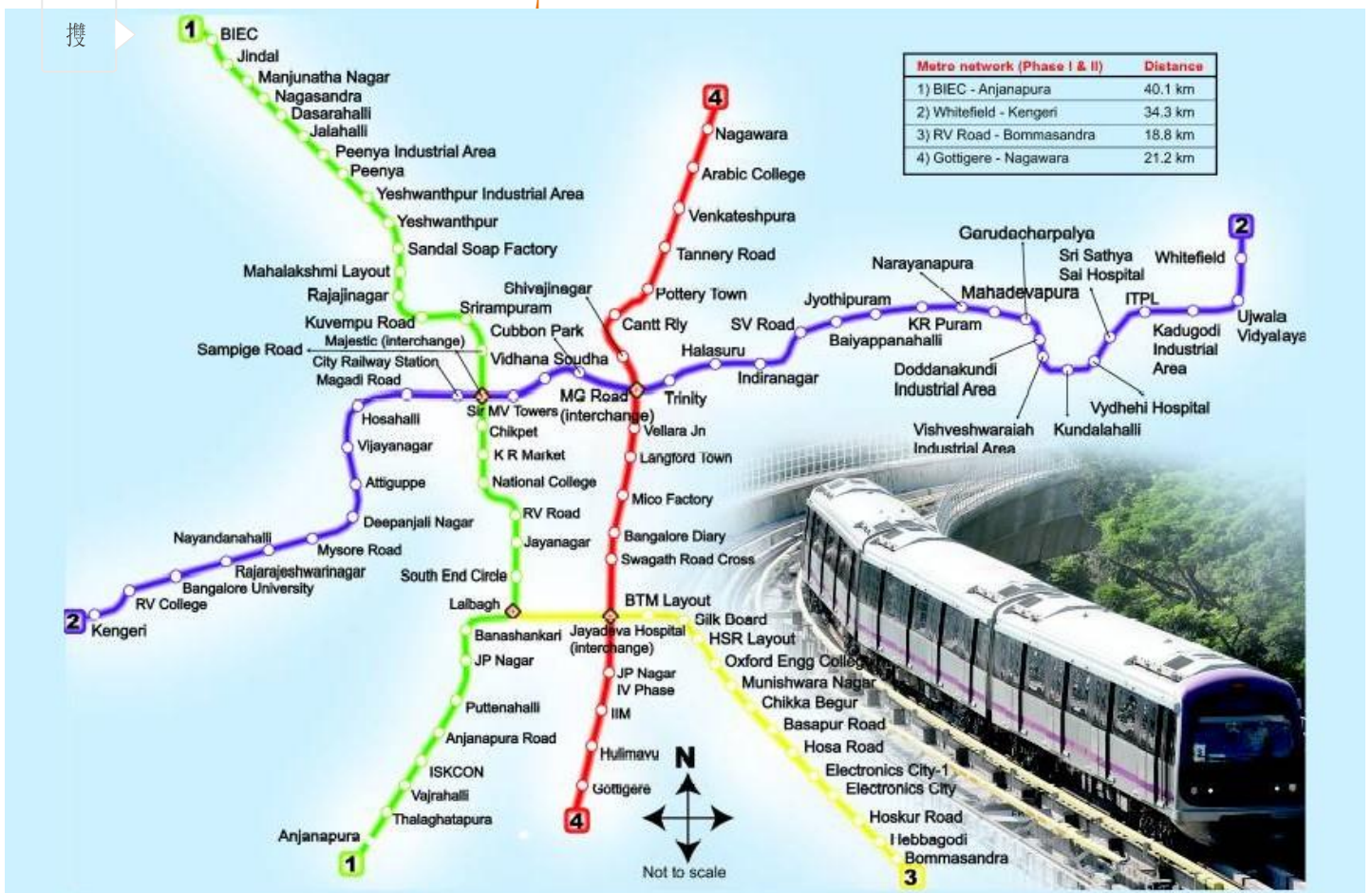


Namma Metro Phase 3 to be completed by 2024: BMRCL

RITES is preparing a DPR for two corridors: JP Nagar-Hebbal along the Outer Ring Road (ORR West) and Magadi Road from the toll gate (Hosahalli station) to Kadabagere

By **Narendra Shah** - 14/01/2022



Bangalore Metro Map

BANGALORE (Metro Rail News): Activists and commuters want Phase 3 planning to be hastened, focusing on metropolitan regions because the BMRCL has set a 2024 target for Namma Metro’s Phase 2. As part of the Phase 3 project, BMRCL had previously proposed routes such as Carmelaram – Yelahanka, Marathahalli – Hosakerehalli, Bommasandra – Attibele, Gottigere – Basavanapura, RK Hegde Nagar –

Aerospace Park, and Kogilu Cross – Rajanukunte. BMRCL will prepare a DPR for the 105-kilometre Phase3 corridor, according to the 2018-19 state budget.

BMRCL identified three Metrolite lines for Phase-3 in 2019: Magadi Road Toll Gate to Kadabagere (13 km), Whitefield– Domlur (16 km), and Katamnallur Gate (near Hoskote) – Sarjapur Road-Hebbal (52km). This phase also included a 34-kilometre subterranean Inner Ring route from Hebbal to JP Nagar (ORR- West). BMRCL prioritised two Phase 3 corridors in 2020: the 13-kilometre Magadi Road and the 42- kilometre JP Nagar-Hebbal.

BMRCL, on the other hand, has failed to prepare a DPR for even one corridor. According to sources, getting approvals from the state and federal governments, mobilising finances, acquiring property, and locating contractors would take time. For example, the DPR for the first phase of the 42-kilometre network (Byappanahalli-Mysuru Road and Nagasandra-Ylachenahalli) was drafted in 2003, but the project was only finished in 2017.

Two highways that traverse through the core city areas, Hoskerekhalli-Marathahalli and Yelahanka-Carmelaram, according to activists, should be restored. The Hoskerekhalli-Marathahalli line will run through Old Airport Road through HAL, Domlur, and Town Hall. At the same time, the Yelahanka-Carmelaram corridor will service Hebbal, Shanthinagar, Dairy Circle, Forum Mall, Koramangala, Iblur, and Carmelaram. However, BMRCL put these two critical routes on hold to make room for the contentious elevated corridor project.

Metro should focus within BBMP/BDA borders, according to BMRCL, and suburban rail should be extended to surrounding districts and satellite towns. "Hoskerekhalli-Marathahalli and Yelahanka-Carmelaram are two key Metro lines that were rejected for the elevated corridor project," said Pruthvin Reddy, a commuter rail activist.

More Metro lines through CBD areas are needed, and BMRCL should concentrate on the core city areas. Furthermore, to decongest the city, BMRCL should develop more Metro or Metrolite corridors rather than elevated corridors. This will help people access a Metro network every 1-2km, he exclaimed. RITES is preparing a DPR for two corridors: JP Nagar-Hebbal along the Outer Ring Road (ORR West) and Magadi Road from the toll gate (Hosahalli station) to Kadabagere, according to BMRCL officials. "DPR of these corridors would be available by June," BMRCL managing director Anjum Parwez said. By 2030, we hope to have a [Metro rail network](#) with a total length of 317 kilometres." But right now, only 56 kilometres of the network are now active.

"We had suggested a fully underground Inner Ring Metro (IRM) line connecting sites like Yeshwantpur, Cantonment, Indiranagar, Koramangala, Ashoka Pillar, and Mahalakshmi Layout," said Ashish Verma, IISc associate professor (transportation systems engineering).

The Comprehensive Mobility Plan does contain this. However, it was not prioritised. For example, a spider-web-like Metro network is required in a circular metropolis like Bengaluru. However, government agencies focus on the outskirts rather than decongesting congested central city regions. As a result, the city will be decongested more by expanding the Metro network than by road widening and flyover projects."
