CONCLUSION

The study reveals that Road System plays an important role from time immemorial to the present days. Though roads had existed from the ancient period, modern form of road came out during the British regime. The Britishers, the rulers of India for three centuries never thought of leaving India and did a lot of meritorious service in the State. During the medieval period the rulers of India particularly the Muslim rulers gave special emphasis on roads. Shereshah and Shajahan constructed roads in the Mughal Empire.

The British period witnessed a new epoch in the sphere of the art of road construction. The British settlement in India particularly the formation of Fort St. George in 1639 opened a new era in the annals of humanitarian services particularly in the formation of roads. At the outset the Britishers subdued other European settlers like the Portuguese, the Dutch, and the French and after that they concentrated on the native ruling families and began to defeat them one by one. At last they became the defacto rulers of India and the native ruling families last their empire and prestige. At the outset the British rulers began to construct roads from inland to the coastal areas where ports and harbours selected for
transporting goods from inland to the ports or harbours and brought goods of the Europeans which came by ships to the ports. The Britishers constructed roads in other places such as Collectorates, District headquarters, industrial centres and educational institutions. Besides these places they constructed roads to towns. Many link roads were constructed connecting Madras with other important centres for different purposes such as trade and commerce, industrialization and important agricultural centres.

The Britishers were the lovers of cold climate and they formed hill stations in Ooty, Kodaikanal and Yercaud where bungalows were constructed for official purposes and dwelling places. During summer season the Secretariat functioned at Ooty where a number of official buildings were constructed. The Governor of Madras also lived in Ooty during summer times. For making a connecting link between these cold places Ooty, Kodaikanal and Yercaud and Madras, the capital city roads were constructed and a number of vehicles moved from these places to the city of Madras.

Besides cart and chariots animals were also used to transfer persons and goods from one place to another place. During British period bullock carts were used in large numbers at the beginning and later
automobiles were used. After the invention of automobiles and machines and the out-break of the industrial revolution the number of factories and industries increased and roads became highly essential for the movement of human beings and goods and commodities. The emergence and residence of roads became highly essential and a number of new roads were constructed in most of the places.

The roads were used for the transportation of military from one place to another place. During the colonial period, three Carnatic Wars and four Mysore Wars sealed the destiny of the native ruling races and virtually Madras fell into the hands of British. In 1801, the Britishers formed the Madras Presidency after the 4th Mysore war sought in 1799 when Tipu Sultan was killed. During the First and Second World Wars roads were used by the Britishers for the movement of the army. From the very beginning till 1947, roads were the main source for the army transportation. After that aeroplanes were used to transport the military from one place to another. The introduction of railways opened a new chapter for the transportation of goods in large scale. Madras, Bombay and Calcutta were the linked by railway roads and later Delhi was also united with other states.
The colonial rule contributed District Roads and Local Board Roads for the free movement of people. After the invention of vehicles and automobiles the volume of road development increased. During British rule Trunk roads developed and a number of Trunk roads were constructed which connected many cities and towns. In 1921, Road Board was constituted which worked hard for the development of roads. Again in 1936, roads were classified into National Highways, Provincial Highways, District Roads and Village Roads. The Trunk Roads connected important cities and provincial capital of Madras to Calcutta, Bombay to Delhi. The Provincial Highways connected State headquarter and to district headquarters and important towns and cities. The Village Roads were constructed in rural areas for agricultural matters and the free movements of the people. Village roads started from the colonial rule and a large number of village roads were constructed. They were made up of gravel and few vehicles were moved from one place to another place. The expenses of the maintenance of roads were looked after by the Government and expenditure spent would never come back. It was a sinking amount and the amount should be spent very carefully. Year by year the Government of Madras spent a lot for the construction and maintenance of roads. After the Second World War, the post war reconstruction work was commenced in the Madras Presidency and
special importance was given for the Board development. Besides a number of new roads were also constructed not only in the Madras Presidency but also in other parts of India. Besides the Trunk roads, the village roads were also developed. Many district roads and town roads were developed during and after the Second World War.

The British administration in Madras followed a liberal policy for the road development. Though they never thought of leaving India they spend lavishly for the construction and maintenance of roads. Besides roads the constructed a large number of buildings which were connected by roads made by the Government. For the development and maintenance of roads the British administration formed Committees and Commissions which suggested new policy and functions in road schemes. The members of the Committees and Commissions were eminent personalities in administration and civil works. In addition to Government, Local Boards were also used to form and maintenance of roads. In many important places the government provided with concrete roads which were durable and long standing. Though it was responsive the government did not hesitate to spent on roads.

Agriculture is the main stay of a country and the rise and fall of a country depends on the economic growth. India is an agricultural
country and the Government concentrated much on the agriculture. Many agricultural centers were connected with roads for the easy movement of agricultural goods. For example after the introduction of sugar factory a large number of roads were constructed to connect the industry with sugar cane manufacturing centre. In addition to sugar cane, paddy fields were also linked with roads and tanure and harvested paddy was moved freely by means of roads. In agricultural sector, road schemes helped a lot for the development of agriculture. Free movement of people from one place to another place was the important matter of human beings. For social purposes people from one place used to move in another places. In the matter of marriages, religious functions and festival gatherings roads were used in large scale and the users of roads increased day by day.

In the coastal areas, roads became an essential part for the transportation of fish and fishermen roads were highly needed. Government also spent lavishly for the development of coastal roads. The introduction of rail roads after 1853, in the Madras Presidency, the transportation of goods and human being increased day by day.

In political matters roads were considered an important factor. The freedom fighters used roads as a main centre to move from one place to another place. For making great gathering in freedom struggle and
conducting processions and marches roads were considered as an important factor.

The scheme of road development is an ample area to further research. After independence the Government spent lavishly for the uplift of road for the transportation of people and goods and each and every villages and master remote places are connected with roads. The quantity and quality of roads increased rapidly and the Government lavishly spent for the development of roads. At the outset on Public Works Department existed in Madras Presidency. Thereafter several specialized departments were raised in the Public Works Department. There is ample chance to do further research on the roads during post independence period. Thus the existence of good roads is an important factor for the development of a nation or a region.