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Bangalore metro project report

Per the Bangalore Metro Rail Corporation Ltd (BMRCL)'s latest annual report for the year 2019-20, the operator is officially exploring to build just two corridors totaling 42 kms in Bangalore Metro's Phase 3 project. The 2 lines and their lengths as shared in the past are: Hebbal to JP Nagar along the Outer Ring Road's western section (assigned as Orange Line in 2019, approx. 30 kms)Toll Gate (Hosahalli Station) to Kadabagere (approx. 12 kms) Both lines were announced in March 2020 by Karnataka's Chief Minister for development as metrolite (light rail transit) lines through the public private partnership (PPP) model. Since then, they've featured multiple times in news reports, but this is the first official confirmation into what the BMRCL is precisely cooking in the upcoming phase 3 - straight from the horse's mouth. Here's the exact snippet from page 36 of the annual report which indicates RITES is preparing Phase 3's Detailed Project Report with an aim to complete it in Q1 2021. The Preparatory work for Phase-3 of Metro Project has concurrently been taken up. The preparation of Detailed Project Report (DPR) for two corridors of 42 km from JP Nagar to Hebbal (Corridor-1) along Outer Ring Road (ORR West) and on Magadi road from Toll gate (Hosahalli Metro Station) to Kadabagere (Corridor-2) on Peripheral Ring Road has been assigned to M/s. RITES Ltd and work is being commenced at site. The consultant for the Detailed Project Report (DPR) has been asked to analyse various options regarding the type of Metro system and viability of PPP models. The DPR is expected to be available during first quarter of 2021. Key: Phase 1 | Phase 2 | Phase 2A | Phase 2B | Phase 3 Back in 2016, BMRCL through RITES had prepared the project's pre-feasibility report and identified the following corridors totaling 105 km: Nagawara - Airport (23 km)Carmelaram - Yelahanka (32 km)Marathahalli - Hosakerehalli (21 km)Silkboard - KR Puram - Hebbal (29 km) In 2018, BMRCL's MD identified the following additional corridors for Phase 3, with a primary aim to connect the city's suburbs: Gottigere to Basavapura (extension of Pink Line)RK Hegde Nagar to Aerospace ParkKogilu Cross to RajanukunteBommasandra to Attibele (extension of Yellow Line; dropped in March 2020)blur to Carmelaram It's safe to say that all of the above new lines or extensions are not being pursued anymore and have been officially canceled - either due to poor ridership projections or funding-related concerns. That said, things change all the time. BMRCL's focus is currently entirely on the 73.92 km Phase 2, with an eye on the 18.2 km Phase 2A and 37 km Phase 2B which combined together are about as large. By the time they focus on Phase 3's development - which I imagine is 5 years away - some of the above lines could possibly be re-added into the mix of official plans. For more updates, check out the Bangalore section of The Metro Rail Guy! - TMRG Hat-tip: Dikshant Sachan Copyright © 2021 Bennett, Coleman & Co. Ltd. All rights reserved. For reprint rights: Times Syndication Service The Bangalore Metro Rail Corporation Ltd (BMRCL) has published an alternative analysis report that proposes a Metro line on the 19-km Outer Ring Road (ORR) along with an extension to the Kempegowda International Airport (KIA). The analysis which should have been part of the Detailed Project Report for seeking approval from Ministry of Housing and Urban Affairs, has come about eight months after it submitted a detailed project report (DPR) to the Ministry of Housing and Urban Affairs for its nod. The alternative analysis, which was uploaded on BMRCL's website this month, was prepared in October last year. However, the analysis, was not part of the DPR sent to the Centre in March last year. The Centre, was not happy with the DPR as it was not in line with the New Metro Policy of 2017 that encourages private-public partnership in Metro construction. The Centre had also directed all states to compulsorily come up with an alternative analysis for studying the possibility of other cheaper mobility options such as dedicated bus lanes or monorail. The BMRCL had conducted the analysis through consultancy firm iDeCK. The 91-page Alternative Analysis shows that the consultancy firm studied five mobility options before concluding that Metro is the most feasible project for both the ORR and the fast-growing Airport, which is about 35-km away from the City. The study analysed various transit systems including, Bus Rapid Transit System (BRTS), Monorail, Metro Lite - elevated metro system (six- coach trains running at 3-minute headway) and Heavy Metro (8-coach trains at 3-minute headway). Various parameters which were considered for the analysis includes mobility effects, conceptual engineering effect, cost of the project, environmental, and social impact were considered for evaluation. According to the study on the Outer Ring Road Line, around 4.5 lakh employees are working in tech parks and other companies on the corridor. Moreover, as per estimations, an additional 30 million square feet would be available for occupancy, which in turn projects eight lakh working population by the coming year. Due to the growing intra-city traffic, the Outer Ring Road (ORR) is under tremendous pressure and frequently faces traffic congestions resulting in low speeds and high travel times. Hence, considering the mobility and traffic trends, the report analyses that required travel demand for the ORR corridor is 33,709 PHPDT (peak hour peak directional traffic) by 2041 and that the BRTS and Monorail cannot meet them. "Metro rail system is a medium-capacity transit system having the passenger throughput between 20,000 PHPDT and 60,000 PHPDT, while the required travel demand for this corridor is 33,709 PHPDT, which clearly indicates that the metro system can easily fulfil the required travel demand for this corridor", states the report. Also, this system is more familiar with Indian conditions and many cities are having this system. This system offers interoperability with existing mass transit systems in the city. Hence, the metro rail system is perfectly fit for this corridor," the report added. Considering the massive capacity of Heavy Metro system and the population in the city, the report analyses that the system would remain underutilised. Moreover, It has also got the disadvantages of higher land take, heavier civil structures, and heavy cost, added the report. The analysis has given the highest score of 87.5 to the Metro rail system (out of 100) and monorail got the least score of 53.5 Academia.edu no longer supports Internet Explorer.To browse Academia.edu and the wider internet faster and more securely, please take a few seconds to upgrade your browser.Academia.edu uses cookies to personalize content, tailor ads and improve the user experience. By using our site, you agree to our collection of information through the use of cookies. To learn more, view our Privacy Policy.x Approval Year 2021 2020 2019 2018 2017 2016 Member Azerbaijan Bangladesh Belarus Cambodia China Cook Islands Ecuador Egypt Fiji Georgia Hungary India Indonesia Jordan Kazakhstan Kyrgyz Republic Lao PDR Maldives Mongolia Multicountry Myanmar Nepal Oman Pakistan Philippines Russian Federation Rwanda Singapore Sri Lanka Tajikistan Thailand Turkey Uzbekistan Viet Nam Sector Economic Resilience / PBF Education Energy Finance / Liquidity Financial Institution ICT Public Health Rural Infrastructure and Agriculture Development Transport Urban Water Other Financing Type Sovereign Nonsovereign LocationBangalore (Bengaluru), IndiaPopulationOver five millionDeveloperBangalore Metropolitan Rail Corporation LtdTransport Planning BodyBangalore Metropolitan Land Transport Authority (BMLTA)Phase 1 Project CostRs6,400 crore (approx. \$1,400m)Phase 1 LinesTwo - 42.3km (26.2 miles)Route LengthsNorth-south: 24.2km; east-west: 18.1kmProjected Ridership1.02 million (2011 estimates)FormationThree-car, internally gangwayedPeak FrequencyThree minutesAverage speed32km/h (20mph)India's fastest-growing metropolitan areaOvert intention to reduce reliance on roads and shorten journey timesExpansion projects in handConsultancy bangalore metro phase 2 detailed project report

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