

CHANGING SCENARIO IN URBAN TRANSPORT

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ABSTRACT

It is becoming very important to coordinate public transport with the increasing population and area of cities. The government is committed to this objective so that the mobility of people continues smoothly public transport is cheaper than private transport and has less negative impact on this environment. Therefore, the government should pay special attention to this. At present, Bus, Midi Bus, Metro Rail and Electric Bus are being operated by the government for public transport. To reduce dependence on traditional fuel, the use of electric buses running on alternative fuel electricity is being increased which are pollution free. Government of India is pushing for the adoption of EVs to reduce fuel consumption and improve the environment. To achieve this, and also support the Global EV 30 @ 30 Campaign, the drive aims for at least 30% vehicle sale to electric by 2030.

Keywords: BSUP, IHSDP, SPV, FAME, India Scheme, Gross Cost Control, Model CNDS.

Introduction

Urbanization and transportation influence each other. Transportation stimulates economic mobility. It rearranges economic relations between cities and their peripheries. The expansion at built-up area in cities is a result of efficient transportation networks. The urban forms of cities are reorganized due to increasing infrastructure. The government is committed to solve the problems of Urban Transport. Some of them are congestion, in capacity of public transport system, diminishing importance of non-motorized transport system, parking difficulties, noise and atmospheric pollution and above all increasing accidents. Working in this direction the Central and State Government are taking many measures to improve public transport.

For this, under the JNNURM Scheme run by the Government of India, it is proposed to provide rapid and organized transport system in the cities whose population is more than 10 Lakhs. Jawaharlal Nehru National Urban Renewal Mission (JNNURM) was launched in 2005. It has two components: First, basic services for the Urban poor and Second; Integrated Housing and Slum development Programme.

The Urban transport wing of the Ministry of Urban development coordinates, evaluates and approves Urban Transport matters, including metro rail projects, at Central Level.

Mission

To ensure sustainable transport system, the Government of India has proposed the following reforms at the State and City Level.

State Level

- To establish integrated metropolitan transport authority in cities with population above 10 Lakhs.
- To establish Civil transport grant at the State Level.
- Changes in city by laws and master plan to allow for land use and transportation integration in the area around the station.
- To designate a department at the State Level to deal with matters of Urban Transport.
- Establishing a mechanism for time-based fare revision for the public transport system.
- Exempting or reimbursing all taxes on city buses at the State Level.

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City Level

- Establishing dedicated Urban Transport grants at the City Level.
- Implementing advertising policy for public transport such that advertising revenue is generated.
- Implementing parking policy, Park and ride facility will be provided at multi-level parking lots.
- Establishing Traffic Information Management Control Centre for effective monitoring and enforcement. Also, data generation and data collection can be establish for future policy.
- Multi-modal integration involving Sub-urban Railways to provide network connectivity in the region and facilities like single ticketing for seamless travel.
- To implement the above proposed reforms and for the efficient operation of the Urban Transport System, a provision was made by the Urban Development Department, Government of Uttar Pradesh in the year 2009 for the formation of Civil transport directorate, which become operational in the year 2015

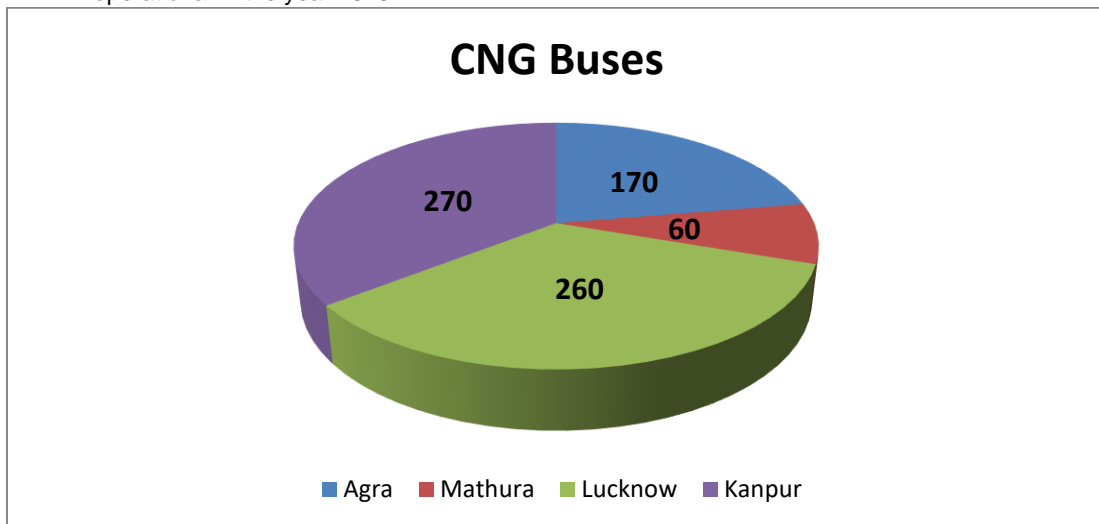


Fig. 1: CNG Buses Running in Big Cities like Agra, Mathura, Lucknow, Kanpur

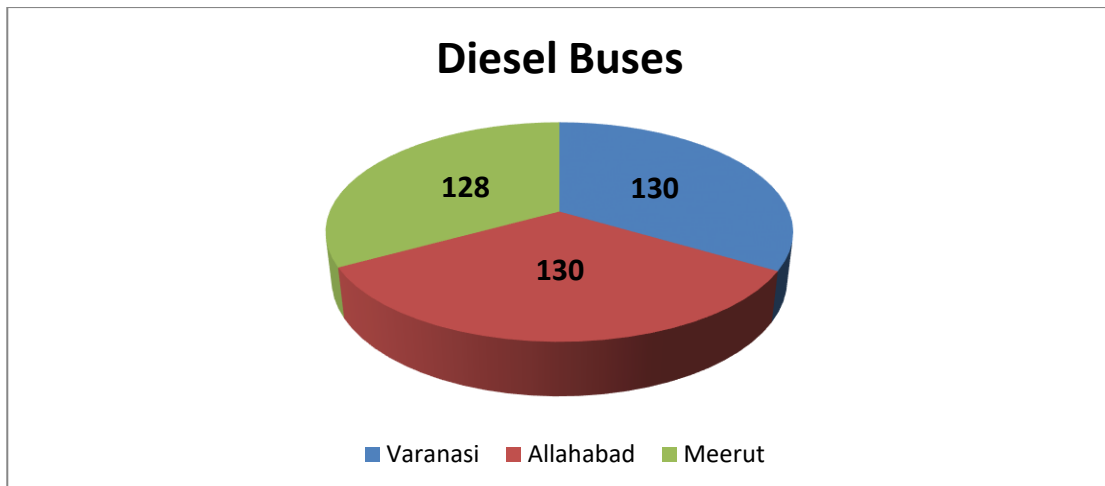


Fig. 2: Diesel buses running in Varansi, Prayagraj and Meerut

UPSRTC is going to operate electric AC buses on 10 routes of Uttar Pradesh for the convenience of Passengers. About 100 buses will be run with the help of private operators in the next six months. These buses will cover a distance of at least 250 Kilometers per day for charging of buses, the Transport Corporation will build Electric Vehicle Charging Stations on Public Private Partnership model at 10 vacant places.

Directorate of Urban Transport is the nodal agency for planning, execution and management of sustainable City Bus Services (CBS) including policy returns at both State and City Level. Work is mainly through Policy interventions to promote affordable public transport service, develop related transport infrastructure and reduce dependency of private vehicles.

Govt. are supporting EVs through various incentives like the FAME-II Scheme, Production Linked Incentives (PLI) Scheme, exemption in road tax and lower GST.

In the bus segment of EVs Bus will Lead to greater adoption because of improvement in charging time, decline in battery prices and technological advancement.

To achieve the E-Mobility goal, Uttar Pradesh should focus on Electric Buses in its transportation Strategy. At present the State has a demand for 10400 Electric Buses.

Outcome

- The plan to operate 1310 buses in 07 cities under JNNURM Scheme was approved by the Government of India in 2009. At present 492 CNG and 292 diesel buses are operating.
- SPV (Special Purpose Vehicles) was formed for 07 cities on the basis of share capital of Uttar Pradesh Transport Corporation, Local Municipal body and Local development authority.
- 40 electronic buses are being operated in Lucknow city through Lucknow City Transport Services Limited.
- Under the Scheme FAME-1 (Faster Adoption and Manufacturing of Electronic Vehicles in India) 40 Electric buses were purchased.
- Under the FAME-2 Scheme, 600 Air-conditioned Electric Buses in 11 cities of the State and 100 buses in 03 cities by the State Government a total of 700 Air-conditioned midi electric buses are operating.
- For this, a grant of Rs. 45 Lakh per bus has been approved.
- The construction work of charging stations and maintenance depots for electric buses in 14 major cities of the state was done by the organisation CNDS Uttar Pradesh Jal Nigam.
- The supply of electric buses start from the month of November 2021 currently 441 electric buses operated in 14 cities.
- Buses are being displayed live through “Chalo App” in 08 cities of Uttar Pradesh.
- At present, more than 25 Lakh citizens are getting the facility of city bus.
- To get information about the exact location of buses, vehicle tracking devices are installed in electric buses and the buses are being displayed live through the app.
- For the convenience of passengers tickets are being issued through electronic ticketing machines.
- Breath analyzer test of drivers is regularly conducted at the time of bus out shedding and at the time of checking on the route.
- Drivers of electric buses are given training on simulators from time to time.
- At present, 740 air-conditioned electric buses are being operated under the FAME-I and FAME-II Scheme in 14 cities of Uttar Pradesh, which is the highest in the country. The details of buses are as follows:

S. No.	Name of the City	No. of Electric Buses
1.	Lucknow	140
2.	Kanpur	100
3.	Prayagraj	50
4.	Varanasi	50
5.	Meerut	50
6.	Agra	100
7.	Mathura-Vrindavan	50
8.	Bareilly	25
9.	Aligarh	25
10.	Ghaziabad	50
11.	Shahjahanpur	25
12.	Gorakhpur	25
13.	Jhansi	25
14.	Moradabad	25

- Keeping in view the safety of passengers, 5 CCTV cameras and panic button are available in electric buses.
- The electric buses have full charging in 45 minutes and a range of 150 kilometers on a single charge.
- Bus services are being provided by various companies which are headed by divisional commissioner.
- 740 e-buses, which were procured under FAME-I and II Scheme of Government of India are operating. In addition the Directorate will also receive 2000 e-buses under PM e-bus Sewa Scheme of Government of India.

Sl. No.	Name of Cities	Population		Estimation for City Bus			
		2011 Census	Projected 2021	Bus Required as per Level of Service (2021)	Existing e-bus	Additional Requirement of e-Bus	PM e-Bus Sewa (allotment)
1	Agra	1585704	1982000	990	100	890	100
2	Aligarh	874408	1093000	440	25	415	100
3	Bareilly	903668	1130000	450	25	425	100
4	Ghaziabad	1648643	2061000	1030	50	980	150
5	Gorakhpur	673446	842000	340	25	315	100
6	Jhansi	505693	632000	250	25	225	100
7	Kanpur	2767348	3459000	1730	100	1630	150
8	Lucknow	2817105	3521000	1760	140	1620	150
9	Mathura-Vrindavan	349909	437000	170	50	120	100
10	Meerut	1305429	1632000	650	50	600	100
11	Moradabad	887871	1110000	440	25	415	100
12	Prayagraj	1112544	1391000	560	50	510	100
13	Shahjahanpur	329736	412000	160	25	135	50
14	Varanasi	1198491	1498000	600	50	550	100

Conclusion

About 700 CNG buses and 440 diesel buses are operating in various cities of the State Electric buses are also being operated in the State for clean environment and easy transportation Air-conditions Electric Buses are an accessible, safe and popular public transport for city dwellers, which is free from air and noise pollution and is safe for disabled friends and women. Urban Development Department of Uttar Pradesh is moving a head with its mission "Aapka Sukh Hamara Chain" and is committed to it. To achieve this mission these suggestions should also be kept in mind.

- The gap between demand and supply for transportation facilities should be reduced by proper planning and policy interventions.
- There should be a shift towards adopting sustainable measures in Urban Transport Planning.
- The various agencies responsible for transportation and traffic management must work in close coordination.
- There should be a high level statutory body which is representative of all agencies working in the field of transport planning.
- There are some challenges in the operation of the Electric-buses such as ignorance about the bus operation system.

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