

## **FAQ FOR UNDERGROUND METRO RAIL**

### **1. What is wrong with Elevated metro rail?**

- a. All other options of surface transport implementation will be clipped for ever on these major arterial roads.
- b. It passes through highly dense Residential and commercial areas
- c. It is planned on most congested Arterial roads of Linking Road, S. V. Road, 10<sup>th</sup> Road. New Link road in western suburbs and Sion Trombay Road in Eastern suburbs.
- d. Most of the elevated metro stations will encroach open spaces of public and private properties, some of the ancestral properties may be demolished which will require land acquisition, rehabilitation, etc.

### **2. Why underground Metro rail between Andheri-Bandra alone?**

- a. S.V. Road, Linking Road, 10 the Road etc. are having less motorable width than the width of Metro stations.
- b. The 8 Km Study route from Andheri to Bandra is the most dense and overdeveloped Residential stretch in the middle of 32 KM C.B.M. Route
- c. This segment has maximum negative impact of TDR.

### **3. What about Increase in Costs?**

- a. All infrastructure projects are considered on cost benefits analysis and not merely on construction cost.
- b. Metro rail it is not a profit making venture. Therefore it is state's responsibility to optimize the cost (like Kolkatta & Delhi Metro

### **4. What about additional time?**

- a. We are planning such an important infrastructure like Metro rail for generations to come. Is two or three year additional time is not significant?

### **5. What about Floods in Underground Metro rail and its proximity to sea?**

- a. Kolkatta underground is planned under Howrah river
- b. Underground metro is not a conventional Basement like structure but an advanced tunnel technology.

**6. Why not Additional tracks over existing Railway Lines?**

- a. All approach roads to existing railway lines are saturated
- b. To decongest existing railway line, it is preferred to distribute the transport mode

**7. How Metro Projects are financed?**

- a. Presently it is PPP mode of finance. However it should be state's responsibility to provide infrastructure projects like various modes of transport to the citizen.

**8. How do we optimize Underground Metro rail cost?**

- a. Reduce length of route
- b. Reduce nos. of stations.
- c. Use Indigenous coaches
- d. Revamp open spaces and playgrounds by providing commercial outlets in basement

**9. How it will affect private and public properties?**

- a. All public and private properties shall have enhanced value
- b. No trees will be uprooted.
- c. It will not affect any existing movements on roads, open spaces
- d. During construction of under ground metro, no foundation or basement of individual structures are disturbed.

**10. How it will benefit Bus riders?**

- a. During construction not a single bus stop or bus route is modified
- b. Options to create dedicated Bus lane , BRTS , This will also improve speed of buses with comfortable journey
- c. All major bus depot's are connected with underground metro rail such as Santacruz Bus Depots, Bandra Bus Depots etc.

**11. What about security controls?**

- a. Underground metro will have minimum 2 and maximum 4 nos. entry /exit only.
- b. Tracks are not visible or accessible from road
- c. Can be used as a shelter during emergency like situation. (Berlin Under Ground extensively used as shelter during war for their citizens.)