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28 interchange stations to make multi-modal transport a breeze

In a few years, metro rail commuters would only need a mobile app and a smartcard to seamlessly switch between different modes of local transport as metro rail's interchange stations will link metro, MRTS, suburban rail and MTC depots at 28 different locations in the city and the suburbs. These stations are coming up in the 118.9km phase-2.

People will be able to plan their commute well ahead through the app, which will have information on the routes, modes of transport, timetable and duration of commute. Commuters will be able to move from metro stations to bus depots to MRTS stations through exclusive walkways, skywalks or subways.

A metro rail official said these stations are being designed to run one above the other along the elevated corridors to minimise land acquisition. In case of underground interchanges, a smaller station packing all commuter facilities will come up closer to the existing underground stations. These stations will be linked either through long winding subways underground or skywalks in the elevated corridors. Wherever metros link bus services, the station entry points are designed to lead commuters directly to the depots and terminuses.

SIDE BY SIDE

"The interchanges are being designed in such a way that commuters would automatically be directed to other modes of transport whether it is MTC or MRTS or suburban. In most of these stations, they would not step out to the main road," an official said. Construction for phase-2 is likely to begin in early 2020 and a 52km stretch is expected to be ready by 2024-25.

In phase-2, the stations have been planned in such a way that it would make commuting to the suburbs

easier. There will be 11 interchange stations linking MRTS, suburban and MTC between Madhavaram and Sholinganallur. Commuters at Perambur and Chetpet suburban stations or Greenways Road and Thiruvanmiyur MRTS or MTC depots at Aynavaram, Mandaveli or Adyar can board a metro train, as stations will be built nearby.

A smaller station has been planned on the road opposite Kilpauk Medical College near the existing station. These would be linked by a subway. But stations like Thirumangalam, which is underground now, will be linked to a new smaller elevated station on 100 Feet Road through a ramp or a skywalk. Alandur will have another corridor and a station at 40m height and will be connected through walkways.

The corridor between Light-house and Poonamallee will have interchanges at Nandanam and Vadapalani, which are already connected through metro rail. For instance, Nandanam is along the Anna Salai line while in phase-2, a new station will be on a line that runs from west to east. "At Nandanam, we may have a pedestrian subway to link the two underground stations," an official said.

Similarly, commuters boarding metro trains in Madhavaram could switch between two metro stations at Thirumangalam to proceed to airport or to Central. There will be interchanges in suburbs like Alwarthirunagar, Valsaravakkam, Karambakkam, Alapakkam, Porur and Poonamallee as they have high passenger traffic but not public transport facility.



A Prathap

- 2 Metro stations or 1 metro and one MRTS station
- Metro and bus
- Metro and suburban rail

MULTIMODAL SYSTEM

What it will offer:

- Roads and footpath near station will be augmented
- Integrated route network for feeder buses
- Better access facilities for pedestrians and cyclists
- Common ticket across modes of transport
- Info on routes, schedules, fares and transfer points
- Entry/exit of stations will integrate existing/proposed bus stops, pick-drop zones
- Ramps and lifts in stations for differently-abled

PROJECTED FOOTFALLS

Corridor	Boarding (2025)	Boarding (2035)	Alighting (2025)	Alighting (2035)
Corridor 3	26,329	38,439	25,381	36,031
Corridor 4	19,920	32,622	21,805	38,806
Corridor 5	31,968	62,121	38,637	68,914

(At interchange stations between 8am and 11am, and 5pm and 8pm)

ON THE ANVIL

What CMRL plans for its new corridor

FACILITIES

For pedestrians | Pathways, skywalks, subways, foot over-bridge

For traffic dispersal | Continuous footpath, bus stops, pick-up and drop-off areas, traffic signage, parking near entry/exit, road markings, signals, and non-motorised transport crossings

Embarking-disembarking zones, parking areas | Long and short duration parking spaces, pick and drop facilities. Parking will be linked to interchange stations through pedestrian pathways, foot over-bridge and subways



METRO PHASE II

