

**LUTP-7<sup>th</sup> BATCH**  
**STRENGTHENING INSTITUTIONAL**  
**ARRANGEMENTS TOWARDS INTEGRATED**  
**PUBLIC TRANSPORT CASE OF CHENNAI**

By,  
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**1189 sq.km**

Extent of CMA

**2**

Corporations  
GCC and Avadi

**426 sq.km**

GCC Area

**97.72 Lakh**

people  
CMA  
Population (2018 Projected)

**70.9 Lakh**

people  
City Population  
(2018 Projected)

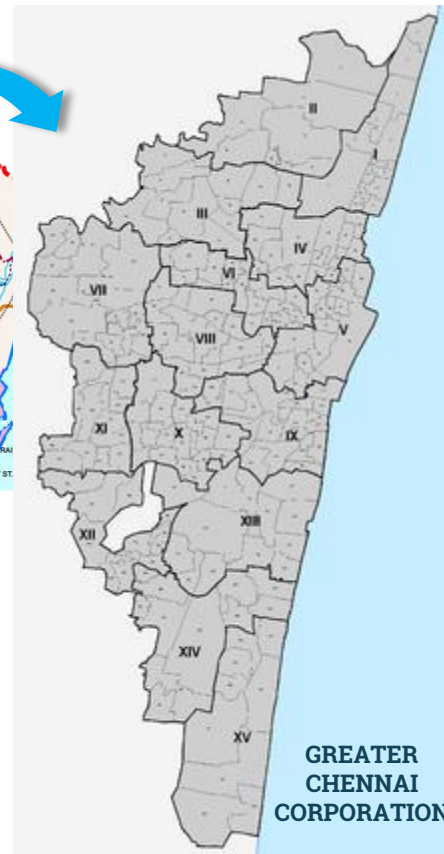
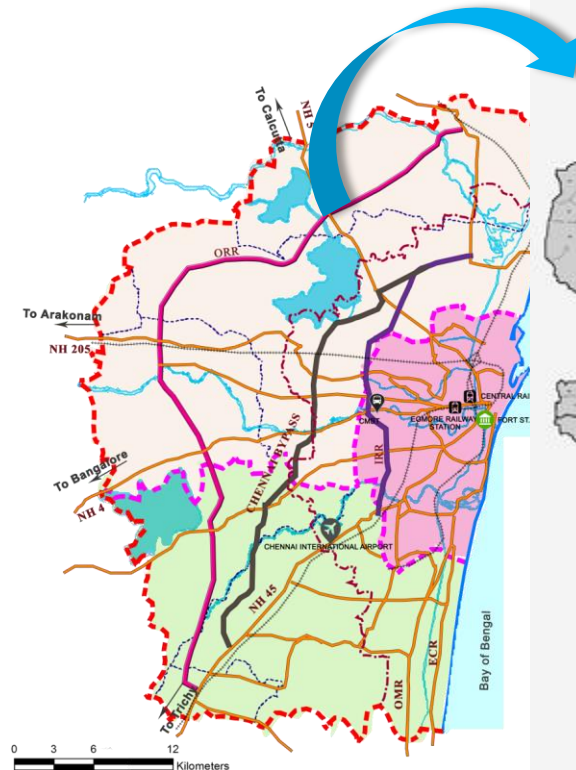
**77 pph**

CMA  
Population  
Density

**109 pph**

City Population  
Density

# CHENNAI METROPOLITAN AREA



GREATER  
CHENNAI  
CORPORATION

# TRANSPORTATION NETWORK

**6010 km**

Roads  
Maintained by  
GCC & DoH

**387.35 km**

**3740**  
Buses  
With 684 routes

**89.4 km**

Sub-Urban  
Commuter Rail  
Roads

**19.5 km**

MRTS  
5km stretch -Velachery  
to St.Thomas Mount  
under progress

**45.1 km**

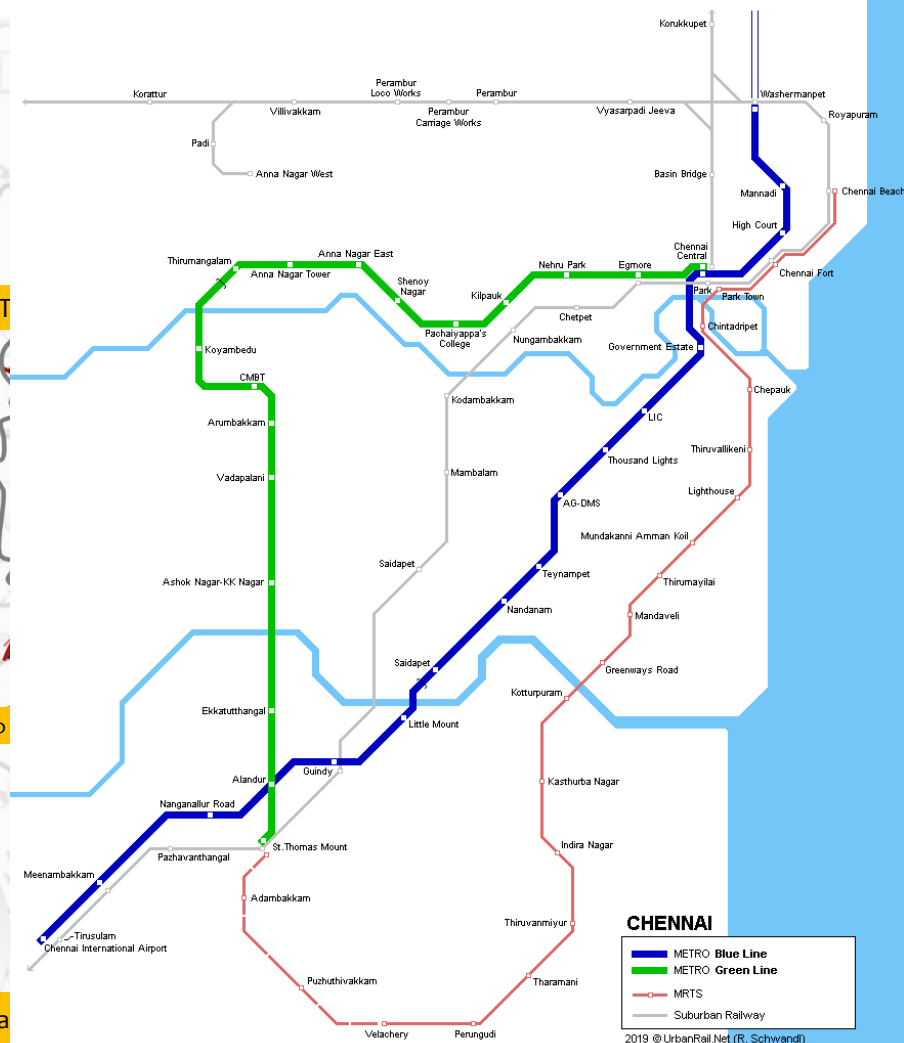
Metro Rail  
Phase 2 – 119km  
under progress

peak demand of  
around 24,000  
passengers per hour  
per direction

To T

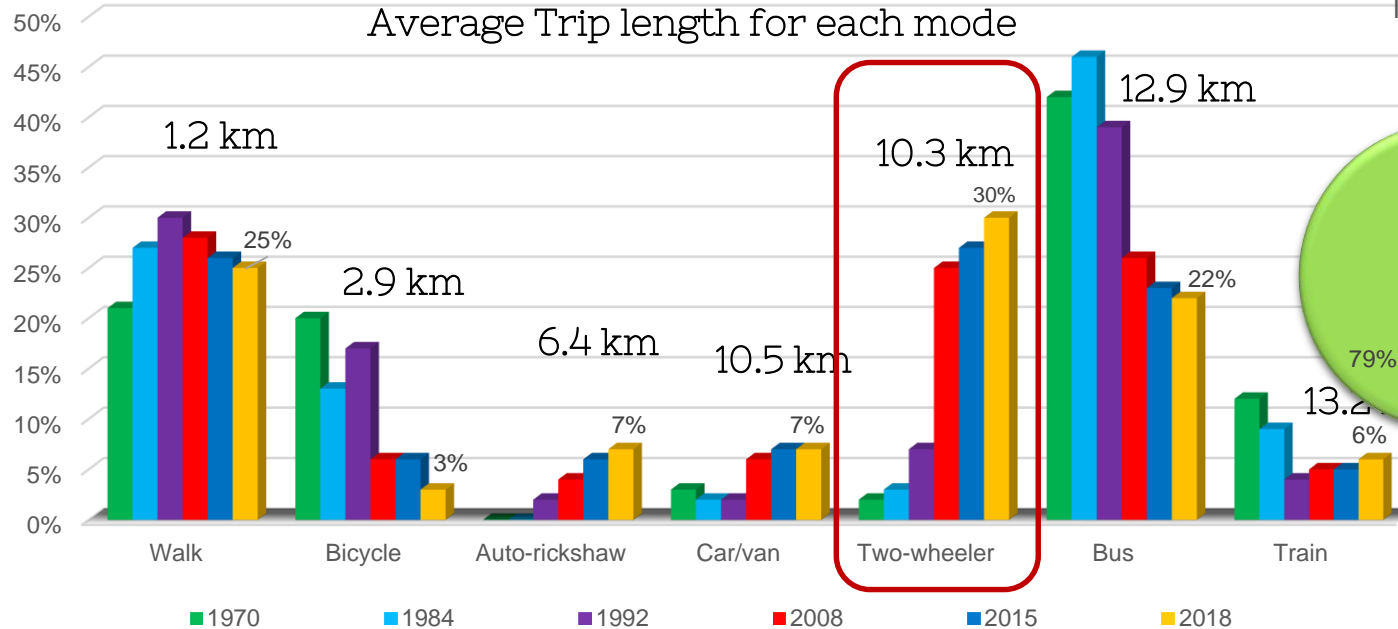
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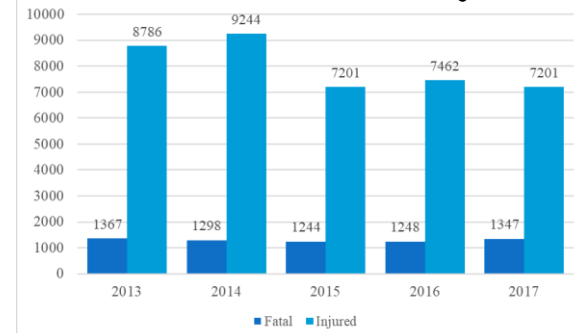


# TRANSPORTATION SCENARIO

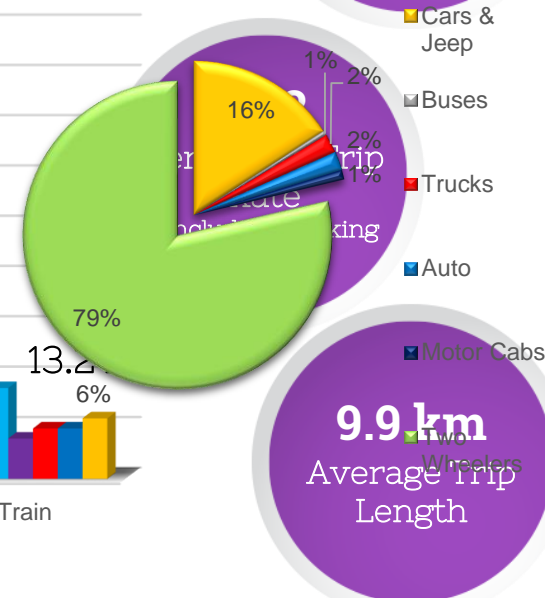
Modal Share over the years



No. of Accidents over the years



Registered vehicle composition in Chennai, 2018



9.9 km  
Average Trip Length

# STAKEHOLDERS IN TRANSPORTATION SECTOR OF CHENNAI METROPOLITAN AREA

## CENTRAL AGENCIES



National Highway  
Authority of India



LOOK AHEAD-LOOK SOUTH  
Southern  
Railways

## CENTRE – STATE AGENCIES



Smart  
city



Chennai Metro  
Rail Limited

## INSITUTIONAL AGENCIES



Indian Institute of  
Technology



Anna  
University

## STATE AGENCIES



Chennai Metropolitan  
Development  
Authority



Greater  
Chennai  
Corporation



Metropolitan Transport Corporation



SETC



Greater Chennai  
Traffic Police



RTO Chennai



Tamil Nadu Pollution Control Board



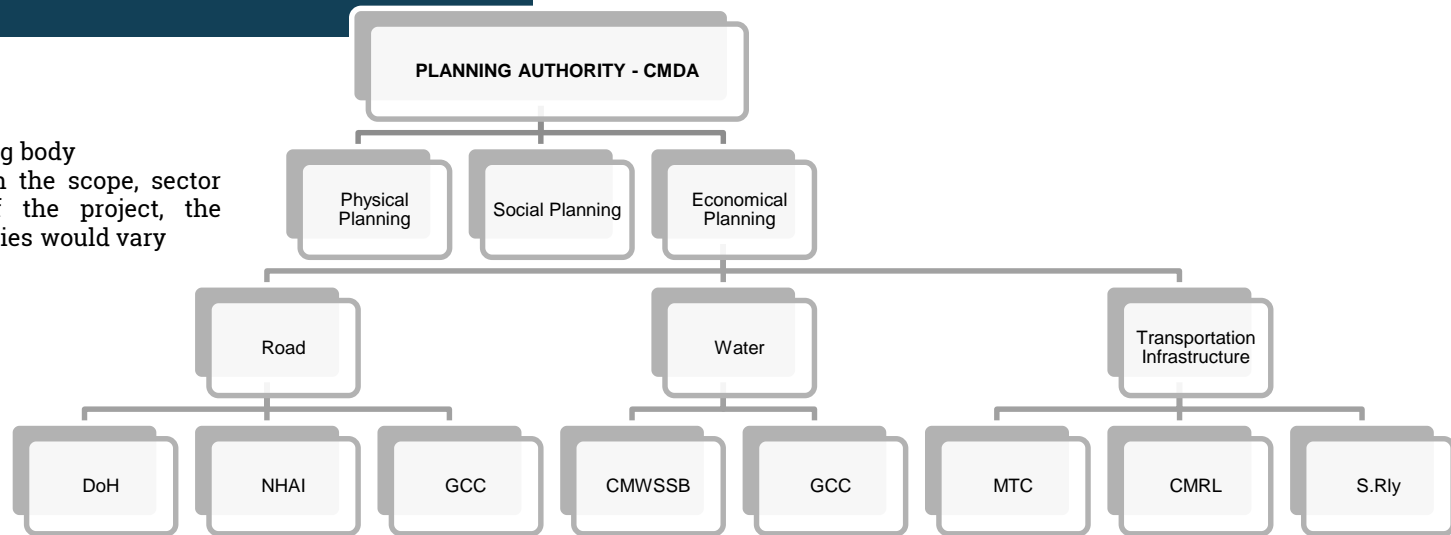
PWD

**TNUIFSL**

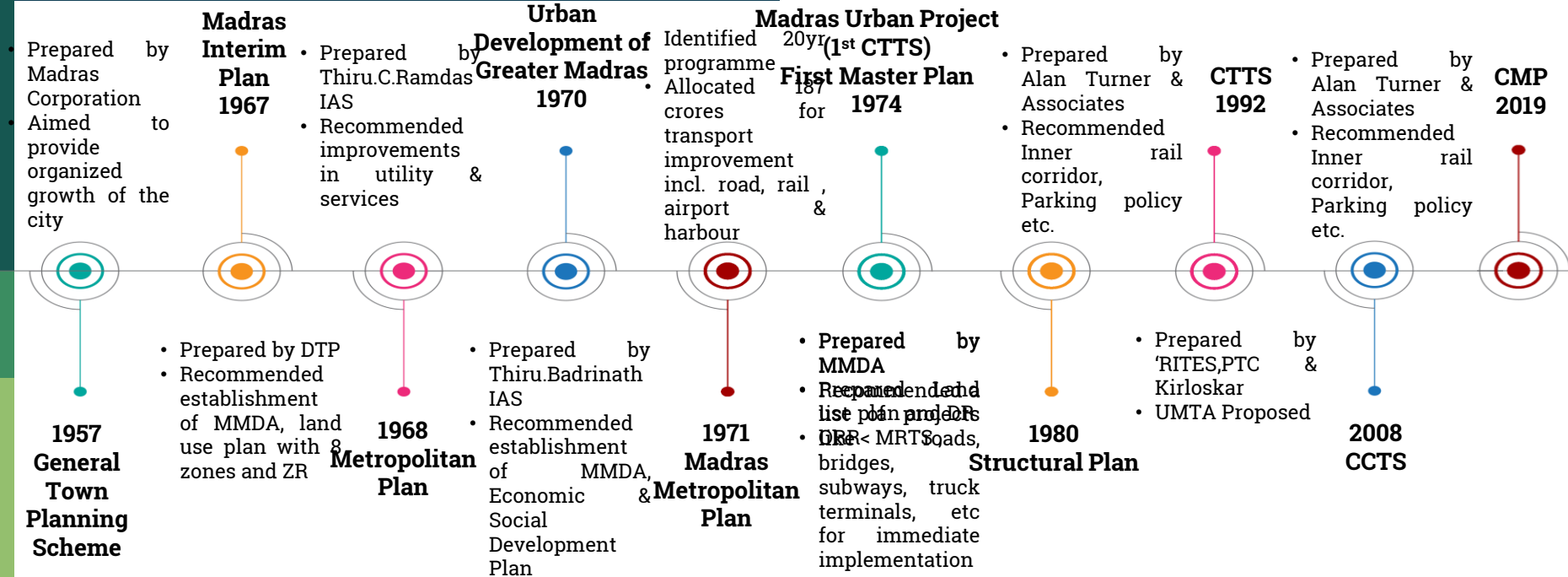
TAMIL NADU URBAN INFRASTRUCTURE FINANCIAL SERVICES LTD

# STAKEHOLDERS

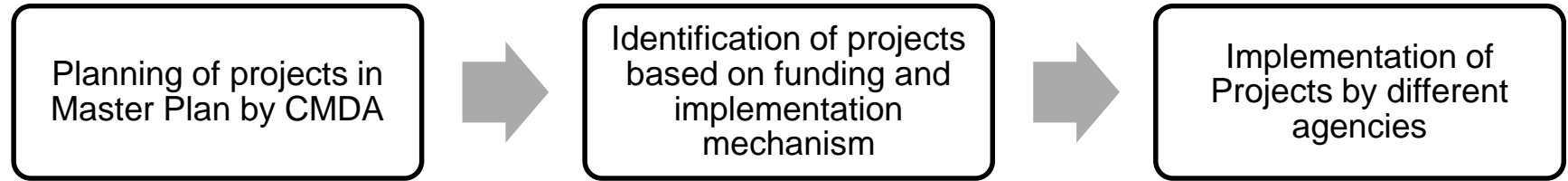
- CMDA is the planning body
- But depending upon the scope, sector and jurisdiction of the project, the implementing agencies would vary



## PLANS FOR CMA



## PLANNING TO IMPLEMENTATION



- Since the agencies who plan and implement the projects are different,
  - There is a lag in co-ordination which disrupts project implementation,
  - Overlapping of projects is not taken into consideration,
  - Funding of projects is also a major concern.
- Project implementation and finalization not decided by the planning body (CMDA) hence, the project when implemented deviates from the actual plan.



# DECONGESTION STRATEGIES

Long Term projects

## **NEW TOWN DEVELOPMENT**

MM Nagar &  
Manali

## **IRON AND STEEL MARKET**

At Sathangadu

## **INNER RING ROAD**

Adambakkam to  
Madhavaram to  
Minjur

## **MRTS**

19.5 km  
completed

## **KWMC & CMBT**

Shifting of core  
utilities to  
exterior area

## **CONTAINER TERMINAL**

At  
Manjambakkam

## **ORR**

Vandalur to  
Minjur

## **NH BYPASS INTERMEDIATE RING ROAD**

Bypass not an  
Urban Road

## **TERMINALS**

Madhavaram  
Bus terminal &  
Kilambakkam  
Bus Terminal

TRANSPORTATION  
INFRASTRUCTURE  
STRATEGIES  
Long Term projects

# CMDA AND ITS'S EXECUTED PROJECTS

# CMDA AND ITS'S EXECUTED PROJECTS

## MINI FLYOVERS

32 Flyovers  
throughout  
Chennai

## GRADE SEPARATORS

Kathipara,  
Koyambedu, Padi  
& Maduravoyal

## STATION UPGRADATION

At Tambaram and  
Tondiarpet

## SIGNAL IMPROVEMENTS

Through funding  
from World Bank  
via TNUDP

**LEVEL  
CROSSINGS**  
At all grade  
separators in  
Phased manner

**ELEVATED  
CORRIDOR**  
From Airport to  
Chengalpet Toll  
Plaza

**ELEVATED  
ROAD**  
From Port to  
Maduravoyal

TRANSPORTATION  
PLANNING  
Long Term projects

TRANSPORTATION  
MANAGEMENT STRATEGIES  
Short & Medium Term projects

## POLCIES AND STUDIES

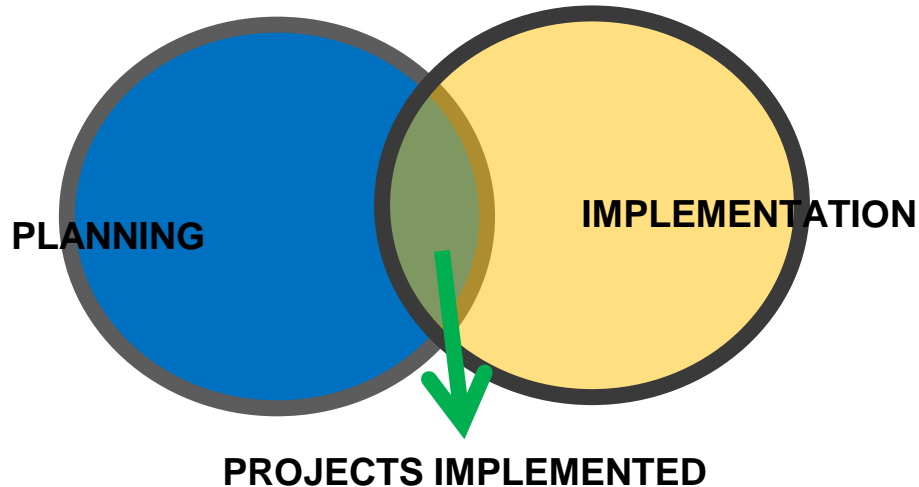
- NMT Policy
- Parking Policy
- CTTS-1972,1992
- CCTS - 2008
- Multi Modal Integration
- Local Area Traffic Plan
- Densification along MRTS Corridor
- Utilization of 50m strip adjoining ORR
- Transport System Management for KWMC& CMBT
- FoB at Egmore & VoC Nagar
- FoB at Alandur & Arumbakkam
- Utilization of space beneath Flyovers

## ISSUES IN PUBLIC TRANSPORT IMPROVEMENT

- ▶ Lack of Land-use Transport Integration
- ▶ Lack of NMT Facilities
- ▶ Need For Parking Policy
- ▶ Lack of Integration
- ▶ Route Integration, Operation And Service Integration
- ▶ Technological Integration
- ▶ Institutional Integration

## CURRENT SCENARIO

- ▶ Though the City has various infrastructure policies (mostly planned in 1974), the PT Share is still at 28%.



## REASONS FOR LAG IN PROJECT IMPLEMENTATION

- ▶ Lack of Co-ordination between agencies
- ▶ Different agencies for planning and implementation
- ▶ Jurisdiction restrictions
- ▶ Lack of monitoring project implementation
- ▶ No specific regulatory body
- ▶ Funding issues

This paves the need for a

**UNIFIED METROPOLITAN TRANSPORTATION  
AUTHORITY**

In future, this will be sorted out by CUMTA, since it  
will act as a facilitator for any  
projects/studies/policy with prioritizing the  
projects for implementation along with funding &  
monitoring

THANK YOU