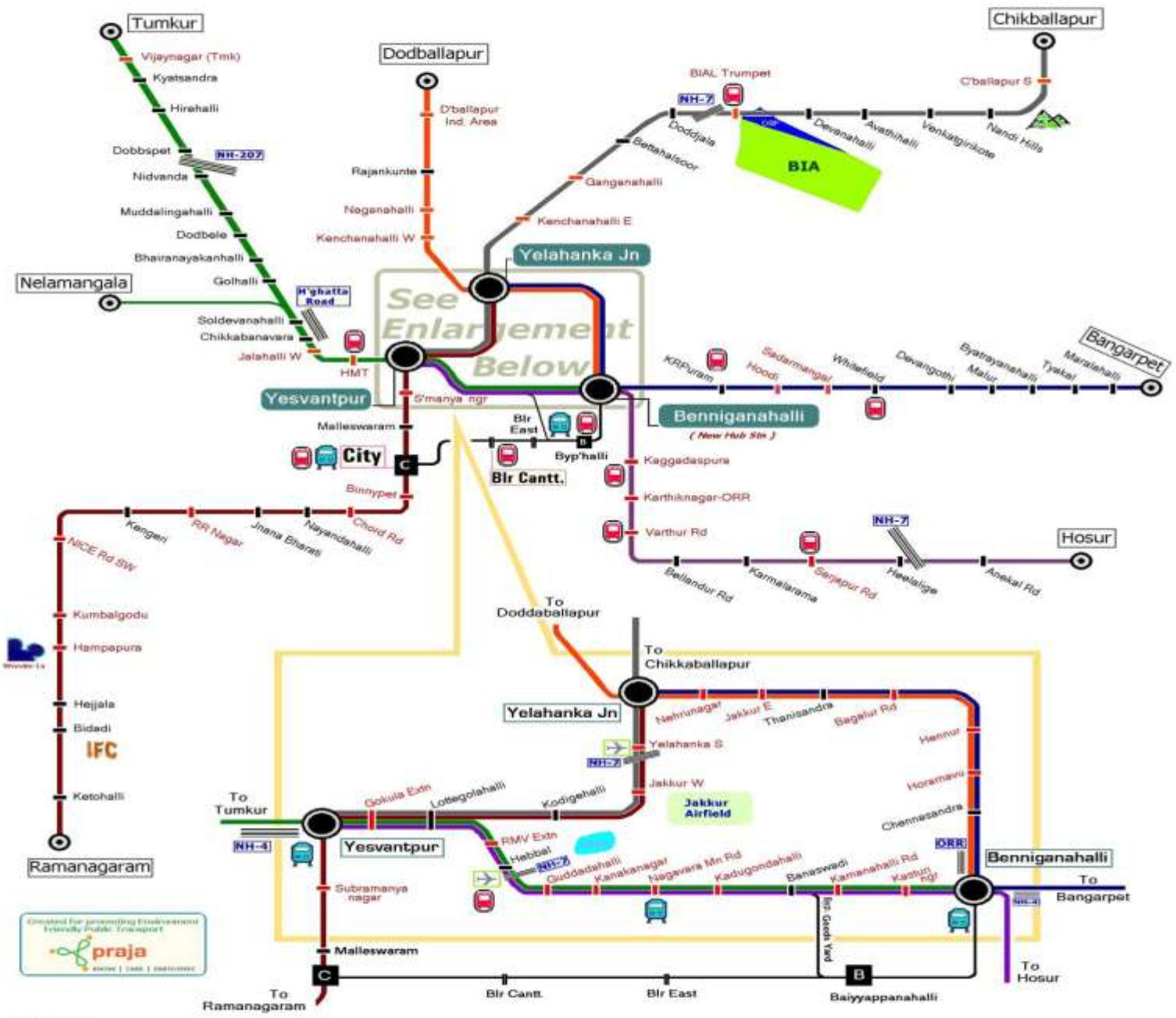


- ❖ With facts and figures makes unequivocal claim that CRS is possible with significant upgrades to IR infrastructure
- ❖ Estimates a cost of 8000 Crores over 7 Years for works spread across 3 Phases.
- ❖ CRS can be operational in 2 Years with completion of Phase 1A costing 3200 Crores.

CRS in Comparison



Bengaluru Commuter Rail Network



Legend

	Commuter Rail Hub Station		Intermediate (Existing) Station		Interchange to Metro Train
	Inter-City Train Terminals		Proposed / New Station		Interchange to Bus
	Commuter Train Terminal Stn		Important Highway / Road Crossing		Interchange to Airport Hi-speed Train

Come, Join, Help

A Citizen's campaign for Commuter Rail Service in Bengaluru

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