

Officials discuss Metro stns, extensions in planning meet

TIMES NEWS NETWORK

Hyderabad: Critical proposals were discussed at a brainstorming session lead by Hyderabad Airport Metro Rail Ltd (HAML) managing director NVS Reddy and engineering experts and senior officers of Hyderabad Metro Rail Ltd (HMRL) and HAML on Sunday at metro rail bhavan. The main discussions were around where normal stations and interchanges have to come up on the modified metro phase-II routes.

The main issue under deliberation was which part of Nagole - LB Nagar - Mailardevpalli - Shamshabad Airport/ new High Court near agricultural university will be designed as "through" line and which part to be designed as "spur" line. A "through" line involves the metro line going directly to the station while a "spur" line is where an interchange station is set up.

The other important issue discussed was the extension of MGBS-Falaknuma by another one-and-a-half km to Chandrayangutta, which is on Nagole - LB Nagar - Mailardevpalli - Airport line. They also discussed how Chandrayangutta can be developed as an interchange station for Air-

BRAINSTORMING SESSION

- Officials discuss plans for 'through' line and 'spur' line for modified metro phase-II routes
- Extension of MGBS-Falaknuma by another one-and-a-half km to Chandrayangutta also discussed
- Officials mull possibility of developing Chandrayangutta as an interchange station for Airport connectivity to Old city



- Officials also discussed whether new or old signalling & train control system should be adopted

port connectivity to Old city. "The extension of metro to Chandrayangutta, while beneficial, has complexities of creation of train reversal and stabling lines in view of the narrow road width and the existence of a flyover there. We are discussing possible technical solutions for this extension," said officials.

The important issue of whether new or old signalling and train control system must be adopted was also deliberated upon.

However, indigenously developed technology is available in India now which could be more competitive.

"There is a need for flexibility and obtaining competitive rates by breaking the restrictive trade practices of existing technology and metro coach

suppliers," said officials.

The also discussed the necessity to ensure seamless travel facility for passengers transiting from phase-I corridors to the new corridor.

Similarly, location of the new depots, new Operational Control Centers (OCC), feasibility of laying "at grade" (on road) metro in some stretches in Mailardevpalli-Airport road etc were deliberated to arrive at optimal solutions and to achieve cost reduction in phase-II. This was one of the key focus for chief minister Revanth Reddy.

NVS Reddy also instructed the senior engineers and the consultants to study the best practices of various metros and the learnings of phase-I for provision of better passenger facilities.