
**A STUDY OF TRANSPORTATION PROBLEM AMONG RURAL
UNIVERSITIES COMMUTERS: A CASE STUDY OF GJUST, HISAR
(HARYANA)**

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Introduction:

Sustainable Development Goal 10 focused on reduce inequality within country. This study also focused on the inequality between rural and urban areas about the availability of Public transport for students. Students face a lot of obstacles in their daily life during travelling Due to inadequate infrastructure and improper facilities of transportation in rural area. The emphasis should be laid on providing effective and efficient transportation system because non-accessibility of public transit services create various problems for student's. The lack of transit services effects health, education and future opportunities of students and also creates disparity between rural and urban area. For solving transportation issues policy initiatives and community engagement and equitable access including economic, social and environmental dimensions is required. The improved transportation facilities help in reducing costs of travelling and save time and traffic blockage due to which sometimes students are even dropped-out from universities. Students also face many health-related problems like anxiety or depression, burnout during travelling and feeling low energy in summer season and cold during winter season. Many a times they get depressed due to traffic congestion.

Literature Review:

Simon D. Ellis & John L. Hine (1998) analysed “The Provision of Rural Transport Services”. This paper mainly focused on motorised transport which took place outside the village. The area focused in this study is Sub-Saharan Africa. This paper focuses on the ways to increase the effective demand, appropriate infrastructure employed, better vehicle selection by all government and companies engaged for road infrastructure provision. The main source for this report is drawn from three case study commissioned by World Bank’s Rural Travel and Transport Programme (RTTP) and surveys were carried in Thailand, Sri Lanka and Pakistan RTS work carried out at Cranfield University. In the conducted survey for the report results shows that passenger over 25 kms. of distance is 70% higher in Zambia and 60% is also higher in Zambia than Ghana and Mali. In Tanzania the condition of road is poor due to which truck charges increases by 16%.

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Stephen D. Nutley (2000) examined “Rural Transport: Time for Action” studied the transportation facilities available for the rural areas people. It shows that in 1987 bus deregulation took place in the past 10-15 years. After the deregulation the bus facilities in rural areas didn’t increase much and remained constant for some period. Later on, when rural White Papers was published for England, Wales & Scotland showed the themes – i) the issue of bus deregulation had solved ii) new opportunities was also seen after rail privatisation iii) for maintaining the standards of rural living ownership of high cars is required. Here, the laissez-faire policy was accepted by the government. The study of this paper concluded that the new

policies related to White Paper of 1998 brings up new ideas for transportation and for reducing public expenditure new agenda was organised.

Chris Donnges (2001) analysed “how to improve rural transport for the rural poor” studies on accessibility of transport in rural area. The transport role is to access to goods, services and information to the peoples. This access to goods, services and information is necessary to live a productive economic and social life. This improvement in transports results to a cheaper, safer, more reliable and more travel comfort to the people. In a survey conducted shows that people spent more time on the collection of water and firewood, for the second time trips are made to markets and shops and for the third time to schools, health centres and other cultural places. The Integrated Rural Accessibility Planning Process (IRAP) had concentrated only on access to needs for time and effort. This paper had concentrated on Accessibility Indicators which are function of the total no. of households in the targeted area, the total time consumed to get the service and selected qualitative variables.

Ronni Strems, Vincent Antenucci, Charles Nelson and Nina Glasgow (2003) analysed “Public Transportation: Options to Maintain Mobility for Life” studied how to inspire senior citizen for utilising public transportation facilities by revamping it. The public transportation facilities must be upgraded for aged people so that they are able to remain unconstrained and socially non-segregated when their clinical aptness changes. This paper had focused on categorising transportation resources to serve customers the finest. Some of the organised public transportation advantages like the regional transportation authority had put forward a substitute to private automobile for those which people do not prefer driving, a unit of local government had taken the control for shipment of transportation services and private enterprises also delivered by private enterprises.

Paul Starkey & Peter Njenga (2010) examined “Improving Sustainable Rural Transport Services: Constraints, Opportunities & Research Needs” concentrated on the access to rural transport services for livelihoods and communities also need safe, predictable and affordable services. This paper includes thinking on rural travel and transport system and also discussed different types of rural transport services indicators used for improved transport facilities. The survey conducted in

different locations observed gender and transport. It shows that women are given more privileges as they are provided with more safe seats and till they are relatively more unreliable. This also displays that there is a gap in stimulating and regulating the sector by the government for making transport services better.

Shankar Prinja, Gursimmer Jeet, Manmeet Kaur, Arun Kumar Aggarwal, Neha Manchanda & Rajesh Kumar (2012) examined “Impact of referral transport system on institutional deliveries in Haryana, India” studies transport network across the country for improving health care facilities. In the study main focus was laid on reducing barriers to financial access for improving health care facilities. The study was based on secondary data of 116,562 patients. The month wise data was collected of three districts Hisar, Ambala and Narnaul on institutional deliveries. In Haryana institutional deliveries was increased in Ambala and Hisar and no significant increase was observed in Narnaul. The main reason behind not delivering health facilities is the lack of adequate money and inadequate transport facilities. The study based on time series analysis shows that institutional deliveries in Haryana increased after Haryana Swasthaya Vaahan Sewa (HSVS. The study shows positive effect of transport facilities on institutional deliveries.

Mir Aftab Hussain Talpur, Madzlan Napiah, Imtiaz Ahmed Chandio and Shabbir Hussain Khahro (2012) examined “Regional Transportation Planning: Proposed Study Focusing Economic Development within Deprived Rural Regions” studied the effect of transit issues on regional development. This paper had concentrated on developing knowledge-based system and formulating a policy plan for deprived regions. The data is collected from different sources which are field surveys, questionnaires, research reports and papers. The study concluded that transportation plays an important role in shaping economic condition and increasing living standards.

Sotaro Yukawa, Mohd Azizul Ladin, Amiruddin Ismail, Riza Atiq Abdullah O.K. Rahmat (2014) examined ‘Public Transport System in Local City and rural Area: Comparative study between Malaysia and Japan studied the crisis of Peninsular Malaysia in maintaining the local bus service. This paper had conducted comparative analysis between Japan and Malaysia. It mainly highlighted the alikeness and dissimilarity of regulation and policies. The revenue of the buses was also diminishing from mid - 1994 and 1999. In 2001, a local nationwide bus service faced a huge loss of about RM15.8 million and RM340 million in 2000. Later on, in 2010 Malaysia initiated transport plan by commencing “Land Public Transport Act 2010” which leads in surging-up the bus subsidies.

Priyanthi Fernando (2017) analysed “Gender and Rural Transport. This paper focuses on integration of gender into transport strategies and to empower rural women with the inclusion of transport. This paper had highlighted the non-urban transit and countryside transport network of

Intermediary Technology in Sri Lanka and Kenya. This paper had displayed mainly three issues a) unequal distribution of the transit load b) the dissimilar approach to transit technologies c) the non-visibility of transit requirements of women for planning transportation system. The study shows that there is gender-based discrimination in the transit burden and women had devoted more time & energy as compared to men on transport and there is a waste of human energy as well. Most of the surveys conducted in Mozambique shows that women spent 3.4 hours per day on transport in African countries and 65% on household activities.

Seema Jain (2021) in their study “Identifying commuter attitudes towards public transport using multi-criteria decision making: A case study of Haryana” concentrated on upgradation of public transportation system. The study identifies the preference of commuters on the view of public transport. The no. of registered vehicles has increased in state Haryana. It was 3 million in 2006 and had increased to 8.6 million in 2015-16. It also includes two wheelers approx. 5.4 million and cars approx. 1.7 million. This enormous increase in personal vehicle growth rate is due the indigent public transport delivered in the cities. A survey conducted in Haryana which is related to passenger perception and priority about public transport. The report show that Haryana has an area of 44212 sq. km with populace of 25,351,462.

Research Gap:

The existing studies related to public transportation problem in rural areas highlights the issues related to access of transportation and problem faced by peoples in rural areas but these studies didn't explore the dilemma faced by students due to improper public transit services in travelling daily.

Objective:

- i) To examine the problem of the rural students while travelling.
- ii) To check the transportation accessibility for the rural students.

Research Questions:

- What transportation problems do rural students face?
- How does transport accessibility affect rural students' education?

Significance of the study:

The study shows that how transportation problem of the students in rural areas creates a lot of hindrances in the economic progress of the country. It identifies the gap in the infrastructure of public transport and improvements in education accessibility. It provides the significance for policy makers and government agencies which will provide the

data on the transportation problem faced by the rural students and help the policy makers and government to take decision more accurately.

- **For educational Institutions:** Colleges and Universities can develop different strategies to solve or reduce the problem of transportation for the students.
- **For students and parents:** It helps in creating awareness about the problem faced by students and identifying safety concerns related to commuting.
- **For researchers and academics:** This is an extension for the students showing their research study in the transportation field.
- **For community development:** The lack transportation system in rural areas for the students shows the inequality in the rural region and the need to improve and develops it more.
- **For economic growth:** The development of public transportation facilities for the rural students is very crucial for achieving economic growth.

Research design: The study had focused on the transit-related issues of the students. It is descriptive in nature and standardized google form questionnaire had used.

Research Methodology:

The study is based on primary data collected directly from the respondents through the structured google form questionnaires.

Sampling Technique

The study employed convenience sampling, a non-probability sampling method. In this technique, participants are selected based on their availability, proximity, and willingness to participate, rather than through random selection.

Sample Size and Selection

A total of 144 rural students were selected. Out of 29 departments, students were only chosen from 24 departments, due to less strength of students in remaining departments. The university has approximately 9,300 regular students and 7,409 distance education students. Additionally, there are 85 academic programs and about 600 research scholars. However, this study focused only on regular students pursuing undergraduate or postgraduate programs.

Method Used

The research follows a descriptive methodology, aimed at understanding and explaining the current conditions and characteristics of the selected population with the help of Microsoft Excel.

Instrument of Data Collection: Structured Questionnaire

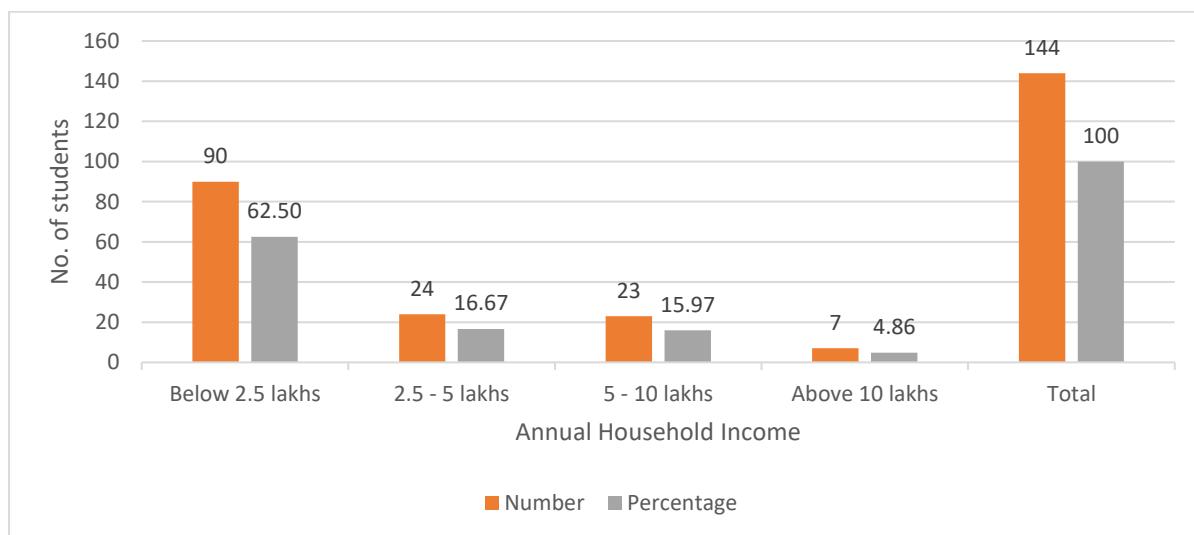
The questionnaire was designed to collect data from a large and diverse sample across selected faculties. It is considered a suitable tool for this study as it allows for systematic data collection, easy classification, and efficient time management.

All questions were worded and arranged in a logical sequence to maintain consistency across all respondents. The questionnaire was administered in a google form.

Data Analysis:

Figure: 1

Annual Household Income

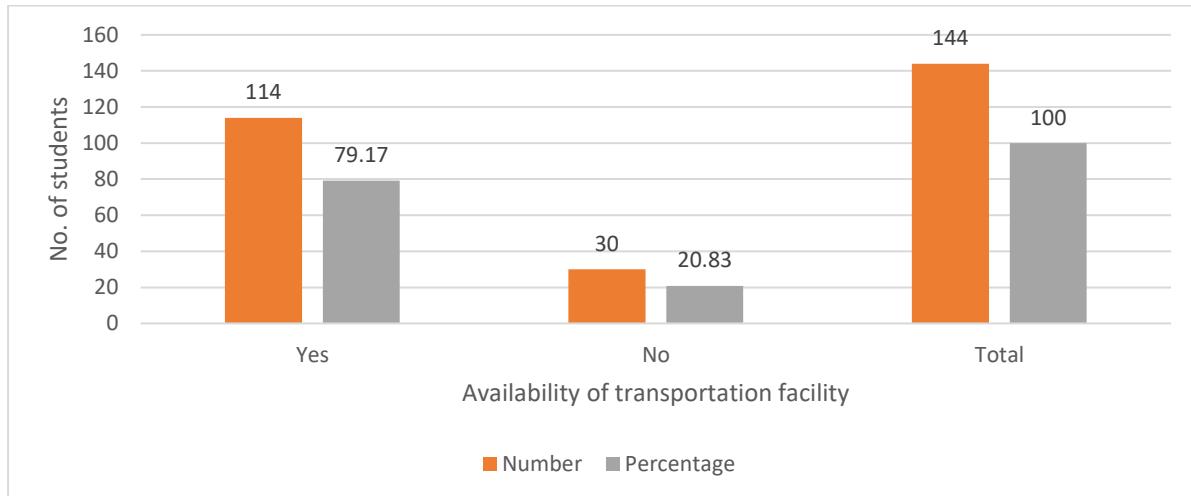


Source: Primary Data.

The above figure reveals different intervals in family annual income of the students. There are 61.74 percent students whose family income is below 2.5 lakhs, 18 students in between 5 lakhs to 10 lakhs, 5 in between more than 10 lakhs, 44 students below 2.5 lakhs, 8 students in between 2.5 lakhs to 5 lakhs, 6 students in between 5 lakhs to 10 lakhs, 3 students more than 10 lakhs and 46 students below 2.5 lakhs. There is a total of 146 students in all.

Figure: 2

Accessibility of public transport

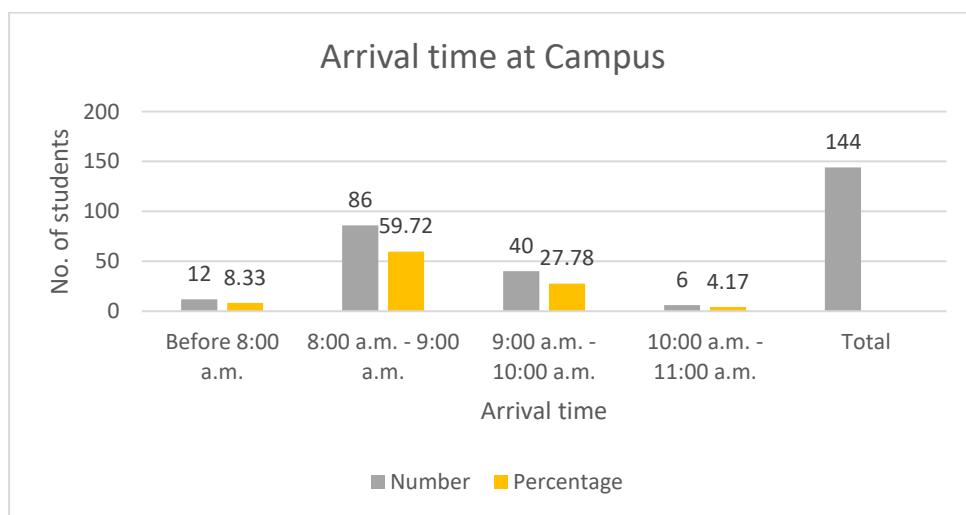


Source: Primary Data.

The above figure shows that 114 students (79.17%) have accessibility of public transportation facilities, whereas 30 students (20.83%) have no accessibility of public transportation facilities.

Figure: 3

Arrival time at Campus

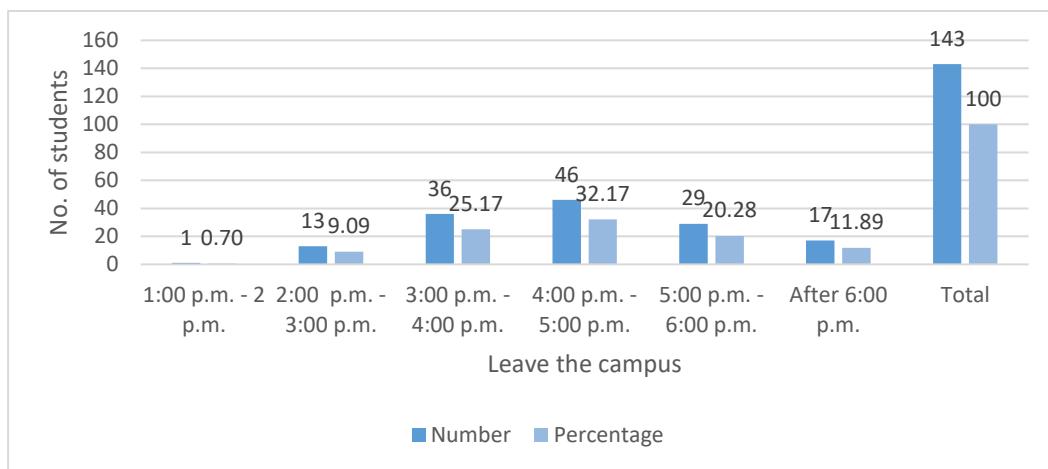


Source: Primary Data.

This chart displays the distribution of students based on their time of arrival at the campus. Out of the total students surveyed, 12 arrive before 8:00 a.m., 86 arrive between 8:00 and 9:00 a.m., 40

students arrive between 9:00 a.m. to 10:00 a.m. and 6 students arrive 10:00 -11:00 a.m. The data indicates that the majority of students arrive between 8:00 and 9:00 a.m. (59.72%) suggesting this is the peak time for student entry on campus.

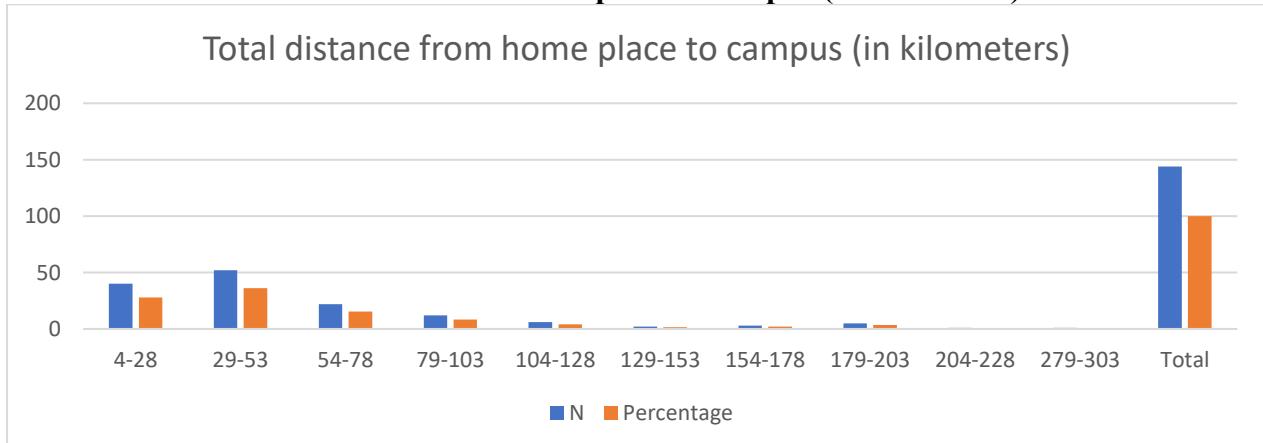
**Figure: 4
Departure time from campus**



Source: Primary Data.

This chart illustrates the distribution of students based on their time of leaving the department. According to the data, 1 student leave between 1:00 to 2:00 p.m., 13 students between 2:00 to 3:00 p.m. and 36 students between 3:00 to 4:00 p.m., 46 students between 4:00 to 5:00 p.m., 29 students between 5:00 to 6:00 p.m. and 17 students after 6:00 p.m. This trend indicates that most students tend to leave the department between 4:00 and 5:00 p.m. (32.17%).

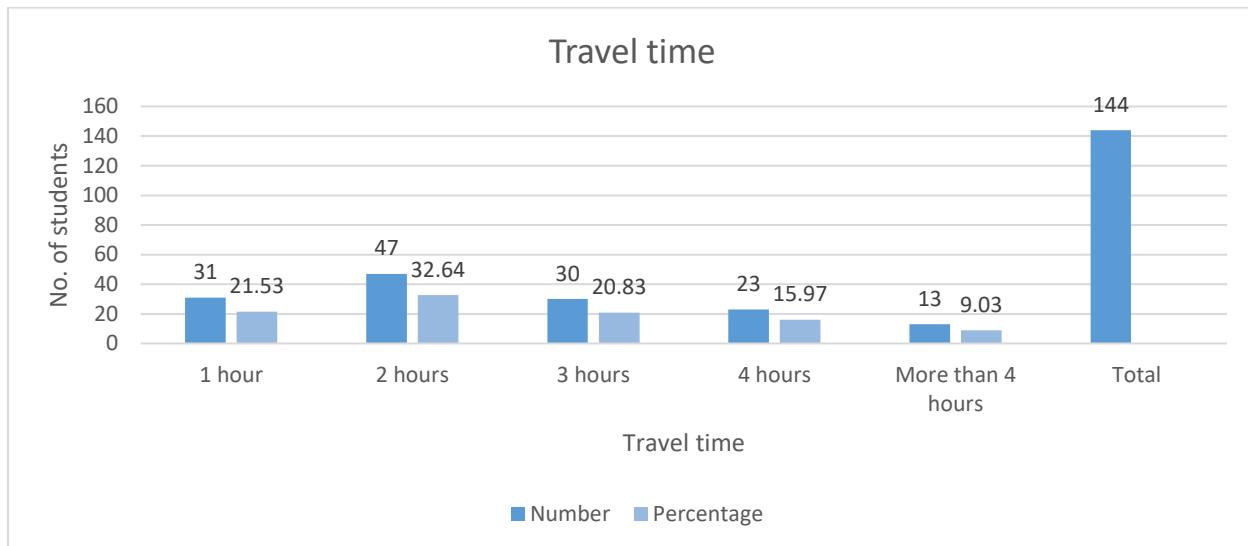
**Figure: 5
Total distance from home place to campus (in kilometres)**



Source: Primary Data.

This chart displays total distance from home place to campus of total respondents. Out of this highest distance is 52 kms (36.11%) and 40 kms (27.78%).

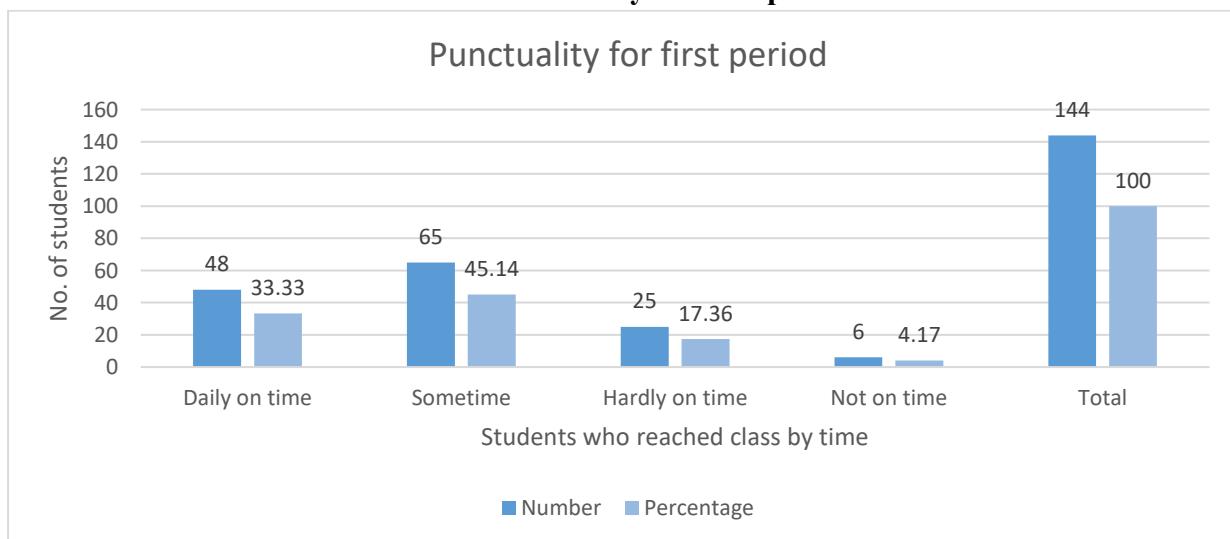
**Figure: 6
Travelling hours (including both sides)**



Source: Primary Data.

The above figure displays the total travelling hours of 144 responders of both sides. Maximum students travel for 2 to 4 hours (69.44%).

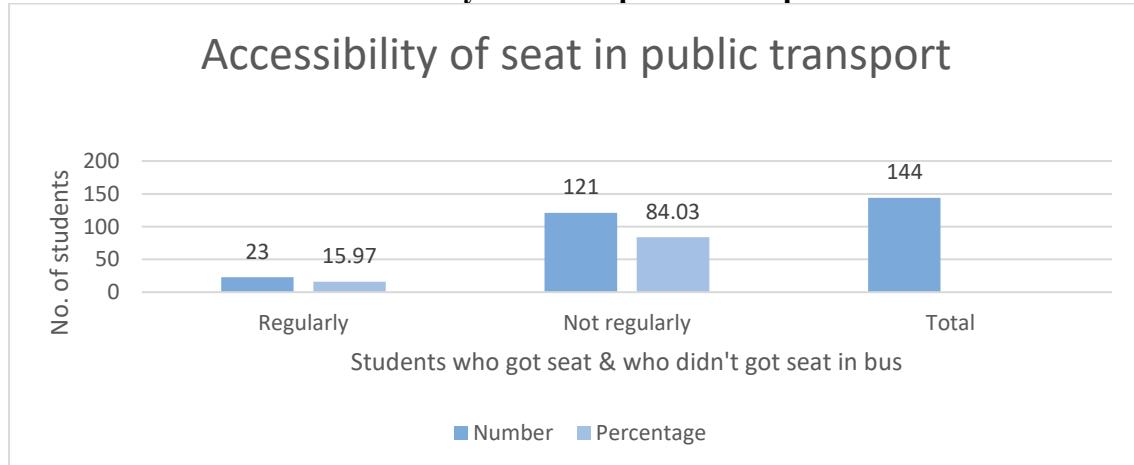
**Figure: 7
Punctuality for first period**



Source: Primary Data.

This figure also reveals that how students reached class by time and how many not. There is a total of 144 respondents out of which 48 students who arrive department “daily on time” (33.33%) and 6 “not on time” (4.17%) whereas remaining 65 students (45.14%) had arrived “sometime” and 25 students (17.36%) “hardly on time”.

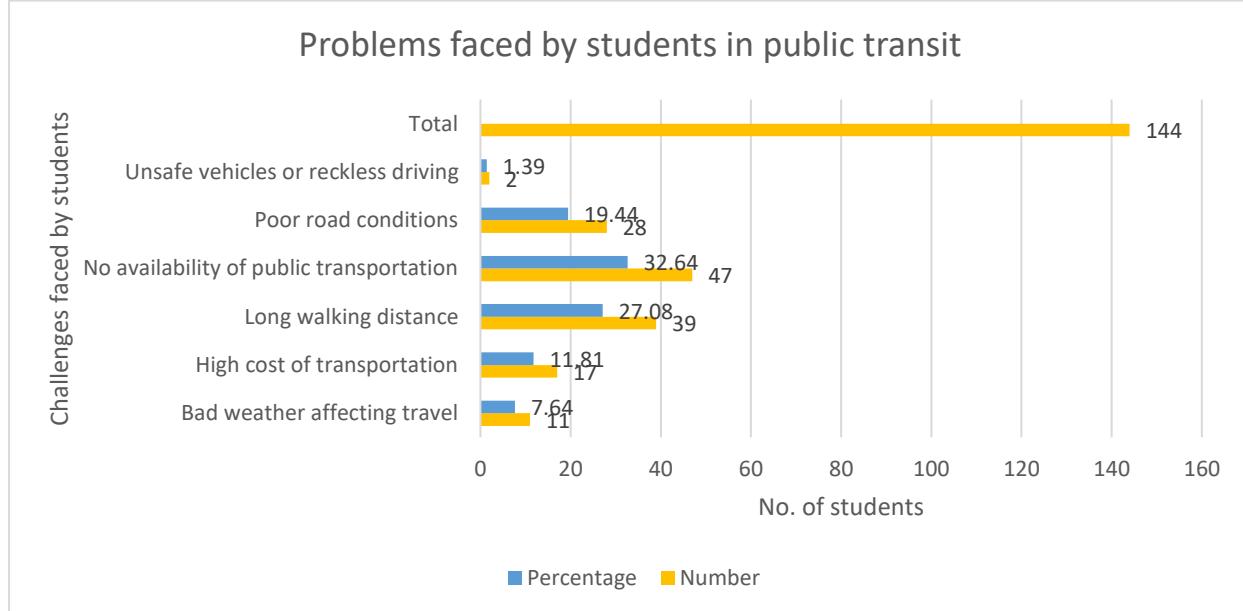
**Figure: 8
Accessibility of seat in public transport**



Source: Primary Data.

This figure displays how many students get a seat in the public transport. There is a total of 144 students, out of whom 121 (84.03%) didn't get a seat regularly and 23 (15.97%) got a seat regularly.

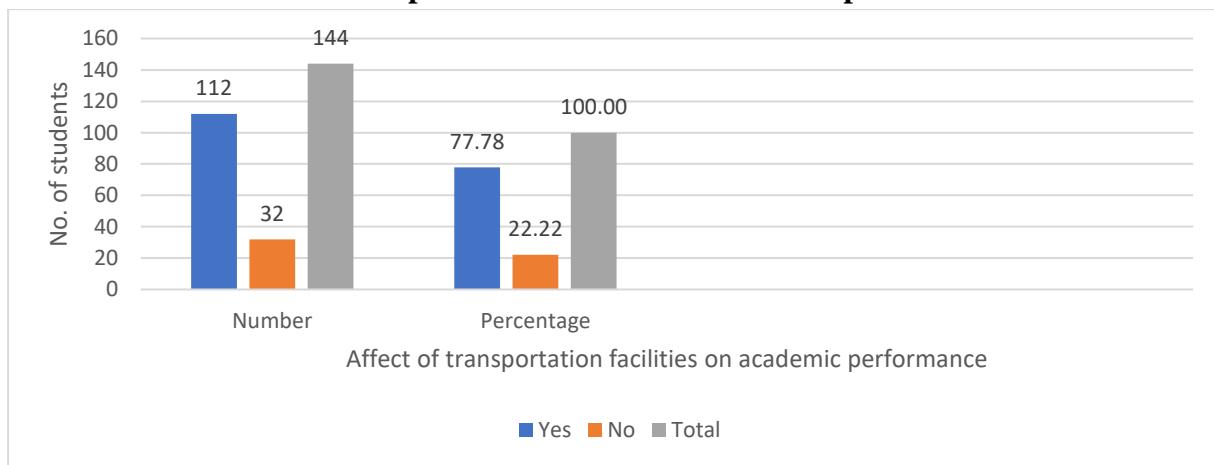
**Figure: 9
Problems faced by students in public transit**



Source: Primary Data.

This figure represents how many students faced different challenges during their travel in public transport. There are total 111 students (7.64%) who faced problem due to “bad weather conditions”, 17 (11.81%) due to “high cost of transportation”, 39 (27.08%) due to “long walking distance”, 47 (32.64%) due to “no-availability of public transport”, 28 (19.44%) due to “poor road conditions” and 2 (1.39%) due to “unsafe vehicles or reckless driving”.

Figure: 10
Effect of transportation facilities on academic performance



Source: Primary Data.

This figure shows different types of difficulties faced by the students, which also affect their academic performance. There are a total of 144 respondents out of which 32 students (22.22%) who answered “no” and 112 (77.78%) who answered “yes”.

CONCLUSION AND SUGGESTIONS:

Conclusion:

Rural students face significant transportation difficulties by travelling daily to the university. It impacts their academic performance and their precious time as well. It creates a lot of obstacles in their future success and future prospective by wasting most of their time in travelling. Study found that major issues faced by students during travel by public transportation are no availability of public transportation (32.64 %), long walking distance (27.08 %), high cost of transportation (11.81%) and poor road conditions (19.44 %).

Suggestions are made to address these problems, such as:

- Implementing dedicated university transport services for rural areas.
- Providing government or university-subsidized travel allowances.
- Collaborating with local authorities to improve road conditions and extend public transport routes.
- Establishing student-friendly transport policies with an emphasis on safety, affordability, and reliability.

Future Scope of the Study:

This study can be extended after including the college's students in Hisar city.

Limitations of the study:

- The research was carried out within a short time period.
- Findings may not be generalized to other universities or urban settings due to small sample size.
- Non-physical barriers such as safety concerns, harassment issues, or cultural norms affecting transportation choices might not have been deeply explored.

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