

( METRO RAIL )



# TAKING Hyderabadis to work better

*The response the Hyderabad Metro has evoked from its residents makes it one of the city's biggest success stories*

**H**YDERABAD METRO Rail, in the first phase of 72 km, covers high-density traffic corridors of Hyderabad city. The project has been developed on DBFOT basis in PPP mode. World-class metro coaches, metro stations and other modern infrastructure have been put in place, to offer an entirely new experience of a mass rapid transit system to the denizens of Hyderabad city.

For any city to witness development and spur growth in new areas, transportation plays a key role, besides factors like affordability, clean air and water.

In a city like Hyderabad, which is expanding rapidly, transport connectivity is the need of the hour if real estate is to get a boost and housing made affordable to all in-



**N V S Reddy**, Managing Director, Hyderabad Metro Rail Ltd



come groups. The introduction of Hyderabad Metro Rail services is paving the way for the development of Uppal and other fringe areas. With housing affordability in core areas of the city getting beyond the reach of low and middle income groups, many are now looking at peripheral areas for housing. Owning a villa or a premium flat in a far off place or travelling a couple of hours during peak hours to reach office is not a welcome idea for most. This is where the Metro will play a crucial role.

Ever since its formal launch on November 28 (services began the next day), the Hyderabad Metro has seen patronage that no other metro rail service anywhere in the country has witnessed. As against expectations of ridership of about 60,000 passengers a day, the Hyderabad Metro, defying logic, has consistently clocked daily ridership of over one lakh, sometimes even over two lakh. It would be no exaggeration to say the

**AS AGAINST THE EXPECTED DAILY RIDERSHIP OF 60,000, METRO HAS CLOCKED OVER ONE LAKH REGULARLY**

Hyderabad Metro has been one of the city's most extraordinary success stories.

Now, that the Metro has launched its operations, a resident in Nagole can reach his work place in Miyapur easily. Similarly, once the entire 72 km of Phase 1 is made operational, people would be able to go beyond the fringe areas for accommodation purposes. Work is already on at a brisk pace on the Ameerpet-Hitec City stretch. The LB Nagar to Ameerpet stretch kicked off operations

days ago. The JBS-MGBS stretch is expected to be operationalised by November, 2018. The Hitec City-Raidurg stretch will be completed in 2019.

Wide footpaths, street furniture, art spots and other commuter-friendly amenities on the station premises are making the area a hub of activity. But much more is in store at stations with Hyderabad Metro Rail Limited developing more facilities for commuters. Children can play games, elders can practise yoga, even as rural play zone, hawkers zone, kiosks and other facilities will be coming up in the next couple of months.

When the transit system was envisaged and put into execution mode, the authorities and the leadership of K. T. Rama Rao exerted every effort to ensure its success. Notwithstanding the same, the heights of popularity that the mass transit system has achieved in such a short duration has come as a huge surprise to one and all.