

State Of Rickshaw Pullers in Public Transport System in Tamluk Town (W.B.)

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ABSTRACT : *The Totos and Auto-rickshaws are plying arbitrarily in Tamluk Town. It is noted that rickshaw-pullers are facing decrease of their income at an alarming rate. Objectives: i) to study public transport in the town; ii) to study population load over the town during day time; iii) to study causes of decreasing income among rickshaw pullers; and iv) to provide suggestions for stabilizing public transporting system. Methodology: Ten rickshaw-pullers have been interviewed in different rickshaw stands. Population load over the town has been measured by counting people exit from buses in 10 bus stops for 40 minutes in office hours and rail passengers are counted at the exit of rail stations. Findings: Rickshaw pullers have lost 75% of their daily income. Suggestions: Authority may create fare chart to control the fair. Informal sector on public transporting may require rigorous monitoring. A policy may require to upgrade rickshaw pullers to Toto driver.*

KEYWORDS -Auto-rickshaw, public transport, rickshaw-pullers, Toto

I. INTRODUCTION

The wave of Beautification and Eco-friendly commodities are introduced into the global market. Toto is one of them. In recent times some Toto and Auto-rickshaws are plying arbitrarily in Tamluk Town. The passengers are interested in riding in Totos. The fair is cheaper; ride is comfortable and mental relief of passengers from seeing human toil. The future Toto will be long lasting. But it is noted that rickshaw-pullers are facing decrease of their income at an alarming rate. Quarrel and fight are not rare among rickshaw-pullers and Toto drivers. Nearly 600 rickshaw-pullers own license (Rickshaw Jockey License provided by Tamluk Municipality) to carry passengers. But there are 3000 rickshaw-pullers without license. Tamluk, District head quarter is facing occasional traffic-jam at the Mechobazar, Bargabhima Mandir, Jailkhana More, Maniktala and some other nodes, due to narrow road and entry of heavy vehicles during rush hours. The sign-boards have also been put up at every entry point prohibiting the intrusion of heavy vehicles during rush hours. But it is observed that school and office goers suffer from the traffic-jam most.

II. OBJECTIVES

- i) to study public transport in the town;
- ii) to study population load over the town during day time;
- iii) to study causes of decreasing income among rickshaw pullers; and
- iv) to provide suggestions for stabilizing public transporting system.

III. A BRIEF GEOGRAPHICAL STUDY OF TAMLUK TOWN

The area of the town is 17.86 sq. kilometers¹. Tamluk is the district head quarter of Purba Medinipur district, created as a separate district on 1st January, 2002². The latitudinal and longitudinal extensions of the town are 22°14'30''N to 22°19'30''N and 87°54'10''E to 87°56'45''E respectively. The altitude is 5.86 meter from MSL³. Tamluk town is situated on the right bank of Rupnarayan river. The average annual temperature is 26.5°C to 27.0°C⁴ and average annual rainfall is 1400 mm to 1600 mm⁵. Young alluvial (Entisols) soil is present all over the study area⁶. As of the 2001 census of India, Tamluk had 45,830 population⁷. But in the case of 2011 census of India, Tamluk has 65,306 population⁸.

IV. METHODOLOGY

The study has been done by both primary and secondary data. Ten (10) rickshaw-pullers (Jockey license holder) and two (2) Toto drivers have been interviewed in different rickshaw stands. Population load over the town has been measured by counting people exit from buses in 10 bus stops for 40 minutes (20 minutes each up and down bus stop) in office hours (10:00 am to 11:00 am) and rail passengers are counted at the exit of rail stations in 6:30am to 8:00 am in entire January-February 2015. The length and width of the roads has been measured in Google earth and it is also considered for making the map of the town.

V. PUBLIC TRANSPORTING VEHICLES IN THE TOWN

In the town there are various types of public and goods transporting vehicles. The following table shows some parameters of some public transporting vehicles:

TABLE 1: PUBLIC TRANSPORTING VEHICLES AND GOVERNMENT INVOLVEMENT

Name	Parameters of Vehicles							Govt. involvement on the Vehicle				
	Max. Speed Km/Hr.	Mechanized by	Dimension of Vehicles in millimeters (approx)				Max. seat capa-city	Require-ment of License for driving	Licensing authority	Availability of Finance	Vehicles and Passenger Insurance Required	Eligibility to gate driving license from MVI (Minimum Qualification)
			Length	Width	Height	No. of wheels						
Bus* ⁹	120	Diesel	12000	2600	2800	4 to 6	..52/54...etc	Yes	MVI	Yes	Yes	Madhyamik
Trekker ¹⁰	100	Diesel	3838	1648	2311	4	13 to 18	Yes	MVI	Yes	Yes	Madhyamik
Car * ¹¹	120	Diesel /Petrol	4685	1814	1531	4	6 to 10	Yes	MVI	Yes	Yes	Madhyamik
Auto rickshaw ¹²	60	Diesel /Petrol	2800	1330	1778	3	6	Yes	MVI	Yes	Yes	Madhyamik
Toto rickshaw ¹³	20	Re-Chargeable batteries	2870	950	1800	3	4 to 5	No	No	No	No	-
Cycle Rickshaw	10	Human toil	2134	1168	1556	3	2 to 3	Yes	TM	Some Banks	No	-
Cycle van	10	Human toil	2438	1168	767	3	6 to 8	No	TM	Some Banks	No	-

* Maximum dimension MVI – Motor Vehicles of India TM – Tamluk Municipality Source : Field Survey, January-February, 2015

VI. PUBLIC TRANSPORTING NETWORKS

1. RAILWAY COMMUNICATION

In the western part of the town the South-East Railway (SER) line is present. There are two rail stations (Sahid Matangini at Maniktala and Tamluk Station as a junction of Digha and Haldia rail route) in the town. The length of the railway is 6.78 Kilometers in the town.

TABLE 2 : PASSENGERS PER TRAIN IN THE STATIONS

Stations	Direction		Number of data taking Points	Number of trains	Number of passengers exit from Stations	passengers /train
	From	To				
Tamluk Rly Jn.	Haldia	Howrah	1	1	30	33.00
	Digha	Howrah		1	36	
Sahid Matangini RLY STN.	Haldia	Howrah	1	1	52	62.50
	Digha	Howrah		1	73	

Source : Field Survey, January-February, 2015

2. DIMENSION OF ROADS

Out of 214 kilometers (107 km. kaccha and 107 km pucca road)¹⁴ 22.79 kilometers (i.e. 10.65%) roads are used for public transportation. The average width of the roads in the town is 3.29 meters. The width of narrowest road (College to Kadamtala) is 2.52 meters and widest route (after Haldia Mecheda route) Mechobazar to Nimtala is 4.00 meters.

3. BUS ROUTES

Haldia-Mecheda bus route crosses over the town. The length and width of the road is 7.29 kilometers and 5.58 meters respectively. Average speed of the vehicle is 40 kilometers/ hours. Three bus routes Hospital more-Nimtouri-Srirampur, Maniktala- Radhamoni-Panskura and Maniktala-Panskura Garage are also present. In the case of first two routes there are no bus-stops in the town. The length of those two routes are 1.79 kilometers and 1.12 kilometers respectively (length is calculated from bus-stops to boundary of the town). Widths of the roads are 3.19 meters and 4.14 meters. Average speed of the vehicle is 35 kilometers/hour. Occasionally Totos and Auto-rickshaws also ply on those routes. Maniktala-Panskura Garage route occasionally faces traffic jam near Jaikhana more. The length and width of the road is 1.8 kilometers and 3.5 meters respectively.

TABLE 3 : PASSENGERS PER BUS IN BUS STOPS

Bus Stops	Direction		Number of data taking Points	Number of buses crossing during survey	Number of passenger exit from vehicles	passenger /bus
	From	To				
Talpukur	Haldia	Mecheda	2	3	9	2.83
	Mecheda	Haldia		3	8	
Narayanpur	Haldia	Mecheda	2	3	10	3.00
	Mecheda	Haldia		3	8	
Nimtala	Haldia	Mecheda	2	3	13	5.60
	Mecheda	Haldia		2	15	
D.M. Office	Haldia	Mecheda	2	3	17	6.00
	Mecheda	Haldia		4	25	
Hospital More	Haldia	Mecheda	3	5	98	19.20
	Mecheda	Haldia		4	83	
	Mecheda	Srirampur		1	11	
Sankarara Bus Pull	Haldia	Mecheda	2	3	18	6.33
	Mecheda	Haldia		3	20	
Padumbasan	Haldia	Mecheda	2	4	1	0.43
	Mecheda	Haldia		3	2	
Maniktala	Haldia	Mecheda	4	4	58	14.18
	Mecheda	Haldia		5	70	
	Panskura	Panskura Garage		1	20	
	Tamluk	Panskura		1	8	
Registry office	Haldia	Mecheda	2	3	5	1.00
	Mecheda	Haldia		3	1	
Radhaballavpur	Haldia	Mecheda	2	4	4	1.86
	Mecheda	Haldia		3	9	
Rajbari	Maniktala	Panskura Garage	2	1	11	5.50
	Panskura Garage	Maniktala		1	0	
Jaikhana More	Maniktala	Panskura Garage	2	1	42	21.00
	Panskura Garage	Maniktala		1	0	
Panskura Garage	Maniktala	Panskura Garage	1	1	8	8.00

Source : Field Survey, January-February, 2015

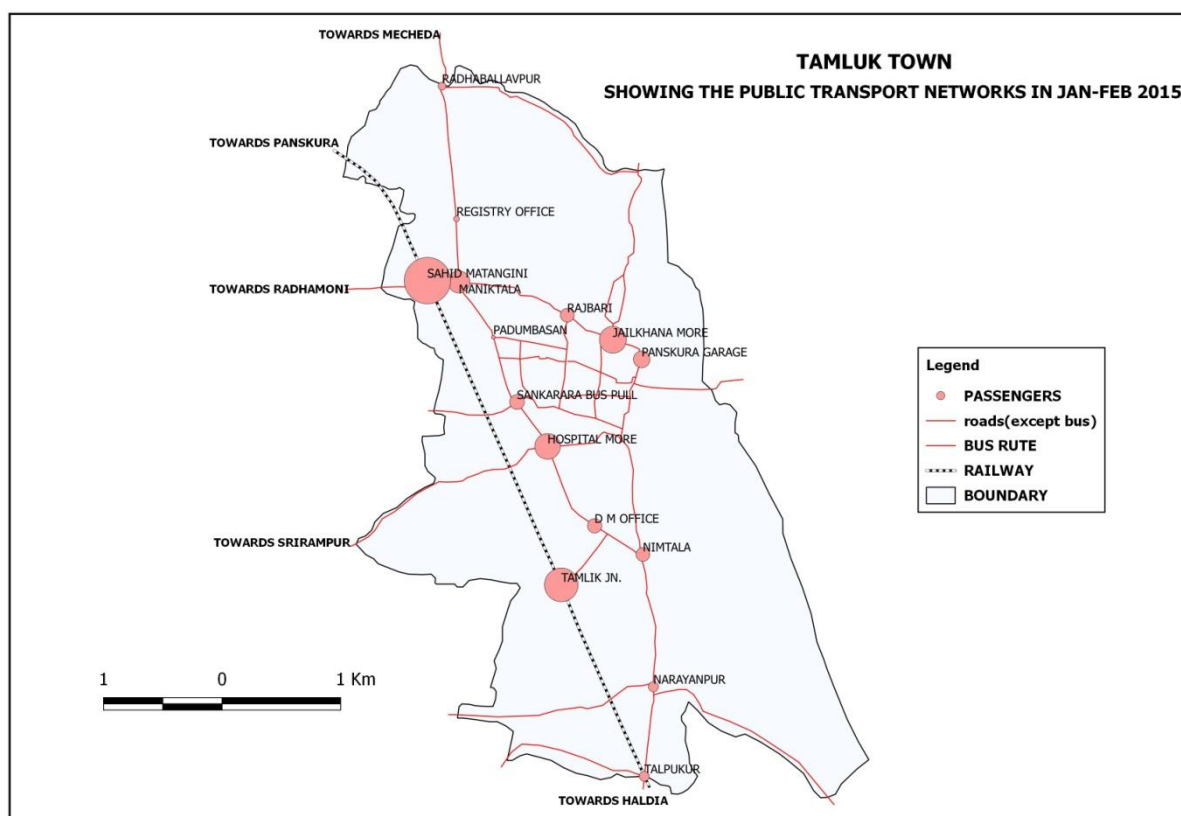
4. TREKKER ROUTES AND CYCLE VAN

Trekkers have specified routes to communicate to the town and outer settlements. The Cycle Van communicates with outer part of the town.

5. AUTO-RICKSHAW, TOTO AND CYCLE-RICKSHAW

Auto-rickshaws, Totos are newly introduced vehicle in the town. At present there are 7 Auto-rickshaws and 35 Totos are running in the town. All roads are (except fringe of the town) dominated by rickshaw-pullers. There are no specified routes, stands and fares (for Auto, Totos, and Rickshaw). Addition of new economic activity in informal sector can make the survival issue harder for the rickshaw-pullers. Newly added Totos and Auto-rickshaws reduce rickshaw-pullers' income. Out of all (10) samples, it is found that all of them (10) have lost 75% of their usual daily income.

FIGURE NO.1 : PUBLIC TRANSPORT NETWORKS IN TAMLUK TOWN



VII. SOCIAL STATUS OF RICKSHAW-PULLERS AND TOTO DRIVERS

1. RICKSHAW PULLERS

Rickshaw-pullers are serving to the town from several decades. Maximum of them are illiterate, economically BPL, wearing a lungi and vest, belongs to slums. "They frequently live in substandard housing, have low incomes, and are subject at times to considerable economic hardship. We felt that their tendency to use drugs would be quite common given their socio-economic circumstances and relative isolation from major institutions." 15

2. TOTO DRIVERS

They do not look like rickshaw-pullers. Major of them are literate, economically stable, wearing pant shirts, belongs to lower middle and middle class families.

VIII. FINDINGS

1. The average width of the roads in the town is 3.29 meters. The width of the narrowest road (College to Kadamtala) is 2.52 meters.
2. The width of the Totos, Auto rickshaw and cycle-rickshaw are 950 mm, 1330 mm and 1168 mm respectively.
3. Totos, Auto rickshaw and cycle-rickshaw are machinated by diesel/petrol, chargeable batteries and human toil respectively.

4. The maximum speed of the Toto, Auto rickshaw and cycle rickshaw are 20 Km/Hr., 60 Km/Hr. and 10 Km/Hr. respectively.
5. Average passengers per train in the Sahid Matangini and Tamluk Jn. Stations are 62.50 and 33.00 respectively. First four bus stops (according to the passengers per bus) are Jaikhana more (21.00), Hospital More (19.20), Maniktala (14.18) and Sankarara bus pull (6.33).
6. Average speed of the vehicle is 40 kilometers/ hours in Haldia- Mecheda Route.
7. There has not any specified routes, stands and fares (for Auto, Toto and Rickshaw).
8. Maximum passenger seat capacity of Toto is 5. Driving License and Insurance are not required for Toto.
9. Rickshaw pullers have lost 75% of their daily income.

IX. SUGGESTIONS

1. Totos are most friendly vehicle with the width of the road, width of the vehicle, pollution, expenditure on fuel consumption and speed. This rickshaw is most useful for the town. Passengers' insurance may be introduced.
 2. Authority may create fare chart to control the fair.
 3. Authority may introduce auto-rickshaw in Haldia-Mecheda, Hospital More-Nimtouri, Maniktala-Radhamoni bus routes, to avoid accident (mismatch of speeds among Toto and Other vehicles).
 4. Informal sector on public transporting may require rigorous monitoring by the authority.
 5. Non-jockey license holder may be sent to urban fringe areas with route and fare chart.
- A policy (finance and training) may require to upgrade rickshaw pullers (acting Jockey license holder) to Toto driver.

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