

A STUDY OF RURAL PUBLIC TRANSPORT SYSTEM – A CASE STUDY OF MYSORE AND CHAMARAJANAGAR DISTRICTS

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1. INTRODUCTION

In India, nearly 70 percent of the people live in rural areas. In order to improve the economic lot of the rural people a good rural transportation with good connectivity is required. Many rural folks come to the city to sell their agricultural produce and good rural transportation is very much required. The economic level of the rural people has improved a lot in some of the Indian States like Kerala due to good rural public transportation and connectivity. In this study the problems of public transportation in the two districts of Mysore and Chamarajanagar Districts has been studied. In Mysore and Chamarajanagar Districts public transportation is provided by both KSRTC and private sector.

2. OBJECTIVE OF THE STUDY

The objective is to study the rural transportation system of two districts of Karnataka i.e., Mysore and Chamarajanagar Districts and come out with suitable suggestions to improve the rural transportation system in these two districts.

3. METHODOLOGY OF THE STUDY

The methodology of the study is given below.

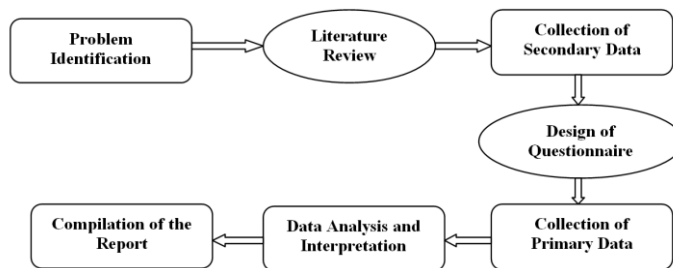


Figure 1.1 The methodology of the study

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4. DATA COLLECTION AND ANALYSIS

Public opinion survey was conducted in Mysore and Chamarajanagar Districts regarding performance of public transportation of Government (KSRTC) and Private Buses. Questionnaire was designed for both KSRTC and private bus commuters and the questionnaire was administered to the commuters in Chamarajanagar and Mysore District. The questionnaire consisted of three sections, General Section consisted of general questions like name, age and gender of respondents, Basic Travel Information Section consisted of origin, destination, frequency of travel, purpose of travel, cost of fare etc., and KSRTC/Private Bus Section consisted of questions like frequency, connectivity, overcrowding, travel comfort, cleanliness, safety etc., Nearly 250 commuters were interviewed regarding the performance of KSRTC and Private Bus.

4.1 General Questions

General Questions involved question regarding gender and age group of respondents.

4.2 Gender of Respondents

The genders of majority of respondents in the opinion survey were male (63%) as shown in Figure 1.2.

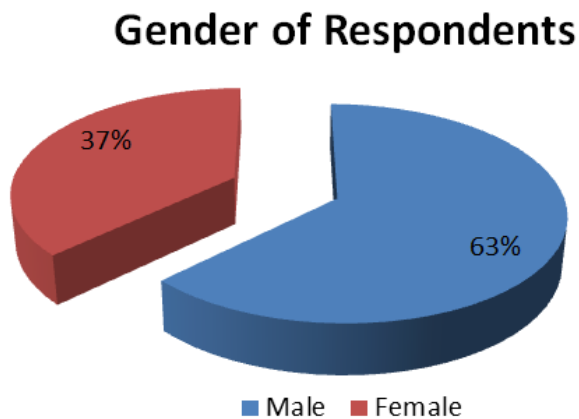


Figure 1.2 Gender of Respondents

4.3 Age Group of Respondents

The age group of majority of respondents was under 25 years of age as shown in Figure 1.3.

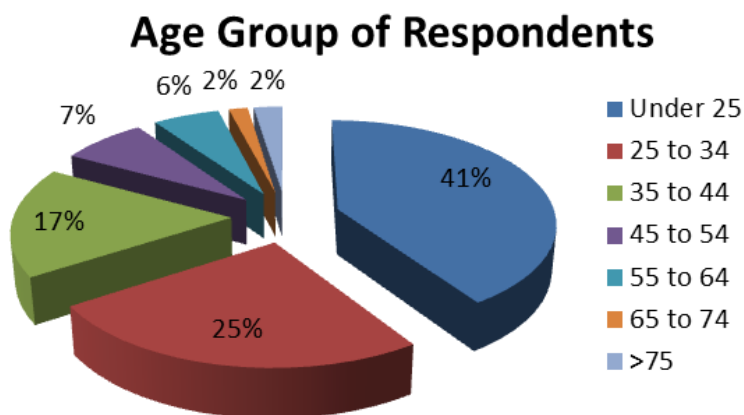


Figure 1.3 Age group of Respondents

4.4 Basic Travel Information

The questions of Basic Travel Information involved purpose of travel, frequency of travel, travel by KSRTC or Private buses.

4.5 Purpose of Travel

The purpose of travel of thirty six percent (majority) of respondents was work, twenty four percent was for education, twelve percent was for shopping and the remaining 28 percent were others as shown in Figure 1.4.

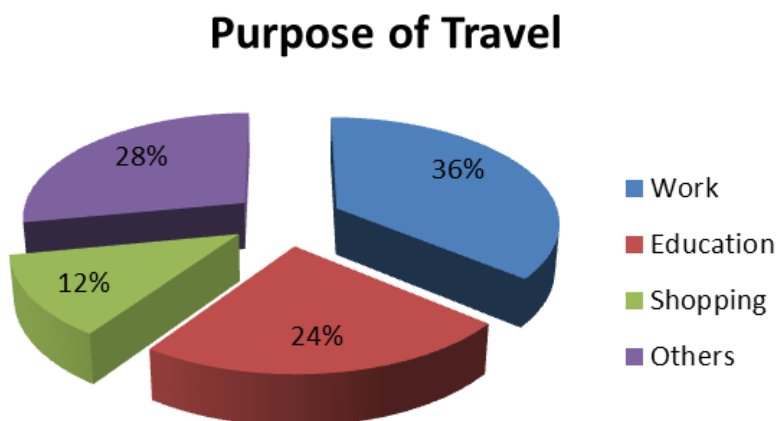


Figure 1.4 Purpose of Travel

4.6 Frequency of Travel

The frequency of travel of forty two percent (majority) of the respondents was daily, twenty two percent was weekly, nineteen percent was monthly, six percent was fortnightly, five percent was bi-weekly and the balance six percent were others as shown in Figure 1.5.

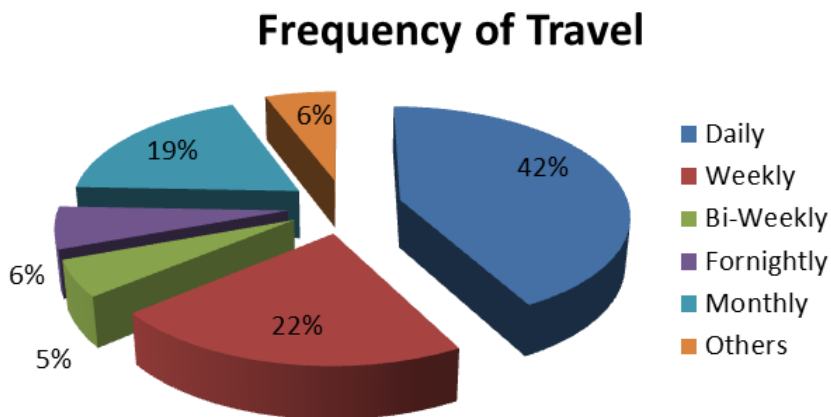


Figure 1.5 Frequency of Travel

4.7 Do you travel by KSRTC or Private Bus?

As per the survey majority (64 %) of the respondents travelled by KSRTC bus, twenty nine percent travelled by private bus and the balance seven percent travelled by both KSRTC and Private Bus as shown in Figure 1.6.

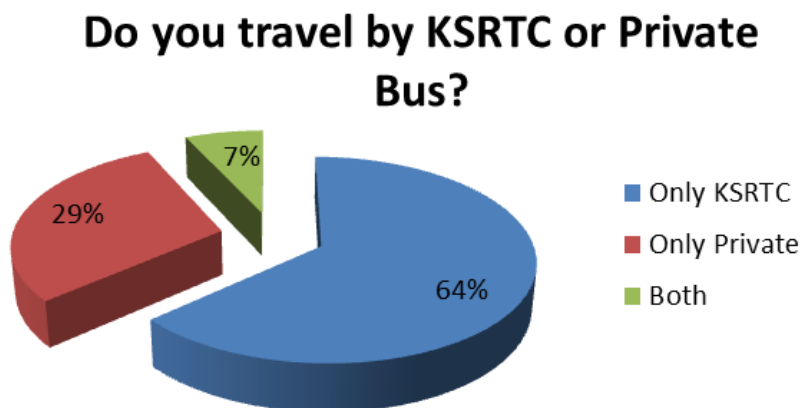


Figure 1.6 Questionnaire of using transport

4.8 Performance

The questions pertaining to performance involved frequency of buses, connectivity of buses, stops, arrival on scheduled time, departure on schedule time, overcrowding, safety, etc.

4.9 Frequency of Buses

To the question ‘Is the frequency of buses good?’

- 76 percent of KSRTC bus commuters said ‘Yes’ and 24 percent said ‘No’.
- 68 percent of private bus commuters said ‘Yes’ and 32 percent said ‘No’.
- In comparison between KSRTC and Private Buses, KSRTC buses have better frequency when compared to private buses.

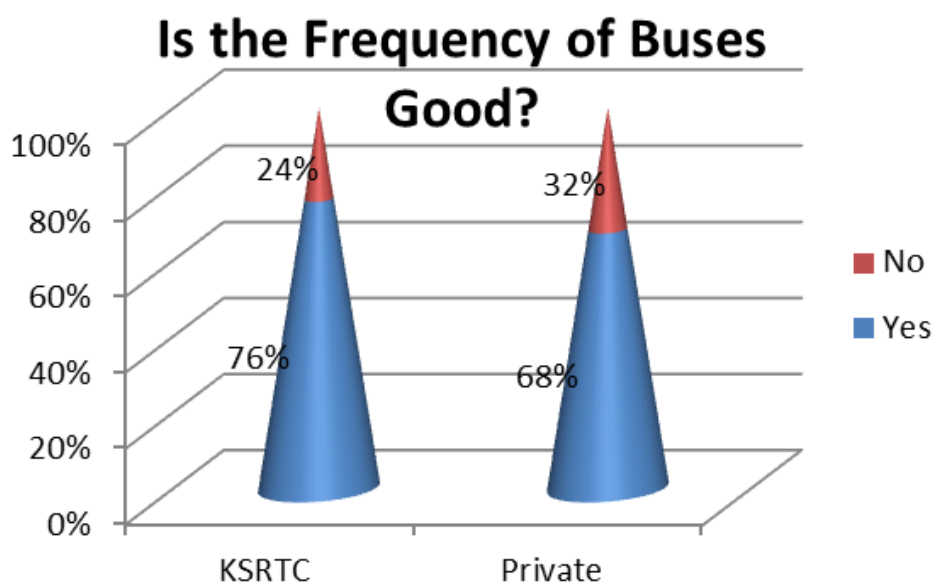


Figure 1.7 The question ‘Is the frequency of buses good?’

4.10 Connectivity of Buses

To the question ‘Is the connectivity of buses good?’

- 73 percent of KSRTC bus commuters said ‘Yes’ and 27 percent said ‘No’.
- 68 percent of private bus commuters said ‘Yes’ and 32 percent said ‘No’.
- In comparison KSRTC buses have better connectivity when compared to private buses.

Is the Connectivity of Buses Good?

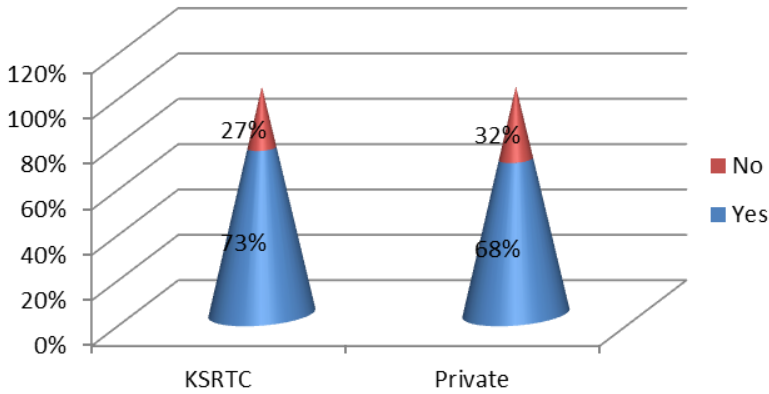


Figure 1.8 The question 'Is the connectivity of buses good?'

4.11 Stops

To the question 'Do the buses give enough stops?'

- 68 percent of the KSRTC bus commuters said 'Yes' and 32 percent said 'No'.
- 76 percent of the Private bus commuters said 'Yes' and 24 percent said 'No'.
- In comparison private buses give more stops than KSRTC buses.

Do the Buses give Enough Stops?

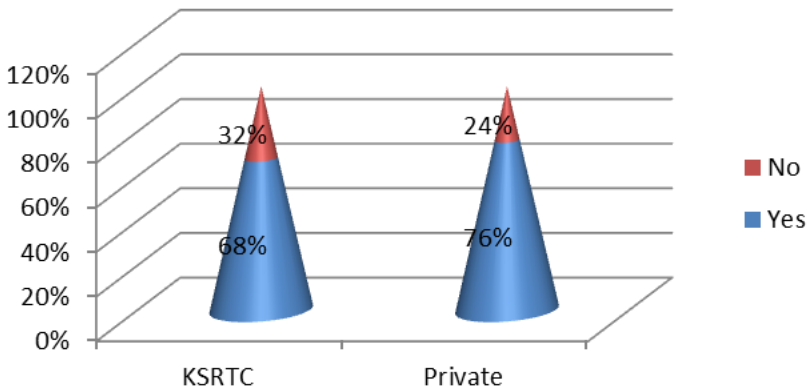


Figure 1.9 The question 'Do the buses give enough stops?'

4.12 Arrive on Schedule Time

To the question 'Do the buses arrive on Schedule Time?'

- 61 percent of the KSRTC bus commuters said 'Yes' and 39 percent said 'No'.
- 64 percent of the Private bus commuters said 'Yes' and

- In comparison private buses arrive on scheduled time when compared to KSRTC buses.36 percent said ‘No’.

Do the Buses arrive on Scheduled Time?

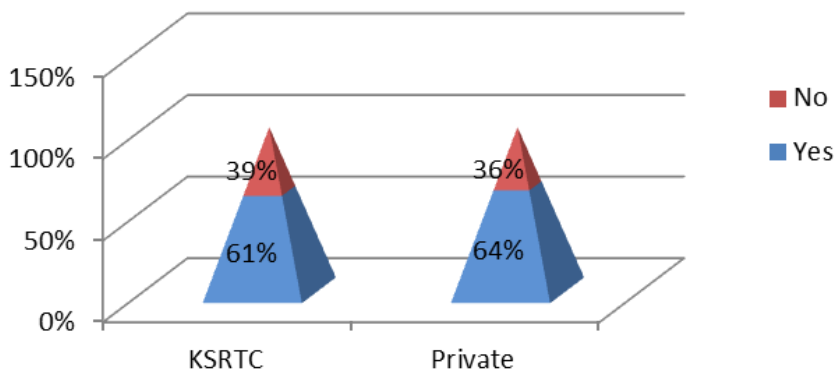


Figure 1.10 The question ‘Do the buses arrive on Schedule Time?’

4.13 Depart on Scheduled Time

To the question ‘Do the buses depart on Schedule Time?’

- 57 percent of the KSRTC bus commuters said ‘Yes’ and 43 percent said ‘No’.
- 57 percent of the Private bus commuters said ‘Yes’ and 43 percent said ‘No’.
- It shows that both the KSRTC buses and Private buses depart on scheduled time.

Do the Buses Depart on Scheduled Time?

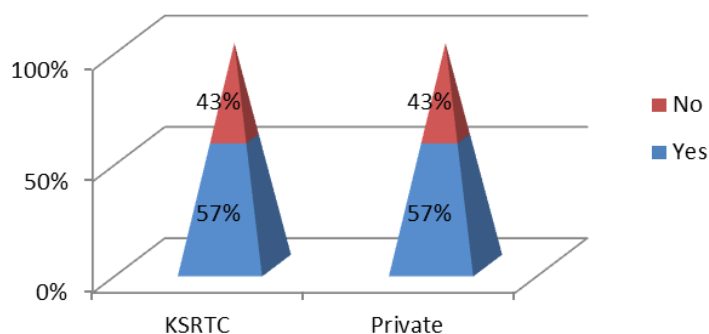


Figure 1.11 The question ‘Do the buses depart on Schedule Time?’

4.14 Buses Overcrowded

To the question ‘Are the buses overcrowded all the time?’

- 49 percent of the KSRTC bus commuters said ‘Yes’ and 51 percent said ‘No’.
- 61 percent of the Private bus commuters said ‘Yes’ and 39 percent said ‘No’.
- It shows that the private buses are overcrowded all the time.

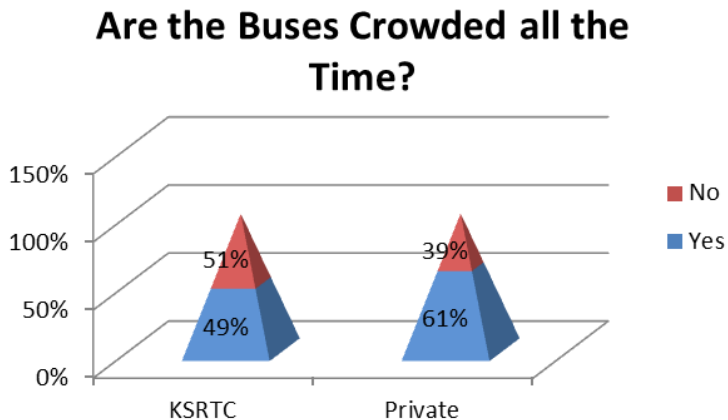


Figure 1.12 The question ‘Are the buses overcrowded all the time?’

4.15 Buses Comfortable to Travel

To the question ‘Are the buses comfortable to travel?’

- 77 percent of the KSRTC bus commuters said ‘Yes’ and 23 percent said ‘No’.
- 66 percent of the Private bus commuters said ‘Yes’ and 34 percent said ‘No’.
- In comparison KSRTC buses is more comfortable to travel when compared to private buses.

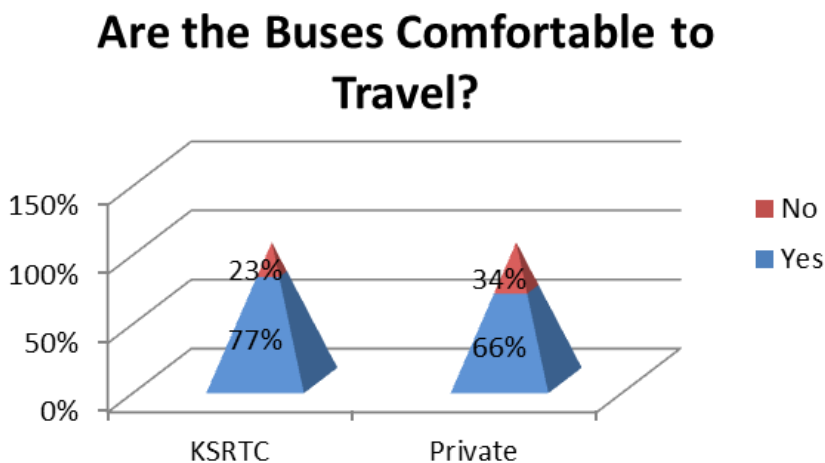


Figure 1.13 The question ‘Are the buses comfortable to travel?’

4.16 Buses are Clean and Well Maintained

To the question ‘Do you think that the buses are clean and well maintained?’

- 53 percent of the KSRTC bus commuters said ‘Yes’ and 47 percent said ‘No’.
- 54 percent of the Private bus commuters said ‘Yes’ and 46 percent said ‘No’.
- It shows that both KSRTC and private buses are clean and well maintained.

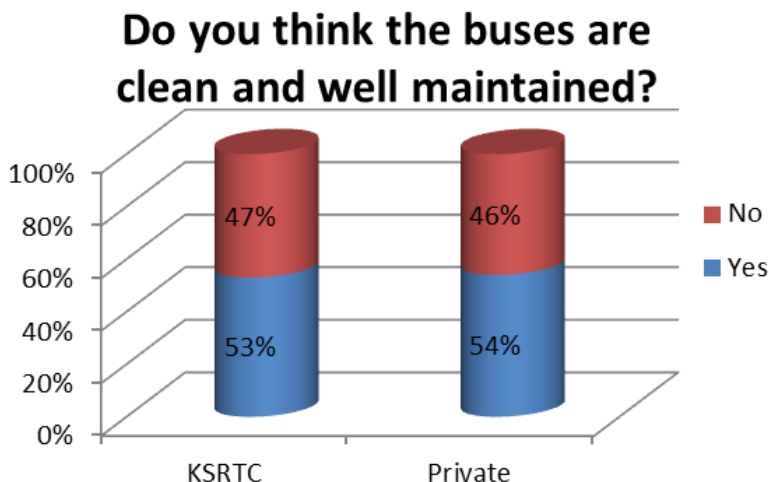


Figure 1.14 The question ‘Do you think that the buses are clean and well maintained?’

4.17 Seats in Buses Comfortable

To the question ‘Are the seats in the bus comfortable?’

- 62 percent of the KSRTC bus commuters said ‘Yes’ and 38 percent said ‘No’.
- 56 percent of the Private bus commuters said ‘Yes’ and 44 percent said ‘No’.
- In comparison the seats in KSRTC buses are more comfortable than private buses.

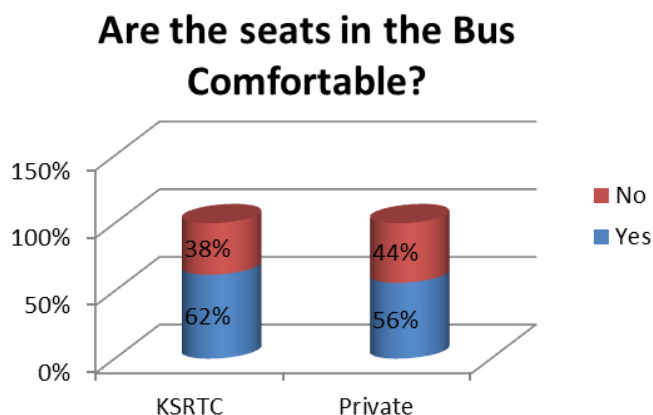


Figure 1.15 The question ‘Are the seats in the bus comfortable?’

4.18 Easy to getin/getoff buses

To the question ‘Are the buses are easy to getin/getoff?’

- 71 percent of the KSRTC bus commuters said ‘Yes’ and 29 percent said ‘No’.
- 58 percent of the Private bus commuters said ‘Yes’ and 42 percent said ‘No’.
- In comparison it is easy to getin/getoff in KSRTC buses when compared to private Buses.

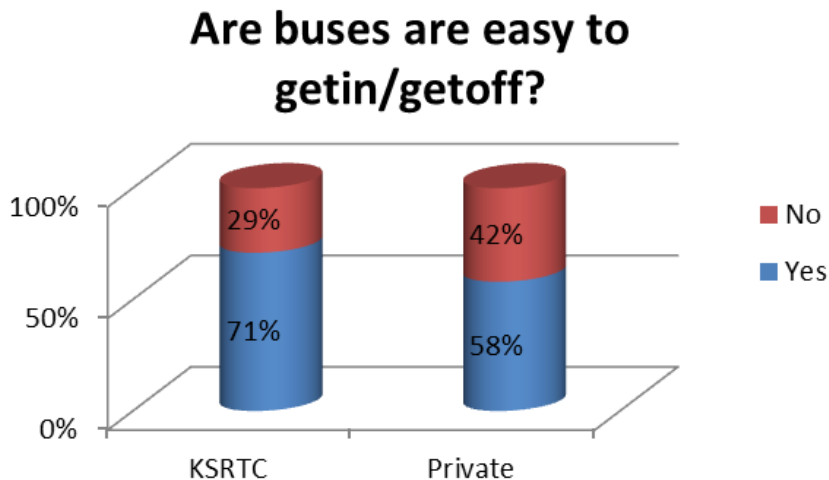


Figure 1.16 The question ‘Are the buses are easy to getin/getoff?’

4.19 Get Seat in the Bus

To the question ‘Do you get seat in the bus?’

- 61 percent of the KSRTC bus commuters said ‘Yes’ and 39 percent said ‘No’.
- 54 percent of the Private bus commuters said ‘Yes’ and 46 percent said ‘No’.
- In comparison it is easy to get seat in KSRTC buses when compared to private buses.

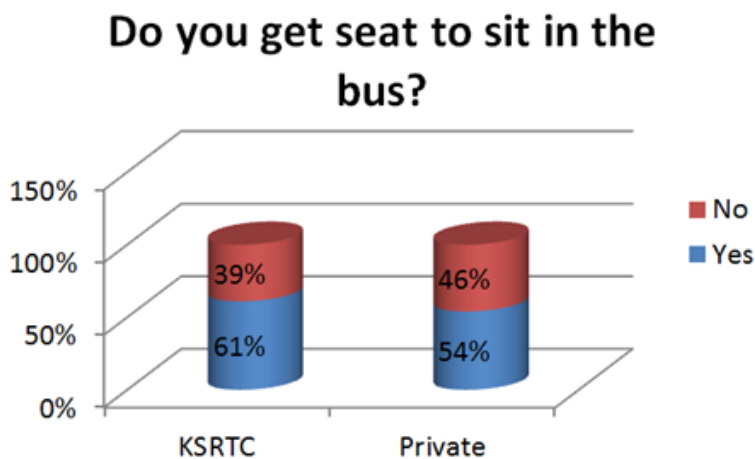


Figure 1.17 the question ‘Do you get seat in the bus?’

4.20 Buses are Safe

To the question ‘Do you think buses are safe?’

- 80 percent of the KSRTC bus commuters said ‘Yes’ and 20 percent said ‘No’.
- 64 percent of the Private bus commuters said ‘Yes’ and 36 percent said ‘No’.
- In comparison the commuters think that the KSRTC buses are safer when compared to private buses.

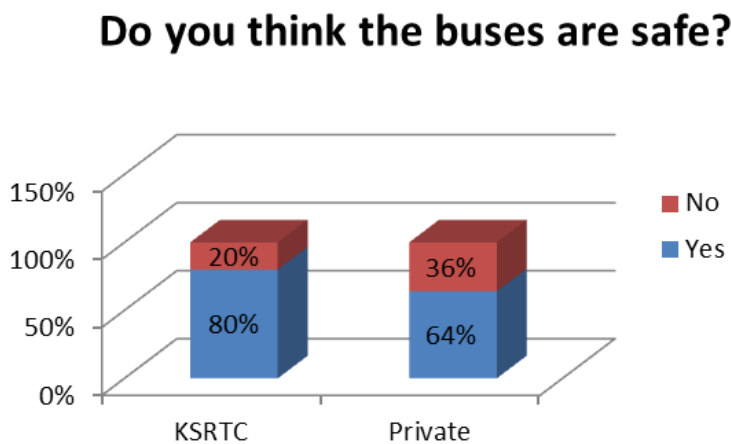


Figure 1.18 The question ‘Do you think buses are safe?’

4.21 Buses Overspeed

To the question ‘Do you think that the buses overspeed?’

- 30 percent of the KSRTC bus commuters said ‘Yes’ and 70 percent said ‘No’.
- 56 percent of the Private bus commuters said ‘Yes’ and 44 percent said ‘No’.
- It shows that the private buses over speed when compared to KSRTC buses.

Do you think that the buses overspeed?

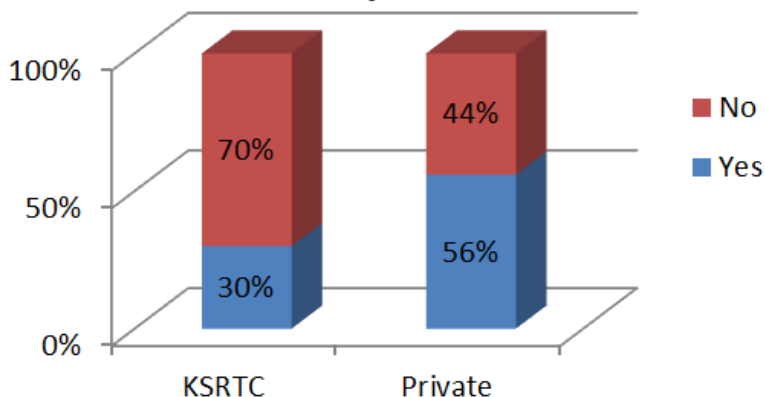


Figure 1.19 The question 'Do you think that the buses overspeed?'

4.22 Buses Breakdown Frequently

To the question 'Do the buses breakdown frequently?'

- 42 percent of the KSRTC bus commuters said 'Yes' and 58 percent said 'No'.
- 51 percent of the Private bus commuters said 'Yes' and 49 percent said 'No'.
- It shows that the private buses breakdown frequently when compared to KSRTC buses.

Do the buses breakdown frequently?

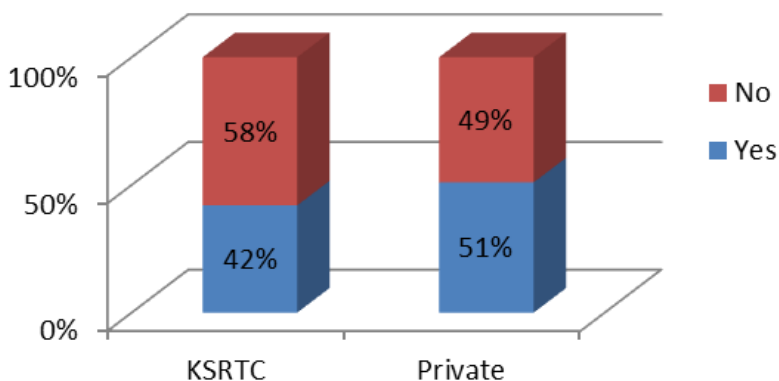


Figure 1.20 The question 'Do the buses breakdown frequently?'

4.23 Drivers Safe and Competent

To the question ‘Are drivers safe and competent?’

- 79 percent of the KSRTC bus commuters said ‘Yes’ and 21 percent said ‘No’.
- 67 percent of the Private bus commuters said ‘Yes’ and 33 percent said ‘No’.
- In comparison it shows that the drivers of KSRTC buses are more safe and competent when compared to private bus drivers.

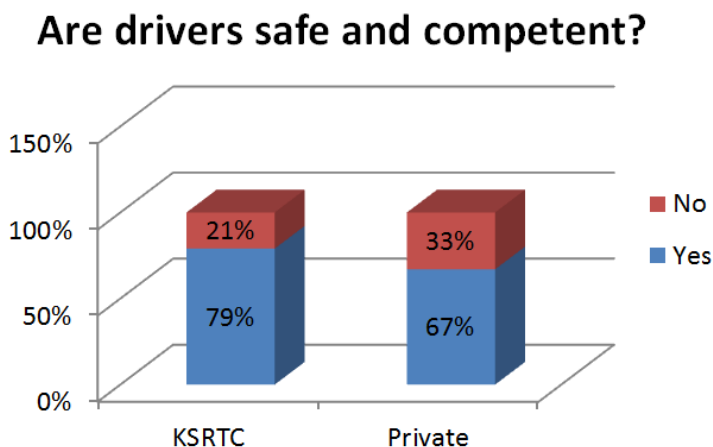


Figure 1.21 The question ‘Are drivers safe and competent?’

4.24 Drivers Respond to Request Stop

To the question ‘Do the bus drivers respond to request stop?’

- 50 percent of the KSRTC bus commuters said ‘Yes’ and 50 percent said ‘No’.
- 63 percent of the Private bus commuters said ‘Yes’ and 37 percent said ‘No’.
- It shows that the drivers of Private Buses respond to request stop better than KSRTC buses.

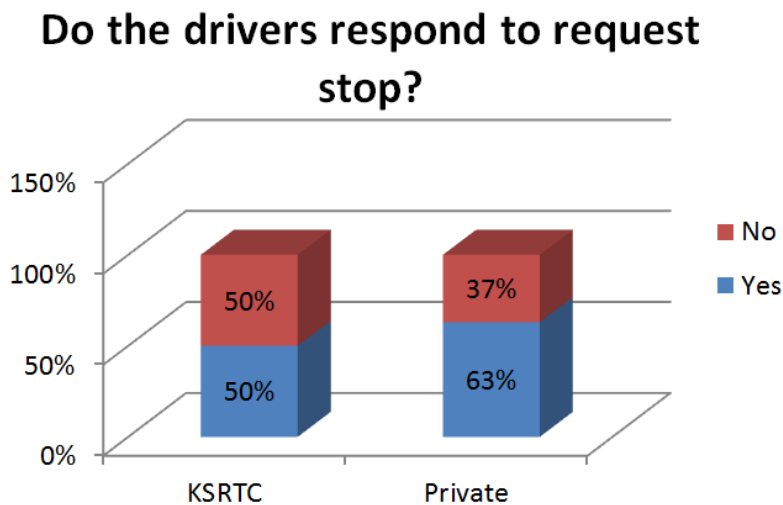


Figure 1.22 The question 'Do the bus drivers respond to request stop?'

5. CONCLUSIONS

It can be concluded from the study that,

- The purpose of travel of majority of commuters is work and then comes education, others and shopping.
- Most of the commuters travel daily and most of the commuters travel by KSRTC buses.
- KSRTC buses have better frequency when compared to private buses.
- KSRTC buses have better connectivity when compared to private buses.
- Private buses give more stops when compared to KSRTC buses.
- Private buses arrive on scheduled time when compared to KSRTC buses.
- Private buses are overcrowded most of the time.
- KSRTC buses are more comfortable to travel when compared to private buses.
- KSRTC bus seats are more comfortable to sit when compared to private bus seats.
- KSRTC buses are more comfortable to getin/getoff at destinations when compared to private buses.
- It is easy to get a seat in KSRTC buses when compared to private buses.
- KSRTC buses are perceived to be safer than private buses.
- Private buses over speed when compared to KSRTC buses.
- Private buses breakdown more frequently when compared to KSRTC buses.
- KSRTC buses provide alternate buses if there is any breakdown, but private buses do not provide alternate buses if there is any breakdown.
- KSRTC bus drivers are perceived to be more safe drivers when compared with private bus drivers.
- Private buses respond to request stops better than the KSRTC buses.

RECOMMENDATIONS

The following are the recommendations for the Private Buses and KSRTC Buses.

Private Buses

- The private bus operators should be made to run on their original approved routes with strict enforcement from the Government.
- Adulteration of fuel in private buses should be checked periodically with the help of Karnataka State Pollution Control Board (KSPCB).
- The number of passengers who travel in private buses should be restricted and overcrowding should be avoided for the convenience and safety of commuters.
- There should be regular check for emissions for the private vehicles by KSPCB officials with the help of police.
- Private bus operators should also be brought under the speed breakers rule in order to reduce accidents.
- The 15 years old vehicles should be scrapped with permit with immediate effect.

KSRTC Buses

- Incentives should be given to KSRTC conductors and drivers who make more collection on their routes or attract more passengers to KSRTC buses.
- New routes have to be planned for revenue generation by connecting to new villages by KSRTC.
- KSRTC should attract commuters by giving additional stops in Hoblis, Gram Panchayats and Towns in the district.
- KSRTC should provide more number of buses during peak hours to district and taluk head quarters.
- More number of buses should be provided where there are educational institutions, offices, industries, next to cities and towns in these two districts.

ACKNOWLEDGEMENT

I would like to thank our Chairman Prof. J.M. Chandra Kishen for giving me an opportunity to work on this study. I would also like to thank others who have directly or indirectly helped me in this study.

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- [3] Chapter 13: Transport, Roads, Railways, Ports and Highways.

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