

## **ENVIRONMENTAL JUSTICE FORUM, HYDERABAD**

### **Towards a Democratic, Inclusive, Environmentally Just, Climate-Resilient and Ecologically Sustainable INTEGRATED URBAN MOBILITY PLAN for Hyderabad**

**Date: 24.05.2026**

**To:**

The Hon'ble Chief Minister, Government of Telangana  
The Hon'ble Minister for Municipal Administration & Urban  
Development  
The Chief Secretary, Government of Telangana  
The Hyderabad Metropolitan Development Authority (HMDA)  
The Greater Hyderabad Municipal Corporation (GHMC)  
The Hyderabad Traffic Police  
The Telangana State Pollution Control Board (TGPCB)  
And Concerned Authorities

**Respected Sir/Madam,**

The Environmental Justice Forum, Hyderabad respectfully submits this representation urging the Government of Telangana and all concerned authorities to initiate a Integrated, democratic, scientifically grounded and future-oriented Urban Mobility Plan for Hyderabad based on the principles of sustainability, climate resilience, environmental justice, ecological protection, public health, social equity and frugal engineering.

Hyderabad today stands at a critical urban and ecological crossroads. Rapid urbanisation, increasing motorisation, declining public spaces, growing concretisation, rising temperatures, air pollution, flooding vulnerability and worsening traffic congestion are collectively imposing severe environmental, economic, infrastructural and public health stresses on the city.

***The following are a few of the major issues related to urban mobility in the Hyderabad Urban Area.***

1. Recent concerns surrounding multi-level flyovers and underpass interventions around KBR Park raise larger questions of ecological sustainability, climate resilience, environmental justice, urban liveability and long-term mobility planning.
2. Severe congestion in the Gachibowli–Financial District–HITEC City corridor despite repeated flyovers and road expansion, highlighting the limitations of automobile-centric mobility.
3. Weak integration among Metro Rail, MMTS, buses and feeder systems resulting in excessive private vehicle dependence, mobility inequity and unsustainable commuting patterns.
4. Increasing urban heat island effects, flooding vulnerability and ecological degradation due to excessive concretisation, shrinking tree cover, lake encroachments and ecologically insensitive infrastructure expansion.
5. Growing debate over “signal-free” and flyover-centric urban planning versus scientifically managed, multi-modal, public transport-oriented and climate-resilient mobility systems.
6. Urgent need for integrated land-use and transport planning based on environmental justice, public transport prioritization, adaptive traffic management and frugal, ecological engineering.

*The Forum respectfully submits that urban mobility challenges cannot be sustainably resolved through isolated, automobile-centric and concrete-intensive interventions alone.*

Global urban experience increasingly demonstrates that repeated expansion of flyovers, elevated corridors and road infrastructure often provides only temporary congestion relief while simultaneously increasing private vehicle dependency, induced traffic demand, fossil fuel consumption, urban heat stress, ecological degradation and long-term infrastructure costs. [1][2]

*Hyderabad therefore requires a broader and integrated mobility vision that prioritizes movement of people rather than movement of vehicles.*

## **TOWARDS A MULTI-MODAL & PEOPLE-CENTRIC MOBILITY FRAMEWORK**

The Environmental Justice Forum Hyderabad earnestly demands that

the city's future mobility strategy must be based on a seamless, integrated and multi-modal framework combining metro rail, city buses, suburban rail, electric mobility, para-transit systems, walking infrastructure, cycling networks and intelligent traffic management systems.

The objective of urban mobility must not merely be faster movement of automobiles, but equitable, affordable, safe, accessible and environmentally sustainable movement of people across all sections of society.

*A truly modern urban mobility system must especially serve public transport users, pedestrians, senior citizens, children, persons with disabilities, low-income communities, small businesses, street vendors, construction workers, peri-urban communities, women and climate-vulnerable populations.*

## **CLIMATE RESILIENCE, ECOLOGY & ENVIRONMENTAL JUSTICE**

Hyderabad is increasingly vulnerable to prolonged heatwaves, flash flooding, water stress, air pollution and ecological degradation. Urban mobility planning must therefore be fully integrated with climate resilience and ecological sustainability goals.

Large-scale concretisation, destruction of mature urban tree systems, excessive asphalt / concrete expansion and ecologically insensitive infrastructure can significantly intensify urban heat island effects, flooding risks, heat stress, energy demand and public health burdens. [3][4]

Urban ecological assets including parks, lakes, wetlands, biodiversity zones, urban forests and tree corridors must be treated as critical climate adaptation infrastructure rather than expendable land resources.

Scientific evidence globally establishes that mature urban tree systems and nature based solutions reduce ambient temperatures, improve air quality, absorb pollutants, reduce flooding, sequester carbon and significantly improve public health and urban resilience. [5][6]

Mobility planning is also fundamentally linked to environmental justice

and social equity. Automobile-centric infrastructure disproportionately benefits private vehicle users while often marginalizing pedestrians, cyclists, bus commuters, informal workers and economically weaker sections who depend primarily on public and non-motorized transport systems.

At the same time, the environmental burdens of pollution, heat stress, flooding and ecological degradation are disproportionately borne by ordinary citizens and vulnerable communities.

*A democratic and equitable mobility framework must therefore ensure universal accessibility, affordable public transport, safe pedestrian infrastructure, barrier-free mobility, last-mile connectivity and equitable allocation of urban road space.*

## **SCIENCE-BASED TRAFFIC ENGINEERING & MODERN MOBILITY MANAGEMENT**

Modern urban mobility challenges require science-based traffic engineering and intelligent transport systems (ITS) and mobility management rather than continuous dependence on large-scale concrete expansion.

Many congestion problems arise not merely from insufficient road width, but from poor intersection geometry, inefficient signal phasing, unregulated parking, inadequate public transport integration, bottlenecks and lack of coordinated traffic management.

Hyderabad can significantly improve mobility through adaptive traffic signal systems, synchronized green corridors, AI-assisted traffic optimization, scientific junction redesign, intelligent transport systems, parking regulation, congestion management and demand-side traffic planning.

*Scientific interventions such as lane channelization, dedicated turning lanes, junction optimization, pedestrian safety redesign, traffic demand management, and real-time traffic analytics can often substantially improve traffic flow with far lower ecological and financial cost than repeated flyover expansion. [7]*

## **PUBLIC TRANSPORT & NON-MOTORIZED MOBILITY**

A sustainable mobility future for Hyderabad requires major strengthening of public transport systems and non-motorized mobility

infrastructure.

Priority must be given to expansion of electric buses, Bus Rapid Transit systems, metro feeder connectivity, suburban rail integration, integrated ticketing systems, seamless last-mile connectivity, shaded pedestrian infrastructure, cycling networks and universal accessibility.

*A single efficient public transport corridor can move significantly more people per hour than multiple private vehicle lanes while generating lower emissions and lower land-use burden.*

*Similarly, a substantial proportion of short-distance urban trips can shift away from private vehicles if cities provide safe, shaded and continuous pedestrian and cycling infrastructure.*

*Tree-lined pedestrian systems also function as critical heat mitigation infrastructure in warming urban environments.*

## **FRUGAL ENGINEERING & ECOSENSITIVE URBAN PLANNING**

The Environmental Justice Forum Hyderabad strongly submits that Hyderabad requires frugal, efficient and eco-sensitive engineering and urban planning rather than perpetual large-scale concretisation.

Frugal engineering means achieving maximum public mobility benefit with minimum ecological, climatic, social and financial cost.

This requires optimization of existing infrastructure, integrated environmentally just and inclusive transport planning, decentralized development, transit-oriented development (TOD), efficient land-use planning and scientifically prioritized investments.

*Infrastructure expansion must be evaluated not merely on construction scale, but also on lifecycle environmental and ecological costs, climate impact, energy intensity, public health implications, social equity and long-term sustainability.*

## **RECOMMENDATIONS & DEMANDS**

***The Environmental Justice Forum Hyderabad respectfully urges the Government of Telangana and concerned agencies to:***

**1. Prepare a Comprehensive Urban Mobility Plan for Hyderabad Metropolitan Region which is Integrated, Equitable, Ecofriendly,**

Climate-resilient, Technology driven and Affordable, through transparent public consultation and multidisciplinary expert participation.

**2. Prioritize seamless multi-modal integration** among metro rail, buses, BRTS, suburban rail, walking, cycling and intermediate public transport systems, low carbon mobility transitions, climate resilient urban planning, and protection of urban ecological systems.

**3. Strengthen public transport** through large-scale expansion of electric buses, bus priority systems, feeder connectivity and integrated ticketing.

**4. Mandate Climate Impact Assessments,** Heatwave Vulnerability Assessments and Environmental Impact Assessments for all major urban transport and infrastructure projects.

**5. Integrate ecological sustainability, biodiversity conservation** and urban climate resilience into all mobility and infrastructure planning processes.

**6. Protect urban ecological assets** including parks, lakes, wetlands, biodiversity zones and urban forests as critical urban climate infrastructure.

**7. Adopt science-based traffic engineering and urban transport** planning and scientifically managed traffic systems including adaptive traffic management, junction optimization, intelligent transport systems (ITS) and demand-side congestion management in preference to before resorting to large-scale concrete expansion.

**8. Prioritize safe walkability, universal accessibility, cycling** infrastructure and safe pedestrian mobility across the city.

**9. Institutionalize Environmental Justice and Climate Justice** principles in all future urban planning and mobility decisions.

**10. Establish an independent multidisciplinary urban mobility and environmental advisory framework** including transport planners, traffic engineers, ecologists, climate scientists, hydrologists, urban designers, public health experts, data scientists, environmental economists and citizen representatives.

## **CONCLUSION**

The future of Hyderabad cannot be secured through fragmented and automobile-centric infrastructure expansion alone.

The city requires a transformative mobility vision rooted in scientific planning, ecological wisdom, climate resilience, social equity, democratic participation, environmental justice and sustainable urban development.

A truly modern Hyderabad must be mobile, inclusive, climate-resilient, environmentally responsible, environmentally just, and people-centric.

***The Environmental Justice Forum Hyderabad therefore urges the Honourable Chief Minister, and all concerned authorities to initiate an integrated, transparent, inclusive, pro-people, equitable, scientifically grounded, ecologically sustainable, environmentally just mobility transition that is based on frugal engineering and eco-sensitive urban transport planning principles and which protects both the city's future mobility needs and its ecological health for generations to come.***

**Warm Regards**

***On behalf of Environmental Justice Forum, Hyderabad (EJF)***

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