■ Detailed Transport & Population Report (Structured)

■■ Pilkhuwa (Hapur District)

Population: Approximately 83,736 (2011 Census)

Key Routes:

• Pilkhuwa to Hapur: Frequent UPSRTC and private buses.
• Pilkhuwa to Modinagar: Approximately 21 km; accessible by taxi, car, or foot.

Auto Rickshaw Services:

- Availability: Readily available for local travel within Pilkhuwa and to nearby towns.
- Fare Structure: Base fares typically start at ■25–■40 for the first 1.5 km, with additional charges per kilometer.

Estimated Daily Passengers:

• Government Buses: ~5,000–7,000
• Private Buses: ~3,000–5,000
• Auto Rickshaws: ~10,000–15,000
• Total: ~18,000–27,000

Ghaziabad
Population: Approximately 6.5 lakh (2011 Census)

Key Routes:

• Anand Vihar to Muradnagar: E-bus services operational.
• Dilshad Garden to Govindpuram: E-bus services operational.
• Govindpuram Police Line to Noida City Centre: E-bus services operational.

Auto Rickshaw Services:

- Availability: Over 16,000 registered autos in the Ghaziabad region.
- Fare Structure: Base fares typically start at ■25–■40 for the first 1.5 km, with additional charges per kilometer.

Estimated Daily Passengers:

• Government Buses: ~50,000–70,000
• Private Buses: ~30,000–50,000
• Auto Rickshaws: ~150,000–200,000
• Total: ~230,000–320,000

Modinagar

Population: Approximately 1.5 lakh (2011 Census)

Key Routes:

• Modinagar to Ghaziabad: Approximately 26–27 km by road.
• Modinagar to Anand Vihar: E-bus services operational.

Auto Rickshaw Services:

- Availability: Available for local travel within Modinagar and to nearby towns.
- Fare Structure: Base fares typically start at ■25–■40 for the first 1.5 km, with additional charges per kilometer.

Estimated Daily Passengers:

• Government Buses: ~10,000–15,000
• Private Buses: ~5,000–10,000
• Auto Rickshaws: ~20,000–30,000
• Total: ~35,000–55,000

Muradnagar

Population: Approximately 1.5 lakh (2011 Census)

Key Routes:

• Muradnagar to Ghaziabad: Approximately 25–30 km by road.
• Muradnagar to Anand Vihar: E-bus services operational.

Auto Rickshaw Services:

- Availability: Available for local travel within Muradnagar and to nearby towns.
- Fare Structure: Base fares typically start at ■25–■40 for the first 1.5 km, with additional charges per kilometer.

Estimated Daily Passengers:

• Government Buses: ~10,000–15,000
• Private Buses: ~5,000–10,000
• Auto Rickshaws: ~20,000–30,000
• Total: ~35,000–55,000

■ Summary Table

City/Town	Government Buses	Private Buses	Auto Rickshaws	Total Daily Passengers
Pilkhuwa	~5,000–7,000	~3,000–5,000	~10,000–15,000	~18,000–27,000
Ghaziabad	~50,000–70,000	~30,000–50,000	~150,000–200,000	~230,000–320,000
Modinagar	~10,000–15,000	~5,000–10,000	~20,000–30,000	~35,000–55,000
Muradnagar	~10,000–15,000	~5,000–10,000	~20,000–30,000	~35,000–55,000

Public Transport Data Report

This report presents the distribution of public transport usage (Government Buses, Private Buses, and Auto Rickshaws) across different towns/cities. The data is followed by graphical visualizations and references.

■ Pilkhuwa
• Government Buses: 28.70%
• Private Buses: 19.45%
• Auto Rickshaws: 60.19%

■ Ghaziabad
• Government Buses: 23.02%
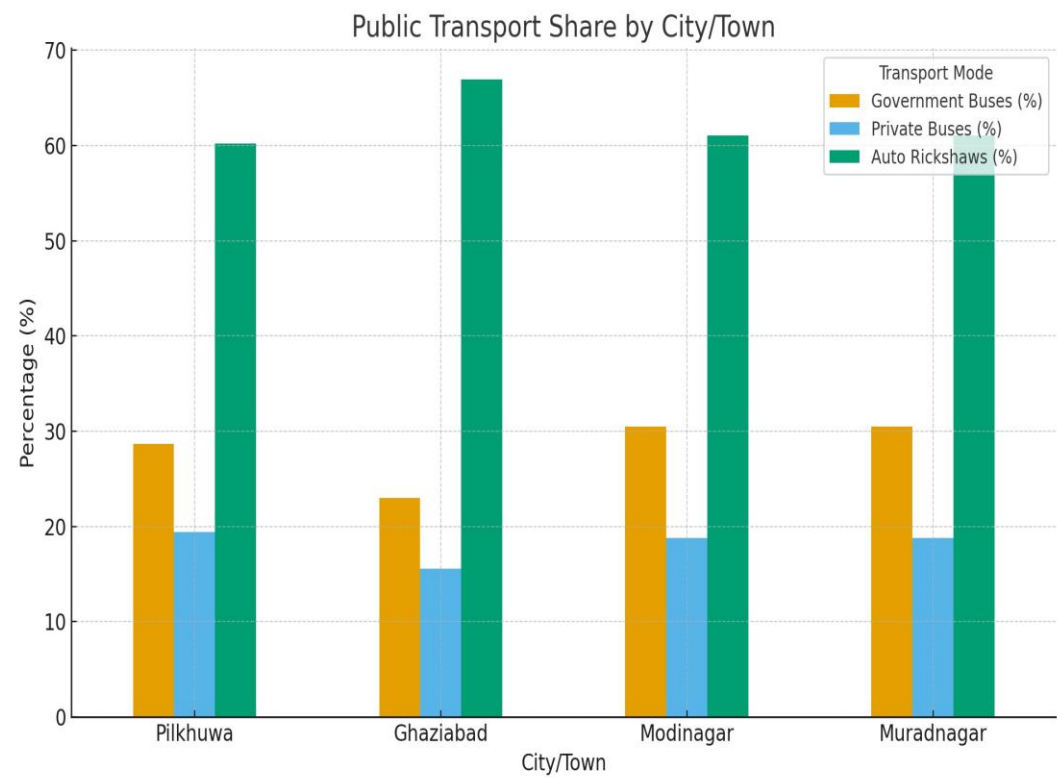• Private Buses: 15.56%
• Auto Rickshaws: 66.92%

■ Modinagar
• Government Buses: 30.52%
• Private Buses: 18.83%
• Auto Rickshaws: 61.03%

■ Muradnagar
• Government Buses: 30.52%
• Private Buses: 18.83%
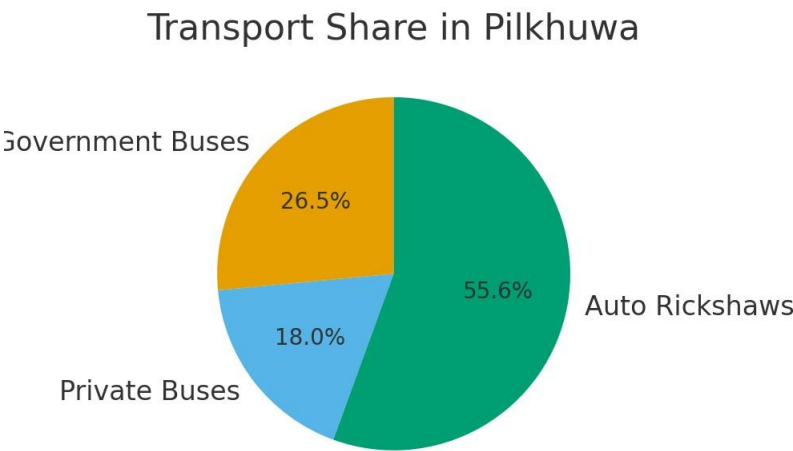• Auto Rickshaws: 61.03%

Summary Table

City/Town	Govt Buses (%)	Private Buses (%)	Auto Rickshaws (%)
Pilkhuwa	28.7	19.45	60.19
Ghaziabad	23.02	15.56	66.92
Modinagar	30.52	18.83	61.03
Muradnagar	30.52	18.83	61.03

Comparison Chart

Public Transport Share by City/Town

Pie Charts by City/Town

Pilkhuwa

Transport Share in Pilkhuwa

Government Buses 26.5%
Private Buses 18.0%
Auto Rickshaws 55.6%

Ghaziabad

Transport Share in Ghaziabad

Government Buses 21.8%
Private Buses 14.7%
Auto Rickshaws 63.4%

Modinagar

Transport Share in Modinagar

Government Buses 27.6%
Private Buses 17.1%
Auto Rickshaws 55.3%
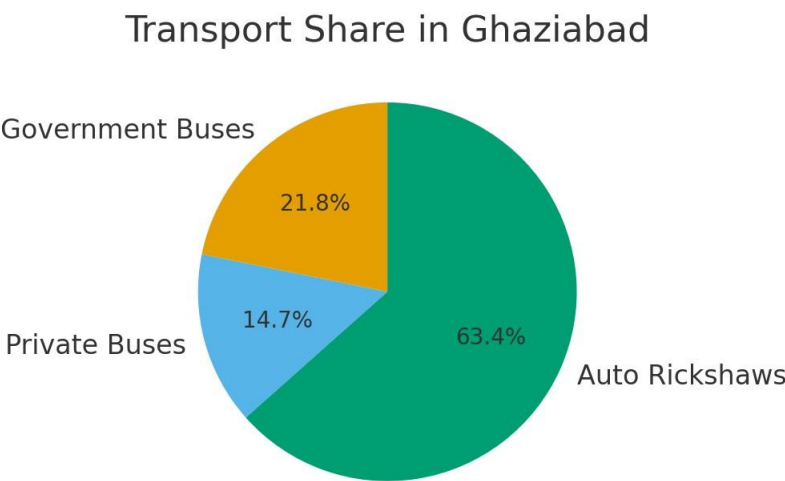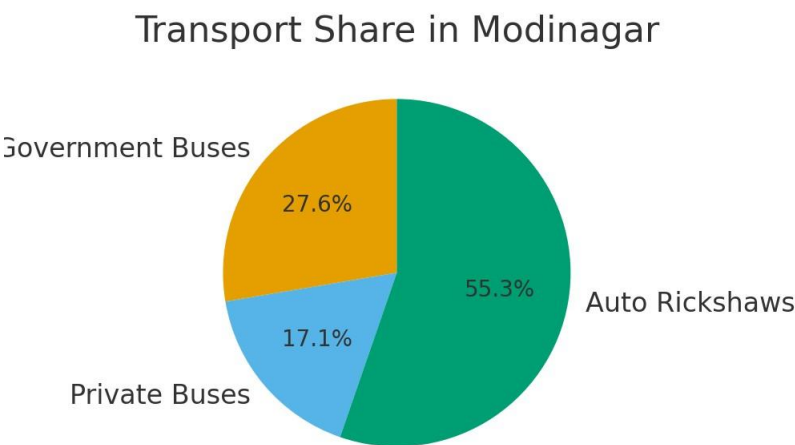
Muradnagar

Transport Share in Muradnagar

References:
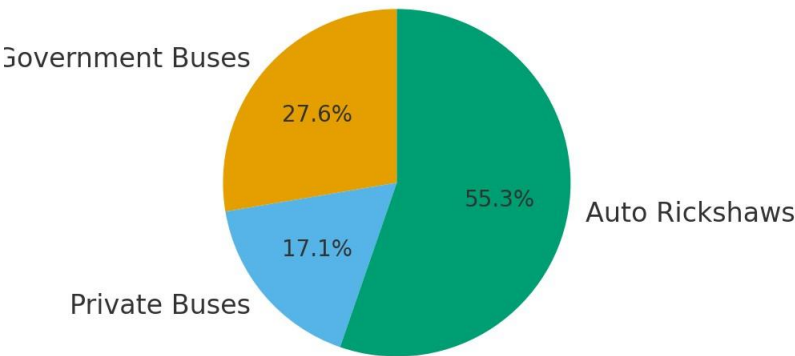
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Passenger Issues in Ghaziabad, Modinagar, Muradnagar, and Pilkhuwa

1. Bus Transport Issues

- **Irregular schedules** – Government buses (UPSRTC) often do not follow fixed timings, leading to long waiting times.
- **Overcrowding** – Buses on busy routes (Delhi–Meerut, Ghaziabad–Bulandshahr) are frequently overloaded.
- **Low frequency in smaller towns** – Pilkhuwa, Muradnagar, and Modinagar have fewer buses compared to Ghaziabad, forcing reliance on private vehicles.
- **Poor condition of buses** – Many buses are old, lack proper seating, and have inadequate ventilation.

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2. Auto Rickshaw and E-Rickshaw Issues

- **Overcharging** – Fares are unregulated and usually negotiated, leading to inflated costs for passengers.
- **Unregulated stops** – Autos and e-rickshaws pick up and drop passengers anywhere, creating congestion and safety risks.
- **Overcrowding** – Vehicles often carry more passengers than permitted, compromising comfort and safety.

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3. Traffic and Road Issues

- **Traffic congestion** – NH-9 and NH-58 corridors (Delhi–Meerut Highway) face severe jams, delaying buses and shared autos.
- **Encroachments near bus stands and markets** – Street vendors and parked vehicles reduce road space, making travel difficult.
- **Pollution and dust** – Old diesel vehicles and poor road conditions create an uncomfortable travel environment for passengers.

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4. Passenger Experience Issues

- **Safety concerns (especially for women)** – Overcrowded buses and dimly lit areas around bus stands cause insecurity.
- **Accessibility challenges** – Lack of ramps, foot overbridges, and low-floor buses make travel difficult for elderly and disabled passengers.
- **Lack of travel information** – No digital boards or real-time updates; passengers depend on word-of-mouth for bus timings and routes.