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TRANSPORTATION AND COMMUNICATION FACILITIES IN SOLAPUR CITY

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Abstract:-Now a days, transportation and communication facilities have become very important for the overall development of a region. Solapur city occupies a very important position in Maharashtra. It is a sixth largest city in Maharashtra. There is a great need of planned and wide roads for smooth transportation of the city. Road transportation, railway transportation, post and telegraph offices and telephone play a very vital role in the development of Solapur city. Hence, an attempt has been made to study the transportation and communication facilities in this paper.

Keywords: Transportation, communication, telegraph.

INTRODUCTION

The development of a city depends upon to a greater extend on the well developed and smooth network of the transportation and communication facilities. The network of transportation and communication plays a role of veins in the human body. With the growing population, there is a need of increasing facilities of transportation and communication. The ever increasing population pressure on the transportation and communication facilities, are creating manifold problems in larger cities like Solapur. In order to solve such problems, it is most appropriate and essential to study at micro level problem of communication and transportation facilities for a city like Solapur, which will solve a long way problems existing in such cities.

STUDY AREA:

The Solapur city is one of the important cities in State of Maharashtra. The Solapur city is the head quarter of the District. The Mumbai, Hyderabad National Highway number 9 and Solapur- Bijapur National Highway number 13 Pass through the city. The railway station is on the broad gauge line of the south central Railway about 264 km to the South-East of Pune and 455 km to the South-East Mumbai. The surrounding districts are Sangli to its South-West, Satara to its West, Pune to its North-West and the Bijapur District of Karnataka State is to Its South.

The Solapur city is located on 17°40'30" North latitude and 75°46'15" East longitude. The city lies about 550 mts. above sea level. The area under the jurisdiction of the Solapur Municipal Corporation is 178.57 sq.kms.

HYPOTHESES :

i) Transportation and communication plays a very significant rule in overall development and smooth functioning of a city.

OBJECTIVES:

1) To study the transportation and communication pattern of Solapur city.

Sources of the data:

The secondary data for the present study has been collected from following sources.

1. The reports of Municipality Office, Solapur.
2. District census Hand Book of Solapur District 1991 and 2001.
3. Socio- Economic Review and District statistical Abstracts of Solapur city.
4. The Gazetteer of Solapur District.
5. Reports of Town planning. Development office Solapur.
6. Various department of Zilla Parishad, Solapur.
7. Various journals and news papers.
8. The Gazetteer of Maharashtra state.

Primary data regarding intra- Urban markets, shopping centres, transportation, health, care facilities, industrial facilities have been collected at the time of field work.

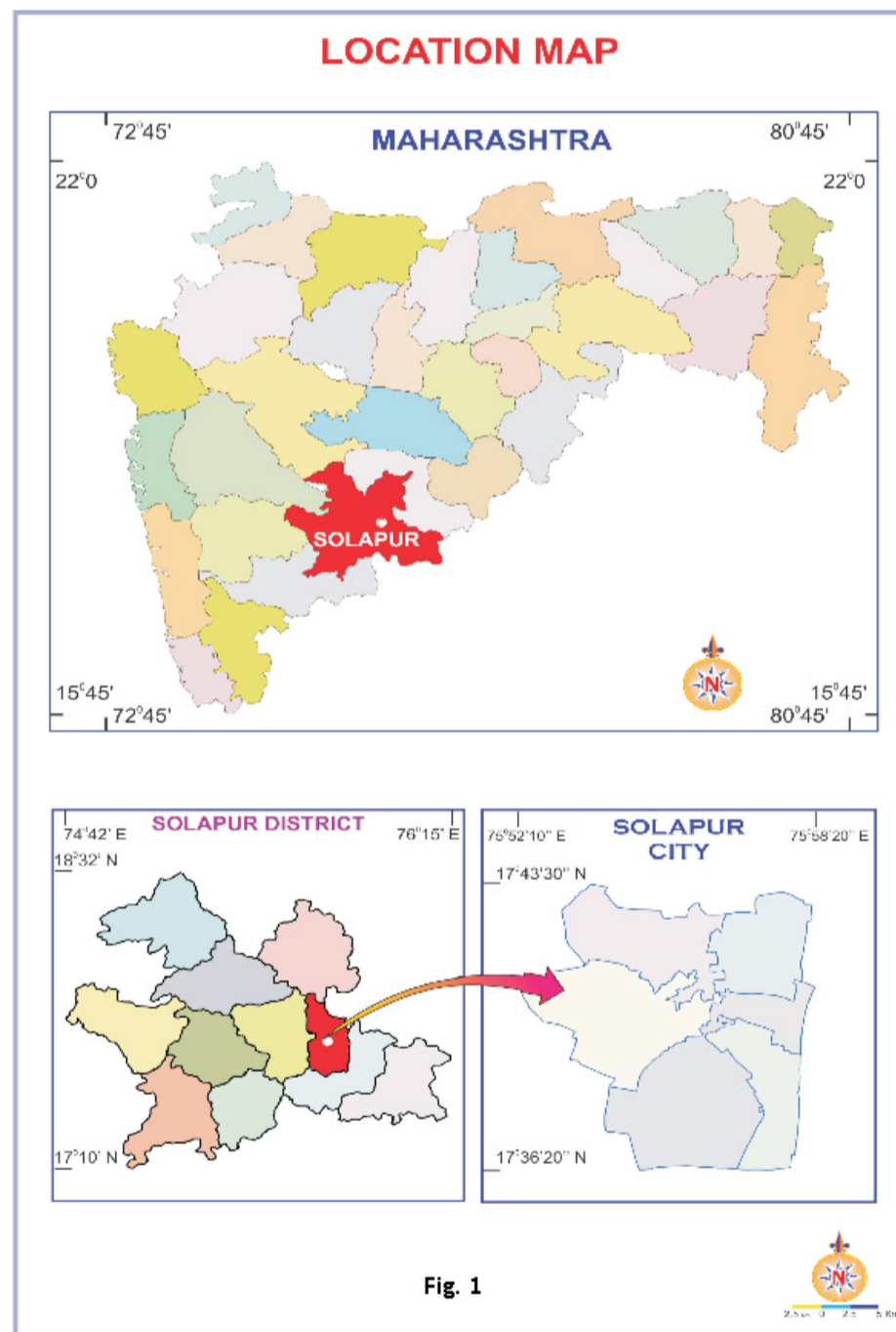


Fig. 1

METHODOLOGY ADOPTED

The data collected from different sources has been processed into proportions and percentage. The finished and processed data has been represented through various cartographic techniques. In the present study, the information and data is in regard to the aspect of Urban geography. The primary data has been collected with the help of field work. Different maps have been prepared in order to understand the spatial and temporal patterns. Bars and graphs have also been prepared to represent the various features of Solapur city. The field work as well as empirical method has been used to depict the various functions and service facilities. After collecting the primary and secondary data, it has been tabulated and represented with the help of various statistical techniques.

ANALYSIS OF THE PROBLEM:

Road Network:

There is a great need of planned and wide roads for smooth transportation of the city. Planned and wide road is a basic need of the city. There was not much availability of means of transportation in the city when Solapur Municipal Council was established. As a result, no proper roads were constructed in the city during that time. The picture and condition of the roads in the city before establishment of Municipal Council is found in some of the issues of 'Daily Kalpataru'. Roads of the time were highly dirty, zigzag in pattern and full of potholes.

The percentage of transportation in Kumbhar Ves and Tuljapur Ves had increased considerably by the year 1865. However, roads in these areas were narrow, hence Municipal Council has demolished these Ves (walls and arches) and constructed roads in the year 1865. Roads (including narrow and wide) of 29 miles length were constructed in 1875; out of this six roads were constructed using blue metal (stones) and remaining roads were constructed from raw material. Ox-roller was used in construction of road, which was insufficient for the perfection and finishing. Therefore, Municipal Corporation purchased steam-roller by spending the sum of Rs. 65,000/- in the year 1890. In the year 1881, 5 mile long blue metal (Stone) roads, 4 mile long temporary roads and 9 mile long permanent roads existed in the city. (Fig.No.3.7)

It increased to 16 miles in the year 1900. Whereas in the year 1916, there were 12 mile long permanent and blue metal roads and 40 miles long short roads in the city. Street lights were installed on roads in 1931.

Municipal Council began to construct the tar roads from 1933-34. Initially, Mechanic chowk to Manik chowk road of 1175 feet length was converted to tar road. The total length of roads in the year 1934-35 increased to 70 miles; in the year 1952-53 and further it went up to 88.80 miles.

According to the information available, the tar roads of 315 km length and cement concrete roads of 80 km length existed in the city in 2001. Transport system in the 12 squares of the city, is controlled by auto signal system. High mast lamps have been installed in the main squares.

Taking in to consideration the fact of meager funds for development of roads in the city, the proposal of developing 14 main roads through Maharashtra Road Development Corporation on build-operate-transfer basis was approved on 19th January, 2001. The development work was completed in 3 years. 11 Roads of 50.30 km were constructed, which costed an amount of 91.50 crore rupees. It is planned to convert all temporary roads to tar roads by the year 2010. In 2006-07 the work of 71 roads is completed by spending 13 crore rupees. Following table shows increase in the length from time to time.

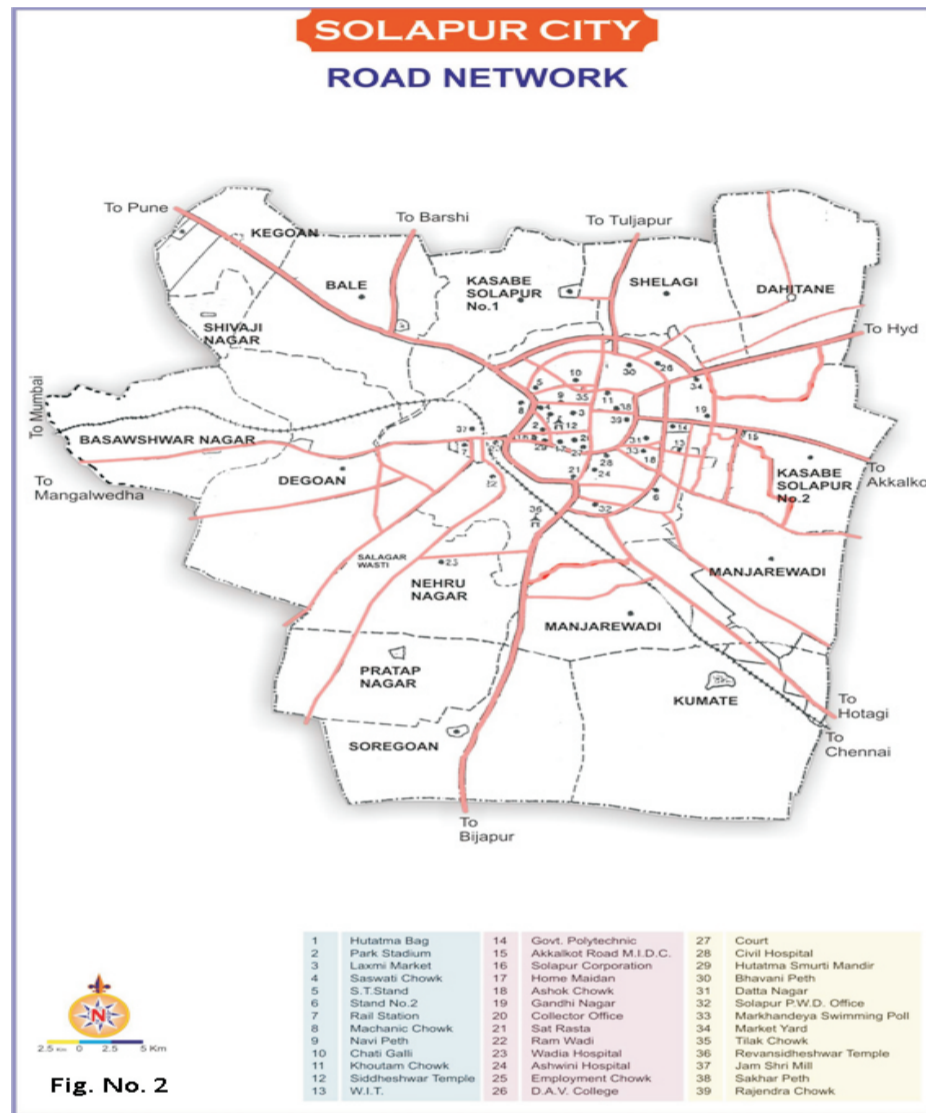


Table No.1 The Increase in the Length of Road

Year	Length of Road (In miles)		
	Tar Roads	Temporary Roads	Total Roads
1925-26	-	69.00	69.00
1930-31	-	62.00	62.00
1935-36	-	73.45	73.45
1940-41	03.08	76.75	79.83
1945-46	03.84	82.79	86.63
1951-52	09.13	76.34	85.47
1952-53	13.58	72.22	88.80
2000-01	14.00	85.00	99.00
2006-07	16.00	71.00	87.00
2009-10	09.00	76.00	85.00

Table No.2 Expenditure Incurred in Rupees on Roads per Decade

Year	Expenditure (in thousand Rupees)
1885-86	5435
1895-96	11,324
1905-06	14,358
1915-16	26,304
1925-26	71,677
1934-35	68,124
1945-46	62,045
1950-51	2,59,285

(Source : Shatsavanshrik Granth)

Solapur Municipal Transportation (S.M.T.) Bus Service

Up to year 1949, private bus Service Company was responsible to commute people in the city. The Solapur Municipal Council having 10 buses from the bus operator and 5 other new buses were introduced its own city bus service on 10/01/1949. 15 bus stops were erected initially. The Solapur Municipal Transport service continued its service as before after establishment of Solapur Municipal Corporation in 1964. Out of 127 available buses only 65, buses were actually in use during that time. Due to inflation, workers' salary and bonus and expenditure on diesel, S.M.T. suffered heavy losses for many years. During 2006-07, only 35 buses were on various routes in the Solapur city.

Today, 105 buses are on road. The S.M.T. service was boosted in 2007-08 with new energy and strength when new mini-buses were purchased from Pune and Nashik and out of order buses were repaired.

Today, S.M.T. buses run on 97 different routes in which 47 routes lie within city boundary, and 54 routes are from rural area covers 2692 kms. distance giving average daily collection of Rs. 4,00,000. 105 bus stop sheds are erected at various places. Total number of workers working with S.M.T. is 908 among which 523 serve on permanent basis and 385 on temporary basis.

S.M.T. service is controlled through 3 depots and 5 control-stations. Five control-stations are: 1) Dak Bungalow, 2) Station, 3) S.M.C. School, 4) Rajendra chowk and 5) Kounatam chowk.

Table No. 3 Details about the S.M.T. Bus Service During the Year 1865 and 2001

Particulars	1865	2001
Total Bus Routes	06	99
Total no. of Buses	21	80
Distance of Bus Routes	43 km	1537 km
Average Daily Income	23000/-	2,10,000/-
Average Daily Passengers	2985	9000
Total no of Depots	1	3
Control Rooms	1	5

It is observed from the above table that the S.M.T. service has expanded considerably toady as compared to 1965.

The S.M.T. provides its service in city and rural area. Most of the buses pass from Rajendra chowk, Kanna chowk, Kountam chowk, Railway station and Saat Rasta routes. Most of the buses to rural areas i.e. Mohol, Boramani, Hotgi and Soregaon start from Kountam chowk and Panjrapol chowk. The frequency of buses is more in Kountam chowk, Panjrapol, Rangbhavan and Saat rasta areas. On the contrary, the frequency is less in Jule Solapur and Damani nagar areas.

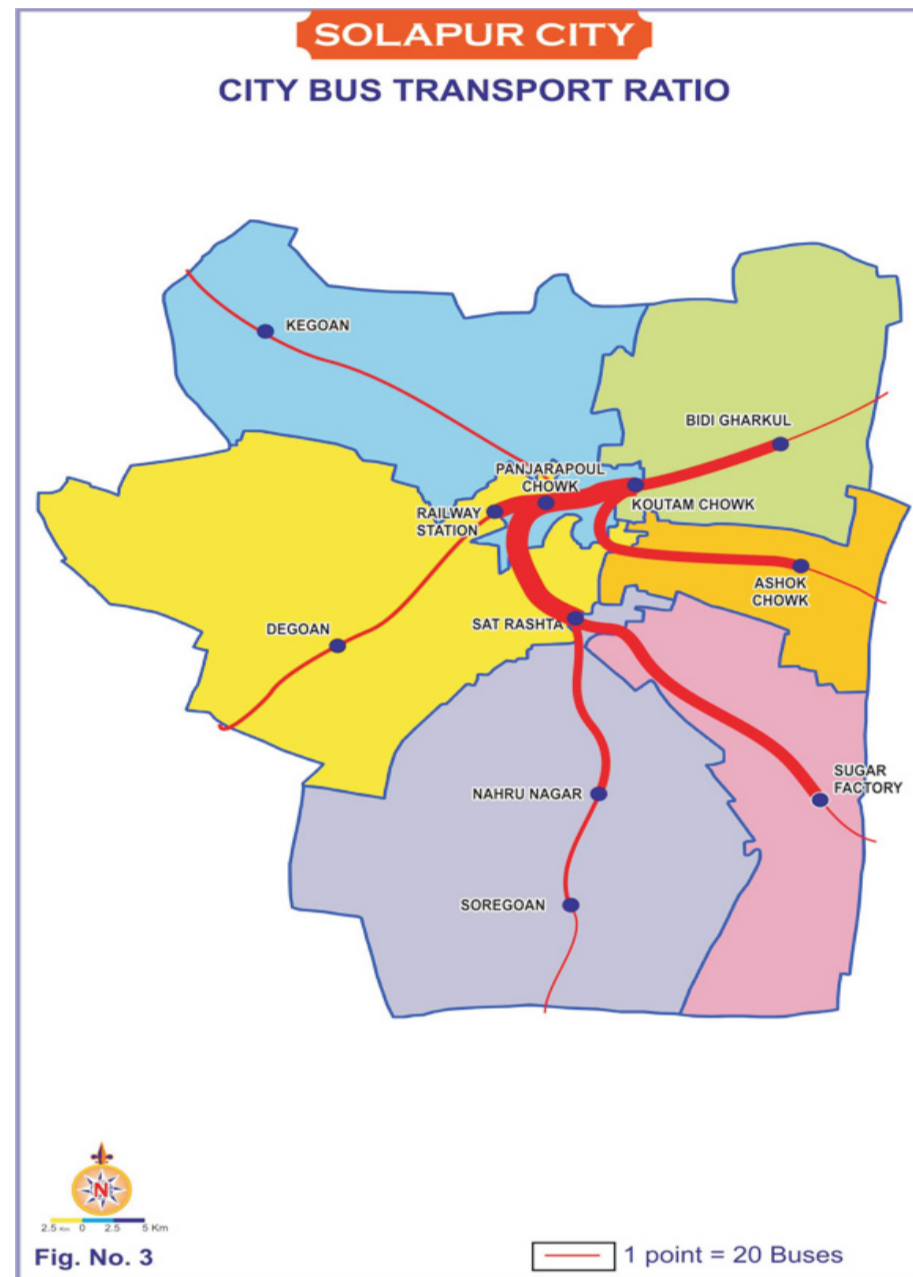
Table No. 4 City Bus Frequency in Solapur City

Sr. No.	Route	Frequency
1	Koutam Chowk to Sugar Factory	90
2	Koutam Chowk to Nehru Nagar	85
3	Koutam Chowk to Railway Station	150
4	Koutam Chowk to Kegoan	22
5	Kanna Chowk to Bidi Gharkul	60
6	Koutam Chowk to Ashok Chowk	55
7	Koutam Chowk to Degoan	40

The S.M.T. service, which provides convenient and better service, has proved to be beneficial and convenient to middle class people and students. In this way the S.M.T. has been providing its service in the city for 158 years.

Railways

Railways are an important factor in the morphology of the city. Apart from being an element in urban morphology, they create zones, which receive the preference of certain functions. The line up to Solapur was begun in 1856. There are three types of rail gauges. They are: Broad gauge, Meter-gauge and narrow-gauge. They serve as the important arteries of transport of passengers as well as of goods. Of these, the Mumbai-Chennai broad gauge line is the most important.



Mumbai-Chennai and Mumbai-Bangaluru are the two main railway lines that pass through Solapur. They have considerably influenced the land use in the city. Besides encouraging industrial ribbons along the Solapur-Mumbai railway line in the north-west and the Mumbai-Bangaluru line in the south-west, the continuity of the built-up area, however, is broken and a zone with is functional land use, typical of railway siding has encouraged with its petrol depots, ware-houses and a number of industries.

Now a days , the meter gauge and narrow gauge railway lines have been converted to broad gauge in between Solapur and Bijapur. Besides it Miraj-Kurduwadi via Sangola and Pandharpur- then from Kurduwadi via Osmanabad and Barsi were also converted into broad gauge recently.

Post and Telegraph Offices

Solapur forms a part of Pune postal division. However, in course of time, these facilities increased considerably and there is now a divisional office with its head quarters at Solapur. There is also a separate sub-divisional office for telephone with its head-quarter at Solapur.

Solapur is served by twenty seven post offices. The head office is located in railway station area. General telegraph

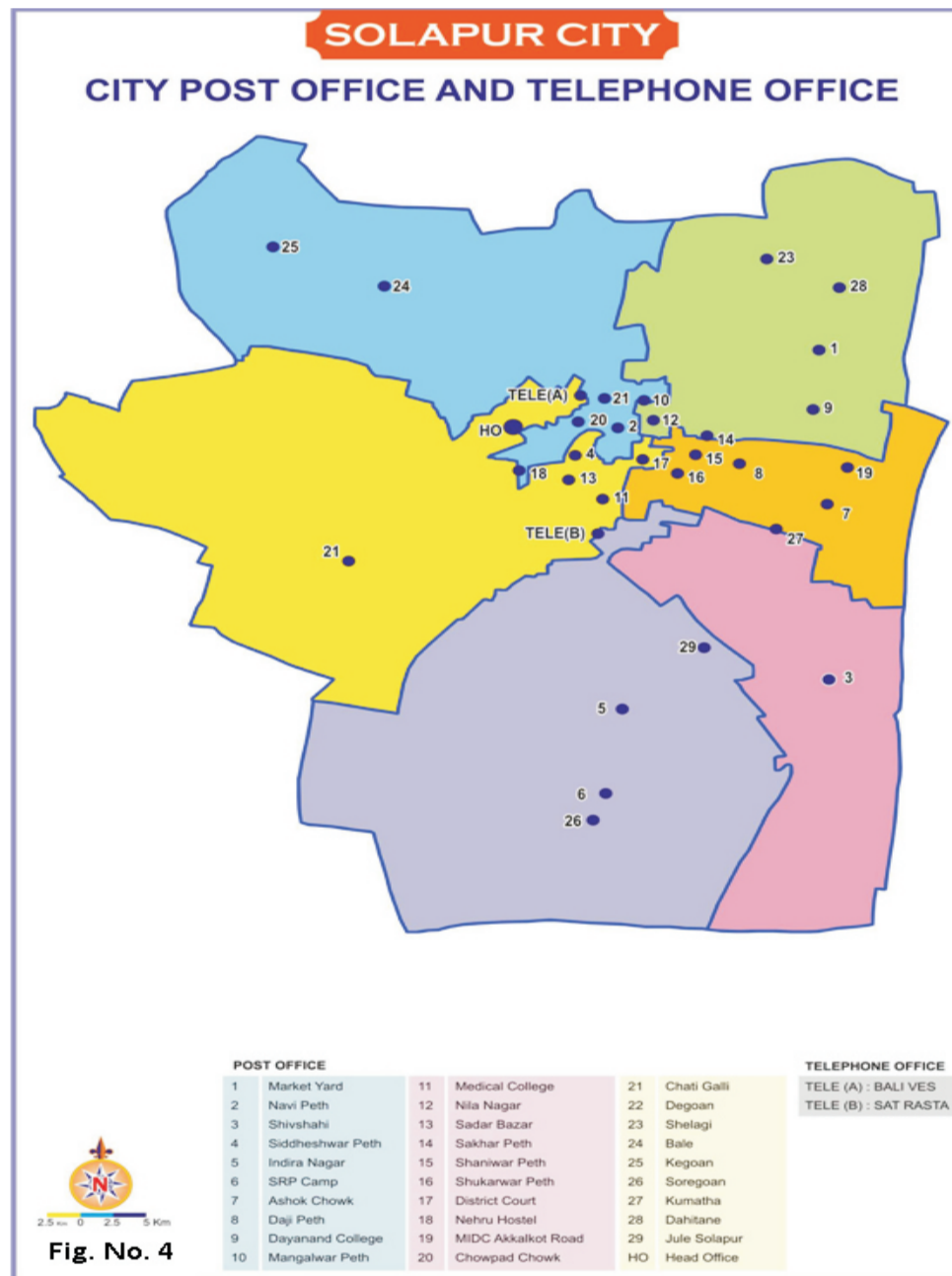
office is working separately. Post office is providing satisfactory service with the help of modern technology. However, costumers are seen to be passive in availing themselves with facility of post service.

Telephone

The city is served by system of telephone and mobile. The distribution pattern of the connections reveals that over one third of the total connections are from Bali Ves and telephone and telegraph office at Saat-Rasta.

Two lakh population is served with landline and mobile service. Number of B.S.N.L. customers has been increasing every day on account of satisfactory and affordable service.

Lastly, it may be noted that the share of the residential area is too less compared to the industrial commercial area of the city.



CONCLUSIONS:

The city limit area has been extended for eleven times since 1853. The extension plan in 2003 was the eleventh

extension plan when 13 villages were merged in the city limit. The Solapur city has now the total geographical area of about 178.57 sq.km. Chronological Development and growth of the city is continuously increasing very rapidly due to certain MIDC and Solapur University have emerged recently. Municipal wards and the concentric zones of the city clearly are witnessing the rapid increasing area of the Solapur. It is responsible for changing the internal structure of the city due to ever growing population, the transportation and communication system is also changing due to widening of the road under the implementation of master plan.

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