

**GOVERNMENT OF INDIA
MINISTRY OF HOUSING AND URBAN AFFAIRS
RAJYA SABHA
UNSTARRED QUESTION NO. 1660
ANSWERED ON 15/12/2025**

STATUS OF PROPOSED OF METRO RAIL PROJECTS IN TAMIL NADU

1660. SHRI R. GIRIRAJAN

Will the Minister of Housing and Urban Affairs be pleased to state:

- (a) whether it is a fact that the Central Government has rejected the State Government of Tamil Nadu's project proposal for metro rail construction in Coimbatore and Madurai, citing a lower population and if so, the details thereof;
- (b) whether it is a fact that Government had approved Metro Rail Projects in other Tier II cities with lower populations like Agra (1.6 million), Patna (1.7 million) and Bhopal (1.88 million), all below the 20-lakh benchmark, if so, the details thereof and the reasons therefor; and
- (c) the reasons for the indifference and biased decision of the Central Government against one particular State, the State of Tamil Nadu?

ANSWER

**THE MINISTER OF STATE IN THE MINISTRY OF HOUSING AND URBAN AFFAIRS
(SHRI TOKHAN SAHU)**

(a) to (c): Urban Transport, which is an integral part of urban development is a State subject. Hence respective Government/ Union Territories are responsible for planning initiation of development of urban transport infrastructure including metro rail projects. Metro projects are cost intensive, therefore these need to be planned carefully to ensure long term sustainability. In this background, Metro projects undergo intensive examination in Central Government at different level in term of extant policy guidelines as and when same is posed by State Government. The approval of project is done after examination of proposals in entirety (not necessarily on one criteria), however it is always subject to feasibility of proposal and availability of resources.

The proposals of Coimbatore and Madurai Metro Rail projects have been returned mainly due to following reasons:

Coimbatore

- Low average trip lengths and the existing average speeds on road, the modal shift to metro system is not expected due to negligible time savings.
- In addition to Coimbatore Municipal Corporation (CMC) Area, population of Local Planning Area (LPA), has been taken to be served by Metro system. It is difficult for people living in LPA, which is 5 times bigger than CMC area to use proposed metro system.
- The projected ridership figure of 5.9 lakh per day for proposed network of 34 km of Coimbatore metro is higher as compared to actual ridership figure of 4 lakh per day on 54.10 km operational network of Chennai Metro phase-1, which is serving larger population. Therefore, projected ridership figures in DPR are not realistic.
- At several locations, it is not feasible to construct station due to non availability of enough Right of Way (RoW).

Madurai

In the Comprehensive Mobility Plan (CMP) submitted by GoTN, it has been clearly stipulated that the current ridership is justifiable for Bus Rapid Transit System (BRTS).
