

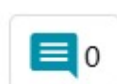
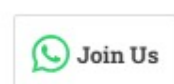
Want to combat a sedentary lifestyle?

Take metro

The study, Assessing the Impact of Yellow Line Mass Rapid Transit System on Public Health and Quality of Life, found that 58% of respondents were physically inactive at baseline, with the highest levels of inactivity recorded among people aged 18–29 years.



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Commuters at the RV metro station. Credit: DH File Photo

Bengaluru: More than half of commuters surveyed along Namma Metro's Yellow Line corridor reported no regular physical activity before the line became operational, while those who switched to the metro gained an estimated 10–15 minutes of additional walking each day, according to a study by the Indian Institute of Science (IISc).



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The study, Assessing the Impact of Yellow Line Mass Rapid Transit System on Public Health and Quality of Life, found that 58% of respondents were physically inactive at baseline, with the highest levels of inactivity recorded among people aged 18–29 years. Their activity levels were well below the World Health Organisation's recommended minimum of 600 MET (Metabolic Equivalent of Task) minutes per week.

Also Read: [Namma Metro gets first Blue Line train; trial run months away as tracks not yet ready](#)

Researchers linked this inactivity to elevated rates of hypertension (15%), diabetes (18%), and respiratory illnesses (4.6%) among the surveyed population. Younger respondents also showed signs of pre-diabetes.

According to the study, metro use encouraged incidental physical activity through walking to and from stations, resulting in modest but measurable improvements in daily exercise levels.

The assessment, conducted by IISc's Sustainable Transportation Lab with support from the Bengaluru Science and Technology Cluster, surveyed around 600 commuters and households along the 18.82-km corridor between RV Road and Bommasandra.

A follow-up survey involving 150 respondents was carried out six months after metro operations began in August 2025.

The study was led by Ashish Verma, Professor of Transportation Systems Engineering at IISc and Convenor of the IISc Sustainable Transportation Lab.

The report also found a significant shift away from private vehicles, particularly two-wheelers and cabs, towards metro travel. Respondents reported shorter, more predictable journeys and lower levels of travel fatigue, reducing overall commute-related stress.

The study highlighted strong links between commuting conditions and mental wellbeing. Statistical analysis showed that travel satisfaction and accessibility were among the strongest predictors of mental health, while commute-related stress had a significant negative impact, Verma said.

Several respondents reported substantial reductions in travel time after switching to the metro, with some journeys shrinking from nearly two hours to about 30 minutes.

"The project outcomes demonstrate the need to consider public transport improvements not just as sustainable mobility solutions, but also as key interventions for improving air quality, public health and overall wellbeing," Verma said.

While the Yellow Line is expected to improve road safety by reducing dependence on private vehicles, the study found no conclusive evidence yet of a decline in accidents along the corridor due to the lack of accessible data.

The report, however, noted that several barriers continue to hinder wider adoption of the metro. Although 83% of respondents expressed willingness to use the Yellow Line, 17% cited high fares, inadequate last-mile connectivity, poor pedestrian infrastructure and insufficient parking facilities near stations as key deterrents.