CYBERABAD SCOOT-TO-WORK · THE THEORY

Spine, Loops and Tributaries

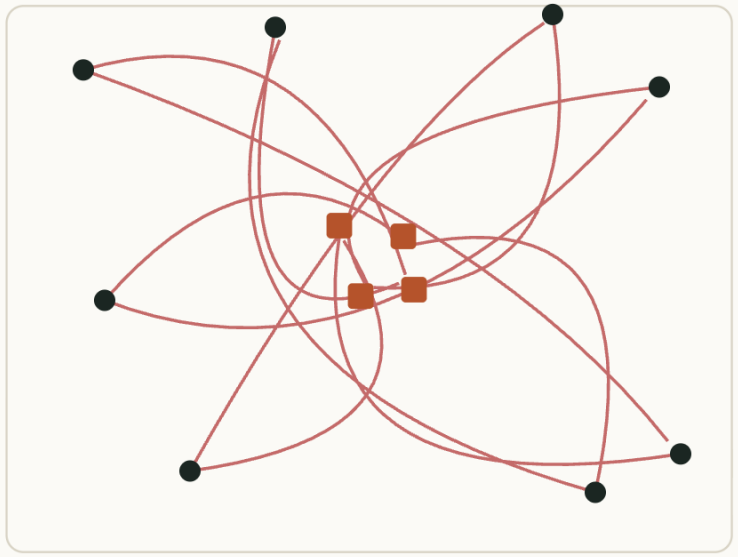
How the body moves blood to every cell, and how Cyberabad can move people to every office the same way.

Uma Mahesh Padisetty · Proposal · November 2026

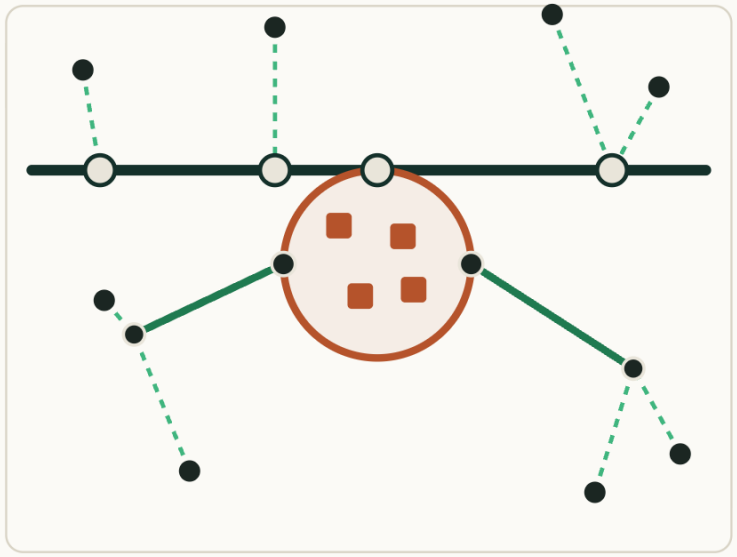
THE PROBLEM

Chaos is everything going in every direction

The same homes and offices, two ways of connecting them

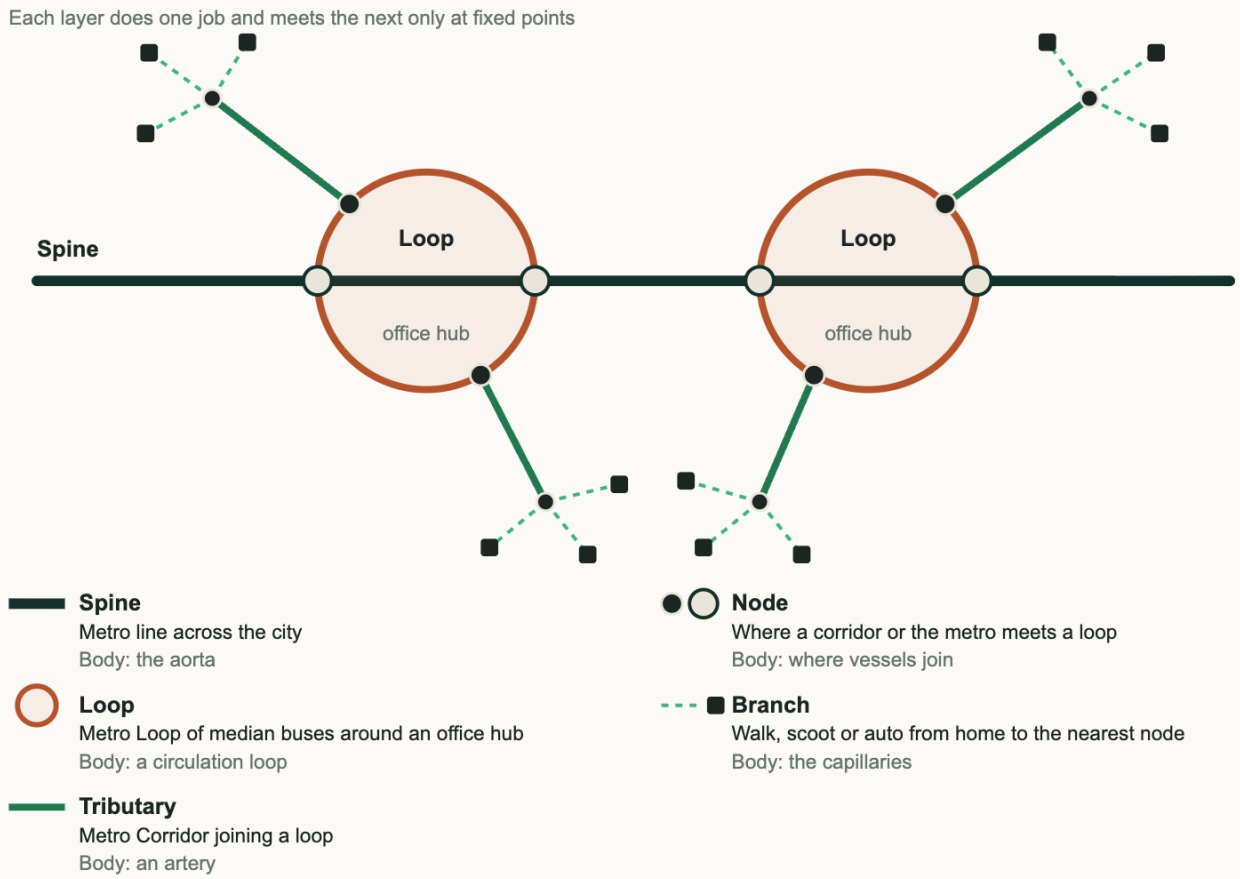


Today: every trip takes its own path



Ordered: shared paths, fixed meeting points

Office · Home · Metro spine · Loop · Tributary · Branch



THE PRINCIPLE

Move people the way the body moves blood

Each layer does one job

The big vessels never serve a cell directly.

Layers meet at fixed points

Flow joins and leaves only at junctions, so nothing collides.

Every cell is reached

Fine branches reach every single cell, and every home.

FOUR LAYERS

Spine, loops, tributaries, branches

Spine

Metro line

Across the city, like the aorta. Carries the city-wide flow.

Loop

Metro Loop

One-way median bus lane round each office hub, like a circulation loop.

Tributary

Metro Corridor

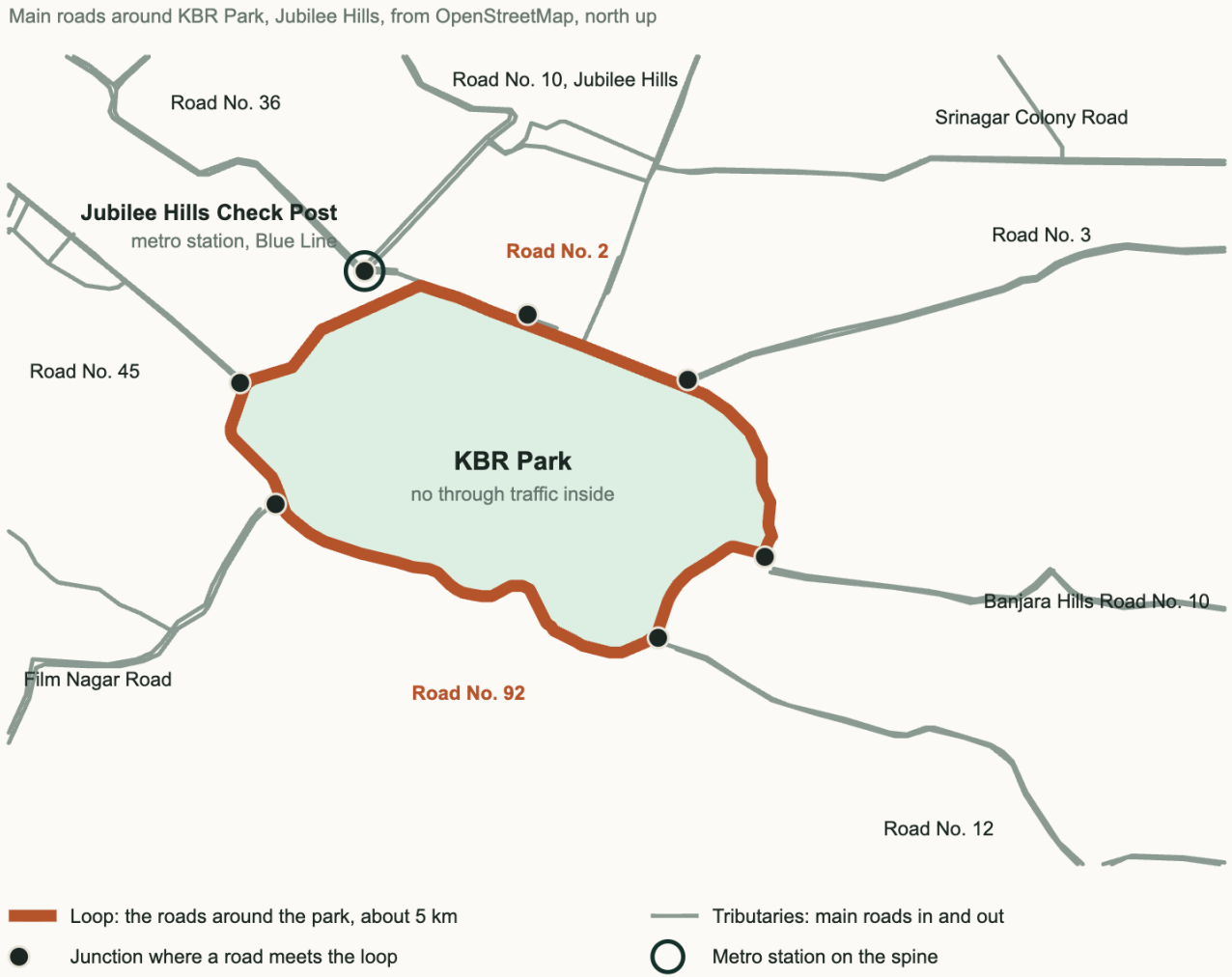
Joins a loop at a Metro Node, like an artery.

Branch

Last mile

Walk, scoot or auto from home to the node, like capillaries.

People change layer only at nodes. Every Metro Node and neighbourhood has dedicated parking for autos.



A LIVING EXAMPLE IN HYDERABAD

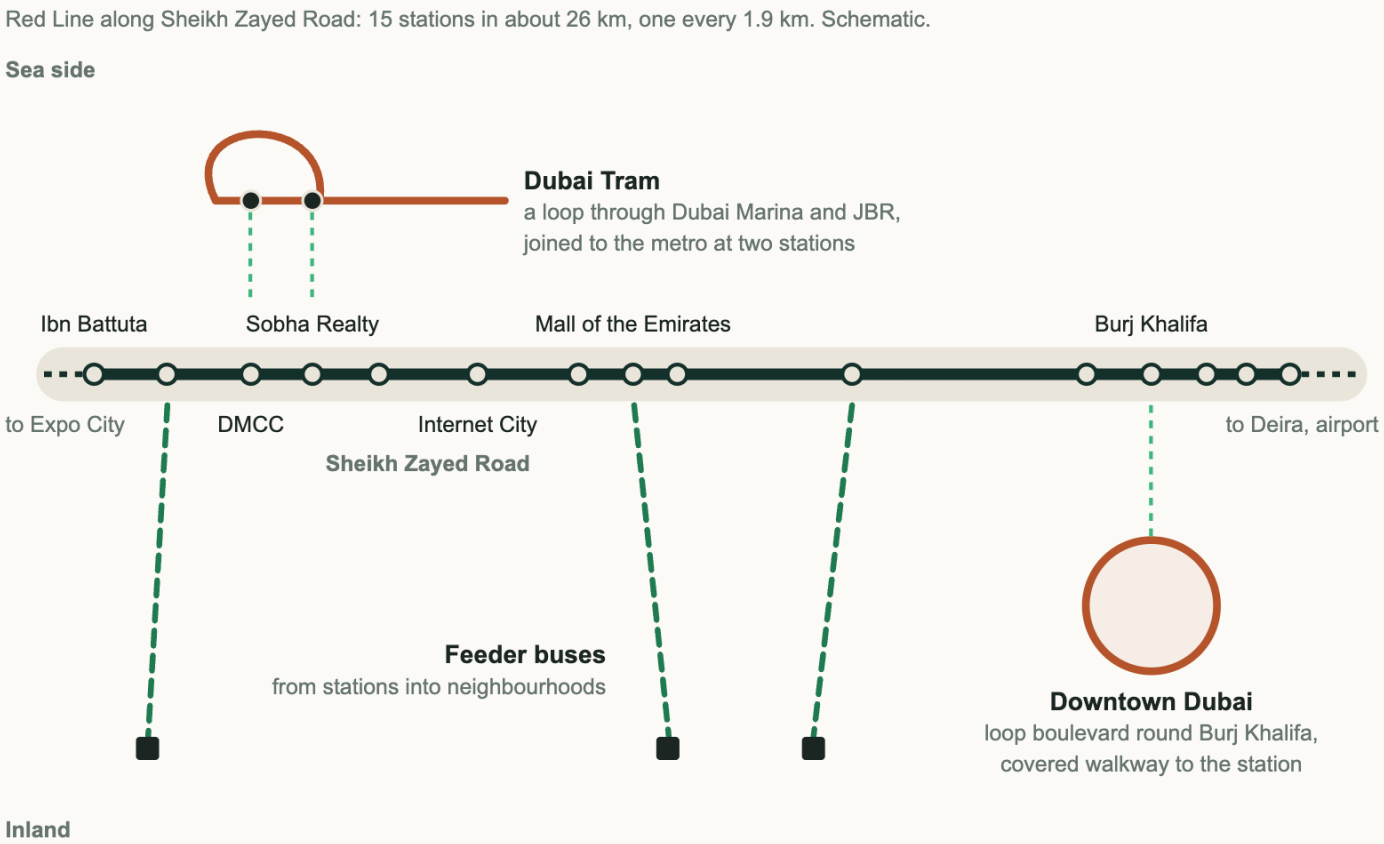
KBR Park already works as a loop

5 km one loop of roads round the park

~8 main roads join it at fixed junctions

0 roads cut across the middle

The lesson is the shape. KBR still jams at peak because every vehicle shares it; our loops give the median lane to buses only.



AT CITY SCALE

Dubai is built along one spine

The spine

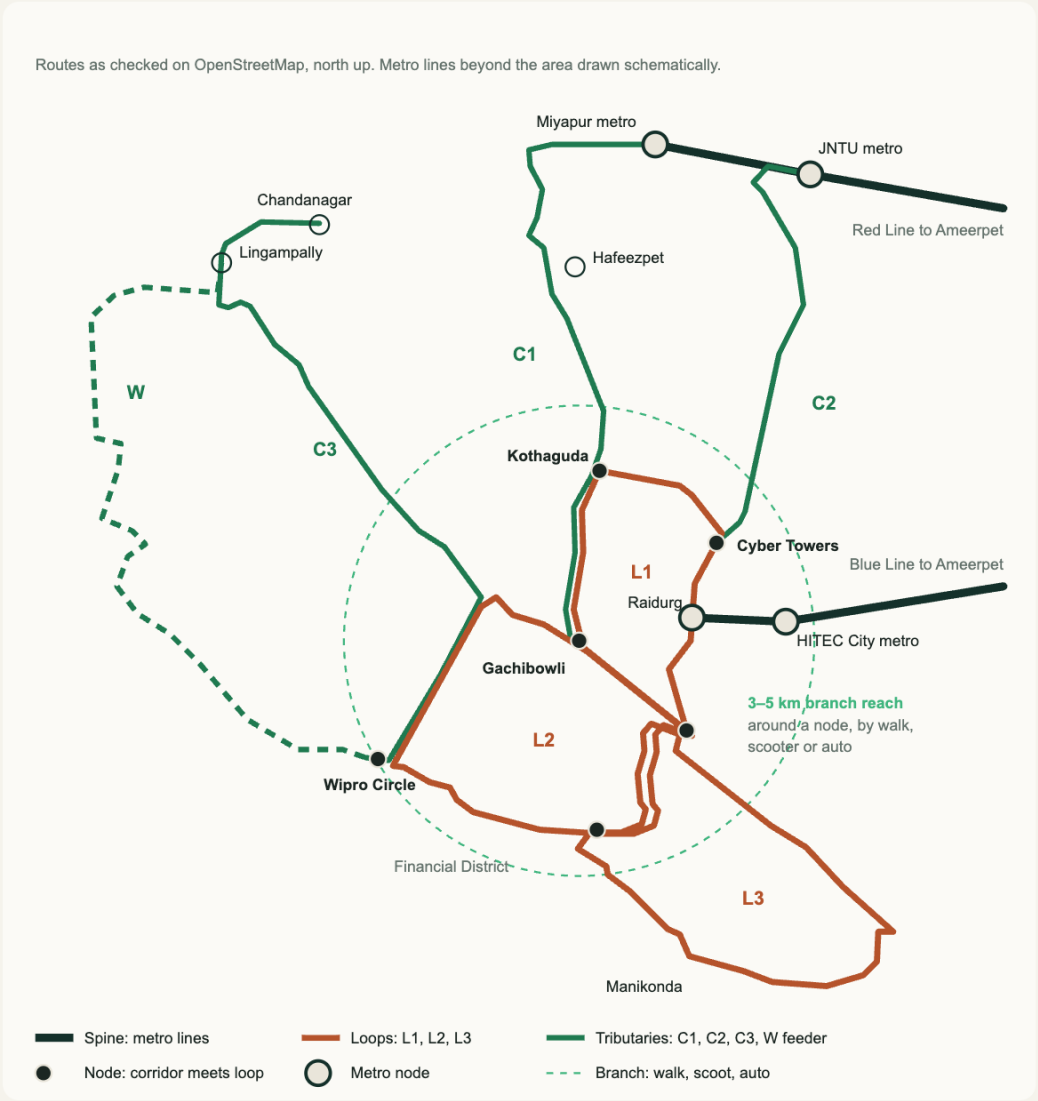
Red Line on Sheikh Zayed Road, a station every 1.9 km.

The loops

Tram through Dubai Marina; a boulevard round Downtown.

The tributaries

Feeder buses and covered walkways into every district.



THE MODEL IN CYBERABAD

Two spines, three loops, four tributaries

Spine — Metro Red Line and Blue Line

Loops — Metro Loops L1, L2, L3 round each office hub

Tributaries — Metro Corridors C1, C2, C3 and the West feeder

Branches — Walk, scoot or auto, 3–5 km to ~110 Metro Nodes

THE METRO NODE

The only place where layers meet

Bus platform

In the median, for the Metro Loop or Metro Corridor; a bus every 5–8 minutes.

Metro link

Where a loop meets the spine, a short covered walk to the metro station.

Scooter dock

Beside the crossing to the platform, on the walk-and-scoot edge.

Auto parking

Dedicated spaces for registered autos, never on the walkway or scooter lane.

About 110 nodes across Cyberabad. Changing mode anywhere else, in the middle of a main road, is what creates chaos today.

TARGET STATE

Everyone is served, sustainably

Under 1 hour

Door to door

Branch to a node, a bus every 5–8 minutes, one change at most.

Under ₹3,000

A worker's month

People don't mind ₹50–100 for an auto and ₹20–50 for the metro; a joint pass and shared autos keep the month in budget.

₹1,000 a day

An auto driver

20+ riders a day at ₹50–100, from a dedicated stand at the node.

The metro gets a steady, predictable flow of riders and fare income.

KEEPING THE ARTERIES CLEAR

Autos serve the branches, not the arteries

An auto stopping on a Metro Loop or Corridor road does to traffic what a clot does to an artery.

Registered and tracked

Every auto has a zone permit and GPS, and shows its fare.

Dedicated parking

At every Metro Node and in every neighbourhood.

Off the main roads

Autos cross Metro Loop and Corridor roads but do not stop or ply along them.

Phased in with drivers

Stands, permits and tracking first; limits once drivers are earning.

KEY BENEFITS

What the city gets

Serves working people and autos

A sub-₹3,000 month for workers and steady income for auto drivers.

Reliable, comfortable transport

Buses every 5–8 minutes in their own lane; door to door in under an hour.

Cleaner air

No dust pollution and no noise pollution: electric buses, scooters and autos, paved and planted kerbs.

Healthier people

A daily walk or scoot at each end of the trip.

Less chaos

Smooth movement with a consistent, controlled flow of people.

Predictable metro

A steady flow of riders and fare income to plan on.

WHAT HAS TO BE TRUE

Six decisions make the theory work

1. One Metro network, one card, one map for metro, loops and corridors.
2. A joint metro and bus pass that keeps a worker's month under ₹3,000.
3. Dedicated auto parking at every node and in every neighbourhood.
4. Every auto registered to a zone and tracked, agreed with drivers' unions.
5. Bus-only median lanes on every loop and corridor, enforced from day one.
6. People change layer only at Metro Nodes.