

# BMTC buses skip trips; commuters left in the lurch

*Traffic logjams in the city result in the BMTC buses missing their allotted number of trips, multiplying commuters' woes*

SNEHA JHA

Bangalore—Some of the Bangalore Metropolitan Transport corporation (BMTC) buses operating in the city are skipping their trips (making less than the allotted number of trips), adding to the commutation woes of their users.

The services of these buses are infrequent. If a bus is supposed to make 10 trips to an area per day, it is missing at least two or three, causing inconvenience to the commuters.

With a view to find a solution to this dilemma, the BMTC deployed the Global Positioning System and the Geographical Information System. These scientific innovatory steps are aimed at tracking the movement of the buses but they have not seen much success. But the implementation leaves a lot to be desired.

Rangamma Reddy, a daily commuter said, "It causes problems to us because we have to wait for the buses for a long time but still there is no certainty of its arrival, because the operation of these buses is not very regular. The people mob the buses when they arrive. This gives rise to other problems of the overcrowding of buses and footboard traveling."

Harsha Kulkarni, a student who also works part-time in a BPO said, "I have experienced this quite a few times. I kept waiting for the bus but it did not arrive. It is hard for people who use public transport

to cope up with these problems. Not only does it waste our time but also delays us in reaching our destination. Sometimes when the bus misses its last (late night) trip, it gets really tough for the ladies commuters like me."

The infrequency of the buses

said, "Such an irregularity shows that the people cannot trust the services. Sometimes they have to defer their plans because of the waste of time."

K Jagadeesh, Assistant Traffic manager, BMTC said, "We have 4,737 schedules that cover 11.05

does not happen because of the reckless attitude of our drivers. If they miss the trip intentionally they are issued a memo."

Addressing the problems of the commuters, Dastagir Sharief, Chief Traffic Manager (Operation), BMTC said, "The root causes for

introduced Volvo buses to encourage high society people to take to mass transportation to avoid traffic logjams by private vehicles. Due to various reasons the GPS and GIS net has not been extended to all the buses. At present only 1000-1500 buses are GPS-enabled."

The fundamental problem is that of traffic congestion. And some effectual measures are required to smoothen the traffic flow and to monitor the various activities pertaining to traffic movement in the city.

N Narsimhia, assistant commissioner of Police (Traffic Planning) said, "The best solution is to decongest the roads. Reducing the number of private vehicles on the roads is the nearest option. We create awareness among the employees of the IT companies, to resort to measures like carpooling. Buses should ply on separate lanes with wider roads. BBMP has to take up the responsibility. Our constables find it hard to deviate and direct the traffic in the lack of these facilities."

The BBMP is playing its part by widening roads. "Steps are being taken to widen the road space and find a way out of the traffic menace," said Puttaraja, the deputy public relations officer, BBMP.

The BMTC has suggested a series of short-term, medium-term and long-term measures to the transport department to ease the flow of traffic in the city.



Passengers waiting for their bus at a city bus stand

pic by author

amplifies the public transportation woes of the urban dwellers of this burgeoning IT capital. It can culminate into a potential hazard because people mob a bus when it arrives, risking their life and limb. The erratic bus services also show the public transport system of the city in poor light and undermine the people's confidence in it.

K. Nandaraj, a regular commuter

lakh kilometers per day making 66,000 schedule trips per day out of 29 depots. But the swelling traffic mayhem and the heavy traffic congestion affect the services. It reduces the frequency of buses. We receive several grievances from the commuters everyday on the phone. Traffic snarls are beyond our control but we make sure that such a lapse

the lapse are the increasing vehicular traffic in the city, violation of traffic rules, unauthorized occupation of the road space by other transportation vehicles and haphazard parking. Sometimes the lapse is due to unprecedented events like processions and VIP visits. These are times when the timetable cannot be followed. We have

## Bare-headed KR market bus stand; a cause of inconvenience

NACHIKETA MAITI

Bangalore—The city market bus stand and the adjoining Kalsipalyam bus stand have no shelters for the passengers. As a result of this, the passengers are suffering, standing under the sun and rain. The city market and Kalsipalyam bus stand are the twin junction bus stations of the city. These two bus stands come under the jurisdiction of the BMTC, BBMP and KSRTC. But even after coming under three main bodies of the city, this place has been in such a condition for the past few years. The city market bus stand is situated in a strategic condition and holds a very important place in the transport of the city. Everyday, more than 20,000 people travel from this bus station. Even after this the woes of the people are not addressed as well as they ought to be.

Prakash, a daily commuter of this bus station told, "We are waiting here for BMTC bus, there should be a bus shelter. It is raining and all the people are getting wet." Everyday more than 850 buses operate from the city market and Kalsipalyam bus stand. The condition worsens in rainy season as people have to wait under the open sky.

Apart from that, the unhygienic surroundings of the bus stand add to the passenger's woes. Aftab,

another daily commuter of the city market bus stop said, "There is no bus shelter here. Passengers face lots of problems. Here it rains, there is no shelter and I am standing under the umbrella." Dastagiri Sharriff, chief traffic manager agreed to the present crisis. In response as a solution he said, "BMTC has already requested to BMP and KSRTC for remodeling of this bus station. The action plan will be initiated. Already lot of separate works has been done in this regard".

These inadequacies at the bus stand cause grave inconvenience to all the passengers especially the senior citizens, women and children.

It becomes hard to face the harshness of the weather if a bus stand is devoid of such basic facilities. Not only are they causing problems they also add to the confusion in the area.

A BBMP engineer said that space constraint has become an obvious hindrance to the developmental work in the city market bus station. He told that BMTC has sent a letter to the BMP regarding the remodeling of this bus stand. But no action has been taken after that. He said that what has been done so far stays in black and white. The beaurocratic delay doesn't take into care the passenger harassment, he said.

## Only two all-women's police station in the city

*Crime against women is on the rise but the city has only two all-women police stations*

GEETHA JAYARAMAN

Bangalore- In spite of the increase in crime rate against women in Bangalore, there are only two women police stations. These stations only deal with dowry related domestic violence cases. Other cases like outrage of modesty, rape and death in dowry harassment are registered in the general police station.

"There are only two women police stations in Bangalore - the first one is Halasuru Gate and the other one is at Basavanagudi. We only register cases under 498 (a) of Indian Penal Code, (Domestic Violence) and under dowry death acts three and four. All the other cases are registered in the general police station", informed B.B. Ashok Kumar, assistant commissioner of Police Halasuru gate.

Mallige, a social worker with Samanatha Mahala Vedike said, "Actually woman police station are not playing a vital role right now. They are working in the same manner as the normal police station.

They don't deal with sensitive issues. Until and unless they do that there is no difference in increasing the number of women police station and its forces. We all

women activists want women police stations to be more involved with all the cases regarding women. Apart from dowry harassment there are many other cases", she added. She said that women policepersons are necessary for the women to speak

victims who have approached them for justice. So either police authority should form a committee that will check ill treatment done with these women and ensure justice to those women, or the number of all women station should be increased and effective working ensured."

Geetha Kulkarni, inspector of Halasuru gate women police station said, "There is definitely a shortage of women police stations and women police but still we can't do anything. It's the government who has to decide.

At first there was only one women police station in the whole city, after so many petitions they have opened another station. So slowly they will open more and we will do our best to help the people."

N. Achutha Rao, commissioner of police, said that they are planning to open more women's police stations in the city and also increase the staff but till now nothing is finalized.

### Statistic of crime against women from 1.1.2007- 30.9.2007

Outraging the modesty of women	152
498 (a) Domestic Violence	231
Rape	45
304 (B) Death in Dowry Harassment	42
3 & 4 of Dowry Harassment act	207

freely about the problems.

Malini Antharjanam, director of Spandhana, an NGO, said, "Day by day if you take human rights violation cases, mostly women are the victims. In this situation in recent past all general police stations have ill-treated these