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A Geographical Study of Transportation Facilities in Beed District

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Introduction:

The evolution of transport has always been linked to economic development. It is an industry in its own right. The transport sector is also an economic factor in the production of goods and services. It contributes to the value added of economic activities, facilitates economies of scale, influences land (real estate) value and the geographic specialization of regions. Transport is both a factor shaping economic activities and is also shaped by them. Despite the manifest advantages of transport, its environmental consequences are also significant. They include air and water quality, noise level and public health. All decisions relating to transport need to be evaluated taking into account the corresponding environmental costs. Transport is a dominant factor in contemporary environmental issues. Transport represents one of the most important human activities worldwide. It is an indispensable component of the economy and plays a major role in spatial relations between locations. Transport creates valuable links between regions and economic activities, between people and the rest of the world. In view point of social, transport modes facilitate access to healthcare, welfare, and cultural or artistic events, thus performing a social service.

Study Region:

Beed District is located to the south of Aurangabad District and centre of Marathwada. Geographically, Beed is spread over 18°27' to 19°27' North latitude and 74°49' to 76°44' East longitude. The district had total population of 2585049 as per 2011 census which account to 2.30% to total. The total area of the Beed District is 10694 sq.km which account to 3.47% to Maharashtra State. There are 11 tahsils in the district, i.e. Beed, Georai, Patoda, Ashti, Shirur, Ambajogai, Kej, Majalgaon, Dharur, Parli and Wadvani. In 2011 census, the district has 9 towns and 1368 villages

(including 11 uninhabited villages). The total literacy rate of the district as per 2011 census is 76.99%. The rural and urban literacy rates are 74.73% and 86.04% respectively.

Sex ratio of the District is 916 and ranks 31st among the Districts in the State. The sex ratio for rural and urban areas of the district is 912 and 933 respectively. In 2011 Census, the district recorded 3,51,254 (13.6 percent) Scheduled Caste population and 32,722 (1.3 percent) Scheduled Tribe population. It is surrounded by Aurangabad and Jalna in the North, Parbhani and Latur in the East, Ahmednagar and Osmanabad in the south and Ahmednagar in the west. The east - west extension of Beed district is 268 kms and north-south distance of the district is 127 kms. The shape of the Beed district is broadly likely that of a trapezium, the northern and southern sides of which are nearly parallel. Godavari, Manjra, Seena, Bindusara, and Kundalika are important rivers in the district. The Godavari forms the boundary of the district from the village of Kuranpimpri to Borkhed throughout the northern border. The southern boundary mostly coincides with the course of the Manjra but makes a considerable number of deviations from it, comes to the north and others to the south.

Analysis:

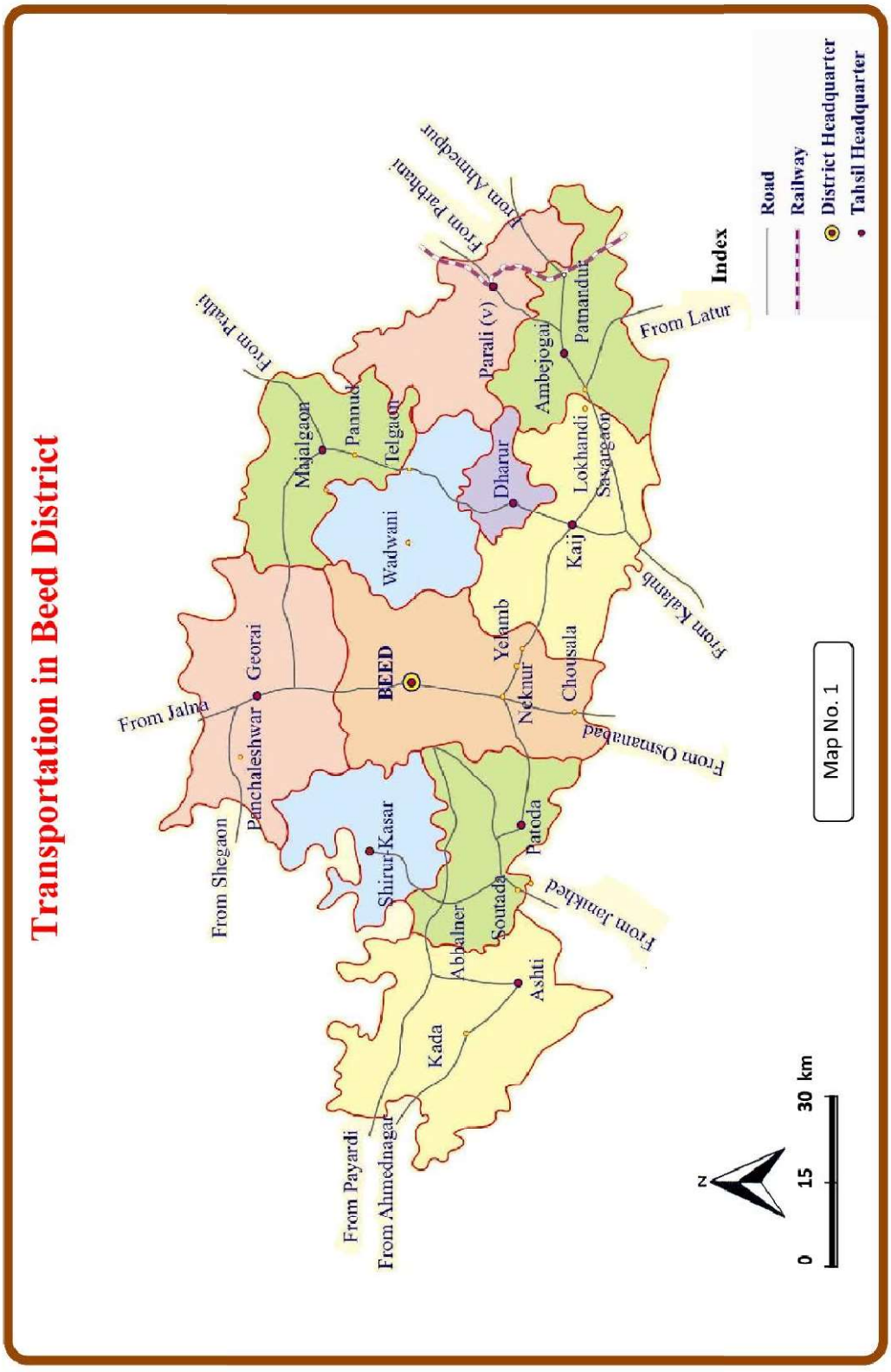
The detail of the road transportation is given in the table 1.

Table No.1

Road Transportation in Beed District (Upto 2015)

Types of Roads	Length in Km	Percent
National Highway	79	0.85
Major state Highway	206	2.20
State Highway	1061	11.36
Major District Roads	1627	17.42
District Roads	1589	17.01
Village Roads	4778	51.16
Total Length	9340	100.00

Source: Socio Economic Abstract Beed - 2015


Transportation in Beed District
Index
Road
Railway
District Headquarter
Tahsil Headquarter
From Parbhani
From Ahmednagar
From Pathri
From Latur
From Kalamb
From Osmanabad
From Jamkhed
From Payardi
From Ahmednagar
From Shegaon
From Jalna
Parali (v)
Ambejogai
Patnandur
Majalgaon
Pannur
Telgaon
Dharur
Lokhandi
Sawargaon
Wadwani
Kaij
Yekamb
Georai
BEED
Nekanur
Chousala
Panchaleshwar
Shirur-Kasar
Patoda
Soutada
Abbalner
Ashti
Kada
Map No. 1
N
0
15
30 km

The district is well connected in terms of road connectivity. NH-211 from Dhule to Solapur provides north-south connectivity to the district and connects Dhule, Ellora and Aurangabad in the north and Osmanabad & Solapur in the south. NH-222 from Kalyan near Mumbai in Maharashtra to Nirmal near Adilabad in Andhra Pradesh provides east-west connectivity to Beed and intersects NH-211 near Gevrai. Apart from these National Highways, various State highways pass through the district and connect the near towns and cities. Beed district is not favorably situated as regards to railway transport. Railway facilities are inadequate and serve only a small part of the district. At present, the district is served by two branch lines of the South Central Railway, viz., Vikarabad-Parali line and Parbhani-Parali line, and they cover the eastern area of Ambejogai tehsil. These routes terminate at Parali Vaijnath.

The total length of railways in the district is about 48 kilometers. Unlike railway, roads provide door to door service. In terms of roads transportation, the Beed district is better off since it has total length of road ways 9340 kms, out of this, 79 kms belongs to National Highway, 206 kms major state highway, while 1061 km state highway. Apart from this, the major district road have the length of 1627 kms while other district roads, occupy 1589 kms. Beed district does not have airport facility and the nearest domestic airport lies at Aurangabad (133 kms). Nearest international airports are Mumbai (418 kms), Hyderabad (428 kms) and Pune (250 kms).

Transport and communications includes bus service, rail facility and navigable waterway. If a bus stop or a railway station or navigable waterway is located within the territorial jurisdictions of a village, it is considered to have been served by such a facility even if it is little away from the actual settlement. 1,239 (91.3 percent) villages have communication facility available serving 98.26 percent of the rural population of the District.

In the District, 104 villages of Ambejogai Tahsil constituting 98.11 percent of total villages have the highest proportions of villages where communication & transport facility is available while Patoda Tahsil with 75.24 percent of villages holds the last rank. Out of 1,357 inhabited villages, 118 villages do not have any

communication facility. Of these villages, the residents of 107 villages have to cover a distance up to 5 kms to reach a place with such a facility, and for 11 villages it is between 5-10 kms. As per the distribution of villages according to the distance range from nearest statutory town, the transport communications facility is available in 45 villages are located at a distance of less than 5 kms, 286 villages at a distance of 5-15 kms, 787 villages at a distance of 16-50 kms and 121 villages are located at a distance of 51 kms and above from the nearest statutory town. All villages with population 500 and above have transport communications facility, whereas in villages with population less than 500 about 27.61 percent of them have this facility. The following Table 2 shows the number of various types of vehicles available in the District in the year 2009 - 10.

Table No. 2
Number of Motor Vehicles registered in the District (2009-10)
(Number of Motor vehicles and Permit-holders)

Sl. No.	Item	Total Vehicles	Fuel used		
			Diesel	Petrol	CNG
Passenger Vehicles					
1	Buses	538	538	-	-
2	Cars & Station Wagons	4,300	2,274	2,026	-
3	Jeep	12,266	11,208	1,058	-
4	Taxies	909	854	55	-
5	Three wheelers (Auto rickshaw)				
	A) 3 Seaters	6,437	3,139	3,298	-
	B) 6 Seaters	-	-	-	
6	Two wheelers	1,22,517	127	1,22,390	-
7	Ambulances	54	54	-	-
8	School Buses	108	108	-	-
Total Passenger Vehicles		1,47,129	18,302	1,28,831	-
Goods Transport Vehicles					
1	Three wheelers	10,188	10,188	-	-

Sl. No.	Item	Total Vehicles	Fuel used		
			Diesel	Petrol	CNG
2	Four Wheelers	7,024	7,024	-	-
3	Tractors	7,192	7,192	-	-
4	Trailers	5,681	5,681	-	-
5	Others	1,028	1,028	-	-
Total Goods Transport Vehicles		31,113	31,113	-	-
Number of Permit holders					
1	Light Vehicles	4,608	4,608	-	-
2	Heavy Vehicles	7,174	7,174	-	-
3	Auto rickshaw	6,518	6,518	-	-

Source: Regional Transport Officer, Beed, as published in District Socio - Economic Review, 2015

It may be seen that the District had 1,22,517 two wheelers. There were 538 buses, 4,300 Cars and Station Wagons, 12,266 Jeeps, 909 taxies and 6,437 auto rickshaws. Besides, 1,028 other modes of transport, the District also had 7,192 tractors and 5,681 trailers as means of transport.

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