

INTRODUCTION

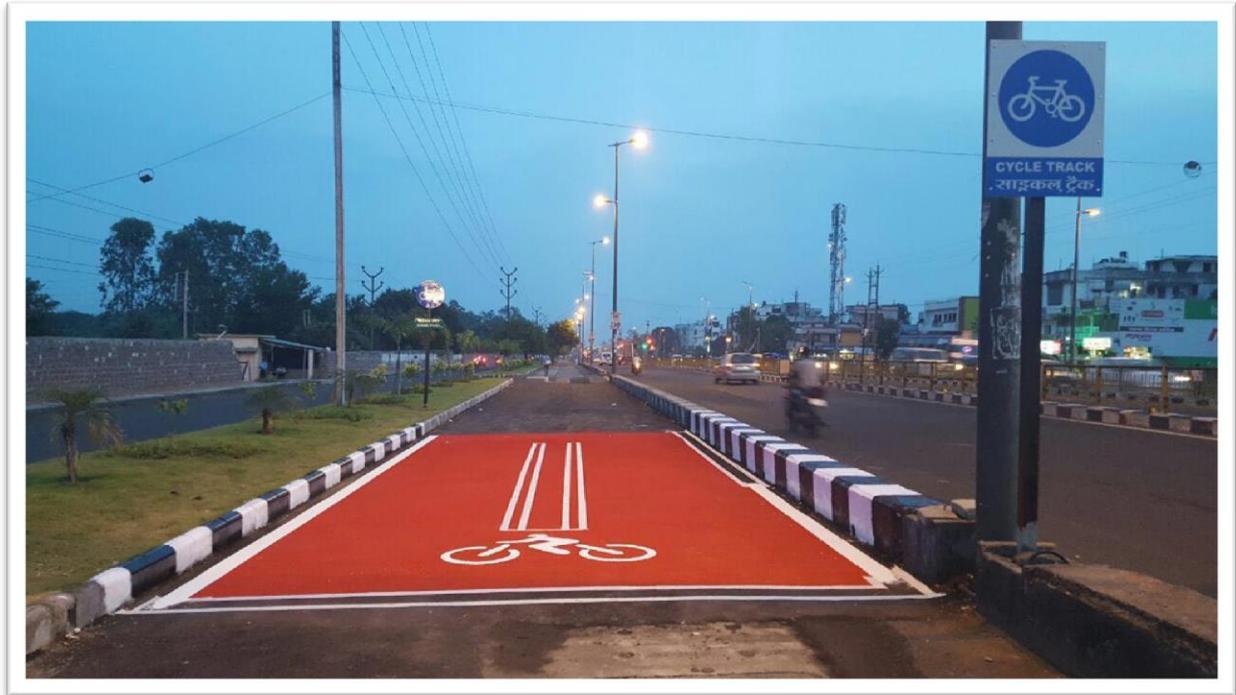
The concept of public bicycle sharing program is being earnestly endorsed by the Ministry of Urban Development, Government of India. In this regard, the MoUD constituted a Bicycle Promotion Committee which held its 1st meeting on 26.07.2011 in New Delhi. The primary motive of this committee was to emphasize the importance of introducing bicycles within a Self-sustainable Public Bicycle Sharing (PBS) scheme framework in urban areas.



(Figure 1 Docking station & Cycle track)

Bhopal Smart City Development Corporation Limited plans to introduce a Cycle Sharing System to provide a low-cost, environmentally friendly mobility option to city residents under PAN city project of Smart City Mission. Cycle sharing is a flexible system of personalised public transport. Cycles are available in a closely spaced network of semi-automated stations. Users can check out cycles at one station and return them to any other station in the network.

Cycle sharing is a key element in a city's strategy to expand the use of sustainable transport modes. Cycle sharing is expected to boost the use of public transport by providing crucial last-mile connectivity to the BRT system, thereby expanding the catchment areas for the region's transit systems.



(Figure 2 Dedicated bicycle track)

The system will be integrated with the BRT system through the location of its stations and the ITS system. By encouraging a shift to sustainable modes, the Cycle Sharing System will reduce dependency on automobiles, reduce traffic congestion, vehicle emissions, and demand for motor vehicle parking. In addition, the system will expand the health and wellness benefits of bicycle transport to new users. The stations would cover the **“catchment area” of the BRT**. This will ensure that the first and last mile connectivity will be provided to citizens living in catchment area. Importance will be given to place stations near important commercial, cultural, educational, administrative, and residential and tourist attraction points in the catchment area.

A dedicated bicycle track integrating with BRTS and public bike sharing bicycles is being developed as a part of this project. This bicycle track will be 12 km long and 5 meters wide.

Project Impact:

PBS has diverse benefits by increasing the Non-Motorised Transport. It decreases the use of privately owned vehicles thereby decreasing the pollution of the city and increases the environmental and air quality.

As PBS is designed to solve the first and last mile connectivity, it improves the convenience of the people being the most reliable mode of transport. PBS also enhances improved road safety and plays an important role in building up a healthier society.

PBS acts as feeder to Existing BRT system increasing the efficiency of BRT. On other hand it decreases over Crowding of the Public Transport by increased use of PBS for small and medium trips.