

**GOVERNMENT OF INDIA
MINISTRY OF HOUSING AND URBAN AFFAIRS
RAJYA SABHA
UNSTARRED QUESTION NO. 863
ANSWERED ON 27/07/2026**

METRO RAIL UTILIZATION IN TAMIL NADU

863. DR. M. DHANAPAL

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

- (a) the status of metro rail utilisation in the State of Tamil Nadu, particularly Chennai, in comparison with projected passenger demand and investment in metro infrastructure;
- (b) the extent to which urban transport policies have contributed to development of metro systems, bus services and non-motorised transport networks in the State of Tamil Nadu; and
- (c) the measures proposed to be taken by the Central Government to strengthen integrated urban mobility, improve public transport usage and enhance connectivity with metro systems in the State?

ANSWER

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

(a): Central Government has sanctioned Chennai Metro Rail Phase-I and Phase-I Extension projects with 54 km route length at the cost of ₹ 22,149.92 Cr. Both of these corridors are operational since February, 2019 and March, 2022 respectively. In addition, Central Government has sanctioned Chennai Metro Rail Project Phase-2 with route length of 118.9 kms at cost of ₹ 63,246.4 Cr which is under construction. As per the DPR, details of projected/actual ridership/day for these corridors are as under:

S. No.	Project Name	Route Length	Projected Ridership (in lakhs)		Actual Ridership (in lakhs)
1.	Chennai Metro Rail Project Phase-I & Phase I Extension	54 km	2026	15.69	3.14
2.	Chennai Metro Rail Project Phase-II	118.9 km	2026	15.50	Not under operations.

(b): Urban transport policies of the Ministry of Housing and Urban Affairs (MoHUA), Government of India including the National Urban Transport Policy (NUTP, 2006), Metro Rail Policy (2017), Comprehensive Mobility Plan (CMP) Guidelines and the National Transit-Oriented Development (TOD) Policy (2017), have substantially contributed to the development of Chennai's urban transport system. Chennai Metro Rail Corporation, which is implementing agency for Chennai Metro rail projects(CMRL) has informed that these policies have facilitated the expansion of the Chennai Metro, promoted multimodal integration, and encouraged non-motorised transport by prioritizing pedestrian and cycling infrastructure. Consequently, these have also enhanced accessibility, reduced traffic congestion, improved environmental sustainability, and supported inclusive urban mobility.

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(c): Urban transport, which is an integral part of urban development, is a state subject. Hence, respective State Government/Union Territory(UT) is responsible for planning, initiating, integration of metro rail project with other modes of public transport and expansion of urban transport infrastructure. CMRL has informed that, to promote seamless multimodal transport, it has undertaken the following measures:

- 1) Improving first and last-mile connectivity through feeder buses, e-rickshaws, shared bicycles, and pedestrian-friendly infrastructure connecting metro stations with residential and commercial areas.
- 2) Implementation of a single smart card/mobile ticket that can be used across metro, buses, suburban rail, and other public transport.
- 3) Enabling digital payment options through UPI and mobile applications.
- 4) Encouraging mixed-use development around metro stations.
- 5) Strengthening coordination among agencies such as the Chennai Metro Rail, Metropolitan Transport Corporation (MTC), Southern Railway, Municipal Corporations, and Traffic Police through establishment of a Chennai Unified Metropolitan Transport Authority (CUMTA) for integrated planning and implementation.
