

Draft Report on Proposed Bus Terminal and Pick up Stations

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1. INTRODUCTION:

Indore, a historical City situated on the banks of rivers Khan and Saraswati, is the largest City of 'Indore Agro Industrial Region' of Madhya Pradesh. It is the nerve center of the economic, social, education, medical and industrial hub of the State.

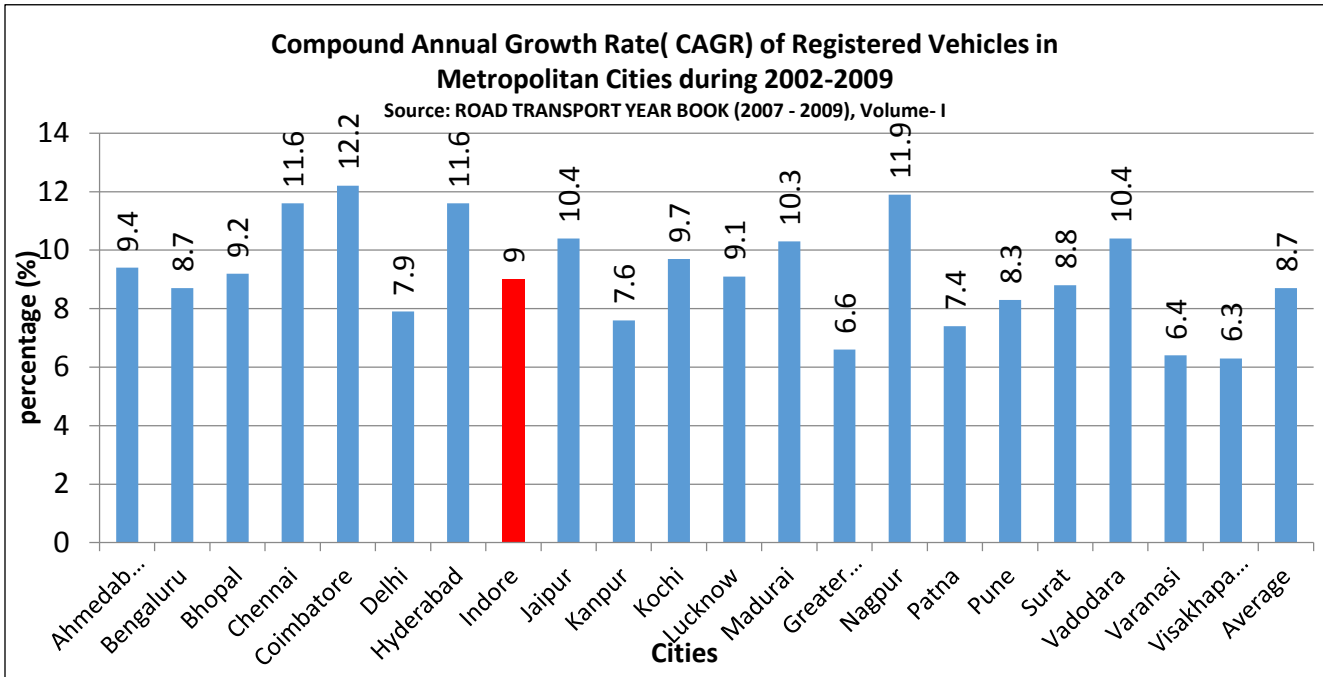
It is also an important tourist destination with a number of tourist attractions in and around Indore within 100 km radius.

The total area of Indore is 230 KM² with a population of 2.2 Mn. The city has a population density of 841 people per KM² (2011 census). The rapid industrial and commercial development coupled with the rise in population (with a rate of 12% pa) in the recent past has contributed to a large scale increase in traffic (Growth of Registered Vehicles ~10% pa) in the City. This increasing intensity of traffic has resulted in the manifestation of a number of problems which pose a potential threat to the economic vitality and productive efficiency of the City. Traffic congestion is already severe on many road sections and parking problems are aggravating.

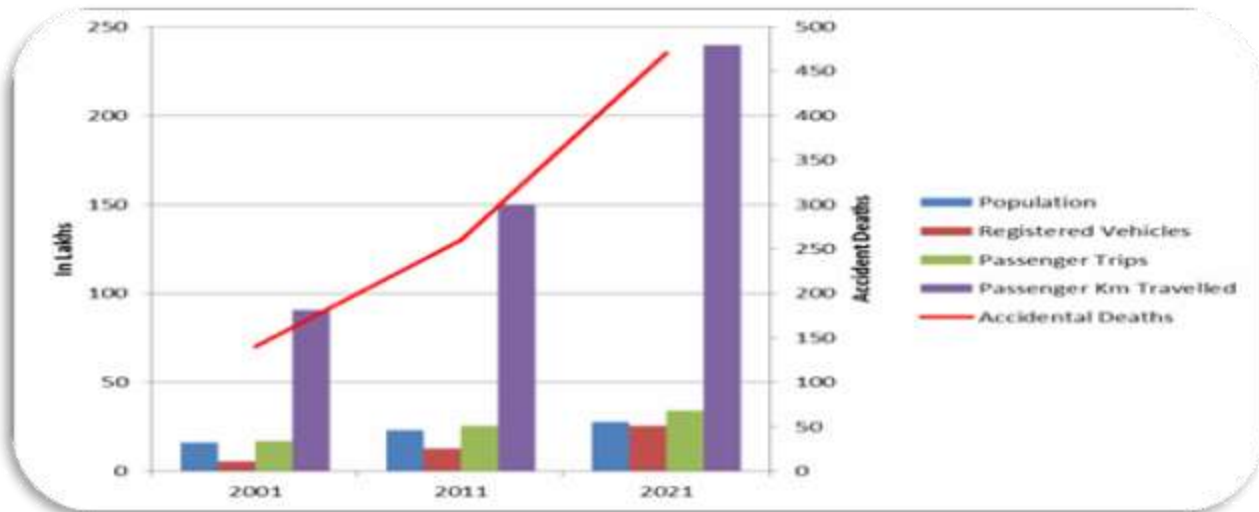
The mass transport share is low and as a result, the City is experiencing rise in the use of personalized modes (specially two wheelers) and consequently facing severe problems of congestion while vehicular pollution is assuming critical dimensions.

2. Need of the present Study:

The following graphs shows the need of an urgent study for proding better solution for mass transportation



The above graph shows the increase in the rate of registered vehicles in Indore and other metropolitan cities. The growth rate in Indore is more than many other cities.



Looking at the above two graphs the congestion, safety and traffic movement in the city may be a major issue in future. It requires an immediate attention for the significant improvements in the transport system keeping in view the long term requirements of the City. Keeping this in mind the collector of Indore has constituted a committee including Additional District Magistrate Indore, Joint collector, Town and Country Planning, Regional Transport Office, Deputy Superintendent of Police Traffic, Chief Executive Officer Atal Indore City Transport Services Ltd and other government officers.

3. Objectives of Study:

The prime objective of the study is to:

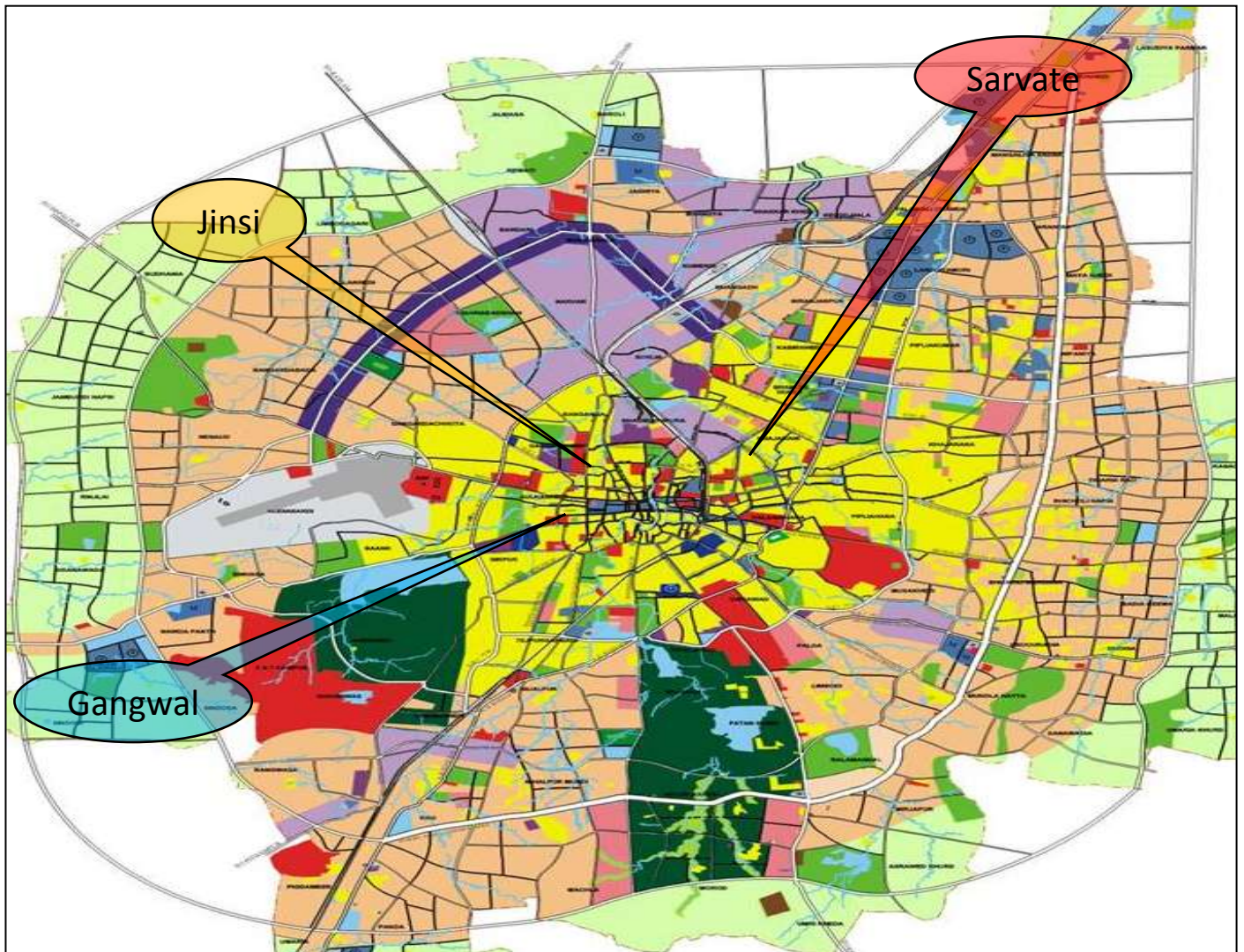
- Analyzing the existing infrastructure for the bus operations.
- Identify the various reasons of traffic congestion due intercity and interstate operating buses
- Identify all the possible options / solutions to improve the city's traffic condition.

4. Existing issues:

- Presently all four bus stands (Sarvate, Gangwal, Jinsi and Navlakha) are located in the middle of city.
- From these locations more than 1300 buses move to various parts of India.
- When a vehicle moves out to their destination they have to cross the city, causing congestion, traffic jam and increasing safety issues. Also, when people have to move from bus stations to their destination they use various modes of public transport including Auto Rikshaw, City Buses, Magic Van etc. due to huge traffic

at bus stations the public transport stands their waiting for passengers causing traffic Jam, travel time and congestion.

- Due to heavy traffic chances of accidents increases heavily.
- Most of time vehicle parks at outside the bus stand due to unavailability of required space inside the bus stand. Again this causes the congestion, traffic jam





Sarwate Bus Stand



Jinsi Bus Stand



Gangwal Bus Stand



Navlakha Bus Stand

5. Observations:

5.1 Present bus terminals and transit points for the passengers:

Name of Bus Stand	Is Stand permitted or not	No of buses operated	Routes Operated
Sarvate	Yes	515	1. Indore to Dhar, Jhabua, Alirajpur, Kuchi, Gujrat 2. Indore to Dhamnod, Sendwa, Palsner, Dulia Maharastra 3. Indore to Manpur, Badwani, Kuchi 4. Indore to Sanawad, Omkareshwar, Khandwa, Burhanpur, Nepanagar, Bhikangaun, Aurangabad Maharastra 5. Indore to Dewas, Sonkach, Asta, Bhopal,

			<p>Vidisha, Sironj, Sagar, Chatarpur, Panna, Riwa, Satna, Tikamgad, Jabalpur, Damoh etc</p> <p>6. Indore to Shajapur, Byawra, Guna, Shivpuri, Gwalior</p> <p>7. Indore to Ujjain, Badnagar, Agar, Soyat, Susner, Jeerapur, Nalkheda, Jhalawad, Kota Rajasthan</p> <p>8. Indore to Lebad, Badnavar, Ratlam, Mandasour, Neemach, Kushalgad, Udaipur Rajasthan</p>
Gangwal	Yes	285	<p>1. Indore to Dhar, Jhabua, Alirajpur, Kuchi Gujrat</p> <p>2. Indore to Lebad, Badnavar, Petlavad, Thandala, Pitol, Meghnagar.</p> <p>3. Indore to Ratlam, Neemach, Udaipur</p> <p>4. Indore to Pithampur, Sagur, Ghatabilloud, Sagdi, Bagdi, Nalcha, Mandav</p>
Jinsi Hat maidan	No	45	<p>1. Indore to Hatod, Depalpur, Gautampur, Chambal Raliway Station, Hingoriya, Ataheda, Ujjain, Badnagar</p>
Navlakha (A.B. Road)	No	60 (State Carriage) 70 (All India Permit)	<p>1. Indore to Kanpel, Bagli, Chapda, Udinagar, Hatpipalya, Narsullaganj, Hoshangabad, Harda</p>

Valabh Nagar	No	196	80 – Indore to Dewas sub-urban 80 – Indore to Mahw, Pithampur sub-urban 18 – Indore to Manpur sub-urban 18 – Indore to Pithampur via Rau
AICTSL Compound Near MGM Medical College. A.B. Road	No	40	Indore to Bhopal, Sagar, Jabalpur, Khargaoan, Khandwa, Harda, Burhanpur, Neemach (Undertaking by AICTSL)
Patel Bridge	No	30	30 – All India Permit buses
Jhabua Tower	No	20	20 – All India Permit buses
Railway Station	No	Transit Point	Pick up and drop point for all the buses operated for sub urban areas.
Bhavarkuan	No	Transit Point	Pick up and drop point for all the buses operated from Indore to Khandwa, Burhanpur, Dhamnod, Sendhwa, Badwani.
Rajendra Nagar	No	Transit Point	Pick up and drop point for all the buses operated from Indore to Dhamnod, Badwani, Sendhwa, Khetiya. Pick up and drop point for all the buses operated by Akhil Bhartiya Paryatak permit towards Maharashtra.

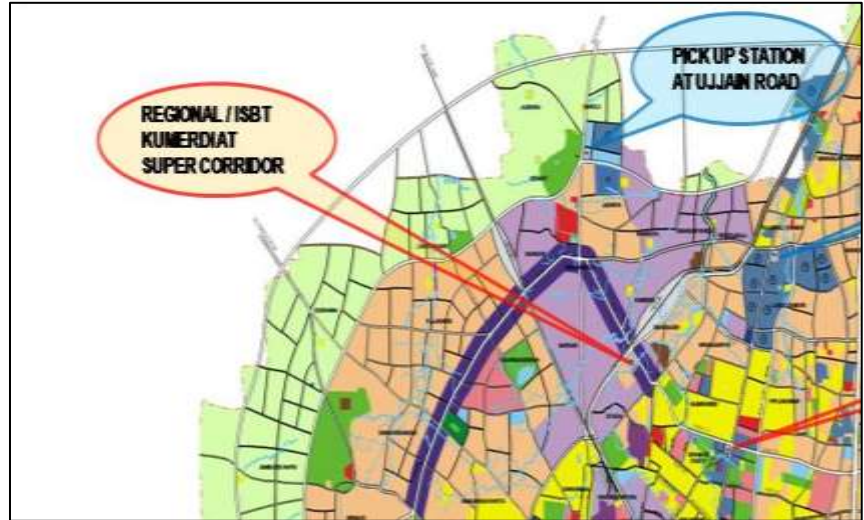
Vijay Nagar	No	Transit Point	Pick up and drop point for all the buses operated from Indore to Dewas, Bhopal, Shajapur, Byavra, Shajapur, Sagar. Pick up and drop point for all the buses operated by Akhil Bhartiya Paryatak from Indore to Gwalier, Bhopal, Maharashtra, Rajasthan.
Rajeev Gandhi Square	No	Transit Point	Pick up and drop point for all the buses operated by Akhil Bhartiya Paryatak permit towards Maharashtra
Teen Imli Square	No		Pick up and drop point for all the buses operated by Akhil Bhartiya Paryatak permit towards Maharashtra
Dhakkan wala kuan and other	No		Pick up and Drop point for interstate buses

5.2 According to Indore development plan 2021 below are the places for Regional / Intercity bus terminals.

a. Village Khumedi (Sukhliya):

1. Situated at MR-10.
2. Total Area is 8.6 hectare
3. Proposed for the development under IDA plan.
4. Funding has been approved from Sinhasth fund as well.

Sr. no	Khasra No
1	305 to 308
2	332/ 3 Paiki
3	332/ 2 Paiki
4	331/ 2 Paiki
5	331/ 3 / 1 Paiki
6	331/ 1 Paiki
7	329/ 1 / 1k Paiki
8	329/ 1 / 2k Paiki
9	329/ 1 / 2kh Paiki



b. Vijay Nagar:

1. Village Bhamori Dube
2. Total Area 10 Acre (35% approved for commercial use) – part of plan no. 54 of IDA.
3. Currently RTO office is running the given premises.

Sr. no	Khasra No
1	224 Paiki
2	223 Paiki
3	226 Paiki
4	255 Paiki
5	256 Paiki



c. Village Tejpur Gadbadi:

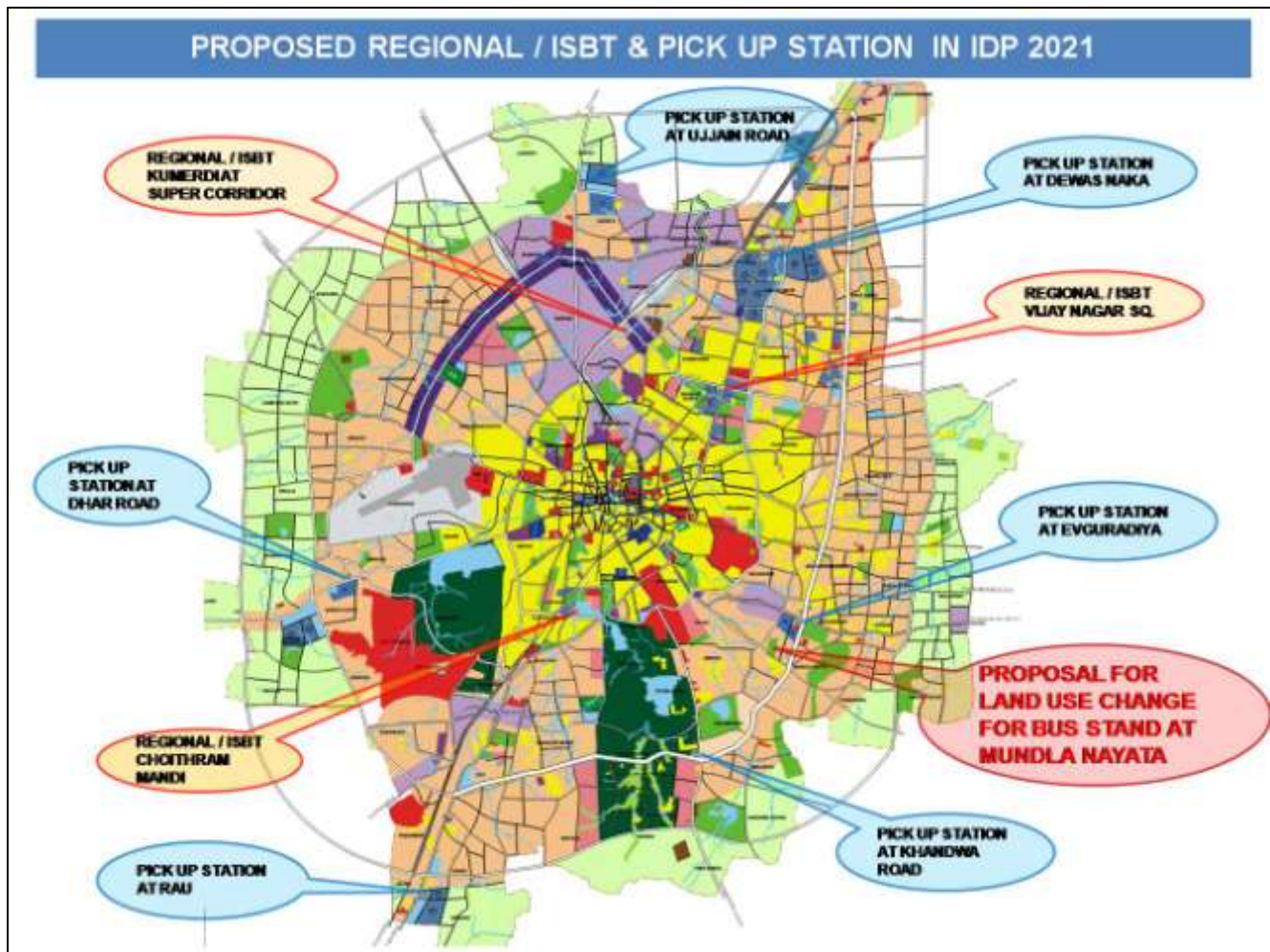
1. Rajendra Nagar - part of plan no. 59 of IDA.
2. Land is under dispute and case is in progress in high court.

Sr. no	Khasra No
1	134 / 1
2	134 / 2
3	234 / 3
4	234 / 4
5	136 Paiki



5.3 According to Indore Development plan 2021, below 6 stations are proposed as Intercity pick up and drop stations:

Sr. No	Name of place	Village	Khasra No
1	Lasudia Mori at AB Road	Lasudia Mori	103 / 3, 103 / 2, 103 / 1, 106 / 3, 107, 102 / 7, 102 / 5 / 1, 102 / 3, 102 / 4, 102 / 6, 102 / 6 / 1, 111, 109 / 2
2	Rau at AB Road	Umariya	218 to 225 and 229
3	Devguradia Road	Mundla Raita / Palda	31 to 32, 35 to 38, 40 to 41, 39/1/1 and 39/1/2
4	Dhar Road	Navda	41 and 48 to 51
5	Ujjain Road	Jakhya	5 to 7 and 12
6	Khandwa Road	Kailod	946 to 950



6. Minutes of Meeting:

A meeting with private bus operators were held on 2nd, July 2015 in the presence of ADM (Mr. Deepak Singh), Joint collector, Nazul Officers, RTO, DSP Traffic, CEO AICTSL and other government officers. Following:

- Operators suggested to have at least one bus terminal is all outgoing (from Indore) directions. In this regard it was suggested that AICTSL or Government (IMC, IDA, Transport department, govt of M.P.) can develop the bus terminals and the nominal charges can charged back to bus operators. Such initiative has already been taken up by Nagpur, Pune, Ahmdabad and few other cities in India.
- In consequence to above RTO said that, as per center Motor Vehicle Act all contract carriage should have their own bus stand and pick and drop points.

7. Private Bus operator Comments / Suggestions:

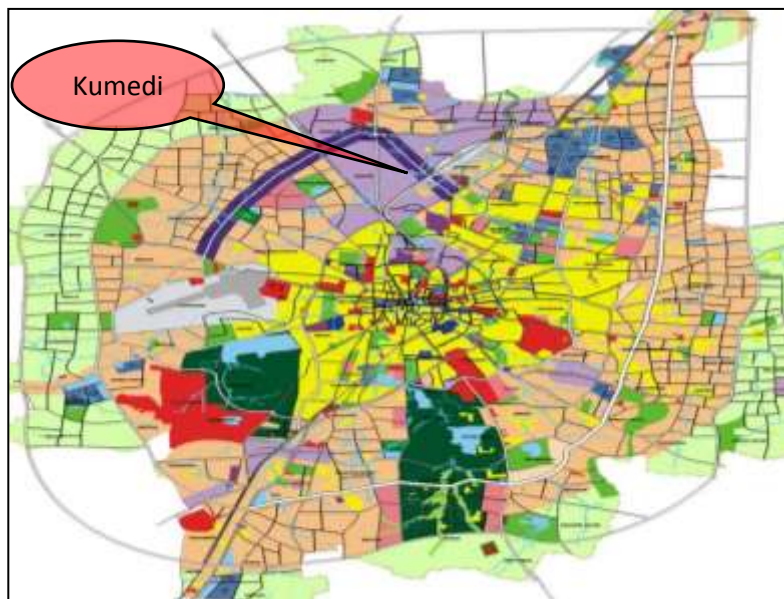
Comments received from Mr. Nasir Khan, Sectary of motor transport services.

1. Due to monsoon season, please allow us the time till it settle down
2. We operate the buses to all directions. Accordingly please provide us the space.
3. We operate the buses to Rajasthan, Maharashtra, Gujrat and Uttar Pradesh from Indore City.
4. We carry the passengers to their destination in the interest of public. This facility is not provided and cannot be done by any other agency. By manipulating our arrangement / services, a wrong message will be circulated in the public.
5. We are providing the best services and the public travelling comfortably.
6. In near future, can government give the same facilities to the public?
7. As the suggestion asked by government, we would be oblige to government if they can provide the place to below places:
 - a. For Gujrat: Chandan Nagar and Banganga
 - b. For Uttar Pradesh and Madhya Pradesh: At Redisson Square before bypass
 - c. For Maharashtra: Near Teen Imli Square
8. It would be highly appreciated if these can be made available to facilitate us to provide the facilities at above places for our commendable holders and the general public.
9. Please provide the support of police for the problems arises due to antisocial elements.
10. Travelers coming to the city from these places deserves a public transport.
11. We expect Nagar Nigam to help us in the development of the places provided by you.
12. You should rule out a certain time when the passenger bus can commute in the city
13. According to administration pressure of traffic that lasts 9 AM to 7 PM
14. Please allow us to commute the buses in the city before 9:00 AM and after 7:00 PM to drop and pick the passengers respectively
15. Please decide the entry and no entry time
16. Mumbai, Pune, Ahamdabad, Kanpur and other state sleeper buses should be commute with within the city round the clock.
17. We expect your cooperation till all arrangements are made available.

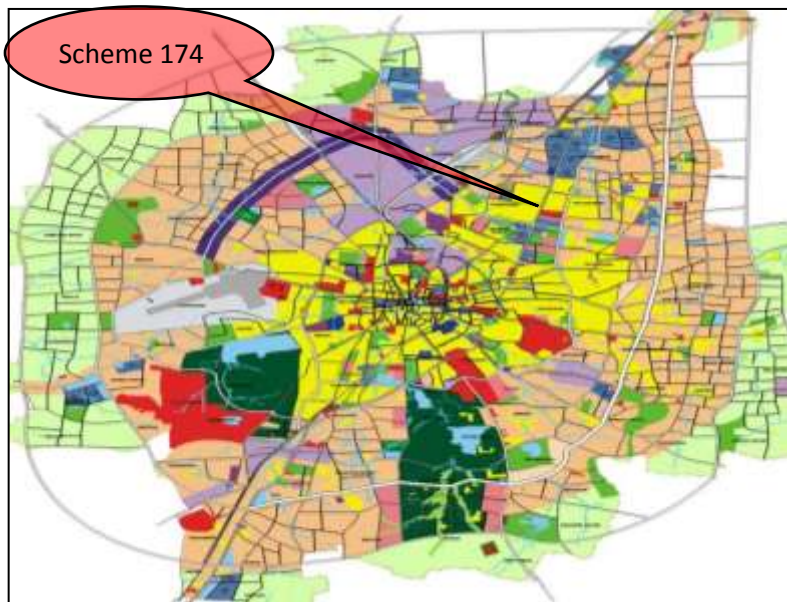
7. Recommendation:

Based on the stakeholder analysis, suggestions received from bus operators and planning as per the IDP 2021. The recommendation of the committee given as below:

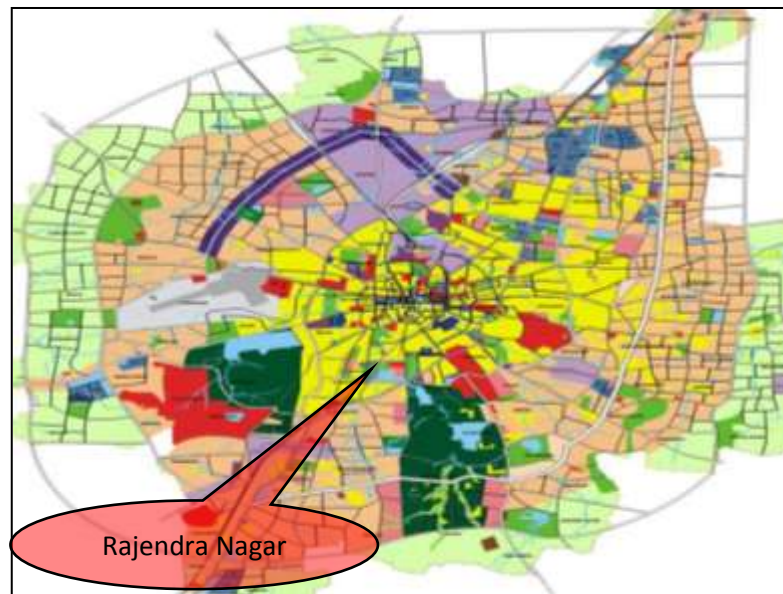
1. Shifting of all the existing bus stands to the area identified (or near to these areas) under IDP 2021. This will help in reducing the traffic congestion and will provide the ease access to different intercity and interstate bus operation.
2. All the proposed pick up and drop stations (stated above) should be developed as per IDP 2021. If the government land is not available then the same needs to identify and develop.
3. Proposed bus terminals:
 - i. **Kumedi:** The terminal can be used for the buses moving towards Ujjain, Badnagar, Agar, Soyat, Susner, Jeerapur, Nalkheda, Jhalawad, Kota Rajasthan etc. This would be developed by IDA.



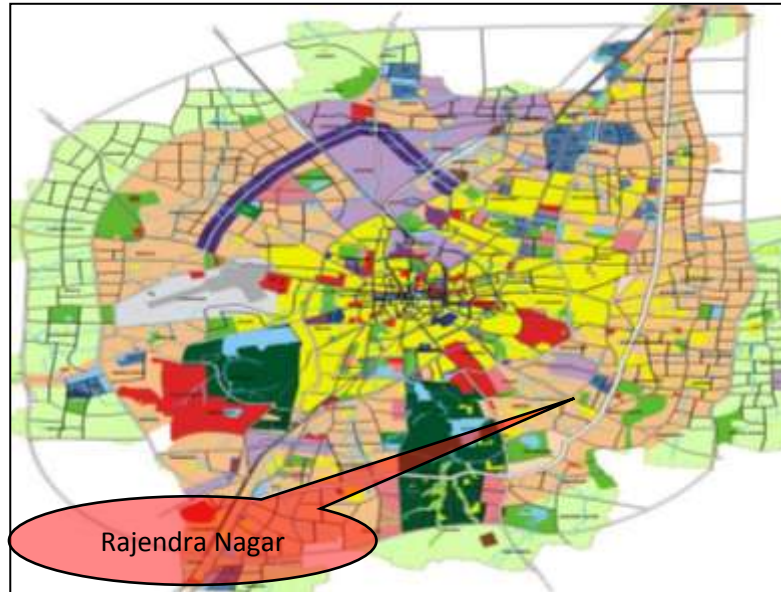
- ii. **Scheme 174:** Terminal can be used for the buses moving towards Bhopal, Dewas, Vidisha, Sironj, Sagar, Chatarpur, Panna, Rewa, Tikamgad, Jabalpur, Damoh etc. This would be developed by IDA. Rs. 30 Crore from Simhasth has been sanctioned for ISBT Kumdi. IDA has issued the tender for Rs. 17 Crore. Balance Rs. 13 Crore may be used for the development of Scheme # 174 .



- iii. **Near Rajendra Nagar:** The terminal can be used for buses moving towards Dhamnod, Sendwa, Palsner, Dulia Maharashtra and would be developed by IMC – AICTSL.



- iv. **Mundla Nayta:** Near Palda (land is adjacent to new RTO) - 8.5 acre. Currently the land is being used for residential purpose and the proposal for land use change is under consideration at state government. The terminal can be used for the buses moving towards Kanpel, Bagli, Chapda, Udinagar, Hatpipalya, Narsullaganj, Hoshangabad, Harda etc. The terminal would be developed Transport department.



4. Listed below are the facilities which should be available with any modern bus terminal.
 - i. Ticketing place
 - ii. Signage for pedestrian movement
 - iii. Live information for buses
 - iv. Sitting arrangement for passengers
 - v. Information Kiosk
 - vi. ATM / Bank
 - vii. Police control room
 - viii. Public toilets
 - ix. Free Internet access
 - x. Safety arrangement (CCTV cameras, Fire safety arrangements)
 - xi. Transport facilities to all major locations
 - xii. First aid
 - xiii. Drinking water
 - xiv. Clock room
 - xv. Passenger vehicle parking
5. All the proposed bus stations and Railway stations should be properly integrated with public transport and modern ITS technology. Integration of intercity and interstate operations with city bus public operation is required. To ensure this an adequate infrastructure facility e.g. depot with well-equipped ITS facility, should be provided to AICTSL. Committee recommends following location for city bus depo development under AICTSL
 - i. AICTSL – In front of MGM college, A B Road
 - ii. Existing city bus depo – A B Road, near Velocity
 - iii. RTO office, Vijay nagar – As per IDA resolution
 - iv. Scheme No. 78 – Near Niranjanpur Square
 - v. Jinsi

- vi. Kesar bagh near Dashara maidan
 - vii. Rajeev Gandhi square
6. $2/3^{\text{rd}}$ of the land should be reserved for state carriage and $1/3^{\text{rd}}$ can be reserved for contract carriage bus operators on rental basis.

Enclosures:

1. List of existing bus stand and transit point submitted by RTO
2. Suggestion submitted by bus operation submitted by RTO
3. MAP of existing and proposed bus stand and khasra details submitted by IDA & TNC planning department

PROPOSED REGIONAL / ISBT & PICK UP STATION IN IDP 2021

