

# REDESIGNING A PEOPLE-FRIENDLY CITY



The Hyderabad Metro Rail managing director NVS 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.



## METRO NEWS HYDERABAD

Stating that they were not just building the world class transportation facility for the people of the city, the Hyderabad Metro Rail MD N V S Reddy said that they were redesigning the city by laying emphasis on having a people friendly city where women feel safe, kids have their own space for enjoyment and the poor and old can travel in comfort.

NVS Reddy said "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 is a 72-km elevated metro divided into three high density traffic corridors with 66 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 15 km with 16 stations and the third is of 28 km from Nagole to Shilparamam with 23 sta-

tions. There would be three interchange stations at Secunderabad, Ameerpet and at MGBS.

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 1,458 crore is given as 'Gap Funding' by the government of India and the balance would be given by concessionaire L&T (Rs 12,674 crore) and an additional amount of Rs 2000 crore by the government of Telangana for land acquisition, shifting of utilities, R&R, pedestrian facilities, urban redesign, etc. About 269 acres has been used for 3 depots and P&C 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 CP, 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 Qutubullapur covering 64 acres taken on lease from

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 Qutubullapur 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, 2 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 greenery and as part of its efforts, there would be greenery below the viaduct with eye-catching land scaping.



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The HMR MD said that the Hyderabad Metro Rail was not just a simple 'Transit Project' but a 'Transit +' facility and making it an efficient city with low carbon foot print for a green commute.

The MD said that once the Metro Rail

is started, citizens can hop onto the elevated Metro Rail, alighting at a station and making purchases for his daily needs, watch movie, and enjoy his leisure without even moving on the road. Multi-storied complexes at Punjagutta, Erramanzil and also at the Hi-Tec City are coming up from the land parcels allotted by the State as per the Concessionaire Agreement (CA). The Metro would be integrated with existing rail terminals including the MMTS stations and bus depots. The 'Merry go round' feeder buses between metro stations and catchment areas would provide seamless travel on the same ticket besides providing connectivity to the commuters.

"Most major cities of the world made the mistake of developing transport networks based on the growing demand for cars. More number of cars only means more trouble for a city. With Hyderabad Metro Rail, we will be having a people-friendly city where women feel safe, kids have their own space for enjoyment and the poor and old can travel in comfort. I encourage all engineering students to study the problems faced by the city and State, and write to us your suggestions and ideas," NVS Reddy said.

Metro Rail is bringing the latest and best of world technology to Hyderabad. All Metro stations will have bicycle stations for promoting pollution-free travel. Skywalks will be made, so Hyderabad will for the first time have roads in the air.

3 lakh saplings are also being planted at Metro stations to build a green Hyderabad. "I appreciate *Metro India* for its Think Telangana Summit that provides an opportunity to bring out core issues and talk about important development policies," said Reddy.

NVS Reddy said they have selected 60 bright students from the city to identify the problems being faced by people in the city in terms of travelling.

The HMR MD said that several global and national awards were received by HMR in the nascent construction State itself. The awards include 'Global Engineering project of the year 2013' award by Global Infrastructure Forum in New York. RoSPA (Royal Society for Prevention of Accidents 'Gold' Award for Construction safety and occupational health for the year 2013 at Glasgow (UK). 'Metro Rail Project of the year 2013' by the Construction Week India, Mumbai. American Concrete Institute (ACI) Award for the year 2013 at Mumbai.