CHAPTER VII

CONCLUSION AND SUGGESTIONS

1. It is found that the proportion of urbanization in Maharashtra has increased from 35.03% in 1981 to 42.42% in 2001. The districts of Jalgaon, Beed, Bhandara and Wardha are such where proportion of urban population has declined. Maharashtra is one of the most urbanized states, which ranks second among the major states of India but the disparities in the levels of urbanization at district level are very sharp, because 60 per cent of urban population in Maharashtra is confined to four districts only. It is also found that 80 per cent of state's urban population is concentrated in class-I towns only.

2. It is also investigated that in the district of Kolhapur the proportion of urban population was 24.82 per cent in 1981, which augmented to 42.47 per cent in 2001, the net gain was as high as 17.65 per cent, which was highest in the state. The remaining 40 per cent is dispersed in 22 districts. It is found that the variation in the distribution of urban population in the state is due to the concentration of industry, trade and other commercial activities in Greater Mumbai, Thane, Pune, Nagpur and now Kolhapur has also been developing in terms of industry, trade transport and commerce.

3. In the decade of 1981-1991, three districts viz. Thane, Chandrapur, and Aurangabad have recorded a very high growth rate with 128.31 %, 116.01% and 75.26 % respectively. The lowest urban population growth rate in this decade was recorded in Bhandara district with 14.59 per cent, in the decade of 1991-2001, the growth rate of the state was again declined by 4.56 per cent.
During the same period, Thane district has recorded very high urban population growth of 73.94 per cent. It is observed that the Ahmadnagar and Raigarh were the high growth rate districts. The 10 districts were having moderate growth rate of urban population.

4. Hence, the analysis of the district-wise urban growth in the last two decades has shown that maximum growth rate of urban population has taken place in Thane, Pune, Aurangabad, Raigarh and Osmanabad districts and in Satara, Solapur, Bhandara, Wardha and Ratnagiri districts was very low. The rest of the districts have experienced moderate growth rate.

5. The highest density of urban population in Maharashtra is 19,227 persons per sq km in Mumbai followed by Satara 936 persons sq km. The nine districts in the state were having density of population above state’s average (5367.7). The remaining 15 districts have shown the density level lower than the state average. The medium density found in Konkan region. The low density found in central and eastern part of the state, which is the rain shadow and drought prone-regions. It is also found that the physical, socio-economic and demographic factors affecting modernization, development and the process of urbanization. The people from rural areas migrate to urban areas for employment, education and business.

In accordance with the research question 1 mentioned in chapter I, it is found that the growth of small and medium towns is more or less stagnant and the large towns growing over the small and medium towns has been declined and increasing disproportionately in large towns.
6. It is found that such changes have been due to partly high natural growth rate and partly due to changes in the administrative boundaries of new districts in the state in 1991 and 2001.

It is further found that large number of trading ports is dominated the Arabian Sea coast since the very early of history. Besides, Nalasopara, Kalyan, Puri, Thane, Chaul, Uran, Nageothane, Roha Asthani, Shrivardhan, Bankot, Jaigad, Kharepathan, and Malwan are some of the very old port towns. In fact, sea-creeks commanded the best sites for the sailing and trading, which is the short distance between two destinations because of the development of towns. Railway and the roads opened a new dimension in the process of urbanization. Transport improved trade and increasing trade promoted the growth of towns. Road transport also facilitated the growth of towns and rapid industrialization led to urbanization and it also the increased the population on the sites of new industries.

7. The number of towns has increased during the last 20 years, only the group with the largest population size benefits and continues to grow and the group of smaller towns shrinks both in number and population due to the absence of corresponding addition from below. The district headquarters divided into large and medium size industrial and commercial and administrative centres. These are exclusively administrative centres as like Mumbai, Thane, Pune and Nagpur. In the second category are included the districts of Nashik, Kolhapur, Aurangabad and Sangli. The district headquarters like Amravati, Akola, Dhule, Nanded, Ahmadnagar and Jalgaon besides being the seats of administration, commercial centres in their respective areas also.
Some district headquarters are purely administrative, like Yavatmal, Wardha, Satara and Beed. The Greater Mumbai Municipal Corporation with the adjacent towns and urban agglomeration like Thane, Dombivili, Kalyan, Ambaranath and Ulhasnagar accounts for half of the urban population of the state. The large number of small towns and still smaller settlements strung along the railways and the highways, industrial space being filled up with growing nuclei of settlements. This is also the commuting zone, pulsating with daily flow and ebb of traffic. The result has been a rapid growth of industries aligned along the Pune–Lonavala highway and railway; both run almost parallel to each other.

8. The urban belt continues further south from Pune and intensifies itself in Panchganga basin with Kolhapur-Sangli cluster. Kolhapur and Sangli the capitals of the two former princely states, are located in a rich agricultural area, dominated by sugarcane as the principal cash crop. The entire urban belt (Mumbai-Pune-Satara-Kolhapur) is characterized by number of clusters. By deciphering the alignment of towns in a linear pattern, one recognizes a relatively higher level of urbanization and an alignment of towns arranged along or close to the Mumbai-Nagpur-Kolkata railways that traverse the entire subcontinent. The fertile Tapi valley has also supported a large number of small trading centres. In fact, the Nashik-Nagpur belt had an early start and still the late fifties, was an important region with its excellent railways and road connections, fertile soil and the cash crop like cotton.

9. The relative proximity to Mumbai enjoyed by Nashik, Pune, and Kolhapur being bit away and here the industries have started to come up recently. The belt has three important clusters of towns.
The Nashik, Bhusawal and Nagpur are important clusters of towns. The agglomeration of Nashik town comprises of Nashik, Deolali, Trimbak, Igatpuri, Nashik Road, Ozar, Pimplagaoon-Baswant and Sinner, all are located not far from each other. The Bhusawal cluster of towns in this belt is centred around Bhusawal railway junction with a workshop and several other railway establishments. In fact, it started as a railway town. The varying economic base both in nature and magnitude are the need and character of the hinterland. The factors responsible for the growth of specific town, the process of the evolution, its size and finally its relative importance in the national set up. There are exclusive agriculture-based towns with a very small service of commerce components; there are no such unifunctional towns in other functional categories with exception of those with industry as their dominant and almost only function. Industry, Trade, commerce and administration, health and education are the urban function adequately represented in Mumbai.

10. Unlike the higher order towns, the low order agriculture-based towns develop a distinctive character as a collection or a distribution centres of a specific commodity, may it be cotton, groundnut, gur, khed and Munchar. Lonanad for onions, Akola for cotton, Latur for millets, Jalgaon for groundnuts and Chandrapur for timber are well known as centres of collection and shipments of these commodities. A few religious towns like Pandharpur in Solapur district; Tuljapur in Osmanabad district; Alandi, Dehu, Jejuri in Pune district; Kolhapur in Kolhapur districts and Paithan in Aurnagabad district have gained importance because of their religious base. Most towns in Maharashtra, as anywhere else in India, are unplanned and have grown haphazardly. It has been
seen that in Maharashtra as many as 64 towns with a total population of (8,25,268) have been newly treated as such in 2001. There are many non-municipal towns, which are treated as new towns, with population of over 5000 in 2001.

11. It is found that in Maharashtra, there are 33 towns with a total population of 3,93,565 have been treated as new towns in 1981. Among the new towns, there are seven, which have failed to fulfill the required minimum population of 5000 in 1981. As against that there are as many as 14 non-municipal towns treated as new towns, with population of over 10,000 in 1981. Out of the 14 towns, as many as 6 happened to be in Thane district and 4 in Pune district. It is observed that 62 towns, which were not treated as such in 1991. In Maharashtra there are 62 places with a total population of 1,144,564 have been considered as towns in 1991. It shows that 14 towns have municipalities and none of the remaining 48 towns had municipalities in 1991. As against this, there are as many as 23 non-municipal towns considered as new towns with population of over 10,000 in 1991.

12. It is observed that the towns in 1981 were declassified as rural and those wholly merged with other and hence, were excluded from the decade of 1991 census. Present study observed the distance from District headquarter as well as the nearest city of above 1,00,000 population. It would help in determining the location of the town in relation to such places. The city exerts considerable influence on the area that surrounds it. Proximity of a town to a city is one of the important and major factors in the growth of town. As of 2001 Census data, revealed that there were 40 cities in Maharashtra, with population of 1,00,000 or over, 29 in 1981, and 33 in 1991. About 26 of these towns have been the
district headquarters towns in the range 101 km and above. The largest numbers of towns are falling in this distance range in the district of Thane, Raigarh and Ratnagiri.

13. The urban system of a country comprises a network of urban settlements found in a given area, where each urban settlement and its developmental hinterland is seen as constituting a district, an urban-centered region. Not a single town or city is wholly self-sufficient, rather it depends on goods and services produced by other urban and rural centres.

14. It is found that based on the population size, metropolitan functional index, airline connectivity and the number of inter-city flight connections per week, Mumbai, Pune, Nagpur, Aurangabad, Nashik and Kolhapur, have a daily air services to facilitate the dominance of the urban system. In population size, Greater Mumbai, Pune, Nagpur, Thane, Nashik, Aurangabad, Amravati and Kolhapur stand out as industrial and commercial cities, Mumbai with the largest stock-exchange and the headquarters of the Reserve Bank of India is recognized as the functional capital of Maharashtra and India. Nagpur as a metropolis of a seasonal capital has a distinct role to play. Pune has the next metropolitan rank in the state. Nashik has the lowest metropolitan rank. The seven towns with above ten lakh population are Gr. Mumbai, Pune, Nagpur, Thane, Kalyan, Nashik and Pimpri-Chinchwad.

15. The aim of small city development strategy should be to maximize some equity-oriented social welfare function. Middle level cities have higher rates of immigration. Fertility rates among women begin to decline; yet when all these changes occur; middle level towns remain a blend of urban and rural life styles. The medium towns are having a variety of economic activities.
16. The economic base of large towns is dominated by the informal secondary and tertiary sector, which is composed of industry, trade and commercial activities in which participants barely manage to eke out a living. Administratively, the town having the first rank is Gr. Mumbai because most of the administrative offices are there.

17. The present study has also classified large, medium and small towns as per their functions and identified the particular towns with specific dominating functions. It is found that seven towns namely like Nashik, Dhule, Ahmadnager, Nagpur, Kolhapur, Pune and Nanded had been highly balanced or highly diversified in Maharashtra. Four towns namely Gr. Mumbai, Jalgaon, Sangli and Amravati, were moderately balanced or diversified towns, in which the percentage of workers is below 40 per cent. It is astonishing that only the cities of Ulhasnagar and Aurangabad in 1971 were categorized with the dominant function of industry and trade and transportation. The cities and towns classified with industry as a very distinguished and a highly dominant function were Thane, Malegaon and Solapur.

18. It is found that the towns like Bassein, Dombivli, Phaltan, Islampur and Chandrapur are highly balanced or diversified in terms of their functions. These are 32 towns in the category of moderately balanced or diversified towns. The towns classified with trade and transport as the dominant function like Chiplun, Yaval, Akkalkot, Jalna, Parli, Udgir, Malkapur, Karanja, Yavatmal, Gondiya and Badnera, are having trade and transport as dominant function and other functions like services and industry at a medium and low levels.
19. The cities classified with industry as a very distinguished and highly dominant function were Majivale, Bhiwandi, Amarnath, Yeola, Ozar, Sinnar, Vita, Kamptee, Tumsar, Ballarpur, Achalpur, Ichalkarnji, Pimpri Chinch-wad, and Kalamb. These towns are mainly the industrial towns, where in trade and transport and services are medium and low functions.

20. It is found that the small towns numbering 33 like Rahimatpur, Manglavedhe, Sangola, Ausa, Paranda, Bhum, Ramtek, Sendurjana, Kagal and Alandi are classified as highly balanced or highly diversified in terms of their functions. These have an equal percentage of workers in industry, trade and transport and services. A total of 48 towns fall in the category of moderately balanced or moderately diversified towns, in which the percentage of workers is between 40% and 45%. It is found that the small towns in this category are mostly having trade and transport as a moderately balanced function and other functions like services and industry at medium and low levels. The towns classified with trade and transport as a very distinguished and dominant function were eleven, which have trade and transport as a dominant function and other functions like industry and services are at medium and low levels.

21. In 1991, the state of Maharashtra was having 33 large towns, 169 medium towns and 159 small towns. The two cities of Aurangabad and Chandrapur were highly balanced or highly diversified in terms of their economic functions. The 11 cities, viz. Gr. Mumbai, Kalyan, Ulhasnagar, Nashik, Dhule, Jalgaon, Ahmadnagar, Pune, Miraj, Kolhapur, Jalna and Gondiya, which are categorized as moderately balanced or moderately diversified. All these cities constituted (2/5th) of the total cities in the state of
Maharashtra. In all, trade and transport has emerged the as main function in as many as 9 of the 11 cities in the moderately balanced group. There are as many as eight towns/cities of the state incorporated in a highly dominant function category as one of the three functions is disproportional higher than the other two groups. The cities in which industry is a very dominant function are Bhiwandi, Malegaon, Pimpri-Chinchwad and Ichalkaranji.

22. In 1991, the state of Maharashtra was having 169 medium towns, which have ten towns of were highly balanced or highly diversified in terms of there economic functions. There were as many as 33 towns, which are categorized as moderately balanced or moderately diversified towns. There are 54 towns, which have shown one of the three functions as the dominant function. The cities with their dominant functions constituted about 31.95 per cent of the total 169 towns in the state in 1991. There are as many as 46 medium towns in the state incorporated in the highly dominant function category. One of the three functions is disproportionately higher than the other two functions.

23. In 1991, the state of Maharashtra was having 159 small towns with a population of less than 20,000 in each, have high proportion of employment in agriculture and related marketing and commercial activities, in small cottage and artisan manufacturing and lower order services that have relatively a low growth rate in total urban employment. In the state of Maharashtra, class VI towns have shown the highest male participation rate. This is due to the fact that the number of very small towns belonging to this class have comparatively higher participation rate. The 16 towns of were highly balanced or highly diversified in terms of their economic functions. There were as may as 44 towns, which are
categorized as moderately balanced or moderately diversified. All these towns constituted about 27.67 per cent of total towns in the state of Maharashtra. There are 36 towns, which have shown one of three functions as the dominant function. The towns with their dominant function constitute 22.64 per cent of the total 159 towns in the state in 1991. It is found that 19 towns are having trade and transport as dominant function and other functions of service and industry at medium and low levels. There are as many as 63 small towns in the state identified as highly dominant function.

As per the research question number 2 in chapter I the functions of the towns of course has been changing but still there is dominance of large towns in terms of industrial trade and transport and other service, which are the major indices and contributing to the development of the region. These are mostly confined to the western part of Maharashtra and some small pockets in north-western parts of the state and central part having drought-prone conditions lagging relatively behind. But it is certain the change in the functions and performance of large towns in the state of Maharashtra disseminating the development to its surrounding area as large cities like Mumbai, Pune and Nagpur working as major growth poles having potentiality to generate the jobs and accommodate the masses from its surrounding farming areas. Therefore, the development has been taking place.

24. The majority of the population in 1981 (37.18%) and 2001 (48.75%) were living in the moderately developed region of the state.

25. Hardly, 30.50 per cent of the total population was living in the highly developed areas and 20.75 per cent population in very highly developed districts.
26. The factors, which attributed to the socio-economic development, have been concentrated in selected districts namely, Gr. Mumbai, Thane, Pune, Raigarh, Solhapur, Nashik, Nagpur, Kolhapur and Jalgaon, etc. These are the main industrialized and urbanized districts and consistently found in 1981 as well as in 2001. It is noticed that, the district of Jalgaon was the only moderately developed in 1981, but over the last 20 years, it has made comparatively fast progress and jumped into the high development category. These are the main industrialized and urbanized districts and consistently found developed in 1981 as well as in 2001.

27. It is very explicitly found that the districts, like Nanded, Osmanabad, Chandrapur, Parbhani and Beed were backward in 1981, but now they are shifted to moderately developed category, then and now also they are having very low rank in the state.

28. The proportion of the population in the backward districts has reduced but has increased in the developed regions, which is due to the factor of migration of people from the backward to the industrially advanced districts of the state. Barring the one or two districts were having hardly any change in the most backward and most advance districts.

29. In Marathwada region, for instance, the population was poor in 1981 and in 2001 also, that is, after 20 years gap, they remained very backward.

30. The values of development indicators, incorporated here, have increased and the coefficient of variations has reduced.

31. All this shows that the impact of regional developmental programs on the backward district, of course, positive but not that
significant to bring them at par with the very high and highly developed districts of socio-economic facilities and amenities.

32. The relationship between the rural and urban facilities and amenities was found positive at district and village levels but it was strong at district level.

33. The benefits of development are mainly enjoyed by the people in very high and high developed districts of urban centres as the non-agriculture workers are mainly concentrated in the urban areas of the state.

34. Proportion of workers in non-agriculture sectors is high in urban areas as it is one of the criteria to declare any place as an urban area. It is because of the fact that there should be 75% male working population in non-agriculture sector for identifying the area as an urban. It is also, obvious that the number of telephone connections is generally high in the urban centres, hence the relations between urban and telephone connections is very significantly high (r =0.859). It is inferred that the influence of urban on literacy, female literacy and other functions is very strong, therefore, the areas which are close to the larger city or around the city are mostly comparatively better off and having good accessibility to the urban facilities and utilities. As the distance from the urban centre increases the proportion of facilities decreases because mostly the large hospitals, schools and colleges, industries, banks, post offices all are highly concentrated in urban areas. It is therefore, suggested that the areas, which have been identified, for example, Aurangabad, Parbhani, Osmanabad and Beed in Marathwada and Wardha, Chandrapur and Bhandara in Vidharbha region should be given priority for the development by a locating high proportion of resources to them to accelerate the
rate of development so as to bring them at par with the highly
developed districts.

35. The case study of Kolhapur city reveals the fact that the
expansion of Kolhapur city and its functions which have great
bearing on the development, associations and linkage of
surrounding villages. Nearly an area of 650 sq km is highly
influenced by the urban complex and has brought the socio-cultural
and economic change in the area under study. The various
economic functions like industries, CBD area and transport are the
main elements of the city which bring the development.

36. The detailed study of existing land use of Kolapur city reveals
that the entire city has spread over an area of 6682 hectares that
includes some agricultural land. The development of a city depends
on the qualitative as well as quantitative land uses in the city
limits, which affect the land values in the city, especially from 1975
onwards. The city is growing in a haphazard manner in all
directions keeping its nuclei at Shivaji Statue.

37. As per the proposed plan, out of the 6682 hectares of land of
the city area, 31.66 per cent land will be used for residential
purpose followed by commercial-4.60%, industrial-1.87%, public
and semi-public-14.12%, road and transport-3.82%, open space,
playground, gardens, parks, etc. 11.52%, public service and
crematories-1.59%, defence-1.80% and water bodies-1.09%. Two
important aspects of existing and proposed land use of Kolhapur
city is that the considerable decline in agricultural land from
48.38% in 1977, 37.10% in 1989 and 29.08 in 2006; which have been
utilized for urban use and there is considerable increase in
residential commercial and transport sector. The percentage of land
use for residential purpose has been increased from 29.51% to
31.66%. Slight decline in public utility is from 14.84% to 14.12%, increased for road and transportation from 3.27% to 3.82%, for open space playground decreased from 12.09% to 11.52%. Similarly for defence, water bodies have also got due consideration in the development plan of the city. As per the development and growth of the city, due consideration has been given for important and prime necessities of the city, in the proposed plan and planners have been implementing accordingly.

38. It is found that the decline in primary and secondary sectors while increasing trend in the tertiary sector in 1981. The comparative analysis for the last two decades has shown the decline in primary sector from 29.89% to 2.98% which is a noticeable change, while abrupt positive change by 60.61% to 93.46% in tertiary activity. It happened because of large majority of work force is engaged in industry, trade and commerce, transport and communication, storage and other services, which are the main functions of the city.

39. The Kolhapur city is designated as mainly trade and transport, industry followed by other services and commercial from the functional point of view, with a large agricultural hinterland. Some of the other industries like distillery, cotton textile industry, oil mills, bidi factory, Umbrella factory, saw mills, leader goods production of oil engines, brick kilns, pharmaceutical, gold smithy and ice factories are found scattered in A, B and E wards.

40. The Kolhapur sugar mill is located to the north of Bawada deep in the bend of river Panchganga. Heavy engineering industries are located in 'E' ward and Udyamnagar areas. Some of the other industries like distillery, cotton textile industry, oil mills, bidi factory, Umbrella factory, saw mills, leader goods production of
oil engines, brick kilns, pharmaceutical, gold smithy and ice factories are found scattered in A, B and E wards.

41. The main wholesale trade establishments are found in Shahupuri, Laxmipuri and Marketyard areas, which are established along the important roads.

42. The large industrial units and important government offices are also located in this zone. More over the Udyamnagar, wholesale market yards, etc. are found in E ward.

43. Timber area is located in ‘A’ ward. Kolhapuri chappals and jaggery export have contributed major share in the trading activity of the city. The other services like education, health, technical education and cultural services are extended by the Kolhapur city to the surrounding areas.

44. The zone of Tarabai road, Gujari, Gangaves, Mahalaxmi temple, Mahadwar road, Rajarampuri, Panch Bangla and station road form the major commercial areas of the city.

45. The all types hawkers and box type's shops have increased twice from 1989 to 2007, the percentage of hawkers increased from 47.55% to 49.95%. The main reason, for the growth is hawker and box type shops is due to which fastly growing urban population, vertical city development, increasing markets, treads and transportation, renovation of buildings and new constructions etc.

46. It is observed that the high density of population, maximum pedestrian concentration greater vehicles congestion creating bottle necks of traffic, where commercial areas of shopping centres at ground floor space and upper portion is shared by dwelling units and offices.

47. 14 Peripheral, villages mainly Gandhinagar, Valivade, Uchgaon, Sarnobatwadi, Ujlaiwadi, Pachgaon, Kalmbe Tarf,
Morewadi, Mudshingi, Ambewadi, Balinge, Kundalgaon, Washi, and Koyna Colony, according to Census of India in 1981 population was 43,871, which were increased to 82,750 in 2001. It seems to be in 20 years it has doubled, that means 38,879 population has increased. For primary and secondary education some students from these villages go to Kolhapur city.

48. Maharshatra Industrial Development Corporation's Industrial Settlements are in villages of Shiroli Pulachi and Gokul Shirgaon. It has effected the development of villages as well as Kolhapur city. From Special Economic Zone (SEZ) cluster Five Star (MIDC) from Gokul Shirgaon land development plan has been commenced.

49. If above 14 villages incorporated in Kolhapur Municipal Corporation then only Kolhapur Municipal Corporation will get benefits of 8233.05 hectare area of there villages. Once the area of these villages incorporated in it and there after the planning can be done to reduce the crowding and concentration in the city to some extent. Transportation and Parking problem will be decreased. And also after including above 14 villages in the city adequate facilities and amenities will be easily provided to them and villagers' lifestyle and living of standard will improve. Development of city in which construction of building is done in vertical direction will be done in horizontal direction. Regional planning is in many respects a vital like between overall, social, cultural, economic and industrial life will become happy and prosperous.

As per the research question number 3 in chapter I, it is very rightly observed that villages in surrounding areas in Kolhapur city very much benefited in terms of literacy rate, educational attainment and employment. As the distance from the Kolhapur
city increases the accessibility to urban facilities decreases and consequently it has less impact on the far off areas.

50. While developing the city precaution should be taken that physiographical disturbances should not be created. There should be balance between city and its surrounding area. The irrigated agricultural land of these villages should be planned in such a way that it should not be acquired in the plan but should remain for agriculture purpose only. Improvement and good accommodation should be provided to people staying in city as well as in 14 suburbs.

51. Transport and Public transportation planning should be done very systematically for the city. Heavy loading transportation can be taken outside the city i.e. by pass. For that new road should be constructed from Shiroli-KasbaBawada-New Palace backside to Shivaji Bridge like New Ring Road, which has already been constructed from Shivaji University-SSC Board-Phulewadi to Gaganbawada.

The drastic measures for urban renewal projects this purpose may include pulling down of the deteriorated structures, carrying out extensive renovation of buildings to be retained, redesigning the street system, changing the pattern of land use etc. if there is a rational distribution of various blocks such as residential, industrial, commercial, etc.
SUGGESTIONS

It is suggested that there should be decentralization of industrialization.

In accordance with the territorial or regional merit the priority of development should be offered to most backward and poverty stricken regions and districts.

Generation of employment in the non-form activities in the backward areas especially in the drought-prone and dry areas of Marathwada and Vidarbha regions priority should be given to reduce the poverty and migration of people to other advance areas. Agro-based industries can be started at the appropriate locations to enhance the income of the farming community.

The growth of small and medium towns should be encouraged by providing necessary facilities and amenities to facilitate the rural masses around them to reduce the regional disparities in social and economic development.

Industrialization and Urbanization are the modern tools for development and large cities are well equipped with all facilities and therefore development flourish there only, which should percolate to small towns and rural areas by establishing good linkage between them. Small growth centres should be generated in small towns where from migration to large cities can be minimized. It will control the growth of large cities and increase the growth and development of small towns in Maharashtra, which is the need of the hour.

It is suggested that the transportation planning should be done very systematically for the city. Heavy loading transportation should be done outside the city i.e. by pass. For that new road should be constructed form Shiroli-Kasba Bawada-New Palag...
backsides to Shivaji Bridge like New Ring Road, which has already been constructed from Shivaji University-SSC Board-Phulewadi to Gaganbawada.

It is suggested that the hawkers causing too much congestion on the roads of CBD, which puts every body into trouble as it blocks the free movement of transportation and pedestrians.

Hawkers should be provided fix place in some appropriate areas, so that this kind of congestion can be minimized. There should be a limit in providing the licences to all these people to make the city neat and clean, healthy and spacious for the people.

During Diwali Festival due to these hawkers it becomes very difficult to walk in the CBD. Some areas should be such which are hawker free and people can move for their shopping very freely.

The provision of various amenities such as widths of streets, drainage lines, water supply lines, parks, playground, etc. should be made to meet the future requirements. The closed or underground pipes are costly and they are adopted in large cities.

Generally a town is surrounded by villages and rural planning becomes necessary for the proper functioning. For this purpose the surrounding villages should be linked up with suitable transport facilities.
Kolhapur: Narrow Street from Shivaji Statue To Bhavani Mandap (Nagar Khana)

View of Eastern Part of Kolhapur city

Kolhapur: Shivaji Statue to Bhaushingji Road
Kolhapur Municipal Corporation
(Pink Colour Building)

Kolhapuri Chappal Market

Kolhapur City Gold Smith Lane
C.B.D. of Kolhapur City

Kolhapur: Hawkers near Kapiltirth Market and Sarswati Theatre.

Shopping Complex near S.T. Stand Kolhapur city
Traffic congestion at a Dabholkar Corner

Traffic at a Rajarampuri

Kolhapur: Mahadwar Road
Cloth Market