

'Design a metro with next 50 years in mind'

Binoy Valsan | TNN

ESreedharan, 81, emerged out of his hotel room on Race Course on Friday morning and went on a three-hour long drive on the busy roads of Coimbatore city. Later in the evening, at an interactive session on mass urban transport system, he had a rough sketch of a proposed set of metro rail routes in the city. A map of the city and a rough understanding of the dynamics of its traffic flow and nature was all that it took for the metro man to prepare a sketch of a possible metro rail system for the city. He spoke to TOI on the sidelines of the event:

● **Is an urban mass transit system feasible for Coimbatore?**

Yes, the city urgently needs to develop a proposal for such a



“Coimbatore is a well-planned city and it is also surprisingly clean when compared to other cities in the country. I just went through some of the main routes in the city like Avinashi Road, Trichy Road, Mettupalayam Road and Sathy Road

project. It is already late and it should be done at the earliest.

● **Should it be a metro or a mono rail?**

There is no doubt that the city requires a metro rail system and not a mono rail. The project should be designed for at least the next 50 years in mind and so definitely it should be a metro for

a city like Coimbatore.

● **Has any one from the city municipal corporation or state government approached you or Delhi Metro Rail Corporation seeking assistance for executing metro or mono rail work in Coimbatore?**

So far nobody has approached us through the official channels.

● **How do you find Coimbatore city and its infrastructure?**

Coimbatore is a well-planned city and it is also surprisingly clean when compared to other cities in the country. I just went through some of the main routes in the city like Avinashi Road, Trichy Road, Mettupalayam Road and Sathy Road.

● **Can these roads accommodate a major project like the metro rail?**

Yes, actually all of them are fine except Sathy Road, which will have to be widened a bit for the project.

● **Have you been in Coimbatore city before?**

Actually, I have passed through Coimbatore on some occasion in the past on my way to visit relatives. But this is the first time I have travelled in the city concentrating on its streets and traffic.

Man Behind Delhi Metro Says Coimbatore Must Plan For A Metro Now

City fathers get a wake up call from Sreedharan

Binoj Valsan | TNN

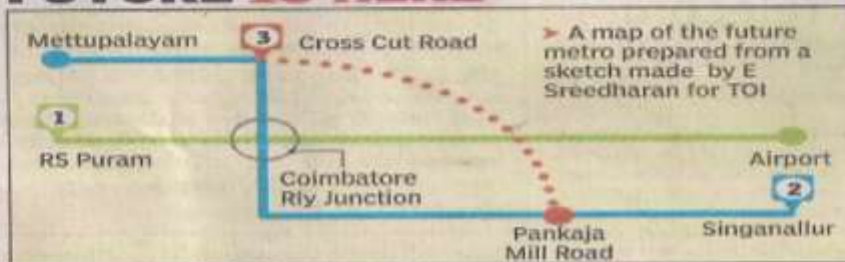
After a three hour drive through the city's busy arterial roads, E Sreedharan, principal advisor, Delhi Metro Rail Corporation, is convinced that Coimbatore is in urgent need of a metro rail network that would cater to the city's need for a mass urban transit system. Speaking to the press before addressing a gathering at the Chamber Hall on Avinashi Road, he said it was about time relevant policy makers started lobbying for a metro rail project in the city.

"Coimbatore needs a Mass Rapid Transit (MRT) system and a metro rail network would be the most suitable system for this city as it is growing at a very fast pace," said Sreedharan. He was speaking at an interactive session organised by the Residents Awareness Association of Coimbatore on Friday evening.

Residents have been assured of a MRT system as an effective form of public transport for the last couple of years. With the expansion of corporation limits in 2011, the city now covers 256 sq km in area and has a total population of 16 lakh. The total number of private vehicles registered here in the city alone as on October 1, 2013 is 1760088 as against 1747946 in the previous month. "It is clear that the city needs an effective mass rapid transit system and the most suitable one should be implemented without any further delay," said P R Natarajan, member of Parliament, Coimbatore.

The former DMK government had announced a metro rail project here before the last assembly elections but the subsequent AIADMK

FUTURE IS HERE



Proposed Radial Corridors

- 1 RS Puram – Avinashi Road – Airport | 12 km approx
- 2 Singanallur – Tichy Road – Coimbatore Railway junction – Mettupalayam Road | 22 km approx

Semi Circular Corridor

- 3 Cross Cut Road – Gandhipuram – Bharathiyar Road – Pankaja Mill Road

“THE CITY NEEDS AN EFFECTIVE MASS RAPID TRANSIT SYSTEM AND THE MOST SUITABLE ONE SHOULD BE IMPLEMENTED WITHOUT ANY DELAY”
P R Natarajan | MP

government decided to pursue a monorail project. The corporation, in its City Development Plan, had studied the feasibility of introducing a Bus Rapid Transit (BRT) corridor back in 2006. The BRT proposal was later shelved but residents are still awaiting an answer regarding the mono rail or metro rail projects. A senior corporation official added that they have not conducted any initial survey or ground measures for either the metro or mono rail project so far. "But the new City Development Plan (CDP) will include the provision for such a public transport facility. We have told the consultants preparing the Detailed Project

Report(DPR) for projects like integrated bus terminus at Gandhipuram to ensure that it could be integrated with a mass urban transit system in the future," said a senior Coimbatore corporation official. E Sreedharan is convinced that a medium metro system like the one opted for in Chennai, Kochi and Bangalore with 42,000 to 45,000 Per Hour Peak Direction Traffic (PHPDT) would be best for Coimbatore. In the long run, he advised that the monorail option would not be advisable as the city is growing at a rapid rate. "Whenever a mass rapid transit system is designed it should be planned to last for at least 50 to

Proposed Plan

- > Medium category metro (42 to 45,000 Peak Direction Traffic)
- > Gandhipuram should be the mobility hub (presence of bus terminus)
- > All elevated corridors except for the Central Business District near the railway jn. and Town Hall where it will go underground
- > First phase to be taken up for about 20 to 25 km
- > Total number of stations will be around 20
- > Expected project expense for a single phase :12,000 crore

Existing Radial Roads

- > Avinashi Road
- > Mettupalayam Road
- > Trichy Road
- > Sathyamangalam Road (needs to be widened)

60 years. It should be able to accommodate people in the city and the floating population," Sreedharan added. Sreedharan stated that the Bus Rapid Transit system would not be the best option for Coimbatore, as all major BRTS projects in metros including New Delhi have not been successful so far. The metro project should be conducted in a phased manner with the first phase covering a 30km corridor mostly on elevated beams with minimum underground work. He also added that the Delhi Metro Rail Corporation would be able to prepare the Detailed Project Report if the state government approaches it.