

LOW CARBON MOBILITY PLAN FOR VISAKHAPATNAM

PUBLIC TRANSPORT Scenario

Supported by:

United Nations Environment Program (UNEP)

In Partnership with:

**IIT-Delhi, IIM-Ahmedabad, CEPT University-
Ahmedabad**



www.itrans.co.in

**Innovative Transport Solutions
(iTrans) Pvt. Ltd.**

PT Components and Operators

♣ Intra-city

- Bus
 - City bus system -- APSRTC
 - BRT – VUTCL (APSRTC, GVMC, VUDA, Traffic Police, RTA)
- Auto-Rickshaw– Private Operators

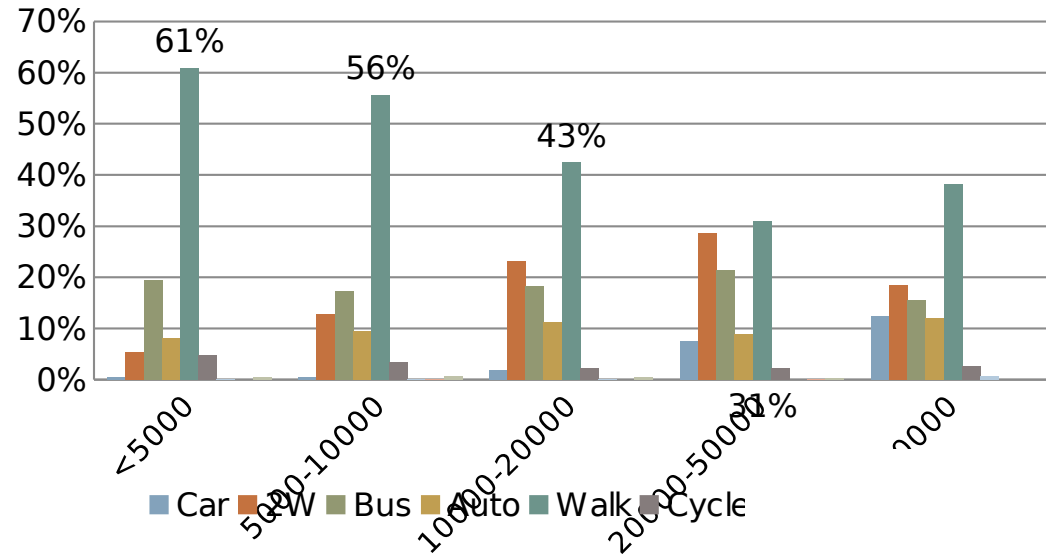
♣ Inter-City

- Rail– East Coast Railway
- Bus– APSTC, Private Operators
- Auto-Rickshaw– Private Operators

Base year Scenario

♣ Mode Shares-2011 ♣ Income Vs Mode Share

Mode	% Trips	Trip Length
Car	2%	9.3
2W	15%	5.8
Bus	18%	11.7
3W	9%	5.9
Walk	52%	0.7
Cycle	3%	3.2
Total	100%	4.1 km

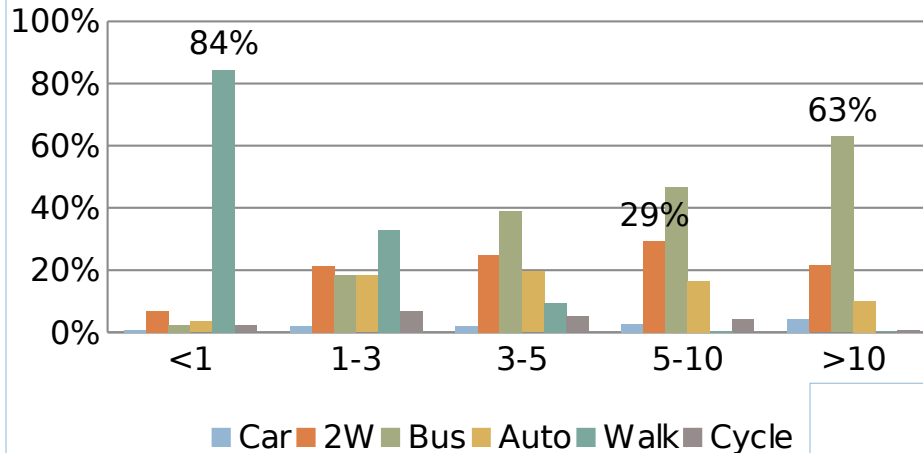


Source: HH Interviews, LCMP

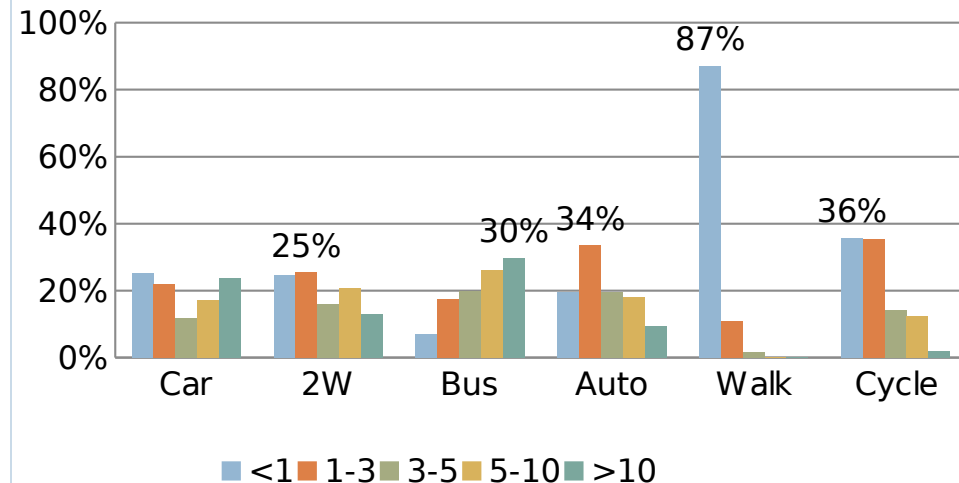
HH Income and Trip length are the two most critical variables in determining the mode choice

Mode-Trip length

Trip Length Vs Mode Choice



Mode Choice Vs Trip Length



City Bus System

- ❁ 157 routes in total
- ❁ 670 city buses
- ❁ 160 buses sanctioned under JNNURM
 - 2 Low floor AC buses
- ❁ More than 5 lakh trips/day
- ❁ Peak frequency of 15 min
- ❁ 63,000 Cars+ 4.7 lakh 2W carry the same trips but occupy 40% of road space and more than 90% of total transport budget made in the city
- ❁ 'Hire' Buses operated at Rs. 16-18 Rs. Per km
- ❁ Bus stop infrastructure missing

Checks on usage

♣ Bus operations

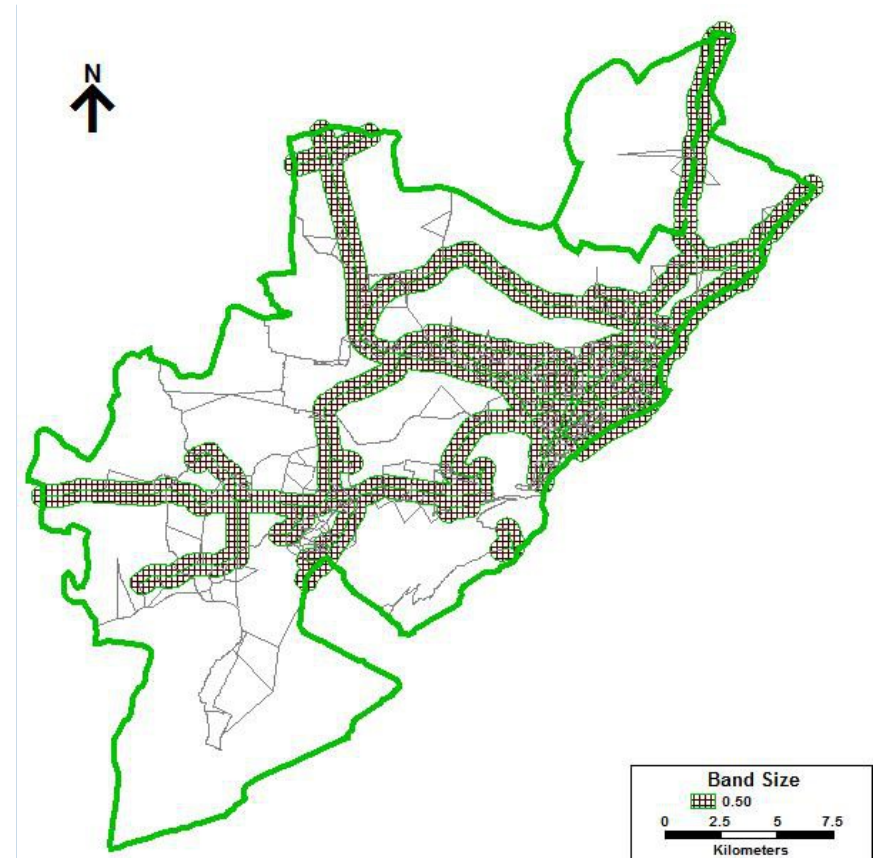
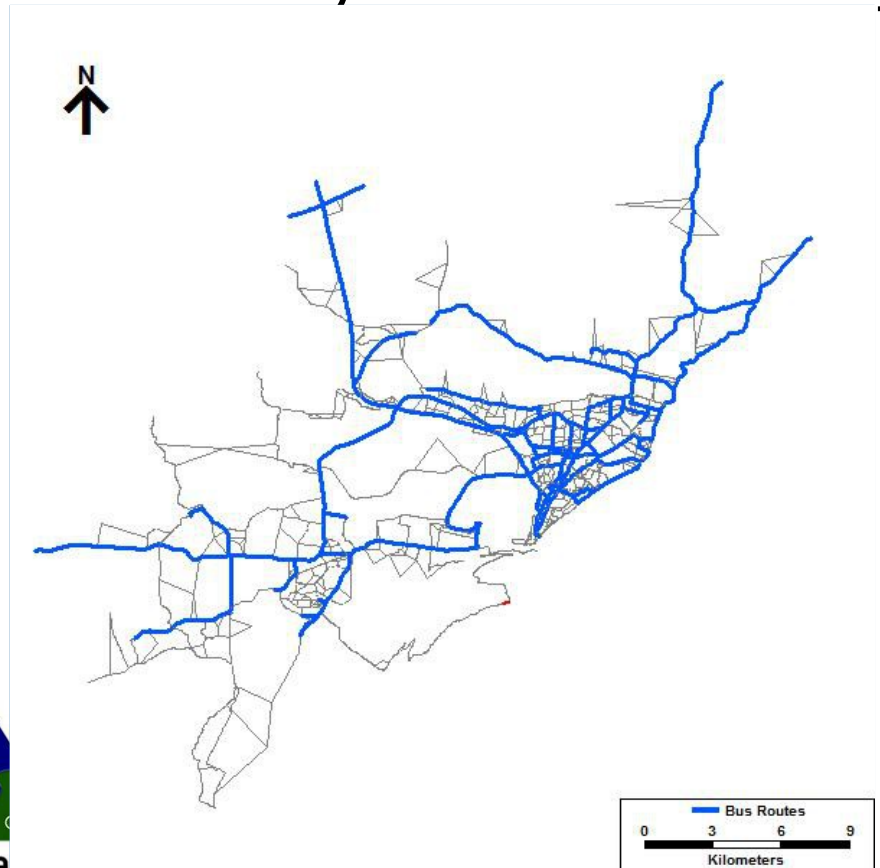
- APSRTC Occupancy and operations data (for total users, VKT)
- Petrol Pump Surveys (for annual VKT)

♣ Auto-Rickshaws

- IPT operator survey
- Petrol Pump Surveys (for annual VKT)

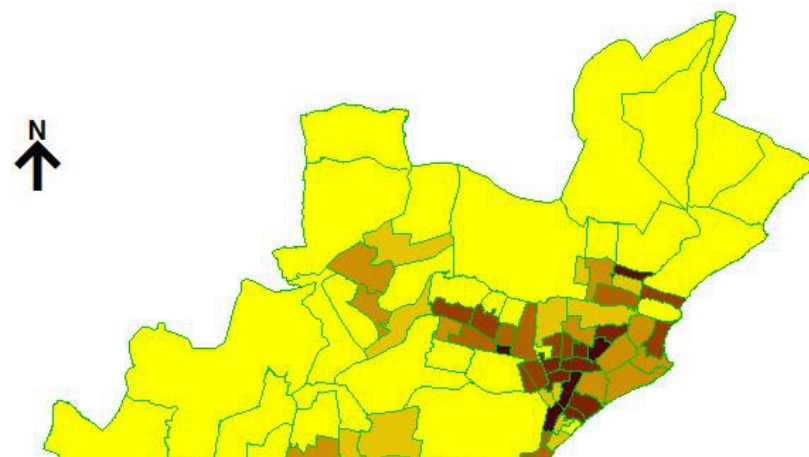
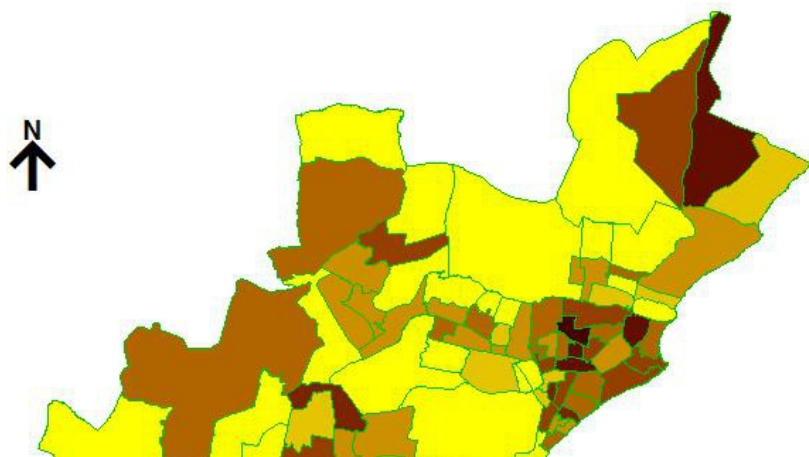
Bus

- ♣ Good network connectivity, But fleet and operations is a problem
- ♣ 670 city buses in the city cover more than 5 lakh



Bus- Demand Vs Supply

♣ Bus mode shares



预览已结束，完整报告链接和二维码如下：

https://www.yunbaogao.cn/report/index/report?reportId=5_15877

