

## **Executive Summary**

Bengaluru Metropolitan Transport Corporation (BMTC) and Bangalore Metro Rail Corporation Limited (BMRCL) are the primary public transport service providers in Bengaluru, which aim to provide safe, reliable, clean and affordable transportation. To achieve this aim and to make public transport the preferred mode of transport in Bengaluru, it is important to integrate public transport services.

In this context, Government of Karnataka has engaged Center for Study of Science, Technology and Policy (CSTEP) as a technical research institution to suggest ways for the integration of BMRCL and BMTC. This study focuses on route integration, which involves estimating the willingness of Metro passengers to use the feeder bus service and identifying appropriate Metro feeder routes.

In this study, potential feeder routes were identified based on a Metro passenger opinion survey. Stratified Random Sampling technique was used to arrive at required sample size. This survey was conducted at 12 Metro stations and 2,431 respondents were interviewed. Discrete Choice Modelling technique was used to estimate the probability of shift to Metro feeder service.

The survey captured the current mode of transport and the preferred mode of transport using the revealed-preference and stated-preference survey techniques. The willingness to shift to Metro feeder service was captured for commuter trips from origin to the boarding Metro station (access trips) and also for trips from the alighting Metro station to the destination (egress trips). For the stations where there is a maximum probability of shift, potential feeder routes were identified considering the respondents' trip patterns, existing Metro feeders and major activity centres.

For access trips, the maximum willingness to shift to feeder services was observed at Goraguntepalya, S. V. Road, Mysore Road and Indiranagar Metro stations. Similarly, for egress trips, the maximum willingness to shift to feeder services was observed at Indiranagar and S. V. Road Metro stations. Based on the analysis the study proposes feasible feeder routes at four Metro stations. These routes cover areas which are not well served with BMTC services.