

120 buses to provide last-mile link for metro

809 Cycles To Be Part Of Phase-2

TIMES NEWS NETWORK

Chennai: When Chennai Metro Rail Limited (CMRL) begins its operations on the first leg of the 118.9km phase-2 by 2025 with more than 130 trains, it would need 122 feeder buses and more than 800 bicycles to provide last-mile connectivity and attract commuters.

In three decades, CMRL has projected double those numbers — 269 feeder buses and 1397 bicycles on rent by 2055 — to provide an efficient inter-modal transport system. Providing last-mile connectivity is vital if CMRL intends to achieve a majority of its projected daily ridership of 19.2 lakh by 2025.

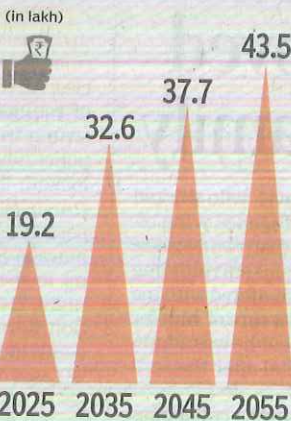
CMRL is likely to begin construction for a 52km 'priority' corridor from Madhavaram to Sholinganallur and CMBT by early next year. The line is expected to be ready by 2024-'25. Simultaneously, the construction of the other stretches is also likely to begin.

At present, of the 32 stations, MTC small buses are being operated as feeders from 16 stations including CMBT, Vadapalani, Guindy and Central. CMRL also operates share autos and taxis in 13 stations. However, a few of the newly opened stations bet-

ABSOLUTE NUMBERS

CMRL's projection on last-mile connectivity for the three-corridor phase-2

ESTIMATED RIDERSHIP



wen Washermenpet and AG-DMS do not provide connectivity.

Experts have observed that the current feeder service enables users to reach their destinations from the stations but is not convenient for those who want to reach the station from their location.

"Small buses and more share autos at frequent intervals should be introduced to encourage people to use the metro. With the metro in operation for 4 years, a good system of frequent feeder service is pivotal to

FEEDER BUSES

2025	122
2035	164
2045	222
2055	269



BICYCLES ON RENT

2025	809
2035	994
2045	1,205
2055	1,397

TRAINS REQUIRED

2025	138
2035	179
2045	211
2055	254



ensure ridership increases 10 times to reach the phase-1 target of seven lakh," said Nashwa Naushad, senior associate, ITDP.

She said, "In order to expand feeder services, a study should be conducted to understand how users access the station now. Investments in creating parking lots can then be diverted towards improving feeder services since the former would serve a very small percentage of people and would contribute to less than 2% of the targeted ridership."