

PUBLIC REPRESENTATION

Traffic demand management as a low-cost, high-impact solution to Hyderabad's mobility crisis – and the need to correct the city's road-expansion bias.

Date: September 27, 2026

To,

The Hon'ble Governor of Telangana, Raj Bhavan, Hyderabad
The Hon'ble Chief Minister of Telangana
The Special Chief Secretary, Municipal Administration & Urban Development, Govt. of Telangana
The Principal Secretary, Transport, Roads & Buildings Department, Government of Telangana
The Commissioner, Greater Hyderabad Municipal Corporation (GHMC)
The Commissioner, Cyberabad Municipal Corporation (CMC)
The Commissioner, Malkajgiri Municipal Corporation (MMC)
The Metropolitan Commissioner, Hyderabad Metropolitan Development Authority (HMDA)
The Commissioner of Police, Hyderabad
The Commissioner of Police, Cyberabad
The Commissioner of Police, Malkajgiri
The Managing Director, TGSRTC
The Managing Director, HMRL
The General Manager, South Central Railway

Subject: Request to halt and reconsider road-expansion-led mobility planning in Hyderabad and adopt low-cost, high-impact transit first transportation systems.

Respected Sir/Madam,

We, the undersigned — urban planners, transport professionals and concerned citizens of Hyderabad — write to express our deep concern over the city's escalating mobility crisis and the continued reliance on road widening, flyovers and underpasses as the primary response.

Despite decades of investment in expanding road capacity, congestion, unsafe streets and inadequate public transport remain unresolved. We believe Hyderabad now needs a fundamental shift in approach: from moving more vehicles to moving more people, with public transport, walking and cycling at the heart of its mobility planning.

The evidence points to a clear pattern: expanding road capacity has not delivered faster or more efficient movement, while the public transport and non-motorised transport systems that could provide genuine alternatives have been discouraged and allowed to remain inadequate.

At the same time, flyovers and road expansion are creating new barriers to walking, cycling and bus access, locking the city into infrastructure choices that will be difficult and expensive to reverse. The consequences are not limited to congestion; they affect accessibility, safety, equity and Hyderabad's ability to build a sustainable transport system for the future.

The six key concerns are:

1. More roads have not solved congestion and speeds have not improved. This has only incentivised private vehicle use – a phenomenon known as induced demand, that results in peak hour speeds to remain well under 20 km/hr.

2. The Government's own transport studies, right from Hyderabad Area Transport Study (HATS) in 1983, clearly suggest prioritizing Public Transport/Non-Motorised Transport, and disincentivising private vehicles – but these recommendations remain largely unimplemented.
3. Public transport has weakened even as the city's population and private vehicles have grown to over 85 lakhs. Public transport has also been made expensive and priced-out the very people who have no alternative means of travel.
4. Flyovers are cutting-off pedestrians, cyclists, and passengers from crossing the roads, thereby severely limiting access to buses.
5. Flyovers are locking Hyderabad into infrastructure choices that constrain future public transport. Most roads that were marked for Bus Rapid Transit and Metro Rail in the 'Hyderabad Comprehensive Transportation Study 2013' now have flyovers that make implementing transit so much more expensive and potentially impossible.
6. The current approach is not just against proven scientific evidence, but is also inequitable, unsafe and socially unjust. It unreasonably diverts public resources to an exclusive class of economically affluent people, leaving out the others choiceless.

These six concerns point to a fundamental need for a change in how Hyderabad plans and invests in mobility. We therefore urge the Government to move away from road-capacity-led planning and adopt a public transport and non-motorised transport-first approach – one that prioritises moving people efficiently, safely and equitably rather than incentivising more private vehicles.

WHAT HYDERABAD CAN DO IN THE NEXT SIX MONTHS

Hyderabad does not need to wait for new infrastructure to improve mobility. Many high-impact measures require only decisions, better use of existing assets and reallocation of existing road space.

A. IMMEDIATE DECISIONS — Stop Making the Problem Bigger

1. **Pause all new flyovers and road widening, including the H-CITI and SRDP projects.** Review ongoing works and redesign them for public transport, walking and cycling. Invite architects and transport professionals to participate in rapid redesign.
2. **Undertake a comprehensive audit of existing flyovers** to assess their physical design, impact over various road users, cost-benefit performance, air-quality impacts, and effects on the mobility choices of people living and travelling in their neighbourhoods.

B. MAKING PUBLIC TRANSPORT ATTRACTIVE — Immediate Transit Incentives

3. **Reduce & rationalise fares.** Rollback bus and metro fares to pre-2022 levels. Introduce a single non-AC bus fare instead of meaningless categories.
4. **Introduce one daily/monthly pass** covering all public transit modes.
5. **Enable 100% live-tracking of all transit**, to improve passenger information and avoid waiting. Open transit operations data for verified third parties for performance monitoring.
6. **Restore MMTS to 2019 service levels**, when it carried over 2 lakh passengers daily.
7. **Encourage car-free commuting by example.** Mandate government officers and political leaders to go car-free at least one day a week – instead use bus, walking or cycling.

C. MAKING TRANSIT BETTER — Immediate Transit Actions

8. **Put bus users, pedestrians and cyclists into diversion planning.** Every traffic advisory must clearly show bus-route changes and update TGSRTC and mapping apps.

9. **Introduce bus-priority lanes** on the busiest corridors using quick, low-cost measures. Some specific examples include Miyapur Metro Stn. to Patancheru, Bowenpalli to Kompally, JBS Metro Stn. to Alwal, Taranaka to ECIL, Uppal Metro Stn. to Pocharam, Mehdiapatnam to Aramgarh, Gachibowli to Lingampalli, etc. These can effectively function as the much needed extensions to the metro-rail.
10. **Increase bus depots to 50** covering newly developed areas, with another 50 sites earmarked for the future.
11. **Relax restrictions on school/college buses**, to enable them to be used as contract carriage for employee transport when being idle (to improve utilisation and reduce cost, thereby making school buses more affordable).
12. **Earmark neighbourhood parking spaces for private, contract and school buses**, allowing them to park close to their first pick-up point and eliminate unnecessary empty/dead-kilometre trips before passenger collection.
13. **Improve bus stops, and preferably create bus bays**, with priority given to public bus stops near school zones. Every bus-stop has to have a convenient, marked pedestrian-crossing.
14. **Increase the bus fleet and frequency**. Procure at least 10 buses/day for the next 3 years.
15. **Initiate procurement of Metro coaches** to increase frequency on the existing network.

D. ENGAGE WITH CORPORATES — Make large workplaces part of the solution

16. **Require organisations with 100+ employees to report daily vehicle parking and office attendance**. Incentivise employers to reduce vehicles to office-staff ratio.
17. **Require large employers to adopt mobility plans**: carpooling, parking limits and incentives for public transport.
18. **Big campuses and industrial parks mandated to arrange shuttles from bus-stops, and bicycles for internal circulation**.
19. **Create pooled Metro/MMTS feeder buses** from Madhapur, HITEC City, Raidurg, Cyber Towers and MMTS stations. IT companies can jointly fund 150–200 buses. Similar exercises can be undertaken at other employment hubs in a phased manner.
20. **Require schools to reduce private-car drop-offs and pick-ups** through shared transport and school mobility plans.

E. MAKE EXISTING ROADS WORK FOR PEOPLE — Low-Cost Actions

21. **Remove distracting or unsafe hoardings and political cut-outs**.
22. **Pedestrianize market areas**. Ban cars and motorized transport at select market areas and commercial spaces having parallel roads, to encourage active mobility. Some immediate opportunities exist in pedestrianizing General Bazar, Paradise Circle – Clock Tower, Begum Bazaar, Aziz Market, Badi Chowdi, Sultan Bazar, completing the Charminar pedestrianisation project, etc.
23. **Ban “free left” turning at intersections**. Free left turns make crossing the road dangerous for pedestrians.
24. **Replace U-turns with signalised intersections**. U-turns make vehicular flow continuous, making it impossible for pedestrians to cross the road, and curtail their access.
25. **End free on-street parking**. Restrict on-street parking and penalise parking encroachment.

26. **Provide secure bicycle parking** at major bus, Metro and MMTS stations.
27. **Create continuous, obstruction-free footpaths** with safe crossings at all bus stops and at regular intervals.
28. **Improve street lighting** on pedestrian and public-transport access routes to improve safety.
29. **Build protected cycle tracks** on priority corridors, in a way that it forms a network, rather than isolated unconnected stretches.
30. **Provide designated space for street vendors** near bus stops and at regular intervals. They provide essential services and natural street surveillance.

D. TRAFFIC MANAGEMENT — Manage demand, not just traffic flow

31. **Aggressively enforce penalties on dangerous driving:** speeding, tailgating, illegal lane changes, unlicensed driving and modified exhausts.
32. **Adopt parking maximums, not minimums.** Enhance tax on building space used for parking as compared to productive/living space. Introduce parking space restrictions in residential and commercial buildings as per international practice.
33. **Price private-vehicle ownership.** Enhance road-tax charges on private vehicle purchase, including EVs. **EVs reduce emissions, not congestion.** Reduce tax on buses.

E. BUILD THE LONG-TERM MOBILITY DIRECTION – Prepare Now for the Future

34. Adopt a clear city-wide mobility vision – with specific and defined targets for mobility, air-quality, traffic accidents, and public-health – at the centre of transport planning, with walking, cycling and public transport treated as core transport modes.
35. Make landscape design, shade and green cover integral to transport and master planning. Infrastructure investments should be accompanied by proportionate investment in shaded streets, footpaths and parking areas to reduce heat-island effects and improve the comfort of walking and cycling.
36. Adopt a Complete Streets approach and strengthen city/state street-design standards so that walking, cycling, public transport, utilities, street-vending, and other essential street activities are planned together rather than separately.
37. Incentivise and integrate auto-rickshaws to provide for frequent and affordable last-mile connectivity option, potentially integrated the cost into the daily/monthly transit pass.

Within six months, Hyderabad can improve mobility without building another flyover. The objective should not be to make it easier to drive. **It should be to make it easier for people not to have to drive.**

HYDERABAD DOES NOT NEED MORE ROADS. IT NEEDS MORE CHOICES.

Every Hyderabad journey should have a realistic alternative to the private vehicular travel.

We wish for a clean, green, safe and productive Hyderabad for our children and elderly. The city still has the opportunity to change course — before today's road investments make tomorrow's public transport choices impossible and prohibitively expensive.

Respectfully submitted,

Concerned Urban Planners, Transport Professionals and Citizens of Hyderabad

Name / Affiliation / Signature: _____

Additional signatories may be appended.