

TAMBARAM

Chromepet » Pallavaram » Tambaram West » Rajakilpakkam » Mannivakkam » Guindy » Keelkattalai » Nanganallur » Guduvanchery » Hasthinapuram » Pammal » Tambaram East

Medavakkam » Srinivasa Nagar » Kathipara Junction » Kovilambakkam » Sadasivam Nagar » Potheri » Selaiyur » Sembakkam » St.Thomas Mount » Madipakkam » Urappakkam » Paranur



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‘Additional foot overbridge needed in Chromepet’



Pedestrians crossing GST Road at Chromepet. PHOTO: SPECIAL ARRANGEMENT

The recent fatal accident involving a pedestrian on GST Road under the Madras Institute of Technology (MIT) flyover grade separator, underlines the necessity of a foot overbridge on this section of the arterial road.

The major reasons for accidents on this section of GST Road are: non-functional traffic lights and the absence of traffic personnel to help pedestrians cross the road safely.

When residents of The New Colony in Chromepet requested the

traffic wing of the Tambaram Police Commissionerate to deploy traffic police personnel, they are posted only for a few days.

Pedestrians access the MIT foot overbridge through the crossing to go to Nehru Nagar, Rajendra Prasad Road and Chitlapakkam Main Road.

The other option is to take a detour through the foot overbridge at Chromepet railway station and through Station Border Road. Moreover, the crossing is near hospi-

tals, and students cross the road to go to MIT.

Though pedestrian crossing boards have been installed and zebra crossings painted, motorists drive at a breakneck speed brushing past pedestrians.

The State Highway Department should explore the option of constructing an FOB at this location to ensure the safety of pedestrians and motorists.

V. Santhanam
Chromepet

‘Clear the water, reconstruct the pipes’



As residents of Thiruttani Nagar in Zamin Pallavaram, we are happy that the State Highway Department has reconstructed a vast stormwater drain network on the service lane of Pallavaram-Thoraipakkam 200-Foot Radial Road (towards Kovilambakkam).

We also want the Highway Department to clear the waste water.

A few months ago, an earthmover operator, employed by the Highway Department to reconstruct the drain network, dug up an area of the ser-

vice lane along Thiruttani Nagar Main Road and the Radial Road, damaging drinking water and sewerage pipelines.

The dug-up service lane is stagnant with sewage. As a result, the groundwater is contaminated. The Tambaram Corporation has stopped supplying drinking water, forcing residents to buy water cans.

K. Srinivasan
Thiruttani Nagar, Zamin Pallavaram

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Dear readers, you can be our volunteer-writer by writing to us about issues and events in your neighbourhood.

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‘Remove water hyacinth from Peerkankaranai Eri’



Restored a few years ago, Peerkankaranai Eri along GST Road is overrun with water hyacinth. Vegetation, trash and construction debris have been dumped along the lake bunds. Besides, thorny bushes proliferate on the island and bund of the waterbody.

The Water Resources Department should remove the hyacinth before the monsoon or the lake cannot store rainwater.

Text and Photo: T.S. Atul Swaminathan

‘Selaiyur canal needs a protective wall’

Absence of a parapet wall at the canal leading towards Selaiyur lake is posing a serious threat to the safety of road users. A stretch of the canal passes through Raja Iyer Main Street in Selaiyur and Tambaram sewage pumping station located opposite Selaiyur police station. Residents of streets surrounding the area use Raja Iyer Main street and Raja Iyer First Cross street to reach Tambaram-Velachery Main Road.

Constructing a parapet wall is a must at this place. Until then, the Tambaram Corporation needs to have temporary shelter-like structures on both the sides of the canal to prevent any mishaps.

R V Baskaran
Agaram Then Road, Selaiyur



‘Carry out audit of the work at Sanatorium station’

Southern Railway should carry out an audit of the work at the Tambaram Sanatorium railway station foot overbridge, which opened weeks ago to commuters. At the staircases, there is lack of white cement packing at the tile joints and small gaps are seen between the tiles.

Ceramic tactile tiles have not been installed on the steps for the visually-impaired.

At the eastern side of the station, the lift well reinforcement work was carried out around three months ago and is yet to see further development. The rods in the well are getting rusted. The contractors have not poured concrete and completed the lift work.

Though the lift reinforcement well has been constructed on the western

side, the lift erection work is yet to commence. On platforms 1 and 2, the lift construction work is yet to commence due to the ticket counter not being shifted.

Hundreds of commuters from regions across the city take the electrical train to the National Institute of Siddha, Government Hospital for Thoracic Medicine, Chromevet GH, and Madras Export

Processing Zone, located near the station.

K. Dayanand
Krishnan
Chitlapakkam

The lift well reinforcement site. PHOTO: SPECIAL ARRANGEMENT



AC bus shelter at Tambaram is not so cool

Commuters complain the air conditioners at the facility need to be serviced

T.S. ATUL SWAMINATHAN

An air-conditioned bus shelter opened in December last year at Tambaram (West) bus stop is slipping into neglect. Step inside the closed bus shelter and one can find commuters using paper fans to cool themselves. Some say the air conditioners have not been serviced and therefore are not working properly.

Commuters have dumped trash under the benches. V. Rajasekaran, a commuter and resident of Varadharajapuram, Outer Ring Road, feels a broad shelter should have

been provided.

The Hindu Downtown reached out to a senior Tambaram Municipal Corporation official who said the air-conditioned bus shelter is under the maintenance of the civic body and civic body will take the necessary remedial measures. Bus commuters can lodge complaints through the Corporation's toll-free number 1800 425 4355 whenever the AC stops working.



Inside the Tambaram West AC bus shelter. PHOTO: SPECIAL ARRANGEMENT

'Check littering along Nanmangalam lake'

BY A SPECIAL CORRESPONDENT

As the Sembakkam-Hastinapuram Link Road has run its course and one turns left into the road girdling the Nanmangalam lake, the expansive waterbody does not hold one's attention.

It is likely that the early part of this road, known as Hastinapuram Main Road, is lined with garbage. On rare occasions, the Tambaram Municipal Corporation had carried out a special cleaning drive on this road. But after the clean-up, garbage always returns with a vengeance. The road's link with squalor is anything but fragile.

Gabriel De Prasad, a resident of Jayendra Nagar located opposite the

Nanmangalam Lake, says residents have written to the CM's cell and also the pollution control board about this issue, but in vain.

Gabriel observes that if garbage bins are placed along Hastinapuram Main Road, the amount of garbage accumulation could reduce considerably. "Tambaram Municipal Corporation deploys conservancy workers regularly to clean the Sembakkam-Hastinapuram Link Road, but similar measures are not being undertaken for this road," says Gabriel. "The Corporation should also appoint marshals and impose fine on those found littering the road. That would serve as a deterrent. The road is littered by people from elsewhere and not from the neighbourhood."



A section of Hastinapuram Main Road that is lined with garbage. This section of the road comes under the jurisdiction of the Tambaram Municipal Corporation.



Reeling under the heat

There are no roof and seating facilities at bus stops along Pallavaram—Thoraipakkam 200-Foot Radial Road. The picture shows commuters waiting at the stop near Vels University bus stop, Zamin Pallavaram. Commuters have to brave the sun. The regions come under the jurisdiction of Greater Chennai Corporation, St. Thomas Mount Panchayat Union and Tambaram City Municipal Corporation. Commuters have also requested the Metropolitan Transport Corporation to create a halting point at Ganapathy Nagar, Kovilambakkam. PHOTO: VELANKANNI RAJ B

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Yellow-wattled lapwings at a dry patch on East Coast Road. PHOTO: PRINCE FREDERICK

A species hit by loss of open grasslands

BY A SPECIAL CORRESPONDENT

Neglecting something that is ubiquitous – directly or indirectly – can in time cause it to diminish to a point where its occurrence invites surprise. Decades ago, in Madras, a yellow-wattled lapwing was hardly a *rara avis*. Fast forward to 2024, a yellow-wattled lapwing sighting in the ut-

termost reaches of Chennai Metropolitan Area (CMA) is something to shout about. The sighting of two yellow-wattled lapwings recently on a dry, sandy patch on East Coast Road was. This patch arrived after ECR had rolled considerably into the depths of CMA. The yellow-wattled lapwing is among species affected by the loss of open grasslands and scrubs.

A species that displays flexibility in terms of habitats would ac-

commodate itself to a new one without a cluck. If the variations between the old and new habitat fall within its comfort zone, the altered situation would hardly register in its tiny little brain. The closest human analogue would be someone walking from the drawing room to the bedroom without as much as a thought about it. In contrast, species that have habitat specialisation stamped into their DNA would be hit hard by habitat

loss. In its search for its preferred habitat, it might have to recede far from its original address.

In contrast to the red-wattled lapwing, the yellow-wattled lapwing thrives in a specialised habitat. And it is a habitat that is prone to “improvements” by human hands. The yellow-wattled lapwing and other species that depend on open-grassland and scrub often find their habitats overrun by tree-planting exercises. The atti-

tude to “improve” open grasslands in this manner is now prevalent in peri-urban areas; hence, the yellow-wattled lapwing is being “driven” to areas far removed from these patches.

In contrast, this bird’s cousin, the red-wattled lapwing is versatile in the choice of habitats and highly adaptable, which explains why it is easily seen in periurban and sometimes even urban patches.



A striking transformation

▼ A Pacific golden plover at the Muttukadu-Covelong estuarine system on April 4. As is evident from the shades it is wearing, the bird has been putting on its breeding plumage.

In breeding plumage, the black-bellied plover and the Pacific golden plover wear shades that are remarkably similar and also those strikingly dissimilar.

The Pacific golden plover wears a white scarf — a feature that sets it apart. Even if this distinguishing mark is missed, there are others by which a Pacific golden plover and a black-bellied plover told apart. That makes identification of the two considerably easy.

PHOTO: PRINCE FREDERICK

A rumble of discontent



On Pallavaram-to-Keelkatalai section of Thoraipallam-Pallavaram 200 Feet Radial Road (under state highways), an effort to hold back motorists is not only on the excessive side but also misplaced. Six-strip rumblers appear with disturbing regularity, every 250 metres. When you consider that rumblers should not be installed on highways, they make glaring presence. Additionally, they are a distressing presence. Motorcyclists hitting that section underline the deleterious effect these rumblers have on their back. At a junction, where Chitlapakkam police has put up an outpost, two successive six-strip rumblers that offer a greater degree of difficulty on account of their thickness cause motorcyclists to squeeze through a narrow gap between the rumblers and the kerb.

PHOTOS: PRINCE FREDERICK



Marking done using thermoplastic paint THE HINDU

A survey of rumble strips in Indian metros

LIFY THOMAS

For more than 45 days, in Hyderabad, a group promoting road safety has been campaigning against rumble strips on its roads. The series of posts on X by @Team_Road_Squad under the #removerumblestripsinhyderabad says that rumble strips are a health hazard and not meant for roads that service a wide diversity of veh-

icles.

They allege that many accidents have taken place in the city because of unscientifically designed rumble strips. Last year, the Greater Hyderabad Municipal Corporation agreed to remove the black and white strips by engaging a contract company. However, the number of strips are increasing, say members of the Squad.

While there has not been any sustained campaign in other metros about removing rumble strips,

traffic experts in Mumbai and Bengaluru agree there are complaints about poorly-designed rumble strips where thickness and length are a matter of concern.

M.N. Sreehari, former professor traffic engineering in Bengaluru, makes note of a circular brought out by the Indian Road Congress late last year seeking that rumble strips be replaced with thermoplastic paint.

He says as this is a recent announcement all highways were

Traffic engineering expert M.N. Sreehari makes note of a circular brought out by the Indian Road Congress late last year seeking that rumble strips be replaced with thermoplastic paint

first asked to adopt this new technique.

“As it is in a pilot stage, it will slowly be implemented on urban roads as well,” he says.

What is a thermoplastic paint?

“One litre of paint is treated with drops of glass bits and mixed with plastic. Each layer is 2.5 mm and it is recommended that three to five layers (7.5 mm to 12.5 mm) be applied on roads to help reduce speed,” says Sreehari, a member of Indian Road Congress. This thickness gives some kind of discomfort for the driver.

“One of the main advantages of thermoplastic paint is that it has good reflectivity. When light falls on it, its retro-reflective property allows motorists to see it,” he says.

He says the only drawback found so far is that because of high temperature it could result in tyres slipping.

He agrees it is important to keep evolving and any new feature should ensure safety of people on roads, vehicle users and the vehicles.

Changes in suburban train timings

The Southern Railway has revised some of the suburban train timings on the Chennai Central - Arakkonam and Chennai Central - Sullurupeta sections.

A release from the Southern Railway stated that the revised train timings include train numbers 66012, Tiruvallur - Moore Market complex at 18.20 (earlier 17.40) and 42834, Tiruvallur-Avadi is extended to Chennai Beach and will leave at 10.10 p.m.

Pattabiram Military Sliding - Moore Market Complex at 3.30 a.m. (3.20 a.m.); Avadi - Pattabiram Military Sliding (new) at 3 a.m.; Avadi - Chennai Beach at 5.40 a.m. (6 a.m.); Avadi - Moore Market Complex at 6 a.m. (6.10 a.m.); Avadi - Tiruvallur will originate from Chennai Beach at 6.10 a.m.

Avadi - Chennai Beach at 15.20, and Moore Market Complex at 16.20 and 19.15, 06741, Moore Market Complex - Sullurpetta at 5.15 a.m. (5.20 a.m.), 42003, Moore Market Complex - Gummidipoondi at 6.30 a.m. (6.25 a.m.), 06743, Moore Market Complex - Sullurpetta at 13.05 p.m. (13.15 p.m.), 42301, Moore Market Complex - Ponneri at 13.55 p.m. (14.05 p.m.), 42025, and Moore Market Complex - Gummidipoondi at 17.05 p.m. (16.55 p.m.).

For a detailed list, log on to <https://sr.indianrailways.gov.in/cris/uploads/files/1713446192274-No.PUB-MAS-2024-04-12.pdf>

Chennai feels the heat; heatwave plan in focus

Released in 2019 by the Tamil Nadu Government, the action plan lists measures to mitigate the effects of rising temperatures

BY A SPECIAL CORRESPONDENT

Released in 2019, Tamil Nadu's Heat Wave Action Plan has hardly gained legs. And it cannot do with just a pair of legs, but dozens of them, millipede-like. Tackling heat wave, as also its effects, requires a diversity of measures.

A recent letter Pattali Makkal Katchi president Anbumani Ramadoss wrote to Chief Minister M.K. Stalin seeking that the plan

be implemented, touched upon some of these measures – namely, raising greenery, protecting waterbodies, promoting construction of buildings high on ventilation, enhancing medical infrastructure and establishing rehabilitation centres for climate refugees.

Groups working on environmental health have also been seeking that the draft report prepared by the State Planning Commission – 'Heat Mitigation Strategy in Tamil Nadu' – be released and opened for public review and

feedback.

A good heat action plan helps a state increase preparedness as well as lower the adverse impacts of extreme heat by outlining strategies and measures.

"The guidelines prepared for the State are inadequate. It talks about capacity building activities but does not spell out steps to be taken by every department. For example, as a labour officer what is an official's responsibility in the event of a heat wave. You need to fix responsibility and duties on the person and that is what we are looking for in the revised guidelines," says advocate M. Vetri Selvan of Poovulagin Nanbargal, a non-profit working on environmental issues.

Currently, the website of the

Commissioner of Revenue Administration and Disaster Management is not functional.

An official with the department says that it will be up soon. Based on forecast by India Meteorological Department, the Tamil Nadu State Disaster Management Authority spreads awareness and sends out warning to the public.

Localised plan

"We currently have a state and district action plan and we are next working towards a more localised plan for corporations/municipalities," says the official.

As per the official, the State Heat Action Plan has activities that must be undertaken by every department, most important being the role of Public Health De-

partment, TANGEDCO and Sanitation.

"The Industries and Labour Department regulates the working hours and working conditions of employees. During a heatwave-like situation, workers should not be engaged from noon to 3 p.m. Their work hours must be rescheduled," says the official.

According to a report in *The Hindu* in March 2024, the Directorate of Public Health (DPH) and Preventive Medicine asked all district health officers to develop a 'heat action plan' at the district-level and start heat-related illnesses (HRI) surveillance on the Integrated Health Information Platform under the National Programme on Climate Change and Human Health.

Cool initiatives by 'neighbours'

LIFFY THOMAS

The Heat Action Plan (HAP) Ahmedabad received 11 years ago is now "frayed" around the edges from continual studying. The Plan has gained something of a benchmark status.

Ahmedabad began to consider having a plan in 2010 when it witnessed more than 4,000 heatwave-related deaths. With various stakeholders on board, the municipal corporation brought out the HAP in 2013. The guidelines are revisited every year, and so the first plan has spawned others, some of which are counted as a plan by themselves. Six HAPs are in the public domain, each the result of tweaks carried out in response to changing urban and environmental conditions.

"Every year, starting from February, we review what worked and what did not. Not everything gets done as per plan because of various reasons, but we make sure knowledge gained from new sources is incorporated in the next year's plan," says Dr. Dileep Mavalankar, former director, Indian Institute of Public Health Gandhinagar.

The Institute, Natural Resources Defence Council (NRDC) and the Ahmedabad Municipal Corporation were key players in building a heat resilience plan.

Since 2015, National Disaster Management Authority (NDMA) has notified more than 17 heatwave-prone states to develop heat protection plans similar to the one in Ahmedabad.

How effective are HAPs?

Dileep Mavalankar remarks that a successful HAP is one that is parti-



A roof being equipped to reduce heat.

cipatory, involving both civil society and NGOs. "A HAP would not be effective if it lacks a dedicated person to run its programmes and a budget to do so," says Dileep.

Ahmedabad has had a nodal officer in the rank of deputy health officer to run its HAP. "The best part is that the person is holding that role for 10 years," he says.

The district's HAP lays emphasis

on public education and community outreach, an early warning system and capacity-building among healthcare professionals.

Lessons from Odisha

Odisha is also said to have taken many proactive measures to reduce deaths resulting from heatstrokes. It is also among the few states, Maharashtra being one of them, that have

district-level heat action plans.

The Odisha HAP 2020 proposed strengthening the previous heat action plans based on two main factors. Determining threshold temperature for multiple cities and towns of Odisha; and conducting vulnerability assessment in more cities and designing an intervention, says a report by Integrated Research and Action for Development.

Every year, starting from February, we review what worked and what did not. Not everything gets done as per plan because of various reasons, but we make sure knowledge gained from new sources is incorporated in the next year's plan

Sharing local data

"India Meteorological Department started providing heat alerts only from 2016, so we took the help of a foreign university that provided the daily local temperature and warnings were accordingly issued through multiple platforms," says Dileep.

He says mortality analysis helped them to set the threshold.

The Heat Action Plan includes a breakdown of departmental and agency responsibilities during heatwave days, including activities and protocols for different heat alert levels.

The "Cool Roof programme" in Ahmedabad is another initiative that has been adapted. As per the 2019 draft, government buildings, residential population and low-income housing through CSR are motivated to adopt various cooling techniques.

Dr. Dileep Mavalankar, who has been seeking the establishment of a "Department of Environmental Health", says India can learn from other countries.

"In the United States, Miami has a task force for heat action plan and a heat officer. They do community hearings and surveys," he says.

It is essential that each heat action plan be tailor-made for local circumstances.

Uninviting



Unkempt Muttukkadu Beach Road. The image was taken on April 23. Dhananjayan V.P

New project in city

Real estate developer Urbano has come up with a 43-unit residential apartment called Urbano Kosmos Orbiz in Siruseri. According to a press release, two and three BHK homes ranging from 1,023 sqft to 1,380 sqft are available. Other amenities include unisex gym, a terrace garden, and a multi-purpose hall.

The residential unit also sports solar panels in common areas, digital water meters, EV charging stations, sewage treatment plant and rainwater harvesting systems to ensure environment-friendly living, adds the release.

This residential apartment is located at 95/4B1A, MR Radha Road, Pudhupakkam

‘Bus service connecting Guindy Estate and Tidel Park via Madhya Kailash is needed’

Metropolitan Transport Corporation should consider operating a good number of bus services connecting Guindy Industrial Estate bus terminus and Tidel Park in Thiruvananthapuram.

At present only M70 bus service provides access to Tidel Park. It connects Koyambedu CMBT terminus and Thiruvananthapuram via Vadapalani, Ashok Pillar, Guindy Industrial Estate, Velachery and SRP Tools. As it plies via Velachery, it is on a longer route. Regular commuters see the need for a service connecting Tidel Park and Guindy estate via Sardar Patel Road and Madhya Kailash which will make a shorter route.

A good number of buses are being operated to Thiruvananthapuram from Poonamallee and Iyyapanthangal via Guindy Estate and Madhya Kailash.

But unfortunately Tidel Park remains uncovered. Those commuters alight at Chinnamalai and from there board buses operated from Saidpet, T Nagar, and Central to Siruseri, Kelambakkam, and Thirupurur via Tidel Park.

I would also like to point out that a good number of services



Tidel Park in Thiruvananthapuram. File photo. also operated to the IT corridor on Rajiv Gandhi Salai via Guindy Industrial Estate. But it is sad that Tidel Park is not included

in those routes.

Given the significance of Guindy Industrial Estate and Tidel Park, both the locations

should be well connected by bus services.

P Senthil Kumar,
Iyyapanthangal

A trying drive



The battered Nookampalayam Road in Perumbakkam on April 27. Construction of a bridge on this road adds to the problem. PHOTOS: R. RAVINDRAN

Necessity of cloth bags emphasised



Rotary Club of Chennai Velachery organised an awareness programme on the necessity of avoiding plastic bags. The event was held at Elliots Beach in Besant Nagar. During the programme, the public was advised to get into the habit of carrying cloth bags. The event also created awareness about the State's initiative called "Meendum Manjappai" wherein cloth bag vending machines have come up across Chennai.

Better signage system required at Guindy station

T.S ATUL SWAMINATHAN

If you are visiting the Guindy railway station for the first time, do not expect the walk to the platform to be a breeze. The display boards at the station have little to offer – they are either non-existent or poorly designed.

Given that this is among the busiest stations on the Chennai Beach- Chengalpattu line, its user-unfriendly nature is baffling.

The spacious walkway at the foot overbridge connecting Mount Road and Race Course Road lacks an information board pointing commuters to the ticket counter. The lack of a signboard indicating the ticket counter is particularly a challenge for commuters from

Mount Road. Commuter D. Sathyanarayanan, a long-time resident of Race View Colony, says: “At the FOB along Mount Road, on the ticket counter board, a paper has been pasted with an arrow marked towards the ticket counter. This is hardly noticeable during rush hour.”

There is no mention of platform numbers on the FOB. The terminal has five platforms: 1, 1A, 2, 3 and 4. On platforms 1 and 1A, the electric trains towards Chennai Beach, and on platform 2 Tambaram and Chengalpattu trains halt.

At times, the announcements are not made. “If an announcement is made then it is usually less

than 10 minutes before the train's arrival, forcing commuters to run on the FOB and its steps leading to the platform,” says another commuter M. Tamilarasi.

The FOB witnesses good pedestrian traffic as well. Those alighting from Guindy bus stop on Race Course Road, use the FOB to go to workplaces along Mount Road.

Besides, there should be boards (such as the one at metro stations) denoting the trains originating and the stations covered, say commuters.

More long distance ticket counters should be established during holidays and weekends.

There is no RPF personnel to guide the commuters and the public, says Tamilarasi.



Signage boards towards Race Course Road and Mount Road, bus route numbers with route

map and destinations are among other passenger amenities the station can do with.

RTI class by social activist V. Santhanam

Senior social activist and RTI activist V. Santhanam is conducting an RTI class for the Arkeeswarar Colony Welfare Association in Nagalkeni on May 1 (Wednesday). Time: 10 a.m. onwards. The venue for the RTI class is the Arkeeswarar temple hall.

Workshop on mushroom cultivation

Tamil Nadu Agricultural University Information & Training Centre is conducting a workshop on mushroom cultivation on May 2. Another workshop on bee keeping will be held on May 3. Both the session will be held at the centre's premises at Agro Tech Green Park, First Floor, Thiru. Vi. Ka. Industrial Estate, Guindy. For details, call 044 - 29530049



Skill-based courses

Thakkar Bapa Vidyalaya is conducting skill training courses in electrical, fitting equipment, wiring, and refrigeration mechanics. Tailoring and beautician courses are also offered. According to a press release, no fee will be charged.

All courses will be conducted for two-weeks from May 1. For details, call 9176624283

Vintage and modern car show on OMR

Get ready to interact with fellow petrolheads, enthusiasts and admire rare classic cars and explore brake pad technology and more. According to a press release, Cars & Coffee Chennai in association with The Historical Cars Association of India

(HCAI) is organising a vintage and modern car show (titled “Back To The Future”) where vintage beauties along with modern wheels will be adorning the sprawling venue of Hotel Turyaa on April 28, 2024. Among the highlights of the

show are the display of the Rolls-Royce Phantom from Rolls-Royce Chennai. Venue: Hotel Turyaa Chennai, OMR, Perungudi, Chennai: 600041

Date: Sunday, April 28, 2024 Time: 7:30 am - 10:30 am

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