

MRTS, Suburban Rail, MTC Buses To Be Integrated With First Metro Line, Which Will Open By Year-End

All roads to lead to metro stations

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A commuter standing at the St Thomas Mount metro station at the end of this year will have a number of options to travel further into or out of the city. The station will be integrated with the suburban rail network, mass rapid transit system (MRTS) and local buses so that a passenger can move easily and seamlessly from one mode of transport to another.

Metro's elevated stations at Koyambedu, CMBT (Chennai Mofussil Bus Terminus) and St Thomas Mount are set to change the

THE KOYAMBEDU-ST THOMAS MOUNT METRO RAIL LINE WILL LINK THE CMBT BUS TERMINUS WITH THE SUBURBAN RAIL NETWORK AND MRTS. THE STATIONS WILL BE SHOPPING HUBS AS WELL

localities and the way people commute. Double laned, circular roads for buses and skywalks for pedestrians will come up to help commuters access the stations.

The Koyambedu-St Thomas line, which will be the first metro line and will be opened by the end of this year, will link government and private bus terminus at Koyambedu with the suburban rail network and MRTS. These stations will be shopping hubs as well, if metro's plan to make the most of the space works out.

Koyambedu's chaos and confusion may also disappear with a number of infrastructure projects to decongest it planned. Two metro stations are being built within a one-km radi-

us of the grade separator at Poonamallee High Road-Jawaharlal Nehru Road junction. The highways department has proposed a one-km flyover that will cross Jawaharlal Nehru Road-Kalliamman Koil Street Junction.

Hordes of people visit the area to buy fruit and vegetables from the wholesale market and to board long distance buses. "The congestion is caused by buses turning onto Kalliamman Koil Street. As they turn in to CMBT or the private stand, traffic piles up," said M V Sridhar, who often uses the junction near Koyambedu.

While the proposed flyover is likely to reduce congestion at the junction, metro stations will cater to the demands of those coming off long-distance buses. "CMBT station will primarily be a dispersal point for those arriving from outside the city and wanting to travel to the centre," said a Chennai Metro Rail official.

The Beach-Velachery-St Thomas Mount MRTS will converge with the Central-St Thomas Mount metro line in the same St Thomas Mount metro at different levels.

Passengers will have to use a foot over bridge to reach the suburban railway station. MTC buses will drive up two new circular roads to the front of the station to pick and drop passengers.

Transport department officials are working on integrating the mono rail.

"Intermodal connectivity is designed for each station to prevent congestion around metro stations. Circular roads to allow buses to access the St Thomas Mount station and a skywalk near Koyambedu station are planned," said V Somasundaram, chief general manager, construction, Chennai Metro Rail.

FIRST LOOK AT A TRANSPORT HUB

A reproduction of the design of the St Thomas Mount metro station which will handle metro, suburban train and MRTS traffic

COMMUTERS

1 Metro stations will integrate different modes of transport for convenient commuting. Passengers from inter-state buses are expected to benefit from CMBT station. Visitors to Koyambedu market will use Koyambedu station. St Thomas Mount station will handle people from MRTS, suburban railway and Metro



CONCOURSE AREA

2 Located on the first floor, the concourse will be well lit and have ticket booths. Escalators and lifts will take commuters to the platforms above. Well defined spaces will ensure that commuters can walk easily. One train will carry 1,500 commuters. Metro is planning to operate one service every two to three minutes



ELEVATED STATIONS

3 Elevated stations at Koyambedu, CMBT and St Thomas Mount will be multi-storied buildings spread over 6,000 sq.m to 11,000 sq.m.

Stations will handle 23,000 people an hour. The platforms and concourse are designed to facilitate quick entry and exit for a mass of commuters. Amenities will be minimal as commuters are not meant to spend more than 5 minutes inside a station



PARKING AREA

5 Metro rail is yet to finalise the layout for parking. Plans include using space under viaducts and by the Cooum near Koyambedu station as parking stands for two wheelers or four wheelers. Metro plans to have feeder shuttle buses and share autos to prevent people from using private vehicles

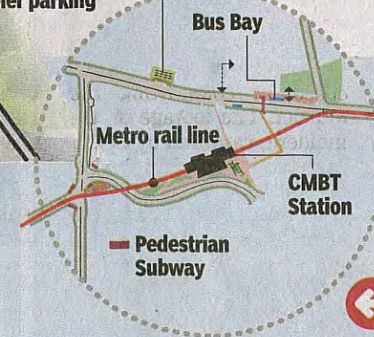


PLATFORM LEVEL

4 Trains will come into platforms on the top floor of the station, about 15 metres from ground level. Each platform will be 140m long. Platforms will have screen doors that will open when a train comes. This is to prevent people from getting onto the tracks



Auto and Two wheeler parking



ST THOMAS MOUNT

Metro rail and MRTS will both have stations here in one building. The suburban station can also be accessed by a foot over bridge. Two circular roads will be laid for buses and cars to drop passengers at the station

CMBT

The CMBT Metro station is being built inside the bus terminus, making it easy for commuters to switch transport systems easily. At least three pedestrian underpasses will be constructed on Jawaharlal Nehru Road and Kalliamman Koil Street

KOYAMBEDU

A skywalk will be built to help people to cross Poonamallee High Road and reach the Metro station. Pavements will be constructed within a 500m radius from the station. Parking will be provided around the station

Graphic: Kannan Sundar

