



Ride in a metro

TECHNOLOGY HAS CHANGED THE WAY WE TRAVEL IN URBAN SPACES AND THE CHENNAI METRO RAIL IS EXPANDING TO PROVIDE THE PASSENGERS WITH LAST MILE CONNECTIVITY

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The first train that ran between Royapuram and Wallajah in 1856 had the Nawab of Arcot as its first passenger. Since then, the story of transportation in the city has been an interesting one. In the 1930s, the suburban rail network was added and a few decades later, the MRTS came into place. Madras became Chennai and newer modes of transport have plied across the length and breadth of the city. The suburban trains came in the 1930s to connect the commercial parts of the northern city to the residential south. In the mid-90s, the Mass Rapid Transport System (MRTS) came up along another stretch, eventually connecting the Beach to Velachery. It was a novelty then to travel on an elevated train to see the city pass by below. Growing urbanisation threw up sev-

eral challenges, such as severe congestion, increased air pollution, longer travel time, higher rate of accidents and growing energy consumption. The Chennai Metro Rail Project was conceived by Government of Tamil Nadu to provide rail based hi-tech public transport system to contribute fast, clean, safe, comfortable, affordable transport services and also to offer a solution to the ever increasing transport demands of Chennai metro city. The project is a joint venture of the Government of India and Government of Tamil Nadu with equal equity holding and substantially funded by JICA on a long term loan. The Phase I of Chennai Metro Rail Project has two corridors - Corridor-1 commences from Washermanpet and passes through Chennai Central, Anna Salai and terminates at Chennai Airport. Corridor-2 commences from Chennai Central and passes through Poonamallee High Road, Shenoy

Nagar, Anna Nagar, Jawaharlal Nehru Road and terminates at St Thomas Mount (22 km). The total length of both the corridors is 45.01 kms. The Phase 1 extension is an extension of Corridor 1 from Washermanpet to Tiruvottiyur - Wimco Nagar covering a distance of 9.051 km, which will provide a linkage with the suburban system of Southern Railway. As of February 2019, Chennai Central to St Thomas Mount on the Green line and Washermanpet to Chennai International Airport on Blue line are commercially operational which brings the total operational network over 45 km making it the third largest metro system in India, after the Delhi metro and Hyderabad metro.

When the 118.9km Phase 2 of metro rail opens, it will not only connect the suburbs to the city but also interlink different modes of transport. Between Madhavaram and Sholinganallur, there will be seven stations where commuters can change metro corridors or opt for another mode of transport. Metro rail depots at Madhavaram, Sipcot and Poonamallee will be built with a capacity for more than 100 trains.

Touted as one of south India's biggest infrastructure projects, CMRL has, over the years, earned several awards for its efforts in building an environment friendly, state-of-the-art metro rail system. Some of the prestigious awards bagged by CMRL include UITP Integrated Mobility Innovation award (2013) and the Green Apple Award -2015.

CMRL achieved a unique distinction of getting 'Platinum' rating by the Indian Green Building Council for designing metro stations in an environmental friendly manner with minimal energy footprint.

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