

Report No. 450(54/31/2)

**Travel and  
Use of Mass Media and Financial Services  
by Indian Households**

NSS 54th Round  
(Jan–June 1998)

National Sample Survey Organisation  
Department Of Statistics  
Government Of India

## PREFACE

The National Sample Survey Organisation (NSSO) carried out a nation-wide survey on common property resources, sanitation & hygiene and services as a part of its 54th round (January to June '98). The survey covered 110213 households spreading over 5115 villages and 1745 urban blocks of India.

The present report is on travel, use of mass media and financial services by Indian households. There are five chapters and two appendices. Chapter 1 introduces the content of the report. Chapter 2 deals with various features of commuting by the Indian households. It covered only regular commuting between home and workplace by workers and between home and place of study by students. Chapter 3 discusses another aspect of travel - tours involving overnight stay. Such travels (or journeys) are undertaken by persons not frequently. Chapter 4 presents the degree of familiarity with TV, radio, newspapers and the telephone reached by Indian households. Chapter 5 deals with use of financial services. In this chapter an attempt has been made to assess the extent to which bank accounts, cooperative credit societies and self help groups have been able to influence the everyday life of Indian people. Appendix A gives detailed tables for commuting. However, detailed tables pertaining to other parts of the report have not been provided due to the lack of their stability at further disaggregated level. Appendix B presents sample design and estimation procedure adopted for the survey particularly for the estimates of this report.

The field work for the survey was handled by the Field Operations Division, the collected data was processed by the Data Processing Division, and the report was prepared by the Survey Design and Research Division of NSSO. I am grateful to the members of the Governing Council of NSSO, the Heads of NSSO's Divisions and their colleagues for their contributions at various stages. The report, I hope, will be useful to planners and policy makers.

Comments/suggestions from readers will be most welcome.

New Delhi  
SASTRY  
July 1999

Organisation

N. S.  
Director-General & Chief Executive Officer  
National Sample Survey

# Contents

---

<i>Chapter 1</i>	1
Introduction	
<i>Chapter 2</i>	3
Commuting	
<i>Chapter 3</i>	19
Journeys on Tours Involving Overnight Stay	
<i>Chapter 4</i>	33
Access to the Telephone and Exposure to Newspapers, TV and Radio	
<i>Chapter 5</i>	39
Use of Financial Services	
<i>Appendix A</i>	A-1
Detailed Tables	
<i>Appendix B</i>	B-1
Sample Design and Estimation Procedure	

---

## List of Detailed Tables (Appendix A)

Unless otherwise stated, there are separate tables for rural and urban sectors (R and U in table numbers). All the tables give State-level as well as national-level estimates. However, apart from 15 major States, the remaining states and union territories of India are divided into three groups - called North-Eastern, North-Western and Southern - for the purpose of presentation of estimates. These groups have been formed as follows: *North-Eastern:* Arunachal Pradesh, Manipur, Meghalaya, Mizoram, Nagaland, Sikkim, Tripura. *North-Western:* Jammu & Kashmir, Himachal Pradesh, Chandigarh, Delhi. *Southern:* Andaman & Nicobar Islands, Dadra & Nagar Haveli, Goa, Daman & Diu, Lakshadweep, Pondicherry. The major States, for which separate estimates are given, are: Andhra Pradesh, Assam, Bihar, Gujarat, Haryana, Karnataka, Kerala, Madhya Pradesh, Maharashtra, Orissa, Punjab, Rajasthan, Tamil Nadu, Uttar Pradesh and West Bengal

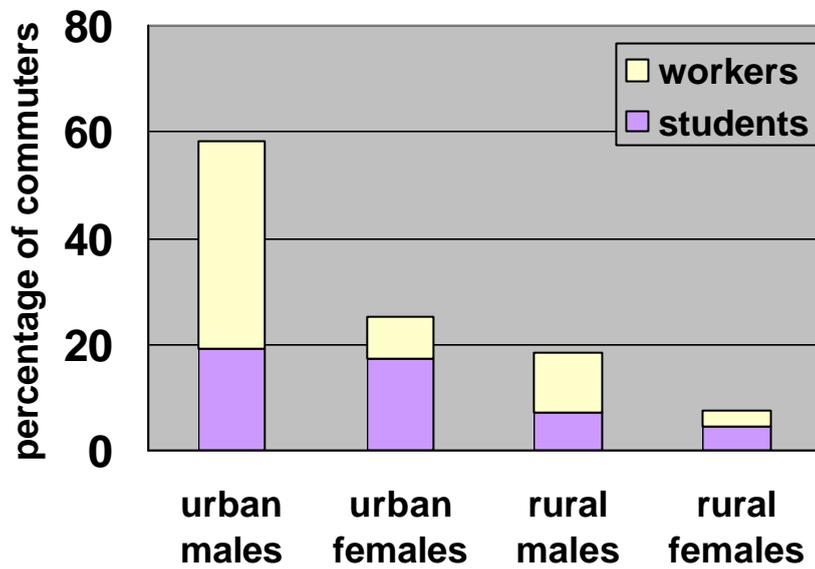
Table no.	Title	Page
1(RW)	Age-sex-specific ratios of commuting workers to rural population	A-1
1(RS)	Age-sex-specific ratios of student commuters to rural population	A-2
1(RWS)	Age-sex-specific ratios of all rural commuters to rural population	A-3
1(UW)	Age-sex-specific ratios of commuting workers to urban population	A-4

---

Table no.	Title	Page
1(US)	Age-sex-specific ratios of student commuters to urban population	A-5
1(UWS)	Age-sex-specific ratios of all urban commuters to urban population	A-6
2(R)	Age-sex distribution of rural population	A-7
2(U)	Age-sex distribution of urban population	A-8
3(RW)	Per 1000 distribution of rural commuting workers by distance commuted (one way)	A-9
3(RS)	Per 1000 distribution of rural student commuters by distance commuted (one way)	A-10
3(RWS)	Per 1000 distribution of all rural commuters by distance commuted (one way)	A-11
3(UW)	Per 1000 distribution of urban commuting workers by distance commuted (one way)	A-12
3(US)	Per 1000 distribution of urban student commuters by distance commuted (one way)	A-13
3(UWS)	Per 1000 distribution of all urban commuters by distance commuted (one way)	A-14
4	Per 1000 distribution of those commuting to work/education by major mode of commuting for different ranges of distance commuted and percentage of commuters reporting more than one mode	A-15
5(W)	Average monthly commuting expenses by sex for commuting workers: selected age-groups	A-53
5(S)	Average monthly commuting expenses by sex for commuting students: selected age-groups	A-54
6	Average monthly expenditure on commuting by distance commuted (one way) separately for commuting to work and for education, and separately for owned and hired types of transport used	A-55

Figure 1

### Percentage of worker and student commuters in different categories of population



# Highlights

## Commuting

- During Jan-June 1998, 39% of urban males and 7.6% of urban females commuted between home and workplace. An additional 19% of the urban male population and 17% of the urban female population were student commuters. Together, the two different kinds of commuting covered 58 and 25 percent of the urban male and female population.
- In the age group 30-44, commuter workers formed 74% of urban males and 12% of urban females.
- Considering both sexes together, 24% of the urban population were commuting workers and 18% were student commuters - a total of 42% commuters in urban India.
- Around 6% of the rural population were student commuters. The proportion was 7% for males (22% in the age group 10-14) and 4.4% for females (17% in the age group 10-14).
- More than 20% of rural commuting workers in Rajasthan and more than 18% of rural commuting workers in Haryana had to travel more than 15 km to reach their place of work, compared to 9% for rural India as a whole.
- 46% of urban commuting workers walked to their place of work, around 17% took a bus, while another 16% cycled to their workplaces. Of the remaining 21%, 7% travelled by motorcycle or scooter, 5% used the railway, and 4% hired animal-driven carriages.
- Among urban student commuters, nearly 72% walked to school or college, 12% travelled by bus and 7% rode a bicycle. The same three modes - on foot, bus, and bicycle - accounted for 94% of commuting among rural workers and 96% of commuting among students in rural India as a whole.
- The average journey time (to and fro) spent in commuting between home and workplace in urban India on a typical working day was estimated at 61 minutes for males and 53 minutes for females. The average time spent by students was 36 minutes. In rural India, commuting took up 83 minutes for the average working man and 66 minutes for the average working woman, who had to commute.
- The monthly average commuting expenses for urban commuting workers (including pedestrians and others who incurred zero expenditure) were Rs.80 for males and Rs.57 for females. For rural commuting workers, the average was Rs.46 per month for males and Rs.18 for females: a ratio of around 2.5 : 1.
- The all-India average monthly commuting expenditure for urban students (including the 72% who walked and the 7% who cycled) was Rs.26-27, that is, about Re.1 per commuting day. For rural students, it was Rs.19 for males and Rs.15 for females.

## **Journey Involving Overnight Stay**

- A study of journeys on tours involving overnight stay revealed that attending social functions (and returning home) accounted for 34% of all such journeys of the rural population and 30% of such journeys of the urban population of India.
- 14% of these journeys for the urban population, but only 9% for the rural population, were reported to be for "leisure". In urban Rajasthan and Madhya Pradesh, only 1-2% of all journeys on overnight stay tours were reported to be for leisure, compared to 39% in urban Orissa, 30% in urban West Bengal, and 27% in urban Kerala.
- Buses (in which category trams, vans and trekkers, and trucks were included) were the mode of travel for 72% of journeys involving overnight stay by the rural population of India and 65% for the urban population. The railway was the second most popular mode of transport (11% of journeys for the rural population and 25% for the urban population).
- Of the 186 persons involved in every 100 journeys (on tours involving overnight stay) in rural areas, 87 were adult males. Of the 200 persons involved in every 100 journeys in urban areas, 89 were adult males. The percentage of women among the travellers was around 30% and was slightly higher in urban areas than in rural areas. The percentage of children was around 25%.
- For rural households, only 63% of such journeys were to places less than 50 km away. For the urban

population, on the other hand, only 34% of journeys were to places less than 50 km away. Nearly 30% were to places farther than 200 km, compared to 10% for the rural population.

- Over 26% of the journeys reported from Bihar were to places more than 500 km away, compared to 16% or less for all other major States.
- The average duration of outward/return journeys on tours involving overnight stay was about 3 hours for the rural population of India and about 6 hours for the urban population
- Average travelling expenses per journey were estimated at Rs.69 for rural households and at Rs.233 for urban households.

## **Possession and Use of Telephones**

- Over 98% of rural households did not possess a telephone and in 72% of these, none of the members had ever used a telephone in their lives. Nearly 35% said that they would have to travel more than 5 km to make a telephone call.
- In urban India, one-third of the 86% households which did not possess a telephone reported that no member had ever used a telephone.

## **Subscription to Newspapers**

- In rural areas, less than 10% households reported subscription to a daily newspaper in all States with the exception of Kerala, where the proportion was an impressive 26%. In rural UP, MP, and Orissa, only

about 1% subscribed to a daily newspaper.

### **Possession of Radios and Television**

- In rural areas, more households reported possession of radios (30%) than possession of TV sets (18%). In urban households, 40% reported owning radios, much less than the percentage owning TV sets (61%).
- Roughly one-seventh rural TV owners had colour TV sets compared to more than one-third in urban India.
- In rural Tamil Nadu, 44% of non-TV-owners reported access to a community TV set. The next highest percentages were reported from Kerala (12% rural, 9% urban) and Assam (7-9%).

### **Banking and Access to Credit**

- For India as a whole, 28% of rural households and 54% of urban households had at least one member having a bank account or post office

account or belonging to a cooperative credit society or a self-help group.

- In both rural and urban areas of the country, seeking of bank loans was most prevalent in Kerala (16% households seeking loans during the last 2 years), compared to 11% or less in the rest of rural India and 9% or less in urban India. Seeking of loans from cooperative credit societies was twice as prevalent in rural India as in urban India.
- For rural households, obtaining loans for farm business appears to have been easier than obtaining loans for non-farm business.
- Unhelpfulness of "officials" and "prolonged delay" were the two most-often-cited difficulties in case of households seeking loans from rural banks, urban banks and rural cooperative credit societies, accounting for 45-55% of those who had difficulties in obtaining loans.

# Chapter 1

## Introduction

### **The survey**

1.0.0 This report is based on data collected in the 54<sup>th</sup> round survey of the National Sample Survey Organisation (NSSO), carried out on an all-India basis during January-June 1998. The survey covered 110,213 sample households spread over 5,115 villages and 1,745 urban blocks of India.

### **Travel: commuting**

1.1.1 The data released through this report cover, first, particulars of travel undertaken by the Indian population. Travel is understood in a very broad sense and includes much more than tourism or travel on vacation. The 54<sup>th</sup> round survey investigated two aspects of travel. One was: regular commuting between home and workplace by *workers* and between home and place of study by *students*. Various features of commuting, understood in this sense, were studied: the degree of prevalence of such travel, the distance travelled, the mode of travel, the time spent and the expenses incurred. The results are discussed in Chapter 2.

### **Travel: tours involving overnight stay**

1.1.2 Chapter 3 of the report deals with another side of travel: the longer tours made by people which, unlike commuting, involve starting out from their residence on one day and returning on a different day. Obviously, this covers quite a large part of what is ordinarily understood by the term “travel”. The 54<sup>th</sup> round survey attempted to throw light on the rate of occurrence of such tours, the purposes behind them, the modes of journey,

the distances travelled, the duration of travel and the expenditure incurred.

### **Exposure to newspapers, radio and television, and access to the telephone**

1.1.3 Apart from the results of the enquiry on travel, the report presents data collected on exposure of the Indian population to newspapers, radio and television, and access to the telephone. In the survey, information was collected not only on possession (of radio, TV, telephone, etc.) but also on access to and use of such facilities when these were not in one’s possession. Chapter 4 discusses the findings.

### **Use of financial services**

1.1.4 A third set of data collected through the survey (from the same households) relates to the success of *banks, cooperative credit societies and self-help groups* in meeting the credit needs of the population. These data are presented in Chapter 5.

### **Earlier surveys on these subjects**

1.2.0 No all-India survey findings on commuting have, to our knowledge, been published. A tourism survey was conducted as part of the 43<sup>rd</sup> round (1987-88) of NSS at the instance of the Ministry of Tourism. The focus, however, was on tourism only and not on travel for other reasons such as business, social functions, medical treatment, etc., which the present survey has sought to investigate. In the 47<sup>th</sup> round (1991) NSS survey on literacy and culture, the information collected and published included data on possession of radio

and TV, subscription to newspapers, and time spent by people in watching TV and listening to the radio. The scope of the present survey, though narrower in the sense that it was limited to questions regarding access and regularity of use, includes access through one's community as well as through possession.

### **Other data collected through the 54<sup>th</sup> round survey of NSSO**

1.3.0 The main subject of the 54<sup>th</sup> round survey was the use of common property resources by the rural population of India and the extent of such resources available. An enquiry on cultivation practices was simultaneously conducted in rural areas. Rural and urban households were also interviewed for information on availability and quality of drinking water, and on sanitation practices and hygiene in their daily lives.

### **The National Sample Survey**

1.4.0 The NSS was set up in 1950, with the idea of having a permanent survey organisation to collect data on various facets of the economy through nationwide sample surveys in order to assist in socio-economic planning and policy-making. The NSS is a continuing survey in the sense that it is carried out in the form of successive "rounds", each round usually of a year's duration covering several topics of current interest in a specific survey period. At present each NSS round covers, at the all-India level, about 12,000 to 14,000 villages and blocks in the Central sample (covered by the Central agency NSSO) and an independent sample of about 14,000 to 16,000 villages and blocks in the State sample (covered by the Governments of various States and Union Territories). The 54<sup>th</sup> round, being a half-year survey, used a smaller sample of villages and blocks but still covered over 110,000 sample households.

### **The "household"**

1.5.0 A classification of the population under study into *sampling units* so that each individual in the population belongs to exactly one such unit is the first step in conducting a sample survey. In NSS socio-economic surveys, the (ultimate stage) sampling unit is a household. A group of persons normally living together and taking food from a common kitchen constitutes a household. The word "normally" means that temporary visitors are excluded but temporary stay-aways are included. Thus a son or daughter residing in a hostel for studies is excluded from the household of his/her parents, but a resident employee or resident domestic servant or paying guest (but not just a tenant in the house) is included in the employer/host's household. "Living together" is usually given more importance than "sharing food from a common kitchen" in drawing the boundaries of a household in case the two criteria are in conflict; however, in the special case of a person taking food with his family but sleeping elsewhere (say in a shop or a different house) due to space shortage, the household formed by such a person's family members is taken to include the person also. Each inmate of a mess, hotel, boarding and lodging house, hostel, etc. is considered a single-member household except that a family living in a hotel (say) is considered as one household only; the same applies to residential staff of such establishments.

## Chapter 2

# Commuting

2.0.0 Various reasons compel people to move from one place to another. One important kind of movement that accounts for a sizeable share of the journeys of human beings is the working person's daily movement to his or her place of work and back - when the place of work is at some distance from the home. A similar to-and-fro journey is made by students on all days of the week excluding holidays.

2.0.1 In extension of the normal meaning of the work "commuter", originally invented by Americans to mean the holder of a railway season ticket ("commutation ticket" in the USA) travelling daily between his home in the country and his work in town, we have used the word commuter in this report to mean both categories of persons - workers who travel to and from work every day, and students who regularly travel to their educational institution and back.

2.0.2 We have also extended the meaning of commuting to such travel in rural areas, even though, according to current usage, commuters travel to workplaces located in a city or a town.

2.0.3 *Definition.* COMMUTER: A person who travelled regularly during the last 30 days to place of WORK or to attend an EDUCATIONAL INSTITUTION for studies, returning on the same day. "Regularly" means that such travel was the rule rather than the exception and the days when he/she did not

undertake such travel the exception rather than the rule. See also PURPOSE OF COMMUTING.

2.0.4 WORK here normally refers to economic activity but unpaid work such as services provided free (without pay) at institutions such as charitable homes, voluntary organisations, etc., is also covered if performed regularly.

2.0.5 EDUCATIONAL INSTITUTION includes schools, colleges and institutions of higher education, centres of adult education, and "pre-schools" (that is, pre-primary schools).

2.0.6 However, the following are not considered commuters:

1. Persons in villagers travelling to work or for study *within the village of their residence*.
2. Peddlers' movements while peddling their wares.
3. A tailor (say) working at home and travelling one day in the week to get materials for work.
4. A person travelling to attend a course two days in the week.
5. People escorting their children or their friends' or relations' children to school.
6. Railway staff whose work includes travelling in trains.

2.0.7 The following are considered commuters:

1. Persons in urban areas travelling to work or for study any distance away from their residence
2. Peddlers' travel between residence and area(s) where they peddle their wares provided this area is away from their residence (and, for rural peddlers, outside their village).
3. Hired escorts taking children to school.

2.0.8 COMMUTING will be understood to mean travelling regularly (see COMMUTER) from residence to place of work or educational institution and back on the same day. All the provisos made in the definition of COMMUTER (paragraphs 2.0.3 to 2.0.7) apply equally to COMMUTING. Most importantly, *for persons living in rural areas, movement to or from work or educational institution within the village of their residence is not considered commuting.*

2.0.9 PURPOSE OF COMMUTING: Two purposes - work and education - are possible. Escorting one's children or relations' children to educational institutions is not considered to be commuting for work or for education. Hired escorts, are however, considered to be commuters travelling to work.

2.0.10 MODE OF COMMUTING: This refers to the mode used in the *usual* journey of the commuter to place of work/education and back, as the mode used may vary from day to day. Twelve modes of commuting, including "on foot" were distinguished and modes other than these were classified under "other".

"Bus" included trams, trucks, vans, trekkers

on foot	own car
bus	rickshaw
rail	animal-driven
bicycle	transport: owned
taxi/hired car	animal-driven
auto-rickshaw	transport: hired
motorcycle/	ship, boat, etc.
scooter	other

and other vehicles used for public transportation or transportation of a large number of persons. "Owned car" included the case of a government vehicle provided to a government official for commuting between residence and place of work.

2.0.11 If the usual journey is performed by two or more *different* modes, then mode of commuting refers to that mode by which the longer/longest distance is travelled. The mode accounting for the second longest distance was recorded in the schedule of enquiry under "minor mode" as a variable of interest in itself. However, it was decided that since some walking forms part of the journey of every able-bodied commuter and information on such minor or trivial part-journeys were *not* of interest, "on foot" would not come under consideration for assigning "minor mode" unless at least 1 km was travelled on foot.

## Ratio to population

2.1.0 Statement 1 shows proportion of commuting workers and students in the male, female and total population of each State, separately for rural and urban areas. The following important facts emerge.

### Urban:

2.1.1 39% of urban males commute between home and workplace and 19% commute between home and place of education, making a total of 58% commuters in the urban male population.

2.1.2 Only 7.6% of urban females were commuting workers but 17% (nearly as high a percentage as among males) were student commuters. Together, the two different kinds of commuting covered 25% of the urban female population.

2.1.3 Considering both sexes together, 24% of the urban population were commuting workers and 18% were student commuters - a

2.1.6 Rajasthan (12%), Bihar & Orissa (13-14%) and UP (15%) had the lowest percentage of student commuters in the urban

Statement 1: Proportion of worker and student commuters per 1000 male, female and total population												
State	per 1000 commuters											
	rural						urban					
	worker			student			worker			student		
	M	F	all	M	F	all	M	F	all	M	F	all
1	2	3	4	5	6	7	8	9	10	11	12	13
AP	69	32	51	29	18	24	435	109	274	207	175	191
ASM	220	43	141	90	74	83	373	61	234	194	174	185
BHR	81	14	50	64	33	49	304	32	178	139	131	135
GUJ	103	24	66	40	26	33	431	65	254	176	165	170
HAR	94	17	60	53	31	43	362	65	227	195	188	192
KTK	124	52	89	45	32	39	402	94	255	183	152	168
KRL	247	56	147	151	142	146	413	115	260	206	199	202
MP	95	65	81	47	24	36	382	82	235	191	178	184
MAH	124	52	89	53	36	45	464	118	299	225	203	214
ORS	130	39	85	49	34	41	374	61	227	140	144	142
PNJ	126	10	72	76	55	66	434	58	261	219	229	223
RAJ	58	6	33	35	9	23	238	27	137	133	101	117
TN	154	54	104	76	54	65	466	107	289	200	178	189
UP	84	9	48	93	44	70	288	30	170	164	142	154
WB	173	20	100	97	72	85	387	48	231	181	176	179
NE	183	83	136	109	97	104	317	125	223	247	219	233
NW	186	15	103	190	164	178	456	70	283	264	249	257
S	213	37	127	66	51	59	448	94	262	147	143	145
IND	114	31	74	70	44	58	391	76	241	191	174	183

total of 42% in urban India.

2.1.4 The percentage of male commuting workers was less than 25% in only one major State: Rajasthan. Except for Rajasthan, UP (29%) and Bihar (30%), it was over 35% in all the major States.

2.1.5 The same three States had the lowest percentage (only about 3%) of urban female commuting workers, while all other States had at least 5%. Four major States had more than 10% of commuting workers in the urban female population.

population among the major States.

2.1.7 Generally, States with higher percentages of commuting workers among females were also the States with (relatively) high percentages of commuting workers among males. Examples are Maharashtra and Tamil Nadu (11-12% among females, 46-47% among males), Andhra Pradesh (11% among females, 43-44% among males) and Kerala (11-12% among females, 41% among males)

**Rural:**

2.1.8 11% of males in rural India and 3.1% of females were workers who commuted between their homes and workplaces.

2.1.9 Around 6% of the rural population were student commuters. The proportion was 7% among males and 4.4% for females – a wider differential than seen in the urban population.

2.1.10 Commuting workers from rural households were most common in Kerala, where about a quarter of the male population fell in this category. For both sexes combined, the proportion of commuting workers in the population was nearly 15%, double the national average of 7.4%. In Assam, commuting workers formed 22% of the male population and 14% of the entire population. Rajasthan stood out as the State with the lowest proportion of rural commuters of both kinds: worker and student. Next came Andhra Pradesh.

2.1.11 The incidence of commuting (for work) among females in Rajasthan and Uttar Pradesh was one-tenth that among males. The male-female differential was also very high in Punjab. The differential was narrowest in Madhya Pradesh (9.5% for males, 6.5% for females). The highest proportion of female commuters (under “work”) is seen in the North-Eastern group of States (8.3%) and the lowest in Rajasthan (0.6%).

2.1.12 The difference between the percentages of male and female student commuters was, in every State, much less than in case of workers. It was largest in Rajasthan, where student commuters were four times as common among males as among females.

**Age-specific commuter-population ratios**

2.2.0 Table T1 shows all-India proportions

sector	age group	per 1000 number of commuting			
		workers		students	
		M	F	M	F
urban	0-4	0	0	63	64
	5-9	41	37	506	491
	10-14	75	54	584	576
	15-29	428	86	211	164
	30-44	740	123	3	2
	45-59	697	114	2	0
	60+	219	31	3	2
	all	391	76	191	174
rural	0-4	0	0	7	6
	5-9	10	9	121	101
	10-14	35	19	218	172
	15-29	157	41	93	40
	30-44	223	52	1	0
	45-59	194	46	2	0
	60+	61	16	1	0

(per 1000 numbers) of working and student commuters among males and females in seven different age groups. The following facts are evident.

**Urban:**

2.2.1 Of the age-groups considered, the group 30-44 had the highest proportion of commuter workers (74% for males, 12% for

females), followed by the group 45-59 (70% for males, 11% for females).

2.2.2 Among both boys and girls, 4% of those aged 5-9 were reported to be commuting workers. In the 60+ age group, 22% of males and 3% of females were commuting to work.

2.2.3 Around 57-58% of those in the age group 10-14 and 49-50% of those in the age group 5-9 were student commuters, the male and female percentages being very similar. Interestingly, as many as 6% of those (of either sex) in the age group 0-4 were reported to be student commuters. The percentages were highest (see Appendix Table 1(US)) in Punjab and Tamil Nadu.

#### Rural:

2.2.4 The age group 30-44 had the highest proportion of commuter workers (22% among males, 5% among females) and the age group 45-59, the next highest.

2.2.5 About 1% of both boys and girls aged 5-9 in rural areas of the country were reported to be working commuters.

2.2.6 The proportion of worker commuters in the age group 60-plus (see Appendix Table 1(RW)) was the highest in the North-Eastern States - 18% among males and 6% among females (compared to 11% or less among males and less than 4% among females in all other States, and a national average of 6% for males and 1.6% for females).

Age-specific commuter-population ratios: rural

2.2.7 In rural India, 22% of boys and 17% of girls in

the age-group 10-14 were student commuters.

2.2.8 Around 0.6-0.7% of boys and girls in rural India aged 4 years or less were reported to be student commuters. The proportion (see Appendix Table 1(RS)) was highest in Kerala (3-4%) and also high in the North-Western group of States and Union Territories (over 2%), the North-Eastern group (1.7%) and Tamil Nadu (1.6%).

### Distance travelled (one way)

2.3.0 *Definition.* DISTANCE here refers to the total distance travelled from residence to place of work or education. For those commuting to more than one spot, distance was understood as distance travelled from residence to that work spot which is furthest from the residence. For peddlers commuting to an area of work away from their homes, distance was understood as distance from residence to (the nearest point of) the area of operation.

2.3.1 The way in which the word "commuting" was defined in this survey

**Table T2: Per 1000 distribution of worker and student commuters by distance of residence from place of work or study**

all-India		distance (one way)	urban	
workers	students		workers	students
163	292	< 1 km	239	492
254	274	1-2 km	251	270
192	210	2-4 km	177	121
162	122	4-8 km	142	69
127	66	8-15 km	98	30
70	27	15-40 km	64	13
18	3	40-100 km	19	2
5	1	> 100 km	5	1
9	6	not recorded	5	2

imposed no restrictions on the distance a commuter has to travel. Anticipating that reported distances of residence from place of work or study would vary widely in the Indian population, eight distance ranges were used in coding the reported distances, from “< 1 km” to “> 100 km”.

2.3.2 Per 1000 distributions of worker and student commuters (all-India) by distance to place of work or education are shown in Table T2. Tables 3(RUW) and 3(RUS) of the Appendix give the State-level distributions.

#### Urban:

2.3.3 Nearly one-half (49%) of all student commuters had to travel less than 1 km to reach their place of study. 51% had to travel more than 1 km, 24% had to travel more than 2 km, and 12% had to travel more than 4 km. 5% had to travel more than 8 km.

2.3.4 Among workers, 24% had their workplace less than 1 km away from their residence and 49% had their workplace less than 2 km away. But nearly 33% lived more than 4 km away from their place of work and nearly 18% lived more than 8 km away. About 9% reported living more than 15 km away from their place of work.

2.3.5 Some differences among States in respect of distance travelled by commuters, especially workers, can be discerned from Tables 3(UW) and 3(US). For instance, only 7% of urban commuting workers in Assam lived more than 8 km away from their place of work compared to over 24% for Kerala and Maharashtra and nearly 34% in the North-Western group (comprising Delhi, Chandigarh, Himachal Pradesh and Jammu and Kashmir).

Again, 40% of commuting workers in Assam lived within 1 km of their workplace compared to under 20% in U.P., Bihar, Karnataka and Rajasthan. Among students, those in Kerala travelled relatively longer distances compared to the rest of the country.

#### Rural:

2.3.6 A quarter of commuting workers in rural areas of India lived 1-2 km away from their place of work. About 62% lived within 4 km of their workplace. The remaining 38% included 9% who had to travel more than 15 km to reach their place of work. The last-mentioned category made up more than 20% of the rural commuting workers of Rajasthan and more than 18% of rural commuting workers in Haryana.

2.3.7 90% of rural student commuters lived within 8 km of the educational institution they attended and 78%, within 4 km of it. 3% reported having to travel more than 15 km to attend their educational institution.

### Mode of commuting

2.4.0 Table T3 gives per 1000 distribution (all-India) of commuters by mode of commuting. The State-level distributions are shown in full in the Appendix, and in a truncated form, considering only a few important modes, in Statements 2(R) and 2(U). Tables 4(RUW) and 4(RUS) of the Appendix give State-level distributions of commuters by major mode of commuting, separately for different ranges of distance travelled (one way). Some findings of interest are listed below.

Distance travelled:  
rural  
commuters

Distance travelled:  
urban  
commuters

**Urban:**

2.4.1 46% of commuting workers walked to their place of work, around 17% took a bus, while another 16% cycled to their workplaces.

2.4.4 The railway was used by 17% of urban commuting workers in Maharashtra, 14% in West Bengal, 6% in Haryana, 4% in Tamil Nadu, and less than 2% in all other States.

all-India						
rural			mode	urban		
workers	students	all		workers	students	all
591	700	639	on foot	463	716	572
177	152	166	bus	166	121	146
22	9	16	rail	52	13	35
150	110	132	bicycle	158	70	120
5	3	4	taxi/hired car	4	3	4
6	6	6	auto-rickshaw	13	24	18
13	1	8	motorcycle/scooter	72	12	46
2	1	1	own car	16	5	11
5	3	4	rickshaw	9	22	15
17	6	12	owned animal-driven transport	40	7	26
3	5	4	hired animal-driven transport	4	5	4
5	1	3	ship, boat, etc.	1	0	1
4	2	3	other	3	1	2
2	1	2	not recorded	0	0	0

Of the remaining 21%, 7% travelled by motorcycle or scooter, 5% used the railway, and 4% hired animal-driven carriages.

2.4.2 Among student commuters, nearly 72% walked to their educational institution. It will be recalled that 49% of student commuters lived within 1 km of the educational institution they attended and another 27% lived within 2 km of the institution. 12% travelled by bus and 7% rode a bicycle.

2.4.3 Statement 2(U) gives, for each State, per 1000 number of urban commuters using some of the more common modes of commuting: on foot, bus, rail, bicycle and motorcycle/scooter. Figures for animal-driven transport are included for workers and figures for rickshaw, for students. Some of the interesting features are noted below.

Even among student commuters in West Bengal, there were 5% who travelled by train, compared to well under 1% in most States.

2.4.5 Motorcycles/scooters were used by 13-14% of commuting workers in Karnataka, Rajasthan and Gujarat. They were used least in West Bengal (under 1%).

Major mode of commuting: urban

2.4.6 The auto-rickshaw carried 4% or more urban student commuters in 6 major States. In two States, Bihar and U.P., its use was more common among workers than students.

2.4.7 Rickshaws carried 2-4% of urban student commuters in several major States including all the Eastern and North-Eastern States, and over 6% in U.P.

2.4.8 Kerala was the only major State where urban bus travellers (44%) outnumbered pedestrians (38%) among commuting workers.

#### Rural:

2.4.12 Per 1000 number of rural commuters commuting on foot, and by bus, rail, bicycle,

Statement 2(U): Per 1000 numbers of urban commuters using different (selected) modes of commuting													
per 1000 number of worker commuters commuting by						State	per 1000 number of student commuters commuting by						
(on) foot	bus	rail	bicy-cle	mc/scoot-er	ani-mal trans.		(on) foot	bus	rail	bicy-cle	auto-rickshaw	ani-mal trans.	
	535	160	7	125	65	68	<b>AP</b>	751	139	6	50	16	14
	581	147	7	82	64	28	<b>ASM</b>	793	91	4	31	0	30
	605	33	14	169	37	63	<b>BHR</b>	752	75	2	79	29	24
	463	129	15	176	135	42	<b>GUJ</b>	786	74	3	59	41	0
	423	64	60	242	84	52	<b>HAR</b>	725	59	7	94	8	22
	504	255	10	53	141	14	<b>KTK</b>	715	165	1	41	39	13
U	375	444	13	45	41	40	<b>KRL</b>	513	359	7	8	40	0
R	618	49	7	198	57	57	<b>MP</b>	828	40	0	82	9	23
B	415	149	166	121	80	24	<b>MAH</b>	690	112	26	72	48	15
A	548	50	5	325	46	19	<b>ORS</b>	781	61	1	117	0	38
N	479	43	5	279	87	73	<b>PNJ</b>	714	41	1	133	47	29
	392	120	16	215	133	69	<b>RAJ</b>	777	84	12	50	40	0
	397	243	39	178	75	35	<b>TN</b>	659	192	24	69	10	9
	475	66	20	255	57	47	<b>UP</b>	735	43	3	116	11	66
	440	204	142	149	7	22	<b>WB</b>	698	100	51	77	16	35
	575	226	2	61	25	19	<b>NE</b>	736	114	11	65	13	27
	318	380	12	59	66	83	<b>NW</b>	648	263	3	13	15	15
	754	760	19	188	207	16	<b>S</b>	614	200	8	30	28	5

2.4.9 Animal-driven carriages were used by 2-7% of urban working commuters in nearly all States.

2.4.10 32% of working commuters in urban Orissa cycled to work compared to 5% in Karnataka and Kerala. The highest percentage of cyclists among students was reported from Punjab (13%), followed by Orissa and U.P. (11-12%).

2.4.11 Commuting on foot, in urban India, was most common among students of M.P. (83%).

motorcycle/scooter and animal-driven transport, are shown in Statement 2(R).

2.4.13 Three modes - on foot, bus, and bicycle - accounted for 94% of commuting among rural workers and 96% of commuting among students in rural India as a whole.

2.4.14 The percentage of worker commuters travelling on foot was between 50% and 70% in 8 of the major States (national average: 59%). It was highest in Madhya Pradesh (84%) and high in the North-Eastern States and Orissa (75-76%). Pedestrian commuters formed less than one-fifth only in Punjab (18%). In all other major States their proportion was 38% or more. Among student

commuters the pedestrians made up more than 50% in all but 2 major States: Punjab and Haryana. The national average was 70%.

**Statement 2(R): Per 1000 numbers of rural commuters using different (selected) modes of commuting**

	per 1000 number of worker commuters						State	per 1000 number of student commuters					
	commuting by							commuting by					
	(on) foot	bus	rail	bicy -cle	mc/ scoot -er	ani- mal trans.		(on) foot	bus	rail	bicy -cle	mc/ scoot -er	ani- mal trans.
	662	147	13	105	24	25	<b>AP</b>	532	329	12	97	2	20
	692	113	4	136	10	29	<b>ASM</b>	709	143	6	93	1	40
	613	133	32	176	3	12	<b>BHR</b>	843	54	3	85	0	3
	527	190	27	96	43	51	<b>GUJ</b>	512	310	9	107	6	3
	389	206	60	220	34	24	<b>HAR</b>	38	343	11	220	13	45
	670	217	7	44	22	13	<b>KTK</b>	673	230	11	35	0	18
R	478	421	7	23	11	29	<b>KRL</b>	602	344	9	5	1	17
U	840	19	3	118	3	9	<b>MP</b>	820	40	1	133	1	1
R	648	168	26	98	22	8	<b>MAH</b>	610	252	15	95	2	2
A	754	51	3	168	3	20	<b>ORS</b>	751	55	6	170	2	10
L	185	158	12	475	57	81	<b>PNJ</b>	413	251	1	232	19	23
	405	323	4	169	15	27	<b>RAJ</b>	660	151	8	151	0	8
	438	391	10	113	19	9	<b>TN</b>	571	334	6	61	2	10
	516	88	21	319	3	19	<b>UP</b>	735	54	6	183	0	8
	550	149	83	160	1	19	<b>WB</b>	773	77	23	106	0	10
	764	144	5	35	9	8	<b>NE</b>	744	138	7	66	2	9
	502	409	5	56	7	16	<b>NW</b>	812	162	2	5	1	4
	148	439	6	243	112	12	<b>S</b>	458	425	18	36	42	2

2.4.15 Buses were used by 42% of rural worker commuters in Kerala, 39% in Tamil Nadu and 32% in Rajasthan. In all other major States the proportion was 22% or less. In Madhya Pradesh only 2% of rural workers took a bus to go to work, and in Orissa the percentage was about 5%. Among rural student commuters, the percentage travelling by bus was 4-8% in Kerala, Bihar, U.P., Orissa and West Bengal and 14% or more in the rest of rural India (the national average being 15%).

2.4.16 In rural India as a whole 15% of all commuting workers and 11% of all commuting students cycled to work. In Punjab the percentage among workers was as high as 47-48% and in U.P. it was 32%. In rural Punjab and Haryana,

Major mode  
of  
commuting:  
rural

22-23% of student commuters were reported to be cycling to school/college. Except for Kerala, Karnataka, Tamil Nadu and the North-Eastern States, all other States had at least 8% of cyclists among both worker and student commuters.

2.4.17 Motorcycles and scooters were used by nearly 6% commuters among rural workers of Punjab and over 4% of them in Gujarat. In the poorer States such as Orissa, Bihar, M.P., U.P. and West Bengal, the percentage was much lower: 0.3% or less.

2.4.18 The percentage of workers who commuted between home and workplace by railway was, apart from West Bengal (8%) and Haryana (6%), higher than the all-India percentage of about 2% in only 3 other States.

In rural West Bengal, 2% of student commuters were rail travellers .

## Distance and mode

2.5.0 Table 4 of the Appendix gives, for India as a whole, per 1000 distribution of commuters by major mode of commuting, separately for different classes of distance travelled from residence to place of work/education. The salient features are noted below.

### Urban:

2.5.1 For distances less than 1 km, 88% of commuting workers and 96% of student commuters travel on foot. In the next range, 1-2 km, bicycles are used by 17% of commuting workers and 9% of student commuters, and buses by about 5% of worker commuters and 6% of student commuters. The proportion of cyclists among commuters is highest in the range 2-8 km, accounting for over a quarter of commuting workers and 18-20% of student commuters.

2.5.2 Walking continues to be more common than travelling by bus up to the range of 4 km, after which its prevalence falls off rapidly. The relative prevalence of use of bicycles begins to fall after the range 4-8 km, as does the use of motorcycles/scooters and auto-rickshaws. The typically 'owned' modes of transport - bicycle, own car, motorcycle/scooter, and owned animal-driven transport, were more prevalent among working than among student commuters for practically all the ranges of distance considered here.

### Rural:

2.5.3 Differences among workers and students were narrower in this respect than in urban areas. The proportion of pedestrians

among commuters was 96-98% for the range "<1 km", 88% for the range 1-2 km, and 63-64% for the range 2-4 km.

2.5.4 In the range 2-4 km, non-manually operated forms of transport were used by only 12% of worker commuters (including 9% who travelled by bus) and 17% of student commuters (14-15% by bus).

Distance  
and mode:  
rural  
commuters

2.5.5 Cyclists formed 30% of the commuters who travelled 4-8 km each way and a quarter of the commuters who travelled 8-15 km each way. The proportions among workers and students are very close to each other. Compared to urban commuters, rural commuters used the bicycle for longer distances on the average.

## Percentage of commuters reporting more than one mode

2.6.0 This information is available in the last column of Table 4 of Appendix A.

### Urban:

2.6.1 Use of a minor mode (see paragraph 2.0.11) was reported by 64% of all commuters whose major mode was "rail" and 22% of all those whose major mode was bus. The proportion reporting a minor mode was 5% or less for all the "owned" modes apart from "motorcycle/scooter".

### Rural:

2.6.2 Among both bus and train riders, the percentage reporting a second mode (regularly used to perform a minor part of the journey) was noticeably higher among workers (37% of those travelling by bus, 67% of those travelling

by train) than among students (29% bus, 38% train).

2.6.3 Among workers using own or hired car, 21% reported using a second mode for part of the journey. Among students, the percentage was about 40%.

### Duration of commuting

2.7.0 How many minutes of the commuter's day does commuting take up? The State-level averages, worked out separately for males and females and separately for workers and students, are shown in Statement 3 and discussed below.

2.7.1 *Definition.* DURATION OF COMMUTING does not include waiting times (e.g. waiting for a bus, train or ferry) but only journey time including journeys on foot in between vehicular journeys or at the beginning or end. Journey time for those moving to more than one spot was defined (as in the case of distance) as the journey time spent in travelling from residence to the work spot which is furthest from the residence. For peddlers, journey time was defined in the same way as distance travelled.

#### Urban:

2.7.2 Commuting took up 61 minutes (just over half an hour each way) for the average Indian working man and eight minutes less for the average working woman. The average for both sexes combined was 1 hour. Less time was spent on commuting on the average by students, whom we have seen earlier to travel shorter distances generally than workers. The average time for students was 36 minutes. The male-female differential in this respect among students was smaller than that for workers.

2.7.3 Not much variation was exhibited by the different States in average duration of commuting. For students the average time (considering a typical commuting day and leaving holidays out of account) varied between 29 minutes in Punjab to 43 minutes in Bihar. Among workers, the lowest State average was 43 minutes (Punjab) and the highest was 71 minutes (UP). While the relatively low average for workers in Assam (45 minutes) may be put down to shorter distances travelled (see Table 3(US)), the reasons for the low figures for Punjab are probably to be found in better transport facilities. An interesting departure from the usual pattern of male-female differences is found in Orissa, where commuting among female workers is found to take appreciably longer on the average (52 minutes) than among their male counterparts (45 minutes). Differences between the sexes in mode of commuting (especially the use of bicycles by males whereas females walked) appears to be the most likely reason.

#### Rural:

2.7.4 The average journey time (to and fro) spent by a male commuting between home and workplace in rural India on a typical working day was estimated at 83 minutes - with all major States reporting more than one hour average time - compared to 66 minutes for females. The average time for males and females together comes to nearly 80 minutes.

2.7.5 In all major States except Orissa (and, possibly, Andhra Pradesh), male commuters spent more time travelling to their place of work than women did. In Orissa the total to-and-

Duration of  
commuting:  
rural

for journey time was about 85 minutes for males but 99 minutes for females.

2.7.6 Student commuters spent less than one hour on the average per day (not counting holidays) in most States. The average time

was about 56 minutes for males and 49 minutes for females.

2.7.7 Taking males and females, workers and students all together, average daily time spent in commuting comes to 68 minutes for rural India as a whole.

<b>Statement 3: Average duration of commuting per day* by sex for worker and student commuters</b>										
Sector	State	average duration (minutes) of commuting per day for								
		work			education			work or education		
		M	F	all	M	F	all	M	F	all
	1	2	3	4	5	6	7	8	9	10
urban	Andhra Pradesh	57.1	48.5	55.4	36.5	31.8	34.4	50.4	38.2	46.8
	Assam	45.5	37.4	44.6	36.1	35.9	36	42.3	36.3	40.8
	Bihar	62.8	50.9	61.8	42.8	36.3	39.9	56.6	39.1	52.4
	Gujarat	51.7	43.4	50.7	31.6	29.2	30.5	45.9	33.2	42.6
	Haryana	63.9	43.5	61.3	33	33.4	33.2	53.1	36	48.4
	Karnataka	62	66	62.7	36.1	37.4	36.7	53.9	48.4	52.4
	Kerala	62.9	50.7	60.1	42.9	39.6	41.2	56.3	43.7	51.9
	Madhya Pradesh	63.4	48.8	60.9	34.3	32.3	33.3	53.7	37.5	48.8
	Maharashtra	66.9	56.1	64.8	38.6	36.3	37.6	57.7	43.6	53.5
	Orissa	45.1	51.6	46	39.9	32.3	36.3	43.7	38.1	42.2
	Punjab	43.7	36.1	42.9	29.7	28.2	29	39	29.8	36.5
	Rajasthan	54.2	58.2	54.6	35.1	34.2	34.7	47.4	39.2	45.4
	Tamil Nadu	58.4	48.9	56.7	37.7	34.7	36.3	52.2	40	48.6
	Uttar Pradesh	71.4	66.8	71.1	39.5	37.1	38.5	59.9	42.2	55.6
	West Bengal	65.9	53.3	64.7	38.8	36	37.5	57.2	39.7	52.8
	North-Eastern	57.7	53.9	56.7	35.2	36	35.6	47.9	42.5	45.9
	North-Western	61.1	63.1	61.3	36.8	35.2	36.1	52.2	41.3	49.3
Southern	53.3	46.4	52	38.9	35.3	37	49.7	39.7	46.7	
India	61.4	53	60.1	37.2	34.7	36.1	53.5	40.2	49.8	
	no. of sample commuters	29252	5755	35008	14906	12166	27072	44158	17921	62080
rural	Andhra Pradesh	80.3	80.7	80.4	59.7	50	56	74.2	69.6	72.6
	Assam	75.3	53.1	72.2	64.7	60	62.8	72.2	57.5	68.7
	Bihar	99.4	66.8	94.9	56.7	49.8	54.6	80.5	55	74.8
	Gujarat	64.8	48.1	61.9	58.1	50.2	55.1	62.9	49.2	59.6
	Haryana	83.4	53.5	79.5	62.5	52.8	59.4	75.9	53	71.1
	Karnataka	70.8	62.6	68.5	55.3	45.3	51.2	66.7	56	63.3
	Kerala	63.6	58.7	62.6	47.5	49.7	48.6	57.5	52.3	55.6
	Madhya Pradesh	61.7	51.8	58	51.4	42.4	48.6	58.3	49.3	55.1
	Maharashtra	77.2	69.6	75	57.4	51.8	55.2	71.2	62.3	68.4
	Orissa	84.7	98.8	87.9	47.7	45.9	47	74.6	74.4	74.5
	Punjab	68.5	46.2	67	47.4	43.7	46	60.5	44.1	56.9
	Rajasthan	95.8	82.5	94.6	64.6	66.2	64.9	83.9	72.7	82.5
	Tamil Nadu	73.9	70.2	72.9	48.8	49.3	49	65.6	59.7	63.7
	Uttar Pradesh	115.4	67.4	111.2	60.2	49	56.8	86.4	52.1	79.1
	West Bengal	81.9	71.7	80.9	50.3	44.5	47.9	70.5	50.5	65.7
North-Eastern	73.9	68.8	72.4	55.2	52.6	54.1	66.9	60.1	64.5	
North-Western	81.3	63.9	80	56.6	57.3	56.9	68.8	57.9	65.4	
Southern	77.3	79.5	77.6	52.6	52.8	52.7	71.4	64	69.7	

Statement 4: Average monthly commuting expenses (Rs.) of worker and student commuters by sex								
State	workers				students			
	urban		rural		urban		rural	
	M	F	M	F	M	F	M	F
1	2	3	4	5	6	7	8	9
Andhra Pradesh	77	30	48	12	22	19	36	28
Assam	66	46	19	6	31	16	8	12
Bihar	30	42	21	4	18	19	7	2
Gujarat	75	53	82	26	19	14	32	32
Haryana	66	90	99	9	16	20	49	43
Karnataka	101	67	56	19	28	24	26	15
Kerala	101	65	78	59	46	34	28	25
Madhya Pradesh	48	7	10	1	11	9	8	10
Maharashtra	106	74	61	16	36	42	34	24
Orissa	28	22	11	4	12	9	6	4
Punjab	62	31	75	81	19	22	46	45
Rajasthan	105	88	106	52	20	20	24	10
Tamil Nadu	71	33	65	38	29	25	45	29
Uttar Pradesh	53	66	35	8	15	23	12	6
West Bengal	59	43	37	23	27	23	8	5
North-Eastern	64	50	35	24	21	25	23	22
North-Western	174	213	84	47	57	47	21	17
Southern	121	105	122	138	41	40	55	61
India	80	57	46	18	27	26	19	15
no. of sample commuters	29252	5755	26742	7005	14906	12166	16594	10536

## Commuting expenses

2.8.0 *Definition.* COMMUTING EXPENSES: This refers only to travelling expenses incurred in commuting. In case of travelling by one's own vehicle, travelling expenses include cost of fuel and salary of driver, if any. Driver's salary and, in case of animal-drawn vehicle, the cost of animal feed, was apportioned to commuting and non-commuting purposes on the basis of number of hours of travel. Actual expenses for commuting were considered, even if reimbursed by the employer. In case the vehicle was provided by the employer and actual expenses were zero, expenses were imputed suitably by the investigator.

2.8.1 Statement 4 shows male-female and inter-State variation in commuting expenses incurred over a period of 30 days.

### Urban:

2.8.2 The national average for male commuting workers is Rs.80 and for female workers, Rs.57. The figures, unfortunately, cannot be reduced to "daily" terms as information on the number of commuting days in the month was not collected for any commuter. Assuming a six-day week on the average would mean 26 commuting days. This would yield approximately Rs.3 per day for males and about Rs.2.20 per day for females. The averages shown have been worked out taking into account all commuters, including those who commute wholly on foot or by bicycle and incur no expenses. It has been seen earlier (paragraph 2.4.1) that the "on

foot' category covers 46% of working commuters. This means that the expenses per working commuter not travelling on foot would be much higher than the figure calculated for all commuters.

2.8.3 The average monthly expenditure for students was much lower than for workers, only about Rs.26-27 at the national level, that is, about Re.1 per commuting day. Since more than 2 out of 3 students walked to school/college (paragraph 2.4.2), the average daily expenses per student incurring some expenditure (that is excluding the zero-expenditure students) would be more than three times this figure, that is, more than Rs.3. There was little male-female variation in expenditure per student commuter.

2.8.4 The North-Western group of States and UT's (which includes Delhi and Chandigarh) shows the highest expenditure figures (more than twice the national average in case of male workers and about thrice the national average in case of students). Expenditure per commuting worker is also high in Rajasthan, Maharashtra, Karnataka and Kerala. Expenditure is lower in Orissa (Rs.28 per male and Rs.22 per female commuting worker) and in Bihar (Rs.30 per male commuting worker). Among student commuters, the lowest averages are reported by Madhya Pradesh and Orissa (Rs.9-12 per month) and the highest by the North-Western and Southern groups and Kerala.

Commuting expenses:  
urban

2.8.5 Departures from the usual pattern of male-female variation in expenses per commuting worker are found in Bihar, Uttar Pradesh and Haryana, where average expenses are clearly higher for females than for

males. Differences between the sexes in mode of commuting are likely to be responsible for this. For instance, the presence of men choosing to cycle to work where women take a bus would lower the average expenses for males. For Uttar Pradesh and Haryana, the use of bicycles (which may safely be assumed to be much more prevalent among males than female commuters) is indeed much higher than the national average (see Statement 2(U)).

#### Rural:

2.8.6 The average travelling expenditure of working commuters in rural India is estimated at Rs.46 per month for males and Rs.18 per month for females: a ratio of around 2.5 : 1.

2.8.7 To a great extent, inter-State differentials in expenditure follow the pattern of inter-State differential in income or consumer expenditure, the lowest figures being reported by Madhya Pradesh, Orissa, Assam, Bihar, U.P. and West Bengal in that order.

2.8.8 Tables 5(W) and 5(S) of the Appendix give State-level estimates of average expenses separately for selected age groups of workers and students. The estimates for specific age groups, obviously, show signs of being affected by sampling fluctuations. Nevertheless, they are useful for judging the validity of certain hypotheses indicated by data.

2.8.9 For instance, the State-level average for males appears to be higher than that for females in every State except Punjab. Age-group-specific estimates confirm this hypothesis.

Commuting expenses:  
rural

2.8.10 Average travelling expenses per month for student commuters in rural India are estimated at Rs.19 for males and Rs.15 for females. Again, the State averages are, on the whole, in tune with inter-State differentials in overall living standards.

2.8.11 Note that expenditure could be higher because distances travelled are longer, or transport services are more expensive, or simply because of higher purchasing power. Analysis of the factors behind the observed expenditure differentials is outside the scope of

the present report.

### Expenses using owned and hired modes

2.9.0 In Statement 5, a few typically “owned” modes and a few typically “hired” modes have been distinguished and estimates for average commuting expenses worked out separately for the two groups, for the remaining modes (called “mixed” modes in the Statement) taken together, and for all modes together. The “mixed” category includes “on foot”, which, it

**Statement 5: Average monthly expenditure on commuting by distance commuted (one way) separately for commuting to work and for study, and separately for owned and hired types of transport used**

all-India													
distance travelled (one way)	average monthly expenditure (Rs.) incurred by a commuter using												no.of sample commuters
	Owned modes*			Hired modes@			Mixed modes <sup>s</sup>			all modes			
	for work	for study	all	for work	for study	all	for work	for study	all	for work	for study	all	
1	2	3	4	5	6	7	8	9	10	11	12	13	14
<b>urban</b>													
< 1 km	131	76	120	76	79	78	1	0	0	8	2	4	22683
1-2 km	142	93	133	99	94	96	3	2	3	24	17	21	16951
2-4 km	192	131	184	108	103	105	6	5	6	57	56	57	9644
4-8 km	260	192	252	139	117	130	15	16	15	119	100	114	6172
8-15 km	323	323	323	170	148	164	18	6	16	171	141	165	3432
15-40 km	540	223	536	219	161	210	48	42	48	259	158	246	2148
40-100 km	570	-	570	282	189	274	602	332	359	312	197	303	610
> 100 km	504	91	496	382	238	364	114	-	114	400	234	382	182
<b>all classes</b>	<b>252</b>	<b>142</b>	<b>238</b>	<b>166</b>	<b>115</b>	<b>147</b>	<b>5</b>	<b>2</b>	<b>3</b>	<b>76</b>	<b>26</b>	<b>55</b>	<b>62080</b>
<b>rural</b>													
< 1 km	70	17	51	70	71	71	0	0	0	2	1	1	13168
1-2 km	89	18	75	69	56	62	1	1	1	5	4	4	15987
2-4 km	137	43	113	73	64	68	4	2	3	17	14	16	12524
4-8 km	129	49	115	106	72	90	9	5	8	43	34	39	8934
8-15 km	210	130	202	134	101	122	13	7	12	85	71	81	5737
15-40 km	299	324	300	207	144	191	35	21	32	184	131	172	3116
40-100 km	401	450	402	246	192	240	32	-	31	245	189	239	661
> 100 km	421	-	421	185	127	175	0	800	69	186	156	181	174
<b>all classes</b>	<b>170</b>	<b>56</b>	<b>151</b>	<b>146</b>	<b>88</b>	<b>123</b>	<b>4</b>	<b>2</b>	<b>3</b>	<b>41</b>	<b>17</b>	<b>31</b>	<b>60878</b>

\* Owned modes: bicycle, motorcycle/scooter, owned car and owned animal-driven transport

@ Hired modes: bus, rail, hired car, rickshaw and hired animal-driven transport

<sup>s</sup> ... ..

has been seen earlier, applies to a very large proportion of commuters; hence the low average figures for the “mixed” group.

**The “owned” modes are: bicycle, motorcycle/scooter, owned car and owned animal-driven transport.**

**The “hired” modes are: bus, rail, hired car, rickshaw and hired animal-driven transport.**

**The “mixed” modes are all other modes.**

Statement 5 gives estimates of expenses separately for different ranges of commuting distance. The following observations can be made.

#### **Urban:**

2.9.1 Average monthly commuting expenses per commuter were Rs.238 for “owned modes”, about 60% higher than for hired modes (Rs.147).

2.9.2 The owned-hired differential was greater among working than among student commuters.

2.9.3 The average commuting expenditure for all those who commute 4-8 km each way was Rs.114 per month, double that for those travelling 2-4 km each way (Rs.57).

#### **Rural:**

2.9.4 As seen in case of urban commuters, working commuters in rural areas using hired vehicles spent less, on the average, than those using owned transport. However, student commuters using hired vehicles appeared to be spending more (Rs.88 per month) than students using owned transport (Rs.56), unlike

Expenses  
using  
owned and  
hired modes

their counterparts in urban areas. Closer examination of Statement 5 reveals that up to the distance range 4-8 km, expenditure for “owned” modes of transport is much lower than expenditure for “hired” modes of transport.

2.9.5 For commuters using hired transport, there appears to be a threshold level of expenditure of about Rs.60-70 per month, which was incurred however short the distance travelled. A similar situation can be seen to prevail in urban areas.

2.9.6 State-level estimates of average expenses by mode type considering all distances together are given in Table 6 of Appendix A.

## Chapter 3

### Journeys on Tours Involving Overnight Stay

3.0.0 So far we have dwelt on one important kind of travel: the daily trips to place of work or education and back. Commuting is important because of its daily regularity. However, the word “travel”, for most households, stands for a kind of journey quite different from commuting. “Travel” usually signifies an activity undertaken *infrequently*. It involves leaving one’s residence and, usually, *not* returning on the same day. It needs some planning, and is often expensive. Like commuting, such travel has several features worthy of a quantitative study.

3.0.1 Since a very wide range of purposes require men, women and children to move from one location to another, it is necessary for any study of travel to draw its boundaries so as to omit the numerous minor movements that people perform, for instance, the movements within their own homes or neighbourhoods. In the 54th round survey, it was decided to study, apart from commuting, only *travel which involved overnight stay in a place outside the village or urban block of one’s residence*.

3.0.2 *Definition.* A TOUR INVOLVING OVERNIGHT STAY was understood to have been completed when one or more household members left the village/block of their residence and returned on a different day. To get better information on different features of the journeys made on such tours, information was collected only on tours *completed as on the date of survey*. To measure the rate of occurrence of such journeys per unit day or month, only *tours which had been completed during the last 60 days* were considered. To put migratory travel outside the ambit of the study, *only tours which had been completed within 6 months of their commencement* were taken into account. Each tour was seen as involving one OUTWARD JOURNEY and one RETURN JOURNEY to one’s residence. Even tours of the circular kind, where people visited places located not on a “linear” kind of path from their home town/ village (e.g. Calcutta - Hyderabad - Madras - Calcutta) but on a circular kind of path (e.g. Calcutta -

**Table T4: Rate of occurrence of journeys per household and per person**

State	number of journeys			
	per 100 hhs in 60 days		per 1000 population in 60 days	
	R	U	R	U
1	2	3	4	5
AP	56	67	131	147
ASM	37	29	71	67
BHR	22	40	40	72
GUJ	48	54	98	112
HAR	100	113	178	243
KTK	57	78	114	175
KRL	71	97	152	228
MP	43	44	83	85
MAH	58	55	124	125
ORS	33	75	70	176
PNJ	71	67	132	153
RAJ	46	65	82	127
TN	29	58	73	147
UP	60	66	107	126
WB	38	47	77	107
NE	30	42	60	91
NW	58	23	116	54
S	47	62	103	150
IND	48	59	95	127

Bombay - Madras - Calcutta) were split up conceptually into an outward journey (Origin - farthest destination) and a return journey (Farthest destination - Origin). Thus *the number of journeys on a tour was always counted as two.*

3.0.3 When, say, three household members travelled together, it was counted as a single tour and not as three tours.

### **Magnitude of the phenomenon**

3.1.0 In Table T4 an attempt is made to describe the magnitude of the phenomenon in terms of incidence of journeys (a) per 100 households (b) per 1000 population. Since the average household size is slightly under 5 in rural areas of most states, 100 households are equivalent to slightly under 500 population in most parts of rural India. As a result the figures in col.4 of Table T4 are roughly twice those in col.2. Where average rural household size is closer to 4 (as in Tamil Nadu) it can be seen that the figure in col.4 is about 2 to 5 times the figure in col.3. Similarly the relationship between col.3 & col.5 figures depends on the average household size in the respective states.

3.1.1 It will be recalled that (a) only tours completed on any day within a 60-day period were listed in the schedule of enquiry and (b) each tour was considered as having one outward journey and one return journey. *Hence the average number of tours made per household/person can be obtained as half the average number of journeys.*

3.1.2 The following facts are clear from Table T4.

- On an average, monthly number of journeys on tours involving overnight stay

was 24 per 100 rural households and 30 per 100 urban households, that is, 12 tours per 100 rural households and 15 tours per 100 urban households. 48 journeys (24 tours) were reported per month per 1000 rural population and 64 journeys (32 tours) per month per 1000 urban population.

- Among the major states, Haryana reported the highest incidence of journeys (per household or per person) both in rural areas and in urban areas, followed by Kerala and Punjab. The incidence of journeys was the lowest in Bihar and in the North-Eastern States and Union Territories.
- The incidence of journeys in urban areas was everywhere higher than in rural areas except in the North-Western group of States and Union Territories, where the urban rate of incidence of journeys was less than half the rural rate. It may be noted that the populations of Delhi & Chandigarh cities constitute a very large proportion of the urban population of the North-Western group.

### **Mode of journey**

3.2.0 The modes distinguished by the survey were: on foot, bus, rail, bicycle, taxi/hired car, auto-rickshaw, motorcycle/ scooter, own car, rickshaw, owned animal-driven transport, hired animal-driven transport, ship/boat, air, other.

3.2.1 "Bus" included trams, trucks, vans, trekkers and other vehicles used for public transportation or transportation of a large number of persons.

3.2.2 According to the way outward and return journey were defined (so that one outward and one return journey made up the entire tour), it was possible that many journeys were made up of two or more parts, the different parts involving different modes. For instance, a rickshaw trip to the local bus stand and a bus trip to the destination town, (say, Delhi) followed by an auto-rickshaw trip to the ultimate destination could make up the outward journey which is counted as a single journey. The mode by which the longest distance was travelled (here, bus) was, according to the survey procedure laid down, recorded as the MODE OF JOURNEY in case of such composite journeys.

3.2.3 Statement 6 (R & U) gives the distribution of journey by mode for each State and all-India. The following facts emerge from a study of the national and State-level distributions.

Table T5: Per 1000 distribution of journeys by mode		
mode	all-India	
	rural	urban
On foot	58	12
Bus	716	646
Rail	107	248
Bicycle	62	20
Taxi/ hired car	17	17
Auto-rickshaw	6.5	9.7
Motorcycle, scooter	9.7	11
Own car	2.3	19
Rickshaw	4.0	4.8
Owned animal-dr. tr.	6.9	0.6
Hired animal-dr. tr.	3.8	1.1
Ship, boat	2.1	1.3
Air	0.3	3.5
Other	4.8	2.0
Not recorded	1.2	2.8
All	1000	1000

3.2.4 Buses (in which category trams, vans and trekkers, and trucks were included) were overwhelmingly the most popular mode of travel for tours involving overnight stay (**hereafter, OS tours**). They accounted for 72% of journeys on such tours by the rural population of India and 65% for the urban population. The railway was the second most popular mode of transport (11% of journeys for the rural population and 25% for the urban population). Thus the two modes together accounted for 82% of journeys for rural people and 89% for urban people.

3.2.5 Journeys performed on foot accounted for 6% of journeys on OS tours for the rural population. The figure was 19% for rural Orissa and 16% for rural areas of North-Western group. Even in urban areas, where only 1.2% of journeys on OS tours were performed on foot, the figure was nearly 8% for Orissa.

3.2.6 Rail travel was more common than travel by bus on OS tours in urban areas of two States: Bihar (55% rail, 40% bus) and West Bengal (50% rail, 36% bus). In rural areas of all States except Bihar, Orissa, West Bengal and U.P., buses accounted for 71-88% of journeys. In these three States, they accounted for 53-59% of journeys.

3.2.7 The bicycle accounted for 6% of journeys on OS tours in rural India and 2% in urban India. In rural U.P., the share of bicycles was 17%. In urban U.P., it was 9%.

3.2.8 The taxi or hired car accounted for 1.7% of journeys on OS tours in both rural and urban areas. The "owned car" was used in 2% of journeys in urban areas and 0.2% of journeys in rural areas. In urban areas of

<b>Statement 6: Per 10,000 distribution of journeys on tours involving overnight stay by mode</b>																		
State	on foot	bus	rail	bicy- cle	taxi/ hired car	auto- rick- shaw	mc/ scoo- teer	own car	rick- shaw	own- ed adt*	hir- ed adt*	ship, boat, etc.	air	other	not recor- ded	all	std. no. of journ.	
R	AP	395	8180	1092	55	26	67	49	16	9	38	30	6	-	20	18	10000	3300
	ASM	943	7400	812	523	16	105	29	16	93	-	-	48	-	-	16	10000	1181
	BHR	1047	5328	2230	1107	65	48	47	-	7	29	43	16	11	-	21	10000	1702
	GUJ	151	8817	542	31	84	100	105	27	54	-	14	-	-	63	12	10000	1412
	HAR	23	8068	784	113	151	54	347	26	-	168	110	12	15	129	-	10000	1236
	KTK	353	7984	1435	50	50	11	56	-	-	29	20	-	-	12	-	10000	1946
	KRL	517	7718	970	14	303	196	89	67	12	-	60	41	13	-	-	10000	2139
	MP	1004	7084	463	799	91	-	185	-	17	247	13	-	-	55	42	10000	2495
U	MAH	306	7766	1162	130	234	34	118	6	48	132	15	-	-	41	7	10000	3279
R	ORS	1912	5693	1068	1184	27	54	13	-	21	-	23	-	-	-	5	10000	1086
A	PNJ	137	8339	555	267	33	53	301	133	38	13	75	-	-	43	12	10000	1807
L	RAJ	586	8141	490	246	205	-	99	15	47	14	2	-	-	131	23	10000	1626
	TN	278	8782	592	22	161	12	27	2	20	12	10	20	-	31	31	10000	1686
	UP	478	5866	1032	1701	372	113	86	32	40	103	78	-	3	96	0	10000	5936
	WB	906	5698	2216	592	33	62	20	20	221	11	17	195	-	-	9	10000	1974
	NE	1119	7491	831	66	189	147	39	27	12	-	35	-	17	-	27	10000	2213
	NW	1568	7642	453	-	101	-	99	72	18	-	-	-	-	15	33	10000	2347
	S	21	7379	777	10	425	-	224	205	-	-	-	934	27	-	-	10000	481
	<b>IND</b>	<b>576</b>	<b>7156</b>	<b>1066</b>	<b>617</b>	<b>169</b>	<b>65</b>	<b>97</b>	<b>23</b>	<b>40</b>	<b>69</b>	<b>38</b>	<b>21</b>	<b>3</b>	<b>48</b>	<b>12</b>	<b>10000</b>	<b>37846</b>
	AP	101	7279	1903	145	108	95	78	6	16	-	20	21	24	93	112	10000	1638
	ASM	-	6833	2207	47	-	-	136	306	471	-	-	-	-	-	-	10000	196
	BHR	43	3992	5486	21	79	42	109	82	-	16	-	130	-	-	-	10000	498
	GUJ	91	7174	2221	129	6	40	221	117	0	-	-	-	-	-	0	10000	862
	HAR	79	6673	1436	1	534	-	586	624	66	-	-	-	-	-	-	10000	450
	KTK	93	7799	1674	15	178	-	41	71	22	-	25	-	18	65	-	10000	1106
	KRL	125	6386	2224	59	242	400	179	321	-	-	-	-	54	-	8	10000	1086
U	MP	218	7419	1985	120	6	-	164	18	3	2	-	-	20	-	46	10000	961
R	MAH	61	6033	3116	52	264	68	44	231	13	-	9	5	80	-	23	10000	2177
B	ORS	776	7481	1568	61	9	-	7	-	98	-	-	-	-	-	-	10000	351
A	PNJ	26	6628	2059	244	215	36	61	605	18	-	-	-	4	47	56	10000	933
N	RAJ	34	7220	2108	5	222	-	153	120	-	-	-	-	67	70	-	10000	768
	TN	110	7604	1723	148	112	-	1	205	-	1	2	-	65	-	30	10000	1647
	UP	63	5589	2497	909	255	318	82	148	101	37	-	-	1	-	-	10000	1754
	WB	245	3631	4978	164	80	110	36	308	263	-	93	20	6	-	65	10000	922
	NE	199	8035	739	-	272	282	-	279	36	-	-	-	73	49	36	10000	852
	NW	331	4860	3527	51	100	-	392	389	146	-	-	-	203	-	-	10000	769
	S	7	7258	903	23	171	83	277	472	-	-	-	768	39	-	-	10000	469
	<b>IND</b>	<b>121</b>	<b>6464</b>	<b>2477</b>	<b>205</b>	<b>174</b>	<b>97</b>	<b>106</b>	<b>195</b>	<b>48</b>	<b>6</b>	<b>11</b>	<b>13</b>	<b>35</b>	<b>20</b>	<b>28</b>	<b>10000</b>	<b>17439</b>

\* Animal-driven transport

Punjab and Haryana, people used their own car on 6% of all journeys on OS tours.

3.2.9 Motorcycles or scooters were used on 1% of journeys on OS tours in rural and urban India as a whole. In urban Haryana, their share of journeys was nearly 6%.

3.2.10 Animal-driven carriages (owned or hired) were used as the main mode of journey in about 1% of OS tours of the rural population. Their use was most widespread in rural Madhya Pradesh (2.5%).

3.2.11 Ships or boats were the main mode of transport in 9% of journeys of the rural population and 8% of journeys of the urban population in the Southern group of States and Union Territories (Andaman & Nicobar Islands, Goa, Daman & Diu, Dadra and Nagar Haveli, Lakshadweep and Pondicherry).

### Purpose of journey

3.3.1 Eight purposes were distinguished in the schedule of enquiry: business<sup>1</sup>, leisure, pilgrimage, social function, study, sports,

Purpose	R	U
Business	804	1039
Leisure	889	1375
Pilgrimage	537	693
Social function	3357	3027
Study	316	381
Sports	16	25
Medical	513	308
Other	3560	3151
Not recorded	8	2
all	10,000	10,000

*Business was meant to cover all non-connected with people's gainful occupation. Unfortunately, the Hindi version of the schedule translated "business" as "vyapar", meaning trade. This fact was detected at a very late stage and the error could not be corrected. It is quite possible that some or all investigators relying on the Hindi translation of the schedule interpreted "business" in the much narrower sense of "trade". If so, the estimates for the "business" category, for the Hindi-speaking States, should have a downward bias and the estimates for the "other" category (where journey on non-trade business would be classified by such investigators) should have an upward bias.*

medical and other.

3.3.2 If there was more than one purpose involved, the most important one was considered.

3.3.3 The purpose for a return journey (say, from a pilgrimage) was recorded as the same as the purpose for outward journey (here, pilgrimage).

3.3.4 The estimated per 10,000 distribution of journeys by purpose is shown for each State, separately for rural and urban areas, in Statement 7. The distributions for rural and urban India as a whole are presented in Table T6.

3.3.5 The most common identifiable purpose for both rural and urban areas was "social function". Attending such functions (and returning home) necessitated 34% of all OS journeys of the rural population and 30% of journeys of the urban population.

3.3.6 14% of journeys of the urban population, but only 9% of journeys of the rural population, were reported to be for "leisure".

3.3.7 The share of journeys undertaken on account of social functions was highest among the population of Gujarat (rural: 58%, urban: 56%) and Madhya Pradesh (rural: 55%, urban: 49%).

3.3.8 In Rajasthan and Madhya Pradesh, only 1-2% of all journeys on OS tours were reported to be for leisure, compared to 39% in urban Orissa, 30% in urban West Bengal, and 27% in urban Kerala.

3.3.9 By far the highest percentage of pilgrimages among journeys was reported for Tamil Nadu (13-14%) followed by Maharashtra and Andhra Pradesh (9-10%) and the lowest from Bihar (1%). The national rural average was 5% and the urban average was 7%.

3.3.10 A higher proportion (5%) of journeys were undertaken for medical reasons by the rural population than by the urban population of India (3%).

3.3.11 Around 3-4% of journeys on OS tours at all India level were reported to be for “study” and less than 0.3% of journeys were

<b>Statement 7: Per 10,000 distribution of journeys on tours involving overnight stay by purpose</b>									
State	business	leisure	pilgrimage	social function	study	medical	other	all	
R AP	678	1691	873	2537	405	507	3308	10000	
ASM	2081	736	298	3275	235	319	3056	10000	
BHR	1306	329	131	3761	315	639	3520	10000	
GUJ	881	478	380	5779	126	232	2124	10000	
HAR	670	843	284	2710	865	303	4324	10000	
KTK	1788	1212	655	1418	677	236	4015	10000	
KRL	571	907	372	1746	254	720	5431	10000	
MP	504	119	398	5496	105	539	2840	10000	
U MAH	517	865	936	3134	237	824	3488	10000	
R ORS	1493	2221	307	1893	420	460	3207	10000	
A PNJ	350	426	595	4438	222	466	3504	10000	
L RAJ	775	113	279	4425	134	669	3604	10000	
TN	1133	1280	1355	2629	439	466	2698	10000	
UP	393	398	443	3917	137	520	4193	10000	
WB	1381	2251	315	3097	687	303	1964	10000	
NE	1637	1236	213	1157	448	820	4487	10000	
NW	284	1241	350	2228	225	550	5121	10000	
S	312	1249	888	1546	253	394	5359	10000	
IND	805	890	537	3360	316	513	3579	10000	
AP	689	1765	969	2314	490	252	3520	10000	
ASM	1060	833	489	2485	212	790	4130	10000	
BHR	589	1529	102	2347	335	251	4847	10000	
GUJ	866	312	608	5611	841	166	1596	10000	
HAR	939	2130	516	1595	485	739	3596	10000	
KTK	1663	1085	746	1434	749	199	4123	10000	
KRL	794	2715	289	1780	424	311	3687	10000	
U MP	914	232	422	4953	99	335	3044	10000	
R MAH	583	1161	975	3425	352	199	3304	10000	
B ORS	1041	3944	635	1761	424	114	2082	10000	
A PNJ	562	344	545	4760	491	289	3010	10000	
N RAJ	693	73	906	3698	112	611	3908	10000	
TN	1554	1405	1428	2479	518	262	2356	10000	
UP	1459	769	338	3542	106	350	3437	10000	
WB	1315	2987	221	3509	101	398	1469	10000	
NE	1461	3073	217	1211	302	796	2941	10000	
NW	811	1302	374	2373	479	217	4442	10000	
S	1085	3111	317	2223	653	344	2267	10000	
IND	1039	1375	693	3028	381	308	3177	10000	

connected with sports.

3.3.12 The high percentage of journeys falling in the “other” category indicates that one or two other purposes ought perhaps to have been identified and included in the list of purposes distinguished in the schedule of enquiry. A purpose such as “other social obligation” after “social function” would probably have accounted for a sizeable chunk of the journeys now classified under “other” purposes. Two other choices that suggest themselves are “non-business discussion” and “to bring/take something from one place to another for domestic purposes”.

### Average number of persons taking part in a journey

3.4.0 How many persons took part in a typical journey involving overnight stay? What percentage of travellers were women and what percentage were children below 15 years of age?

3.4.1 To get answers to these questions, the number of adults (15+) males, adult females and children having taken part in each reported journey was recorded in the schedule of enquiry. Estimated national averages per 100 journeys are classified by mode of journey in Table T7.

3.4.2 In studying the estimates shown in these tables, it is necessary to keep in mind the fact that only the number of household members taking part was recorded and the non-household members were left out. Thus the rickshaw-puller is not accounted for in

the figure against rickshaw; nor is the motor car driver, if he is not a household member. Also, family friends accompanying household members were not included.

3.4.3 The following points are of interest.

- On an average, a journey (on a tour involving overnight stay), for people living in rural areas, involved 1.86 persons. For people living in urban areas, the average journey involved 2.00 persons.
- Of the 186 persons involved in every 100 journeys (on tours involving overnight stay) in rural areas, 87 were adult males. Of the 200 persons involved in every 100 journeys in urban areas, 89 were adult males. The percentage of women among the travellers was around 30% and was slightly higher in urban areas than in rural areas. The percentage of children was around 25%.

### Mode of journey and number of persons per journey

3.5.0 The average number of persons per bus, rail and on foot journey on OS tours varied between 1.7 and 2.0 in both rural and urban areas.

3.5.1 Journeys by “own car” involved around 2.5 household members on an average, and so

**Table T8: Number of persons taking part per 100 journeys**  
all-India

Purpose	RURAL			URBAN			total	
	adult		chil -dren	adult		chil -dren		
	M	F		M	F			
Business	96	28	21	145	100	29	22	151
Leisure	73	63	57	193	77	62	62	201
Pilgrimage	94	59	46	199	100	78	60	238
Social function	92	60	63	216	94	77	69	240
Other	83	46	39	168	83	53	38	175
All	87	52	48	186	89	61	51	200
No.of persons per 100 hhs	161	155	186	502	167	147	153	467

<b>Table T7: Mode and average number of persons taking part per 100 journeys</b>								all-India
mode	RURAL				URBAN			total
	adults		chil- dren	total	adult		chil- dren	
	M	F			M	F		
On foot	74	54	66	<b>195</b>	66	70	45	<b>181</b>
Bus	86	55	49	<b>190</b>	87	63	53	<b>202</b>
Rail	90	46	36	<b>172</b>	93	58	44	<b>195</b>
Bicycle	97	18	22	<b>137</b>	92	24	39	<b>155</b>
Taxi/ hired car	104	53	55	<b>212</b>	83	66	56	<b>204</b>
Auto-rickshaw	87	75	80	<b>242</b>	106	77	74	<b>256</b>
Motorcycle, scooter	100	43	46	<b>188</b>	85	64	71	<b>219</b>
Own car	103	67	72	<b>242</b>	105	84	61	<b>250</b>
Rickshaw	62	62	75	<b>199</b>	80	86	103	<b>269</b>
Owned animal-dr. tr.	81	61	98	<b>239</b>	100	3	6	<b>109</b>
Hired animal-dr. tr.	90	47	73	<b>210</b>	101	18	11	<b>131</b>
Ship, boat	98	17	28	<b>143</b>	99	36	28	<b>163</b>
Air	95	6	1	<b>102</b>	98	43	35	<b>176</b>
Other	113	41	42	<b>197</b>	90	17	38	<b>145</b>
Not recorded	58	55	17	<b>131</b>	85	28	10	<b>122</b>
All	87	52	48	<b>186</b>	89	61	51	<b>200</b>

3.6.1 Adult (15+) males, who constituted 32-36% of the population (see last row of Table T8), were more than proportionately represented on all kinds of journeys and not only on business journeys. For example, 47% (94/199) of rural persons and 42% (100/238) of urban persons going on pilgrimage were adult males.

bicycles in rural areas did not have an adult male rider. In urban areas, at least 8 in 100 bicycles did not have an adult male rider. As for motorcycles and scooters, 100% apparently had an adult male rider in rural areas, compared to 85% in urban areas.

### **Purpose of journey and number of persons per journey**

3.6.0 The average number of persons per journey on OS tours was highest on journeys to attend social functions (2.4 in urban areas and 2.2 in rural areas). The average number of persons was lowest for business journeys (1.4 to 1.5 persons). About 14 to 15 percent of the persons undertaking business journeys were children aged 0 – 14 (21/145 or 22/151); presumably they accompanied their parents/ guardians who were working adults.

**Statement 8: Percentage distribution of outward/return journeys on tours involving overnight stay by distance travelled**

State	percentage (0.0) of journeys made to (or from) places at a distance of										estd.no. (00) of journeys made in 60 days
	< 1 km	1-5 km	5-10 km	10-20 km	20-50 km	50- 200 km	200- 500 km	> 500 km	not recor -ded	all	
1	2	3	4	5	6	7	8	9	10	11	
<b>RURAL</b>											
Andhra Pradesh	0.2	2.5	5.4	17.1	38.3	28.3	5.2	3.0	0.2	100	66811
Assam	0.2	5.8	15.4	24.9	36.4	14.3	1.6	1.2	0.2	100	13088
Bihar	0.5	4.5	12.6	20.6	29.2	18.7	4.3	8.9	0.7	100	32514
Gujarat	0.4	1.3	4.4	17.6	32.8	35.1	4.6	3.7	0.2	100	26329
Haryana	-	0.2	1.6	8.9	41.7	42.7	4.0	1.0	-	100	25376
Karnataka	0.4	2.8	4.3	20.9	37.6	26.6	5.8	1.7	-	100	39640
Kerala	0.9	8.9	13.4	17.3	25.9	22.6	6.9	4.2	-	100	32283
Madhya Pradesh	0.4	3.4	8.8	17.4	33.3	30.1	4.0	2.4	0.2	100	46451
Maharashtra	0.3	1.9	7.1	12.0	32.7	33.3	9.1	2.5	1.2	100	64837
Orissa	0.1	7.8	10.9	26.3	20.7	28.8	3.9	1.4	0.0	100	21013
Punjab	0.2	2.5	5.6	18.8	35.6	29.8	5.1	2.3	0.1	100	19729
Rajasthan	0.1	3.7	8.0	25.0	28.2	25.9	4.5	4.0	0.7	100	28677
Tamil Nadu	0.9	1.4	6.0	17.1	30.8	31.0	9.4	3.4	0.1	100	28319
Uttar Pradesh	0.4	2.6	6.8	19.2	36.4	26.6	4.7	3.2	0.1	100	139023
West Bengal	1.1	9.1	12.6	20.5	25.6	20.9	2.5	7.4	0.2	100	42302
North-Eastern	0.4	3.1	8.8	17.2	33.2	29.5	2.9	3.9	1.0	100	4644
North-Western	0.4	8.2	15.2	23.2	22.9	18.4	5.8	5.5	0.3	100	12301
Southern	-	0.6	2.7	14.1	29.7	22.1	15.2	15.3	0.5	100	1436
India	0.4	3.6	7.8	18.4	33.1	27.6	5.3	3.5	0.3	100	644774
sample no.of journeys	166	1426	3099	6900	12107	10550	2080	1365	153	37846	-
<b>URBAN</b>											
Andhra Pradesh	0.4	2.4	4.5	8.1	26.5	33.9	15.0	8.9	0.2	100	29362
Assam	1.1	3.1	1.1	7.3	28.9	44.3	11.5	1.5	1.1	100	1290
Bihar	0.6	0.5	2.2	4.9	18.6	28.1	18.3	26.6	0.0	100	9158
Gujarat	0.1	1.2	1.6	4.2	19.3	44.6	15.5	13.6	-	100	11938
Haryana	-	0.8	1.7	7.0	22.2	46.4	17.7	3.5	0.7	100	11536
Karnataka	0.3	2.4	2.7	10.1	23.5	36.9	17.2	7.0	-	100	20563
Kerala	0.2	7.1	8.5	20.4	15.3	32.1	12.2	3.9	0.1	100	14029
Madhya Pradesh	0.0	2.5	1.6	4.8	29.1	38.5	9.8	13.7	-	100	14491
Maharashtra	0.2	0.5	1.4	4.3	16.8	42.1	18.9	15.2	0.5	100	37871
Orissa	5.9	1.0	0.5	6.2	23.5	31.3	21.4	10.2	-	100	7552
Punjab	0.1	0.4	1.0	3.2	20.1	51.6	15.5	8.2	-	100	10988
Rajasthan	-	1.9	0.9	5.5	13.3	40.3	29.8	8.2	0.0	100	12412
Tamil Nadu	0.5	1.9	2.1	7.5	11.6	37.4	31.8	5.7	1.5	100	31602
Uttar Pradesh	0.8	0.8	2.9	7.9	29.0	33.4	17.8	7.3	-	100	38424
West Bengal	0.6	3.8	6.9	8.5	24.2	26.2	13.8	15.8	0.2	100	18163
North-Eastern	1.7	0.6	4.6	7.3	20.8	43.8	13.2	7.9	0.0	100	1512
North-Western	-	1.9	1.9	5.7	14.1	21.9	28.7	25.6	0.3	100	6120
Southern	-	1.9	1.1	13.5	25.3	23.5	16.1	18.6	-	100	1540
India	0.5	1.9	2.9	7.4	21.1	36.7	18.9	10.4	0.3	100	278551
sample no.of journeys	83	353	558	1294	3690	6379	3214	1828	40	17439	-

\* The distances represent one-way (outward or return) distances and not the total distance traversed on the tour.

<b>Statement 9: Average duration of journey by mode of journey and purpose of tour</b>							
all-India							
mode of journey	average duration (0.0 hrs) of outward/return journeys on tours undertaken for						estd.no. (00) of journeys in 60 days
	business	leisure	pilgrim- age	social function	other	all	
1	2	3	4	5	6	7	8
							<b>rural</b>
on foot	3.3	2.2	3.8	1.9	1.5	1.9	37136
bus	3.1	2.7	6.8	2.4	2.6	2.8	461400
rail	9.1	5.5	10.8	5.4	8.2	7.7	68729
bicycle	1.8	1.9	2.8	1.8	2.0	1.9	39786
taxi/hired car	8.9	1.8	12.1	2.2	2.1	3.7	10872
auto-rickshaw	1.1	1.0	2.9	1.2	1.1	1.2	4188
motorcycle/ scooter	5.4	1.2	2.1	1.3	1.2	1.8	6252
own car	38.2	3.0	1.8	2.4	2.7	5.3	1485
rickshaw	2.0	1.0	1.1	1.0	0.8	1.1	2610
owned animal-driven transport	1.6	2.1	8.3	2.2	1.8	2.5	4474
hired animal-driven transport	10.7	1.1	6.1	3.4	3.0	4.8	2478
ship, boat, etc.	4.4	24.8	1.8	3.6	4.1	5.3	1335
air	5.4	6.5	30.1	0.8	7.4	6.5	164
other	3.1	3.0	5.4	2.4	3.8	3.2	3100
All*	4.2	2.9	7.4	2.5	3.2	3.2	644774
estd. no. (000) of journeys	5182	5735	3464	21642	28454	64477	-
							<b>urban</b>
on foot	2.0	5.6	3.2	1.0	3.8	3.3	3375
bus	4.3	3.6	7.7	4.0	3.8	4.1	180065
rail	10.8	10.5	15.4	10.0	10.8	10.9	69000
bicycle	2.8	2.0	14.1	3.3	3.7	3.3	5709
taxi/hired car	5.0	12.5	7.2	3.3	3.8	5.1	4855
auto-rickshaw	1.9	1.1	3.5	1.8	2.4	2.1	2700
motorcycle/ scooter	2.2	0.8	0.5	2.0	1.5	1.6	2957
own car	3.7	3.6	2.9	3.4	5.2	4.0	5432
rickshaw	-	2.3	-	1.4	6.8	4.3	1338
owned animal-driven transport	-	0.5	10.0	1.0	24.0	0.9	160
hired animal-driven transport	40.0	3.0	33.9	3.4	4.1	13.6	317
ship, boat, etc.	19.9	18.8	72.0	41.7	9.3	16.3	354
air	5.5	5.6	7.5	6.3	7.6	6.6	964
other	1.6	-	6.2	1.4	6.2	5.5	552

## **Distance travelled on outward/return journey**

3.7.0 The total distance travelled from origin to destination was considered for the outward journey and the total distance travelled from destination to origin, for the return journey.

3.7.1 Statement 8 gives, for each State, the distribution of journeys on OS tours over eight classes of distance travelled. Note that the distances represent one-way (outward or return) distances and not the total distance traversed on the tour. The following features are of interest.

- The range 20-50 km accounted for roughly one-third (33%) of journeys on OS tours of the rural population of India compared to slightly over one-fifth (21%) for the urban population.
- In all, 63% of journeys of rural households were to places less than 50 km away. For the urban population, on the other hand, only 34% of journeys were to places less than 50 km away. Nearly 30% were to places farther than 200 km, compared to 10% for the rural population.
- Inter-state variation, in rural areas, was prominent in the distance range 5-10 km. For Assam, the North-Western States and UT's, Kerala, Bihar, West Bengal and Orissa, the percentage of journeys in this category was significantly above the national average (7.8%). It appears likely that with improvement in transport facilities in these States, more people will be able to make the return journey from places less than 10 km away from their homes on the same day, and the high percentage in the 5-10 km class will come down.

- A very large proportion (36%) of journeys by the urban population of Kerala were to places less than 20 km away, compared to 10-15% for most States.
- Over 26% of the journeys on OS tours reported from Bihar were to places more than 500 km away, compared to 16% or less for all other major States. For the North-Western group of States and UT's, also, over 25% of the journeys were in the over-500-km category.

## **Duration of journey**

3.8.0 The duration of each journey reported was recorded in hours and minutes in the schedule of enquiry.

3.8.1 It was understood that waiting times, say, between two train journeys making up an outward journey, were to be excluded and only the actual travelling time would be recorded. To give another example, for pilgrims travelling on foot and occasionally halting for shelter at night or for meals, the halts would be excluded in calculating the duration of journey to be recorded.

3.8.2 Statement 9 shows the average duration, at all-India level, of journeys on tours involving overnight stay, separately for 14 different modes of journey and 6 different purposes.

3.8.3 For many cells in the statement, the sample number of journeys reported is rather small e.g. journeys by air for any purpose and for all purposes together, and the estimates are obviously affected a good deal by sampling fluctuations. Still, the following inferences may be drawn from the statement.

3.8.4 The average duration of outward/return journeys on tours involving overnight stay was about 3 hours for the rural population of India and about 6 hours for the urban population.

3.8.5 Except for the fact that pilgrimages involved longer journeys (with average duration more than twice the overall average for the rural sector), average duration of journeys undertaken for different purposes did not differ substantially.

3.8.6 The average outward/return journey for OS tours performed by bus took about 3 hours for rural households and about 4 hours for urban households; the average journey performed by rail took about 8 hours for rural households and about 11 hours for urban households.

3.8.7 In case of bicycle journeys, duration of journeys on tours involving overnight stay averaged about 2 hours for rural areas. So did duration of journeys performed on foot.

### **Expenditure on transport per journey**

3.9.0 This includes passenger transport expenditure incurred in all the stages of the journey, but excludes porter charges and all charges for transportation of goods.

3.9.1 All expenses incurred were included regardless of whether they were subsidised (or reimbursed) by the employer. All expenditure incurred on the services of travel agents for passenger transport arrangements (but not food, accommodation etc.) was included.

3.9.2 It was ascertained from the reporting households whether the expenditure on transport was *subsidised*, that is, financed by

the employer or any institution (such as a school), as opposed to transport expenditure wholly financed from domestic account.

3.9.3 Travelling expenses per journey, again classified by mode and purpose of journey, are shown in Statement 10.

3.9.4 It may be noted that “mode” here refers, in case of journeys using more than one mode, to that mode by which the maximum distance was covered. Thus it must be remembered that journeys shown against “on foot” (say) may not have been wholly performed on foot. Thus non-zero expenditure estimates may appear (as they have) against “on foot”, as well as against<sup>2</sup> “bicycle”.

3.9.5 The main findings on average travelling expenses are the following.

- Average travelling expenses per journey were estimated at Rs.69 for rural households and at Rs.233 for urban households. The difference is partly attributable to the lower average duration of journeys in rural areas (nearly half that in urban areas) and partly to rural-urban differences in prices and incomes.

---

<sup>2</sup> *It is possible that non-sampling errors such as wrong coding affected some estimates, e.g. the estimates for urban India against “bicycle” appear to be higher than can be explained by assuming the use of other modes of transport along with bicycle. Because expenditure data are more variable than, say, data on duration, expenditure estimates are particularly vulnerable to such influences.*

<b>Statement 10: Average expenditure on transport per journey by mode of journey and purpose of tour</b>							
all-India							
mode of journey	average expenditure (Rs.) on outward/return journeys of tours undertaken for						estd.no. (00) of journeys in 60 days
	business	leisure	pilgrim-age	social function	other	all	
1	2	3	4	5	6	7	8
							<b>rural</b>
on foot	18	25	4	3	3	7	37136
bus	62	59	189	60	54	64	461400
rail	151	109	282	120	165	160	68729
bicycle	31	12	15	9	8	10	39786
taxi/hired car	149	22	330	99	156	150	10872
auto-rickshaw	17	32	173	40	34	42	4188
motorcycle/ scooter	133	33	87	47	44	57	6252
own car	445	400	168	300	185	255	1485
rickshaw	25	44	17	20	25	28	2610
owned animal-driven transport	2	3	15	11	11	10	4474
hired animal-driven transport	110	31	165	82	40	92	2478
ship, boat, etc.	37	630	9	106	132	119	1335
air	127	3095	3500	875	5080	2124	164
other	54	21	185	18	55	50	3100
all*	75	61	195	57	64	69	644774
estd. no. (000) of journeys	5182	5735	3464	21642	28454	64477	-
% (0.0) of subsidised journeys	3.5	2.3	4.5	2.6	3.7	3.2	-
							<b>urban</b>
on foot	30	50	83	22	9	30	3375
bus	108	94	316	139	106	129	180065
rail	347	445	614	359	319	369	69000
bicycle	42	12	314	35	62	48	5709
taxi/hired car	259	793	861	449	304	519	4855
auto-rickshaw	117	22	213	57	61	70	2700
motorcycle/ scooter	94	52	28	85	81	76	2957
own car	351	345	141	542	417	393	5432
rickshaw	16	76	-	41	227	97	1338
owned animal-driven transport	-	28	70	10	100	21	160
hired animal-driven transport	1200	1000	638	53	255	409	317
ship, boat, etc.	564	1081	5000	2022	36	579	354
air	4796	2407	35723	1472	9632	10438	964
other	48	-	220	5	77	76	552
	251	206	-	1087	55	345	773
all*	185	200	759	200	191	233	278551

- The average outward/return bus journey for tours involving overnight stay cost Rs.64 in rural areas - about Rs.34 per person taking into account the average number of persons per bus journey (Table T7). In urban areas the average cost was double - Rs.129 per journey, which comes to Rs.64 per person using Table T7.
  - The average outward/return journey by rail for OS tours costs Rs.160 for rural households and Rs.369 for urban households.
  - No relationship appears to exist between purpose of tour and average travelling expenses except that expenses were higher for pilgrimages. For rural households, the higher average expenses for pilgrimages were commensurate with the longer average duration of pilgrims' journeys.
  - A little over 3% of tours involving overnight stay of the rural population of India are estimated to have been subsidised, the percentage being 4-5% for pilgrimages. For the urban population, 7-8% of tours appear to have been subsidised (over 11% for pilgrimages).
-

## Chapter 4

# Access to the Telephone and Exposure to Newspapers, TV & Radio

4.0.0 The results presented in this chapter are based on a few simple questions put to the sample households to get a rough all-India and State-level picture of the degree of familiarity with television, radio, newspapers and the telephone reached by Indian households at the time the survey was carried out.

### Access to the telephone

4.1.0 Column 2 of Statement 13 (page 36) shows the proportion of rural and urban households possessing a telephone in different States. The following facts stand out.

4.1.1 1.5% of rural households in the country

<b>Statement 11: Per 1000 distribution of households not possessing a telephone by time elapsed since a telephone was used by any member</b>														
State	% of hhs not having a telephone	per 1000 no. of households not having a telephone reporting last use of a						% of hhs not having a telephone	per 1000 no. of households not having a telephone reporting last use of a					
		less than a week ago	7-30 days ago	30 days to 1 year ago	more than a year ago	never	total (incl. NR)		less than a week ago	7-30 days ago	30 days to 1 year ago	more than a year ago	never	total (incl. NR)
		<b>RURAL</b>							<b>URBAN</b>					
AP	98.9	25	58	108	92	717	1000	90.6	163	199	198	83	357	1000
ASM	99.4	14	39	101	79	763	1000	92.8	97	252	265	73	310	1000
BHR	99.5	8	37	102	59	790	1000	93.5	75	138	229	68	488	1000
GUJ	97.3	34	117	219	153	477	1000	87.9	233	270	233	90	174	1000
HAR	98.3	60	141	185	66	547	1000	77.6	162	251	223	41	324	1000
KTK	97.2	43	92	154	81	630	1000	83.7	253	224	194	54	275	1000
KRL	91.3	154	253	260	127	206	1000	71.9	268	288	201	72	172	1000
MP	99.0	7	28	58	48	859	1000	91.7	111	215	215	65	391	1000
MAH	98.0	32	88	120	66	694	1000	79.1	243	300	175	56	226	1000
ORS	99.7	8	19	43	41	887	1000	96.3	88	175	227	89	420	1000
PNJ	96.1	72	190	173	82	482	1000	84.1	176	204	225	66	329	1000
RAJ	99.0	29	75	153	89	654	1000	85.4	178	267	222	73	260	1000
TN	98.1	24	100	152	86	638	1000	89.2	204	214	180	68	334	1000
UP	99.2	17	39	78	55	810	1000	90.9	134	191	152	50	472	1000
WB	99.3	13	26	57	68	832	1000	91.8	109	205	181	95	409	1000
NE	99.1	17	44	81	57	788	1000	88.4	131	202	221	93	340	1000
NW	96.6	78	181	203	101	436	1000	71.7	381	376	144	13	86	1000
S	92.2	95	164	222	69	450	1000	74.3	194	306	119	48	333	1000
<b>IND</b>	<b>98.5</b>	<b>27</b>	<b>68</b>	<b>113</b>	<b>73</b>	<b>719</b>	<b>1000</b>	<b>86.3</b>	<b>181</b>	<b>231</b>	<b>191</b>	<b>66</b>	<b>331</b>	<b>1000</b>
							<b>0</b>							<b>0</b>

reported possession of a telephone. The percentage was under 1% in Orissa, Bihar, Assam, West Bengal & U.P., around 2% in Haryana, Tamil Nadu & Maharashtra, nearly 3% in Gujarat & Karnataka, 4% in Punjab, and nearly 9% in Kerala.

4.1.2 About 14% of urban households in India reported possession of a telephone. In Orissa, Bihar, Assam, West Bengal & U.P., possession of telephones among urban households was about 12 times as common as among rural households. Kerala and the North-Western group of states & UT's had the highest percentage (28%) of urban households reporting possession.

### **Last use of a telephone by a non-Possessor household**

4.1.3 The question "How long ago was a telephone last used by any member of your household" was put to informants in households not having a telephone. The responses were classified as shown in Statement 11.

4.1.4 Among the households in rural India which did not possess a telephone (98.5% of all rural households), 72% reported that none of their members had ever used a telephone in their lives.

4.1.5 In rural areas of Orissa, West Bengal, Madhya Pradesh & Uttar Pradesh, (where 99% or more households did not possess a telephone), 81-89% of the non-possessor households had never used a telephone.

4.1.6 Except for Kerala (21%), 44% or more of non-possessor rural households in all other States had never used a telephone.

4.1.7 In urban India, one-third of the 86% urban households which did not possess a

telephone reported that no member had ever used a telephone. About 41% of the non-possessor households had a member who had used a telephone during the last month. There was not much inter-State variation in this respect.

### **Distance to be travelled to make a phone call**

4.1.8 Households not possessing a telephone were also asked how far they would have to travel to make a phone call in an emergency. The responses are tabulated in Statement 12.

4.1.9 58% of rural households reported that they would have to travel more than a kilometre and nearly 35% said that they would have to travel more than 5 km to make a telephone call.

4.1.10 In Bihar and Assam, 83% of rural households reported that they would have to travel more than a kilometre to make a phone call. In Bihar, 57% said that they would have to travel more than 5 km.

4.1.11 In urban India, 78% of non-possessor households reported that the nearest accessible telephone was less than 500 metres away. For 48% it was within 200 metres of their residence. Only for 1.6% of urban non-possessor households the nearest accessible telephone was more than 5 km away.

### **Subscription to newspapers**

4.2.0 Statement 13 shows (columns 12 and 13) per 1000 number of households subscribing to (a) one (b) more than one daily newspaper in different states. Note that daily purchase of a newspaper was enough for a household to be considered as SUBSCRIBING.

4.2.3 In urban India, 24.5% of all households

<b>Statement 12: Per 1000 distribution of households not possessing a telephone by distance from dwelling place of the nearest place from where a telephone call can be made</b>														
State	% of hhs not having a telephone	per 1000 no. of households not having a telephone with nearest place from where telephone call can be made by distance						% of hhs not having a telephone	per 1000 no. of households not having a telephone with nearest place from where telephone call can be made by distance					
		<0.2 km	0.2 - 0.5 km	0.5 - 1 km	1 - 5 km	>5 km	total (incl. NR)		<0.2 km	0.2 - 0.5 km	0.5 - 1 km	1 - 5 km	>5 km	total (incl. NR)
RURAL							URBAN							
AP	98.9	264	178	111	191	251	1000	90.6	436	349	164	46	4	1000
ASM	99.4	53	49	56	336	500	1000	92.8	492	307	187	6	7	1000
BHR	99.5	67	57	43	257	574	1000	93.5	224	349	136	226	62	1000
GUJ	97.3	353	165	91	204	188	1000	87.9	550	266	144	39	1	1000
HAR	98.3	327	204	151	92	227	1000	77.6	352	377	242	28	2	1000
KTK	97.2	376	173	139	185	126	1000	83.7	565	234	185	15	1	1000
KRL	91.3	274	296	202	187	42	1000	71.9	541	256	93	104	5	1000
MP	99.0	151	130	85	165	466	1000	91.7	412	346	162	56	23	1000
MAH	98.0	253	164	78	198	305	1000	79.1	575	285	112	22	5	1000
ORS	99.7	173	85	60	183	497	1000	96.3	414	228	293	28	30	1000
PNJ	96.1	457	166	71	157	149	1000	84.1	611	274	78	33	3	1000
RAJ	99.0	208	144	136	222	288	1000	85.4	386	244	292	73	-	1000
TN	98.1	284	203	155	232	125	1000	89.2	470	305	156	59	9	1000
UP	99.2	135	73	57	319	414	1000	90.9	469	377	75	49	29	1000
WB	99.3	67	96	109	305	415	1000	91.8	447	220	182	103	44	1000
NE	99.1	129	95	108	128	532	1000	88.4	622	199	92	50	29	1000
NW	96.6	225	161	172	179	257	1000	71.7	674	235	71	12	0	1000
S	92.2	246	178	297	135	143	1000	74.3	523	225	160	80	13	1000

4.2.1 In rural areas, less than 10% households reported subscription to a daily newspaper in all States with the exception of Kerala, where the proportion was an impressive 26%. In Assam, the proportion was nearly 10%. In rural UP, MP, and Orissa, only about 1% subscribed to a daily newspaper. For India as a whole, the proportion was 3.5%.

4.2.2 In rural areas of Kerala, Assam and the North-Eastern States, 1% of households subscribed to more than one daily newspaper.

reported subscription to a daily newspaper. Kerala again had the largest proportion of subscribers (over 50%), followed closely by Assam (over 46%), and then by the North-Western States (37%), Maharashtra (36%), and the North-Eastern States (33%).

4.2.4 At the all-India level about one-tenth of urban households subscribing to a newspaper took in more than one. In Kerala about 15% of subscriber households subscribed to more than one newspaper. In the North-Eastern States as many as 23% of households subscribing to newspapers subscribed to more than one.



<b>Statement 13: Possession of telephone and exposure to TV, radio and newspapers</b>														
State	per 1000 no. of households													
	posse- ssing a tele- phone	possessing a TV set				not possessing a TV set			posse- ssing a radio	not possessing a radio			subscribing to daily newspaper	
		color	black & white	total	with cable conn- ection	but with access to a comm- unity TV set	but with at least 1 member regularly watching TV	but with access to a comm- unity radio		but with at least 1 member regularly listening to radio	single	more than one		
1	2	3	4	5	6	7	8	9	10	11	12	13		
<b>RURAL</b>														
AP	11	23	190	213	125	41	126	238	17	30	21	0		
ASM	6	21	141	162	1	85	79	523	14	30	87	9		
BHR	5	4	66	70	1	3	16	305	11	31	12	3		
GUJ	27	64	156	220	92	49	86	231	4	7	50	1		
HAR	17	22	419	442	16	5	23	301	5	8	21	4		
KTK	28	37	147	184	62	8	118	416	3	18	27	4		
KRL	87	172	137	309	32	119	181	669	27	39	253	11		
MP	10	7	144	151	22	48	67	171	2	7	9	1		
MAH	20	33	211	244	44	62	119	187	6	18	46	5		
ORS	3	4	83	86	4	30	24	171	17	19	10	3		
PNJ	39	84	484	568	10	3	49	285	0	6	49	3		
RAJ	10	16	130	146	19	5	21	215	1	15	23	4		
TN	19	51	172	223	65	444	276	414	78	41	27	2		
UP	8	6	131	137	8	7	38	231	4	10	8	1		
WB	7	7	120	128	4	72	74	420	33	43	30	1		
NE	9	42	178	220	14	53	53	467	21	20	45	13		
NW	34	38	480	517	10	11	38	545	9	14	49	3		
S	78	209	263	472	85	35	156	496	2	38	67	3		
IND	15	26	158	184	33	63	83	299	15	22	32	3		
<b>URBAN</b>														
AP	94	171	426	597	393	12	85	337	5	31	165	1		
ASM	72	162	428	590	108	74	129	518	68	68	414	50		
BHR	65	71	326	398	64	41	62	296	19	52	123	8		
GUJ	121	292	357	649	406	11	49	339	0	7	262	9		
HAR	224	254	462	717	258	19	47	352	2	10	232	10		
KTK	163	254	347	600	362	28	86	504	2	16	219	33		
KRL	281	377	186	563	169	87	162	635	39	21	430	76		
MP	83	119	520	640	231	0	62	255	0	22	185	7		
MAH	209	307	386	693	348	17	69	422	16	32	314	49		
ORS	37	89	371	460	129	27	43	383	9	13	167	6		
PNJ	159	238	491	729	199	8	32	270	2	11	173	6		
RAJ	146	159	510	669	195	22	41	320	1	5	266	27		
TN	108	264	337	601	297	52	97	553	13	36	169	24		
UP	91	97	441	538	94	66	39	321	43	17	158	15		
WB	82	124	419	542	134	55	97	394	46	61	185	15		
NE	116	210	329	540	139	49	76	534	19	31	254	78		
NW	283	361	419	780	313	15	27	573	15	26	325	49		
S	257	427	245	672	375	2	81	549	1	15	221	73		
IND	137	210	401	612	250	33	69	403	18	28	221	24		

## **Colour, black-and-white and cable-connected television**

4.3.0 Columns 3, 4 and 5 of Statement 13 give, respectively, per 1000 numbers of households in different States possessing colour TV set(s), possessing black-and-white TV set(s) but no colour TV set, and possessing any TV set. Per 1000 number of households whose TV sets are provided with cable connection are shown in column 6. Among the facts revealed are the following.

- In rural India 18% households had TV sets, compared to 61% in urban India.
- Roughly one-seventh (26/184) of rural TV owners had colour TV sets compared to more than one-third (210/612) in urban India.
- About 19% (33/184) of TV sets in rural areas had cable connection compared to more than 40% (250/612) in urban areas.
- Black-and-white TV sets outnumbered colour TV sets not only in the rural sector but also in the urban sector of the country, except in Kerala. In Kerala, even the rural population owned more colour TV sets than black-and-white sets.
- In rural Bihar, Orissa, U.P. and M.P. and West Bengal only 7 per 1000 of households had colour TV sets. In rural Bihar, Assam, Orissa and West Bengal, less than 5 per 1000 households had TV sets with cable connection. Cable connections were most common in Gujarat and Andhra Pradesh.

## **Access to a community TV set**

4.3.1 Households not owning television sets were asked whether they had access to a community TV set. The proportions answering “yes” (shown in column 7 of Statement 13 in per 1000 form) were under 10% in rural and urban areas of most States.

4.3.2 In rural India, 6% of non-TV-owners said they had access to a community TV set, compared to 3% in urban India.

4.3.3 In rural Tamil Nadu, an impressive 44% of non-TV-owners reported access to a community TV set. The next highest percentages were reported from Kerala (12% rural, 9% urban) and Assam (7-9%).

4.3.4 Generally, access to community TV sets was more common in rural than in urban areas, though there were a few exceptions among the 18 “States”, notably, U.P. and Bihar.

## **Regular watching of TV by non-TV owners**

4.3.5 Households not owning television were also asked whether there was at least one person in the household who regularly watched television. The proportions answering “yes” are shown in per 1000 form in column 8 of Statement 13.

4.3.6 Among urban households, the percentage was 16% in Kerala, 13% in Assam, and 10% or less in all other States. The national urban average was 7%.

4.3.7 In rural India as a whole the percentage was 8%. The percentage was over 27% in Tamil Nadu, 18% in Kerala and 12-13% in Andhra Pradesh, Maharashtra and Karnataka.

## **Listening to the radio**

4.4.0 The proportions of rural and urban households in different States possessing a radio are tabulated in column 9 of Statement 13.

4.4.1 In rural areas, more households reported possession of radios (30%) than possession of TV sets (18%). In urban households, 40% reported owning radios, much less than the percentage owning TV sets (61%).

4.4.2 In both rural and urban India, radios were most popular in Kerala (rural: 67%, urban: 63%), Assam (around 52%), Karnataka (rural: 42%, urban: 50%), and the North-Eastern and North-Western groups of States and Union Territories.

4.4.3 The proportion of households with radios was the lowest in rural areas of Orissa and Madhya Pradesh (17%). West Bengal was the only State with a below-average proportion of households owning TV sets (13%) but an above-average proportion of households owning radios (42%) in the rural sector.

4.4.4 Inter-State differentials in percentages possessing radios were narrower in urban areas than in rural areas.

## **Non-owning listeners**

4.4.5 As in the case of TV sets, households without radios were asked whether they had access to a community radio, and whether there was at least one household member who regularly listened to the radio. Columns 10

and 11 of Statement 13 show the proportions of households which answered “yes” to these questions.

4.4.6 Households with access to a community radio formed less than 2% of all non-radio-owning households in both rural and urban areas of the country. In rural India, the percentage was 8% in Tamil Nadu, around 3% in West Bengal and Kerala, and 2% or less in all other States. In urban India, the percentage was 7% in Assam, and about 4% in U.P., West Bengal and Kerala.

4.4.7 Households with at least one member regularly listening to the radio formed 2% of all non-radio-owning households in rural areas and 3% of them in urban areas. The percentage was over 6% in urban Assam and West Bengal.

## Chapter 5

### Use of Financial Services

5.0.0 Banks and cooperative credit societies have been functioning in this country for a long time now, but their use by the common people has not been quantified in a national survey in recent years. Some questions on the subject were, however, included in the 1992 survey of assets and liabilities (See NSS report no. 419: *Household assets and Liabilities as on*

*30.6.91, NSS 48<sup>th</sup> round*). A few questions were included in the main household schedule of the 54<sup>th</sup> round of NSS to gauge the extent to which bank accounts, post office savings accounts, cooperative credit societies & self-help groups have penetrated the everyday lives of Indian people.

<b>Statement 14(R): Percentage of rural households with at least one member having a bank account or post office savings account or belonging to a cooperative credit society (CCS) or self-help group (SHG) and per 1000 distribution of such households by period elapsed since the account was last operated **</b>						
<b>RURAL</b>						
State	% (0.0) of hhs having bank or P.O. savings account*	per 1000 of such hhs having operated such an account**			total	estd. no. of hhs (00) having bank or P.O. savings account*
		less than 3 months ago	3 months to 1 year ago	more than 1 year ago		
1	2	3	4	5	6	7
Andhra Pradesh	23.2	471	331	198	1000	27743
Assam	22.7	516	319	165	1000	7965
Bihar	21.0	559	321	120	1000	31456
Gujarat	32.3	621	222	157	1000	17620
Haryana	37.5	694	203	103	1000	9523
Karnataka	30.4	600	276	125	1000	21211
Kerala	57.3	537	264	199	1000	26001
Madhya Pradesh	20.0	453	438	109	1000	21454
Maharashtra	41.6	598	248	154	1000	46267
Orissa	12.3	499	245	256	1000	7819
Punjab	57.1	623	278	99	1000	15960
Rajasthan	23.2	563	311	126	1000	14482
Tamil Nadu	20.1	618	186	196	1000	19341
Uttar Pradesh	32.9	597	297	106	1000	75755
West Bengal	23.7	594	277	129	1000	26151
North-Eastern	15.5	412	235	354	1000	2424
North-Western	44.2	640	165	195	1000	9359
Southern	48.5	783	171	46	1000	1483
<b>India</b>	<b>28.3</b>	<b>574</b>	<b>282</b>	<b>144</b>	<b>1000</b>	<b>382017</b>

\*or belonging to a CCS or SHG

\*\*see paragraph 5.1.4

<b>Statement 14(U): Percentage of urban households with at least one member having a bank account or post office savings account or belonging to a cooperative credit society (CCS) or self-help group (SHG) and per 1000 distribution of such households by period elapsed since the account was last operated **</b>						
<b>URBAN</b>						
State	% (0.0) of hhs having bank or P.O. savings account*	per 1000 of such hhs having operated such an account**			total	estd. no. of hhs (00) having bank or P.O. savings account*
		less than 3 months ago	3 months to 1 year ago	more than 1 year ago		
1	2	3	4	5	6	7
Andhra Pradesh	38.4	786	151	63	1000	16958
Assam	67.2	711	136	153	1000	3025
Bihar	47.9	743	192	65	1000	11062
Gujarat	58.9	877	77	46	1000	13068
Haryana	55.7	837	131	32	1000	5665
Karnataka	55.2	883	74	44	1000	14488
Kerala	67.2	696	186	118	1000	9694
Madhya Pradesh	53.2	828	136	36	1000	17454
Maharashtra	71.7	886	74	40	1000	49139
Orissa	50.6	611	242	147	1000	5119
Punjab	54	793	167	40	1000	8901
Rajasthan	53.4	870	105	25	1000	10125
Tamil Nadu	42.4	793	98	109	1000	22984
Uttar Pradesh	52.8	806	150	44	1000	30823
West Bengal	51.8	765	193	43	1000	20229
North-Eastern	42.8	487	133	380	1000	1532
North-Western	61.9	804	124	72	1000	16414
Southern	67.4	835	89	76	1000	1662
India	54.3	814	126	60	1000	258341

### **Possession of bank accounts and post office savings accounts, and membership of cooperative credit societies and self-help groups**

5.1.0 The percentage of households availing of the four types of banking and credit arrangements, namely, bank accounts, post office savings accounts, cooperative credit societies and self-help groups, are shown in col.2 of Statements 14(R) & 14(U) for each State.

5.1.1 For India as a whole, 28% of rural households and 54% of urban households had at least one member having a bank account or post office account or belonging to a cooperative credit society or a self-help group.

5.1.2 The percentage was lowest in rural Orissa, only 12%, and in the North-Eastern States (15-16%). In rural areas of all other major States, the percentage was 20% or more. It was 20-24% in M.P., Tamil Nadu, Bihar, Assam and West Bengal. In rural areas of all major States except Punjab and Kerala, the percentage was under 42%. In Punjab & Kerala, it was 57%.

5.1.3 Urban areas of most major States reported about 50-60% households having at least one member having a bank account or post office savings account or belonging to a

cooperative credit society or self-help group. The percentage was the lowest in Andhra Pradesh (38%) and Tamil Nadu (42%) and highest in Maharashtra (72%) and Kerala and

<b>Statement 15: Per 1000 number of households which had sought loans, during the preceding two years, from banks, cooperative credit societies and self-help groups, and percentage of loan-seekers who had been granted a loan</b>									
sector	State	per 1000 number of households which sought loans, during the last two years, from				percentage of loan-seeking households to whom the loan was granted			
		bank	CCS	SHG	all	bank	CCS	SHG	all
rural	AP	113	45	17	157	79.3	81.3	63.8	81.9
	ASM	29	11	23	53	48.0	22.7	61.5	56.1
	BHR	44	15	12	53	45.7	31.2	34.6	47.9
	GUJ	41	34	3	73	86.3	94.6	54.0	92.0
	HAR	77	102	14	153	81.5	97.4	92.4	90.7
	KTK	99	47	11	142	88.6	89.5	73.1	87.5
	KRL	161	132	25	293	88.5	93.6	70.7	90.7
	MP	44	76	10	116	76.4	87.4	72.6	84.8
	MAH	68	116	12	176	92.2	95.8	92.6	94.2
	ORS	65	36	13	94	52.1	59.8	36.1	60.1
	PNJ	51	114	8	162	83.2	97.5	72.7	93.8
	RAJ	43	33	7	70	67.3	61.2	23.6	68.3
	TN	51	53	9	103	56.9	76.0	77.4	69.9
	UP	56	28	10	80	75.4	75.0	74.8	76.2
	WB	99	38	10	128	53.2	55.7	33.1	57.4
	NE	26	16	17	32	24.0	8.4	11.5	25.7
	NW	62	44	21	86	52.1	52.0	22.8	58.3
	S	56	52	35	142	87.4	83.5	77.1	83.4
	<b>IND</b>	<b>67</b>	<b>50</b>	<b>12</b>	<b>112</b>	<b>72.0</b>	<b>81.5</b>	<b>60.9</b>	<b>78.1</b>
urban	AP	59	30	35	97	51.3	36.4	73.5	66.7
	ASM	53	23	22	63	41.3	10.1	7.3	40.7
	BHR	45	11	4	55	32.9	96.4	66.6	45.0
	GUJ	26	26	14	57	72.6	75.9	68.9	78.6
	HAR	51	8	1	58	84.7	100.0	100.0	86.7
	KTK	75	21	12	95	84.7	82.7	82.5	86.3
	KRL	157	86	14	244	81.1	97.3	83.8	86.6
	MP	36	12	3	49	35.1	91.7	63.8	50.4
	MAH	42	59	9	102	83.4	94.6	99.2	90.5
	ORS	65	12	5	77	76.7	100.0	100.0	87.3
	PNJ	43	7	9	58	79.4	92.9	95.3	85.2
	RAJ	31	17	5	45	60.4	79.1	12.5	73.2
	TN	45	36	16	87	51.1	72.9	82.3	68.9
	UP	39	14	8	49	56.4	48.9	48.5	61.0
	WB	25	10	2	34	36.2	45.2	57.5	36.9
	NE	22	11	14	31	54.5	44.5	41.3	53.3
	NW	15	1	2	17	49.5	23.8	98.5	57.4
	S	91	76	20	180	90.9	77.4	94.3	88.2
	<b>IND</b>	<b>46</b>	<b>26</b>	<b>11</b>	<b>73</b>	<b>63.4</b>	<b>77.8</b>	<b>74.7</b>	<b>73.9</b>

Assam (67%).

5.1.4 Such households were also asked how long ago the account was last operated (for cooperative credit society or self-help group, it meant when a transaction involving the member, such as granting of a loan, took place last). More than 81% urban households in India answered: "Less than three months ago." In rural areas, 57% households answered "less than three months" and 28% answered "three months to one year". "Three months to one year" applied to 12-13% of urban households (24% for Orissa). "More than 1 year" applied to 6% of urban households (15% for Orissa and 38% for the North-Eastern States), and to 14% of urban households (26% for Orissa and 35% for the North-Eastern States).

### Loans sought from banks, cooperative credit societies and self-help groups

5.2.0 Banks, cooperative credit societies and self-help groups all grant loans to the public/ to their members to meet specific credit requirements. This survey sought to ascertain, by means of a few questions to sample households, what proportion of households in the different States had attempted to use these sources of finance, with what results, and the nature of the difficulties faced by them.

5.2.1 Households were asked whether any member had, at any time **during the preceding two years**, sought a loan from (a) a bank (b) a cooperative credit society (c) a self-help group, and whether the loan had been granted. The responses are tabulated in Statement 15.

5.2.2 It is, perhaps, necessary to bear in mind that some response bias is likely in answering the question "Did you seek a bank loan?". A person who went to a bank to seek a loan but was quickly told that his request could not be entertained might feel embarrassed to report the incident. Whether such attempts to obtain loans would be reported would depend, among other things, on the temperament of the loan-seeker and the manner in which the request was turned down. Such under-reporting would depress the estimates of proportion of households seeking loans and inflate the estimates of rate of success experienced by loan-seekers.

5.2.3 The following findings deserve mention.

- Seeking of loans was more common in rural than in urban areas, and this was true for each of the three sources considered separately. The percentage of households seeking loans from any one of the three sources during the last 2 years was 11% in rural areas and 7% in urban areas.
- In both rural and urban areas of the country, seeking of **bank** loans was most prevalent in Kerala (16% during the last 2 years), compared to 11% or less in the rest of rural India and 9% or less in urban India. In rural areas of Andhra Pradesh, Karnataka and West Bengal, the proportion of households having sought loans was comparatively high: 10-11%.
- Seeking of loans from **cooperative credit societies** was twice as prevalent in rural India as in urban India. The highest percentages of households having sought loans during the last 2 years were reported by Kerala (13%), Maharashtra and Punjab (11-12%) and Haryana (10%). At

the other extreme were urban Punjab and Haryana, with percentages much lower than the national average.

- Only 1% of rural and urban households sought loans from **self-help groups** during the last 2 years. The percentage was the highest in urban Andhra Pradesh (over 3%).
- The all-India **rate of success** in obtaining loans was around 80% for cooperative credit societies (the success rate being noticeably low in Assam and Bihar). In the case of bank loans, it was 72% for rural households and 63% for urban households. Again, the rates of success were the lowest in Assam and Bihar. Urban households appear to have been slightly more successful in obtaining loans from self-help groups than rural households.

## Purpose of loan and incidence of difficulties in obtaining loan

5.3.0 An attempt was made to assess whether the percentage of cases reporting difficulties in obtaining loans (Statement 16) was influenced by the purpose for which the loans were sought. Were some kinds of loans more difficult to obtain than others?

5.3.1 Because of the small number of sample households in a State reporting loan sought for a specific purpose, it was not possible to generate meaningful State-level estimates of the type presented in Statement 16. Even at all-India level, many estimates are based on less than 50 sample households. Such estimates appear in Statement 16 with a superscript in parentheses indicating the number of sample households on which the estimate is based (households which reported

<b>Statement 16: Percentage of households reporting difficulty in obtaining loans from banks, cooperative credit societies and self-help groups, by purpose of loan</b>						
purpose of loan	percentage of households who faced difficulty in obtaining loans					
	from					
	banks		cooperative credit societies		self-help groups	
	rural	urban	rural	urban	rural	urban
farm business	28	29	12	22	19	33 <sup>(22)</sup>
non-farm business	51	49	31	27	32	26
financial investment by household members	40	19 <sup>(19)</sup>	38 <sup>(10)</sup>	31 <sup>(22)</sup>	64 <sup>(17)</sup>	4 <sup>(14)</sup>
residential land & building	35	19	15	18	35	15
marriage	24	4 <sup>(17)</sup>	10	3	8 <sup>(23)</sup>	18 <sup>(22)</sup>
medical	41 <sup>(22)</sup>	0 <sup>(17)</sup>	22 <sup>(26)</sup>	0 <sup>(15)</sup>	32 <sup>(23)</sup>	21 <sup>(16)</sup>
education	22 <sup>(7)</sup>	33 <sup>(14)</sup>	0 <sup>(15)</sup>	4 <sup>(20)</sup>	0 <sup>(9)</sup>	3 <sup>(7)</sup>
debt repayment	37 <sup>(48)</sup>	17 <sup>(29)</sup>	12	13 <sup>(31)</sup>	15 <sup>(23)</sup>	1 <sup>(14)</sup>
other	30	16	12	10	23	12 <sup>(44)</sup>
<b>all</b>	<b>34</b>	<b>34</b>	<b>14</b>	<b>17</b>	<b>23</b>	<b>18</b>

A figure in parentheses indicates the number of sample households which sought a loan of that

seeking a loan for the specified purpose from the specified agency type).

5.3.2 As noted in 5.2.2, the overall incidence of difficulties (bottom row of Statement 16) is likely to have been under-reported as all the households which reported “loan sought but not granted” (on which the per 1000 numbers of Statement 15 are based) ought to have reported “difficulty faced in obtaining loan” (on which Statement 16 is based). A comparison of the bottom rows of Statement 15 and Statement 16 shows that this did not happen. However, the different rows of Statement 16 remain useful in identifying the differences, if any, in the chances of running into difficulties in obtaining loans of different kinds.

5.3.3 The purposes of loans specified separately in the survey were: farm business, non-farm business, financial investment by household members, residential land & building, marriage, medical, education, debt repayment, and other purposes.

5.3.4 For rural households, obtaining loans for farm business appears to have been easier than obtaining loans for non-farm business, whether from banks, from cooperative credit societies or from self-help groups. For instance, only 28% of those seeking bank loans for farm business reported facing difficulties compared to 51% in case of non-farm business.

5.3.5 Over one-third of households seeking finance from banks or self-help groups for expenditure on residential land or building had difficulty in obtaining it, compared to only 15-20% in urban areas.

## **Nature of difficulties faced in obtaining loans from different agencies**

5.4.0 Households reporting that they had had difficulty in obtaining loans from banks/CCSs/SHGs were asked to identify the main difficulty faced from a set of seven alternatives: (a) collateral requirement very high (b) household’s ability to repay doubted (c) purpose not acceptable (d) other eligibility criteria not fulfilled (e) bank (CCS/SHG) officials unhelpful (f) prolonged delay (g) other difficulties.

5.4.1 The two purposes “farm business” and “non-farm business” accounted for the bulk of the loans sought. The number of loans sought for other specific purposes from any of the agency types, with the exception of the purpose “(investment in) residential land and building”, were, even at all-India level, not large enough to generate meaningful estimates of distribution of loan-seekers who faced difficulties by type of difficulty faced. Statement 17, which compares such distributions for different agencies and different purposes of loan, therefore restricts itself to these three purposes for the study of variation in type of difficulty according to purpose.

5.4.2 “Officials unhelpful” and “prolonged delay” were the two most-often-cited difficulties in case of rural banks, urban banks and rural CCSs, accounting for 45-55% of those who had difficulties obtaining loans.

<b>Statement 17: Per 1000 distribution of households by nature of (main) difficulty faced in obtaining loan, separately for selected purposes of loan and institution from which loan sought</b>											
all-India											
institu- tion from which loan sought	purpose of loan	% facing diffi- culty in ob- taining loan	per 1000 no. of hhs among those which faced difficulty in obtaining loan								no. of sample hhs which faced diffi- culty
			reporting difficulty of type								
1	2	3	colla- teral require- ment very high	hh's ability to re- pay doubt- ed	pur- pose not accept- able	other eligibi- lity criteria not fulfilled	bank/ CCS/ SHG officials unhelp- ful	pro- longed delay	other	all	12
Banks (R)	FB	27.8	83	88	48	97	328	226	130	1000	2314
	NFB	50.8	69	100	66	166	257	238	103	1000	1169
	RLB	34.9	84	91	60	83	276	305	101	1000	371
	ALL	34.0	74	95	58	122	289	247	116	1000	4582
Banks (U)	FB	28.5	2	103	85	148	445	176	42	1000	132
	NFB	48.6	75	56	50	220	301	187	111	1000	659
	RLB	19.1	85	123	13	171	184	396	28	1000	248
	ALL	34.1	64	64	45	190	305	230	102	1000	1320
Coop. Credit Societies (R)	FB	12.1	83	108	35	85	244	233	212	1000	2207
	NFB	30.7	58	131	61	97	319	212	122	1000	294
	RLB	15.0	208	45	36	53	180	371	107	1000	280
	ALL	14.1	91	135	42	93	242	230	168	1000	3355
Coop. Credit Societies (U)	FB	21.7	156	-	15	38	-	791	-	1000	79
	NFB	27.4	68	27	17	125	174	406	183	1000	111
	RLB	17.6	127	122	-	199	104	259	189	1000	166
	ALL	16.5	102	137	7	97	89	425	143	1000	619
Self-help Groups (R)	FB	19.4	24	239	27	135	165	212	198	1000	241
	NFB	32.0	34	147	19	30	281	281	208	1000	108
	RLB	35.4	234	137	-	229	-	323	77	1000	101
	ALL	23.0	89	212	32	93	149	264	161	1000	722
Self-help Groups (U)	FB	33.5	*	*	*	*	*	*	*	1000	22
	NFB	26.4	132	-	-	8	289	202	370	1000	64
	RLB	14.9	172	-	-	328	-	496	3	1000	76
	ALL	17.5	118	136	-	88	104	345	209	1000	287

FB: farm business. NFB: non-farm business. RLB: residential land and building.

\*Per 1000 distribution not shown in view of the small number of sample households facing difficulty (see col.12)

5.4.3 For SHGs and urban CCSs, “prolonged delay” was the most important problem in terms of number of loan-seekers who reported it as the main difficulty faced. Here “household’s ability to repay doubted”

accounted for a larger proportion of difficulties faced than “officials unhelpful”.

5.4.4 The proportion of difficulties accounted in rural areas by “officials unhelpful” was highest for banks (29%), followed by CCSs (26%), and SHGs (only 15%). Among the

urban population, over 30% of those seeking bank loans encountered difficulties due to the unhelpfulness of officials.

5.4.5 Requests for some loans encountered difficulties due to the high collateral requirement. Over 20% of loans sought from CCSs and SHGs by the rural population and 17% of loans sought from SHGs by the urban population had this feature. The percentage was much lower for loans sought from banks.

5.4.6 A much larger proportion of loans sought to finance investment in residential

land and building met with difficulties due to high collateral requirement than did loans sought for other purposes.

5.4.7 Doubts regarding the household's ability to repay on the part of SHGs were a more common difficulty (24%) for loans sought for farm business than in the case of non-farm business. Apart from this, there was not much association between the purpose of loan and the type of difficulty faced.

---

JULY 1999

## Appendix A

### Detailed Tables

Table 1(RW) : Age-sex-specific ratios of commuting workers to rural population

Purpose: work										rural
State	sex	no.of commuters per 1000 population in the age-group								
		0-4	5-9	10-14	15-29	30-44	45-59	60+	all	
1	2	3	4	5	6	7	8	9	10	
Andhra Pradesh	M	-	5	33	98	127	91	28	69	
	F	-	6	15	46	51	46	16	32	
	all	-	6	24	71	90	69	22	51	
Assam	M	-	30	74	290	366	396	107	220	
	F	-	33	56	64	45	42	7	43	
	all	-	31	66	190	215	246	62	141	
Bihar	M	-	10	29	109	161	164	47	81	
	F	-	7	13	20	24	17	7	14	
	all	-	9	22	66	94	96	30	50	
Gujarat	M	-	5	14	135	231	138	33	103	
	F	-	0	6	32	49	29	15	24	
	all	-	3	10	87	141	87	23	66	
Haryana	M	-	2	28	135	222	178	11	94	
	F	-	-	23	32	20	15	9	17	
	all	-	1	26	89	126	101	10	60	
Karnataka	M	-	9	35	186	208	187	57	124	
	F	-	9	35	61	87	92	20	52	
	all	-	9	35	125	148	140	39	89	
Kerala	M	-	23	14	312	502	370	89	247	
	F	-	11	10	54	108	96	25	56	
	all	-	17	12	172	285	232	56	147	
Madhya Pradesh	M	-	16	39	130	171	176	65	95	
	F	-	15	33	95	110	108	31	65	
	all	-	16	37	114	141	144	49	81	
Maharashtra	M	-	4	15	181	245	198	77	124	
	F	-	5	17	72	91	82	37	52	
	all	-	4	16	129	168	141	55	89	
Orissa	M	-	29	57	144	248	215	83	130	
	F	-	11	29	50	72	43	16	39	
	all	-	20	43	96	161	130	51	85	
Punjab	M	-	17	37	177	247	212	53	126	
	F	-	11	20	11	10	5	6	10	
	all	-	15	29	100	130	114	31	72	
Rajasthan	M	-	2	22	84	147	73	13	58	
	F	-	1	8	11	7	9	-	6	
	all	-	2	16	50	78	43	7	33	
Tamil nadu	M	-	11	33	217	255	211	84	154	
	F	-	15	24	73	82	66	24	54	
	all	-	13	28	142	168	139	55	104	
Uttar Pradesh	M	-	8	46	124	161	172	54	84	
	F	-	5	11	11	14	12	6	9	
	all	-	7	30	71	87	93	32	48	
West Bengal	M	-	6	32	228	336	277	112	173	
	F	-	10	19	24	36	21	9	20	
	all	-	8	26	127	196	159	62	100	
North-Eastern	M	2	22	45	203	354	361	180	183	
	F	1	22	38	104	130	157	62	83	
	all	2	22	42	154	245	273	126	136	
North-Western	M	-	14	52	216	443	296	54	186	
	F	-	27	23	12	20	18	1	15	
	all	-	20	38	115	229	158	31	103	
Southern	M	-	8	36	225	453	296	80	213	
	F	-	10	33	46	59	51	-	37	
	all	-	9	34	137	271	175	37	127	
India	M	0	10	35	157	223	194	61	114	
	F	0	9	19	41	52	46	16	31	

*Appendix A: Detailed Tables*

	all	0	9	28	101	139	122	40	74
no. of	M	4	333	921	8978	10265	5304	921	26742
sample	F	1	258	487	2502	2385	1135	227	7005
commuters	all	5	591	1408	11480	12650	6439	1148	33747

---

Table 1(RS) : Age-sex-specific ratios of student commuters to rural population

Purpose: education										rural
State	sex	no.of commuters per 1000 population in the age-group								
		0-4	5-9	10-14	15-29	30-44	45-59	60+	all	
1	2	3	4	5	6	7	8	9	10	
Andhra Pradesh	M	2	52	96	43	1	2	-	29	
	F	3	48	68	15	2	-	-	18	
	all	3	51	82	29	1	1	-	24	
Assam	M	10	112	244	146	3	1	2	90	
	F	9	114	241	99	1	-	-	74	
	all	9	113	243	125	2	0	1	83	
Bihar	M	5	110	198	76	0	1	-	64	
	F	3	83	128	19	-	-	-	33	
	all	4	98	167	49	0	1	-	49	
Gujarat	M	3	56	149	54	-	1	2	40	
	F	2	66	100	25	-	-	-	26	
	all	2	61	126	40	-	0	1	33	
Haryana	M	5	47	167	83	-	2	3	53	
	F	8	32	103	49	-	-	-	31	
	all	7	40	141	67	-	1	2	43	
Karnataka	M	1	77	160	53	-	-	-	45	
	F	7	80	114	32	-	-	-	32	
	all	4	78	139	43	-	-	-	39	
Kerala	M	33	430	542	176	1	-	-	151	
	F	39	429	589	151	0	-	-	142	
	all	36	430	565	163	1	-	-	146	
Madhya Pradesh	M	4	93	142	57	1	-	-	47	
	F	2	61	98	15	1	-	-	24	
	all	3	78	123	38	1	-	-	36	
Maharashtra	M	3	49	157	102	1	1	1	53	
	F	1	51	154	47	1	-	-	36	
	all	2	50	155	76	1	1	0	45	
Orissa	M	3	90	165	67	3	4	-	49	
	F	0	68	144	30	1	0	-	34	
	all	2	79	155	48	2	2	-	41	
Punjab	M	17	135	229	109	2	-	2	76	
	F	8	112	212	65	-	-	-	55	
	all	13	125	221	89	1	-	1	66	
Rajasthan	M	2	37	111	59	0	-	-	35	
	F	1	18	36	7	-	-	-	9	
	all	1	29	78	34	0	-	-	23	
Tamil nadu	M	15	174	311	84	2	3	-	76	
	F	16	154	275	34	0	0	0	54	
	all	16	164	293	58	1	1	0	65	
Uttar Pradesh	M	8	161	260	123	2	5	1	93	
	F	7	111	159	33	0	-	1	44	
	all	8	138	215	80	1	2	1	70	
West Bengal	M	5	172	329	115	4	1	4	97	
	F	5	164	294	53	0	1	-	72	
	all	5	168	313	84	2	1	2	85	
North-Eastern	M	20	199	279	148	5	3	-	109	
	F	14	189	280	122	1	2	-	97	
	all	17	194	280	135	3	3	-	104	
North-Western	M	23	424	585	219	2	6	1	190	
	F	20	452	568	145	-	-	-	164	
	all	22	437	576	182	1	3	1	178	
Southern	M	5	211	167	89	0	1	-	66	
	F	16	131	169	58	-	-	1	51	
	all	11	171	168	74	0	1	1	59	
India	M	7	121	218	93	1	2	1	70	
	F	6	101	172	40	0	0	0	44	
	all	6	112	197	67	1	1	1	58	

*Appendix A: Detailed Tables*

no. of	M	204	3921	6568	5721	94	72	13	16594
sample	F	160	3014	4617	2715	19	6	3	10536
commuters	all	364	6936	11185	8436	113	78	16	27131

---

Table 1(RWS) : Age-sex-specific ratios of all rural commuters to rural population

Purpose: work or education										rural
State	sex	no.of commuters per 1000 population in the age-group								
		0-4	5-9	10-14	15-29	30-44	45-59	60+	all	
1	2	3	4	5	6	7	8	9	10	
Andhra Pradesh	M	2	58	129	141	128	93	28	98	
	F	3	54	83	61	52	46	16	50	
	all	3	56	107	100	91	70	22	75	
Assam	M	10	142	318	436	369	397	109	311	
	F	9	146	297	163	45	42	7	118	
	all	9	144	309	315	217	246	63	224	
Bihar	M	5	120	227	185	161	165	47	144	
	F	3	89	141	39	24	17	7	48	
	all	4	106	189	115	94	97	30	99	
Gujarat	M	3	62	163	189	231	139	35	143	
	F	2	66	106	57	49	29	15	50	
	all	2	64	136	127	141	87	24	99	
Haryana	M	5	48	195	218	222	180	14	147	
	F	8	32	126	81	20	15	9	48	
	all	7	41	167	156	126	103	12	103	
Karnataka	M	1	86	196	239	208	187	57	169	
	F	7	89	149	93	87	92	20	85	
	all	4	87	175	168	148	140	39	128	
Kerala	M	33	454	556	488	503	370	89	398	
	F	39	440	599	205	109	96	25	198	
	all	36	447	578	334	286	232	56	293	
Madhya Pradesh	M	4	109	182	187	171	176	65	142	
	F	2	76	131	110	111	108	31	89	
	all	3	93	160	151	142	144	49	117	
Maharashtra	M	3	53	172	284	246	199	78	177	
	F	1	56	171	120	92	82	37	88	
	all	2	54	171	205	169	141	56	134	
Orissa	M	3	119	222	211	251	219	83	179	
	F	0	79	173	81	72	43	16	73	
	all	2	99	198	145	163	132	51	126	
Punjab	M	17	153	266	286	249	212	55	202	
	F	8	123	231	76	10	5	6	65	
	all	13	139	250	188	131	114	32	138	
Rajasthan	M	2	40	133	143	148	73	13	93	
	F	1	19	44	18	7	9	-	15	
	all	1	30	94	84	78	43	7	56	
Tamil nadu	M	15	185	344	301	257	214	84	230	
	F	16	170	298	107	82	67	24	108	
	all	16	177	322	201	169	141	55	169	
Uttar Pradesh	M	8	169	306	247	163	177	55	177	
	F	7	116	170	44	14	12	6	53	
	all	8	144	246	151	88	95	33	118	
West Bengal	M	5	178	361	343	340	278	116	270	
	F	5	174	313	77	37	22	9	92	
	all	5	176	339	211	198	160	64	185	
North-Eastern	M	22	221	324	351	359	364	180	293	
	F	15	211	318	225	131	159	62	181	
	all	19	216	322	289	247	275	126	240	
North-Western	M	23	438	636	435	445	302	56	376	
	F	20	479	591	157	20	18	1	180	
	all	22	457	614	297	230	161	32	280	
Southern	M	5	220	203	315	453	297	80	280	
	F	16	141	201	104	59	51	1	88	
	all	11	180	202	211	271	175	38	186	
India	M	7	132	253	250	224	196	62	183	
	F	6	109	191	81	53	46	16	75	
	all	6	121	225	168	140	123	40	131	

*Appendix A: Detailed Tables*

no. of	M	208	4254	7489	14699	10359	5376	934	43336
sample	F	161	3272	5104	5217	2404	1141	230	17541
commuters	all	369	7527	12593	19916	12763	6517	1164	60878

---

Table 1(UW) : Age-sex-specific ratios of commuting workers to urban population

Purpose: work		urban							
State	sex	no.of commuters per 1000 population in the age-group							
		0-4	5-9	10-14	15-29	30-44	45-59	60+	all
1	2	3	4	5	6	7	8	9	10
Andhra	M	-	74	118	505	782	737	247	435
Pradesh	F	-	72	122	126	152	141	39	109
	all	-	73	120	315	481	458	138	274
Assam	M	-	104	123	330	684	686	75	373
	F	-	169	106	32	62	63	-	61
	all	-	132	116	198	396	423	40	234
Bihar	M	-	71	120	281	570	657	279	304
	F	-	23	75	23	31	64	12	32
	all	-	47	99	168	315	400	147	178
Gujarat	M	-	33	86	511	801	661	208	431
	F	-	37	60	87	98	74	3	65
	all	-	35	74	309	463	382	99	254
Haryana	M	-	22	90	486	681	768	72	362
	F	-	37	77	95	77	68	8	65
	all	-	28	84	298	377	469	47	227
Karnataka	M	-	38	93	455	764	672	154	402
	F	-	7	42	118	149	138	47	94
	all	-	23	71	287	473	416	103	255
Kerala	M	-	57	24	444	756	680	167	413
	F	-	54	25	120	189	188	26	115
	all	-	55	24	273	456	432	97	260
Madhya Pradesh	M	-	38	55	430	776	698	252	382
	F	-	18	36	93	161	153	23	82
	all	-	28	46	264	484	436	133	235
Maharashtra	M	-	48	83	502	858	787	211	464
	F	-	52	72	120	219	141	81	118
	all	-	50	78	320	557	479	146	299
Orissa	M	-	138	117	329	669	640	243	374
	F	-	22	111	51	89	109	3	61
	all	-	78	114	202	408	405	109	227
Punjab	M	-	39	86	499	776	757	322	434
	F	-	16	30	60	81	161	8	58
	all	-	28	61	303	447	489	158	261
Rajasthan	M	-	19	26	270	528	492	128	238
	F	-	28	14	26	46	44	5	27
	all	-	23	21	151	300	279	66	137
Tamil nadu	M	-	39	71	513	809	713	219	466
	F	-	58	57	118	176	129	56	107
	all	-	48	64	309	510	436	139	289
Uttar Pradesh	M	-	28	71	338	594	589	231	288
	F	-	36	28	38	35	38	3	30
	all	-	32	52	206	324	346	124	170
West Bengal	M	-	7	35	344	696	694	204	387
	F	-	20	43	49	64	85	11	48
	all	-	13	39	206	398	458	115	231
North-Eastern	M	-	42	52	266	660	673	200	317
	F	13	56	36	119	227	247	68	125
	all	7	48	45	189	448	491	135	223
North-Western	M	-	14	55	475	855	826	313	456
	F	-	5	5	84	116	148	15	70
	all	-	10	31	310	515	522	180	283
Southern	M	-	36	39	399	813	730	289	448
	F	-	14	9	100	220	100	44	94
	all	-	24	23	237	538	393	162	262
India	M	-	41	75	428	740	697	219	391

*Appendix A: Detailed Tables*

	F	0	37	54	86	123	114	31	76
	all	0	39	65	265	446	430	127	241
no. of	M	-	374	730	9373	11629	6107	1016	29252
sample	F	2	339	460	1791	1982	1003	171	5755
commuters	all	2	713	1190	11165	13611	7110	1187	35008

Table 1(US) : Age-sex-specific ratios of student commuters to urban population

Purpose: education		urban							
State	sex	no.of commuters per 1000 population in the age-group							
		0-4	5-9	10-14	15-29	30-44	45-59	60+	all
1	2	3	4	5	6	7	8	9	10
Andhra	M	74	584	571	222	0	-	-	207
Pradesh	F	117	519	562	117	-	-	0	175
	all	95	552	567	169	0	-	0	191
Assam	M	-	315	558	299	-	-	-	194
	F	22	282	541	269	7	-	-	174
	all	10	301	551	286	3	-	-	185
Bihar	M	13	251	405	192	2	8	-	139
	F	38	293	426	118	5	-	12	131
	all	25	272	415	159	3	5	6	135
Gujarat	M	40	494	608	188	2	-	-	176
	F	34	468	601	155	2	-	4	165
	all	37	480	604	172	2	-	2	170
Haryana	M	113	438	568	168	0	15	6	195
	F	31	509	633	206	-	-	-	188
	all	73	464	596	186	0	9	4	192
Karnataka	M	57	541	537	199	6	-	-	183
	F	33	483	533	145	2	1	4	152
	all	46	513	535	172	4	1	2	168
Kerala	M	81	679	791	226	0	-	15	206
	F	112	667	761	244	4	-	-	199
	all	96	673	776	235	2	-	7	202
Madhya Pradesh	M	35	487	563	197	2	5	-	191
	F	59	488	569	145	0	-	-	178
	all	47	487	566	171	1	2	-	184
Maharashtra	M	92	645	720	260	3	0	2	225
	F	55	631	667	218	1	-	4	203
	all	75	639	694	240	2	0	3	214
Orissa	M	20	362	488	173	7	-	-	140
	F	75	432	480	139	5	-	-	144
	all	46	398	484	157	6	-	-	142
Punjab	M	118	702	725	181	-	1	-	219
	F	149	722	734	196	-	-	-	229
	all	132	712	729	187	-	1	-	223
Rajasthan	M	45	321	337	134	3	-	-	133
	F	45	277	303	63	-	-	-	101
	all	45	300	321	99	2	-	-	117
Tamil nadu	M	117	711	752	183	1	2	-	200
	F	112	747	736	129	1	-	-	178
	all	114	728	744	155	1	1	-	189
Uttar Pradesh	M	30	361	440	179	6	1	5	164
	F	27	305	421	160	3	2	-	142
	all	28	335	432	170	5	1	3	154
West Bengal	M	44	471	636	251	2	-	8	181
	F	70	480	622	187	5	-	4	176
	all	57	475	629	221	3	-	6	179
North-Eastern	M	40	514	665	323	8	11	-	247
	F	38	476	620	287	-	3	9	219
	all	39	496	643	304	4	7	4	233
North-Western	M	133	720	840	281	3	1	-	264
	F	66	703	861	235	1	-	-	249
	all	102	712	850	262	2	1	-	257
Southern	M	102	519	549	177	6	-	-	147
	F	78	561	554	113	-	-	-	143
	all	89	542	552	142	3	-	-	145
India	M	63	506	584	211	3	2	3	191
	F	64	491	576	164	2	0	2	174
	all	63	499	580	189	2	1	2	183

*Appendix A: Detailed Tables*

no. of	M	454	4353	5406	4612	51	21	8	14906
sample	F	409	3866	4583	3277	20	3	8	12166
commuters	all	863	8219	9989	7889	71	24	16	27072

---

Table 1(UWS) : Age-sex-specific ratios of all urban commuters to urban population

Purpose: work or education										urban
State	sex	no.of commuters per 1000 population in the age-group								
		0-4	5-9	10-14	15-29	30-44	45-59	60+	all	
1	2	3	4	5	6	7	8	9	10	
Andhra	M	74	657	689	727	783	737	247	642	
Pradesh	F	117	591	684	243	152	141	39	283	
	<b>all</b>	95	625	687	484	481	458	138	465	
Assam	M	-	419	680	629	684	686	75	567	
	F	22	451	647	302	69	63	-	235	
	<b>all</b>	10	433	666	484	399	423	40	419	
Bihar	M	13	322	525	473	573	665	279	443	
	F	38	315	501	141	35	64	24	163	
	<b>all</b>	25	319	514	327	318	405	153	313	
Gujarat	M	40	526	693	699	803	661	208	607	
	F	34	505	661	242	100	74	7	230	
	<b>all</b>	37	515	678	481	465	382	101	424	
Haryana	M	113	460	658	654	682	784	78	557	
	F	31	546	710	301	77	68	8	253	
	<b>all</b>	73	492	680	484	377	477	50	419	
Karnataka	M	57	579	630	653	770	672	154	585	
	F	33	490	574	263	151	139	51	246	
	<b>all</b>	46	536	606	459	477	417	105	423	
Kerala	M	81	736	816	669	756	680	182	619	
	F	112	721	785	363	194	188	26	314	
	<b>all</b>	96	729	801	508	458	432	104	463	
Madhya Pradesh	M	35	525	618	627	777	702	252	573	
	F	59	506	605	238	161	153	23	260	
	<b>all</b>	47	515	612	435	485	438	133	419	
Maharashtra	M	92	693	802	762	861	788	213	688	
	F	55	683	739	338	219	141	84	322	
	<b>all</b>	75	688	772	560	559	479	148	513	
Orissa	M	20	500	604	502	676	640	243	514	
	F	75	454	591	190	94	109	3	206	
	<b>all</b>	46	476	598	360	413	405	109	369	
Punjab	M	118	741	811	679	776	758	322	653	
	F	149	738	764	256	81	161	8	287	
	<b>all</b>	132	740	790	490	447	490	158	484	
Rajasthan	M	45	339	363	405	532	492	128	370	
	F	45	305	317	89	46	44	5	127	
	<b>all</b>	45	323	341	250	302	279	66	254	
Tamil nadu	M	117	750	823	696	810	714	219	666	
	F	112	805	793	247	177	129	56	285	
	<b>all</b>	114	775	809	465	511	437	139	479	
Uttar Pradesh	M	30	389	511	516	600	590	236	452	
	F	27	341	449	198	38	39	3	172	
	<b>all</b>	28	367	484	376	329	347	127	324	
West Bengal	M	44	478	671	595	698	694	212	568	
	F	70	500	666	236	69	85	15	223	
	<b>all</b>	57	488	668	427	401	458	121	409	
North-Eastern	M	40	556	717	589	668	683	200	564	
	F	51	531	656	406	227	250	77	344	
	<b>all</b>	46	545	688	493	452	498	139	456	
North-Western	M	133	734	895	757	857	827	313	720	
	F	66	708	866	319	116	148	15	319	
	<b>all</b>	102	722	881	572	517	523	180	540	
Southern	M	102	555	589	576	820	730	289	595	
	F	78	575	563	213	220	100	44	237	
	<b>all</b>	89	566	575	379	541	393	162	407	
India	M	63	547	659	639	743	699	222	582	

	F	64	528	630	250	125	114	33	250
	all	63	538	645	454	449	431	129	424
no. of	M	454	4727	6136	13985	11680	6128	1024	44158
sample	F	411	4205	5043	5068	2002	1006	179	17921
commuters	all	865	8932	11179	19054	13682	7134	1203	62080

Table ( 2R) : Distribution of rural population by age and sex

State	sex	per 1000 no.of persons in the age -group									estd.no.of		
		0-4	5-9	10-14	15-29	30-44	45-59	60+	NR	all	hhs		
		3	4	5	6	7	8	9	10	11	(00)		
		1	2	3	4	5	6	7	8	9	10	11	12
Andhra	M	52	62	60	128	109	61	36	0	507	-	-	-
Pradesh	F	46	60	55	133	104	58	37	0	492	-	-	-
	all	98	122	115	261	212	118	73	0	1000	119333	-	-
Assam	M	51	68	72	162	111	59	27	0	550	-	-	-
	F	44	55	57	128	98	44	22	0	450	-	-	-
	all	95	123	129	290	210	103	49	1	1000	35114	-	-
Bihar	M	66	85	74	126	98	55	27	1	531	-	-	-
	F	63	70	57	115	94	47	22	0	469	-	-	-
	all	130	154	131	241	192	102	49	1	1000	150028	-	-
Gujarat	M	59	62	62	147	101	64	29	-	525	-	-	-
	F	50	55	55	129	99	57	31	-	475	-	-	-
	all	109	117	117	277	200	121	60	-	1000	54468	-	-
Haryana	M	70	74	79	145	96	46	41	-	551	-	-	-
	F	52	61	55	119	86	41	35	-	449	-	-	-
	all	122	135	134	264	182	87	76	-	1000	25388	-	-
Karnataka	M	49	61	67	140	103	60	34	0	514	-	-	-
	F	45	59	56	133	101	59	33	-	486	-	-	-
	all	94	119	123	273	204	119	67	0	1000	69692	-	-
Kerala	M	41	42	55	127	93	67	49	0	474	-	-	-
	F	44	42	55	151	115	68	51	0	526	-	-	-
	all	85	84	109	277	208	136	100	0	1000	45411	-	-
Madhya Pradesh	M	64	75	69	135	98	58	29	0	529	-	-	-
	F	60	67	54	118	92	53	28	0	471	-	-	-
	all	124	142	123	252	190	111	57	0	1000	107483	-	-
Maharashtra	M	56	64	66	131	98	57	40	0	513	-	-	-
	F	52	60	56	121	98	56	45	0	487	-	-	-
	all	108	123	122	252	196	113	85	0	1000	111247	-	-
Orissa	M	52	63	59	129	105	57	39	0	503	-	-	-
	F	51	64	57	133	101	56	35	0	497	-	-	-
	all	103	127	116	263	206	112	73	0	1000	63451	-	-
Punjab	M	63	65	62	146	96	55	46	-	533	-	-	-
	F	49	53	53	128	94	50	41	-	467	-	-	-
	all	112	117	116	274	189	104	87	-	1000	27971	-	-
Rajasthan	M	68	82	71	130	94	51	32	-	528	-	-	-
	F	65	68	56	116	92	45	30	-	472	-	-	-
	all	133	150	127	246	186	95	63	-	1000	62377	-	-
Tamil nadu	M	44	50	53	137	104	72	40	-	500	-	-	-
	F	40	49	51	147	106	71	36	-	500	-	-	-
	all	83	99	103	283	210	144	77	-	1000	96319	-	-
Uttar Pradesh	M	70	82	71	131	79	52	40	0	526	-	-	-
	F	66	70	56	117	81	51	32	-	474	-	-	-
	all	137	152	127	248	160	104	72	0	1000	230008	-	-
West Bengal	M	51	68	67	140	106	60	28	0	520	-	-	-
	F	51	62	57	138	94	51	26	0	479	-	-	-
	all	103	131	123	278	200	110	54	1	1000	110552	-	-
North-Eastern	M	51	75	76	137	112	56	24	0	530	-	-	-
	F	45	61	62	133	107	42	20	0	470	-	-	-
	all	96	136	137	270	219	98	44	0	1000	15630	-	-
North-Western	M	51	64	63	145	92	56	41	0	513	-	-	-
	F	49	56	59	142	95	55	32	0	487	-	-	-

*Appendix A: Detailed Tables*

	all	100	120	122	287	187	111	73	0	1000	21164
Southern	M	47	47	59	157	113	62	29	-	513	-
	F	44	48	53	151	96	61	33	-	487	-
	all	91	95	112	308	209	123	63	-	1000	3059
India	M	59	71	67	134	97	57	35	0	520	-
	F	55	63	56	126	95	53	32	0	480	-
	all	114	133	123	260	191	111	67	0	1000	1348695
no. of	M	23270	28154	26977	54187	39484	23279	13530	74	208955	-
	F	21469	24846	22596	51062	38552	20902	12376	62	191865	-
sample											
persons	all	44739	53004	49575	105253	78038	44182	25906	139	400836	-

Table 2 (U) : Distribution of urban population by age and sex

State	sex	per 1000 no.of persons in the age -group									urban	
											estd.no.of	
		0-4	5-9	10-14	15-29	30-44	45-59	60+	NR	all	hhs (00)	
1	2	3	4	5	6	7	8	9	10	11	12	
Andhra Pradesh	M	48	63	57	146	114	55	25	-	507	-	
	F	49	59	58	146	104	48	28	-	492	-	
	all	97	122	114	292	218	103	53	-	1000	44115	
Assam	M	39	54	74	165	136	63	24	1	555	-	
	F	34	42	53	132	118	46	21	-	445	-	
	all	73	95	127	297	254	109	45	1	1000	4504	
Bihar	M	60	65	66	156	98	66	25	0	536	-	
	F	56	64	59	122	89	50	25	-	464	-	
	all	115	128	125	278	187	116	50	0	1000	23100	
Gujarat	M	48	50	58	150	113	63	32	0	516	-	
	F	42	55	51	137	105	57	37	-	484	-	
	all	91	106	110	287	218	120	69	0	1000	22196	
Haryana	M	51	87	68	137	108	61	34	-	546	-	
	F	49	50	51	127	109	46	22	-	454	-	
	all	100	137	119	264	217	107	56	-	1000	10172	
Karnataka	M	50	53	62	153	115	60	30	-	522	-	
	F	44	50	46	152	103	55	27	1	478	-	
	all	94	102	108	305	218	115	57	1	1000	26262	
Kerala	M	34	43	49	128	104	79	50	-	487	-	
	F	34	41	47	143	118	80	50	-	513	-	
	all	68	84	96	271	222	158	101	-	1000	14431	
Madhya Pradesh	M	53	60	66	142	108	54	26	-	509	-	
	F	57	65	57	138	97	50	28	0	491	-	
	all	110	126	123	280	205	103	53	0	1000	32817	
Maharashtra	M	48	51	53	160	112	66	33	0	523	-	
	F	42	48	49	146	99	60	33	0	477	-	
	all	89	99	101	306	211	126	66	1	1000	68505	
Orissa	M	47	42	57	169	122	66	28	0	530	-	
	F	42	45	52	142	100	52	36	-	470	-	
	all	89	87	109	312	222	117	65	0	1000	10120	
Punjab	M	55	52	59	175	106	63	28	0	539	-	
	F	44	50	48	142	96	51	31	-	461	-	
	all	99	102	107	317	202	114	58	0	1000	16480	
Rajasthan	M	61	76	71	135	107	51	23	-	523	-	
	F	53	67	63	129	96	46	23	-	477	-	
	all	113	142	134	264	203	97	46	-	1000	18957	
Tamil nadu	M	39	45	51	144	123	70	36	0	509	-	
	F	45	38	46	153	110	63	34	-	491	-	
	all	85	83	98	297	234	134	70	0	1000	54195	
Uttar Pradesh	M	59	72	75	156	95	56	32	0	544	-	
	F	52	61	59	123	89	44	28	0	456	-	
	all	111	132	134	278	184	100	60	0	1000	58362	
West Bengal	M	32	49	57	146	126	86	45	1	541	-	
	F	30	41	55	129	112	54	38	0	459	-	
	all	62	89	112	276	238	140	83	1	1000	39025	
North-Eastern	M	46	62	69	138	111	61	23	0	511	-	
	F	50	55	56	153	107	45	22	0	488	-	
	all	96	118	125	292	218	106	44	0	1000	3578	
North-Western	M	48	58	53	187	114	64	28	0	552	-	
	F	42	50	48	137	97	52	23	-	448	-	
	all	90	107	102	325	210	115	51	0	1000	26520	
Southern	M	37	38	40	134	123	61	43	-	476	-	
	F	48	48	48	158	106	70	46	-	524	-	
	all	85	86	87	292	229	132	89	-	1000	2465	
India	M	49	58	60	152	111	63	31	0	525	-	
	F	46	53	53	138	101	53	30	0	475	-	
	all	95	110	114	290	212	117	62	0	1000	475803	

*Appendix A: Detailed Tables*

no. of	M	6972	8494	9065	21778	15891	8988	4721	30	75939	-
sample	F	6562	7816	8035	19914	14670	7879	4705	12	69593	-
persons	all	13534	16310	17103	41698	30561	16870	9426	42	145544	-

---

Table 3 (RW) : Per 1000 distribution of rural commuting workers by distance commuted (one way)

State	per 1000 no.of rural commuting workers travelling (one way)										rural
	< 1 km	1-2 km	2-4 km	4-8 km	8-15 km	15-40 km	40- 100 km	> 100 km	NR	all	estd.no. of com- muters (00)
1	2	3	4	5	6	7	8	9	10	11	12
Andhra Pradesh	243	201	164	212	105	51	14	4	4	1000	26004
Assam	223	318	207	145	65	27	5	1	10	1000	26015
Bihar	120	214	208	183	128	77	23	6	39	1000	40395
Gujarat	178	246	202	139	125	80	22	2	5	1000	17733
Haryana	39	325	83	168	194	131	47	6	7	1000	8471
Karnataka	85	397	258	87	102	55	12	5	-	1000	31073
Kerala	126	319	136	145	141	109	20	2	1	1000	31239
Madhya Pradesh	309	367	143	89	65	18	2	0	7	1000	45220
Maharashtra	194	236	174	166	128	69	16	13	4	1000	46442
Orissa	160	268	250	136	145	23	15	-	4	1000	25512
Punjab	91	163	171	272	174	107	20	0	2	1000	10657
Rajasthan	25	78	229	236	216	183	16	5	11	1000	11690
Tamil Nadu	128	191	195	191	184	86	13	5	7	1000	40297
Uttar Pradesh	117	167	182	242	194	79	11	3	4	1000	62660
West Bengal	179	296	220	103	53	81	46	7	17	1000	54684
North-Eastern	215	272	238	125	90	25	4	3	28	1000	10476
North-Western	178	139	192	212	147	93	16	17	6	1000	10925
Southern	40	89	127	209	365	133	25	11	-	1000	1776
India	163	254	192	162	127	70	18	5	9	1000	501270
no. of sample commu.	5467	8328	6873	5459	4060	2429	593	146	392	33747	-

Table 3 (RS) : Per 1000 distribution of rural student commuters by distance commuted (one way)

State	per 1000 no.of rural student commuters travelling (one way)										rural
	< 1 km	1-2 km	2-4 km	4-8 km	8-15 km	15-40 km	40-100 km	> 100 km	NR	all	estd.no. of commuters (00)
1	2	3	4	5	6	7	8	9	10	11	12
Andhra Pradesh	349	93	144	192	142	67	1	2	10	1000	12169
Assam	286	286	240	146	31	7	-	-	4	1000	15351
Bihar	334	314	187	91	41	17	1	1	15	1000	40359
Gujarat	189	197	298	165	79	61	8	4	-	1000	8992
Haryana	106	223	264	142	142	112	8	-	3	1000	6129
Karnataka	303	229	235	101	82	47	3	-	-	1000	13481
Kerala	183	369	186	111	97	49	4	1	-	1000	31103
Madhya Pradesh	430	205	177	125	32	14	8	-	8	1000	20162
Maharashtra	261	182	218	212	76	42	5	1	3	1000	23455
Orissa	390	230	211	100	49	16	-	0	4	1000	12456
Punjab	219	257	210	194	78	34	6	0	1	1000	9872
Rajasthan	152	226	336	185	63	25	-	9	3	1000	8010
Tamil Nadu	224	262	221	141	110	27	3	3	9	1000	25142
Uttar Pradesh	269	304	233	104	63	22	3	-	3	1000	90356
West Bengal	389	280	179	81	46	14	1	1	10	1000	46656
North-Eastern	336	275	201	132	29	7	1	0	20	1000	7969
North-Western	323	322	163	110	49	18	1	6	9	1000	18848
Southern	143	245	152	190	243	24	-	1	2	1000	820
India	292	274	210	122	66	27	3	1	6	1000	391330
no. of sample commu.	7701	7659	5651	3475	1677	687	68	28	185	27131	-

Table 3(RWS) : Per 1000 distribution of rural worker and student commuters by distance commuted (one way) rural

State	per 1000 no.of rural worker and student commuters travelling (one way)										std.no. of com- muters (00)
	< 1 km	1-2 km	2-4 km	4-8 km	8-15 km	15-40 km	40- 100 km	> 100 km	NR	all	
1	2	3	4	5	6	7	8	9	10	11	12
Andhra Pradesh	277	166	158	206	117	56	10	3	6	1000	38174
Assam	246	306	219	145	53	19	3	1	8	1000	41366
Bihar	227	264	197	137	85	47	12	3	27	1000	80754
Gujarat	182	230	234	148	110	74	18	3	3	1000	26725
Haryana	67	283	159	157	172	123	31	4	5	1000	14599
Karnataka	151	346	251	91	96	53	9	3	-	1000	44554
Kerala	154	344	161	128	119	79	12	2	1	1000	62342
Madhya Pradesh	346	317	153	100	55	17	4	0	7	1000	65382
Maharashtra	217	218	189	182	111	60	12	9	4	1000	69898
Orissa	235	255	237	124	113	20	10	0	4	1000	37968
Punjab	152	208	190	235	128	72	13	0	2	1000	20529
Rajasthan	77	138	273	215	154	119	10	7	7	1000	19701
Tamil Nadu	165	218	205	171	156	63	10	4	8	1000	65439
Uttar Pradesh	207	247	212	161	117	46	6	1	3	1000	153016
West Bengal	275	289	201	93	50	50	25	4	14	1000	101340
North-Eastern	267	273	222	128	64	17	2	2	24	1000	18445
North-Western	270	255	174	147	85	45	6	10	8	1000	29773
Southern	73	138	135	203	327	99	17	8	1	1000	2596
India	220	263	200	144	100	51	11	3	8	1000	892599
no. of sample commu.	13168	15987	12524	8934	5737	3116	661	174	577	60878	-

Table 3(UW): Per 1000 distribution of urban commuting workers by distance commuted (one way)

State	per 1000 no.of urban commuting workers travelling (one way)										urban
	< 1 km	1-2 km	2-4 km	4-8 km	8-15 km	15-40 km	40-100 km	> 100 km	NR	all	estd.no. of commuters (00)
1	2	3	4	5	6	7	8	9	10	11	12
Andhra Pradesh	256	275	187	136	90	38	8	4	7	1000	54683
Assam	403	260	155	101	34	25	9	4	9	1000	4508
Bihar	198	333	235	130	67	19	6	4	9	1000	22640
Gujarat	267	274	169	149	68	51	16	7	0	1000	27033
Haryana	347	165	139	153	81	61	50	4	0	1000	10784
Karnataka	194	253	167	187	125	53	15	5	2	1000	30004
Kerala	238	200	137	179	109	109	22	6	-	1000	16024
Madhya Pradesh	266	300	238	96	48	23	9	3	15	1000	39750
Maharashtra	221	241	151	141	96	107	38	4	1	1000	90808
Orissa	291	345	172	102	23	30	25	3	8	1000	9760
Punjab	294	286	194	135	51	29	8	2	-	1000	18739
Rajasthan	195	260	198	187	86	49	16	6	3	1000	13372
Tamil Nadu	214	240	177	160	133	52	18	4	2	1000	61883
Uttar Pradesh	191	286	179	149	105	73	8	8	2	1000	51932
West Bengal	308	177	191	111	86	83	30	8	6	1000	38882
North-Eastern	295	287	233	81	42	23	12	13	15	1000	3687
North-Western	232	141	129	147	216	101	15	5	14	1000	32057
Southern	170	254	178	259	81	49	7	1	0	1000	2710
India	239	251	177	142	98	64	19	5	5	1000	529256
no. of sample commu.	9106	9292	6480	4592	2808	1860	554	153	163	35008	-

Table 3(US) : Per 1000 distribution of urban student commuters by distance commuted (one way)

State	per 1000 no.of urban student commuters travelling (one way)										urban
	< 1 km	1-2 km	2-4 km	4-8 km	8-15 km	15-40 km	40-100 km	> 100 km	NR	all	estd.no. of commuters (00)
1	2	3	4	5	6	7	8	9	10	11	12
Andhra Pradesh	558	236	84	72	36	12	-	-	3	1000	38142
Assam	597	169	159	57	-	11	-	-	7	1000	3556
Bihar	470	280	166	54	24	1	0	2	4	1000	17223
Gujarat	563	243	109	66	10	5	2	2	-	1000	18143
Haryana	585	251	81	41	16	23	2	-	-	1000	9110
Karnataka	463	271	121	111	21	8	4	1	-	1000	19794
Kerala	330	254	174	122	87	25	5	3	-	1000	12456
Madhya Pradesh	532	338	89	31	9	1	-	0	0	1000	31228
Maharashtra	464	267	135	82	31	14	5	0	2	1000	65125
Orissa	583	275	73	40	6	24	-	-	-	1000	6091
Punjab	524	311	103	39	14	10	-	-	-	1000	16047
Rajasthan	541	316	69	52	8	8	1	-	4	1000	11451
Tamil Nadu	476	245	123	87	44	18	6	-	1	1000	40519
Uttar Pradesh	425	356	132	54	18	12	1	2	1	1000	46898
West Bengal	466	271	147	65	25	18	3	1	3	1000	30061
North-Eastern	438	342	135	34	12	6	2	7	25	1000	3855
North-Western	552	130	128	87	83	16	1	1	2	1000	29193
Southern	425	261	149	109	44	11	-	-	-	1000	1493
India	492	270	121	69	30	13	2	1	2	1000	400387
no. of sample commu.	13577	7659	3164	1580	624	288	56	29	95	27072	-

Table 3(UWS): Per 1000 distribution of urban worker and student commuters by distance commuted (one way) urban

State	per 1000 no.of commuters travelling (one way)										estd.no. of com- muters (00)
	< 1 km	1-2 km	2-4 km	4-8 km	8-15 km	15-40 km	40- 100 km	> 100 km	NR	all	
1	2	3	4	5	6	7	8	9	10	11	12
Andhra Pradesh	380	259	145	110	67	27	5	2	5	1000	92825
Assam	488	220	157	82	19	19	5	2	8	1000	8064
Bihar	315	310	205	98	48	11	3	3	7	1000	39864
Gujarat	386	261	145	116	45	32	10	5	0	1000	45176
Haryana	456	204	112	102	51	44	28	2	0	1000	19895
Karnataka	301	260	149	157	83	35	11	3	1	1000	49798
Kerala	278	224	153	154	99	72	14	5	-	1000	28480
Madhya Pradesh	383	317	173	67	31	13	5	2	9	1000	70978
Maharashtra	322	252	144	116	69	68	24	2	2	1000	155933
Orissa	403	318	134	78	17	28	16	2	5	1000	15851
Punjab	400	297	152	91	34	20	5	1	-	1000	34786
Rajasthan	355	286	139	125	50	30	9	3	3	1000	24823
Tamil Nadu	318	242	156	131	98	39	13	2	1	1000	102401
Uttar Pradesh	302	319	157	104	63	44	5	5	2	1000	98830
West Bengal	377	218	172	91	60	55	18	5	5	1000	68943
North-Eastern	368	315	183	57	27	14	7	10	20	1000	7541
North-Western	385	136	129	119	152	60	8	3	8	1000	61250
Southern	261	256	168	206	68	36	4	1	0	1000	4204
India	348	259	153	111	69	42	12	3	3	1000	929643
no. of sample commu.	22683	16951	9644	6172	3432	2148	610	182	258	62080	-

Table 4: Per 1000 distribution of those commuting to work/education by major mode of commuting for different ranges of distance commuted and percentage of commuters reporting more than one mode

mode of journey	per 1000 no.of commuters travelling (one way)									% (0.0) of commuters reporting more than one mode
	< 1 km	1-2 km	2-4 km	4-8 km	8-15 km	15-40 km	40-100 km	> 100 km	all	
1	2	3	4	5	6	7	8	9	10	11
<b>Andhra Pradesh</b>	<b>Purpose: work</b>									<b>rural</b>
on foot	972	915	718	462	222	-	-	-	662	0.7
bus	4	17	95	244	347	636	121	505	147	23.9
rail	3	1	4	5	14	35	317	495	13	36.6
bicycle	9	53	104	212	238	106	-	-	105	5.3
taxi/hired car	-	-	1	-	-	-	47	-	1	-
auto-rickshaw	3	-	35	-	-	-	-	-	6	-
motorcycle/ scooter	5	14	1	15	97	66	194	-	24	-
own car	-	-	-	13	-	-	-	-	3	-
rickshaw	3	-	6	-	-	-	-	-	2	3.5
owned animal-driven transport	-	-	36	49	60	26	-	-	24	2.3
hired animal-driven transport	-	-	-	-	7	-	-	-	1	-
ship, boat, etc.	-	-	-	-	-	67	238	-	7	-
other	-	-	-	-	15	63	82	-	6	9.5
NR	-	-	-	-	-	-	-	-	-	-
all	1000	1000	1000	1000	1000	1000	1000	1000	1000	5.1
% (0.0) of commuters reporting more than one mode	0.1	1.7	2.2	4.2	20.6	14.6	26.3	-	5.1	-
estd.no.of commuters (00)	6323	5222	4274	5525	2736	1324	375	110	26004	-
no.of sample commuters	317	256	253	275	147	90	15	7	1365	-
<b>Andhra Pradesh</b>	<b>Purpose: education</b>									<b>rural</b>
on foot	954	657	608	224	24	-	-	-	532	0.4
bus	46	172	240	432	789	933	1000	-	329	21.9
rail	-	20	-	29	14	43	-	-	12	16.6
bicycle	-	134	81	275	113	23	-	-	97	2.3
taxi/hired car	-	-	-	-	23	-	-	-	3	-
auto-rickshaw	-	-	-	1	11	-	-	-	2	-
motorcycle/ scooter	-	-	-	10	-	-	-	-	2	-
own car	-	-	-	-	-	-	-	-	-	-
rickshaw	-	-	-	-	-	-	-	-	-	-
owned animal-driven transport	-	-	52	17	1	-	-	-	11	1.2
hired animal-driven transport	-	-	8	13	25	-	-	1000	9	-
ship, boat, etc.	-	-	11	-	-	-	-	-	2	100
other	-	17	-	-	-	-	-	-	2	-
NR	-	-	-	-	-	-	-	-	-	-
all	1000	1000	1000	1000	1000	1000	1000	1000	1000	8
% (0.0) of commuters reporting more than one mode	0.8	1.7	1.2	6	30.6	25.7	-	-	8	-
estd.no.of commuters (00)	4246	1129	1749	2342	1729	817	16	19	12169	-
no.of sample commuters	220	75	103	129	83	44	1	1	661	-

Table 4: Per 1000 distribution of those commuting to work/education by major mode of commuting for different ranges of distance commuted and percentage of commuters reporting more than one mode

mode of journey	per 1000 no.of commuters travelling (one way)									% (0.0) of commuters reporting more than one mode
	< 1 km	1-2 km	2-4 km	4-8 km	8-15 km	15-40 km	40-100 km	> 100 km	all	
1	2	3	4	5	6	7	8	9	10	11
<b>Assam</b>	<b>Purpose: work</b>									<b>rural</b>
on foot	944	889	613	339	289	-	-	-	692	8.8
bus	7	9	83	223	496	766	989	1000	113	68.1
rail	1	2	5	2	3	43	-	-	4	53.6
bicycle	46	74	235	290	111	55	-	-	136	32.1
taxi/hired car	-	-	1	9	9	-	-	-	2	79.2
auto-rickshaw	-	-	2	8	-	16	-	-	2	66.1
motorcycle/ scooter	-	0	5	31	42	55	-	-	10	27
own car	-	-	2	-	8	-	-	-	1	56.5
rickshaw	-	5	5	5	-	-	-	-	5	36.8
owned animal-driven transport	3	17	38	69	32	66	-	-	28	55.5
hired animal-driven transport	-	-	-	7	-	-	11	-	1	4.7
ship, boat, etc.	-	2	12	12	10	-	-	-	6	74.8
other	-	-	-	4	-	-	-	-	1	100
NR	-	-	-	-	-	-	-	-	-	-
all	1000	1000	1000	1000	1000	1000	1000	1000	1000	21.2
% (0.0) of commuters reporting more than one mode	10.3	12	20.9	30.8	61.8	53.8	65.6	93.3	21.2	-
estd.no.of commuters (00)	5808	8267	5376	3764	1692	696	119	22	26015	-
no.of sample commuters	550	731	548	376	195	66	13	3	2506	-
<b>Assam</b>	<b>Purpose: education</b>									<b>rural</b>
on foot	986	854	609	199	155	-	-	-	709	5.3
bus	2	27	204	430	522	649	-	-	143	44.4
rail	-	3	6	20	29	42	-	-	6	25.3
bicycle	9	54	129	267	130	177	-	-	93	14.8
taxi/hired car	-	2	-	-	-	-	-	-	0	-
auto-rickshaw	-	1	-	2	-	-	-	-	0	100
motorcycle/ scooter	-	-	3	2	-	-	-	-	1	-
own car	-	-	-	-	-	-	-	-	-	-
rickshaw	-	15	6	-	-	-	-	-	6	76.7
owned animal-driven transport	3	44	43	81	115	132	-	-	40	57.4
hired animal-driven transport	-	-	-	-	-	-	-	-	-	-
ship, boat, etc.	-	-	-	-	49	-	-	-	2	55.2
other	-	-	-	-	-	-	-	-	-	-
NR	-	-	-	-	-	-	-	-	-	-
all	1000	1000	1000	1000	1000	1000	-	-	1000	14.5
% (0.0) of commuters reporting more than one mode	2.1	13.3	16.3	31.6	32.1	57.5	-	-	14.5	-
estd.no.of commuters (00)	4384	4394	3679	2239	483	107	-	-	15351	-
no.of sample commuters	410	408	363	226	40	11	-	-	1466	-

Table 4: Per 1000 distribution of those commuting to work/education by major mode of commuting for different ranges of distance commuted and percentage of commuters reporting more than one mode

mode of journey	per 1000 no.of commuters travelling (one way)									% (0.0) of commuters reporting more than one mode
	< 1 km	1-2 km	2-4 km	4-8 km	8-15 km	15-40 km	40-100 km	> 100 km	all	
1	2	3	4	5	6	7	8	9	10	11
<b>Bihar</b>	<b>Purpose: work</b>									<b>rural</b>
on foot	942	904	864	474	139	24	-	-	613	0.2
bus	17	8	22	85	283	691	706	81	133	65
rail	8	2	2	31	52	111	202	776	32	60.6
bicycle	33	72	93	340	476	134	24	-	176	10.5
taxi/hired car	-	-	-	21	1	-	-	-	4	-
auto-rickshaw	-	11	3	8	9	6	-	-	6	4.5
motorcycle/ scooter	-	-	-	6	4	5	27	-	3	39
own car	-	0	-	-	-	-	-	-	0	100
rickshaw	-	-	12	14	13	-	-	-	7	5.6
owned animal-driven transport	-	3	4	19	17	18	-	77	9	4.8
hired animal-driven transport	-	-	1	-	8	10	40	66	3	20.6
ship, boat, etc.	-	-	-	-	-	-	-	-	-	-
other	-	-	-	-	-	-	-	-	-	-
NR	-	-	-	3	-	-	-	-	12	-
all	1000	1000	1000	1000	1000	1000	1000	1000	1000	12.9
% (0.0) of commuters reporting more than one mode	1.7	1.6	1.8	5.8	30.9	61.7	64.3	45.7	12.9	-
estd.no.of commuters (00)	4867	8661	8398	7409	5185	3099	942	250	40395	-
no.of sample commuters	273	444	461	411	300	191	58	15	2243	-
<b>Bihar</b>	<b>Purpose: education</b>									<b>rural</b>
on foot	993	941	814	557	112	-	-	-	843	0.7
bus	3	1	28	194	389	809	368	-	54	66.7
rail	2	4	2	5	-	-	-	1000	3	46.7
bicycle	2	52	132	219	454	158	384	-	85	18.5
taxi/hired car	-	-	-	14	-	33	-	-	2	69.5
auto-rickshaw	-	-	3	-	-	-	-	-	1	-
motorcycle/ scooter	-	-	-	-	-	-	-	-	-	-
own car	-	1	-	-	-	-	-	-	0	100
rickshaw	-	-	21	4	-	-	-	-	4	9.3
owned animal-driven transport	-	2	-	-	-	-	-	-	0	-
hired animal-driven transport	-	-	-	7	45	-	248	-	3	-
ship, boat, etc.	-	-	-	-	-	-	-	-	-	-
other	-	-	-	-	-	-	-	-	-	-
NR	-	-	-	-	-	-	-	-	5	-
all	1000	1000	1000	1000	1000	1000	1000	1000	1000	6.1
% (0.0) of commuters reporting more than one mode	0.3	2.8	4.8	21.7	38.1	36	36.8	100	6.1	-
estd.no.of commuters (00)	13483	12663	7539	3659	1667	678	51	26	40359	-
no.of sample commuters	725	683	410	213	98	40	3	1	2202	-

Table 4: Per 1000 distribution of those commuting to work/education by major mode of commuting for different ranges of distance commuted and percentage of commuters reporting more than one mode

mode of journey	per 1000 no.of commuters travelling (one way)									% (0.0) of commuters reporting more than one mode	
	< 1 km	1-2 km	2-4 km	4-8 km	8-15 km	15-40 km	40-100 km	> 100 km	all		
	1	2	3	4	5	6	7	8	9	10	11
<b>Gujarat</b>	<b>Purpose: work</b>										<b>rural</b>
on foot	969	900	524	132	29	-	-	-	-	527	1.5
bus	15	33	75	302	496	676	248	-	-	190	30.4
rail	-	4	-	21	23	79	617	-	-	27	56.9
bicycle	14	35	246	188	73	5	-	-	-	96	8
taxi/hired car	-	-	-	-	8	14	-	-	-	2	52.3
auto-rickshaw	-	-	91	77	41	81	-	-	-	41	52.5
motorcycle/ scooter	1	4	20	77	185	33	-	431	-	43	28.8
own car	-	-	6	7	24	-	-	-	-	5	-
rickshaw	-	-	5	-	-	-	-	-	-	1	1.5
owned animal-driven transport	-	25	34	113	101	37	61	-	-	46	24.4
hired animal-driven transport	-	-	-	-	6	27	59	569	-	5	-
ship, boat, etc.	-	-	-	-	-	-	16	-	-	0	-
other	-	-	-	84	14	50	-	-	-	17	60.4
NR	-	-	-	-	-	-	-	-	-	-	-
all	1000	1000	1000	1000	1000	1000	1000	1000	1000	1000	14.5
% (0.0) of commuters reporting more than one mode	0.7	0	9.4	37.9	33.6	23.3	49.5	-	-	14.5	-
estd.no.of commuters (00)	3160	4370	3581	2467	2219	1418	394	37	17733	-	-
no.of sample commuters	199	259	207	140	151	100	27	3	1093	-	-
<b>Gujarat</b>	<b>Purpose: education</b>										<b>rural</b>
on foot	986	943	412	110	-	-	-	-	-	512	0.9
bus	5	53	216	548	926	966	1000	1000	-	310	28.5
rail	-	-	19	18	-	-	-	-	-	9	33.8
bicycle	9	4	194	247	74	-	-	-	-	107	15.3
taxi/hired car	-	-	-	-	-	-	-	-	-	-	-
auto-rickshaw	-	-	134	78	-	-	-	-	-	53	49.7
motorcycle/ scooter	-	-	21	-	-	-	-	-	-	6	-
own car	-	-	-	-	-	-	-	-	-	-	-
rickshaw	-	-	-	-	-	-	-	-	-	-	-
owned animal-driven transport	-	-	4	-	-	-	-	-	-	1	-
hired animal-driven transport	-	-	-	-	-	34	-	-	-	2	-
ship, boat, etc.	-	-	-	-	-	-	-	-	-	-	-
other	-	-	-	-	-	-	-	-	-	-	-
NR	-	-	-	-	-	-	-	-	-	-	-
all	1000	1000	1000	1000	1000	1000	1000	1000	1000	1000	13.9
% (0.0) of commuters reporting more than one mode	-	0.4	19.8	18.9	29.4	40.4	-	-	-	13.9	-
estd.no.of commuters (00)	1698	1769	2678	1481	710	549	75	32	8992	-	-
no.of sample commuters	95	86	143	73	40	30	6	2	475	-	-

Table 4: Per 1000 distribution of those commuting to work/education by major mode of commuting for different ranges of distance commuted and percentage of commuters reporting more than one mode

mode of journey	per 1000 no.of commuters travelling (one way)									% (0.0) of commuters reporting more than one mode
	< 1 km	1-2 km	2-4 km	4-8 km	8-15 km	15-40 km	40-100 km	> 100 km	all	
1	2	3	4	5	6	7	8	9	10	11
<b>Haryana</b>	<b>Purpose: work</b>									<b>rural</b>
on foot	922	899	408	93	20	-	-	-	389	1.2
bus	-	-	106	237	290	455	765	1000	206	48.2
rail	-	-	-	-	168	122	231	-	60	86.9
bicycle	-	84	444	516	323	53	-	-	220	7.2
taxi/hired car	-	-	-	13	2	31	-	-	7	-
auto-rickshaw	-	-	-	18	60	212	-	-	42	71.4
motorcycle/ scooter	78	-	42	55	40	77	4	-	34	7.1
own car	-	-	-	16	15	-	-	-	6	-
rickshaw	-	9	-	-	-	1	-	-	3	5.7
owned animal-driven transport	-	-	-	30	42	38	-	-	18	-
hired animal-driven transport	-	-	-	-	23	12	-	-	6	74.4
ship, boat, etc.	-	-	-	-	-	-	-	-	-	-
other	-	8	-	23	16	-	-	-	10	-
NR	-	-	-	-	-	-	-	-	-	-
all	1000	1000	1000	1000	1000	1000	1000	1000	1000	20.9
% (0.0) of commuters reporting more than one mode	-	1.6	3.2	16.6	34.3	53.1	67.9	33.1	20.9	-
estd.no.of commuters (00)	334	2756	701	1420	1645	1107	399	53	8471	-
no.of sample commuters	14	124	37	74	88	65	23	4	432	-
<b>Haryana</b>	<b>Purpose: education</b>									<b>rural</b>
on foot	1000	501	442	21	-	-	-	-	338	-
bus	-	102	205	638	581	765	1000	-	343	29.1
rail	-	-	-	20	59	-	-	-	11	75.1
bicycle	-	340	281	262	159	93	-	-	220	-
taxi/hired car	-	30	-	-	18	12	-	-	11	24
auto-rickshaw	-	-	28	-	-	56	-	-	16	54.4
motorcycle/ scooter	-	-	-	15	73	-	-	-	13	-
own car	-	-	-	-	-	-	-	-	-	-
rickshaw	-	-	-	-	-	-	-	-	-	-
owned animal-driven transport	-	-	-	-	-	-	-	-	-	-
hired animal-driven transport	-	28	45	43	87	74	-	-	45	9.9
ship, boat, etc.	-	-	-	-	-	-	-	-	-	-
other	-	-	-	-	24	-	-	-	3	-
NR	-	-	-	-	-	-	-	-	-	-
all	1000	1000	1000	1000	1000	1000	1000	-	1000	12.4
% (0.0) of commuters reporting more than one mode	-	-	8.2	20.3	23.9	26.3	100	-	12.4	-
estd.no.of commuters (00)	651	1368	1620	869	873	686	46	-	6129	-
no.of sample commuters	27	82	98	46	40	32	3	-	329	-

Table 4: Per 1000 distribution of those commuting to work/education by major mode of commuting for different ranges of distance commuted and percentage of commuters reporting more than one mode

mode of journey	per 1000 no.of commuters travelling (one way)									% (0.0) of commuters reporting more than one mode
	< 1 km	1-2 km	2-4 km	4-8 km	8-15 km	15-40 km	40-100 km	> 100 km	all	
1	2	3	4	5	6	7	8	9	10	11
<b>Karnataka</b>	<b>Purpose: work</b>									<b>rural</b>
on foot	956	952	754	182	9	11	-	-	670	5.6
bus	29	17	102	562	779	805	500	677	217	27.2
rail	-	-	3	10	10	23	255	-	7	-
bicycle	1	22	71	110	46	46	-	-	44	4.3
taxi/hired car	-	-	-	15	15	-	-	-	3	25.4
auto-rickshaw	15	-	5	9	10	-	-	-	4	17.8
motorcycle/ scooter	-	-	36	92	32	27	-	9	22	20.8
own car	-	-	-	9	-	-	-	-	1	100
rickshaw	-	-	-	-	-	-	-	-	-	-
owned animal-driven transport	-	7	27	-	7	-	-	170	11	77.1
hired animal-driven transport	-	-	-	-	-	-	134	-	2	-
ship, boat, etc.	-	-	3	8	64	39	-	-	10	-
other	-	2	-	2	29	50	110	143	9	-
NR	-	-	-	-	-	-	-	-	-	-
<b>all</b>	<b>1000</b>	<b>1000</b>	<b>1000</b>	<b>1000</b>	<b>1000</b>	<b>1000</b>	<b>1000</b>	<b>1000</b>	<b>1000</b>	<b>11.4</b>
% (0.0) of commuters reporting more than one mode	7.5	5.5	10.3	19.6	24.9	24.6	11.5	46.7	11.4	-
estd.no.of commuters (00)	2628	12330	8012	2703	3170	1715	361	154	31073	-
no.of sample commuters	118	535	369	151	160	90	15	7	1445	-
<b>Karnataka</b>	<b>Purpose: education</b>									<b>rural</b>
on foot	994	909	608	174	45	-	-	-	673	2.4
bus	6	29	256	494	788	916	1000	-	230	29.2
rail	-	-	-	70	-	84	-	-	11	-
bicycle	-	16	113	6	59	-	-	-	35	15
taxi/hired car	-	13	-	-	20	-	-	-	5	34.7
auto-rickshaw	-	7	16	128	-	-	-	-	18	-
motorcycle/ scooter	-	-	-	-	-	-	-	-	-	-
own car	-	-	-	37	-	-	-	-	4	100
rickshaw	-	-	-	-	-	-	-	-	-	-
owned animal-driven transport	-	-	-	91	39	-	-	-	12	-
hired animal-driven transport	-	25	-	-	-	-	-	-	6	-
ship, boat, etc.	-	-	-	-	-	-	-	-	-	-
other	-	-	7	-	49	-	-	-	6	-
NR	-	-	-	-	-	-	-	-	-	-
<b>all</b>	<b>1000</b>	<b>1000</b>	<b>1000</b>	<b>1000</b>	<b>1000</b>	<b>1000</b>	<b>1000</b>	<b>-</b>	<b>1000</b>	<b>9.4</b>
% (0.0) of commuters reporting more than one mode	3.7	-	10.6	30.1	21.5	20.8	-	-	9.4	-
estd.no.of commuters (00)	4085	3086	3162	1366	1104	632	46	-	13481	-
no.of sample commuters	190	161	162	64	60	29	4	-	670	-

Table 4: Per 1000 distribution of those commuting to work/education by major mode of commuting for different ranges of distance commuted and percentage of commuters reporting more than one mode

mode of journey	per 1000 no.of commuters travelling (one way)									% (0.0) of commuters reporting more than one mode
	< 1 km	1-2 km	2-4 km	4-8 km	8-15 km	15-40 km	40-100 km	> 100 km	all	
1	2	3	4	5	6	7	8	9	10	11
<b>Kerala</b>	<b>Purpose: work</b>									<b>rural</b>
on foot	975	865	395	137	31	-	-	-	478	0.9
bus	4	83	456	674	845	910	705	683	421	33.9
rail	-	-	5	9	4	13	111	317	7	69.7
bicycle	7	10	54	69	6	11	-	-	23	11.6
taxi/hired car	-	1	3	8	4	10	-	-	4	71.2
auto-rickshaw	3	2	14	17	7	5	-	-	7	20.3
motorcycle/ scooter	-	6	4	14	29	21	12	-	11	4.3
own car	-	3	17	14	11	4	10	-	8	-
rickshaw	-	1	-	-	-	-	-	-	0	100
owned animal-driven transport	6	20	47	26	23	12	72	-	23	5.1
hired animal-driven transport	-	-	-	6	12	11	91	-	6	21.4
ship, boat, etc.	5	9	5	26	28	4	-	-	12	39.1
other	-	-	-	-	-	-	-	-	-	-
NR	-	-	-	-	-	-	-	-	-	-
all	1000	1000	1000	1000	1000	1000	1000	1000	1000	16.7
% (0.0) of commuters reporting more than one mode	-	2.3	20.1	29.1	31.4	34.3	33.7	53.4	16.7	-
estd.no.of commuters (00)	3928	9975	4259	4524	4403	3405	629	78	31239	-
no.of sample commuters	276	671	273	314	292	233	51	6	2119	-
<b>Kerala</b>	<b>Purpose: education</b>									<b>rural</b>
on foot	955	896	457	71	37	-	-	-	602	1.2
bus	31	85	453	814	846	932	1000	1000	344	25.3
rail	-	-	4	23	45	20	-	-	9	34.6
bicycle	3	5	-	14	-	18	-	-	5	-
taxi/hired car	-	-	15	20	15	-	-	-	6	87.7
auto-rickshaw	-	2	33	15	17	-	-	-	10	31.8
motorcycle/ scooter	-	-	2	8	-	-	-	-	1	-
own car	-	-	5	-	-	-	-	-	1	-
rickshaw	-	1	4	-	-	-	-	-	1	40
owned animal-driven transport	-	4	10	-	12	7	-	-	5	24
hired animal-driven transport	0	6	15	31	24	23	-	-	12	18.2
ship, boat, etc.	10	1	0	-	3	-	-	-	3	21.7
other	-	-	2	4	1	-	-	-	1	-
NR	-	-	-	-	-	-	-	-	-	-
all	1000	1000	1000	1000	1000	1000	1000	1000	1000	11.1
% (0.0) of commuters reporting more than one mode	-	2.1	18.4	27.3	25.5	27.1	11.2	-	11.1	-
estd.no.of commuters (00)	5679	11486	5781	3453	3011	1539	126	26	31103	-
no.of sample commuters	367	758	392	226	194	103	9	2	2051	-

Table 4: Per 1000 distribution of those commuting to work/education by major mode of commuting for different ranges of distance commuted and percentage of commuters reporting more than one mode

mode of journey	per 1000 no.of commuters travelling (one way)									% (0.0) of commuters reporting more than one mode
	< 1 km	1-2 km	2-4 km	4-8 km	8-15 km	15-40 km	40-100 km	> 100 km	all	
1	2	3	4	5	6	7	8	9	10	11
<b>Madhya Pradesh</b>	<b>Purpose: work</b>									<b>rural</b>
on foot	977	937	828	628	239	7	-	-	840	0.8
bus	4	1	18	31	49	425	399	-	19	32.8
rail	1	2	7	8	-	-	-	-	3	36.5
bicycle	12	52	144	303	558	513	487	-	118	7.4
taxi/hired car	-	-	-	16	43	23	-	-	5	9.8
auto-rickshaw	-	-	-	-	-	-	-	-	-	-
motorcycle/ scooter	3	3	-	-	4	-	-	1000	3	74.8
own car	-	-	-	-	-	28	-	-	1	100
rickshaw	3	1	-	-	-	-	-	-	1	-
owned animal-driven transport	1	-	3	14	69	3	114	-	7	13.7
hired animal-driven transport	-	-	-	-	37	-	-	-	2	100
ship, boat, etc.	-	-	-	-	-	-	-	-	-	-
other	-	-	-	-	1	-	-	-	0	-
NR	-	4	-	-	-	-	-	-	1	-
<b>all</b>	<b>1000</b>	<b>1000</b>	<b>1000</b>	<b>1000</b>	<b>1000</b>	<b>1000</b>	<b>1000</b>	<b>1000</b>	<b>1000</b>	<b>2.9</b>
% (0.0) of commuters reporting more than one mode	0.4	1.2	1.8	5	12.8	29	18.6	-	2.9	-
estd.no.of commuters (00)	13977	16574	6447	4045	2945	807	109	19	45220	-
no.of sample commuters	691	856	335	230	159	58	8	1	2354	-
<b>Madhya Pradesh</b>	<b>Purpose: education</b>									<b>rural</b>
on foot	990	955	824	366	12	-	-	-	820	0.4
bus	-	14	6	71	202	759	980	-	40	56.2
rail	-	-	-	-	31	-	-	-	1	-
bicycle	7	31	158	545	756	241	-	-	133	5.7
taxi/hired car	-	-	-	-	-	-	-	-	-	-
auto-rickshaw	-	-	-	-	-	-	-	-	-	-
motorcycle/ scooter	-	-	-	4	-	-	20	-	1	-
own car	-	-	-	-	-	-	-	-	-	-
rickshaw	-	-	-	14	-	-	-	-	2	-
owned animal-driven transport	-	-	6	-	-	-	-	-	1	-
hired animal-driven transport	-	-	-	-	-	-	-	-	-	-
ship, boat, etc.	-	-	-	-	-	-	-	-	-	-
other	-	-	-	-	-	-	-	-	-	-
NR	2	-	6	-	-	-	-	-	2	50
<b>all</b>	<b>1000</b>	<b>1000</b>	<b>1000</b>	<b>1000</b>	<b>1000</b>	<b>1000</b>	<b>1000</b>	<b>-</b>	<b>1000</b>	<b>3.5</b>
% (0.0) of commuters reporting more than one mode	0.3	-	4	7.3	11.1	46	66.5	-	3.5	-
estd.no.of commuters (00)	8670	4139	3573	2524	638	284	169	-	20162	-
no.of sample commuters	439	213	196	150	38	11	6	-	1058	-

Table 4: Per 1000 distribution of those commuting to work/education by major mode of commuting for different ranges of distance commuted and percentage of commuters reporting more than one mode

mode of journey	per 1000 no.of commuters travelling (one way)									% (0.0) of commuters reporting more than one mode
	< 1 km	1-2 km	2-4 km	4-8 km	8-15 km	15-40 km	40-100 km	> 100 km	all	
1	2	3	4	5	6	7	8	9	10	11
<b>Maharashtra</b>	<b>Purpose: work</b>									<b>rural</b>
on foot	988	918	714	497	239	-	-	-	648	0.2
bus	7	12	71	224	446	693	346	287	168	20.4
rail	-	-	-	11	35	124	317	464	26	70.5
bicycle	3	45	153	181	192	80	-	-	98	2.9
taxi/hired car	-	-	10	18	4	10	-	-	6	-
auto-rickshaw	-	11	5	15	7	-	-	-	7	-
motorcycle/ scooter	3	8	22	28	41	68	97	-	22	4.9
own car	-	2	-	-	-	-	-	-	1	-
rickshaw	-	-	8	0	11	-	-	-	3	-
owned animal-driven transport	-	4	15	20	-	-	-	-	7	-
hired animal-driven transport	-	-	-	-	4	12	-	-	1	-
ship, boat, etc.	-	-	-	4	19	-	240	249	10	-
other	-	-	2	-	1	13	-	-	1	-
NR	-	-	-	-	-	-	-	-	2	-
all	1000	1000	1000	1000	1000	1000	1000	1000	1000	5.8
% (0.0) of commuters reporting more than one mode	-	0.5	2.5	5	14	24.3	25.6	44.6	5.8	-
estd.no.of commuters (00)	9022	10950	8098	7729	5945	3190	727	585	46442	-
no.of sample commuters	441	563	476	379	331	173	38	27	2441	-
<b>Maharashtra</b>	<b>Purpose: education</b>									<b>rural</b>
on foot	962	831	615	305	92	-	-	-	610	0.2
bus	8	62	210	464	719	855	422	-	252	12.4
rail	-	-	4	17	47	83	578	1000	15	54.3
bicycle	18	62	126	192	112	45	-	-	95	11.2
taxi/hired car	-	-	-	5	-	-	-	-	1	-
auto-rickshaw	4	11	26	4	30	-	-	-	12	8.2
motorcycle/ scooter	-	-	-	9	-	-	-	-	2	-
own car	-	-	-	-	-	-	-	-	-	-
rickshaw	-	-	15	-	-	-	-	-	3	-
owned animal-driven transport	-	-	4	4	-	16	-	-	2	38.3
hired animal-driven transport	-	-	-	-	-	-	-	-	-	-
ship, boat, etc.	8	35	-	-	-	-	-	-	8	75
other	-	-	-	-	-	-	-	-	-	-
NR	-	-	-	-	-	-	-	-	-	-
all	1000	1000	1000	1000	1000	1000	1000	1000	1000	5.9
% (0.0) of commuters reporting more than one mode	0.4	4.5	1.6	11.5	17.1	9.4	68	100	5.9	-
estd.no.of commuters (00)	6132	4258	5117	4981	1780	995	107	24	23455	-
no.of sample commuters	334	225	248	259	91	48	6	1	1214	-

Table 4: Per 1000 distribution of those commuting to work/education by major mode of commuting for different ranges of distance commuted and percentage of commuters reporting more than one mode

mode of journey	per 1000 no.of commuters travelling (one way)									% (0.0) of commuters reporting more than one mode
	< 1 km	1-2 km	2-4 km	4-8 km	8-15 km	15-40 km	40-100 km	> 100 km	all	
1	2	3	4	5	6	7	8	9	10	11
<b>Orissa</b>	<b>Purpose: work</b>									<b>rural</b>
on foot	976	914	819	477	553	-	-	-	754	0.8
bus	-	6	22	54	93	484	781	-	51	31.6
rail	-	-	3	-	5	23	69	-	3	32.5
bicycle	20	71	122	441	319	352	58	-	168	10.9
taxi/hired car	-	-	-	-	-	-	-	-	-	-
auto-rickshaw	-	-	-	-	-	-	-	-	-	-
motorcycle/ scooter	-	2	-	-	9	36	-	-	3	-
own car	-	-	-	-	-	-	-	-	-	-
rickshaw	-	-	-	-	4	39	-	-	1	-
owned animal-driven transport	5	7	30	28	16	67	17	-	18	31
hired animal-driven transport	-	-	3	-	-	-	76	-	2	-
ship, boat, etc.	-	-	-	-	-	-	-	-	-	-
other	-	-	-	-	-	-	-	-	-	-
NR	-	-	-	-	-	-	-	-	-	-
all	1000	1000	1000	1000	1000	1000	1000	-	1000	4.7
% (0.0) of commuters reporting more than one mode	-	2.8	2.5	11.1	7.7	19.4	17.4	-	4.7	-
estd.no.of commuters (00)	4072	6827	6384	3462	3704	575	384	-	25512	-
no.of sample commuters	221	349	364	214	152	46	16	-	1369	-
<b>Orissa</b>	<b>Purpose: education</b>									<b>rural</b>
on foot	983	830	730	167	70	-	-	-	751	1.9
bus	4	21	33	207	309	241	-	1000	55	40.2
rail	-	8	2	-	30	164	-	-	6	-
bicycle	7	125	222	593	474	595	-	-	170	15.8
taxi/hired car	-	-	-	-	-	-	-	-	-	-
auto-rickshaw	-	-	-	-	-	-	-	-	-	-
motorcycle/ scooter	-	-	-	19	-	-	-	-	2	-
own car	-	-	-	-	-	-	-	-	-	-
rickshaw	-	-	-	-	-	-	-	-	-	-
owned animal-driven transport	6	15	13	14	-	-	-	-	10	6.5
hired animal-driven transport	-	-	-	-	-	-	-	-	-	-
ship, boat, etc.	-	-	-	-	-	-	-	-	-	-
other	-	-	-	-	116	-	-	-	6	-
NR	-	-	-	-	-	-	-	-	-	-
all	1000	1000	1000	1000	1000	1000	-	1000	1000	6.4
% (0.0) of commuters reporting more than one mode	-	5.2	9	15	23	26.3	-	-	6.4	-
estd.no.of commuters (00)	4859	2869	2628	1249	604	198	-	3	12456	-
no.of sample commuters	283	183	163	75	35	12	-	1	754	-

Table 4: Per 1000 distribution of those commuting to work/education by major mode of commuting for different ranges of distance commuted and percentage of commuters reporting more than one mode

mode of journey	per 1000 no.of commuters travelling (one way)									% (0.0) of commuters reporting more than one mode
	< 1 km	1-2 km	2-4 km	4-8 km	8-15 km	15-40 km	40-100 km	> 100 km	all	
1	2	3	4	5	6	7	8	9	10	11
<b>Punjab</b>	<b>Purpose: work</b>									<b>rural</b>
on foot	931	409	113	36	20	-	-	-	185	2.3
bus	-	1	47	191	236	414	596	-	158	36.8
rail	-	-	-	-	-	68	223	-	12	61.9
bicycle	41	474	644	555	540	363	-	-	475	3.1
taxi/hired car	-	7	-	-	2	14	105	-	5	19.8
auto-rickshaw	-	-	3	30	6	-	16	-	10	5.5
motorcycle/ scooter	17	47	72	71	60	44	28	-	57	2.5
own car	-	-	5	-	18	19	-	-	6	-
rickshaw	-	-	17	-	6	-	-	-	4	-
owned animal-driven transport	11	61	87	103	103	29	-	-	75	5.7
hired animal-driven transport	-	-	-	-	-	49	33	-	6	21.6
ship, boat, etc.	-	-	-	-	-	-	-	1000	0	-
other	-	-	12	15	9	-	-	-	8	-
NR	-	-	-	-	-	-	-	-	-	-
all	1000	1000	1000	1000	1000	1000	1000	1000	1000	9.3
% (0.0) of commuters reporting more than one mode	1.4	2.4	3.9	10.5	7.9	31.7	22.7	-	9.3	-
estd.no.of commuters (00)	965	1732	1824	2902	1859	1139	215	1	10657	-
no.of sample commuters	87	157	170	295	184	134	33	1	1063	-
<b>Punjab</b>	<b>Purpose: education</b>									<b>rural</b>
on foot	951	621	152	69	-	-	-	-	413	0.1
bus	6	115	224	383	817	818	1000	-	251	18
rail	-	-	-	-	12	-	-	1000	1	32
bicycle	12	233	408	388	94	29	-	-	232	0.3
taxi/hired car	-	6	1	56	3	86	-	-	16	12.2
auto-rickshaw	-	-	27	67	40	29	-	-	23	12.8
motorcycle/ scooter	9	-	80	1	-	-	-	-	19	-
own car	-	-	-	-	-	38	-	-	1	-
rickshaw	14	25	33	-	-	-	-	-	16	-
owned animal-driven transport	8	-	2	13	16	-	-	-	6	21.4
hired animal-driven transport	-	-	52	23	18	-	-	-	17	18.7
ship, boat, etc.	-	-	-	-	-	-	-	-	-	-
other	-	-	23	0	-	-	-	-	5	-
NR	-	-	-	-	-	-	-	-	-	-
all	1000	1000	1000	1000	1000	1000	1000	1000	1000	5.6
% (0.0) of commuters reporting more than one mode	0.7	1.3	4.8	8.6	16.1	33.1	-	100	5.6	-
estd.no.of commuters (00)	2164	2536	2072	1920	768	335	60	4	9872	-
no.of sample commuters	178	216	187	218	74	34	6	1	915	-

Table 4: Per 1000 distribution of those commuting to work/education by major mode of commuting for different ranges of distance commuted and percentage of commuters reporting more than one mode

mode of journey	per 1000 no.of commuters travelling (one way)									% (0.0) of commuters reporting more than one mode
	< 1 km	1-2 km	2-4 km	4-8 km	8-15 km	15-40 km	40-100 km	> 100 km	all	
1	2	3	4	5	6	7	8	9	10	11
<b>Rajasthan</b>	<b>Purpose: work</b>									<b>rural</b>
on foot	935	716	770	492	142	-	-	-	405	0.4
bus	-	35	74	114	454	869	759	307	323	48.6
rail	-	-	-	2	8	1	-	307	4	42.5
bicycle	65	102	151	303	175	83	-	-	169	7.8
taxi/hired car	-	-	-	-	27	11	-	-	12	16.6
auto-rickshaw	-	-	-	-	6	17	-	-	4	8.1
motorcycle/ scooter	-	-	2	27	22	4	147	33	15	3.2
own car	-	-	-	-	-	-	-	51	0	100
rickshaw	-	-	-	-	-	7	-	-	1	-
owned animal-driven transport	-	131	4	6	23	9	94	-	21	-
hired animal-driven transport	-	-	-	21	-	-	-	302	6	100
ship, boat, etc.	-	16	-	-	-	-	-	-	1	100
other	-	-	-	34	142	0	-	-	39	-
NR	-	-	-	-	-	-	-	-	-	-
all	1000	1000	1000	1000	1000	1000	1000	1000	1000	18.4
% (0.0) of commuters reporting more than one mode	-	3.8	2.6	11.9	23.3	48.3	17.9	66	18.4	-
estd.no.of commuters (00)	294	917	2683	2754	2527	2141	193	59	11690	-
no.of sample commuters	14	49	153	158	144	129	18	5	677	-
<b>Rajasthan</b>	<b>Purpose: education</b>									<b>rural</b>
on foot	976	912	726	305	36	-	-	-	660	-
bus	24	8	89	330	567	606	-	358	151	27.3
rail	-	-	-	-	37	220	-	-	8	29.6
bicycle	-	60	152	342	325	97	-	-	151	6.8
taxi/hired car	-	-	-	-	12	-	-	-	1	100
auto-rickshaw	-	-	-	-	24	78	-	-	3	-
motorcycle/ scooter	-	-	-	-	-	-	-	-	-	-
own car	-	-	-	-	-	-	-	-	-	-
rickshaw	-	20	7	-	-	-	-	-	7	-
owned animal-driven transport	-	-	6	-	-	-	-	-	2	-
hired animal-driven transport	-	-	-	-	-	-	-	642	6	-
ship, boat, etc.	-	-	-	-	-	-	-	-	-	-
other	-	-	20	23	-	-	-	-	11	-
NR	-	-	-	-	-	-	-	-	-	-
all	1000	1000	1000	1000	1000	1000	-	1000	1000	5.5
% (0.0) of commuters reporting more than one mode	-	-	1.6	14.2	19.1	43.6	-	-	5.5	-
estd.no.of commuters (00)	1220	1810	2695	1483	508	201	-	72	8010	-
no.of sample commuters	75	119	154	84	36	12	-	3	484	-

Table 4: Per 1000 distribution of those commuting to work/education by major mode of commuting for different ranges of distance commuted and percentage of commuters reporting more than one mode

mode of journey	per 1000 no.of commuters travelling (one way)									% (0.0) of commuters reporting more than one mode
	< 1 km	1-2 km	2-4 km	4-8 km	8-15 km	15-40 km	40-100 km	> 100 km	all	
1	2	3	4	5	6	7	8	9	10	11
<b>Tamil Nadu</b>	<b>Purpose: work</b>									<b>rural</b>
on foot	941	731	540	229	131	-	-	-	438	2.6
bus	22	129	210	513	723	883	778	738	391	28.3
rail	-	3	4	0	20	23	143	168	10	30.9
bicycle	28	103	196	194	54	50	-	-	113	7.1
taxi/hired car	4	1	8	4	6	0	-	-	4	8.4
auto-rickshaw	-	-	-	-	-	-	-	-	-	-
motorcycle/ scooter	4	10	22	30	21	29	22	-	19	14.5
own car	-	-	-	-	-	-	-	-	-	-
rickshaw	-	10	2	1	-	-	-	-	2	-
owned animal-driven transport	-	11	10	8	8	5	-	-	7	20.7
hired animal-driven transport	-	-	1	3	0	-	57	94	2	38.1
ship, boat, etc.	-	-	4	8	30	-	-	-	8	40.2
other	-	3	3	9	8	9	-	-	5	7.8
NR	-	-	-	-	-	-	-	-	-	-
all	1000	1000	1000	1000	1000	1000	1000	1000	1000	14.2
% (0.0) of commuters reporting more than one mode	-	2	7.8	17.1	30.8	32.9	28	11	14.2	-
estd.no.of commuters (00)	5156	7699	7862	7687	7424	3467	543	194	40297	-
no.of sample commuters	304	437	444	450	438	233	43	14	2378	-
<b>Tamil Nadu</b>	<b>Purpose: education</b>									<b>rural</b>
on foot	968	754	529	201	27	-	-	-	571	0.7
bus	29	193	324	588	821	1000	919	497	334	20.4
rail	-	2	-	-	45	-	81	230	6	18.7
bicycle	-	43	123	126	48	-	-	-	61	3.6
taxi/hired car	-	-	-	6	5	-	-	-	1	-
auto-rickshaw	-	-	4	5	14	-	-	-	3	3.2
motorcycle/ scooter	-	2	-	6	2	-	-	-	2	-
own car	-	-	-	-	-	-	-	-	-	-
rickshaw	-	3	-	9	-	-	-	-	2	-
owned animal-driven transport	3	-	2	24	10	-	-	-	6	-
hired animal-driven transport	-	2	-	13	16	-	-	-	4	23.2
ship, boat, etc.	-	-	-	-	3	-	-	274	1	-
other	-	-	19	21	8	-	-	-	8	11.5
NR	-	-	-	-	-	-	-	-	-	-
all	1000	1000	1000	1000	1000	1000	1000	1000	1000	7.7
% (0.0) of commuters reporting more than one mode	0.1	1.6	6.1	18.1	16.2	37.5	43.7	45.9	7.7	-
estd.no.of commuters (00)	5626	6591	5568	3535	2756	687	80	68	25142	-
no.of sample commuters	331	397	334	211	152	48	6	4	1502	-

Table 4: Per 1000 distribution of those commuting to work/education by major mode of commuting for different ranges of distance commuted and percentage of commuters reporting more than one mode

mode of journey	per 1000 no.of commuters travelling (one way)									% (0.0) of commuters reporting more than one mode
	< 1 km	1-2 km	2-4 km	4-8 km	8-15 km	15-40 km	40-100 km	> 100 km	all	
1	2	3	4	5	6	7	8	9	10	11
<b>Uttar Pradesh</b>	<b>Purpose: work</b>									<b>rural</b>
on foot	953	836	534	431	318	-	-	-	516	1.4
bus	4	10	16	66	174	328	395	579	88	49.4
rail	1	3	4	7	11	104	523	421	21	64.3
bicycle	42	131	392	450	389	443	-	-	319	5.4
taxi/hired car	-	-	5	11	36	27	24	-	13	21.9
auto-rickshaw	-	2	0	5	24	43	-	-	10	25.9
motorcycle/ scooter	-	-	5	5	5	-	26	-	3	-
own car	-	-	3	-	5	1	-	-	2	16.3
rickshaw	-	4	21	2	4	7	-	-	6	8.4
owned animal-driven transport	-	14	6	15	30	26	25	-	15	12.5
hired animal-driven transport	-	-	12	4	2	4	7	-	4	38.7
ship, boat, etc.	-	-	-	-	-	-	-	-	-	-
other	-	-	-	3	3	18	-	-	3	-
NR	-	-	-	-	-	-	-	-	-	-
<b>all</b>	<b>1000</b>	<b>1000</b>	<b>1000</b>	<b>1000</b>	<b>1000</b>	<b>1000</b>	<b>1000</b>	<b>1000</b>	<b>1000</b>	<b>9.1</b>
% (0.0) of commuters reporting more than one mode	0.6	2.5	5.8	4.5	15.7	31.7	69.9	25.4	9.1	-
estd.no.of commuters (00)	7359	10441	11424	15189	12134	4975	720	188	62660	-
no.of sample commuters	319	449	513	611	454	279	41	10	2689	-
<b>Uttar Pradesh</b>	<b>Purpose: education</b>									<b>rural</b>
on foot	983	939	665	241	76	-	-	-	735	0.6
bus	6	8	47	106	261	423	407	-	54	33.3
rail	1	-	5	12	16	61	365	-	6	40.1
bicycle	6	43	258	600	576	389	-	-	183	3.7
taxi/hired car	-	-	2	11	32	58	-	-	5	36.1
auto-rickshaw	1	-	6	8	5	-	-	-	3	55.1
motorcycle/ scooter	-	-	-	1	-	-	-	-	0	-
own car	-	-	-	-	16	-	-	-	1	-
rickshaw	-	1	12	-	-	-	-	-	3	32.6
owned animal-driven transport	2	1	1	14	10	-	-	-	3	15
hired animal-driven transport	-	7	4	8	-	16	228	-	5	8.4
ship, boat, etc.	-	0	-	-	-	-	-	-	0	-
other	-	-	-	-	-	52	-	-	1	-
NR	1	-	-	-	8	-	-	-	1	28
<b>all</b>	<b>1000</b>	<b>1000</b>	<b>1000</b>	<b>1000</b>	<b>1000</b>	<b>1000</b>	<b>1000</b>	<b>-</b>	<b>1000</b>	<b>3.7</b>
% (0.0) of commuters reporting more than one mode	0.2	0.3	4.9	7.5	15.9	19.8	19.5	-	3.7	-
estd.no.of commuters (00)	24274	27425	21042	9404	5704	1992	265	-	90356	-
no.of sample commuters	1130	1350	1016	460	290	102	11	-	4370	-

Table 4: Per 1000 distribution of those commuting to work/education by major mode of commuting for different ranges of distance commuted and percentage of commuters reporting more than one mode

mode of journey	per 1000 no.of commuters travelling (one way)									% (0.0) of commuters reporting more than one mode
	< 1 km	1-2 km	2-4 km	4-8 km	8-15 km	15-40 km	40-100 km	> 100 km	all	
1	2	3	4	5	6	7	8	9	10	11
<b>West Bengal</b>	<b>Purpose: work</b>									<b>rural</b>
on foot	923	816	511	210	124	-	-	-	550	1.5
bus	14	27	84	253	503	526	446	286	149	42
rail	-	13	15	81	110	357	511	432	83	78.1
bicycle	51	118	269	382	197	67	13	-	160	14.8
taxi/hired car	-	2	0	-	-	-	9	-	1	62.1
auto-rickshaw	-	-	-	-	13	2	-	-	1	21
motorcycle/ scooter	0	3	-	-	-	-	-	-	1	42.8
own car	3	1	7	3	-	-	-	-	3	65.5
rickshaw	5	6	59	6	11	11	-	-	19	8.6
owned animal-driven transport	5	7	27	49	9	37	-	75	18	4.4
hired animal-driven transport	-	-	0	-	-	-	-	73	1	-
ship, boat, etc.	-	8	28	16	27	-	10	134	13	29
other	-	-	-	-	7	-	11	-	1	-
NR	-	-	-	-	-	-	-	-	1	-
<b>all</b>	<b>1000</b>	<b>1000</b>	<b>1000</b>	<b>1000</b>	<b>1000</b>	<b>1000</b>	<b>1000</b>	<b>1000</b>	<b>1000</b>	<b>16.9</b>
% (0.0) of commuters reporting more than one mode	2.5	5.4	8	20.2	42.1	57.6	62.4	53.6	16.9	-
estd.no.of commuters (00)	9766	16196	12020	5623	2874	4423	2509	368	54684	-
no.of sample commuters	450	741	585	303	168	255	132	18	2703	-
<b>West Bengal</b>	<b>Purpose: education</b>									<b>rural</b>
on foot	970	855	657	367	100	25	-	-	773	3.1
bus	-	33	67	262	440	780	871	1000	77	44.6
rail	10	5	26	29	157	194	129	-	23	46.7
bicycle	16	91	194	327	289	-	-	-	106	15.1
taxi/hired car	-	2	-	-	-	-	-	-	1	100
auto-rickshaw	-	-	-	-	-	-	-	-	1	-
motorcycle/ scooter	-	-	-	-	-	-	-	-	-	-
own car	3	1	3	-	1	-	-	-	2	70
rickshaw	2	5	15	-	13	-	-	-	5	10
owned animal-driven transport	-	6	39	14	-	-	-	-	10	4
hired animal-driven transport	-	2	-	-	-	-	-	-	0	-
ship, boat, etc.	-	-	-	-	-	-	-	-	-	-
other	-	-	-	-	-	-	-	-	-	-
NR	-	-	-	-	-	-	-	-	1	-
<b>all</b>	<b>1000</b>	<b>1000</b>	<b>1000</b>	<b>1000</b>	<b>1000</b>	<b>1000</b>	<b>1000</b>	<b>1000</b>	<b>1000</b>	<b>8.8</b>
% (0.0) of commuters reporting more than one mode	5	3	7.7	14.7	42.4	70.5	12.9	100	8.8	-
estd.no.of commuters (00)	18131	13046	8345	3775	2167	640	26	50	46656	-
no.of sample commuters	843	702	433	186	106	35	2	2	2328	-

Table 4: Per 1000 distribution of those commuting to work/education by major mode of commuting for different ranges of distance commuted and percentage of commuters reporting more than one mode

mode of journey	per 1000 no.of commuters travelling (one way)									% (0.0) of commuters reporting more than one mode	
	< 1 km	1-2 km	2-4 km	4-8 km	8-15 km	15-40 km	40-100 km	> 100 km	all		
	1	2	3	4	5	6	7	8	9	10	11
<b>North-eastern</b>	<b>Purpose: work</b>										<b>rural</b>
on foot	941	920	828	557	370	4	-	-	-	764	3.3
bus	42	26	67	260	507	931	1000	762	144	144	46.1
rail	-	4	2	21	-	8	-	124	5	5	44.3
bicycle	8	30	53	63	46	24	-	-	35	35	26.3
taxi/hired car	-	-	10	12	5	-	-	-	4	4	65.1
auto-rickshaw	3	3	3	9	13	-	-	-	4	4	34.5
motorcycle/ scooter	-	5	7	24	26	-	-	-	9	9	14.3
own car	-	4	9	23	3	22	-	-	7	7	31.8
rickshaw	4	4	12	14	4	-	-	-	8	8	19.6
owned animal-driven transport	1	6	7	12	25	10	-	-	7	7	34.5
hired animal-driven transport	-	-	-	4	-	-	-	114	1	1	74
ship, boat, etc.	-	-	-	-	-	-	-	-	-	-	-
other	-	-	-	-	-	2	-	-	0	0	-
NR	2	-	-	-	-	-	-	-	12	12	3.7
<b>all</b>	<b>1000</b>	<b>1000</b>	<b>1000</b>	<b>1000</b>	<b>1000</b>	<b>1000</b>	<b>1000</b>	<b>1000</b>	<b>1000</b>	<b>1000</b>	<b>11.6</b>
% (0.0) of commuters reporting more than one mode	7.7	4.6	5.5	19.7	33.6	53.6	33.5	66.2	11.6	-	-
estd.no.of commuters (00)	2254	2848	2496	1314	947	261	39	27	10476	-	-
no.of sample commuters	880	1319	1216	595	311	83	17	11	4557	-	-
<b>North-eastern</b>	<b>Purpose: education</b>										<b>rural</b>
on foot	967	917	604	269	230	-	-	-	744	744	3.5
bus	11	37	205	461	524	855	1000	1000	138	138	37.4
rail	8	11	1	8	-	-	-	-	7	7	2.8
bicycle	7	14	89	189	164	111	-	-	66	66	12.8
taxi/hired car	-	-	55	4	28	-	-	-	12	12	18.1
auto-rickshaw	-	-	6	13	18	-	-	-	3	3	11.5
motorcycle/ scooter	-	-	7	-	-	33	-	-	2	2	13.8
own car	-	-	-	3	22	-	-	-	1	1	-
rickshaw	-	-	6	-	-	-	-	-	2	2	-
owned animal-driven transport	-	-	4	36	-	-	-	-	6	6	16.3
hired animal-driven transport	-	3	12	-	-	-	-	-	3	3	-
ship, boat, etc.	-	-	-	-	14	-	-	-	0	0	-
other	-	-	-	-	-	-	-	-	-	-	-
NR	7	19	12	15	-	-	-	-	16	16	73.2
<b>all</b>	<b>1000</b>	<b>1000</b>	<b>1000</b>	<b>1000</b>	<b>1000</b>	<b>1000</b>	<b>1000</b>	<b>1000</b>	<b>1000</b>	<b>1000</b>	<b>10.2</b>
% (0.0) of commuters reporting more than one mode	7.4	5	12	25.2	9.3	33.1	56.7	-	10.2	-	-
estd.no.of commuters (00)	2677	2192	1600	1050	233	52	5	3	7969	-	-
no.of sample commuters	927	774	592	397	74	19	2	1	2829	-	-

Table 4: Per 1000 distribution of those commuting to work/education by major mode of commuting for different ranges of distance commuted and percentage of commuters reporting more than one mode

mode of journey	per 1000 no.of commuters travelling (one way)									% (0.0) of commuters reporting more than one mode	
	< 1 km	1-2 km	2-4 km	4-8 km	8-15 km	15-40 km	40-100 km	> 100 km	all		
	1	2	3	4	5	6	7	8	9	10	11
<b>North - western</b>	<b>Purpose: work</b>										<b>rural</b>
on foot	972	902	596	309	120	6	-	-	-	502	2.5
bus	-	57	279	523	802	928	963	1000	-	409	45.5
rail	8	-	-	5	10	10	-	-	-	5	46.1
bicycle	0	32	79	120	46	39	-	-	-	56	3.5
taxi/hired car	-	-	-	-	2	3	-	-	-	1	49.5
auto-rickshaw	-	-	-	-	11	-	-	-	-	2	-
motorcycle/ scooter	-	9	11	9	9	8	-	-	-	7	11.5
own car	-	-	2	-	-	-	-	-	-	0	-
rickshaw	3	-	4	-	-	-	-	-	-	2	-
owned animal-driven transport	17	-	30	29	-	6	37	-	-	16	9.3
hired animal-driven transport	-	-	-	-	-	-	-	-	-	-	-
ship, boat, etc.	-	-	-	-	-	-	-	-	-	-	-
other	-	-	-	4	-	-	-	-	-	1	-
NR	-	-	-	-	-	-	-	-	-	-	-
<b>all</b>	<b>1000</b>	<b>1000</b>	<b>1000</b>	<b>1000</b>	<b>1000</b>	<b>1000</b>	<b>1000</b>	<b>1000</b>	<b>1000</b>	<b>1000</b>	<b>20.6</b>
% (0.0) of commuters reporting more than one mode	0.2	3.2	14.1	27.7	45.3	42.5	49.4	3.1	-	20.6	-
estd.no.of commuters (00)	1949	1519	2099	2318	1605	1014	177	181	-	10925	-
no.of sample commuters	267	298	374	386	278	153	34	12	-	1813	-
<b>North - western</b>	<b>Purpose: education</b>										<b>rural</b>
on foot	993	940	803	381	128	-	-	-	-	812	0.4
bus	4	52	181	481	786	964	1000	1000	-	162	47.2
rail	2	-	6	3	-	-	-	-	-	2	16.1
bicycle	-	5	8	14	3	26	-	-	-	5	-
taxi/hired car	-	-	1	-	-	10	-	-	-	0	-
auto-rickshaw	-	-	-	113	-	-	-	-	-	12	-
motorcycle/ scooter	-	-	-	5	2	-	-	-	-	1	-
own car	-	-	-	-	-	-	-	-	-	-	-
rickshaw	-	1	-	-	-	-	-	-	-	0	-
owned animal-driven transport	-	-	2	-	-	-	-	-	-	0	-
hired animal-driven transport	-	-	-	3	82	-	-	-	-	4	-
ship, boat, etc.	-	1	-	-	-	-	-	-	-	0	-
other	-	-	-	-	-	-	-	-	-	-	-
NR	-	-	-	-	-	-	-	-	-	-	-
<b>all</b>	<b>1000</b>	<b>1000</b>	<b>1000</b>	<b>1000</b>	<b>1000</b>	<b>1000</b>	<b>1000</b>	<b>1000</b>	<b>1000</b>	<b>1000</b>	<b>8</b>
% (0.0) of commuters reporting more than one mode	0.2	1.2	11.2	27	35.2	56	100	-	-	8	-
estd.no.of commuters (00)	6090	6073	3074	2071	928	333	13	104	-	18848	-
no.of sample commuters	1051	1109	582	367	158	67	3	8	-	3382	-

Table 4: Per 1000 distribution of those commuting to work/education by major mode of commuting for different ranges of distance commuted and percentage of commuters reporting more than one mode

mode of journey	per 1000 no.of commuters travelling (one way)									% (0.0) of commuters reporting more than one mode
	< 1 km	1-2 km	2-4 km	4-8 km	8-15 km	15-40 km	40-100 km	> 100 km	all	
1	2	3	4	5	6	7	8	9	10	11
<b>Southern</b>	<b>Purpose: work</b>									<b>rural</b>
on foot	846	710	312	52	2	-	-	-	148	1.8
bus	11	14	276	385	524	789	626	883	439	46.7
rail	-	-	-	-	11	17	-	-	6	100
bicycle	-	149	247	334	351	2	-	-	243	1.3
taxi/hired car	-	-	-	-	-	24	-	-	3	100
auto-rickshaw	-	-	-	-	-	-	-	-	-	-
motorcycle/ scooter	114	80	106	116	112	162	-	-	112	10.1
own car	-	-	38	38	-	-	-	-	13	-
rickshaw	-	-	8	-	-	-	-	-	1	100
owned animal-driven transport	-	-	-	50	-	-	-	117	12	-
hired animal-driven transport	-	-	-	-	-	-	-	-	-	-
ship, boat, etc.	29	48	12	-	0	6	374	-	17	73.4
other	-	-	-	25	-	-	-	-	5	-
NR	-	-	-	-	-	-	-	-	-	-
<b>all</b>	<b>1000</b>	<b>1000</b>	<b>1000</b>	<b>1000</b>	<b>1000</b>	<b>1000</b>	<b>1000</b>	<b>1000</b>	<b>1000</b>	<b>24.5</b>
% (0.0) of commuters reporting more than one mode	-	3.7	17.5	16.1	32.6	35.1	80.6	-	24.5	-
estd.no.of commuters (00)	72	158	226	371	649	236	45	20	1776	-
no.of sample commuters	46	90	95	97	108	51	11	2	500	-
<b>Southern</b>	<b>Purpose: education</b>									<b>rural</b>
on foot	994	890	531	80	1	-	-	-	458	7.4
bus	6	32	291	653	918	1000	-	1000	425	46.2
rail	-	-	-	92	-	-	-	-	18	100
bicycle	-	27	61	102	1	-	-	-	36	2.3
taxi/hired car	-	-	4	-	-	-	-	-	1	-
auto-rickshaw	-	22	-	-	-	-	-	-	5	-
motorcycle/ scooter	-	6	57	72	75	-	-	-	42	34.8
own car	-	-	57	-	-	-	-	-	9	-
rickshaw	-	-	-	-	-	-	-	-	-	-
owned animal-driven transport	-	-	-	-	4	-	-	-	1	-
hired animal-driven transport	-	2	-	-	-	-	-	-	1	-
ship, boat, etc.	-	21	-	-	-	-	-	-	5	-
other	-	-	-	-	-	-	-	-	-	-
NR	-	-	-	-	-	-	-	-	-	-
<b>all</b>	<b>1000</b>	<b>1000</b>	<b>1000</b>	<b>1000</b>	<b>1000</b>	<b>1000</b>	<b>-</b>	<b>1000</b>	<b>1000</b>	<b>26.3</b>
% (0.0) of commuters reporting more than one mode	-	3.5	10.1	28.7	73.4	27.6	-	-	26.3	-
estd.no.of commuters (00)	117	201	125	156	199	20	-	1	820	-
no.of sample commuters	76	118	75	91	68	10	-	1	441	-

Table 4: Per 1000 distribution of those commuting to work/education by major mode of commuting for different ranges of distance commuted and percentage of commuters reporting more than one mode

mode of journey	per 1000 no.of commuters travelling (one way)									% (0.0) of commuters reporting more than one mode
	< 1 km	1-2 km	2-4 km	4-8 km	8-15 km	15-40 km	40-100 km	> 100 km	all	
1	2	3	4	5	6	7	8	9	10	11
<b>All-India</b>	<b>Purpose: work</b>									<b>rural</b>
on foot	959	876	645	362	194	3	-	-	591	1.9
bus	9	26	93	240	421	658	539	457	177	37.2
rail	1	3	5	14	25	98	321	357	22	66.9
bicycle	23	72	193	297	245	142	15	-	150	8.8
taxi/hired car	0	1	3	9	13	9	9	-	5	21.1
auto-rickshaw	1	2	7	9	11	19	0	-	6	30.6
motorcycle/ scooter	2	4	11	21	29	24	27	16	13	13
own car	0	1	3	3	4	2	1	1	2	21.1
rickshaw	1	2	13	3	4	3	-	-	5	8.9
owned animal-driven transport	2	10	21	30	27	19	15	32	17	17.1
hired animal-driven transport	-	-	2	3	5	7	27	44	3	34.2
ship, boat, etc.	0	2	5	5	12	5	35	84	5	24.6
other	-	1	1	7	11	11	11	9	4	12.2
NR	0	0	-	0	-	-	-	-	2	0.6
all	1000	1000	1000	1000	1000	1000	1000	1000	1000	11.6
% (0.0) of commuters reporting more than one mode	1.8	3.3	7	13	24.5	38.4	47.5	36.5	11.6	-
estd.no.of commuters (00)	81935	127442	96164	81208	63662	34992	8879	2345	501270	-
no.of sample commuters	5467	8328	6873	5459	4060	2429	593	146	33747	-
<b>All-India</b>	<b>Purpose: education</b>									<b>rural</b>
on foot	979	885	634	260	62	2	-	-	700	1.3
bus	8	43	145	361	584	779	756	646	152	29.4
rail	2	2	6	14	36	49	155	162	9	37.8
bicycle	7	54	169	306	254	120	18	-	110	7.9
taxi/hired car	-	1	3	8	13	17	-	-	3	40
auto-rickshaw	0	1	12	18	9	6	-	-	6	25.5
motorcycle/ scooter	0	0	3	4	3	0	3	-	1	2.3
own car	0	0	1	1	4	1	-	-	1	41.2
rickshaw	1	3	9	2	1	-	-	-	3	17.6
owned animal-driven transport	1	4	9	15	9	4	-	-	6	21.8
hired animal-driven transport	0	4	5	8	15	13	67	149	5	10.1
ship, boat, etc.	1	2	0	-	2	-	-	43	1	54.1
other	-	0	3	3	7	10	-	-	2	3.5
NR	1	0	0	0	2	-	-	-	1	26.7
all	1000	1000	1000	1000	1000	1000	1000	1000	1000	7.2
% (0.0) of commuters reporting more than one mode	1.4	2.2	7.6	15.8	24.1	30.3	34.1	31.4	7.2	-
estd.no.of commuters (00)	114187	107037	82047	47556	25863	10745	1086	434	391330	-
no.of sample commuters	7701	7659	5651	3475	1677	687	68	28	27131	-

Table 4: Per 1000 distribution of those commuting to work/education by major mode of commuting for different ranges of distance commuted and percentage of commuters reporting more than one mode

mode of journey	per 1000 no.of commuters travelling (one way)									% (0.0) of commuters reporting more than one mode
	< 1 km	1-2 km	2-4 km	4-8 km	8-15 km	15-40 km	40-100 km	> 100 km	all	
1	2	3	4	5	6	7	8	9	10	11
<b>Andhra Pradesh</b>	<b>Purpose: work</b>									<b>urban</b>
on foot	895	733	419	125	65	-	-	-	535	2.2
bus	6	35	115	479	362	593	529	426	160	18.6
rail	5	1	2	8	16	20	159	134	7	19.2
bicycle	44	133	243	160	69	63	-	-	125	5.2
taxi/hired car	-	-	-	-	-	52	185	-	3	21.6
auto-rickshaw	6	5	19	35	22	23	-	-	14	14.3
motorcycle/ scooter	24	24	78	115	211	83	-	-	65	2.5
own car	2	3	5	12	10	27	-	-	6	2
rickshaw	1	23	21	-	-	-	-	-	10	-
owned animal-driven transport	16	40	89	40	204	130	79	305	62	4.1
hired animal-driven transport	-	1	7	20	20	-	-	-	6	-
ship, boat, etc.	0	-	-	-	6	-	-	134	1	43.9
other	1	2	2	6	14	9	49	-	4	0.2
NR	1	-	-	-	-	-	-	-	0	100
all	1000	1000	1000	1000	1000	1000	1000	1000	1000	5.7
% (0.0) of commuters reporting more than one mode	0.9	3.9	4.5	12.2	10.1	19.5	12.1	35.4	5.7	-
estd.no.of commuters (00)	13990	15054	10214	7450	4900	2074	425	197	54683	-
no.of sample commuters	750	769	577	355	259	95	17	10	2856	-
<b>Andhra Pradesh</b>	<b>Purpose: education</b>									<b>urban</b>
on foot	963	790	254	49	14	-	-	-	751	0.2
bus	3	40	378	744	866	1000	-	-	139	9
rail	4	3	6	30	-	-	-	-	6	-
bicycle	15	100	153	48	56	-	-	-	50	-
taxi/hired car	-	-	-	-	-	-	-	-	-	-
auto-rickshaw	2	11	119	30	18	-	-	-	16	5.7
motorcycle/ scooter	6	6	33	13	25	-	-	-	9	-
own car	3	-	-	-	-	-	-	-	2	-
rickshaw	4	31	51	0	-	-	-	-	14	-
owned animal-driven transport	1	3	7	46	-	-	-	-	6	-
hired animal-driven transport	-	5	-	25	-	-	-	-	3	-
ship, boat, etc.	-	-	-	-	-	-	-	-	-	-
other	-	12	-	13	20	-	-	-	5	-
NR	-	-	-	-	-	-	-	-	-	-
all	1000	1000	1000	1000	1000	1000	-	-	1000	1.5
% (0.0) of commuters reporting more than one mode	-	-	8.8	4.9	7.1	8.4	-	-	1.5	-
estd.no.of commuters (00)	21294	8992	3205	2741	1357	446	-	-	38142	-
no.of sample commuters	1169	438	166	117	59	20	-	-	1975	-

Table 4: Per 1000 distribution of those commuting to work/education by major mode of commuting for different ranges of distance commuted and percentage of commuters reporting more than one mode

mode of journey	per 1000 no.of commuters travelling (one way)									% (0.0) of commuters reporting more than one mode
	< 1 km	1-2 km	2-4 km	4-8 km	8-15 km	15-40 km	40-100 km	> 100 km	all	
1	2	3	4	5	6	7	8	9	10	11
<b>Assam</b>	<b>Purpose: work</b>									<b>urban</b>
on foot	965	634	131	10	-	-	-	-	581	16.8
bus	13	70	221	431	696	630	560	420	147	54.6
rail	-	-	13	-	79	-	-	580	7	38.5
bicycle	4	129	219	94	71	-	-	-	82	30.4
taxi/hired car	-	-	-	-	-	-	-	-	-	-
auto-rickshaw	-	-	18	-	-	-	-	-	3	-
motorcycle/ scooter	-	37	84	370	-	176	-	-	64	22.9
own car	-	34	70	23	-	63	440	-	28	7.2
rickshaw	-	32	144	7	-	-	-	-	31	53.4
owned animal-driven transport	17	16	28	66	87	131	-	-	28	-
hired animal-driven transport	-	-	-	-	-	-	-	-	-	-
ship, boat, etc.	-	48	72	-	67	-	-	-	28	-
other	-	-	-	-	-	-	-	-	-	-
NR	-	-	-	-	-	-	-	-	-	-
<b>all</b>	<b>1000</b>	<b>1000</b>	<b>1000</b>	<b>1000</b>	<b>1000</b>	<b>1000</b>	<b>1000</b>	<b>1000</b>	<b>1000</b>	<b>23.9</b>
% (0.0) of commuters reporting more than one mode	18	25.1	26.7	29.2	39.4	58.2	-	42	23.9	-
estd.no.of commuters (00)	1815	1173	700	456	151	114	42	17	4508	-
no.of sample commuters	188	150	81	48	15	11	3	2	503	-
<b>Assam</b>	<b>Purpose: education</b>									<b>urban</b>
on foot	986	905	283	41	-	-	-	-	793	6.1
bus	-	32	283	511	-	1000	-	-	91	32.2
rail	7	-	-	-	-	-	-	-	4	-
bicycle	0	-	113	221	-	-	-	-	31	-
taxi/hired car	-	-	-	-	-	-	-	-	-	-
auto-rickshaw	-	-	-	-	-	-	-	-	-	-
motorcycle/ scooter	-	-	-	-	-	-	-	-	-	-
own car	-	18	69	-	-	-	-	-	14	-
rickshaw	-	27	158	-	-	-	-	-	30	-
owned animal-driven transport	6	2	33	154	-	-	-	-	18	-
hired animal-driven transport	-	-	-	-	-	-	-	-	-	-
ship, boat, etc.	-	17	62	73	-	-	-	-	20	-
other	-	-	-	-	-	-	-	-	-	-
NR	-	-	-	-	-	-	-	-	-	-
<b>all</b>	<b>1000</b>	<b>1000</b>	<b>1000</b>	<b>1000</b>	<b>-</b>	<b>1000</b>	<b>-</b>	<b>-</b>	<b>1000</b>	<b>7.7</b>
% (0.0) of commuters reporting more than one mode	5.7	10.2	4	22	-	66.9	-	-	7.7	-
estd.no.of commuters (00)	2122	600	567	204	-	40	-	-	3556	-
no.of sample commuters	217	74	52	16	-	3	-	-	365	-

Table 4: Per 1000 distribution of those commuting to work/education by major mode of commuting for different ranges of distance commuted and percentage of commuters reporting more than one mode

mode of journey	per 1000 no.of commuters travelling (one way)									% (0.0) of commuters reporting more than one mode
	< 1 km	1-2 km	2-4 km	4-8 km	8-15 km	15-40 km	40-100 km	> 100 km	all	
1	2	3	4	5	6	7	8	9	10	11
<b>Bihar</b>	<b>Purpose: work</b>									<b>urban</b>
on foot	887	692	569	401	135	-	-	-	605	0.6
bus	9	7	11	23	166	574	238	-	33	46.1
rail	-	-	1	10	36	171	505	1000	14	34.4
bicycle	24	198	195	270	230	48	-	-	169	1.5
taxi/hired car	-	1	-	2	-	-	-	-	1	-
auto-rickshaw	2	6	80	175	129	104	-	-	55	57.9
motorcycle/ scooter	21	38	15	61	119	11	36	-	37	10.6
own car	0	5	3	13	0	-	4	-	4	0.9
rickshaw	7	19	7	-	-	-	-	-	9	1.6
owned animal-driven transport	19	35	114	45	169	92	216	-	62	8.3
hired animal-driven transport	-	-	5	-	-	-	-	-	1	-
ship, boat, etc.	-	-	-	-	16	-	-	-	1	100
other	-	-	-	-	-	-	-	-	-	-
NR	30	-	-	-	-	-	-	-	9	61.8
all	1000	1000	1000	1000	1000	1000	1000	1000	1000	7.4
% (0.0) of commuters reporting more than one mode	2.9	2	6.3	14.6	27.4	42.5	9.1	19.5	7.4	-
estd.no.of commuters (00)	4483	7545	5313	2954	1509	430	130	79	22640	-
no.of sample commuters	286	386	253	128	78	35	17	5	1202	-
<b>Bihar</b>	<b>Purpose: education</b>									<b>urban</b>
on foot	977	790	397	46	-	-	-	-	752	0.8
bus	2	10	222	360	576	1000	1000	-	75	10.4
rail	-	-	-	-	-	-	-	1000	2	-
bicycle	4	61	281	211	88	-	-	-	79	3
taxi/hired car	-	-	-	35	-	-	-	-	2	-
auto-rickshaw	2	29	18	200	256	-	-	-	29	23.2
motorcycle/ scooter	-	12	16	80	-	-	-	-	10	32.8
own car	-	12	12	-	-	-	-	-	5	-
rickshaw	-	60	41	-	-	-	-	-	24	0.8
owned animal-driven transport	14	9	13	70	80	-	-	-	17	-
hired animal-driven transport	-	17	-	-	-	-	-	-	5	-
ship, boat, etc.	-	-	-	-	-	-	-	-	-	-
other	-	-	-	-	-	-	-	-	-	-
NR	-	-	-	-	-	-	-	-	-	-
all	1000	1000	1000	1000	1000	1000	1000	1000	1000	2.7
% (0.0) of commuters reporting more than one mode	1.3	1.3	3.4	16.5	9.6	-	-	-	2.7	-
estd.no.of commuters (00)	8092	4818	2851	937	409	16	2	32	17223	-
no.of sample commuters	422	383	137	49	23	2	1	2	1026	-

Table 4: Per 1000 distribution of those commuting to work/education by major mode of commuting for different ranges of distance commuted and percentage of commuters reporting more than one mode

mode of journey	per 1000 no.of commuters travelling (one way)									% (0.0) of commuters reporting more than one mode
	< 1 km	1-2 km	2-4 km	4-8 km	8-15 km	15-40 km	40-100 km	> 100 km	all	
1	2	3	4	5	6	7	8	9	10	11
<b>Gujarat</b>	<b>Purpose: work</b>									<b>urban</b>
on foot	810	674	280	71	68	-	-	-	463	1.8
bus	-	44	127	195	362	654	310	615	129	20
rail	4	1	-	1	0	59	532	286	15	67.9
bicycle	98	121	290	366	184	6	-	-	176	10.2
taxi/hired car	-	0	-	3	0	-	-	-	0	7.9
auto-rickshaw	30	10	15	45	51	23	6	-	25	17.8
motorcycle/ scooter	23	89	204	256	287	203	144	-	135	6.2
own car	9	4	4	4	-	21	-	-	6	-
rickshaw	0	13	19	-	-	-	-	-	7	10
owned animal-driven transport	27	37	41	54	48	29	-	99	38	2.1
hired animal-driven transport	-	-	19	4	-	4	8	-	4	-
ship, boat, etc.	-	7	-	-	-	-	-	-	2	100
other	-	0	1	-	-	-	-	-	0	-
NR	-	-	-	-	-	-	-	-	-	-
<b>all</b>	<b>1000</b>	<b>1000</b>	<b>1000</b>	<b>1000</b>	<b>1000</b>	<b>1000</b>	<b>1000</b>	<b>1000</b>	<b>1000</b>	<b>7.9</b>
% (0.0) of commuters reporting more than one mode	1.8	6.8	7.3	7.8	17.2	25.4	42.9	-	7.9	-
estd.no.of commuters (00)	7208	7405	4569	4033	1845	1366	422	184	27033	-
no.of sample commuters	550	703	405	257	126	70	22	8	2143	-
<b>Gujarat</b>	<b>Purpose: education</b>									<b>urban</b>
on foot	958	798	307	266	156	-	-	-	786	0.2
bus	12	46	221	249	844	899	683	1000	74	2.6
rail	-	3	-	20	-	101	196	-	3	48.7
bicycle	15	87	222	77	-	-	-	-	59	3.2
taxi/hired car	1	-	-	-	-	-	-	-	1	-
auto-rickshaw	3	41	149	202	-	-	-	-	41	1.5
motorcycle/ scooter	8	13	28	64	-	-	-	-	15	-
own car	0	-	-	-	-	-	-	-	0	-
rickshaw	-	-	-	-	-	-	-	-	-	-
owned animal-driven transport	2	11	10	-	-	-	-	-	5	-
hired animal-driven transport	-	-	62	119	-	-	-	-	15	-
ship, boat, etc.	-	-	-	-	-	-	51	-	0	-
other	-	-	-	4	-	-	70	-	0	-
NR	-	-	-	-	-	-	-	-	-	-
<b>all</b>	<b>1000</b>	<b>1000</b>	<b>1000</b>	<b>1000</b>	<b>1000</b>	<b>1000</b>	<b>1000</b>	<b>1000</b>	<b>1000</b>	<b>0.8</b>
% (0.0) of commuters reporting more than one mode	0.3	1.4	0.4	0.7	8.6	10.5	19.6	-	0.8	-
estd.no.of commuters (00)	10220	4405	1979	1198	177	87	45	33	18143	-
no.of sample commuters	679	410	125	73	15	7	5	2	1316	-

Table 4: Per 1000 distribution of those commuting to work/education by major mode of commuting for different ranges of distance commuted and percentage of commuters reporting more than one mode

mode of journey	per 1000 no.of commuters travelling (one way)									% (0.0) of commuters reporting more than one mode
	< 1 km	1-2 km	2-4 km	4-8 km	8-15 km	15-40 km	40-100 km	> 100 km	all	
1	2	3	4	5	6	7	8	9	10	11
<b>Haryana</b>	<b>Purpose: work</b>									<b>urban</b>
on foot	768	561	325	125	-	-	-	-	423	0.1
bus	-	0	8	36	326	428	17	999	64	40.7
rail	-	-	2	-	51	256	785	1	60	61.2
bicycle	140	256	405	337	356	239	-	-	242	5.7
taxi/hired car	-	74	39	62	11	-	-	-	28	-
auto-rickshaw	-	-	0	45	-	-	-	-	7	0.4
motorcycle/ scooter	80	52	58	157	198	-	-	-	84	-
own car	-	-	42	66	-	-	-	-	16	-
rickshaw	-	32	3	-	-	-	-	-	6	11.6
owned animal-driven transport	12	26	34	129	56	78	-	-	42	0.8
hired animal-driven transport	-	-	-	-	-	-	197	-	10	-
ship, boat, etc.	-	-	-	-	-	-	-	-	-	-
other	-	-	83	43	1	-	-	-	18	35.6
NR	-	-	-	-	-	-	-	-	-	-
all	1000	1000	1000	1000	1000	1000	1000	1000	1000	8.4
% (0.0) of commuters reporting more than one mode	-	0.7	3.7	7.5	26.3	46.7	32.9	0.1	8.4	-
estd.no.of commuters (00)	3742	1776	1495	1648	875	659	544	42	10784	-
no.of sample commuters	129	85	72	69	36	25	16	3	437	-
<b>Haryana</b>	<b>Purpose: education</b>									<b>urban</b>
on foot	914	629	403	-	-	-	-	-	725	-
bus	-	-	63	551	787	802	15	-	59	29
rail	-	-	-	-	-	198	985	-	7	-
bicycle	59	133	211	228	-	-	-	-	94	-
taxi/hired car	-	-	69	-	-	-	-	-	6	-
auto-rickshaw	7	-	52	-	-	-	-	-	8	-
motorcycle/ scooter	16	50	81	101	213	-	-	-	36	-
own car	-	91	-	-	-	-	-	-	23	-
rickshaw	5	59	52	-	-	-	-	-	22	-
owned animal-driven transport	-	37	-	120	-	-	-	-	14	-
hired animal-driven transport	-	-	69	-	-	-	-	-	6	100
ship, boat, etc.	-	-	-	-	-	-	-	-	-	-
other	-	-	-	-	-	-	-	-	-	-
NR	-	-	-	-	-	-	-	-	-	-
all	1000	1000	1000	1000	1000	1000	1000	-	1000	2.3
% (0.0) of commuters reporting more than one mode	-	-	6.9	-	25.7	56.1	-	-	2.3	-
estd.no.of commuters (00)	5328	2285	738	377	149	212	22	-	9110	-
no.of sample commuters	206	91	32	11	5	5	2	-	352	-

Table 4: Per 1000 distribution of those commuting to work/education by major mode of commuting for different ranges of distance commuted and percentage of commuters reporting more than one mode

mode of journey	per 1000 no.of commuters travelling (one way)									% (0.0) of commuters reporting more than one mode
	< 1 km	1-2 km	2-4 km	4-8 km	8-15 km	15-40 km	40-100 km	> 100 km	all	
1	2	3	4	5	6	7	8	9	10	11
<b>Karnataka</b>	<b>Purpose: work</b>									<b>urban</b>
on foot	919	776	499	220	26	-	-	-	504	4.6
bus	14	53	248	375	612	762	448	879	255	19.8
rail	2	-	3	1	-	58	372	121	10	57.3
bicycle	23	64	61	88	33	24	-	-	53	11.9
taxi/hired car	-	-	-	4	-	21	-	-	2	100
auto-rickshaw	14	1	3	1	8	-	-	-	5	-
motorcycle/ scooter	22	95	145	283	245	51	139	-	141	9.8
own car	-	-	-	14	28	24	-	-	7	7.7
rickshaw	1	1	3	-	-	-	-	-	1	-
owned animal-driven transport	4	10	29	14	-	26	-	-	12	15.5
hired animal-driven transport	-	-	-	-	-	33	-	-	2	-
ship, boat, etc.	-	-	-	-	-	-	-	-	-	-
other	-	-	10	-	48	0	42	-	8	9.1
NR	-	-	-	-	-	-	-	-	-	-
all	1000	1000	1000	1000	1000	1000	1000	1000	1000	10.5
% (0.0) of commuters reporting more than one mode	0.7	4.6	11.5	15	20.1	19.8	38.3	71.6	10.5	-
estd.no.of commuters (00)	5833	7595	5009	5609	3736	1594	444	138	30004	-
no.of sample commuters	355	520	278	282	167	91	28	5	1730	-
<b>Karnataka</b>	<b>Purpose: education</b>									<b>urban</b>
on foot	978	808	362	-	-	-	-	-	715	0.4
bus	6	32	458	588	923	988	1000	1000	165	10.7
rail	-	5	-	-	-	12	-	-	1	7.1
bicycle	7	71	103	46	54	-	-	-	41	0.1
taxi/hired car	-	-	-	-	-	-	-	-	-	-
auto-rickshaw	2	51	19	194	-	-	-	-	39	4.7
motorcycle/ scooter	-	11	29	113	23	-	-	-	19	13.3
own car	-	-	-	5	-	-	-	-	1	-
rickshaw	6	23	28	-	-	-	-	-	13	-
owned animal-driven transport	-	-	-	-	-	-	-	-	-	-
hired animal-driven transport	-	-	-	54	-	-	-	-	6	-
ship, boat, etc.	-	-	-	-	-	-	-	-	-	-
other	-	-	-	-	-	-	-	-	-	-
NR	-	-	-	-	-	-	-	-	-	-
all	1000	1000	1000	1000	1000	1000	1000	1000	1000	2.5
% (0.0) of commuters reporting more than one mode	-	1.8	4.3	7.2	15.4	16.5	52.8	-	2.5	-
estd.no.of commuters (00)	9158	5363	2395	2196	413	167	85	17	19794	-
no.of sample commuters	498	357	131	98	20	10	4	1	1119	-

Table 4: Per 1000 distribution of those commuting to work/education by major mode of commuting for different ranges of distance commuted and percentage of commuters reporting more than one mode

mode of journey	per 1000 no.of commuters travelling (one way)									% (0.0) of commuters reporting more than one mode
	< 1 km	1-2 km	2-4 km	4-8 km	8-15 km	15-40 km	40-100 km	> 100 km	all	
1	2	3	4	5	6	7	8	9	10	11
<b>Kerala</b>	<b>Purpose: work</b>									<b>urban</b>
on foot	920	630	160	47	3	-	-	-	375	-
bus	16	209	616	689	803	807	587	409	444	28.4
rail	-	0	-	6	0	30	271	368	13	29.4
bicycle	16	69	60	68	36	26	-	-	45	8.9
taxi/hired car	-	2	5	-	23	-	-	-	3	54
auto-rickshaw	5	26	25	7	0	8	-	-	12	-
motorcycle/ scooter	23	13	56	74	59	38	53	-	41	1.6
own car	3	26	30	31	8	31	89	147	23	12.5
rickshaw	-	7	10	-	-	-	-	-	3	-
owned animal-driven transport	17	16	39	79	63	49	-	76	39	-
hired animal-driven transport	-	-	-	-	-	10	-	-	1	-
ship, boat, etc.	0	-	-	-	-	-	-	-	0	-
other	-	3	-	-	6	-	-	-	1	-
NR	-	-	-	-	-	-	-	-	-	-
all	1000	1000	1000	1000	1000	1000	1000	1000	1000	13.9
% (0.0) of commuters reporting more than one mode	-	5.8	20.1	16.3	27.5	26.9	45.4	24.8	13.9	-
estd.no.of commuters (00)	3814	3204	2200	2874	1745	1742	348	98	16024	-
no.of sample commuters	438	325	203	263	139	131	28	8	1535	-
<b>Kerala</b>	<b>Purpose: education</b>									<b>urban</b>
on foot	978	604	152	83	-	-	-	-	513	0.4
bus	4	242	646	664	820	950	1000	1000	359	20.9
rail	-	0	10	18	19	50	-	-	7	69.8
bicycle	-	16	14	15	-	-	-	-	8	-
taxi/hired car	6	0	25	58	22	-	-	-	15	-
auto-rickshaw	7	32	86	75	61	-	-	-	40	5.6
motorcycle/ scooter	0	-	30	-	-	-	-	-	5	-
own car	0	34	5	-	-	-	-	-	10	-
rickshaw	-	-	-	-	-	-	-	-	-	-
owned animal-driven transport	-	51	31	56	58	-	-	-	30	-
hired animal-driven transport	5	21	-	30	20	-	-	-	12	-
ship, boat, etc.	-	-	-	-	-	-	-	-	-	-
other	-	-	-	-	-	-	-	-	-	-
NR	-	-	-	-	-	-	-	-	-	-
all	1000	1000	1000	1000	1000	1000	1000	1000	1000	8.4
% (0.0) of commuters reporting more than one mode	-	4	18.2	8.1	22.7	46.2	26.6	-	8.4	-
estd.no.of commuters (00)	4113	3162	2162	1521	1081	315	59	42	12456	-
no.of sample commuters	381	301	191	148	77	31	5	2	1136	-

Table 4: Per 1000 distribution of those commuting to work/education by major mode of commuting for different ranges of distance commuted and percentage of commuters reporting more than one mode

mode of journey	per 1000 no.of commuters travelling (one way)									% (0.0) of commuters reporting more than one mode
	< 1 km	1-2 km	2-4 km	4-8 km	8-15 km	15-40 km	40-100 km	> 100 km	all	
1	2	3	4	5	6	7	8	9	10	11
<b>Madhya Pradesh</b>	<b>Purpose: work</b>									<b>urban</b>
on foot	899	730	550	216	86	-	-	-	618	1.9
bus	5	4	28	88	190	682	529	109	49	29.4
rail	2	-	-	15	3	4	95	891	7	41.1
bicycle	79	168	290	324	313	59	-	-	198	5.1
taxi/hired car	-	1	3	4	56	33	43	-	5	7.6
auto-rickshaw	-	-	1	10	-	18	-	-	2	17.4
motorcycle/ scooter	6	26	83	126	232	119	217	-	57	11.4
own car	1	1	3	14	28	44	-	-	5	-
rickshaw	-	5	1	5	-	-	-	-	2	22.7
owned animal-driven transport	6	59	29	182	91	17	115	-	50	9.2
hired animal-driven transport	2	7	11	16	-	-	-	-	7	45.8
ship, boat, etc.	-	-	1	-	1	-	-	-	0	-
other	-	-	-	0	-	25	-	-	1	3.1
NR	-	-	-	-	-	-	-	-	-	-
all	1000	1000	1000	1000	1000	1000	1000	1000	1000	5.4
% (0.0) of commuters reporting more than one mode	0.5	3.5	4.9	14	6.7	28.8	6.8	89.1	5.4	-
estd.no.of commuters (00)	10568	11941	9474	3826	1924	920	372	121	39750	-
no.of sample commuters	610	803	640	270	108	48	18	4	2518	-
<b>Madhya Pradesh</b>	<b>Purpose: education</b>									<b>urban</b>
on foot	984	804	357	28	-	-	-	-	828	0.3
bus	2	20	120	497	640	464	-	31	40	29.4
rail	0	-	-	-	7	-	-	-	0	-
bicycle	8	107	330	347	122	536	-	-	82	11.3
taxi/hired car	-	3	13	-	-	-	-	-	2	-
auto-rickshaw	1	16	19	27	31	-	-	-	9	21.6
motorcycle/ scooter	-	5	-	81	-	-	-	-	4	-
own car	-	1	-	-	-	-	-	-	0	-
rickshaw	4	27	134	-	-	-	-	-	23	10.7
owned animal-driven transport	1	4	-	-	-	-	-	969	2	-
hired animal-driven transport	-	14	25	20	-	-	-	-	7	-
ship, boat, etc.	-	-	-	-	-	-	-	-	-	-
other	-	-	2	-	201	-	-	-	2	-
NR	-	-	-	-	-	-	-	-	-	-
all	1000	1000	1000	1000	1000	1000	-	1000	1000	2.8
% (0.0) of commuters reporting more than one mode	0.3	3.5	5.2	24.8	23.9	-	-	-	2.8	-
estd.no.of commuters (00)	16624	10551	2776	961	281	29	-	4	31228	-
no.of sample commuters	1020	716	265	73	16	2	-	2	2095	-

Table 4: Per 1000 distribution of those commuting to work/education by major mode of commuting for different ranges of distance commuted and percentage of commuters reporting more than one mode

mode of journey	per 1000 no.of commuters travelling (one way)									% (0.0) of commuters reporting more than one mode
	< 1 km	1-2 km	2-4 km	4-8 km	8-15 km	15-40 km	40-100 km	> 100 km	all	
1	2	3	4	5	6	7	8	9	10	11
<b>Maharashtra</b>	<b>Purpose: work</b>									<b>urban</b>
on foot	878	636	336	93	38	-	-	-	415	1.2
bus	9	51	214	269	336	246	147	12	149	29.7
rail	2	3	42	152	359	646	780	819	166	75.7
bicycle	30	153	249	206	102	5	-	-	121	8.5
taxi/hired car	4	2	2	2	-	-	-	-	2	19.1
auto-rickshaw	15	10	27	32	18	7	-	-	17	16.7
motorcycle/ scooter	34	105	86	160	79	35	-	-	80	26.7
own car	14	13	18	30	30	43	25	88	22	5.5
rickshaw	6	7	8	-	-	-	-	-	4	8.4
owned animal-driven transport	9	18	18	57	37	13	15	-	22	2.7
hired animal-driven transport	-	-	-	-	-	6	24	34	2	25.5
ship, boat, etc.	-	-	-	-	-	-	-	-	-	-
other	0	-	-	-	1	-	9	48	1	-
NR	-	-	-	-	-	-	-	-	-	-
all	1000	1000	1000	1000	1000	1000	1000	1000	1000	21.2
% (0.0) of commuters reporting more than one mode	0.7	10.2	12.6	22.6	45.1	61.1	65.1	33.2	21.2	-
estd.no.of commuters (00)	20067	21916	13667	12777	8756	9700	3451	355	90808	-
no.of sample commuters	1239	1186	777	641	460	504	175	16	5008	-
<b>Maharashtra</b>	<b>Purpose: education</b>									<b>urban</b>
on foot	964	717	297	43	212	-	-	-	690	1.2
bus	6	73	309	325	513	268	447	-	112	20.3
rail	1	5	12	94	128	643	400	1000	26	62.9
bicycle	13	95	142	255	10	71	-	-	72	1.6
taxi/hired car	2	5	-	-	-	-	-	-	2	-
auto-rickshaw	5	52	144	134	-	18	-	-	48	3
motorcycle/ scooter	1	22	43	94	46	-	-	-	21	3.8
own car	2	3	3	7	17	-	-	-	3	14.1
rickshaw	5	25	33	13	-	-	-	-	15	33.4
owned animal-driven transport	2	3	16	36	74	-	-	-	9	17.4
hired animal-driven transport	-	1	-	-	-	-	-	-	0	-
ship, boat, etc.	-	-	-	-	-	-	153	-	1	-
other	-	-	-	-	-	-	-	-	-	-
NR	-	-	-	-	-	-	-	-	-	-
all	1000	1000	1000	1000	1000	1000	1000	1000	1000	5.8
% (0.0) of commuters reporting more than one mode	0.9	5.3	7.9	17.2	17.1	45.4	35.2	-	5.8	-
estd.no.of commuters (00)	30198	17414	8772	5308	2036	927	297	17	65125	-
no.of sample commuters	1728	1037	431	235	68	52	14	1	3574	-

Table 4: Per 1000 distribution of those commuting to work/education by major mode of commuting for different ranges of distance commuted and percentage of commuters reporting more than one mode

mode of journey	per 1000 no.of commuters travelling (one way)									% (0.0) of commuters reporting more than one mode
	< 1 km	1-2 km	2-4 km	4-8 km	8-15 km	15-40 km	40-100 km	> 100 km	all	
1	2	3	4	5	6	7	8	9	10	11
<b>Orissa</b>	<b>Purpose: work</b>									<b>urban</b>
on foot	883	575	405	58	684	-	-	-	548	6.5
bus	-	8	-	104	41	504	790	-	50	23
rail	-	-	-	-	-	-	206	-	5	100
bicycle	116	363	461	616	187	390	4	-	325	9.7
taxi/hired car	-	-	4	-	-	48	-	-	2	69.3
auto-rickshaw	-	-	-	-	-	-	-	-	-	-
motorcycle/ scooter	-	38	114	82	74	-	-	1000	46	-
own car	-	-	-	-	-	-	-	-	-	-
rickshaw	-	15	-	-	-	-	-	-	5	-
owned animal-driven transport	0	0	17	140	13	57	-	-	19	-
hired animal-driven transport	-	-	-	-	-	-	-	-	-	-
ship, boat, etc.	-	-	-	-	-	-	-	-	-	-
other	-	-	-	-	-	-	-	-	-	-
NR	-	-	-	-	-	-	-	-	-	-
<b>all</b>	<b>1000</b>	<b>1000</b>	<b>1000</b>	<b>1000</b>	<b>1000</b>	<b>1000</b>	<b>1000</b>	<b>1000</b>	<b>1000</b>	<b>8.5</b>
% (0.0) of commuters reporting more than one mode	6.6	11.6	1.2	0.7	-	10.1	50.4	-	8.5	-
estd.no.of commuters (00)	2839	3370	1683	994	229	292	248	29	9760	-
no.of sample commuters	149	168	138	67	28	11	7	1	572	-
<b>Orissa</b>	<b>Purpose: education</b>									<b>urban</b>
on foot	998	606	434	-	143	-	-	-	781	-
bus	-	36	7	626	333	983	-	-	61	33.4
rail	-	-	-	27	-	-	-	-	1	-
bicycle	2	276	335	347	248	17	-	-	117	12.3
taxi/hired car	-	-	-	-	276	-	-	-	2	-
auto-rickshaw	-	-	-	-	-	-	-	-	-	-
motorcycle/ scooter	-	2	-	-	-	-	-	-	1	-
own car	-	-	-	-	-	-	-	-	-	-
rickshaw	-	80	221	-	-	-	-	-	38	-
owned animal-driven transport	0	-	3	-	-	-	-	-	0	-
hired animal-driven transport	-	-	-	-	-	-	-	-	-	-
ship, boat, etc.	-	-	-	-	-	-	-	-	-	-
other	-	-	-	-	-	-	-	-	-	-
NR	-	-	-	-	-	-	-	-	-	-
<b>all</b>	<b>1000</b>	<b>1000</b>	<b>1000</b>	<b>1000</b>	<b>1000</b>	<b>1000</b>	<b>-</b>	<b>-</b>	<b>1000</b>	<b>3.5</b>
% (0.0) of commuters reporting more than one mode	-	2.2	3.4	56.5	40.7	6.1	-	-	3.5	-
estd.no.of commuters (00)	3550	1678	443	241	34	145	-	-	6091	-
no.of sample commuters	158	106	83	30	13	5	-	-	395	-

Table 4: Per 1000 distribution of those commuting to work/education by major mode of commuting for different ranges of distance commuted and percentage of commuters reporting more than one mode

mode of journey	per 1000 no.of commuters travelling (one way)									% (0.0) of commuters reporting more than one mode
	< 1 km	1-2 km	2-4 km	4-8 km	8-15 km	15-40 km	40-100 km	> 100 km	all	
1	2	3	4	5	6	7	8	9	10	11
<b>Punjab</b>	<b>Purpose: work</b>									<b>urban</b>
on foot	753	488	375	313	62	-	-	-	479	-
bus	6	4	12	13	188	655	782	112	43	31.5
rail	-	3	2	1	10	34	136	625	5	37.5
bicycle	105	289	401	462	422	108	-	-	279	0.3
taxi/hired car	-	1	-	-	-	-	-	-	0	-
auto-rickshaw	1	4	-	42	45	24	-	-	10	12.4
motorcycle/ scooter	47	84	120	109	167	54	82	-	87	-
own car	14	0	7	14	-	109	-	-	10	-
rickshaw	0	18	32	6	-	-	-	-	12	-
owned animal-driven transport	70	102	41	35	106	-	-	263	69	2.8
hired animal-driven transport	3	6	5	4	-	-	-	-	4	3.1
ship, boat, etc.	-	-	-	-	-	-	-	-	-	-
other	-	-	5	-	-	16	-	-	1	-
NR	-	-	-	-	-	-	-	-	-	-
all	1000	1000	1000	1000	1000	1000	1000	1000	1000	1.9
% (0.0) of commuters reporting more than one mode	-	0.1	2.5	0.9	2.2	23.7	42.1	73.7	1.9	-
estd.no.of commuters (00)	5508	5360	3643	2533	963	536	159	37	18739	-
no.of sample commuters	473	513	287	139	77	46	13	3	1551	-
<b>Punjab</b>	<b>Purpose: education</b>									<b>urban</b>
on foot	915	677	183	143	-	-	-	-	714	-
bus	3	42	73	65	618	769	-	-	41	8.1
rail	-	-	-	-	38	9	-	-	1	14
bicycle	44	142	467	447	39	-	-	-	133	0.7
taxi/hired car	-	-	52	-	-	-	-	-	5	-
auto-rickshaw	9	72	90	249	90	-	-	-	47	-
motorcycle/ scooter	1	13	12	71	5	58	-	-	9	-
own car	0	-	-	-	-	-	-	-	0	-
rickshaw	8	53	80	-	-	-	-	-	29	-
owned animal-driven transport	20	-	-	-	-	-	-	-	10	-
hired animal-driven transport	-	2	42	25	209	164	-	-	10	-
ship, boat, etc.	-	-	-	-	-	-	-	-	-	-
other	-	-	-	-	-	-	-	-	-	-
NR	-	1	2	-	-	-	-	-	0	-
all	1000	1000	1000	1000	1000	1000	-	-	1000	0.4
% (0.0) of commuters reporting more than one mode	-	-	0.9	-	19.3	7.1	-	-	0.4	-
estd.no.of commuters (00)	8404	4986	1648	624	227	157	-	-	16047	-
no.of sample commuters	762	428	131	47	29	15	-	-	1412	-

Table 4: Per 1000 distribution of those commuting to work/education by major mode of commuting for different ranges of distance commuted and percentage of commuters reporting more than one mode

mode of journey	per 1000 no.of commuters travelling (one way)									% (0.0) of commuters reporting more than one mode
	< 1 km	1-2 km	2-4 km	4-8 km	8-15 km	15-40 km	40-100 km	> 100 km	all	
1	2	3	4	5	6	7	8	9	10	11
<b>Rajasthan</b>	<b>Purpose: work</b>									<b>urban</b>
on foot	886	598	151	63	266	-	-	-	392	0.2
bus	4	9	81	170	314	700	388	307	120	23.6
rail	-	4	-	12	-	96	478	-	16	79.4
bicycle	38	152	422	417	41	36	-	-	215	2.9
taxi/hired car	-	-	-	-	-	22	-	-	1	-
auto-rickshaw	-	24	0	11	-	-	-	-	8	-
motorcycle/ scooter	64	133	211	166	88	-	-	693	133	3.3
own car	-	25	39	38	62	38	57	-	29	-
rickshaw	-	-	13	-	-	-	-	-	2	52.4
owned animal-driven transport	8	46	58	107	185	109	-	-	66	2.8
hired animal-driven transport	-	-	1	1	15	-	78	-	3	44.4
ship, boat, etc.	-	-	-	-	-	-	-	-	-	-
other	-	10	25	14	29	-	-	-	13	78.9
NR	-	-	-	-	-	-	-	-	-	-
all	1000	1000	1000	1000	1000	1000	1000	1000	1000	6.7
% (0.0) of commuters reporting more than one mode	0.3	3.1	8.2	5.4	2.7	32.2	75.5	19.2	6.7	-
estd.no.of commuters (00)	2605	3473	2654	2506	1145	652	220	83	13372	-
no.of sample commuters	195	214	157	168	90	38	19	4	888	-
<b>Rajasthan</b>	<b>Purpose: education</b>									<b>urban</b>
on foot	967	730	172	89	377	-	-	-	777	0.2
bus	5	93	407	353	189	396	-	-	84	10.4
rail	14	11	-	-	-	-	1000	-	12	-
bicycle	6	33	235	293	-	604	-	-	50	-
taxi/hired car	-	-	-	58	-	-	-	-	3	-
auto-rickshaw	6	84	92	24	316	-	-	-	40	-
motorcycle/ scooter	-	35	37	-	-	-	-	-	14	-
own car	-	6	-	39	-	-	-	-	4	-
rickshaw	-	-	-	-	-	-	-	-	-	-
owned animal-driven transport	-	3	14	24	-	-	-	-	3	-
hired animal-driven transport	-	-	-	5	118	-	-	-	1	-
ship, boat, etc.	-	-	-	-	-	-	-	-	-	-
other	-	4	43	115	-	-	-	-	10	-
NR	2	-	-	-	-	-	-	-	1	-
all	1000	1000	1000	1000	1000	1000	1000	-	1000	1
% (0.0) of commuters reporting more than one mode	0.3	-	0.1	15.3	-	10.9	-	-	1	-
estd.no.of commuters (00)	6198	3620	792	591	91	95	14	-	11451	-
no.of sample commuters	404	242	65	41	9	5	1	-	774	-

Table 4: Per 1000 distribution of those commuting to work/education by major mode of commuting for different ranges of distance commuted and percentage of commuters reporting more than one mode

mode of journey	per 1000 no.of commuters travelling (one way)									% (0.0) of commuters reporting more than one mode
	< 1 km	1-2 km	2-4 km	4-8 km	8-15 km	15-40 km	40-100 km	> 100 km	all	
1	2	3	4	5	6	7	8	9	10	11
<b>Tamil Nadu</b>	<b>Purpose: work</b>									<b>urban</b>
on foot	875	661	205	65	27	-	-	-	397	1.1
bus	22	92	246	402	526	546	472	305	243	16
rail	1	3	17	34	66	237	334	580	39	31.5
bicycle	65	152	393	229	138	57	-	-	178	2.8
taxi/hired car	2	7	0	3	3	8	19	-	4	20.8
auto-rickshaw	1	3	-	3	6	6	-	-	3	-
motorcycle/ scooter	21	37	48	181	128	90	111	114	75	4.2
own car	5	4	6	22	13	36	7	-	10	-
rickshaw	2	7	16	18	-	-	-	-	8	-
owned animal-driven transport	5	22	53	31	79	20	57	-	33	2.4
hired animal-driven transport	-	3	5	0	2	-	-	-	2	-
ship, boat, etc.	-	-	-	-	-	-	-	-	-	-
other	2	8	11	13	12	0	-	-	8	3.4
NR	-	-	-	-	-	-	-	-	-	-
all	1000	1000	1000	1000	1000	1000	1000	1000	1000	6.6
% (0.0) of commuters reporting more than one mode	-	1.9	5.1	10.8	11.9	22	33.4	17.1	6.6	-
estd.no.of commuters (00)	13252	14839	10949	9919	8231	3218	1135	239	61883	-
no.of sample commuters	851	883	693	492	340	163	53	16	3499	-
<b>Tamil Nadu</b>	<b>Purpose: education</b>									<b>urban</b>
on foot	927	748	252	37	12	-	-	-	659	0.1
bus	12	96	391	696	802	850	508	-	192	9.4
rail	8	4	18	121	55	64	492	-	24	13.8
bicycle	30	78	228	52	47	32	-	-	69	1.2
taxi/hired car	1	2	6	-	-	-	-	-	2	-
auto-rickshaw	2	2	40	44	6	-	-	-	10	-
motorcycle/ scooter	11	25	15	13	26	39	-	-	16	1.7
own car	2	7	7	-	36	15	-	-	6	-
rickshaw	5	14	19	-	-	-	-	-	9	-
owned animal-driven transport	1	7	7	37	13	-	-	-	7	6.3
hired animal-driven transport	-	15	14	-	2	-	-	-	6	-
ship, boat, etc.	-	-	-	-	-	-	-	-	-	-
other	1	3	4	-	-	-	-	-	2	-
NR	-	-	-	-	-	-	-	-	-	-
all	1000	1000	1000	1000	1000	1000	1000	-	1000	2.3
% (0.0) of commuters reporting more than one mode	0.1	0.6	3.7	12.4	6.9	6.4	36.1	-	2.3	-
estd.no.of commuters (00)	19273	9924	5002	3512	1786	745	234	-	40519	-
no.of sample commuters	1163	652	259	148	78	41	10	-	2352	-

Table 4: Per 1000 distribution of those commuting to work/education by major mode of commuting for different ranges of distance commuted and percentage of commuters reporting more than one mode

mode of journey	per 1000 no.of commuters travelling (one way)									% (0.0) of commuters reporting more than one mode
	< 1 km	1-2 km	2-4 km	4-8 km	8-15 km	15-40 km	40-100 km	> 100 km	all	
1	2	3	4	5	6	7	8	9	10	11
<b>Uttar Pradesh</b>	<b>Purpose: work</b>									<b>urban</b>
on foot	881	711	350	142	171	-	-	-	475	1.9
bus	7	10	38	66	138	365	249	286	66	41.5
rail	6	0	-	8	18	122	363	465	20	64.9
bicycle	56	180	304	532	448	167	-	-	255	4
taxi/hired car	2	2	13	21	7	17	102	-	9	40.3
auto-rickshaw	7	9	25	52	65	50	-	-	26	26.2
motorcycle/ scooter	33	34	93	104	56	29	37	-	57	2.5
own car	2	17	50	24	3	44	111	41	23	4.5
rickshaw	6	9	69	2	2	32	-	-	19	8.8
owned animal-driven transport	-	23	51	42	89	122	138	180	43	5.9
hired animal-driven transport	-	-	-	4	3	37	-	-	4	-
ship, boat, etc.	-	-	-	-	-	-	-	29	0	-
other	-	6	7	3	-	14	-	-	4	-
NR	-	-	-	-	-	-	-	-	-	-
all	1000	1000	1000	1000	1000	1000	1000	1000	1000	7.7
% (0.0) of commuters reporting more than one mode	0.1	3.4	5.6	9.5	12	32.5	49.6	27.9	7.7	-
estd.no.of commuters (00)	9893	14842	9299	7726	5436	3766	440	402	51932	-
no.of sample commuters	585	797	437	410	172	131	24	13	2572	-
<b>Uttar Pradesh</b>	<b>Purpose: education</b>									<b>urban</b>
on foot	971	788	301	43	-	-	-	-	735	0.5
bus	2	30	88	133	180	627	1000	592	43	22.9
rail	-	-	-	-	-	143	-	408	3	81.6
bicycle	12	63	330	612	666	-	-	-	116	3
taxi/hired car	0	-	20	57	-	230	-	-	9	20.2
auto-rickshaw	0	9	13	75	125	-	-	-	11	22.7
motorcycle/ scooter	6	1	2	7	14	-	-	-	5	-
own car	-	2	38	34	-	-	-	-	8	-
rickshaw	8	105	185	22	-	-	-	-	66	0.4
owned animal-driven transport	-	3	23	10	15	-	-	-	5	5.6
hired animal-driven transport	-	-	-	7	-	-	-	-	0	-
ship, boat, etc.	-	-	-	-	-	-	-	-	-	-
other	-	-	-	-	-	-	-	-	-	-
NR	-	-	-	-	-	-	-	-	-	-
all	1000	1000	1000	1000	1000	1000	1000	1000	1000	2.4
% (0.0) of commuters reporting more than one mode	0.1	1.8	3.3	8.4	8.2	45.9	-	40.8	2.4	-
estd.no.of commuters (00)	19940	16674	6185	2518	835	572	33	89	46898	-
no.of sample commuters	1019	725	279	112	34	22	2	2	2200	-

Table 4: Per 1000 distribution of those commuting to work/education by major mode of commuting for different ranges of distance commuted and percentage of commuters reporting more than one mode

mode of journey	per 1000 no.of commuters travelling (one way)									% (0.0) of commuters reporting more than one mode
	< 1 km	1-2 km	2-4 km	4-8 km	8-15 km	15-40 km	40-100 km	> 100 km	all	
1	2	3	4	5	6	7	8	9	10	11
<b>West Bengal</b>	<b>Purpose: work</b>									<b>urban</b>
on foot	948	544	249	26	6	4	-	-	440	1.1
bus	9	60	300	588	471	250	117	-	204	30.9
rail	4	-	16	78	423	688	824	938	142	79.3
bicycle	27	303	320	175	62	18	-	-	149	5.7
taxi/hired car	-	0	-	-	4	-	-	-	0	20.5
auto-rickshaw	-	-	2	15	11	5	-	-	3	44.8
motorcycle/ scooter	1	13	4	17	7	-	50	-	7	-
own car	-	14	7	50	11	29	9	-	13	20.3
rickshaw	4	45	47	4	-	-	-	-	19	24.6
owned animal-driven transport	7	18	45	36	4	-	-	62	19	3.6
hired animal-driven transport	-	2	7	8	2	-	-	-	3	23.6
ship, boat, etc.	-	2	1	3	-	5	-	-	1	52
other	-	-	-	-	-	-	-	-	-	-
NR	-	-	-	-	-	-	-	-	-	-
all	1000	1000	1000	1000	1000	1000	1000	1000	1000	19.9
% (0.0) of commuters reporting more than one mode	0.4	6.5	14.4	25.6	50.8	74.8	59.4	54.5	19.9	-
estd.no.of commuters (00)	11958	6878	7416	4313	3359	3225	1171	312	38882	-
no.of sample commuters	681	428	418	252	161	162	56	12	2181	-
<b>West Bengal</b>	<b>Purpose: education</b>									<b>urban</b>
on foot	967	717	326	30	57	26	-	-	698	0.4
bus	1	70	259	408	297	358	587	-	100	40.5
rail	17	-	32	141	631	616	413	1000	51	51
bicycle	9	149	168	120	-	-	-	-	77	21.3
taxi/hired car	-	-	10	-	-	-	-	-	1	-
auto-rickshaw	-	5	38	139	-	-	-	-	16	73.2
motorcycle/ scooter	-	9	-	-	-	-	-	-	2	-
own car	3	9	44	38	14	-	-	-	13	37.1
rickshaw	3	40	110	99	-	-	-	-	35	35.6
owned animal-driven transport	-	-	2	7	-	-	-	-	1	-
hired animal-driven transport	-	2	11	18	-	-	-	-	3	-
ship, boat, etc.	-	-	-	-	-	-	-	-	-	-
other	-	-	-	-	-	-	-	-	-	-
NR	-	-	-	-	-	-	-	-	2	-
all	1000	1000	1000	1000	1000	1000	1000	1000	1000	11.4
% (0.0) of commuters reporting more than one mode	0.2	6	26	52.1	46.9	65.1	13	100	11.4	-
estd.no.of commuters (00)	14023	8134	4430	1954	754	554	98	29	30061	-
no.of sample commuters	777	432	229	87	35	20	5	1	1590	-

Table 4: Per 1000 distribution of those commuting to work/education by major mode of commuting for different ranges of distance commuted and percentage of commuters reporting more than one mode

mode of journey	per 1000 no.of commuters travelling (one way)									% (0.0) of commuters reporting more than one mode
	< 1 km	1-2 km	2-4 km	4-8 km	8-15 km	15-40 km	40-100 km	> 100 km	all	
1	2	3	4	5	6	7	8	9	10	11
<b>North-eastern</b>	<b>Purpose: work</b>									<b>urban</b>
on foot	921	641	373	192	204	50	-	-	575	2.5
bus	25	197	308	401	483	703	684	762	226	29.9
rail	-	0	1	13	-	-	-	19	2	9.9
bicycle	17	43	130	126	19	29	99	-	61	22.3
taxi/hired car	2	35	50	73	107	55	-	-	34	12.5
auto-rickshaw	2	5	23	37	50	31	-	-	13	45.5
motorcycle/ scooter	6	25	36	64	60	16	-	-	25	26.8
own car	4	14	43	25	33	8	-	50	20	12.7
rickshaw	15	31	18	9	-	-	-	-	20	21.5
owned animal-driven transport	-	3	7	23	45	109	217	168	13	-
hired animal-driven transport	-	5	7	37	-	-	-	-	6	-
ship, boat, etc.	-	-	-	-	-	-	-	-	-	-
other	-	-	-	-	-	-	-	-	-	-
NR	7	-	5	-	-	-	-	-	5	-
<b>all</b>	<b>1000</b>	<b>1000</b>	<b>1000</b>	<b>1000</b>	<b>1000</b>	<b>1000</b>	<b>1000</b>	<b>1000</b>	<b>1000</b>	<b>11.9</b>
% (0.0) of commuters reporting more than one mode	1.7	9.9	15.9	15.3	27.3	43.7	51	64.8	11.9	-
estd.no.of commuters (00)	1089	1060	858	298	155	85	43	47	3687	-
no.of sample commuters	944	705	519	161	81	39	18	33	2530	-
<b>North-eastern</b>	<b>Purpose: education</b>									<b>urban</b>
on foot	965	758	277	63	104	-	-	-	736	3.9
bus	2	122	293	591	360	441	-	302	114	20.8
rail	7	8	18	18	-	-	-	152	11	9.4
bicycle	13	43	254	105	232	-	-	-	65	8.4
taxi/hired car	-	10	22	82	-	-	-	-	9	-
auto-rickshaw	3	19	14	92	-	-	-	-	13	24.8
motorcycle/ scooter	3	-	-	16	-	-	-	-	2	-
own car	1	5	10	-	107	-	-	-	5	-
rickshaw	5	30	103	14	-	-	-	-	27	28.7
owned animal-driven transport	-	5	-	18	148	559	-	177	8	-
hired animal-driven transport	-	-	10	-	49	-	1000	369	6	-
ship, boat, etc.	-	-	-	-	-	-	-	-	-	-
other	-	-	-	-	-	-	-	-	-	-
NR	-	-	-	-	-	-	-	-	5	-
<b>all</b>	<b>1000</b>	<b>1000</b>	<b>1000</b>	<b>1000</b>	<b>1000</b>	<b>1000</b>	<b>1000</b>	<b>1000</b>	<b>1000</b>	<b>6.9</b>
% (0.0) of commuters reporting more than one mode	0.6	13.3	10.7	4.6	-	7.7	-	21.9	6.9	-
estd.no.of commuters (00)	1688	1317	520	131	47	22	7	26	3855	-
no.of sample commuters	1263	696	255	71	28	10	3	15	2387	-

Table 4: Per 1000 distribution of those commuting to work/education by major mode of commuting for different ranges of distance commuted and percentage of commuters reporting more than one mode

mode of journey	per 1000 no.of commuters travelling (one way)									% (0.0) of commuters reporting more than one mode	
	< 1 km	1-2 km	2-4 km	4-8 km	8-15 km	15-40 km	40-100 km	> 100 km	all		
	1	2	3	4	5	6	7	8	9	10	11
<b>North - western</b>	<b>Purpose: work</b>									<b>urban</b>	
on foot	880	532	137	19	74	1	-	-	-	318	1.1
bus	19	144	479	669	583	524	304	692	-	380	24.7
rail	-	0	11	18	29	20	-	-	-	12	12.6
bicycle	28	105	107	83	37	38	-	-	-	59	0.5
taxi/hired car	-	-	-	15	-	9	229	-	-	6	-
auto-rickshaw	4	30	2	2	7	-	-	-	-	7	-
motorcycle/ scooter	12	72	94	79	94	89	21	-	-	66	1.1
own car	5	30	48	46	89	174	107	160	-	58	-
rickshaw	11	6	27	2	-	-	-	-	-	8	9.7
owned animal-driven transport	40	74	87	67	62	129	165	-	-	73	3.6
hired animal-driven transport	0	6	6	-	24	8	111	-	-	10	-
ship, boat, etc.	-	-	-	-	-	-	-	148	-	1	100
other	-	-	2	-	-	8	64	-	-	2	-
NR	-	-	-	-	-	-	-	-	-	-	-
<b>all</b>	<b>1000</b>	<b>1000</b>	<b>1000</b>	<b>1000</b>	<b>1000</b>	<b>1000</b>	<b>1000</b>	<b>1000</b>	<b>1000</b>	<b>1000</b>	<b>10.4</b>
% (0.0) of commuters reporting more than one mode	0.9	3.2	12.5	15.6	16.4	10.6	11.7	14.8	-	10.4	-
estd.no.of commuters (00)	7449	4511	4137	4728	6911	3230	467	175	-	32057	-
no.of sample commuters	524	412	359	394	418	224	37	8	-	2402	-
<b>North - western</b>	<b>Purpose: education</b>									<b>urban</b>	
on foot	950	626	290	24	26	-	-	-	-	648	0.1
bus	18	207	555	793	819	969	755	1000	-	263	11.2
rail	3	2	6	7	-	-	-	-	-	3	3.6
bicycle	10	28	10	27	-	-	-	-	-	13	-
taxi/hired car	-	19	10	14	-	-	245	-	-	5	5.2
auto-rickshaw	8	14	56	2	16	-	-	-	-	15	-
motorcycle/ scooter	0	22	6	5	25	-	-	-	-	6	-
own car	1	19	2	13	-	-	-	-	-	4	-
rickshaw	7	45	41	-	-	-	-	-	-	15	-
owned animal-driven transport	1	2	12	25	30	-	-	-	-	7	-
hired animal-driven transport	2	8	12	91	85	31	-	-	-	19	-
ship, boat, etc.	-	-	-	-	-	-	-	-	-	-	-
other	-	7	-	-	-	-	-	-	-	1	-
NR	-	-	-	-	-	-	-	-	-	-	-
<b>all</b>	<b>1000</b>	<b>1000</b>	<b>1000</b>	<b>1000</b>	<b>1000</b>	<b>1000</b>	<b>1000</b>	<b>1000</b>	<b>1000</b>	<b>1000</b>	<b>3.1</b>
% (0.0) of commuters reporting more than one mode	0.5	3.7	7.2	6.9	5.1	21	24.5	-	-	3.1	-
estd.no.of commuters (00)	16114	3802	3745	2544	2410	473	32	20	-	29193	-
no.of sample commuters	1433	440	258	193	108	35	4	1	-	2479	-

Table 4: Per 1000 distribution of those commuting to work/education by major mode of commuting for different ranges of distance commuted and percentage of commuters reporting more than one mode

mode of journey	per 1000 no.of commuters travelling (one way)									% (0.0) of commuters reporting more than one mode
	< 1 km	1-2 km	2-4 km	4-8 km	8-15 km	15-40 km	40-100 km	> 100 km	all	
1	2	3	4	5	6	7	8	9	10	11
<b>Southern</b>	<b>Purpose: work</b>									<b>urban</b>
on foot	825	369	57	38	-	-	-	-	254	0.1
bus	24	122	306	303	682	680	341	920	260	28.8
rail	-	-	85	2	-	28	318	-	19	2.9
bicycle	33	282	225	249	70	-	-	-	188	2.6
taxi/hired car	-	2	19	14	-	33	341	-	12	35.1
auto-rickshaw	6	4	4	3	9	-	-	-	5	49.7
motorcycle/ scooter	86	167	211	362	170	84	-	80	207	5.8
own car	25	42	45	25	61	52	-	-	37	-
rickshaw	-	-	4	-	-	-	-	-	1	100
owned animal-driven transport	-	11	33	3	8	120	-	-	16	-
hired animal-driven transport	-	-	-	-	-	-	-	-	-	-
ship, boat, etc.	-	-	-	-	-	-	-	-	-	-
other	-	0	11	1	-	2	-	-	2	48.5
NR	-	-	-	-	-	-	-	-	-	-
all	1000	1000	1000	1000	1000	1000	1000	1000	1000	10.1
% (0.0) of commuters reporting more than one mode	0.4	0.4	13.3	12.3	37.1	18.3	68.2	-	10.1	-
estd.no.of commuters (00)	461	688	482	703	219	134	19	4	2710	-
no.of sample commuters	159	245	186	196	53	36	3	2	881	-
<b>Southern</b>	<b>Purpose: education</b>									<b>urban</b>
on foot	974	751	30	-	-	-	-	-	614	-
bus	-	61	414	684	813	1000	-	-	200	11.5
rail	-	-	-	-	187	-	-	-	8	-
bicycle	13	42	93	-	-	-	-	-	30	-
taxi/hired car	-	14	-	-	-	-	-	-	4	-
auto-rickshaw	6	54	15	83	-	-	-	-	28	7
motorcycle/ scooter	7	41	321	233	-	-	-	-	87	2.6
own car	-	-	-	-	-	-	-	-	-	-
rickshaw	-	17	-	-	-	-	-	-	5	-
owned animal-driven transport	-	20	127	-	-	-	-	-	24	-
hired animal-driven transport	-	-	-	-	-	-	-	-	-	-
ship, boat, etc.	-	-	-	-	-	-	-	-	-	-
other	-	-	-	-	-	-	-	-	-	-
NR	-	-	-	-	-	-	-	-	-	-
all	1000	1000	1000	1000	1000	1000	-	-	1000	2.7
% (0.0) of commuters reporting more than one mode	-	0.8	6	14.8	-	-	-	-	2.7	-
estd.no.of commuters (00)	635	389	223	163	66	16	-	-	1493	-
no.of sample commuters	278	131	75	31	7	3	-	-	525	-

Table 4: Per 1000 distribution of those commuting to work/education by major mode of commuting for different ranges of distance commuted and percentage of commuters reporting more than one mode

mode of journey	per 1000 no.of commuters travelling (one way)									% (0.0) of commuters reporting more than one mode
	< 1 km	1-2 km	2-4 km	4-8 km	8-15 km	15-40 km	40-100 km	> 100 km	all	
1	2	3	4	5	6	7	8	9	10	11
<b>All-India</b>	<b>Purpose: work</b>									<b>urban</b>
on foot	881	661	347	120	67	1	-	-	463	1.8
bus	10	47	167	314	414	447	287	314	166	25
rail	2	1	11	39	108	307	542	493	52	68.3
bicycle	52	167	274	255	145	50	1	-	158	5.3
taxi/hired car	1	3	3	6	5	10	27	-	4	21.5
auto-rickshaw	7	7	15	29	22	14	0	-	13	24.2
motorcycle/ scooter	24	56	84	145	124	53	45	44	72	9.2
own car	5	9	16	25	26	50	26	36	16	4.1
rickshaw	3	13	22	3	0	4	-	-	9	10.6
owned animal-driven transport	14	32	49	56	75	51	36	76	40	4.4
hired animal-driven transport	0	2	5	4	6	9	26	5	4	10.6
ship, boat, etc.	0	1	1	0	1	0	-	25	1	43.4
other	0	2	5	4	8	4	10	7	3	14.1
NR	1	-	0	-	-	-	-	-	0	58.3
all	1000	1000	1000	1000	1000	1000	1000	1000	1000	10.9
% (0.0) of commuters reporting more than one mode	1	5.1	8.3	14.1	22	39.7	47.3	33.8	10.9	-
estd.no.of commuters (00)	126572	132628	93761	75346	52089	33738	10078	2558	529256	-
no.of sample commuters	9106	9292	6480	4592	2808	1860	554	153	35008	-
<b>All-India</b>	<b>Purpose: education</b>									<b>urban</b>
on foot	960	747	294	50	53	3	-	-	716	0.5
bus	6	61	298	493	674	688	586	560	121	16
rail	3	2	9	49	72	226	344	383	13	42.5
bicycle	15	89	198	178	71	33	-	-	70	4.4
taxi/hired car	1	2	10	12	3	26	8	-	3	6.6
auto-rickshaw	3	26	66	94	33	3	-	-	24	8.9
motorcycle/ scooter	3	13	21	44	24	8	-	-	12	3.8
own car	1	7	12	9	9	2	-	-	5	9
rickshaw	4	41	68	12	-	-	-	-	22	9.1
owned animal-driven transport	2	6	12	29	30	2	-	26	7	4.6
hired animal-driven transport	0	5	10	25	24	8	7	31	5	2.4
ship, boat, etc.	-	0	1	1	-	-	51	-	0	-
other	0	2	1	4	7	-	3	-	1	-
NR	0	0	0	-	-	-	-	-	0	-
all	1000	1000	1000	1000	1000	1000	1000	1000	1000	3.7
% (0.0) of commuters reporting more than one mode	0.4	2.7	7.7	14	13.5	31.6	30.1	22.9	3.7	-
estd.no.of commuters (00)	196976	108114	48433	27722	12154	5018	928	308	400387	-
no.of sample commuters	13577	7659	3164	1580	624	288	56	29	27072	-

Table 5(W): Average monthly commuting expenses by sex for commuting workers: selected age-groups

Purpose: work		average monthly expenditure (Rs.) on commuting per commuting worker							
State	15-29		30-44		45-59		all ages		
	M	F	M	F	M	F	M	F	
1	2	3	4	5	6	7	8	9	
R U R A L	AP	59	14	45	12	46	9	48	12
	ASM	15	10	23	6	24	6	19	6
	BHR	20	3	22	6	29	7	21	4
	GUJ	79	12	100	45	49	11	82	26
	HAR	106	16	99	6	107	-	99	9
	KTK	52	21	69	12	58	32	56	19
	KRL	74	85	80	49	93	46	78	59
	MP	8	1	11	0	15	0	10	1
	MAH	48	17	73	17	83	17	61	16
	ORS	11	5	11	2	20	9	11	4
	PNJ	68	125	88	126	86	108	75	81
	RAJ	104	39	123	83	75	104	106	52
	TN	68	56	65	24	69	31	65	38
	UP	32	14	47	8	40	6	35	8
	WB	29	26	44	20	45	49	37	23
	NE	25	15	41	29	49	43	35	24
	NW	74	51	95	69	102	133	84	47
	S	97	105	149	158	105	205	122	138
	IND	43	22	55	17	51	21	46	18
no. of sample commuters		8978	2502	10265	2385	5534	1189	26742	7005
U R B A N	AP	50	35	91	41	121	19	77	30
	ASM	39	80	71	103	97	24	66	46
	BHR	30	69	33	38	33	51	30	42
	GUJ	65	62	84	42	87	53	75	53
	HAR	42	147	97	52	65	69	66	90
	KTK	82	80	109	62	138	76	101	67
	KRL	83	68	108	72	115	65	101	65
	MP	28	4	60	12	63	3	48	7
	MAH	82	76	112	93	140	89	106	74
	ORS	12	-	38	68	36	-	28	22
	PNJ	35	21	87	27	79	52	62	31
	RAJ	78	20	111	130	139	193	105	88
	TN	61	35	74	43	80	29	71	33
	UP	38	65	64	67	72	141	53	66
	WB	38	36	74	63	59	41	59	43
	NE	35	35	68	75	94	39	64	50
	NW	118	214	217	240	205	164	174	213
	S	99	79	127	118	152	158	121	105
	IND	60	60	92	68	99	62	80	57
no. of sample commuters		9373	1791	11629	1982	6382	1044	29252	5755

Table 5(S) : Average monthly commuting expenses by sex for commuting students: selected age-groups

Purpose: education

State	average monthly expenditure (Rs.) on commuting per commuting student								
	5-9		10-14		15-29		all ages		
	M	F	M	F	M	F	M	F	
1	2	3	4	5	6	7	8	9	
R	AP	9	9	20	19	70	72	36	28
U	ASM	1	0	2	11	15	19	8	12
R	BHR	1	0	2	3	18	6	7	2
A	GUJ	12	33	25	21	50	49	32	32
L	HAR	69	24	29	45	61	39	49	43
	KTK	1	6	17	12	56	31	26	15
	KRL	20	19	16	14	51	44	28	25
	MP	1	-	2	1	24	63	8	10
	MAH	3	4	19	10	52	55	34	24
	ORS	2	-	3	0	12	16	6	4
	PNJ	50	67	32	27	57	53	46	45
	RAJ	6	1	11	9	44	27	24	10
	TN	26	13	34	28	75	54	45	29
	UP	6	2	7	4	22	20	12	6
	WB	3	3	3	3	19	12	8	5
	NE	10	11	13	8	42	42	23	22
	NW	5	7	9	10	48	42	21	17
	S	39	35	41	31	75	82	55	61
	IND	8	7	11	10	35	35	19	15
	no. of sample commuters	3921	3014	6568	4617	5721	2715	16594	10536
U	AP	12	13	14	10	42	48	22	19
R	ASM	34	17	13	16	46	13	31	16
B	BHR	9	14	19	16	21	27	18	19
A	GUJ	17	12	8	8	33	24	19	14
N	HAR	8	16	12	8	18	37	16	20
	KTK	21	17	18	10	46	45	28	24
	KRL	58	30	32	19	54	42	46	34
	MP	10	8	10	8	10	14	11	9
	MAH	25	22	19	18	60	81	36	42
	ORS	15	8	7	6	16	9	12	9
	PNJ	16	23	13	18	27	27	19	22
	RAJ	20	16	17	16	22	34	20	20
	TN	11	17	24	23	58	38	29	25
	UP	10	15	13	14	23	41	15	23
	WB	23	17	23	15	33	35	27	23
	NE	10	16	24	20	26	36	21	25
	NW	31	35	38	34	93	77	57	47
	S	30	37	14	26	80	72	41	40
	IND	18	18	18	16	43	47	27	26
	no. of sample commuters	4353	3866	5406	4583	4612	3277	14906	12166

Table 6: Average monthly expenditure on commuting by distance commuted (one way) separately for commuting to work and for education, and separately for owned and hired types of transport used

State	average monthly expenditure (Rs.) incurred by a commuter using												no. of sample comm.	
	Owned modes*			Hired modes @			Mixed modes §			all modes				
	for work	for study	all	for work	for study	all	for work	for study	all	for work	for study	all		
	1	2	3	4	5	6	7	8	9	10	11	12		13
R	AP	202	41	185	133	89	111	3	2	3	37	33	35	2026
	ASM	74	4	47	94	56	78	3	1	2	17	10	14	3972
	BHR	149	12	142	86	72	83	2	0	1	19	5	12	4445
	GUJ	206	83	201	182	82	141	3	2	3	72	32	59	1568
	HAR	163	260	176	227	96	163	5	4	4	87	47	70	761
	KTK	228	66	200	145	75	122	2	0	2	45	22	38	2115
U	KRL	178	132	172	146	66	109	4	0	2	74	26	51	4170
R	MP	146	42	138	150	181	162	0	1	1	6	9	7	3412
A	MAH	251	27	236	179	98	146	4	3	4	49	30	42	3655
L	ORS	55	29	49	121	74	105	2	1	1	9	5	8	2123
	PNJ	151	110	145	199	120	151	22	6	14	76	46	61	1978
	RAJ	288	60	279	234	113	203	2	1	1	101	21	69	1161
	TN	110	10	95	123	103	116	7	2	5	58	38	50	3880
	UP	188	77	163	154	99	131	8	2	4	33	10	19	7059
	WB	60	24	48	122	56	104	4	1	2	35	7	22	5031
	NE	211	175	203	134	106	122	6	4	5	31	23	28	22
	NW	239	127	232	176	104	145	4	0	1	82	19	42	5195
	S	212	143	202	188	106	162	26	6	19	125	58	103	941
	IND	170	56	151	146	88	123	4	2	3	41	17	31	60878
	AP	241	88	228	160	95	135	5	2	4	68	21	48	4831
	ASM	287	168	267	131	146	137	6	1	4	64	25	47	868
	BHR	171	84	154	113	111	112	1	1	1	31	18	26	2228
	GUJ	206	106	199	181	101	154	4	1	2	72	17	50	3459
	HAR	169	100	148	234	96	187	4	0	2	69	18	46	789
	KTK	258	194	254	183	96	152	5	1	3	95	26	67	2849
U	KRL	238	71	196	140	84	117	3	1	2	93	40	70	2671
R	MP	187	159	185	251	97	178	3	1	2	41	10	28	4613
B	MAH	285	203	272	183	145	171	5	3	4	100	38	74	8582
A	ORS	182	23	180	222	99	160	2	1	1	27	11	21	967
N	PNJ	216	129	208	217	115	155	9	3	6	59	21	41	2963
	RAJ	266	157	258	245	115	187	7	0	3	103	20	65	1662
	TN	214	125	202	117	94	109	5	1	3	64	27	49	5851
	UP	198	92	186	178	120	152	5	1	3	54	19	37	4772
	WB	162	92	145	133	110	126	3	1	2	57	25	43	3771
	NE	218	71	187	142	111	130	7	3	5	60	23	41	4917
	NW	470	300	457	197	148	177	7	0	3	179	53	119	4881
	S	229	123	208	159	106	142	26	1	15	118	40	91	1406
	IND	252	142	238	166	115	147	5	2	3	76	26	55	62080

\* Owned modes: bicycle, motorcycle/scooter, owned car and owned animal-driven transport

@ Hired modes: bus, rail, hired car, rickshaw and hired animal-driven transport

§ Mixed modes: all other modes

## Appendix B

### Sample Design and Estimation Procedure

## Sample Design and Estimation Procedure

### Sample Design

6.1.0 A stratified multi-stage sampling design for rural as well as urban areas was adopted for the survey. The first stage units were census villages (panchayat wards in case of Kerala) for rural areas and the NSSO Urban Frame Survey (UFS) blocks for the urban areas. Households formed the ultimate stage units in both rural and urban areas.

6.1.1 *Sampling frame for first stage units (FSU's)*: For the rural areas, the list of census villages of 1991 population census (1981 census list for J&K) constituted the sampling frame for most of the States. For rural areas of Kerala, however, the list of panchayat wards was used as the sampling frame for selection of panchayat wards. For Nagaland, the villages located within 5 km of a bus route constituted the sampling frame, whereas, for Andaman & Nicobar Islands, the list of accessible villages constituted the sampling frame. For the urban areas, the lists of latest UFS blocks constituted the sampling frame for all cities and towns.

6.1.2 *Stratification in the rural areas*: From the list of villages of each State/union territory (UT), three separate strata were initially formed by considering those villages (a) with very small population (b) with no

population and (c) with very high population. These are formally stated below:

Stratum 1: all uninhabited villages (as per 1991 census)

Stratum 2: villages with population 1 to 50 (including both the boundaries) as per 1991 census

Stratum 3: villages with population more than 15,000 as per 1991 census

6.1.3 Each of the above three strata was formed only when there were at least 10 villages of the specified population size category in the State/UT as per 1991 population census. Otherwise, these villages were included in the general strata as described below.

6.1.4 After formation of the strata 1, 2 & 3 (wherever applicable), the remaining villages of the State/UT were considered for formation of the general strata. Each district with population less than 2 million as per 1991 census formed a separate stratum. A district having a population of 2 million or more was divided into two or more strata, depending on its population, as per the usual procedure followed in NSS. For Gujarat, some districts cut across NSS regions. In such cases, the part of a district falling in an NSS region formed a separate stratum.

6.1.5 *Stratification in urban areas:* For the urban areas, strata were formed within each NSS region by grouping towns on the basis of their population as per 1991 census (1981 population census for J & K) as specified below:

stratum no.	composition of strata within a NSS region
1	all towns with population less than 50,000
2	all towns with population 50,000 or more but less than 2 lakhs
3	all towns with population 2 lakhs or more but less than 10 lakhs
4, 5	each city with population 10 lakhs or more

6.1.6 *Sub-stratification:* Unlike the rural strata, each urban stratum was further divided into two sub-strata as follows:

- sub-stratum 1 : UFS blocks identified "as slum area"
- sub-stratum 2 : remaining UFS blocks of the stratum

6.1.7 *Allocation of first-stage units (FSU's):* A total all-India sample of 7028 FSU's (240 villages and 1788 urban blocks) for the Central sample were

allocated to the States/UTs in proportion to their investigator strength. State/UT level sample size was allocated between rural and urban areas in proportion to their population. State/UT level rural/urban allocations are given in table S at the end of this chapter.

6.1.8 Next, a suitable sample size - minimum 2 and maximum 6 villages; the exact number depending on the total number of villages in the frame - was allocated to stratum type 1 of rural areas of each State and UT. In all, 68 sample villages were allocated to stratum 1 of the rural areas, considering all those States/UTs where stratum type 1 was formed. From stratum 2, a sample of maximum 6 villages was selected from each State and UT. The number of sample villages sampled from stratum 3 was either 2 or 4 depending upon whether the number of villages in the frame of stratum type 3 was less than 20 or more. The remaining sample size (i.e. total allocation for the rural areas less the allocations for strata 1, 2 & 3) of rural areas of each State and UT was allocated to the general strata (i.e. the strata other than strata 1, 2 & 3) in proportion to their population.

6.1.9 Similarly, the urban sample size at State/UT level was allocated to the urban strata in proportion to their population. Stratum level allocations were made in multiples of 4, wherever possible. The sample size for an urban stratum was further allocated between the two sub-strata in proportion to the number of UFS blocks in the respective sub-strata by giving double

weightage to sub-stratum 1, while simultaneously, ensuring a minimum sample size of 2 or 4 blocks to sub-stratum 1, depending upon whether the stratum level allocation was 4 or greater than 4. All sub-stratum level allocations were done in multiples of 2.

6.1.10 *Selection of first-stage units:* The selection of the sample FSU's was done in the form of two independent sub-samples

sector	stratum type	sub-stratum	selection procedure
rural	1	-	CSS with equal probability @
	2	-	-do- *
	3	-	-do- *
	others	-	CSS with pps *
urban	each	each	CSS with equal probability **

CSS : circular systematic sampling  
 PPS : probability proportional to size, size = population  
 @ arrangement of villages in the frame is same as that of census  
 \* after arranging the FSUs in ascending order of population  
 \*\* after arranging the towns by districts and further arranging the towns in each district in ascending order of their population

as follows:

6.1.11 *Selection of hamlet-groups in rural areas.* Sample villages with large population were subjected to a further stage of random sampling to reduce workload, as follows. Depending on its population size, the selected village was subdivided into a

specified number of parts with roughly equal population content, by grouping contiguous natural hamlets. These groups of hamlets were called hamlet-groups. A random sample of these hamlet-groups was then selected for the subsequent stages of the survey. The specification of the number of hamlet-groups to be formed and selected for the survey was as follows:

approx. present population of the village	no.of hgs formed (D)	no.of hgs selected (d)
< 1200	1*	--
1200 - 1999	4	2
2000 - 2499	5	2
2500 - 2999	6	2
3000 - 3499	7	2
3500 - 3999	8	2
4000 - 4499	9	2
4500 - 4999	10	2
5000 - 5499	11	3
.....	...	...
9500 - 9999	20	3
10000 - 10499	21	4
.....	...	...
14500 - 14999	30	4
15000 - 15499	31	5@
and so on		

\*i.e., the entire village is selected for survey  
 @5 hgs were selected for survey from each

However, for rural areas of Himachal Pradesh, Sikkim, and Punch, Rajouri,

Udhampur and Doda districts of Jammu & Kashmir, the limit was D=1 for population less than 600, D=4 for population 600 - 1199; D=5 for population 1200-1499; D=6 for population 1500-1799 and so on. Number of hgs selected for survey was d=2 for D=4 to 10, d=3 for D=11 to 20, d=4 for D=21 to 30 and d=5 for D>30.

6.1.12 It may be noted that UFS blocks did not require further division for limiting the work load. The UFS blocks - the FSUs for the urban sample - were formed in a manner so that they contain a population of 800 to 1200.

6.1.13 *Second-stage stratification (for selection of households)*: In rural areas, all the households of a sample village, or the selected hamlet groups of it, were classified into 3 second-stage strata. The households engaged in free collection (other than fuel-wood and marine fishing) formed second-stage stratum 1. Other rural households were grouped into two second-stage strata - those with a wage/salary earning member but possessing land less than 0.40 hectare formed second-stage stratum 2 while the rest of the households formed second-stage stratum 3. The households of second-stage stratum 3 in rural areas were arranged by area of land possessed before sample selection. In urban areas also, households were grouped into three second-stage strata, but by following a procedure different from that followed for rural areas. Urban households with means of livelihood (m.l.) as self-employed or regular wage/salary earnings formed second-stage stratum 1. Those with means of livelihood

as casual labour constituted second-stage stratum 2, while the remaining urban households were grouped as second-stage stratum 3. The households of second-stage stratum 1 in urban areas were arranged by m.l. codes x mpce classes before sample selection.

6.1.14 *Selection of households*: For the household schedule, a sample of 16 households from each selected village (or selected hamlet-groups) and 18 households from each selected UFS block were selected for survey.

6.1.15 The 16 households selected from each selected village (or selected hamlet-groups) were allocated among the three second-stage strata in proportion to the number of households in the respective frames with a minimum allocation of 4, 2 and 2 households respectively to second-stage strata 1, 2 and 3. In the case of selected urban blocks, the total of 18 households was allocated to the three second stage strata in proportion to the number of households in the respective frames with a minimum of 2 samples to each second-stage stratum.

6.1.16 While allocating the above total number of sample households among the three second-stage strata, if allocation for one particular second-stage stratum was less than the minimum allocation specified for the second-stage stratum, its quota was increased to this minimum number and the residual total allocation was allocated between the other two second-stage strata in proportion to the total number of

households in the respective frames. The sample households were selected circular systematically with independent random starts from the appropriate frame of households in each second-stage stratum.

**Estimation Procedure**

6.2.0 The estimation procedure adopted in the 54th round for schedule 31 is briefly indicated here.

6.2.1 *Notations.* The notations used for describing the estimation procedure are as given below:

- s = subscript for s-th stratum
- t = subscript for sub-stratum t (t =1, 2 for the urban sector and there is no sub-stratum in the rural sector)
- i = subscript for i-th sample village/block
- j = subscript for j-th second-stage stratum of a sample village/block
- k = subscript for k-th sample household
- b = subscript for b-th sub-sample (b=1, 2)
- z = size of the sample village/block used for selection (z=1 for each block)
- Z = total size for a stratum or sub-stratum as per the frame
- n = number of sample villages/blocks(i.e., no. used for tabulation) surveyed including uninhabited and zero cases and excluding casualty and other not received cases
- D = number of hamlet-groups formed in the sample village
- d = number of hamlet-groups selected for survey
- H = total number of households listed in the frame

- h = number of sample households available for tabulation
- y = value of any characteristic under estimation in a sample village/block/household
- $\bar{y}$  = estimate of population total of the characteristic y

6.2.2 *Estimates of aggregates:* For schedule 31, the formula used for the estimation of the aggregates of s-th stratum and b-th sub-sample is as specified below:

*For rural areas:*

$$\bar{y}_{sb} = \frac{Z_s}{n_{sb}} \sum_{i=1}^{n_{sb}} \frac{D_{sbi}}{d_{sbi}} \frac{1}{z_{sbi}} \sum_{j=1}^3 \frac{H_{sbij}}{h_{sbij}} \sum_k y_{sbijk}$$

*For urban areas:*

$$\bar{y}_{sb} = \sum_{i=1}^2 \frac{Z_{st}}{n_{stb}} \bar{y}_{stb}$$

Note : (i) For stratum 1,2 & 3 in the rural sector, z=1 and Z= total number of villages in the frame of the respective strata whereas for other strata

Comment:

State/UT	no. of FSU's				
	rural		urban		
	allotted	surveyed	allotted	surveyed	rural
(1)	(3)	(2)	(5)	(4)	(6)
Andhra Pradesh.	364	364	132	132	5721
Assam	214	206	28	28	3243
Bihar	478	477	72	72	7464
Gujarat	190	190	96	96	2939
Haryana	82	82	24	24	1222
Karnataka	204	204	88	88	3152
Kerala	204	204	72	72	2911
Madhya Pradesh	372	372	112	112	5802
Maharashtra	344	344	212	212	5359
Orissa	220	220	36	36	3401
Punjab	166	166	72	72	2533
Rajasthan	228	228	64	64	3501
Tamil Nadu	338	336	176	176	5324
Uttar Pradesh	638	638	156	156	10002
West Bengal	340	340	124	124	5312
North-Eastern	446	413	124	114	6273
North-Western	338	257	152	119	3816

in the rural sector,  $z$ = population of the sample village as per the frame used for selection and  $Z$ = total population of the stratum.

(ii) When  $D = 1$ ,  $d = 1$  & for  $D \geq 4$ ,  $2 \leq d \leq 5$

(iii) When  $H > 0$  but  $h = 0$  for any second-stage stratum, that second-stage stratum was merged with any of the other two second-stage strata. In particular, if  $h = 0$  for  $H > 0$  for 1st second-stage stratum, was merged with 3rd second-stage stratum. If second-stage stratum 2 became a casualty, it was merged with second-stage stratum 3. Lastly, if second-stage stratum 3 became a casualty, it was merged with second-stage stratum 1.

The pooled estimate of  $s$ -th stratum based on two sub-samples has been obtained as

$$\bar{y}_s = \frac{1}{2} \sum_{b=1}^2 \bar{y}_{sb}$$

The pooled estimate  $\bar{y}^{\square}$  at the region/State/UT/all-India has been obtained by summing the stratum estimates  $\bar{y}_s^{\square}$  over all the strata of the region/State/UT/all-India.

6.2.3 *Estimates of ratios.* The estimate of the ratio  $R = \frac{Y}{X}$  (where  $X$  and  $Y$  are the population totals of the two characters) was obtained as

$$\bar{R} = \frac{\bar{y}^{\square}}{\bar{x}^{\square}}.$$