PROFILE
OF THE
STUDY AREA
Chapter-III

PROFILE OF THE STUDY AREA

Prior to discuss the findings of the study on “A comparative study to assess the nutrient intake among working and non-working women in Lucknow district”, it is essential to sketch briefly the salient features

Origin of the name of the District

The district of Lucknow is named after the city of Lucknow, which is situated almost in the centre of the district. The origin of the name ‘Lucknow’ is not definitely traceable, and whatever traditions are available, are of extremely doubtful historical authenticity. Lucknow formed a part of the ancient kingdom of Kosal, and there is a tradition that the town was named in honour of Rama’s brother, Lakshmana as Lakhanpuri which was corrupted into Lukhnau and later to its present designation of Lucknow. To the north-west of the town there is a mound, which is still called the Lakshmana Tila and lends support to this tradition. The story that the town is named after an ahir or milk-seller named Lakhna, who as a result of the spiritual blessings of a Muslim saint, had become rich and founded the town, is apocryphal and is hardly worthy of any credit. Even the Ain-i-Akbari, while dealing with the Sarkar of Lucknow as a part of the Suba of Avadh, does not throw any light on the origin of the name of Lucknow.

Location, general boundaries, total area and population of the district

The district of Lucknow formed the central part of the province of Avadh and was the headquarters of the Sarkar of Lucknow in the Suba of Avadh, in the time of Akbar. The district lies between the parallels 26°30' and 27°10' north latitude and 80°30' and 81°13' east longitude. The district is an irregular quadrilateral with the city and cantonment of Lucknow forming nearly the
centre. It is bounded in the north by the district of Sitapur, on the east by that of Bara Banki, on the south by that of Raebareli and on the north-west and the south-west by the districts of Hardoi and Unnao, respectively. Except in a part in the south and south-west, the boundaries of the district can hardly be called natural, and appear to have been fixed arbitrarily for administrative convenience, the river Sai on the south and south-west forming the natural boundary for a short distance only. Some villages belonging to the Lucknow district still lie across the river Sai to the north of the Lucknow-Kanpur Road, while some villages of district Unnao lies on the Lucknow side of the river Sai. It is understood that there is a proposal under consideration to rectify this anomaly and to transfer to the district of Unnao those villages in pargana Bijnor, which lie south of the river Sai, and to assign to Lucknow those villages of district Unnao, which lies between the river Sai and the present boundary of the district.

**Area**

The area of the district on the basis of the professional survey by the survey of India, works out to 6,24,896 acres which is equivalent to 976.4 square miles. This is the area mentioned in the latest census report of 2001. The area mentioned in the various records of the Land Revenue Department cannot be relied upon as it appears that they did not take into consideration the area occupied by the city and cantonment of Lucknow, which were not surveyed during the settlement and record operations. The results of the only reliable guide in this matter.

**Population**

The total population of the district according to the 2001 census was 59,68,795 of which the urban population accountable for 23,20,961 and the female population was 10,91,688 and the male was 12,29,273.
Climate

Observatories

There are two observatories in the district, one at Amausi aerodrome, under the charge of a Meteorological Officer and the other at the Central Drug Research Institute, Chhatar Manzil, under the charge of its Director. In addition to these there are rain-gauge stations in all tahsil headquarters under the charge of the Tahsildar.

Seasons

The district is situated in the sub-tropical region and its climate can be said to be of sub-tropical monsoon type. It avoids the parching drought and the opposite extremes of heat and cold which are experienced in the Punjab. It is said that seasonality is the keynote of Indian climate and the three seasons – the rainy, the cold and the hot – are well marked off. The first commences with fair regularity in the middle of June and continues till the end of September, but as the monsoon from the Bay of Bengal sweeps over the Uttar Pradesh, the commencement of the rainy season may be as early as the beginning of June or as late as the first or second week of July. The cold weather extends from early October to the end of February. March is a transitional month. The third season extends over the remaining months of the year. In this season the sun gradually moves towards the north and consequently the temperature begins to rise, and so it gradually merges into the hot weather with high temperature and dry westerly winds.

Temperature and Humidity

In winter the temperature is controlled by two factors:

(i) the slanting rays of the sun during winter, and

(ii) the development of anti-cyclone conditions in northern India.
The following table shows the mean maximum and mean minimum monthly temperatures with the highest and the lowest temperatures ever recorded in the district –

<table>
<thead>
<tr>
<th>Month</th>
<th>Mean daily max temperature in °F</th>
<th>Mean daily max temperature in °C</th>
<th>Highest max. temp recorded °F</th>
<th>Highest max. temp recorded °C</th>
<th>Lower min. temp recorded °F</th>
<th>Lower min. temp recorded °C</th>
</tr>
</thead>
<tbody>
<tr>
<td>January</td>
<td>73 9</td>
<td>23 4</td>
<td>47 1</td>
<td>8 4</td>
<td>86 0</td>
<td>30 2</td>
</tr>
<tr>
<td>February</td>
<td>78 6</td>
<td>25 9</td>
<td>51 4</td>
<td>10 8</td>
<td>95 0</td>
<td>35 0</td>
</tr>
<tr>
<td>March</td>
<td>90 8</td>
<td>32 7</td>
<td>60 6</td>
<td>15 9</td>
<td>106 0</td>
<td>41 2</td>
</tr>
<tr>
<td>April</td>
<td>10 4</td>
<td>3 8</td>
<td>70 8</td>
<td>21 6</td>
<td>114 0</td>
<td>45 6</td>
</tr>
<tr>
<td>May</td>
<td>105 4</td>
<td>40 8</td>
<td>78 3</td>
<td>25 8</td>
<td>117 0</td>
<td>47 2</td>
</tr>
<tr>
<td>June</td>
<td>100 2</td>
<td>39 0</td>
<td>81 7</td>
<td>27 7</td>
<td>119 0</td>
<td>48 9</td>
</tr>
<tr>
<td>July</td>
<td>92 4</td>
<td>33 5</td>
<td>79 5</td>
<td>26 4</td>
<td>114 0</td>
<td>45 6</td>
</tr>
<tr>
<td>August</td>
<td>90 5</td>
<td>32 6</td>
<td>78 6</td>
<td>25 9</td>
<td>102 0</td>
<td>39 0</td>
</tr>
<tr>
<td>September</td>
<td>9 1</td>
<td>33 4</td>
<td>76 5</td>
<td>24 8</td>
<td>103 0</td>
<td>39 2</td>
</tr>
<tr>
<td>October</td>
<td>91 4</td>
<td>33 1</td>
<td>66 5</td>
<td>19 2</td>
<td>104 0</td>
<td>40 0</td>
</tr>
<tr>
<td>November</td>
<td>83 9</td>
<td>28 9</td>
<td>54 1</td>
<td>12 3</td>
<td>94 0</td>
<td>34 5</td>
</tr>
<tr>
<td>December</td>
<td>75 9</td>
<td>24 4</td>
<td>47 3</td>
<td>8 5</td>
<td>92 0</td>
<td>33 2</td>
</tr>
<tr>
<td>Annual Average</td>
<td>89 7</td>
<td>32 2</td>
<td>66 0</td>
<td>19 2</td>
<td>119 0</td>
<td>48 5</td>
</tr>
</tbody>
</table>

Communication facilities

Of the early history of the district of Lucknow not much is known with a degree of authenticity. It was only during the mediaeval period that Lucknow acquired an importance, being the capital of the Lucknow Sarkar in the time of Akbar, and later, as the capital of the Suba of Avadh. The city of Lucknow is situated on the banks of the Gomati, on the direct trade routes across the Ganga and from the western part of Avadh to districts across the Gomati and the Ghagra, right up to the foothills of the Nepal tarai. It was on the direct route form the eastern districts of U.P. from Jaunpur to Delhi. It must, however, be stressed that the conception of roads then was not the same as now. The roads were well marked but hardly made pakka to say nothing of the modern developments. They could, therefore, be considered to be fair-weather roads, suitable for wheeled traffic, horses and men. There was no fast traffic in those
days, and journeys were performed usually by short stages. The records of the administration of Avadh under the Nawabs were destroyed during the struggle of 1857, and the reports of the British authorities after 1857 are the only available records.

**Road transport**

The usual conveyance used appears to have been the palanquins, carried on the shoulders of the men, and carriages drawn either by horses or by bullocks. Horses and elephants were the favourite modes of transport for men, but with the improvement in the roads the conveyances also changed. The one-horse ekkas and tangas were the usual means of transport for the middle class and the cultivators both for passenger traffic as well as for carriage of goods from and to the bazaars. The bullock carts still continue to bring the cultivators' produce to the market, but for purposes of trade, the railway and the motor-trucks have supplanted all slow-moving traffic. They are both fast and cheap. The rich men of the city used to keep horse carriages, or open landaus and the sprightly little gigs for going about in the city. For the middle class and the poor, the horse-tongas and the ekkas had a suffice. The stately landaus have more or less vanished and few people keep horses or can afford to do so. The rich merchants, big zamindars, high officials and successful professional men all use motor-cars. The middle class persons, employees of Government and other offices and the tradesmen use bicycles. The motor scooter has also made its appearance on the roads of Lucknow city but they are still very few. Persons, who do not own any transport of their own, depend on the Government city bus service or the cycle rickshaw of which there seem to be very many. Small tradesmen, barbers, washermen, milkmen and others depend entirely on the bicycle for completing their daily round.
National and State Highways

The total mileage of national and provincial highways passing through the district is 125 miles 2 furlongs and 509 feet. This also includes those portions of national highways which pass through the Municipal area and are maintained by the P.W.D. The expenses for the maintenance of the national highways are made from the grants of the Central Government whereas the State Government provides funds for the provincial roads. A part of the national highways is constructed of cement concrete while the rest is made of tar macadam. The average width of the provincial highways is 12' and that of national highways is 22'. On all these roads, roadside avenues provide shade for travelers, and are now being looked after by the Forest Department. The following is the list of provincial and national highways of the district:

**National Highways**

1. Lucknow – Jhansi Road
2. Lucknow – Gorakhpur Road
3. Lucknow – Bareilly road

**Provincial Highways**

1. Lucknow – Varanasi Road
2. Lucknow – Sultanpur Road
3. Lucknow – Hardoi Road
4. Beni – Harauni – Tirwa Road
5. Machchhi Bhavan Bye – pass Road
6. Sitapur City Branch Road
7. Kaiser Bagh Road
8. University Road
9. River Bank Road
10. Husainabad Trust Road
11. K.K. College Road
12. Bakshi-ka-Talab-Asth Border Road
13. Lady Milles Road (Road at the back of Ministers’ Residence Nos. 1 – 5 on Cassels Road)
14. Cantonment Branch Road

**Selection of area**

Lucknow district is divided into 6 zones. Out of which 4 zones were selected randomly. Each zone is further divided into different wards. From each selected zone, two wards were selected randomly, for selection of area. Thus total 8 wards namely Indira Nagar, Gomti Nagar, Balaganj. Husainabad, Alam Nagar, Sarojani Nagar, Jankipuram and Aliganj were selected. From each zone 25 working women and 25 non-working women were selected purposively. Thus total 50 respondents were selected from each selected zone. The total respondents selected were 200, out of which 100 were working women and rest 100 were non-working women

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