

Shift to public transport

Level 1

This level assumes that share of public transport reaches 50%, possibly due to continued high dependence on private vehicle ownership.

Level 2

Level 2 assumes that improved planning and better infrastructure could increase the share of public transportation in road based transport to about 60% in 2050.

In Karnataka, the share of public transport (buses and omnibuses) was about 60%, of which KSRTC buses formed ~26%, and the remaining were private vehicles (cars, 2 and 3 wheelers, and taxis). Public transportation is generally more efficient as utilization of infrastructure is shared amongst more number of people. As better public transport infrastructure is built, service levels improve and last mile connectivity is ensured, people tend to migrate to using public transport, as it turns out to be cheaper and efficient in terms of time. The four levels thus assume increasing share of public transport.

Level 3

Level 3 assumes that incentivizing metro services could increase the share of public transportation in road based transport to about 70% in 2050.

Level 4

Level 4 assumes share of public road transport would increase to 80%.

