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Title : HMDA plan for 2041

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· 100 kms surrounding Greater Hyderabad region will have a High Speed Mobility transport system · Sub-urban railway and BRT network · Estimated investment of ` 1,46,530 crore by 2041 The Long Term Transportation Strategy-2041, taken up by LEA Associates on behalf of HMDA, suggests that the population of the city which stood at 9.40 million in 2011 is going to double in the next three decades and touch 19 million Even as the 'joint capital' status for Hyderabad is yet to be formally pronounced, a master plan for the desired transportation network is already in the pipeline, whose economic growth is undisputable, whatever the political scenario.

Hyderabad Metropolitan Development Authority's (HMDA) prestigious Comprehensive Study (CTS) Plan2041 has been planned to deal with the emerging transportation needs of the fast growing metropolis for the next 30 years.

The Long Term Transportation Strategy-2041, taken up by LEA Associates on behalf of HMDA, suggests that the population of the city which stood at 9.40 million in 2011 is going to double in the next three decades and touch 19 million.

"The growth in population which has come close to one crore in the last 10 decades is expected to double in the next three decades which is equivalent to adding the existent population of London," a HMDA official said.

The CTS-2041 study and planning was taken up in 2011 and is in its final stage. But, with the proposal of Hyderabad serving as joint capital for Telangana and Seemandhra region, the officials are tweaking minor changes to establish better connectivity between two states.

HMDA is roping in high speed mobility transportation organisation for integration of all the surrounding highways around the Greater Hyderabad limits.

Owing to high growth rate of private vehicles, the study predicted a likely scenario that the percentage of households owning cars could go up from the present 2.5 per cent to 12.5 per cent and households with two-wheelers rising from 46.2 per cent to 77.5 per cent. "Hence, dependency on public transport system has been emphasised in the plan. Presently, people using public transport (RTC and MMTS) has come down from 60 to 45 per cent," added the official.

Various modes of transportation including Bus Rapid Transit (BRT), extension of metro lines in phase II and expansion of MMTS services in phase II and III, have been given priority in the CTS plan. Hyderabad (Hyd)-Warangal, Hyd-Mahaboobnagar, Hyd-Srisailem, Hyd-Bhuvanagiri, Hyd-Nagpur, Hyd-Nanded, Hyd-Vikarabad, Hyd-Nanded, Hyd-Vikarabad, Hyd-Bengaluru, Hyd-Mumbai, among other highways will have Bus Rapid Transit (BRT).

While, Hyd-Timmapur, Bhuvanagiri, Medchal, Patancheru, and other areas that come under the railway network, the experts considered sub-urban railway network.

High speed mobility transport net work to an additional area of 50 km is proposed to add up to the existing HMDA area, spread over an area of 45-55 km.

Transport organisations that are needed by 2031-2041 will be roped in for execution. "The estimate for this has been put at Rs 5,000 crore a year, totalling Rs 1,46,530 crore by 2041," said the official, adding that streamlining the funds for the project would be challenging.

To meet these expenses, it suggested funding by Central and State governments and also raising money through property development, pub

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lic-private partnerships and debts from institutions.

“Two committees including higher level and a lower level are looking into the plan. It will be presented to the government within two months,” said an HMDA official.

The study looks at 235 kms of Metro, 115 kms of Bus Rapid Transit (BRT) and 150 kms of MMTS. It also sought a comprehensive road network of access/partially access controlled roads, arterial roads, subarterial roads and collector streets totalling around 6,500 km in the HMDA area.