LUTP-7th BATCH
STRENGTHENING INSTITUTIONAL ARRANGEMENTS TOWARDS INTEGRATED PUBLIC TRANSPORT CASE OF CHENNAI

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CHENNAI METROPOLITAN AREA

**Extent of CMA**
- 1189 sq.km

**Corporations GCC and Avadi**
- 2

**GCC Area**
- 426 sq.km

**CMA Population (Census 2011)**
- 97.72 Lakh people
- 77 pph CMA Population Density

**City Population (Census 2011)**
- 109 Lakh people
- 109 pph City Population Density

**Population (2018 Projected)**
- 70.9 Lakh people
- 97.72 Lakh people
- 46.46 Lakh people
- 77 pph CMA Population Density
- 97.72 pph City Population Density

**City Population (2018 Projected)**
- 109 Lakh people
- 97.72 pph City Population Density
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
TRANSPORTATION SCENARIO

Modal Share over the years

Average Trip length for each mode

- Walk: 1.2 km
- Bicycle: 2.9 km
- Auto-rickshaw: 6.4 km
- Car/van: 10.5 km
- Two-wheeler: 10.3 km
- Bus: 12.9 km
- Train: 13.2 km

Registered vehicle Composition in Chennai, 2018

- Cars & Jeep: 16%
- Buses: 2%
- Trucks: 2%
- Auto: 79%
- Motor Cabs: 6%
- Two-wheelers: 1%

No. of Accidents over the years

- 2013: 1357
- 2014: 1228
- 2015: 1244
- 2016: 1248
- 2017: 1347

Average Trip Length

- All Trips: 157 lakh
- Per Capita Trip Rate (Including Walking Trips): 28.20%
- Motorized PT mode share (Bus + Rail): 30%
## Stakeholders in Transportation Sector of Chennai Metropolitan Area

<table>
<thead>
<tr>
<th>Central Agencies</th>
<th>State Agencies</th>
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<tbody>
<tr>
<td>National Highway Authority of India</td>
<td>Chennai Metropolitan Development Authority</td>
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<tr>
<td>Southern Railways</td>
<td>Greater Chennai Corporation</td>
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<th>Centre – State Agencies</th>
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<tr>
<td>Smart City</td>
<td>Metropolitan Transport Corporation</td>
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<tr>
<td>Chennai Metro Rail Limited</td>
<td>SETC</td>
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<tr>
<td>Greater Chennai</td>
<td>RTO Chennai</td>
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<tr>
<td>Traffic Police</td>
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<td>Indian Institute of Technology</td>
<td>TNPCB</td>
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<tr>
<td>Anna University</td>
<td>PWD</td>
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• CMDA is the planning body
• But depending upon the scope, sector and jurisdiction of the project, the implementing agencies would vary
**PLANS FOR CMA**

- **1957 General Town Planning Scheme**
  - Prepared by Madras Corporation
  - Aimed to provide organized growth of the city

- **1957 Madras Interim Plan**
  - Prepared by DTP
  - Recommended establishment of MMDA, land use plan with 8 zones and ZR

- **1967 Urban Development of Greater Madras Plan**
  - Prepared by Thiru.C.Ramdas IAS
  - Recommended improvements in utility & services

- **1968 Metropolitan Plan**
  - Prepared by Thiru.Badrinath IAS
  - Recommended establishment of MMDA, Economic Social Development Plan

- **1970 Metropolitan Plan**
  - Prepared by DTP
  - Recommended establishment of MMDA, land use plan with 8 zones and ZR

- **1970 Madras Urban Project (1st CTTS) First Master Plan for 1974**
  - Identified programme
  - Allocated crores transport improvement incl. road, rail, airport & harbour

- **1971 Economic & Social Development Plan**
  - Recommended establishment of MMDA, land use plan

- **1974 Madras Urban Project (1st CTTS) First Master Plan for 1974**
  - Prepared by Alan Turner & Associates
  - Recommended establishment of MMDA, land use plan

- **1974 Madras Metropolitan Plan**
  - Prepared by MMDA
  - Recommended establishment of MMDA, land use plan

- **1978 Structural Plan**
  - Prepared by MMDA
  - Recommended establishment of MMDA, land use plan
  - ORR-MRTS

- **1980 Urban Project (2nd CTTS)**
  - Prepared by RITES, PTC, Kirloskar
  - UMTA Proposed

- **1992 CTTS**
  - Prepared by Alan Turner & Associates
  - Recommended establishment of MMDA, land use plan

- **2008 CCTS**
  - Prepared by RITES, PTC, Kirloskar
  - UMTA Proposed

- **2019 CMP**
  - Prepared by Alan Turner & Associates
  - Recommended establishment of MMDA, land use plan
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.
CMDA AND ITS’S EXECUTED PROJECTS

DECONGESTION STRATEGIES

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

TERMINALS
Madhavaram Bus terminal & Kilambakkam Bus Terminal

NH BYPASS INTERMEDIATE RING ROAD
Bypass not an Urban Road

IRON AND STEEL MARKET
At Sathangadu

MRTS
19.5 km completed

TRANSPORTATION INFRASTRUCTURE STRATEGIES

LONG TERM PROJECTS

KWMC & CMBT
Shifting of core utilities to exterior area

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LONG TERM PROJECTS
CMDA AND ITS'S EXECUTED PROJECTS

TRANSPORTATION PLANNING
Long Term projects

MINI FLYOVERS
32 Flyovers throughout Chennai

GRADE SEPARATION
Kathipara, Koyambedu, Padi & Maduravoyal

STATION UPGRADEMENT
At Tambaram and Tondiarpet

SHORT & MEDIUM TERM PROJECTS

TRANSPORTATION STRATEGIES

LEVEL CROSSINGS
At all grade separators in phased manner

ELEVATED CORRIDOR
From Airport to Chengalpet Toll Plaza

ELEVATED ROAD
From Port to Maduravoyal

SIGNAL IMPROVEMENTS
Through funding from World Bank via TNUDP
- 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
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 would act as a facilitator for any projects/studies/policy with prioritizing the projects for implementation along with funding & monitoring.
THANK YOU