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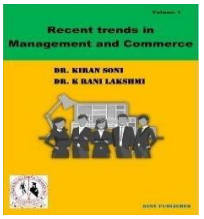

A Study on Impact of Sustainable Transportation Systems Indian Cities Using for EDAS Methods

***Vishal R Tomar**
SMT. M.M.K. College of Commerce and Economics, Bandra West, Mumbai, Maharashtra, India.
Email: vishal.tomar@mmk.edu.in

Abstract: India is undergoing economic change. Cities now have better quality of life, and they are now crucial hubs for human existence. The increase in urbanization of Indian cities was facilitated by this influx of people. Prosperity and changing lifestyles brought about by a booming economy made reliance on private vehicles essential. The total demand for travel has accelerated along with population expansion and increased car ownership, but the supply side has lagged behind demand and there are numerous external variables associated to transportation, such as accidents, congestion, pollution, inequality, etc. Promoting and promoting sustainability is important in the contemporary urban transportation environment, sustainable transportation policies. These policies' principal goal is to change people's travel habits, or, in other words, to alter the travel environment. However, many of these rules' ramifications are unclear or complicated. As a result, it is critical that decision-makers are informed of the effects of such policies before adopting and putting them into practice. Models of travel demand can be used in this situation to forecast future travel demand under various policy scenarios. In order to analyse sustainable transportation strategies, this study analyses the possibilities of travel demand models already in use in India. The study discovered that the trip-based, four-step aggregate method used in India as the standard model system was insufficient for studying sustainable transportation policy. An analysis of an alternative strategy known as activity-based travel demand modeling revealed that it could manage such policies better than traditional models and was useful in selecting the best combination of policies for particular circumstances. Since India has not yet created an operational activity-based travel demand modeling system, the study concludes by proposing a conceptual framework for an integrated activity-based demand model based on the needs identified within the review's framework. In accordance with people's current activity-travel behavior, it can be utilized to create modified and verified applications for existing travel demand models. The final result is done by using the EDAS method. Delhi is highest Value and Agra is lowest value.

Keywords: Current urban, transport, Indian cities, Current transport

1. Introduction

India's economy is expanding. This expansion is primarily dependent on urbanized industrial and service sectors (National Urban Transport Policy 2006). Cities are now major drivers of economic growth, contributing 60% of the GDP in 2001, up from 50% in the early 1990s (Ministry of Urban Development 2001). A thriving economy promoted business, industry, and other urban activities; it increased employment, income, wealth, and public welfare. Many people moved to cities because of the possibility of prosperity. Many people moved to cities because of the possibility of prosperity. Urbanization has increased as a result of people migrating to urban areas due to rural motivation, together with the natural population boom (Data, 2006). People's travel behavior and usage are influenced by factors such as aggregate income growth, changes in lifestyle and household characteristics, accessibility to various amenities, and changes in the travel environment. Since the population of India's six largest metropolises increased between 1981 and 2001, urbanization has grown and more people own cars (2008; 2006), which has led to an increase in travel demand that, in many cities, has outpaced the available space and infrastructure facilities (Blades & Singh, 2004). The lack of resources (Singh, 2005; World Bank, 2005) and the requirement for filming are also obstacles. Following this phase, an urban transportation crisis manifests itself in the form of traffic jams, accidents, environmental pollution, issues with public transportation, imbalances in urban transportation, etc. The projected population in the current scenario is still the predicted target population in its whole in 2026 is 1399.4 million (Office of the Registrar General & Census Commissioner, India and 2001a) to satisfy both the current population's commuting requirements and those of those who have not yet migrated into metropolitan areas. One such option is sustainable development. Researchers have talked about different strategies to attain sustainability in the transportation industry (for example: Bucher, Koratiswaroopam, Mattel, & Weirs, 2005) in the urban sector (including urban), the Indian government started the Jawaharlal Nehru National Urban Renewal Initiative in 2005 (Jawaharlal Nehru National Urban Renewal Mission, 2005). The simultaneous introduction of the National Urban Transport Policy served as both a guide and an impetus for this project. These policies' goals are to control demand by lowering externalities associated with transportation while sustainably addressing the mobility demands of the present and future generations. These policies'

fundamental tenet is to alter people's travel habits in order to fulfill environmental goals. Given the lack of resources, policymakers must be aware of the effects of their decisions. Given the lack of resources, policymakers must be aware of the effects of their decisions. This will decide whether or not the investment is worthwhile. Herein lays the function of travel demand modeling, which serves as a tool. For forecasting and decision assistance travel demand and its effects in various scenarios. The final result is done by using the EDAS method. Delhi is highest Value and Agra is lowest value.

2. Current urban transport scenario in Indian cities

Cities are growth engines, as was indicated in the previous section. This is one of the factors contributing to India's cities becoming more urbanized. According to data from the Ministry of Urban Development (2001), 35 metro areas in the nation have a population of more than one million, and the proportion of people living in urban areas to the total population is 27.8. Travel demand increased drastically as a result of population growth—from 238.4 million in 1901 to 1028.7 million in 2001 (Office of the Registrar General & Census Commissioner, 2001b)—and private vehicle ownership and use (the share of private modes is anticipated to be 84.0% in 2031) (2008). Cities started to develop farther apart as the population increased (Bucher et al., 2005; Tamari, 2001). According to his thesis from 2001, the majority of Indian cities have grown out of previous, significant canters of activity, with main arteries and motorways developing via fixed roads. He also noticed the city's unplanned population growth, which included low- and middle-income neighborhoods as well as neighboring towns. He also noticed the city's unplanned population growth, which included low- and middle-income neighborhoods as well as neighboring towns. Additionally, there are several manufacturing and industrial operations across the city (2001). "An uncontrolled blend of industrial expansion, waste, and annoying applications" best describes all sub-urban settings in cities. Another type of urban transportation-related externality is environmental contamination. The two main types of pollution from the transportation industry are air pollution and noise pollution. The road transport industry is crucial in these areas as it is the most popular mode of transportation in India (Singh, 2005). According to the Department of Transportation, a combination of gasoline or diesel-powered vehicles with various engine types is a significant source of pollution (2005). It should be emphasized that traffic jams and slow moving vehicles contribute to increased air pollution (Singh, 2005), and that Indian cities have much higher quantities of suspended particulate matter, a potent carcinogen (2007). The estimated pollution in major Indian cities for the year 2002 is shown in a research by the Central Road Research Institute, the National Institute of Environmental Engineering Research, and the Indian Institute of Petroleum (IIP) (Central Pollution Control Board 2010). Major Indian cities Pollutants that affect the cardiovascular and respiratory systems and can result in morbidity and mortality are exposed to by a huge section of the population. Transportation imbalance is another linked effect of transportation on the city and society. The urban poor, who frequently bike or walk to work, are those most negatively impacted in this sector. They cannot use motor cars because they cannot use motor vehicles because they lack infrastructure (World Bank, 2005). The majority of government policies generally assist those who utilize cars (2005). It is simple to assume that non-motorized users, such as pedestrians, are more impacted by the toxins that vehicles release. Another point to make is that because of their employment or living arrangements close to roadways, this group of people is particularly sensitive to accidents and pollution (2001; World Bank, 2005). In India's transport industry, which serves a large number of low-income households, women do not own bicycles. In conclusion, it is evident that the current urban transportation system faces significant difficulties. Social, environmental, and economic factors all contribute to externalities. Large amounts of energy, land, and other resources are used up by transportation, which also affects the environment and takes up a lot of people's lives and time. Urban transportation may have an impact on the needs of the poor if present trends permit. All we require is continued expansion in the transportation industry. "Meeting the demands of the present without compromising the ability of future generations to satisfy their own needs" is the definition of sustainable development (1997; &, 2010). Alternatively, sustainable development is defined as meeting three fundamental criteria by Daly (1991) (quoted in Greene & Wegener, 1997): "(a) rates of consumption of renewable resources are equal to or less than their rates of regeneration; The use of non-renewable resources does not outpace the production of sustainable renewable alternatives, and (b) its emission rate does not surpass the environment's maximum integrated capacity. Sustainable development, according to Gullies (2003), must adhere to three pillars: social sustainability, environmental and ecological sustainability, and economic and financial sustainability. The foregoing standards are challenging to meet in the existing urban transportation context; sustainability calls for environmentally sound transportation regulations to bring about significant changes in the industry. The focus of the following section is on political actions taken to promote sustainability in India's urban transportation system.

3. A travel demand modeling approach in the Indian context

Through Comprehensive Traffic and Transportation Studies, traffic and traffic-related concerns in metropolitan areas are addressed, and comprehensive plans and solutions are created (CTTS). Identifying the current city traffic issue is the first step in studies. Various long-term plans are suggested based on the current situation and keeping the future in mind (usually 20 years). In these studies, travel demand models are used to evaluate the efficacy of current techniques and to determine the results of alternative strategies. In the past ten years, numerous research has been conducted throughout various Indian cities. We explain the modeling methodology utilized in some recent research carried out in a few Indian towns to facilitate discussion. In order to create suitable transportation plans for the years 2015 and 2025, the Karnataka Urban Infrastructure Development and Finance Corporation began work on a Comprehensive Traffic and Transportation Plan (CTTP) for Bangalore in 2007. (2007). A thorough model for urban transportation planning that was created for the project includes a four-stage model based on typical travel that is used to predict travel demand. Trip creation, trip distribution, sample segmentation, and traffic allocation are the four sub-stages that make up the four-stage model. Regression techniques were employed throughout the trip creation step to generate trip products from one zone to another. The only explanatory variable used in this study's models for work travels, educational trips,

and other excursions was the regional population. "Full day models" were created for these simulations. The goal of the travel attraction models was the same as that of the travel product models, and the explanatory variables for these models were the number of jobs, the number of students enrolled in schools, and the business region. These 24-hour simulations are created locally. Using dual-constrained gravity models, a travel distribution and model splitting phase was jointly conducted. At this point, the concept of travel expenses in general is introduced. At this point, only trips that started at home were taken into account, and non-motorized modes were not. In the allocation phase, private mode and public mode (transport) networks are constructed. Non-motorized means are not taken into account for the assignment level. Non-motorized means are not taken into account for the assignment level. A multi-scenario analysis is conducted to determine the supply requirements for the projected year after the estimated models have been validated. The model has been used to analyze various policy scenarios, including the growth of the road and public transportation systems and a high-capacity mass transit system. The comparison of several policy approaches helped the decision-makers choose the best way to fulfill future demand.

4. Sustainable transportation systems

Sustainable growth is in the Brand Land report "Future generations have their own needs without compromising the ability to fulfill Development to meet current needs" is defined. Sustainability has three dimensions widely recognized for: Environmental, social and economic sustainability. About sustainable development, sustainable transport researchers based on research, it's the policy makers and from career coaches received much attention. The concept of mass transit is static Evolved from development. The former is environmental issues and Focuses on resource scarcity, the latter includes society and economic interests above and beyond. The latter is preferable because it is of the transport sector Allows people to consider all implications in detail and for stationary transport Encourages people to seek integrated solutions. A sustainable traffic estimation method, develop observable beneficial qualities of existing assessment methods it also tries to address their shortcomings. Implementing a sustainable transport assessment system, during the planning, design and construction phases, Degree of sustainability of transport projects and quality assessment established Relies on multiple criteria techniques. PROPOSED ASSESSMENT METHOD This is for transport project selection can augment the traditional environmental analysis performed. A wide range of issues to consider in a manner that can be easily implemented by stakeholders this method is designed to be flexible. Design of a building, to determine sustainability of construction and maintenance Although an internationally recognized standard, to evaluate sustainable transport projects There is no officially accepted method. In fact, the evaluation of transport projects is often an assessment of construction impacts or a benefit-cost analysis that concludes by comparing alternatives, defined by the need to determine cost implications. Our current transport system is not on a sustainable path. Some of our commendable achievements in terms of movement are substantial have come at environmental and social and economic costs. Environmentally friendly, socially equitable and economically viable to meet our transportation needs the challenge now is to find ways. These are the goals of a sustainable transport system.

5. MCDM is EDAS methods

The EDAS score primarily based on the space from the suggest agreement machine is the installed energy for a manufacturing plant. Experts' critiques and derived numbers do not trust each different concerning solar energy and geothermal electricity. Although solar strength is a renewable power source, it's miles the desired electricity supply by professionals due to Access and giant availability characterization (2d in Fuzzy AHP space) however numeric Physically damaging electricity due to high set up cost (4th area in EDAS). And low performance [15]. EDAS is a powerful approach for multi-standards stock type and dealer choice, and it can be effectively carried out to a few conflicting standards. In this method, essential measures are considered, i.e. Positive distance from imply (PDA) and bad distance from imply (NDA). These measures can monitor the distinction among every opportunity and the suggest answer [16]. EDAS is subtle, from average response Amazing distance, every from the alternative recommendation solution Terrible distance too Calculates based on the criteria type (Advantage vs. Price). Third, the proposed methods Evaluation of each opportunity calculates the score and uses the CVPFRS model assess every opportunity through Usual Appraisal Value. Later on A full assessment of alternatives we get EDAS approach a rating for everything calculates the estimate options and ranks the options in step with decreasing values of the evaluation score [17]. Hydrogen mobility roll-up alternatives EDAS methods for assessment are used This MCDM Methods help calculate a smoothness rating and rank every opportunity The ideal is contradictory in nature Hydrogen Mobility Roll-up to choose an alternative. Every and the method is its strength and obstacles [18]. EDAS approach is proposed for their stock category. The top notch benefit of EDAS Compared to other methods for class, it has greater correct performance and fewer math calculations. EDAS in, each of the evaluation of alternatives Appreciate the scale as well a form standard solution Depends on the location of the character replacement, introducing a prolonged EDAS technique for figuring out providers. Strong waste for removal in determining the site, EDAS-based totally instinct counseled a fuzzy model. In this study, EDAS changed into incorporated to analyst boundaries to RE improvement [19] Application of EDAS technique in MAGDM. Firstly, Basic definition of projects and distance method briefly advocated. Next, amplified EDAS The approach is classical underneath real context Inspired by means of the EDAS method [20]. EDAS method solving the MCDM hassle with inverse houses an original and green device to resolve. AVS to prioritize choices uses and strong waste disposal web site PDA and NDA EDAS technique for evaluation used prolonged the EDAS version [21] EDAS technique for MCGDM. Also, EDAS compiles a few algorithms for eneutrosophic easy selection making. It is clear that EDAS has obtained a whole lot attention from pupils, however in view of those arguments and motivations there is no work that extends EDAS to q- Rung [22]. To solve problems related to MCDM EDAS is a brand new system can be used as a framework this is a review of the literature revealed that prime time to use a prolonged EDAS model based totally on the proposed intuitive parametric difference measures. Furthermore, it is empirical Sanitary disposal approach it

helps to fix the selection problem for evaluating opportunity sanitary first time waste disposal techniques to ensure stability of results for the proposed approach Evaluation is done between some current techniques to demonstrate the validity of the consequences done [23]. The EDAS method has been prolonged to the DHHFL framework for 0 carbon operations to allow Indian Smart Cities Their carbon footprint is significant reduce in size via manner of 2050. EDAS Completely distance based the ranking technique is the average using parameters Sweet and nadir statistics factors [24]. EDAS is developed among the best and most popular MCDM methods, however, EDAS method is the best alternative [25] EDAS Methodology for Supplier Selection. However, to the satisfactory of our expertise, no take a look at of the MADM problem primarily based on the EDAS approach has been reported within the current academic literature. Therefore, the usage of EDAS in MADM is a thrilling research subject matter to rank and determine the pleasant opportunity below an unmarried- valued neutrosophic clean environment [26]. EDAS (Estimation distance from the mean solution based) method A new and It is an efficient technique It is proposed and carried out to stock type problem Validated the effectiveness of the EDAS method through comparing it with some different MCDM techniques. A fuzzy extension of EDAS is proposed) and applied to the provider selection trouble. Also, developed an intuitive EDAS method and carried out it to stable waste disposal web site selection. Proposed a few algorithms for gentle selection making with neutrosophic units based at the EDAS approach [27]. An EDAS approach is proposed for order allocation thinking about dealer evaluation and context. Some steps of EDAS technique and mathematics functions of IT2FS are used to assess providers with recognize to environmental standards. The result of this evaluation method is two parameters for every supplier: effective ratings and negative scores. Purchase expenses and glued parameters are used to develop multi-goal linear programming to determine the order amount from each supplier. We use a fuzzy programming method to resolve this multi-objective model [28]. The final result is done by using the EDAS method. Delhi is highest Value and Agra is lowest value.

TABLE 1. Sustainable transportation systems Indian cities

DATA SET				
	Carbon monoxide	**Oxides of nitrogen**	**Hydrocarbons**	**Particulate matter**
Agra	17.93	3.30	10.28	0.91
Bangalore	207.04	29.72	117.37	8.11
Chennai	177.00	27.30	95.64	7.29
Delhi	421.84	110.45	184.37	12.77
Hyderabad	163.95	36.89	90.09	17.59
Kanpur	28.73	7.25	11.70	11.91
Kolkata	137.50	54.09	47.63	12.58
Mumbai	189.55	46.37	89.93	10.58
Average	**167.94250**	**39.42125**	**80.87625**	**10.21750**

Table 1. Shows the Sustainable transportation systems Indian cities EDAS here the Alternative: Agra, Bangalore, Chennai, Delhi, Hyderabad, Kanpur, Kolkata, and Mumbai. Evaluation Preference: Carbon monoxide, Oxides of nitrogen, Hydrocarbons, Particulate matter are presented in the above tabulation. From the above table the other values are being calculated.

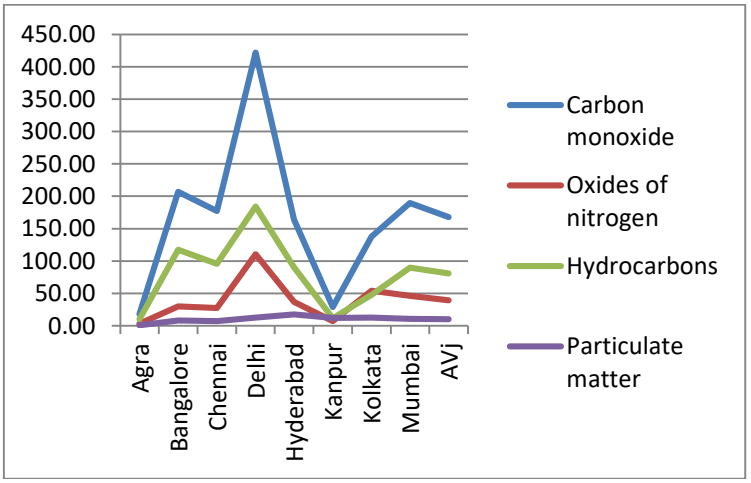

FIGURE 1. Sustainable transportation systems Indian cities

Figure 1. Shows the Sustainable transportation systems Indian cities EDAS here the Alternative: Agra, Bangalore, Chennai, Delhi, Hyderabad, Kanpur, Kolkata, and Mumbai. Evaluation Preference: Carbon monoxide, Oxides of nitrogen, Hydrocarbons, Particulate matter shows this table. The Carbon monoxide on Delhi is highest the particulate matter Agra is low.

TABLE 2. Positive Distance from Average (PDA)

Positive Distance from Average (PDA)			
0	0	0	0
0.2328	0	0.4512	0
0.0539	0	0.1825	0
1.5118	1.8018	1.2797	0.2498
0	0	0.1139	0.7216
0	0	0	0.1656
0	0.3721	0	0.2312
0.1287	0.1763	0.1119	0.0355

Table 2 shows the positive distance from the average it calculates from the average of the first table these value are calculated for the later calculation to get the final rank.

TABLE 3. Negative Distance from Average (NDA)

Negative Distance from Average (NDA)			
0.89324	0.91629	0.87289	0.91094
0.00000	0.24609	0.00000	0.20626
0.00000	0.30748	0.00000	0.28652
0.00000	0.00000	0.00000	0.00000
0.02377	0.06421	0.00000	0.00000
0.82893	0.81609	0.85533	0.00000
0.18127	0.00000	0.41108	0.00000
0.00000	0.00000	0.00000	0.00000

Table 3 shows the negative distance from the average it calculates from the sum of the average of the first table these value are calculated for the later calculation to get the final rank.

TABLE 4. Weight

Weight			
0.25	0.25	0.25	0.25
0.25	0.25	0.25	0.25
0.25	0.25	0.25	0.25
0.25	0.25	0.25	0.25
0.25	0.25	0.25	0.25
0.25	0.25	0.25	0.25
0.25	0.25	0.25	0.25
0.25	0.25	0.25	0.25

Table 4 shows the Weight value 0.25.

TABLE 5. Weighted PDA (SPi)

Weighted PDA				SPi
0.00000	0.00000	0.00000	0.00000	0.00000
0.05820	0.00000	0.11281	0.00000	0.17101
0.01348	0.00000	0.04564	0.00000	0.05912
0.37795	0.45045	0.31991	0.06245	1.21077
0.00000	0.00000	0.02848	0.18039	0.20887
0.00000	0.00000	0.00000	0.04141	0.04141
0.00000	0.09303	0.00000	0.05781	0.15083
0.03217	0.04407	0.02799	0.00887	0.11309

Table 5 shows the Weighted PDA the values of weighted PDA are product of the positive distance average to get the SPi value.

TABLE 6. Weighted NDA (SNi)

Weighted NDA				**SNi**
0.22331	0.22907	0.21822	0.22773	0.89834
0.00000	0.06152	0.00000	0.05157	0.11309
0.00000	0.07687	0.00000	0.07163	0.14850
0.00000	0.00000	0.00000	0.00000	0.00000
0.00594	0.01605	0.00000	0.00000	0.02200
0.20723	0.20402	0.21383	0.00000	0.62509
0.04532	0.00000	0.10277	0.00000	0.14809
0.00000	0.00000	0.00000	0.00000	0.00000

6 shows the Weighted NDA the values of weighted NDA are product of the Negative distance average to get the SNi value.

TABLE 7. NSPi, NSPi, ASi

	NSPi	**NSPi**	**ASi**
Agra	0.00000	0.00000	0.00000
Bangalore	0.14124	0.87411	0.50768
Chennai	0.04883	0.83470	0.44176
Delhi	1.00000	1.00000	1.00000
Hyderabad	0.17251	0.97551	0.57401
Kanpur	0.03420	0.30417	0.16919
Kolkata	0.12457	0.83516	0.47987
Mumbai	0.09340	1.00000	0.54670

Table 7 shows the Final Result of Sustainable transportation systems Indian cities using the Analysis for EDAS Method. NSPi in Entrepreneurs is calculated using the Delhi is having is Higher Value and Agra is having Lower value. NSPi in calculated. This table used to calculate the average for positive and negative values.

TABLE 8. Rank

	Rank
Agra	8
Bangalore	4
Chennai	6
Delhi	1
Hyderabad	2
Kanpur	7
Kolkata	5
Mumbai	3

Table 8 shows the Sustainable transportation systems Indian cities the final result of this paper the Agra is in 8 th rank, the Bangalore is in 4th rank, the Chennai is in 6 th rank, the Delhi is in 1 st rank, the Hyderabad is in 2 nd rank, the Kanpur is in 7th rank, the Kolkata is in 5th rank, the Mumbai is in 3rd rank. The final result is done by using the EDAS method. Delhi is highest Value and Agra is lowest value.

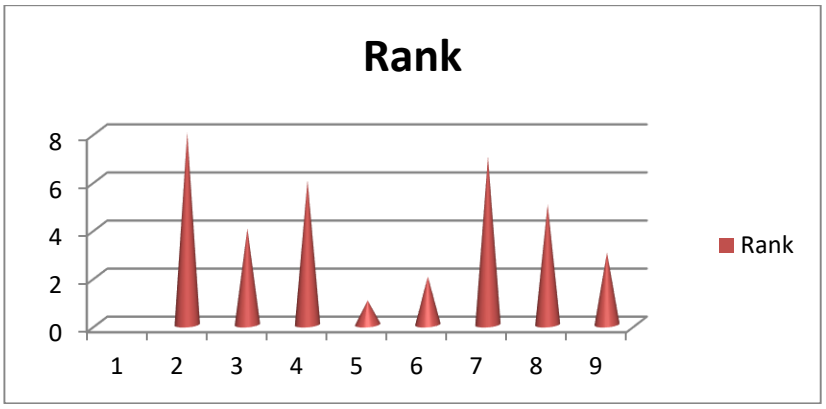

FIGURE 2. Rank

Figure 2 shows the graphical representation Sustainable transportation systems Indian cities the final result of this paper the Agra is in 8 th rank, the Bangalore is in 4th rank, the Chennai is in 6 th rank, the Delhi is in 1 st rank, the Hyderabad is in 2 nd rank, the Kanpur is in 7th rank, the Kolkata is in 5th rank, the Mumbai is in 3rd rank. The final result is done by using the EDAS method. Delhi is highest Value and Agra is lowest value.

6. Conclusion

India is undergoing economic change. Cities now have better quality of life, and they are now crucial hubs for human existence. The increase in urbanization of Indian cities was facilitated by this influx of people. Prosperity and changing lifestyles brought about by a booming economy made reliance on private vehicles essential. The need for travel has accelerated generally along with population expansion and rising vehicle ownership, but supply has lagged behind demand. Numerous external problems, such as traffic jams, pollution, inequality, and the importance of sustainability, are connected to transportation. In the contemporary urban transportation environment, promoting and encouraging sustainable transportation policies. By focusing on people's travel habits and altering how they travel, these policies aim to change the travel environment. However, many of these rules' ramifications are unclear or complicated. As a result, it is critical that decision-makers are informed of the effects of such policies before adopting and putting them into practice. Models of travel demand can be used in this situation to forecast future travel demand under various policy scenarios. In order to analyze sustainable transportation strategies, this study analyzes the possibilities of travel demand models already use India. The study discovered that the trip-based, four-step aggregate method used in India as the standard model system was insufficient for studying sustainable transportation policy. An EDAS approach is proposed for order allocation thinking about dealer evaluation and context. Some steps of EDAS technique and mathematics functions of IT2FS are used to assess providers with recognize to environmental standards. The result of this evaluation method is two parameters for every supplier: effective ratings and negative scores. Purchase expenses and glued parameters are used to develop multi-goal linear programming to determine the order amount from each supplier. We use a fuzzy programming method to resolve this multi-objective model [28]. The final result is done by using the EDAS method. Delhi is highest Value and Agra is lowest value.

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