

4.4.5 TERMINALS

The study of terminals also becomes important in traffic and transportation as those acts as nodal points in transport network.

Bus Terminal

The Bus terminal of Kapurthala is located in the Centre of the town covering an area of 0.8 hectare. The Buses ply on all local and regional level routes. Intercity traffic on Kapurthala Roads is carried out by buses to and fro from Kapurthala. In this context, data regarding total buses operating from the Kapurthala have been



Fig. No. 16: Bus Stand, Kapurthala

collected and it has been found that the total number of bus plying is 725 on day-to-day basis. 348 numbers of buses are of State Transport and 377 are private out of 725 total buses.

The maximum numbers of buses plying are towards Jalandhar, Patiala, Bathinda, Sirsa, Ludhiana and Delhi i.e. 296. The intercity traffic passing through the town is the major cause of bottlenecks and accidents in the town. Kapurthala also has the depot of PRTC, besides having a bus workshop. Frequent bus service is available on different routes operating in Kapurthala town. The bus service frequency is about 15-17 minutes. The details of number of buses and frequency on different routes are given below-

Table 27: Frequency of Buses on Major Routes

S.No.	Route	No. of buses	Avg. time interval
1	Amritsar & Batala Via Subhanpur.	91	30 Minutes
2	Jalandhar, Patiala, Delhi, Bathinda, Sirsa, Ludhiana.	296	7 Minutes
3	Sultanpur Via Pajian.	103	10 Minutes
4	Tanda Via Begowal (Hamir Road).	72	15 Minutes
5	Nakodar & Ludhiana.	38	20 Minutes
6	Dhilwan Via Bhandal (Fattu-Dhinga road)	113	20 Minutes
7	Kartarpur road	14	N.A.

Source: Timetable Regional Transport Authority, Jalandhar.

Truck Terminal

There is no truck terminal existing in the town. Therefore, trucks are parked all along the major roads in the town.



Fig. 17: Trucks parked along the Sultanpur-Lodhi road

On Going Projects /Proposals

New projects identified by PWD (B & R) to improve the internal and external roads in Kapurthala have been detailed below (Ref. table 28). It includes widening of Jalandhar-Kapurthala Road up to 4 lanes, with length of 9.2kms and an expenditure of 860 lakhs. Widening of this road will improve the movement of the traffic between Jalandhar and Kapurthala. It also includes up gradation of Kartarpur-Kapurthala Road leading to Nakodar with stretch length of 17.71kms at a cost of 1195 lakhs.

Table 28: Proposal of Construction Division No.2 PWD B & R Branch, Kapurthala

Project status	Name of the project	Location and name of work	Length (in Km)	Approximate Amount (in lacs)
Proposed	Proposal for improvement of internal and external roads and buildings in Kapurthala	Four lane widening of Jalandhar Kapurthala road	9.20	860
		Upgradation of Kartarpur-Kapurthala Nakodar road	17.71	1195
		Strengthening of Kapurthala Subhanpur road	11.40	400
		Strengthening of bye Pass Kapurthala	3.35	150

Source: Construction Division No.2 PWD B & R Branch, Kapurthala

4.4.6 RAIL & AIR NETWORK

Rail terminal

The railway station is located near to Mandi Board area at eastern part of the town which is 21kms away from Jalandhar city the nearest Major railway junction. On & average 6 up & 6 down passengers trains daily come to the station with the average frequency of 2 hours from Jalandhar to Ferozepur and vice-versa. Regarding goods train for the town is concerned, on & average four goods train arrives daily. It is being managed by the [Northern Railways](#) under Ferozepur division.

Railway lines cut the road networks within LPA at numerous level crossings, which become centre for traffic bottlenecks during the peak hours. There are about nine manned crossings at LPA Level. To facilitate the people with smooth traffic flow, there is need for ROB's /underpasses within LPA at those crossings.



Fig. 18: Railway Station, Kapurthala

AIR NETWORK

The Raja Sansi International airport is the nearest airport for the Kapurthala town, which is approximately at a distance of 75kms.

KEY ISSUES

- Acute shortage of parking.
- Absence of railway over bridge, leading to jam on rail crossings on Jalandhar Road, Nakodar Road, Subhanpur Road, etc.
- Absence of dedicated parking for truck, tempos and 3 wheelers.
- Inadequate road width within the urban area, due to encroachment on both sides of the roads.
- Mixing of inter and intra city traffic.
- Mixing of fast and slow moving vehicles.
- Location of Bus Stand causing enormous congestion, as it serves both local and regional traffic.