

# Evaluation of Roads in Mysore City

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**Abstract:** In this article a detailed analysis of road condition in Mysore city has been analysed. For this an important issue are considered i.e., bad road condition illustrate the problem in the urban area of Mysore. The analysis has been substantiated with a set of measures taken by the urban department. The set of measures taken by the urban development authority to contain problem is highlighted on extremely bothering road transport problem existing in the urban areas. The regular economic activities by the public generate large number of vehicles posing a problem in Mysore city. While, due to lack of traffic and road maintenance has led to a problem on existing roads. Apart from this the city is known for tourism, education, medical facilities, information technology etc.

**Keywords:** Accelerated, Congestion, Commuters, Utilization, Pollution.

## 1. INTRODUCTION:

The city of Mysore is situated in the southernmost part of Karnataka and highly populated city next to Bangalore. The Mysore city is one of the important tourism centres in India. The city has a population of 7, 85,800 according to 2001 census. At the same time the total number of vehicles has increased in an accelerated rate are 304282 vehicles on roads. This paper describes the work done on Urban land use by Rajeev Saraf (1997) has given importance to congestion and vehicular pollution in urban areas due to public transport. Noriel Christopher C. Tiglaco (1998) has discussed the present traffic accident information in metropolitan Manila and developed the potentials for developing a traffic accident information system using GIS. Anjana Vyas and Rajesh (2000) had focused on rationalization of routes, efficiency through proper routing, route scheduling and risk management to handle emergency situations and traffic congestion. A study conducted by Carson. G (1993) has given importance to public transport operations, passengers, services and integration of fore structure. Mackay (1995) has concentrated on young and adults attitude and perceptions to transport patterns. Nick Tylor (2000) has discussed the ways in which community could be involved in the context of transport problems. Michael, A. Replagle (2002) has given importance to provision safe of routes to schools and transits by foot and traffic, efficiency system protect public health and leads to lower air pollution emission.

## 2. OBJECTIVES:

- To identify the road conditions in Mysore city.
- To suggest and recommend the road management in Mysore city.

## 3. STUDY AREA:

Mysore city occupies an important location in the larger context of southern part of the Karnataka State at 12°18' N latitude and 76°12' E longitude. Mysore city lies in a saucer shaped basin flanked by Chamundi Hills on the south east. It is in the interfluent between two rivers Cauvery and Kabini. Mysore city is next only to Bangalore in importance as a growing urban century. It is described as a garden city. The city is spread over an area of 128 sq km and it is situated in an undulating surface.



Map No 1. This map represents the study area of Mysore city.

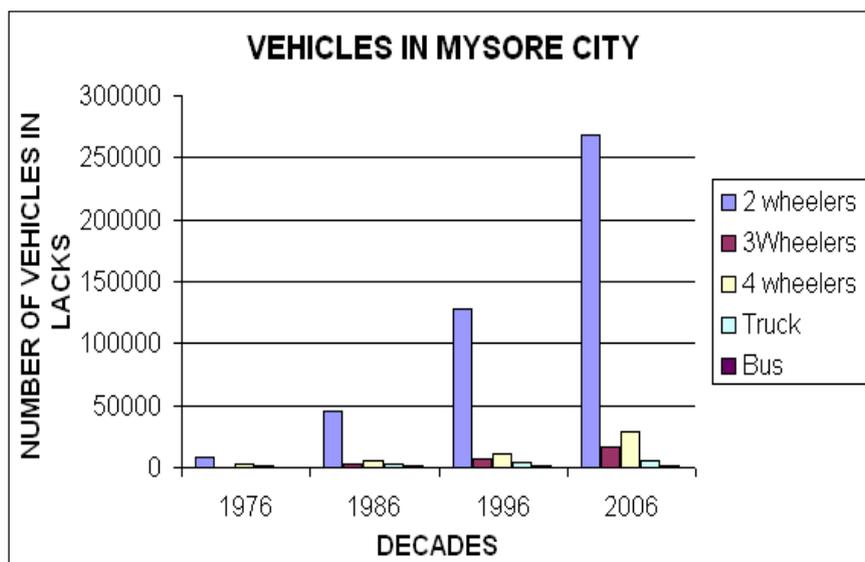
### 3.1 VEHICLES IN THE CITY:

With the increasing urbanization, the complexity of the problems has multiplied. With a population of 7,85,800 according to 2001 census and ever increasing rural and urban migration, the city’s infrastructure is beginning to take its toll. Population growth leads to an increase in demand for public transport. But due to the non-availability of such services, there is an average increase in the number of private vehicles. The economic activity has also increased which has given people the purchasing power enhanced by consumerism among the citizens. The vehicle population presently stands at 304,282 (16<sup>th</sup> April 2006). The motorized vehicles in the city have been increasing day-to-day. The statistics on vehicular growth is shown in the table below.

**Table: 1. Registered Vehicles in Mysore**

Type of vehicles	1976	1986	1996	2006
2 wheelers	8219	45125	128336	268000
3 Wheelers	*	2281	6261	16148
4 wheelers	2843	4829	11291	29267
Truck	1161	2145	3712	5481
Bus	651	1021	955	1534
<b>Total</b>	<b>12,722</b>	<b>53,120</b>	<b>144,294</b>	<b>304,282</b>

Source: Regional Road Transport Office, Mysore



Picture No :1 Represents the growth of Vehicles in Mysore city

The following table indicates that the number of vehicles registered in Mysore for the last few decades. The city which had got 8219 per cent in the year 1976 has a increase in the maximum to 45125 in 1986 449.02 per cent. But at the same time in 1996 to 2006 then is an increase in the 1699.28 per cent. The three vehicles data was not available for 1976, but it was 2281 in the year 1981 it has increased to 6221 an increase by 170 per cent, but in the year it has further increased to 16148 by over 502 per cent. The autos have not increased as other vehicles because of high cost for daily commuters. The two wheelers has the maximum density on the roads in the city. In the similar manner the four wheelers was 2843, an increase of about 632.28 per cent in the year 2006. But the four wheelers have a maximum increase in few years this vehicles takes more of space which leads to congestion in traffic. During 1976 the trucks were 1161, the limited economy was there during that time but it has increased to 5481 vehicles which increased by 152.36 per cent. The Mysore nearly has 304,282 vehicles at present and it is increasing at the rate of 11,000 vehicles per year causing severe mismatch between road length and vehicles on roads giving rise to many problems.

### 3.2 ROADS OF MYSORE CITY:

The number of motor vehicles has increased and the burden of traffic on the road has also increased correspondingly. The number of motor vehicles has increased by almost 25 times in the period from 1970 to 1996. Table 6.14 indicates the growth of roads in the city from 1970 onwards.

**Table 2: Growth of Roads in Decades**

Decade/ Years	Length of roads in kms
1971-81	335
1981-91	432
1991-2001	600
2001-11	1086

Source: Mysore Urban Développement Authority

The Total road network in the city was 335 km in 1971. It increased to 432 km in 1981, which accrued from 29 per cent of increase over a decade.

As a number of layouts have been developed between 1981 and 1991, the total network exceeds 68 sq. km. The road capacity in older parts of the city has remained the same while the quantum of traffic has increased significantly.

#### **4. GENERAL PROBLEMS OF URBAN TRANSPORT IN INDIAN CITIES:**

Mass transportation is a serious problem. The problems are severe in urban areas, because of the continuous influx of people from the rural to urban areas for better job opportunities, recreation, education and employment and the increasing growth rate of population would aggravate this problem in the future.

Though the causes of the transport problems are similar in most countries, it is the developing countries in general that suffer mostly from the problems of congestion, overcrowding, inadequate infrastructure facilities and inadequate services.

##### **4.1 VEHICULAR CONGESTION**

The Mysore urban area has 1806 km of roads and out of this 1093 km comes under the Corporation limits. The vehicle population presently stands at 360,000 an increase of 17 times in the last 25 years compared to 10 times at the national level over the same period. The important road network of the city area consists of Bangalore road, T Narasipur road, Bannur road, Hunsur road, H D Kote road and Nanjangud road. If we consider the roads within Mysore city, there are Devaraj urs road, Chamaraja Double road, Ashoka road, Sajaji Rao road, Irwin road, Adhichunchanagiri road, New Kantharaja Urs road and Sterling Theatre road. Rapid growth has taken place in the Central Business District, peripheral zones of the city and also in the suburbs.

##### **4.2 POOR QUALITY ROADS:**

The utilization of the city roads relies to a considerable extent on the overall maintenance of the roads. But the city roads are improperly maintained and have created many problems for the speed of the vehicle is checked due to the road humps laid as safety measures. Many of the roads are full of potholes, which are not filled - in by the repairs and maintenance personnel. The house owners are encroaching on the roads for gardening. This is also one of the reasons that put the vehicles at risk. At the construction sites garbage debris is heaped up haphazardly. These hindrances are the most common in Mysore city area.

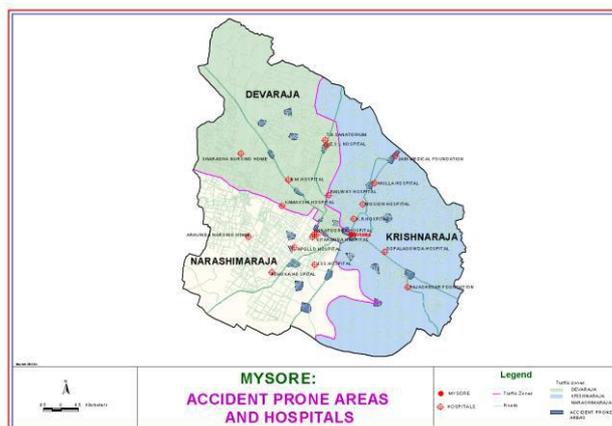
The cutting and digging of the roads by the authorities concerned also cause hindrances for the smooth flow of vehicles. The Telephone Department has frequently been digging and cutting the roads for laying the optical cables within the city limits. The Corporation is digging roads to lay the pipelines to drain the sewage water. The Water Board is also responsible for laying the pipeline and supplying the water to each and every house. The Karnataka Power Transmission Commission Limited will also damage the roads for planting the electrical poles. These departments do not have any coordination while executing the work in Mysore city. As the frequency increases, naturally, the roads get damaged. In the rainy season, they are washed away by the heavy downpour.

##### **4.3 PARKING PROBLEM**

There are no spaces for parking vehicles in the city or the CBD, during the peak hours and in the evening hours due to shopping activities. Almost all the commercial activities are carried out in the city. Due to this reason, the vehicles are parked on the either side of the road. This leads to problems for the vehicle movements.

##### **4.4 TRAFFIC VIOLATIONS AND ROAD ACCIDENTS**

The traffic rules laid down by the Government should be followed in order to reduce traffic problems. But the people do not follow or obey the rules, such as stopping at signals, one- way entry, honking and driving without licenses.



Map No 2

This map represents the accidents spots and the basic infrastructure facilities in the city of Mysore city.

Due to the increase in the numbers of vehicles; especially 2-wheelers, 3-wheelers and light motor vehicles, the city buses naturally require wider and straight roads throughout the city.

#### 4.5 LACK OF PROPER DRAINAGE

In the centre of the city and also the outskirts, the drainages have not been constructed for the easy flow of the storm water. During the rainy season, waterlogged areas are a problem and due to water we cannot find the potholes on the roads. This creates problem to the public traveling on the road. The wear and tear of the tyres is high too.

These are some of the important problems faced by the city areas. Drunken driving, go slow at road humps, smearing white colour on road divides, engaging in mobiles conversations while riding the vehicle, stray cattle and roaming dogs on the roads create accidents and problems to the oncoming vehicles. This has led to an increase in the number of accidents in the last decade in Mysore City.

#### 5. RECOMMENDATION AND CONCLUSION:

Road and related infrastructure (including storm water drainage) include the following components: Improvement in the road network in the region – Arteries, rings, and other important roads

- Foot-paths
- Street lighting
- Traffic management, including signalling

A feasibility study would be conducted on Mono Rail Transport System and Metro and extension of chord surface rail for commuters travelling within the city. The study would also include feasibility of providing Mono Rail Transport System /Metro along the alignment of Peripheral road, outer ring road and radial roads.

Mysore City Corporation/Mysore Urban Development Authority has identified corridors for road improvement along with related infrastructure. These corridors and the remaining roads would be improved in coordination with other utility operators to provide comfortable pedestrian and vehicular movement. The proposed activities include the following:

Completion and expansion of ring road in phases: Completing the 2 lanes, expansion to 4 lanes, and more. As the City grows in the Vision horizon, more outer rings may need to be developed.

Strengthening/ improvement of the roads including resurfacing Maintaining the roads and related infrastructure to prescribed standards Construction and/or widening of road bridges/ culverts etc.

Construction and maintenance of radial roads & inner ring road Construction and maintenance of footpaths Construction and maintenance of storm water drains Maintenance (erection of street lights as required) of street lights to prescribed specifications Junction improvements and installation of road markings and signage Provision of vehicle parking facilities at bus stand and railway station and provision for auto stands etc.

Mysore City Corporation/Mysore Urban Development Authority would endeavour to: Select the road stretches for prioritization on a clear basis, and focus on a life-cycle maintenance, rather than mere expansion/ repair; Cause minimum delay or inconvenience to users of the road facility; Ensure that all roads are maintained to the prescribed standards; Ensure that drains, lane marking, street lighting, and signage are maintained at prescribed standards; While most of the financing of the capital and recurring expenses are proposed to be met out of city or government agency budgets and grants, the activities would be implemented, where feasible, with private sector participation. The modes of implementation could be in various formats, but would focus on asset maintenance over the life-cycle.

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