

## Emerging Trends on Road Transportation in Economic Development with special Reference to cuddalore District

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### Abstract

In any economy transport infrastructure act like a baseline to ensure continues smooth flow of movability of public and goods as input and output from all economic sectors. The transport service sector forms the backbone of social and profitable development of a country. It has surfaced as the largest and fastest growing sector in the world frugality. It has been a major contribution to India's GDP and second largest employer after agriculture. Transportation is an exertion it's generally involved in movement of people and goods. Transport services drastically increased and in recent times, this demand has shifted to substantially road transport. Easy availability, inflexibility of operations, door to door service and trust ability has earned road transport a decreasingly advanced share of both passenger and freight business than other modes of transport. Weak transportation sector and non – effective services directly increase cost and time of goods reach their destination and affect the people's standard of living. In this study explain a brief preface and review of generalities, theoretical studies on the trends on service sector in profitable development. This composition aims to assay the recent trends in transportation services sector in cuddalore district.

**Keywords:** *Transportation sector, service sector, GDP, Economic development.*

### Introduction

Transportation is a crucial sector needed for the development process and it provides service or facility by which person's goods and properties are conveyed from one place to another place. Transport systems smooth Individual mobility and giving equal access to employment and services comparable as health and education and promoting profitable exertion. Transport system provides Profitable social and artistic openings and benefits. High quality transportation associated with high position of openings and benefits that affect in positive multipliers effect similar as better availability to requests, employment and another investment. (Rodrigue2017). Transportation issues and detainments affect the nation's

progress and world frugality needs briskly and effective transportation systems. Domestic transportation is a crucial factor for profitable growth (Amitabhkant2012). High- quality of transportation system connects the civic and pastoral areas for the purpose of Education, Medical, and employment openings. Transport system consists of colourful modes of services. In this paper we describe transportation services on Road way in cuddalore district.

### **Significance of the Study**

Cuddalore is connected to other parts of Tamil Nadu through a very good road network. Transport and communications constitute country nerves which help the circulation of men and materials. The transport system helps to broaden the market for goods and it makes possible large-scale production through division of labour. It is also essential for the movement of raw material, Fuel and machinery to the places of production. Transport development helps to open up remote regions and resources for production.

Regions may have abundant agricultural, forest and mineral resources but they cannot be developed if they continue to be remote and inaccessible. By linking the backward regions with the relatively more advanced, transport development helps in the better and fuller utilisation of resources. Finally, expansion of transport facilities helps industrialisation directly. The demand for locomotives, motor vehicles, ships leads to the start of industries which specialise in the production of these goods. Expansion of transport is thus of fundamental importance for a developing country like India.

### **I. Review Literature**

In the process of research, the researcher has gone through many exploration papers/past Investigations concerning to the different dimentions of functioning of transportation sector. The previous studies were required to understanding the research problem and in carrying out the formulated work. Hence the various research studies related to the working the various transport system are fellows.

ManijehTaghilue (2012) has studied the relationship between infrastructure and foreign direct investment with special reference to Iran. He believed that strong infrastructure cause decline in transportation costs and creates a motive for regional and multinational companies' entry and is accompanied by foreign investment attraction. This research paper highlights the foreign direct investment attraction in transportation. The study concludes in order to attract Foreign direct investment access to structures such as Roads, Highways, ports and communication network in terms of production should be increased.

Emon Bagchi (2017) has described the relationship between infrastructure and sector wise development. The study has analysed principal component analysis to measure inter-district comparative analysis. The study is exclusive based on the secondary data available from census of India the Bureau of applied economics and statistics, Government of west Bengal, Indian railways. The study found that the social sector health and education still remain at very fragile state finally he conclude economic opportunities and overall development creates regional imbalanced in west Bengal.

V.V Zhelezniak (2017) has studied the Transport infrastructure facilities and investment in Ukraine. The study explaining grounds of potentially available source of investment in infrastructure of transportation. The study also found that creating a favourable investment climate for implementation of transport projects in Ukraine.

### **Objectives of the Study**

- To study the role of Road Transport in economic development.
- To analyse the trends on transportation in cuddalore district.

### **Road Transport in Cuddalore District**

Roads are the key to the development of an economy. A good road network constitutes the basic infrastructure that propels the development process through connectivity and opening up the backward regions to trade and investment. Cuddalore district traditionally has a strong industrial base which contributes substantially to the industrial production of Tamil Nadu. Formation of Road and Bridge infrastructure play a vital role in the development of key sectors of the economy like Industry, Technology, and Agriculture etc. Highways Department administers the development road infrastructure in Cuddalore district. he goals of the Highways Department are to maintain and enhance the prevailing roads, inclusive of State Highways, Major District Roads and Other District Roads withinside the District beneath Neath the manipulate of the State Government, and to offer higher road connectivity with different places / districts. Highways Department (Construction & Maintenance) Cuddalore division goals to expand and hold the Highway community withinside the district and additionally ensures avenue protection and to address the destiny economic improvement of the state. Road transport has close linkages with the economic development and social integration of the country. It is the prime motorised mode of transport linking remote and hilly areas with rest of the economy. Cuddalore highways division has 7 sub division roads and they are maintained by separate wings called

1. Cuddalore sub-division the total length of km 220.645 are maintained.
2. Vridhachalam sub-division the total distance of km 272.225 are maintained.
3. Thittagudi sub-division the total distance of km 309.675 is maintained.
4. Kattumannarkoil sub-division the total distance of km 404 is maintained.
5. Panruti sub-division the total distance of km 281.101 are maintained.
6. Kurinjipadi sub-division the total distance of km 353.359 are maintained.
7. Chidamabram sub-division the total distance of km 177.548 is maintained.

In Cuddalore Highways constructions & maintenance Division, the Total Length 1862.957 Km of Government Roads is maintained by this division. The Classification of road are as follows

- State Highways (SH) the total distance of Kilometre is 249.00
- Major District Roads (MDR) the total distance of Kilometre is 449.00
- Other District Roads (ODR) the total distance of Kilometre is 1165.00

There is 230km of roads in the town, out of which the highways department maintains 26km. The cuddalore municipality maintains a total of 204.94km of roads; 38.84km of concrete roads 163.6km of bituminous roads, 1.62km of water –bound macadam (WBM) roads and 0.85km of earthen roads. The national highways, NH-32 viluppuram to Pondicherry to cuddalore to Chidambaram to Nagapattinam to thoothukudi highway passes through cuddalore.

cuddalore district served by town bus services, which provides property among the city and also the rural. There are in private operated mini-bus services that cater to native transport desires. the most bus stand is found in thirupapuliyr. KSRTC operates daily buses to city from cuddalore.

<b>S. No</b>	<b>MAJOR BUS ROUTES</b>
1	Cuddalore -Chennai
2	Cuddalore -Tiruchirappalli
3	Cuddalore -Salem
4	Cuddalore -Vellore
5	Cuddalore -Tiruvannamalai
6	Cuddalore -Tanjavur
7	Cuddalore- kumbakonam
8	Cuddalore -Erode

9	Cuddalore-Tirupur
10	Cuddalore - Palani
11	Cuddalore – Theni
12	Cuddalore – Madurai
13	Cuddalore – Kancheepuram
14	Cuddalore – Hosur
15	Cuddalore – Mettur

<b>S.NO</b>	<b>INTER-STATE BUS ROUTES</b>
1	Cuddalore -Bangalore
2	Cuddalore - Tirupathi
3	Cuddalore – Puducherry

<b>S.NO</b>	<b>LOCAL ROUTES</b>
1	Cuddalore -Puducherry
2	Cuddalore - Chidambaram
3	Cuddalore - virudhachalam
4	Cuddalore - panruti
5	Cuddalore - Neyveli
6	Cuddalore – vadalur
7	Cuddalore – Villupuram
8	Cuddalore – Tiruvannamalai
9	Cuddalore – Tindivanam
10	Cuddalore – sirgazhi
11	Cuddalore – Mayiladuthurai
12	Cuddalore – poombukar
13	Cuddalore - kallakurchi
14	Cuddalore – ulundurpet
15	Cuddalore – Tirukovilur

**Recent trends in Road transportation in cuddalore:**

- The land acquisition work for the much-awaited bypass project in cuddalore has begun. This has created an opportunity for the city of cuddalore to expand. Frequent traffic jams are inevitable due to the increasing vehicular traffic in cuddalore. It takes half an hour to cross the capital, especially from new town, transport from neighbouring Pondicherry and cuddalore to cities like Karaikal, Mayiladuthurai, Trichy, Madurai and kumbakonam. Raw materials for chipkot near cuddalore and lorries loading goods for economic development.
- In this context, the central government has approved the implementation of the Villupuram-nagapattinam four -lane project at a cost of 1,650 crore, land acquisition is the first step in expediting the project. The road starts from Villupuram and connects to the east coast road near reddichavady in cuddalore. Circle from thennal near villianur.
- The road connecting Annavalli will cross and join Chidambaram Road. Thus, one can go quickly without going all the way on the bypass, the traffic congestion in cuddalore will be significantly reduced. surveys have been made for land acquisition. In some villages notices have been issued after completion of survey work, if this work is completed soon, the underdeveloped city of cuddalore is likely to expand well in the western part.

### **The Role of Transport in Economic Development:**

The transport system of a country plays an integral role in its growth for a multitude of reasons. due to the quick and easy movement of raw materials, fuels, equipment, etc. to the places of production easy. The Tamil Nadu Road Transport assists in growing and preserving the national highways, metropolis roads, district roads and village roads. It additionally formulates diverse strategies and techniques for the protection and safety of the citizens. Human beings depend upon natural resources and materialistic goods and services to

### **Important Role in Transport in Development**

- Transportation is the physical link connecting the firm to its suppliers and customers
- In a nodes and links scenario, transportation is the link between fixed facilities.

- Transportation also adds value to the product by providing time and place utility for the firm's goods.
- Agriculture is our greatest industry, transportation our second greatest industry. These two industries are dependent upon one another and the national well-being is dependent on both.
- Tourism is an important parameter of socio-cultural identity and heritage of a country.
- Exploitation of natural resources
- Preservation of quality of goods.
- Transportation has contended a very important role in influencing the formation of urban societies. though different facilities like handiness of food and water, contend a significant role, the contribution of transportation is seen clearly kind the formation, size and pattern and also the development of societies, particularly urban centres Solve the matter of state.

### **Transport in Agriculture & Industry sector's Development:**

The position of transportation is that it has helped in the industrial in addition to agricultural development of a country. It has been potential to use smart fertilizers, qualitative seeds, and various fashionable instrumentation and techniques as a result of they may be transported from one place to a different at cheap prices. Cuddalore's primary industry was fishing and also hots the heavy chemical, pharmacological and energy industries in SIPCOT Similarly, it's transportation that has helped the industries in effort the mandatory raw materials furthermore as instrumentation and labour that's a requirement for industrial development. keep in mind encouraging trade, trade commerce, and agriculture is one among the best and most economical ways that of boosting the national wealth of the country.

### **Transport and Tourism sector development**

Transport is one in every of the essential parts of tourism activities. The cuddalore city is legendary for its diverse temples, the town has jointly become a serious traveler destination, boating facilities here is an additional attraction. town covers a connected rail and road network. Cuddalore is additionally placed on the NH 45A which provides it quick access via road transports. the connection between transport and touristy development is extremely necessary as a result of it contributes considerably within the development of is famous.

## **Transport and Environment development**

Creating transport infrastructure and operational transport services have major implications for the environment. With fast economic process, increase in population and increasing integration of the economy, the demand for transport services is rising at a quick pace. This is, however, resulting in the employment of scarce land and contributory to the region pollution during a huge method. Pollution road congestion, etc., area unit alternative environmental hazards because of transport. Water transport, additionally, results in pollution of ocean and coastal waters and conjointly endangers marine life. Whereas steps area unit necessary to attenuate the environmental impact of transport infrastructure and services normally priority attention has to run to the road transport sector, notably in giant cities, wherever the adverse impact on the environment is most.

## **Transport and safety development**

Safety operation could be a part of concern all told ways of transport. Though' the accident rates have return down over the years, the quantity of death rate reduced. Per statistics offered in Cuddalore the amount of fatal accidents diminished from 415 in 2018 to 403 in 2019. The amount non-fatal accidents declined from 3,048 in 2018 to 2,421 in 2019. Majority of the accidents materialized either because of lack of awareness or poor road conditions. Road safety awareness campaigns, cracking down on usage of cell phones whereas driving and implementing helmet rule helped cut back road accidents.

## **Achievements**

Transport technology encompasses a great influence on the productivity and safety of the transport sector. Modernization of the transport system and therefore the use of rising technologies are essential parts of transport designing these but ought to be supported the native wants and not imitation of these utilized in developed countries. Even supposing each five-year plan has talked concerning technology up gradation as a thrust impressive, the particular progress has been slow. Despite spectacular growth over the years, the complete Cuddalore transport network is characterised by several deficiencies and a significant exercise in growth of capability and modernization and technological up gradation is critical

- In Most recent A long time from 2011 to 2017 under CRIDP Plan 836.720 Km Length of Road Works and 23 Bridge Works has been finished in Rs.476.27 Crores.
- In the financial year of 2017-18 under CRIDP Plan 130.43 Km Road works has been finished in Rs. 58.59 Crores and Scaffolds.



- New works taken up 90.00 Crores 50.00 Km 18 works cost of Rs. 13.23 Crores Finished.
- 2017 - 18 December 2017 Floods Rs. 3.58 Crores Designated and Finished.

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