



**Media Release  
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With large scale removal of encroachments and numerous other hurdles, the street level urban rejuvenation works taken up by HMRL at all the Metro stations in the 30 km inaugural stretch of Miyapur-Ameerpet-Nagole are progressing at fast pace. Digging to a depth of 5 to 10 feet of the surface earth on both edges of the main carriage way and layer by layer consolidation with machine rolling; shifting of numerous electrical transformers, RMUs, electrical & telephone boxes and cables, widening of culverts, re-laying of storm water and sewer lines, raising/adjustment of manholes etc., have been completed at most of these 24 Metro stations and formation of service lanes wherever feasible and intermediate footpaths are being done at breakneck speed.

While on an average there is a Metro station at every 1.2 km, upto 700 mtrs of the station area is being developed to international standards with world class sidewalks (footpaths), service lanes, street furniture, green spaces etc. Every station is divided into 3 zones of about 230 mtrs each – the main station area with 4 entry/exits (staircases, escalators and elevators) is called zone 'B' and both sides of the main station area are called zones 'A' and 'C'. With considerable progress at almost all the stations and overcoming of initial hurdles, HMRL is confident that the street level works in the main station area (zone 'B') of almost all the 24 Metro stations will be ready in the next few weeks, stated MD, HMRL Mr. NVS Reddy. He explained that the following are the broad features of the street level urban rejuvenation works:

- Maintenance of uniform main carriage way of 4 or 3 lanes, depending upon GHMC Master Plan road widths.
- Where the road widths are 150 ft or 200 ft, 2 lane service lane on each side of the Metro station is provided.
- Wherever service lanes are provided, intermediate footpath with a width of 10 ft to 25 ft is being laid with good kerbing, proper concrete bed and good quality tiles over that with aesthetic design patterns.
- Safety railing will be provided in the main station area (zone 'B') on the road edge of the footpath to a minimum length of 250 mtrs so that the Metro



commuters will not come on to the main carriage way – this will ensure better flow of road traffic, ensure pedestrian safety and prevent overcrowding of station areas.

- Bus bays, Auto bays, E-vehicle bays, parking areas are being systematically created in consultation with TSRTC, Traffic Police and GHMC officials. These are being located without disturbance to the main carriage way mainly by removal of encroachments and utilisation of dead spaces.
- Improvement of junctions near Metro stations is being taken up on the basis of traffic studies & designs done by the traffic consultants UMTC and LEA Associates.
- Modern and eco-friendly toilets are being provided on both sides of all Metro stations.
- Green spaces with shade giving and ornamental plants are being developed and they are interspersed with good street furniture of different designs. Planter boxes are also being used as additional seating arrangements at the Metro stations.

With these high quality urban rejuvenation works, the Metro stations will fit into the vision of Chief Minister Mr.K.Chandrasekhar Rao to turn Hyderabad into a global city and that Hyderabad will start looking different at these Metro stations in the next few months, stated Mr.NVS Reddy. The works are being closely monitored by the Municipal Minister Mr.K.T.Rama Rao, he added.

**Public Relations Officer**  
**Hyderabad Metro Rail Ltd**



**Miyapur station works in progress**



**Miyapur urban rejuvenation works in progress**



**Tiling pattern at JNTU Metro station**



**Tiling pattern at Kukatpally Metro station**



**Tiling pattern at ESI Metro station**



**Tiling pattern at Tarnaka Metro station**