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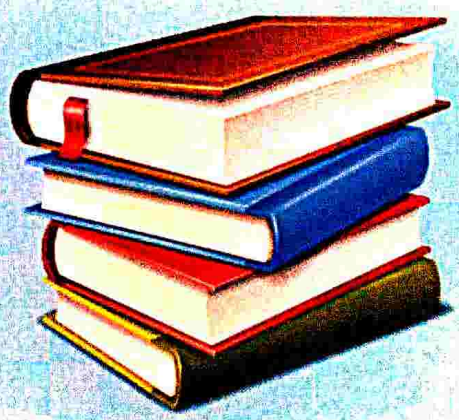

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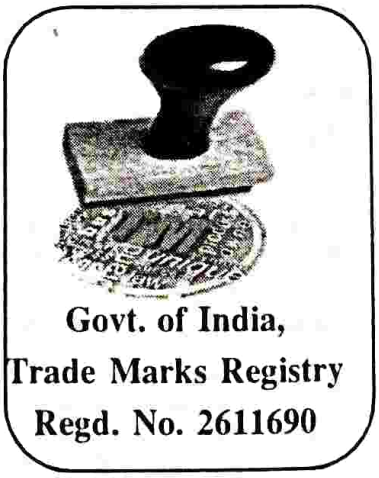

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03

Geographical Study of Road Density Pattern in Marathwada Region

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Abstract: -

Present study an attempt is also made to measure the density of road network per thousand populations as well as road network density of road per square kilometer road length. In present analysis considered eight districts of Marathwada region and study based on secondary data sources obtained by Public Work Department, Socio-economic survey of Districts of Marathwada. Statistical and cartographical methods applied for calculation and interpretation of results, after aright a result suitable suggestion has been made.

Key Words: - Road Network, Road Density, Spatial Pattern, Transportation.

Introduction: -

Transport system happens to be a pacesetter of a growing economy. It therefore, forms the base study of growth potential. Transportation links communities, provides for the movement of men and facilities the flow of goods and services between zones which are socially and economically interdependent. Therefore, transportations is a measure of relation between areas. Today transportation is regarded as a geographical phenomenon rather than economic one, reflecting the pattern of resource utilization and demanding objective analysis of spatial structural formation.

Transport and power are the two most important planks of the infrastructure for economic growth. The flow of inputs to production centers and that of finished goods to consumers would be impossible without adequate transportation network. Therefore, transportation network constitutes one of the most important elements of cultural landscape. With the progress in the stage of development, mode of transport also changed from bullock cart to supersonic jets. Speed has become the most important factor of transportation in the modern neo-technique world. Notwithstanding these changes the economic importance of transport has remained constant all the while. Since the down of civilization, it has been playing a vital role in productions, exchange and distribution. Transportation is intimately linked with spatial development. The importance of transport as a measure of resource utilization indeed varies from place to place over the surface of the earth. Various factors determining the needs for developed transportation are also numerous all ultimately linked with the local economic set-up. Economic progress in any place vary largely depends on the development of cheap, fast and efficient methods of transportation.

Objective: -

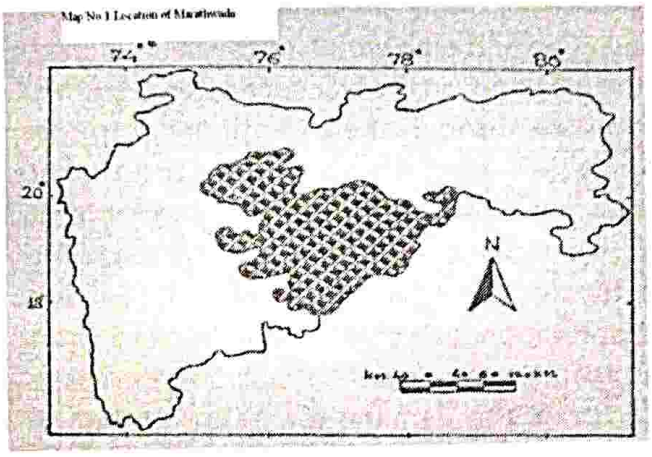
1) To analyze the per square kilometer density of road in Marathwada region.

2) To find out road population ratio in the region.

Study Region: -

The Maharashtra state is an integral part of the Union of India on the west coast with a geographical area of 307713 sq.km. It has five regional division namely Konkan, Western Maharashtra, Khandesh (North Maharashtra), Marathwada and Vidarbha. The Marathwada region lies in the upper Godavari basin, which extends from 17°35' North latitude to 20°40' North latitude and from 74°40' East longitude to 78°19' East longitudes (Map no.1). The region had 64811 sq.km total geographical area and

having 1.87 crore population according to 2011 census which is 16.66% of the Maharashtra state. The region administrative setup is consisting with eight district and that are divided into 76 Tahsil. However, the net sown area is 75 percent of total geographical area, and it is 12 % of Maharashtra state. The climate of study region is the primarily Monsoon, which is suitable for establishment of human settlement and agriculture. 80 percent of the rainfall receives from the south west monsoon and returning Monsoon period. Its yearly varies from tahsil to tahsil and range from 700 mm to 865 mm Agriculture are the main occupation of the region and varies nature of rainfall is affects on the daily life of people.



Data Source and Methodology: -

Present study is based on the secondary data sources obtained from PWD office, Socio-Economic Review of districts of Marathwada, Magazine, Newspaper, Reports etc. The structure of road network density patterns analysis is carried out by the application of following formula-

$$\text{Density of road network} = \frac{\text{Total edge length}}{\text{Total area}}$$

The Variations in density per square kilometer in an area over the period of time depicts by cartographic methods.

Discussion: -

Road density is the density of road network that indicates the length of road per unit of geographical area. The road density is an index of the economic prosperity and standard of living of any region. It is the measure of the degree of transportation.

The table no-1 reveals that the road length per square kilometer and road density per 1000 population.

1) High Road Density Areas (Above 4)

High road density area considered score more than 4 km road length per sq.km Latur (4.88), Beed (4.27) Osmanabad (4.78) thus three district found high road density. Beed and Osmanabad cities are located a national Highway 52 (old it was NH-211) and network of road is thick. Latur city well tied with Nanded, Solapur and Aurangabad, under the influence that road density is high.

Moderate Road Density (3 to 4): -

Moderate road density score considers 3 to 4 kilometer road length per square kilometer. Nanded (3.34), Aurangabad (3.66) and Hingoli (3.04) districts comes under this category, Aurangabad is the region's main center all the commissioner level offices located here and Nanded is the regions sub center, because of that the road network are well developed.

Low Road Density Area (Below 3)

Low road density score considers below 3 kilometer road length per square kilometer. Parbhani (2.99) and Jalna (2.86) district consist in this category. Both of district having educationally and culturally backwardness. Lack of agricultural and industrial development, hence the road network not developed well. Average road density of Marathwada region is 3.87 per sq.km and Latur district experienced highest (4.88) road density whereas Jalna district noticed lowest (2.86) road density network in the Marathwada region during year 2017-18 under investigation period. (Map no.2)

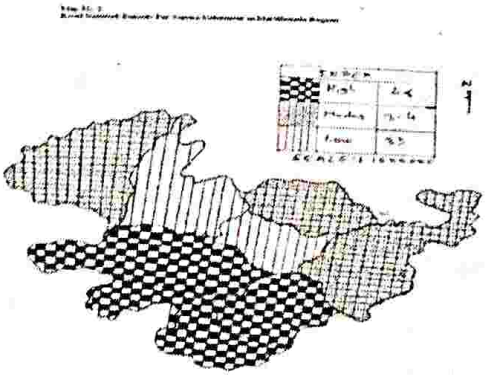
Table no-1

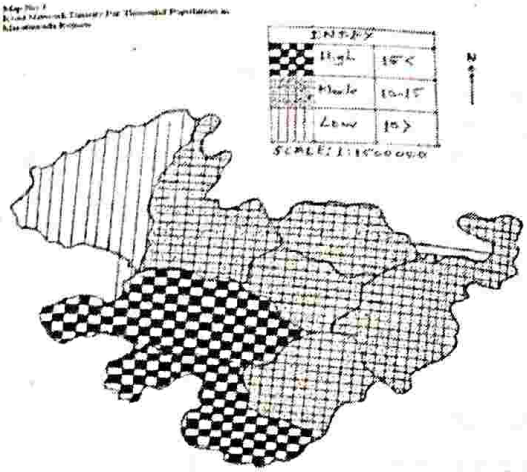
Density of Road Network in Marathwada

Sr No	Districts	Area in sq km	Population	Total Road length in km	Road length per sq km	Road density per 1000 population
1	Aurangabad	10107	3701282	36998	3.66	9.99
2	Beed	10693	2585049	45639	4.27	17.65
3	Jalna	7718	1959046	22058	2.86	11.25
4	Osmanabad	7569	1657576	36183	4.78	21.82
5	Nanded	10528	3361292	41513	3.94	12.35
6	Latur	7157	2454196	34958	4.88	14.24
7	Parbhani	6517	1836086	19496	2.99	10.61
8	Hingoli	4524	1177345	13785	3.04	11.70
Total		64,813	1,87,31,872	2,50,630	3.87	13.38

Source: - Computed by Researcher

Road density per 1000 population is the ratio of per thousand population to road length, and it is depend upon the development of road according to growth of population. High road density per thousand population categories above 15 km road density per thousand population experienced in Osmanabad (21.82) and Beed (17.65) district. Moderate road density per thousand populations (10-15) observed in Latur (14.24), Hingoli (11.70), Jalna (11.25), Nanded (12.35) and Parbhani (10.61) district, whereas low road density per thousand populations noticed in only Aurangabad (9.99) district during the investigations period (Map no.3). It means in Aurangabad district there are more population pressure on the road cause of there are over crowd on the road. Regional average of road density per thousand population is 13.38 km and Osmanabad district found highest (21.82) road density per thousand population and Aurangabad district noticed lowest (9.99) road density per thousand population.





Conclusion and Remarks: -

Effects of difficult terrain unequal distribution of resources, railway competition, and the like on the distribution of roads may be regarded as being partly subsumed by the population and area variables. Much of impact of these factors on the transportation system is expressed through their relationship to the population pattern. As expected, total population accounts for more of the variation in total road kilometerage than area accounts for obviously there is a greater need for transportation for a given population in a large unit than a small one. As population increases in an area, the demand for transportation is intensified, as new transport lines are built into the area, an increase in population is encouraged, which in terms call for still more transportations. However, the residual maps provided intuitive evidence of the leg and lead nature of transport development.

In Marathwada region Jalna district road network still underdeveloped compared to Latur and Osmanabad district, there is vast scope for undertake new road lines to better development and eradicate disparities of the Marathwada regions.

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04

Agro-Based Processing Industries in India

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Introduction:

Agro-based industries play a vital role in the development of India's rural economy, which has been increasing attention from the central as well as state government, in view of its importance to the -national reconstruction. Agro based industry is regarded as the sunrise sector of the Indian economy in view of large potential for growth and likely socio economic impact specifically on employment and income generation. Some estimates suggest that in developed countries, approximately 14 per cent of the total work force is engaged in agro-processing sector directly or indirectly. However, in India, only about 3 per cent of the work force finds employment in this sector revealing its underdeveloped state and vast untapped potential for employment. There is no denying that India has to live with the problem of unemployment for many years to come. Therefore need arises to make all over development among all sections of the society especially in rural agro based industrial units.

Research Methodology: The paper is based on the secondary data source.

Objective of the study:

1) To study the growth of Agro based Industries.

2) To study the role of Agro based co-operatives Industries in rural development.

Concept of Agro-Based Industries:

Agro-based industry would mean any