

Metro Phase 2 to be intermodal

CUMTA also aims to integrate the fare and issue a single ticket for different modes of transport

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CHENNAI: The proposed Chennai Metro Rail Phase-2 will not only snake through the centre of the city to connect suburbs but it will also provide an interchanging facility with other modes of transportation offering a seamless travel experience for the commuters.

Three corridors - Madhavaram to SIPCOT near Siruseri (45.8 km), Lighthouse to Poonamallee Bypass (26.1 km) and Madhavaram to Sholinganallur (47 km)- running a total distance of 118.9 km will provide commuters 25 interchanging stations with an option to change between two metro corridors, MRTS, suburban train services and MTC bus depots.

In the Phase -1, the metro rail which runs to 45 km has interchange stations at Central, Egmore, CMBT, High Court, Alandur, St Thomas Mount and Airport.

For the passengers, the interchange stations will either serve as complementary or feeder service from their respective origins to destinations and vice versa. "With pe-

destrian movements expected during peak hour, interchange stations in Phase-2 will be provided with pedestrian facilities like subways, pathways, skywalks, foot over bridges and pathways," said a CMRL official.

In the corridor between Madhavaram and SIPCOT, there are 10 interchange stations from where the commuters can change to other modes of transports. The commuters will have an option to board MRTS or suburban trains at Perambur, Chetpet, Thirumayilai or Thiruvannamiyur while they will get access to MTC buses at Ayanavaram, Mandaveli and Adyar bus depots. In the same corridor, the commuter will also get an option to shift between two corridors at Kilpauk, Thirumayilai and Sholinganallur.

The commuters travelling in the Lighthouse-Poonamallee corridor will be able to shift between two metro corridors at Vadapalani, Nandanam and Thirumayilai. In the corridor, a commuter heading to Tambaram from Valasaravakkam can get down at Kodambakkam and switch over to the EMU train between Beach-Tambaram section.

The corridor between Madhavaram

INTERCHANGE STATIONS OF PHASE-II WITH OTHER MODES

Type	Corridor 3 (Madhavaram - SIPCOT)	Corridor 4 (Light house- Poonamallee Bypass)	Corridor 5 (Madhavaram - Sholingnallur)
Metro Rail	Madhavaram, KMC, Thirumayilai, Shollinganallur	Vadapalani, Nandanam, Thirumayilai	Madhavaram, CMBT, Alandur, St Thomas Mount, Shollinganallur
MTC Bus depot	Ayanavaram, Mandaveli, Adyar		Annanagar, Villivakkam, CMBT
Suburban Rail	Perambur, Chetpet	Kodambakkam	Villivakkam, St Thomas Mount
MRTS	Thirumayilai, Thiruvannamiyur	Thirumayilai	St Thomas Mount

am and Sholingnallur' provides commuter with a maximum option of switching to other transport modes at 11 stations. Apart from Madhavaram which serves as the starting point of two metro corridors, the commuters will be able to switch to other corridors in CMBT, Alandur and Sholingnallur. The commuter also has the option to board the Central- Tiruvallur suburban train at Villivakkam and MRTS or EMU train at St Thomas Mount. It also stops at Anna Nagar,

Villivakkam and CMBT bus depots providing access to bus services.

When asked about the intermodal connectivity, Dr KP Subramanian, transportation engineering expert and retired professor of Anna University told *DT Next* that it is a welcome step but it also needs further integration in terms of fare and institutional - scheduling operations. He said that apart from physical integration of the different modes of transport, commuters would like to have fare

integration by which they could travel buying one ticket.

"Fare integration is the objective of the Chennai Unified Metropolitan Transport Authority (CUMTA). It should also take over the operation of all modes of public transport in terms of the scheduling operation. When somebody comes out of the metro station, immediately a bus or MRTS or suburban trains should be available to reach their last mile destination," he said.

