REDESIGNING A PEOPLE-FRIENDLY CITY

The Hyderabad Metro Rail managing director NV S Reddy has been a motivating force for the prestigious project for the denizens of the city. His managerial skills have come in handy for the project works to continue uninterrupted. The officials in the HMR refer to NVS Reddy as the man with difference as the project which was written off by experts is now talk of the town. He ensured there is no communication gap between the government and the concessionaire L&T which is constructing the project. He was instrumental in convincing the people, organisations, temple managements to agree for the land acquisition, overcoming hurdles one after the other. He has been taking personal care to see the quality of the works in the construction of educational institutions, temples and other office premises as compensation for the land given to Metro Rail. The MD during his presentation did not restrict himself to Metro Rail, but spoke of redesigning the city.

The Hyderabad Metro Rail is 72-km elevated metro divided into three high density traffic corridors with 26 stations. The first corridor is of 29 km stretch between Miyapur and LB Nagar with 27 stations, second corridor from Jubilee Bus Station to Falaknuma covering 16 km with 16 stations and the third is of 26 km from Nizamabad to Shilpanagar with 23 stations. There would be three interchange stations at Secunderabad, Ameerpet and HMT. The Metro Rail needs 28,000 viaduct segments out the total segments. 14,000 segments are pre-cast at Uppal and remaining half at the Ghatkesar pre-cast yard. Similarly, about 13,000 spine segments, wing segments and beam segments are pre-cast at these two casting yards. Massive quantities of about 58 lakh cubic meter of RMC, 28 lakh metric tons of steel and 20 lakh tons of cement would be used in the project.

Reddy said that they had given priority to the greens and as part of its efforts, there would be greenery below the viaduct with eye-catching land scaping.

The city should be for children, women, senior citizens and differently abled. Everyone living in the city should have space and we are keen to provide service to all. We are looking at gender equality and women's empowerment through Metro. The city belongs to all sections of people and there should be quality of public space for all the sections with affordable transportation with comfort.

The Hyderabad Metro Rail was the world's largest Metro Rail project in public private partnership (PPP) mode being built with a cost of Rs. 14,132 crore. Ten per cent of the amount Rs. 1,456 crore is given as "Vap Funding" by the government of India and the balance would be given by concessionaire L&T (Rs 12,676 crore) and an additional amount of Rs 2000 crore by the government of Telangana for land acquisition, shifting of utilities, B&R, pedestrian facilities, urban redesign, etc. About 269 acres has been used for 3 depots and P&O areas at 20 stations. The revenue model for HMR would be average 50 per cent from passenger fares, 45 per cent from lease rentals, 5 per cent from miscellaneous. After the end of CF, the property and Rail system would be reverted to the government of Telangana.

Referring to the works by the Metro Rail personnel, Reddy said that most of the construction work is taking place at the two pre-casting yards in the city. The HMR has built two pre-cast yards, which are country's biggest casting yards at Uppal built in 72 acres and at Ghatkesarpar covering 64 acres taken on lease from IITM. The Metro Rail needs 28,000 viaduct segments out the total segments. 14,000 segments are pre-cast at Uppal and remaining half at the Ghatkesar pre-cast yard. Similarly, about 13,000 spine segments, wing segments and beam segments are pre-cast at these two casting yards. Massive quantities of about 58 lakh cubic meter of RMC, 28 lakh metric tons of steel and 20 lakh tons of cement would be used in the project.

Reddy informed that the Hyderabad Metro was the world's largest Metro Rail project in public private partnership (PPP) mode being built with a cost of Rs. 14,132 crore. Ten per cent of the amount Rs. 1,456 crore is given as "Vap Funding" by the government of India and the balance would be given by concessionaire L&T (Rs 12,676 crore) and an additional amount of Rs 2000 crore by the government of Telangana for land acquisition, shifting of utilities, B&R, pedestrian facilities, urban redesign, etc. About 269 acres has been used for 3 depots and P&O areas at 20 stations. The revenue model for HMR would be average 50 per cent from passenger fares, 45 per cent from lease rentals, 5 per cent from miscellaneous. After the end of CF, the property and Rail system would be reverted to the government of Telangana.

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