

AIMIM GETS MULTI-CRORE CIVIC AND INFRASTRUCTURE PROJECTS FOR HYDERABAD

ALL INDIA MAJLIS-E-ITTEHADUL MUSLIMEEN (AIMIM), which has a strong presence in Hyderabad since 1958, has been instrumental in getting many civic and infrastructural projects for Hyderabad metropolis, including the Old City of Hyderabad, through its sustained lobbying with the successive governments over the decades.

MODERN ERA IN HYDERABAD:

Before discussing the developments that have taken place in modern Hyderabad, it will not be out of place to recall what Hyderabad city had to offer before it became part of Andhra Pradesh State and served as its Capital city.

The City of Hyderabad made rapid strides much before 1956. The foundation of a modern city was laid in the Nizam's era, during the reign of Mir Mahbub Ali Khan (Sixth Nizam) and Mir Osman Ali Khan (Seventh Nizam). City's first post office was opened in 1862. The Hyderabad Municipality was first constituted in 1869. Nizam Guaranteed State Railway was set up in 1871. Public Garden, with a zoo section, was opened in 1873.

The City was connected by broad gauge railway line with Wadi and Hyderabad (Nampally) railway station was built in 1874. Railway Stations were also built at Secunderabad, Kachiguda and other places. The government printing press was set up in 1876. The first telephone exchange in the City was commissioned in 1885. Charminar was declared as a protected monument in 1886. Also in 1886, Chaderghat Municipality was formed for the New City of Hyderabad.

The City Water Works scheme for filtered water supply from Mir Alam Tank was executed in 1888. Hyderabad Water Works Department was formed in 1889. In 1933, Hyderabad Municipal Act was enacted, making Hyderabad a municipal corporation with elected representatives. Elections were held to HMC and a standing committee was appointed in 1934.

The Nizam established Jubilee Hills Municipality in 1937, to coincide with the silver jubilee of his coronation, as the fourth city, in addition to Old City, New City and Secunderabad. This was at a time when Banjara Hills got only its first few bungalows. In 1945, Secunderabad municipality was constituted.

A string of industries were set up in and around Hyderabad from 1873 to 1946, in fields like spinning, iron foundry, chemicals, fertilizers, glass, hume pipes, clay works, paper, sugar, cigarettes, tools, silk, asbestos, lamination products, potteries et al. Famous among these were Vazir Sultan Tobacco (VST), Hyderabad Allwyn and Praga Tools.

Incidentally, civic infrastructure development of Hyderabad on a large scale began after the severe floods in River Musi in September 1908, which almost devastated the city. Hundreds of people were washed away in the Musi and thousands of others were rendered homeless overnight.

This necessitated the planned development of the City in a phased manner. Sir M Visweswarayya, the renowned engineer, was specially invited and appointed adviser to Nizam's Government to suggest measures for flood control and improvement of the City. On his suggestion, Osman Sagar and Himayat Sagar were constructed in 1920 and 1927 respectively not only to control the floods in River Musi but also to supply drinking water to the City.

The City Improvement Board was set up in 1912 for construction of roads, markets, housing colonies, slum housing and shopping centres like Pathergatti in the City. In 1922, full-fledged protected water supply scheme was commissioned. Electricity was made available to the people in 1923, with a thermal power station set up on the banks of Hussainsagar Lake.

In 1928, the City was linked with Kazipet by broad gauge line and with Bangalore by metre gauge line. In the same year, city and suburban rail service began. In 1932, bus service was started in the City and the City bus depot was built with the hangar imported from Westinghouse of the USA. By 1936, the City was connected with other district headquarter towns. In 1935, the Madras-Karachi air service was linked with Hyderabad with Hakimpet as airport. Deccan Radio went on the air in 1932.

Many utility buildings such as Town Hall, Hyderabad, Secunderabad and Kachiguda railway stations, High Court, City College, State Library, Osmania General Hospital, Unani Hospital, Moazzam Jahi Market and Osmania University were constructed during this period. New roads were constructed and road widening was taken up. Roads were also built along the Musi river banks. New bridges were built in place of old ones at Puranapul, Muslim Jung Bridge, Nayapul and Chaderghat Bridge.

Drainage network was laid. Separate storm water drains were built. Water supply lines were laid and service reservoirs were built. Streetlights were installed on the main thoroughfares. In 1936, the Begumpet aerodrome was

built on a 187-acre site and Hyderabad was put on the air map of India. Telephone system was further expanded. Industrial estates were established.

In 1930, Sir Visweswarayya drew up the first master plan envisaging a civic centre, inner circular road, outer circular road, radial and trunk roads and even a circular railway. The plan also suggested opening out congested areas, housing schemes, river improvements and development of parks and gardens. In 1944, another city planner, Mohammed Fayyazuddin came up with a new master plan for the City.

The new high court building was built in 1920. Jagirdar College (Hyderabad Public School) was set up 1913. Osmania University was established in 1918. Colleges of engineering, science, technology, education, physical education, law, medicine, veterinary science, agriculture and university women's college were set up. Mahbub College was founded in 1862, Nizam College in 1874 and the City College in 1923. Asafia Library was established in 1892. Nizamia Observatory was set up in 1890.

Saifabad Palace (present-day Secretariat complex) was built in 1888, Town Hall (present Assembly building) in 1913, Shah Manzil complex (Raj Bhavan) during 1914-1936, Jubilee Hall in 1936 and Government Mint in 1803. A string of modern hospitals (Osmania, Niloufer, Nizamia, TB, ENT, Fever, Mental, Ayurveda and Homeopathy) were set up between 1890 and 1927.

HYDERABAD AFTER 1956:

Much of the civic infrastructure of the twin cities was thus built and expanded in the 1930s and 1940s when the population of Hyderabad-Secunderabad ranged between 467,000 (1931) and 739,000 (1941). And, decades later, the basic infrastructure remained the same. These civic amenities have been improved and augmented in the last 58 years as the population of Hyderabad swelled to 68 lakhs by 2011 census.

Water supply network was expanded with the Manjira and Singur projects augmenting the water supply from Osman Sagar and Himayat Sagar. Sewerage network was augmented. New roads were laid around Hussainsagar and road widening was taken up on major thoroughfares during the 1980s and again in the 1990s. Flyovers and road overbridges were constructed at a score of places in the twin cities. New parks were laid. New stadia were also constructed. New bus depots and bus stations were built. Modern street-lighting was installed.

A huge network of government agencies and utilities has been set up with the objective of nurturing a clean and hospitable Hyderabad. These bodies

include Greater Hyderabad Municipal Corporation, Hyderabad District Collectorate, Hyderabad Metropolitan Development Authority, Quli Qutub Shah Urban Development Authority, Hyderabad Metropolitan Water Supply and Sewerage Board, RTC Metropolitan Region, Southern Power Distribution Company, State Housing Board, City Traffic Police Wing, Regional Transport Authority, Urban Ceilings Authority, Roads & Buildings Department, Urban Community Development Project, Vaidya Vidhana Parishad, the South Central Railways and Hyderabad Telecoms. These and other agencies take care of civic amenities and utilities.

AIMIM'S INITIATIVES FOR OLD CITY OF HYDERABAD:

AIMIM initiated a number of projects for the Old City of Hyderabad, including the first Rail Overbridge (ROB) at Dabirpura. AIMIM Mayor A Satyanarayana undertook indefinite fast in 1988 when Telugu Desam Government denied adequate funds to this civic body. The Mayor broke his fast after the then Chief Minister N T Rama Rao conceded the demands of AIMIM and ordered immediate release of funds.

In the last three decades, many developmental and civic works have been taken up in the Old City with proactive efforts of AIMIM. These include laying of Inner Ring road in the eastern, southern and western parts of the City, widening of the main road from Charminar to Falaknuma and many other roads such as Santoshnagar-Chandrayangutta, laying of new roads in many areas, construction of a number of electric substations and water supply service reservoirs, nala widening, laying of new sewer lines and storm water drains, introduction of SETWIN buses and mini-buses, Charminar Pedestrianisation project, construction of parallel bridges at Nayapul, Muslim Jung bridge and Puranapul, flyovers at Chandrayangutta, Langar House and Masab Tank, bridge across Musi at Bapughat (Langar Houz) and two bridges across Musi at Chaderghat and Old Malakpet race course.

Other civic works taken up on AIMIM's initiatives include slum improvement, construction of sports complexes such as Quli Qutub Shah stadium near City College, Salar-e-Millat Sports Complex at Chandulal Baradari and stadium at Saroornagar, parks at Imlibun, Golconda, Mir Alam Tank, Saroornagar and many other places, installation of modern street-lighting and high-mast lighting, construction of new hospital building for Government Maternity Hospital, construction of government school buildings, government junior and degree college buildings and hostel buildings, and modernisation of slaughter houses at Gowlipura, Ramnastpura and Jiaguda etc.

RS 2,025-CRORES OLD CITY PACKAGE:

During 2002-2007, even though TDP-BJP alliance had their Mayor and Deputy Mayor in MCH, it was AIMIM-Congress alliance that controlled the Standing Committee and initiated many developmental and civic improvement activities in MCH area, particularly in the Old City. It was due to AIMIM's efforts that in October 2006, the then Chief Minister Dr Y S Rajasekhara Reddy announced a Special Package for Old City with an outlay of Rs 2,025 crores as "Ramzan gift for the people." The package covers underground drainage system, improvement of sanitation, drinking water supply, construction of houses and development of parks. The package is under implementation by different civic agencies.

Again, since November 2009, AIMIM and Congress shared power in Greater Hyderabad Municipal Corporation (GHMC) and have launched work on many new projects and schemes to improve civic amenities and infrastructure in the Old City of Hyderabad. As part of the Greater Hyderabad Development Project (GHDP), new flyovers are being constructed at Toli Chowki (outlay Rs 50 crores), Road Overbridge (ROB) at Kandikalgate (Rs 25 crores), Road Underbridge (RUB) at Uppuguda (Rs 10 crores), widening of roads at Saidabad (Rs 10 crores), Barkas (Rs 5 crores), Moghul ka Nala to Puranapul (Rs 15 crores), Bazar Ghat (Rs 30 crores), Moghulpura-Fateh Darwaza-Chandulal Baradari (Rs 3 crores), Hussaini Alam-Puranapul (Rs 5 crores), junction improvements, Musi river front development (Rs 50 crores), Mir Alam Tank improvements (Rs 5 crores), Errakunta Cheruvu (Rs 5 crores) and development of footpaths. The outlay on these projects in Old City comes to Rs 213 crores out of total project cost of Rs 813 crores.

CHARMINAR PEDESTRIANISATION PROJECT:

GHMC has taken up Charminar Pedestrianisation Project (CPP) for preparation of traffic management plan and beautification around the historical Charminar and widening and development of inner and outer ring roads to solve the traffic problem in the congested area and to reduce the pollution levels.

SINGUR, KRISHNA & GODAVARI WATER SUPPLY PROJECTS:

Over the years, the traditional sources of water supply for Hyderabad—Osman Sagar and Himayat Sagar--have turned unreliable with monsoon failures occurring too often. In fact, Osman Sagar and Himayat Sagar have gone dry for some years. In the 1960s, 1970s and 1980s, augmentation of water supply to the City was taken up in four phases from Manjira river and Singur dam was constructed in Medak District. However, supply from Manjira and Singur has been fluctuating due to less inflows.

In this backdrop, in the 1990s, Krishna water supply project was envisaged to bring 16.5 tmc of water to Hyderabad from Nagarjunasagar in three phases of 90 million gallons a day (MGD) or 5.5 tmc in each phase. Phase I was completed in 2004 and Phase II in 2008. The Government launched the work on Phase III of Krishna Water supply project, at an estimated cost of Rs 1,670 crores, in 2013. The project is nearing completion

In the meantime, the Government sanctioned in 2008 an ambitious scheme to bring Godavari water to Hyderabad under Chevella-Pranahita project. Godavari drinking water supply project was also envisaged in three phases of 10 tmc each. Under Phase I of this scheme, 172 MGD of water is to be drawn from Yellampally barrage, at a project cost of Rs 3,375 crores. Work is proceeding apace on this project also.

Hyderabad Metropolitan Water Supply & Sewerage Board has taken up several other schemes, with massive outlays, for improvement of water supply and sewerage in slums (Rs 730 crores), remodelling of existing sewerage systems, extension and improvements in water supply and sewerage, strengthening of water supply network in GHMC (Rs 232 crores) and implementation of sewerage master plans.

ABATEMENT OF POLLUTION AND CONSERVATION OF RIVER MUSI:

HMWSSB has taken up the project for Abatement of Pollution of River Musi at Hyderabad (Phase I) under National River Conservation and Development t an estimated outlay of Rs.336 crores and commissioned the Sewerage Treatment Plants (STPs) at Amberpet, Nagole & Nallacheruvu. Work on one STP with 51 Million litres a day (MLD) capacity at Attapur has also been completed.

HUSSAIN SAGAR LAKE CATCHMENT AREA AND IMPROVEMENT PROJECT:

Hyderabad Metropolitan Development Authority (HMDA) has taken up Hussainsagar Lake and Catchment Area Improvement Project with loan from Japanese International Cooperation Agency (JICA) with project outlay of Rs.370 crores. The project seeks to improve the lake water quality by preventing pollutants entering into the lake both from point-source & non-point sources of pollution and to maintain round the year water balance in the lake, through removal of nutrient rich sediments at lake bed, interception & diversion of dry weather flows, and improvement of Nalas.

The project would improve the overall lake environment and its surroundings for enriched biodiversity, thereby increasing the potentiality of eco-tourism. The project was launched in 2008 and it is likely to be completed by

December 2014. The works under sewerage component such as 20 MLD and 5 MLD STPs are commissioned & 30 MLD STP is nearing completion. Construction of Interception and diversion structures, ring sewers, trunk sewers are under various stages of progress. The Shoreline components are also taken up and are in advanced stage of completion. The work of dredging of nutrient rich sediments at the mouth of the three nalas viz Balkapur, Banjara and Picket nalas has been taken up.

MULTI-MODAL TRANSPORT SYSTEM:

The Multi-Modal Transport System (MMTS) Phase I was commissioned in August 2003, covering 43 kms and 26 stations and connecting Secunderabad, Falaknuma, Nampally and Lingampally over the existing railway network. The project was completed at a cost of Rs 178 crores. MMTS runs 84 services and carries about one lakhs commuters a day. It has become the preferred public transport for commuters from the Old City, New City and Cyberabad areas.

The MMTS service runs on high-speed electric trains which makes the commute fast and efficient. It is also a relatively cheaper mode of public transport. In 2010, the Government sanctioned the MMTS Phase-II project, covering 107 kms, at an estimated cost of Rs 641 crores. On completion of Phase II, the MMTS service would handle 3 lakhs commuters a day.

MMTS Phase II envisages connectivity to Shamshabad International Airport from Falaknuma and Umdanagar by laying a new double-line. The six other components include doubling or quadrupling of tracks, electrification, and restoration of track and remodeling of track between Telapur-Patancheru, Secunderabad-Bolarum, Sanathnagar-Moula Ali, Moula Ali-Malkajgiri-Sitaphalmandi, Bolarum-Medchal and Moula Ali-Ghatkesar.

HYDERABAD METRO RAIL PROJECT:

The State Government approved development of Hyderabad Metro Rail project in three high-density traffic corridors in Hyderabad city spanning over 71 km in Phase-I based on a number of Traffic and Transportation studies conducted by various agencies. The three corridors are (1) Miyapur-LB Nagar:28.87 km; 27 stations; (2) Jubilee Bus Station (Secunderabad)-Falaknuma:14.78 kms; 16 stations and (3) Nagole- Shilparamam:27.51 kms; 23 stations. The cost of the Project as per the financial closure is Rs 14,132 crores.

OUTER RING ROAD PROJECT:

The State Government has taken up major Infrastructure facilities in Hyderabad City through HMDA and one among them is construction of Outer Ring Road (ORR). The 158-Km long ORR passes through Patancheru (on National Highway- 65 towards Mumbai) – Kandlakoi near Medchal (on NH-44 towards Nagpur)-Shamirpet (on Rajiv Rahadari) – Ghatkesar (on NH-163 towards Warangal) Pedda Amberpet (on NH-65 towards Vijayawada) – Shamshabad (on NH-44 towards Srisailam) – Patancheru (on NH-65 towards Mumbai) providing connectivity to various National Highways, State Highways and Major District Roads.

The ORR is being constructed as an eight-lane access controlled expressway and the entire project is being implemented in 3 phases. Phase-I: From Gachibowli to Shamshabad – 24.38 Km; Phase-IIA: From Narsingi to Patancheru and Pedda Amberpet to Shamshabad-- length 62.30 Km; Phase-IIB: From Patancheru to Pedda Amberpet via Kandlakoi, Shamirpet, Ghatkesar -- length 71.30 Km.

The ORR provides connectivity to the developments on the peripheral areas of the City, Hi-Tech City/ Gachibowli and International Airport at Shamshabad. The ORR also acts as a Bypass to the Hyderabad City and with the result, congestion and pollution in the core city would be reduced. The ORR is designed to relieve congestion in the Metropolitan Area and the Inner Ring Road, to provide linkage to the radial arterial roads and to connect the new urban nodes outside the City such as Hitech City, Games Village, Hardware Park, Singapore Township, Biotech Park, Apparel Park and Financial District etc. It would also provide high speed connectivity to 22 forthcoming Satellite townships, enable quick access to the international airport from strategic parts of the city and ensure linkage to the Hyderabad Metro Rail and Bus systems.

MODERNISATION OF POWER SUPPLY NETWORK:

Metropolitan Zone of Telangana State Southern Power Distribution Company Limited, earlier known Andhra Pradesh Central Power Distribution Company Limited, covering the twin cities of Hyderabad-Secunderabad, gets power supply from the State Grid. The Metro Zone is mainly fed from 220-KV EHT sub-stations at Chandrayangutta, Shivarampally, Shapur Nagar and Moula Ali and 132-KV sub-stations located at 11 places. There are an estimated 16 lakhs consumers (domestic, commercial and HT and LT- industries) and the peak demand comes to 1,500 Megawatts. The consumption averages 20 million units (MUs) a day, as against the demand for 25 MUs.

Transmission System Modernization and Strengthening Project in Hyderabad Metropolitan Area has been taken up by the Distribution Company (DISCOM)

with JICA funding. Under the project, construction of sub-stations and laying of lines has been taken up to maintain reliable and quality power supply and to meet the load demand for the Information Technology (IT) sector and Special Economic Zones and other residential and commercial loads in and around the twin cities.

GIS Sub-stations are constructed as they occupy less space and are maintenance free. Underground XLPE cables are laid to avoid entry problems instead of Tower Lines. The total estimated cost of the project is Rs 1,195 crores, out of which JICA (Japan International Cooperation Agency) has come forward to provide loan of 23697 Japan Million Yen (Rs.940 Crores).

SETWIN TRAINS 4 LAKH CITY YOUTH:

SOCIETY FOR TRAINING AND EMPLOYMENT PROMOTION IN TWIN CITIES (SETWIN) was established in 1978 as an autonomous body registered under the Societies Registration Act to provide Skill Development Training (SDT) to the Un-Employed Youth in the twin cities of Hyderabad and Secunderabad. There are 22 centers owned by SETWIN conducting training programmes in different trades in the twin cities.

About 4 Lakh educated un-employed youth have been trained by SETWIN so far in different job oriented skills. SETWIN has also launched public transport service in 1980 and at present 100 mini buses have been allotted to 400 un-employed youth which are operating on 57 identified routes in the twin cities of Hyderabad and Secunderabad. The State Government provides grant-in-aid to SETWIN.