

Will transform city's landscape, says NVS Reddy



METRO NEWS/HYDERABAD

Hyderabad Metro Rail project, which is likely to be completed by July 2017, is going to embellish the global city changing its shape and manifestation besides easing perennial traffic congestion.

This was asserted by Hyderabad Metro Rail Limited Managing Director N V S Reddy, while participating in a "Meet-the-Press" programme held here on Saturday. "It will completely transform the landscape of the city. And the people can clearly see the difference between pro-Metro Rail city and the post-Metro Rail one. The city will adorn an enticing and beautiful look and exemplify myriad varieties of rare and latest features at the stations to offer the best transportation services," he said.

Stating that the Hyderabad Metro Rail project is not a mere transport project which is being undertaken by replicating metro rail projects of other cities, Reddy said that they were redesigning the city with urban aesthetics which would enable the city to earn the repute of a global city.

He said that the Metro Rail would give a facelift to the city by introducing the concept of "happy city" wherein quality public places would be established with soothing saplings decorated around the



Metro rail to make happy city

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Detailing the current status of the project, he said that the developer L&T had completed laying foundations in at least 49 km with 45 km piers (pillars) and 36.5km of viaduct. "The depot works at Uppal and Miyapur have almost been completed. The precast yard works at Uppal and pier and viaduct works are in advanced stages. Thirty one trains have been delivered. The installation of signaling, telecom, track is in full swing," Reddy said.

Denying that the Metro Rail works were going on a sluggish pace, Reddy said metro stations are being constructed at bus stands and railway stations to pick up the commuters. The people will be involved in the project whose works are nearing completion on PPP (Public Private Partnership) mode, he said, adding that transparent procedures adopted to acquire land for the project and given back 1,000 sq yard developed land to the farmers who gave their bit of lands.

PROJECT STRUCTURE

Three high density traffic corridors
Miyapur - L.B.Nagar (29 km; 27 Stations)
Jubilee Bus Station - Falaknuma (15 km; 16 Stations);
Nagole - Shilparamam (28 km; 23 Stations)



HMR property and uniquely designed street furniture.

Reddy said the HMR had procured more than 3 lakh exotic saplings to be

TRANSIT+ SYSTEM

- Integration and interchanging with the existing Rail terminals, MMTS stations and Bus depots
- "Merry go round" feeder buses between Metro Rail stations and catchment areas
- "Seamless travel" facility on same ticket with several facilities
- Eco-friendly stations with natural ventilation, ramps, escalators and elevators
- Pedestrian facilities; Skywalks;

planted under the viaduct would give a picturesque of the HMR properties and its stations.

He said that HMR would provide ad-



Sidewalks; Bike stations etc

- Infrastructure to provide recreational space for children, women, senior citizens and differently abled

equate space for recreational activities to children, women, senior citizens and differently-abled, which will promote family values and thus boost the image

HAPPY SPACE

- Quality public space with unique street planning and furniture
- 3 lakh saplings planted under viaducts, stations and HMR properties
- Floral shrubs and exotic plants to give an aesthetic look
- Translocation of 2,000 trees



of the cosmopolitan city, Hyderabad.

"Sky walks, sidewalk ways and bike stations would be established which would reduce the carbon footprint and

increase the brand equity of Hyderabad", he said.

The MD said that special care was being taken to avert beggars from sleeping in the Metro Rail stations and its premises in a bid to make its premises clean and safe. Even the design of the light poles has been taken into consideration for transforming the city into global city, he said.

The MD reiterated that the city would be transformed into "Transit+" by integrating and interchanging with the rail terminals, MMTS stations and bus depots. Further he said that the indigenous design of the 'spine and wing' stations with lean piers have been the engineering marvels which reduces the use of land space and create vast space for its stations.

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