



PARKING REFORMS FOR A LIVEABLE CITY : HYDERABAD

GREATER HYDERABAD MUNICIPAL CORPORATION



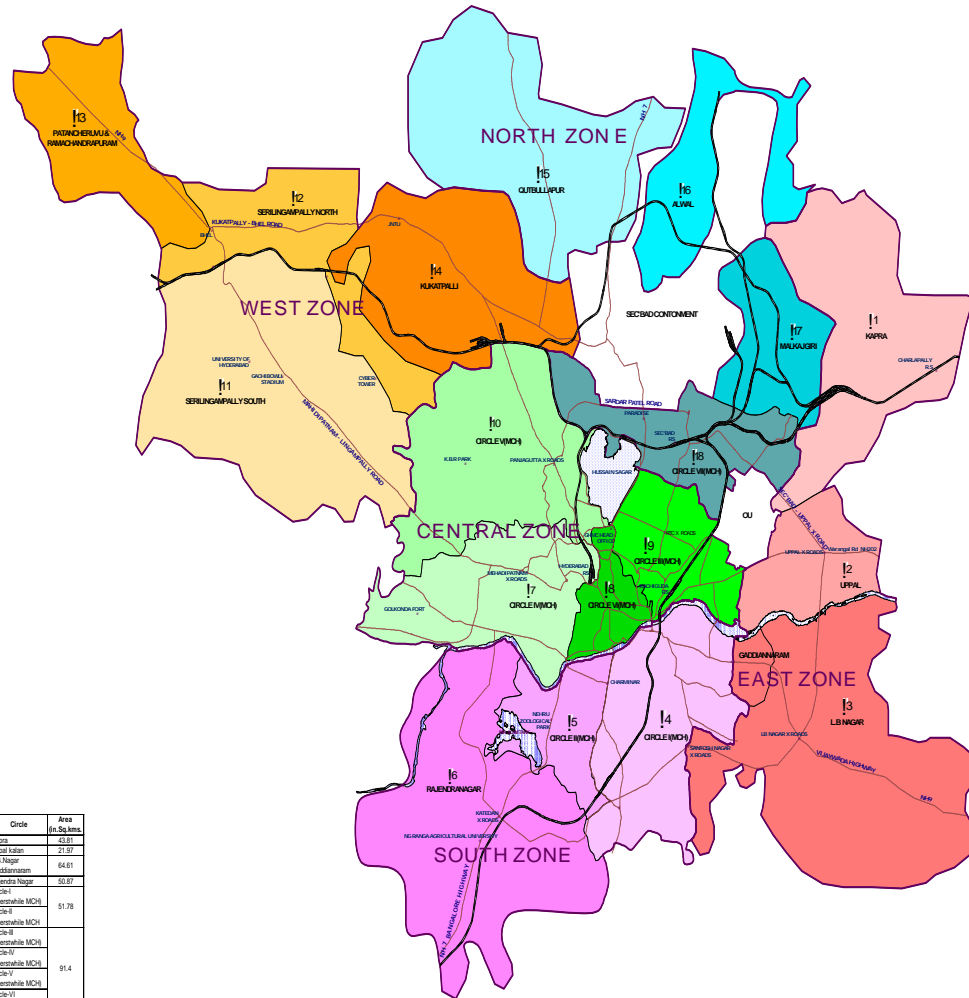
Demographic profile



- In 2007, the Municipal Corporation of Hyderabad has been amalgamated with erstwhile surrounding Municipalities and constituted as GHMC with an area of 625 sq. km.
- Hyderabad urban agglomeration area (1905 sq. km)
- Population of 6.38 million (27% of the State urban population)
- 2001 census - (as per provincial population figures of 2011 census the City population is 8.50 million)
- Projected to grow to accommodate 15.00 million by 2021
- 10.3 million trips per day, including trips of 1.75 million people employed in the city.



GREATER HYDERABAD MUNICIPAL CORPORATION ZONE MAP



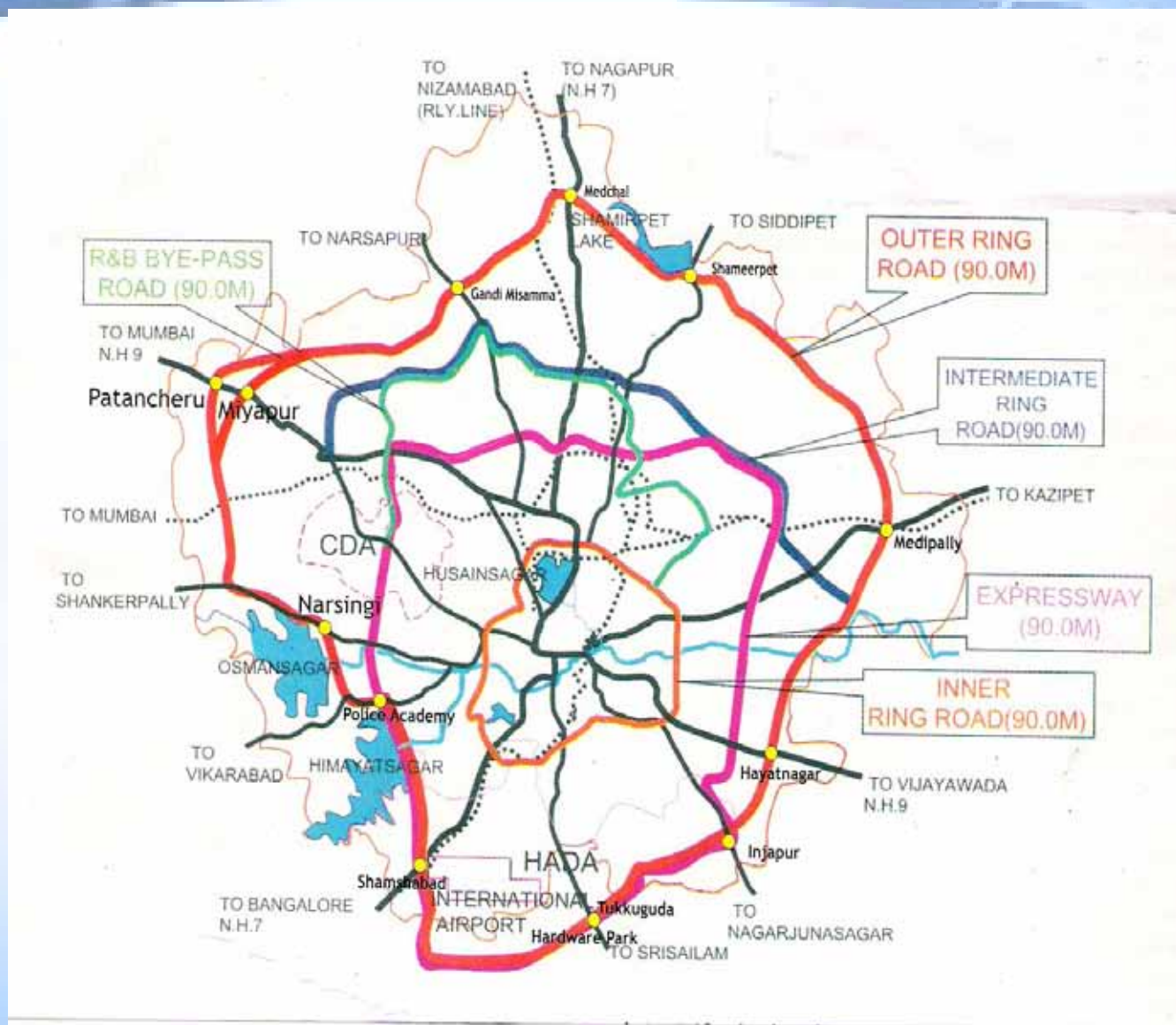
Sl. No.	Zone	Head Quarter	Area (in Sq. kms)	Sl. No.	Circle	Area (in Sq. kms)
I	East	L.B Nagar (estahle Mpl office)	130.39	1	Madhapur	33.87
				2	Madhapur	21.37
				3	L.B Nagar	64.61
				4	Godanapalem	50.97
II	South	Sardar Mahal Channarayana, GHMC	122.65	5	Circle-I of estahle MCH	51.78
				6	Circle-II of estahle MCH	
				7	Circle-III of estahle MCH	
III	Central	Abids (parking cum office complex)	91.4	8	Circle-IV of estahle MCH	91.4
				9	Circle-V of estahle MCH	
				10	Circle-VI of estahle MCH	
				11	Circle-VII of estahle MCH	
				12	Circle-VIII of estahle MCH	
IV	West	Serilingampally (estahle Mpl Office) GHMC	174.45	13	Serilingampally-I	96.99
				14	Serilingampally-II	
				15	Patancheru & Ramachandrapuram	34.34
				16	Kukatpally	43.12
V	North	Secunderabad GHMC	120.47	17	Malakpet	16.75
				18	Circle-I of estahle MCH	25.38
				19	Circle-II of estahle MCH	
				20	Circle-III of estahle MCH	



LEGEND	
	Landmarks
	Zone Boundary
	Road
	Roads
	Water Body
	East Zone Circles
	1
	2
	3
	4
	5
	6
	7
	8
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	18



Existing Traffic Infrastructure





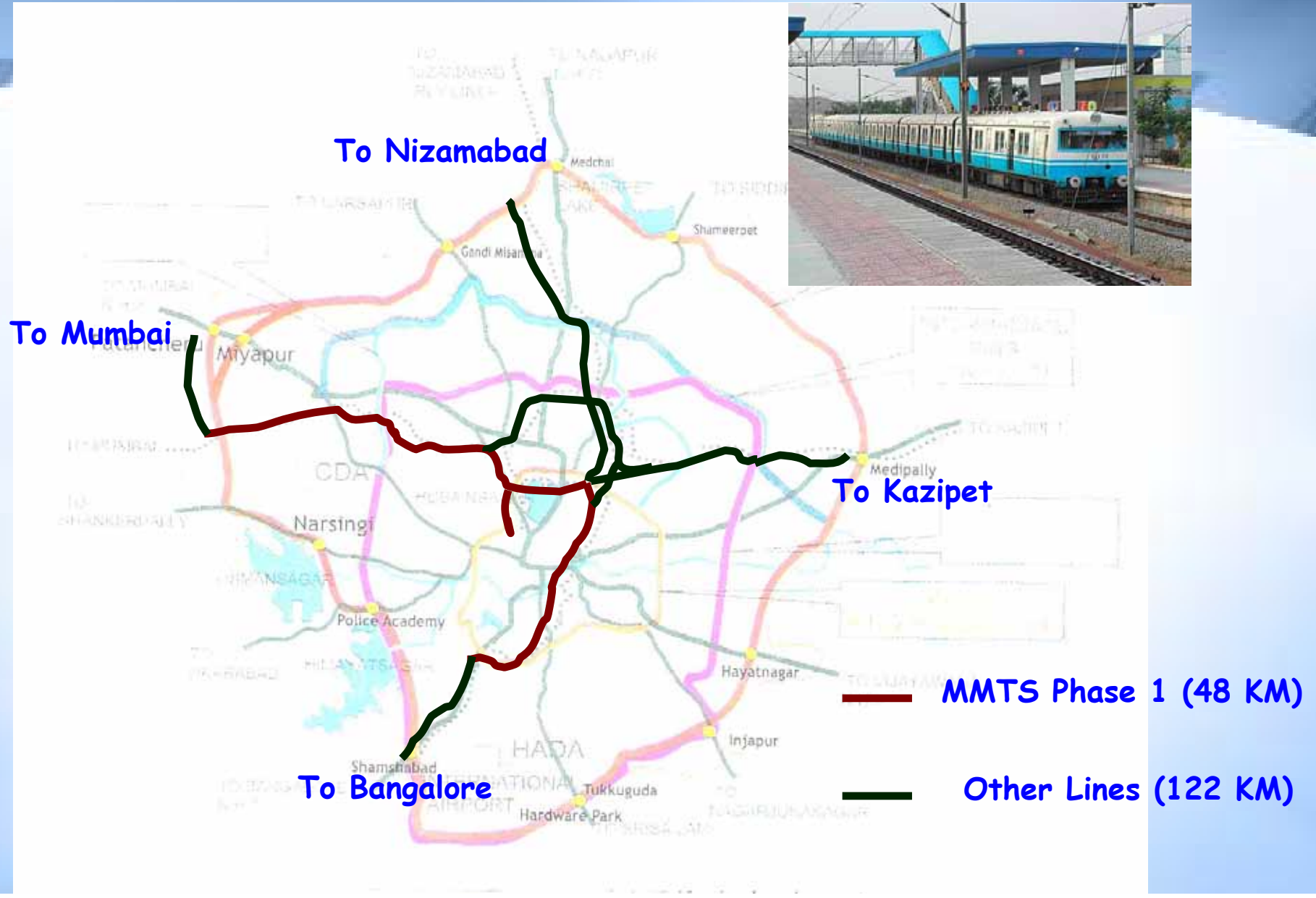
Share of Public Transport



- 2.8 million vehicles registered in city
- 70,000 vehicles registered annually
- Compound Annual Growth Rate of 2, 4, and 3 wheelers: 13.9%, 11.9%, and 10.4% respectively
- Vehicle density = 720 PCUs/km of road compared to 290 (Chennai) and 240 (Mumbai)
- Mode share of public transport is 42% (as against the GoI recommended share of 70-75%)- 7.1 million person trips per day.
- APSRTC buses capture about 98.3% of all the trips made by public transport whereas MMTS serves the remaining 1.7% of commuting passengers.



Existing Rail Network within City





MMTS is, presently, running 104 services a day, covering 27 stations, connecting Secunderabad, Nampally, Falaknuma and Lingampally, over the existing railway network. Over 150,000 commuters use MMTS everyday.



Public Transport facility in Hyderabad



- Till 2004 City Bus (APSRTC) is the only mode of public Transport beside private Auto-rickshaws
- The GHMC has taken up the project of MMTS Phase - I from Lingampally - Hyderabad, Hyderabad-Secunderabad-Faluknuma Corridors
- The MMTS Phase - I commenced in the year 2004 at a cost of Rs 178 crores for a running length of 48 Kms covering 27 stations with investment share of 50:50 (Railways and State Govt.,)
- MMTS is the fastest, Cheapest, Comfortable, Safest and Environmental friendly mode of conveyance of the common citizen
- The commuters were increased from 30, 000 to 1, 50, 000 over a period of Six (6) years
- Number of services are also increased from 87 to 104



MULTIMODE TRANSPORT SYSTEM (MMTS) PHASE-II (proposed)



Section	KM
Sec'bad - Medchal	28
Falknuma - Shamshabad	20
Sec'bad - Ghatkesar	19
Telapur - Patancheru	8
Maula Ali - Sanathnagar	21
Maula Ali - Kacheguda	10
Total Length	106

- GO issued in 2005 for Rs.325 Cr. as estimated by Railways - to be shared in 2/3rd, 1/3rd ratio by GoAP and IR, respectively.
- As per the G.O.Ms.No.174 dated 20.04.2010, the GoAP has agreed to bare the 2/3rd cost of the project i.e., Rs.641crores and the Ministry of Railways is likely to include this project in Supplementary Budget and works will be taken up in this year.
- Phase-I MMTS completed in 2004 at a cost of 190 corers. No. of Services - 104; No. of Passengers carried - 1.5 lakhs.
- Phase-II on completion will have 300 services. No. of Passengers to get benefit - 5 lakhs.



BRTS (proposal)

- The corridor from Rethibowli - Hitech city - Kukatpally - JNTU with a running length of 18.80kms being proposed for assistance under JNNURM.
- Estimated cost Rs.250 Crores.
- Pre feasibility report is submitted by Canadian International Development Agency (CIDA).
- Special Purpose Vehicle (SPV) formation is in the process.
- Detailed Project Report has to be undertaken.



Public Transport (contd.)



- The APSRTC has a fleet of **3,629 buses** making more than **40,695 trips** across the city (**858 routes**), covering 0.71 million vehicle kilometres each day.
- The buses operated are of four types - the ordinary bus, Metro-Express, the Veera luxury services, and Air conditioned Volvo buses (sanctioned under NURM) - all of which run on diesel.
- Buses ply on the same carriageway as that of other private vehicles and thus the bus transport system is severely limited by the congested network.
- The MMTS network extends to about 48 kilometres with 27 stations, served by 10 rakes and serves travel needs of 150,000 passengers per day. MMTS Phase II is being finalised, which will carry 0.50 million passengers/day on completion.



The Metro Rail Project (Rs. 12,132 crore)



- With a view to make public transport to meet growing travel needs of passengers, the Hyderabad Metro Rail Project has been conceived on three main corridors (Jubilee Bus Stand to Falaknuma, Miyapur to LB Nagar, Nagole to Shilparamam) to cover a length of 71.6 km by the GHMC.
- Special Purpose Vehicle (SPV) constituted for executing the project namely HYDERABAD METRO RAIL LTD.,
- The project, which comprises elevated stations at interspaced distance of 1 km with passenger access through staircases, escalators and lifts, skywalks, is projected to carry about 1.638 million passengers/day by 2015 and 2.676 million passengers/day by 2025.



Corridor –I : Miyapur to L.B.Nagar – 28.87 Km, covering 27 stations within 45 mins (Bus – 1 hr 45 mins)

Corridor –II : Secunderabad to Falaknuma – 14.78 km covering 16 stations within 22 mins (Bus 1 hr 20 mins)

Corridor –III : Nagole to Shilparamam – 27.51 km covering 23 stations within 39 mins (Bus 1 hr 22 mins)



Metro Rail Features

- All stations will have efficient feeder bus services
- Speeds of 34 kmph on an average to 80 kmph max
- Frequency of 3 to 5 minutes - is expected to carry about 14.76 lakh passengers p/day by 2015 and 22.13 lakh passengers p/day by 2025
- Efficacious integration & interchange with bus stations at Miyapur, Imliban, MGBS, Dilsukhnagar, Charminar & Jubilee Bus Station.
- Link to MMTS services at Bharatnagar, Begumpet, Khairatabad, Malakpet & Falaknuma
- Adequate parking and circulating area for linking with other modes of transport
- Reduces pollutants by about 3,100 tons per annum
- 250 Mtrs wide stretch on both the sides of the Metro Corridor has been earmarked for Transit Orient Development (TOD) for allowing multiple use developments in M.P.4



PUBLIC PARKING FACILITIES



- On street Parking is made available for public at 200 selected stretches as paid parking area
- The GHMC has initiated for developing Vertical Parking lots /Multilevel Parking
- All MMTS Stations have provided with parking facility for the commuters to park their vehicles
- All Bus terminals have provided Parking facilities



REGULATORY MECHANISM FOR PROVIDING PARKING FACILITIES (As per Statutory Provisions)



Category of building / activity	Parking area to be provided as percentage of total builtup area
Shopping Malls with Multiplexes, Information Technology Enabling services Complexes	66%
Hotels, Restaurants, Lodges, Cinema Halls, Business Buildings, other commercial buildings, Kalyana Mandapams, Offices & high-rise buildings / Complexes	44%
Residential Apartment Complexes, Hospitals, Institutional buildings, Industrial buildings, Schools, Colleges & other Educational buildings	33%
Godowns & Others	22%



INCENTIVES FOR THE PARKING COMPLEXES / PARKING LOTS



- Transferable Development Right (TDR)
- Set-backs relaxation of 50% of the required on 3 sides set-backs other than Front side.
- No fee and other charges shall be charged.
- Moratorium on property tax for 5 years and after 5 years property tax shall be levied on lowest slab



Thank You