

Passenger transport mode

Modal share

Level 1

This level assumes that the share of rail remains at the same level till 2050, whereas share of air travel grows to 4% as more planned airports in smaller cities become operational and money value of time increases.

Level 2

Level 2 envisages a focus on rail based mass transport systems. Metro and suburban rail systems could be extended to a number of urban centers (eg. Vijaywada (2020), Vishakhapatnam (2021) and Amravati (2021)). Faster train sets are likely to operate for inter-city rail passenger services, this could increase intermodal share of rail to 15% by 2050. Demand for faster intercity travel could maintain civil aviation shares at about 3.3%.

Share of road, rail and air travel in 2015 in Andhra Pradesh was estimated at 87.5 : 12 : 0.5 in percentage terms. Improvements in road infrastructure and increased penetration of private modes of road transport, railways have been losing share in the overall passenger traffic. Air travel in AP is also expected to take off with 3 new airports planned and PM's Udaan scheme.

Level 3

Level 3 assumes increasing share of rail to 18%, and reducing air to 2.7%. This could result from focused policies towards incentivizing suburban rail services, introduction of high-speed rail corridors and projects like Regional Rapid Transit System (RTS).

Level 4

Level 4 assumes share for rail would increase to almost 19.3%, and air would reduce to 2%. This could be due to focused policies to enhance investments in rail based public transport like metros in all urban cities and Rapid Rail Transit Systems for all urban conglomerates. For inter-city travel, High Speed Rail at 300 km/hour and bullet trains for high demand passenger corridors could help reduce the incidence of air travel.

