



Figure 10.14 Dover station with links to the bus station and technical college (extreme left).

Kang, Sengkang and Pungol) light-rail systems are tied into the MRT stations.

Dover station (opened in 2001) is a recent addition. Its site was long planned but the station was not built until a critical mass of potential users existed. The adjacent, recently built polytechnic and new housing plug into the station making it economically viable. The station also represents a new design attitude (see Figure 10.14). The stations are to be more individualistic in appearance. Designed by RSP Architects and Planners, a Singapore firm, with Goh Hup Chor as project leader, it is an eye-catching structure that competes effectively with that by Norman Foster at the Expo (Singapore Exposition Centre) Station (1997).

Changing concepts of the public interest have posed great challenges for designers. The new demands, in terms of the functions shown in Figure 1.6, range from those dealing with access for the handicapped to those

of attaining prestige through the employment of high-style aesthetics. The new stations on the North East Line have been designed to be barrier free to give access to people in wheelchairs and have been provided with tactile guidance systems for the blind. Travellers have been introduced to speed up pedestrian movement where underground links are lengthy. Art works by world-renowned artists are being added to the stations to provide a feeling of luxury. As Lisia Ecola (2004) has noted:

Singapore's MRT is simply the *crème de la crème* of transit: high-tech, spacious, efficient, and spotlessly clean. If Americans knew that transit could be this good, we wouldn't put up with anything less.

The catalytic effect of the MRT stations was both foreseen and exploited by planners and urban designers in Singapore. The