

Socio-economic Impact of Metro on Urban residents

CASUMM Presentation
Open House with BMRCL

June 15

Senate Hall 2.30-6pm

Key Issues



- Design
- Financial
- Political decision making
- Land
- Shelter & Livelihoods

Design



- Is the current metro project integrated with long term transport solutions for the city?
Long term transport solutions – the Singapore way: Disincentivise private transport, simultaneously improve public bus transport, later build public rail
 - How do we reconcile the expenditure of 6,400 crs on metro vs. 10,000 crs on JNNURM road projects? What about huge expenditure on mega road/expressway projects in Greater Bangalore?
- Who decides transportation requirements and how?
 - First appoint UMTA, then do a city transportation plan based on widespread consultations, identify and implement projects, rather than the other way round
- What is BMRCL doing to shift commuters from private transport to using metro?
 - Is there any evidence to show significant reduction in private vehicles after launching the metro in Delhi for instance?

Design (2)



- The Metro will involve banning BMTC buses, autos and taxis within a distance of 500m-1km on each side of the track.
 - Why has BMRCL been given monopoly service in this area?
 - How do the BMRCL feeder buses impact the BMTC bus system?
 - How will commuters reach the metro? What about the inconvenience to passengers for three trips
 - Is there coordination between BMRCL, BMTC and other transport agencies?
- The Metro purports to reduce urban sprawl and inner city congestion. How does the proposed move by BMRCL for building 26 malls lead to decongestion?
 - What about the pollution, power needs, parking and congestion impact of the malls?
 - These malls will encourage entry of global/national brands at expense of local shops. Will Bangalore become a “clone city”?
- Most metros involve construction of “park and ride” facilities for commuters to park vehicles and ride on metro. Does BMRCL plan for this?
 - Which land will be used?
 - What kind of traffic and pollution impacts will this have on neighborhoods?



Financial Implications

- How does capital expenditure of Rs 6400crs impact the citizens? No information on how long citizens will be paying back and what will now not get spent on basic services
- How are the running costs being met? Subsidy in perpetuity by GoK? Electricity costs?
- Despite getting subsidy from Central Railways, which Bangalore won't get, DMRCL incurred losses of Rs 32.5cr in 2003-04 and 72.36cr in 2004-05. This was an increase in losses of 135% over a one year period! Will Bangalore be any different?
- Has the commercial viability argument for building malls at every station been thoroughly examined? Is it developers and builders who benefit?
- Who benefits if passengers pay more for feeder bus fares. No information on feeder bus fares.
- Who appoints consultants and does it allow for transparency and accountability?

Political decision making



- Unilateral decision by top politician in favour of metro rail in 2003
 - Catering to lobbies e.g heavy engineering? Catering to developers and big retailers? (Through the push for increase in Floor Area Ratio –FAR- to 5 in central areas and permitting change of land use along metro corridor)
But what about catering to residents of Bangalore?
- Diverting resources from basic services for poor, like education, health and slum programmes, while increasing mega infrastructure
- Deciding route alignment not based on transport needs
- Project characterized by lack of transparency; minimal public consultations; lack of information among users

Land



- No information on who will own and benefit from land along, below and above metro track and stations, for how long, and under what conditions
- No information on how sites will be allocated inside malls. Will displaced shops find a place there?
- No information on where parking facilities will be constructed near stations and land needed for this
- 110 acres of govt land has been given to BMRCL. Is this a subsidy, a lease, sale?

In the case of Delhi, DMRCL uses 1 lakh sft (partly given by MCD) for commercial purposes. This has caused conflicts with MCD who no longer benefits from this land

Shelter & Livelihoods



Who is affected?

- 1500 families including 300 slum houses to be evicted. No details of rehabilitation for two slums- Jaibheem and Malleswaram under-bridge slum
- Traders, coolies, hawkers, tenants, sub-tenants and local shops, to be displaced for global/national retail and big developers
- Compensation only for owners. Owners get TDR certificates. Who fixes this rate? No clarity on TDR procedures
- Compensation package less than actual market value- BMRCL giving min Rs3350 per sft for KR Road. Actual market value is Rs 9500-1000 per sft

Recommendations for BMRCL

1. Immediately release information (incl detailed maps) on all aspects of project for greater transparency and accountability
2. Within a month from this release, convene a (series of) meeting with different city groups, esp displaced people, transport and other agencies, auto and taxi unions and project funders where critical issues can be discussed
3. Organize neighborhood level meetings esp along the Metro route where specifics of alignment, traffic patterns, commuter needs can be discussed

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We welcome your comments and questions on this Working Paper

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