INTRODUCTION

IMPORTANCE OF STUDY

Transport, an important phenomenon of cultural landscape, works as a potent factor for the regional and national development. Any type of development whether economic, social or cultural is based on a good transport network\(^1\). As a factor of production it's availability for the development of an area is essential\(^2\). It not only fulfils the needs of the people but it also stimulates human-resources for further development. Bruhnes has aptly remarked that "Communications are not only a factor in the physical transformation of the surface, they transform, also, the quantity and aptitudes of human population; they conquer space, space derives its value only from its connection with life; and the progress of communication always takes the form of a more or less conscious re-crude-scene whether cynical or disguised of the spirit of domination\(^3\)." Certainly, the cheap, efficient and fast transportation is a dominant factor of our modern industrial and scientific age\(^4\).

Unlike natural resources transport
is a man-made resource which interacts with men and various commodities of different areas. Transport, therefore, is a form of capital good, just as a piece of factory equipment, which can be used to produce a service.

In the absence of means of transport the regional development cannot get momentum and it cannot enhance the socio-economic conditions of developing countries. In other words without transportional and communicational lines most of economic activities are barred. Consequently, a broad gap in human civilization is created. It is a strong tool for the exchange of views, cultures, traditions, religions etc. In brief, transport eases the movement of man, goods and ideas and just as manufacturing creates 'Form Utility', so transportation creates 'Place utility'. Transport, therefore, is a means to minimise the time and distance in rural and urban, national and international and war and peace lives. This is the first and foremost aim of our national planners to accelerate the pace of development by developing the means of transport, so that the per capita income and living standards can be raised and industrialization and urbanization may be accelerated in national interest. In
short, the form and extent of transport facilities is fairly indicative, like a registering apparatus, of the human and economic development of an area\textsuperscript{7}. Like veins, transport artery, is amplified in every part of economic body in which conducts a life of merchantile transport. Transport artery, counts the first importance in economic development of a region\textsuperscript{8}.

The Bundelkhand region occupies a central position in the country. The main arteries of Indian transport run across the region. However, it faces the transport problems due to its rugged and undulating topography. Smailes has rightly remarked, "the physical configuration effectively establishing route patterns and indirectly influencing the economy, has naturally a great bearing on the nature and character of transportation\textsuperscript{9}. There are some large pockets and several unbridged rivers and streams where road and railway accessibility is lacking. Therefore, such areas have to face a difficulty in importing or exporting of various commodities and raw materials. The Bundelkhand is one of the underdeveloped regions where transport and communicational facilities are inadequate for its economic development.

The above description reveals that
if any nation bears a backward economy, it's progress will be stagnant. Its development needs the enhancement of transport facilities on preferential basis. The Bundelkhand region has an imbalanced and under developed economy due to the under developed means of transportation.

Increase in the faster means of transportation in rural areas must be the prime objective of abridging the gap between the imbalanced development of urban and rural areas. For this purpose one will have to make a deep research in the field of transport network and find out the unsowed areas of the region, so that the imbalances in the regional economic development may be mitigated. Such a research project will be of great use and significance.

The planning of transport network for the regional development is the current need. Without planned transport network the desired goals of the national development can not be achieved. For this purpose a wide survey and analysis of factors responsible for transport-development is an unavoidable need. With the help of research-work the planners will be able to understand the transport frame work, problems and future prospects of the region. For the
fulfilment of the above objective, the suitable schemes for transport development of the region are highly needed.

The development of transport-network is a basic requirement for the integrated development of a region. Till, a planned transport-network does not exist in the region as a whole, its multisided development is absolutely impossible.

With reference to the importance of study at hand, it is necessary to introduce the objectives of the transport development scheme. The scheme aims at presenting the analysis of major physico-economic and socio-cultural factors responsible for transportational backwardness and imbalanced economic development of the area concerned and to suggest some measures for transport-development; so that the socio-economic condition of the people may be improved. Besides making a study of geographical personality, natural resources and general transport-network; a deep study of accessibility, connectivity, identification of inaccessible pockets, quality of transportation, present problems and future prospects for transport development is necessary.
It also aims at studying the prospects of industrial development, encouraged and facilitated by the development of new transport arteries. With the passage of time, new settlements are emerging. To link them with other points new road and rail-ricules will have to be developed. Thus, they provide a matter for future extension of network.

In brief, we can conclude the main objectives of the scheme as under:

1. To analyse the present means of regional transportation and highlight its problems as well as prospects for the rural and urban development in future.

2. To arouse co-operative attitude among the people for regional transport and communicational development and to seek government assistance.

3. To analyse the natural and cultural elements which are complementary to the transport development.
4. To propose a regional plan of transport development for the proper exploitation of the hidden resources.

5. To minimise the regional transport disparities and to propose a scheme for balanced and integrated transport development.

6. The main object of the scheme is to increase the per capita income, improving living standards and solve the socio-economic problems of the area under study, through scientific development of transport-network.

U.P. Bundelkhand is an under developed region, consisting of five districts e.g. Jhansi, Jalaun, Hamirpur, Banda and Lalitpur, two third part of which is plain and remaining is plateau.

Although the region is under-developed, it is rich is natural resources. If the proper exploitation and utilization of these resources be made possible on the basis of transport provisions, the new prospects for the regional economic development will emerge. Therefore,
the study of transport arteries in terms of its distribution, categorization, characteristics and evolutionary process is necessary for determining the cultural, social and economic development\textsuperscript{10}.

WHAT IS TRANSPORT:

Transport is the main part of our modern economic machinery. Therefore, it is necessary to understand the meaning of transport. Bamford and Robinson remarked,

"Transport is concerned with a movement of displacement of persons, goods or ideas for some special purpose from one place to another". They further considered this definition in more detail and said,"In economic language, the demand for transport is a derived demand. Transport as such does not really produce a tangible product and the meaning of the word demand in such a situation, is that transport is required not for its own sake but because it is useful in satisfying some other need"\textsuperscript{11}. 
In modern age, the regions which are lacking in transport facilities become socio-economically stagnant.

Transport is examined as a form of capital, created by men for themselves only not like natural resources. Because, natural resources can be used physically to produce goods, while transport is used to produce a service\textsuperscript{12}. In short, it facilitates a means of displacing persons and goods from place to place or satisfying a particular need in first to get to and second to produce a link between the supplier and the consumer respectively.

The transport manages a simple and highly sophisticated service according to the nature of goods carried.

In brief, transport is the main key for all types of development in a region.
REFERENCES


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