

Metro marks 34L sqft space for developing parking lots, property

TIMES NEWS NETWORK

Chennai: When the 118.9km metro rail phase-2 network begins operation in the next five years, commuters could easily park their vehicles at stations and use the metro service as Chennai Metro Rail Limited (CMRL) has identified nearly 34 lakh sqft of space along the route for parking and property development.

While officials believe this will encourage more people to use the transit system when they are up and running, such dedicated spaces for parking and other rental purposes could also generate additional revenue. Construction for the three-corridor phase may begin before mid-2021 and is expected to be ready by 2026.

In the detailed project report, CMRL said it has identified tentative sites for parking and property development along the corridors of phase-2. Locations include Madhavam depot, where 29.4 hectares (32lakh sqft) land has been identified and at least 50% of it is likely to be used for vehicle parking purposes. Other locations include Natesan Park, Alwarthirunagar, Poonamallee bypass, Thirumangalam, Grain Market, St Thomas Mount and Perumbakkam where anywhere between 11,000sqft to 43,000sqft have

been identified.

“Parking provisions along pedestrian facilities like footpath and feeder systems would encourage more commuters to use the transit system. They could safely park vehicles at the nearest station, walk to the station or rely on feeder connectivity,” the report said. “Dedicated parking provision and property development for the metro are key factors in determining success of a metro system,” it added.

However, experts said providing a large parking may only serve a few metrorail commuters and may not encourage others to use the metro train service as it may not be economical or easy to seamlessly shift between private vehicle and public transport on a daily basis.

Shreya Gadepalli, south Asia director, Institute for Transportation and Development Policy said operating feeder buses that give metrorail commuters an end-to-end integrated service will attract more passengers to use metro trains, as the ‘park and ride’ concept has proven expensive and ineffective in the past. It was observed that the parking provided by Delhi metro rail is mostly used by outsiders, while local train passengers in Mumbai largely use the public buses to and from the stations.