

21-storey bldg, skywalk part of Broadway bus terminus plan

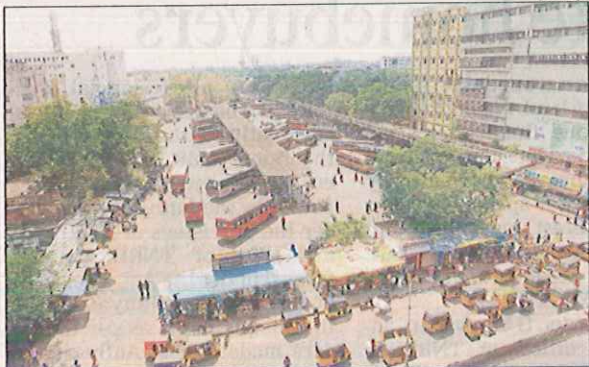
TIMES NEWS NETWORK

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Chennai: Greater Chennai Corporation (GCC) is working on a project to develop Broadway bus terminus as a hub that connects public transport by road, metro rail and suburban rail. The civic body has submitted a detailed proposal to the Tamil Nadu Infrastructure Development Board (TNIDB) for a ₹900-crore project to transform the terminus with demarcated space for bus bays, a multi-storey parking complex, commercial space and rail connectivity.

Broadway is close to Chennai Beach suburban station, High Court metro station as well as Fort suburban station, which is likely to emerge as a terminal for MRTS once it is handed over to Chennai Metro Rail Limited (CMRL). The proposal includes a skywalk to link the railway stations to the bus terminus.

At the centre of the planned terminal is a 21-storey building that would provide parking space for around 2,000 cars and 2,600 two-wheelers. "Now, many cars and two-wheelers are parked on



MAKING SPACE: The 21-storey building would provide parking space for around 2,000 cars and 2,600 two-wheelers

roads in and around Parrys and the high court, causing traffic chaos. The parking area in the basement will help avoid haphazard parking on roads," said a senior official.

Bus bays will be on the lower and upper ground floor, sources said. GCC has proposed 80 to 100 bus bays in the remodelled terminus. The parking plan will be part of the off-street parking project, which is being planned also in other areas like MG Road in Nungambakkam. Parking rates would be ₹50 per hour for four-wheelers

and ₹20 per hour for two-wheelers. The complex will offer on lease commercial space across 50,000sqm to 90,000sqm.

GCC officials have lobbed the ball into the court of the state government, which now has to take a call on how this project can be financed. Sources said the current model being discussed is a public-private partnership, which may not work out due to the poor shape of the economy. If the state government finds the internal rate of return sustainable, it may allocate funds.