

Assessing the transport significance of bus route 3c/1 and 3c/2 in Kolkata

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International Journal of Science and Research Archive, 2026, 18(02), 152-154

Publication history: Received on 20 December 2025; revised on 02 February 2026; accepted on 04 February 2026

Article DOI: <https://doi.org/10.30574/ijjsra.2026.18.2.0201>

Abstract

This study examines the impact of kolkata's bus route 3c/1 and 3c/2 on the city's overall transport system and daily commuting patterns. As one of the important south – north connectors. This route plays a vital role in linking residential areas with commercial zones. So, the analysis highlights how 3c/1 and 3c/2 supports affordable mobility, reduce travel pressure on overcrowded routes and enhances last-mile connectivity for local passenger.

Keywords: Irregular Service; Expansion; Overcrowded; Daily Workers; Urban Transport; Commuters

1. Introduction

Bus route 3c/1 a major frequent north south bus route in kolkata, connecting nagerbazar in the north to anandapur (near ruby hospital) in south kolkata. This bus has been running for many decades – for around above 50 years and it is one of the older private north-south routes in kolkata, that begun operations likely in the late 1960 or early 1970 as the city's bus network expanded to meet commuter demand. While 3c/2 gradually saw fewer buses and irregular service as transport patterns changed. Together, they represent an important part of kolkata's older private bus system that shaped everyday mobility before metro expansion.



Figure 1 3C/1 bus



Figure 2 3C/2 bus

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2. Transport Route Chart 3c/1 And 3c/2(Nagerbazar To Anandapur Via Kasba Ruby)

3c/1: [via ruby, kasba, ballygunge station, gariahat, rashbehari, kalighat, hazra, bhawanipur, rabindra sadan, maidan, park street, esplanade, wellington, moulali, sealdah, rajabazar, maniktala, khanna, shyambazar 5point, rg kar, belgachia metro, bangur avenue, diamond plaza]

3c/2: [via ruby, kasba, ballygunge station, gariahat, desapriya park, shishu mangal, minto park, rabindra sadan, maidan, park street, esplanade, wellington, college street, hatibagan, shyambazar 5point, rg kar, belgachia metro, bangur avenue, diamond plaza]

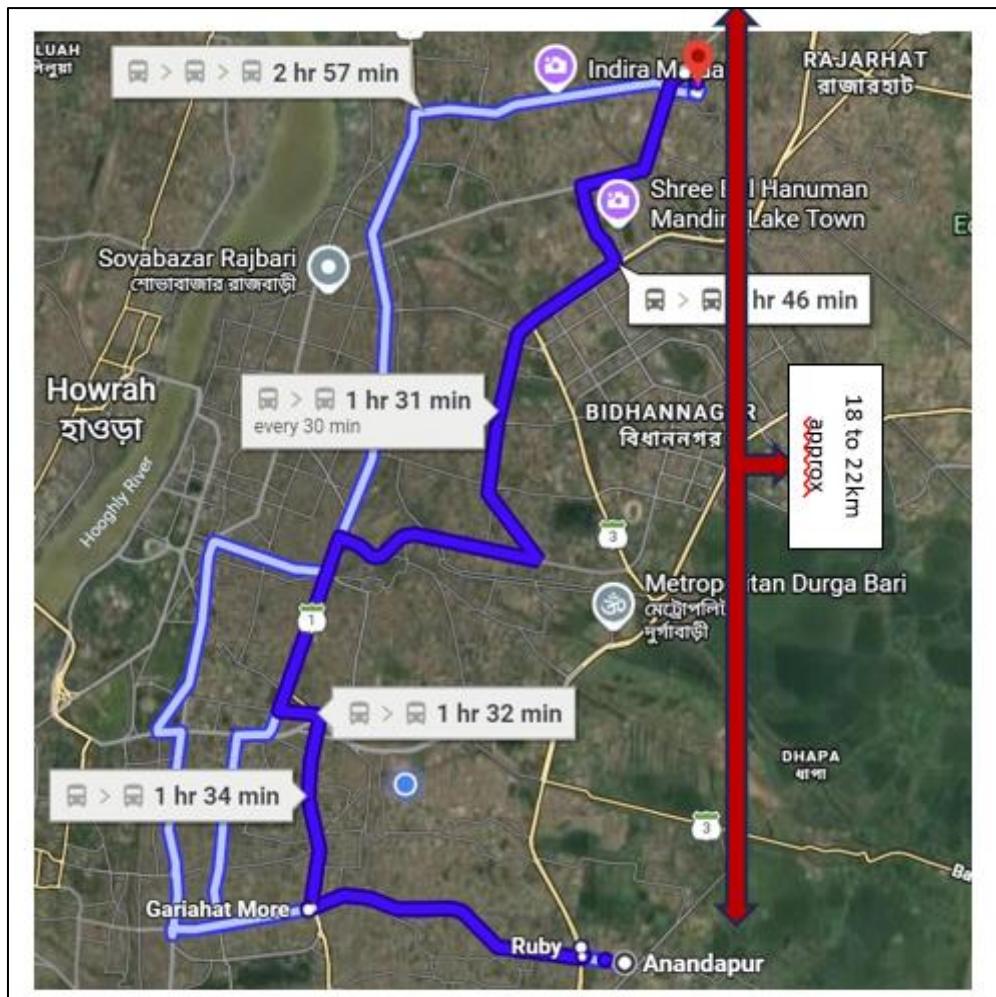


Figure 3 Route map (source: google map)

2.1. Route Fare

The fare of these two buses depends on the distance traveled. (the fare from ballygunge to sealdah is around 15 rupees).

2.2. Significance

These routes provide continuous linkage between northern, central, and southeastern parts of kolkata, making long-distance intra-city travel easier. by carrying a large number of daily passengers, they help reduce congestion on other overcrowded bus routes and major junctions.

The fare range is low compared to other transport modes, (like cab, taxi) making these routes accessible for students, daily workers, and low-income groups(some of the cases high income group also). the routes pass through many narrow and residential areas where metro or train access is limited, ensuring better last-mile connectivity.

As the buses move through commercial zones like gariahat, kalighat, hazra, esplanade, park street, and shyambazar, they support local shops, offices, and service sectors.

By offering long-distance and frequent services, these buses help lower private vehicle usage, contributing to reduced traffic and emissions.

Their long-standing and consistent operation makes them a reliable transport choice, especially for regular commuters.

Most of the passengers travel by the 3c/1 bus from ballygunge station to parkstreet or esplanade, as this route is often more convenient in terms of fare and travel time

2.3. Negative impact

The bus routes 3c/1 and 3c/2 also have several negative impacts on urban transport. As these routes pass through some of the busiest areas of kolkata, such as ballygunge, park street, esplanade, sealdah, and shyambazar, they often contribute to traffic congestion, especially during peak hours (10-11:30 am). Heavy passenger demand leads to overcrowding, which reduces travel comfort and increases safety risks for commuters. Due to frequent traffic jams and road conditions, the travel time becomes uncertain, causing delays for office-stuffs and students. In addition, the irregular frequency of buses, particularly during off-peak hours, makes the service less reliable. Continuous operation of multiple buses on the same corridor also accelerates road deterioration. Moreover, the use of older vehicles results in increased air and noise pollution, affecting the urban environment. Overall, while these routes are essential, their operational challenges create significant pressure on the city's transport system.



Source: <https://www.kolbuspedia.com>

Figure 4 3C/2 bus

3. Conclusion

This study confirms the continued relevance of bus routes 3C/1 and 3C/2 in supporting everyday urban mobility in Kolkata. The routes effectively serve a large commuter base by providing reliable and low - cost transport across key urban corridors. Strengthening operational efficiency and service regularity would further improve their role within the city's public transport system.

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