Geographical Study of Transport system in Muzaffarpur City

Dr. Munshilal mehta

Department of Geography, BRA Bihar University, Muzaffarpur

***Abstract*—This research paper talk about geographical study of transport system in Muzaffarpur district. Accessibility and connectivity and issues of traffic and transport of Muzaffarpur city. Survey has been conducted to understand the existing scenario and the problems which can be rectified very easily if the local authority took interest for the same.**

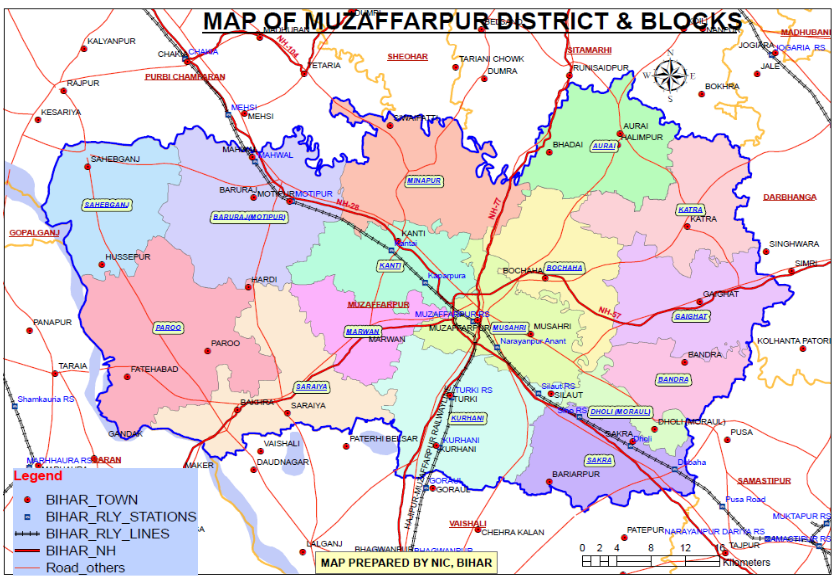
***Key Words*— Accessibility and connectivity, transport system, traffic issues, ring road, green corridor, mobility.**

I. DISCUSSION

An excellent transport system is being provided to Muzaffarpur city under Smart City. To understand the existing development scenario is the basic and prime requirement of any Traffic and transport related study. The development of fast growing area is based on movement i.e. Traffic and transport. The problem of Traffic and transport is felt in almost all major cities across the India. This is primarily because growth of infrastructure is slow compared to growth in number of vehicles. The role of traffic and transport planning has a very wide scope; for instance improving safety and health, reducing emissions from vehicles, improving equity, enhancing economic opportunities, improving community livability, promoting mobility are all valid. This paper will talk about the existing scenario of Traffic and Transport, Road conditions and the issues related to each condition specific to the Muzaffarpur city..

II. STUDY AREA

Muzaffarpur urban area is the centre of commercial, business and educational activities of a large hinterland of Muzaffarpur district. Muzaffarpur is the largest town in northern Bihar and fourth 0largest city in terms of population after capital city Patna, Gaya and Bhagalpur. The district produces nearly onethird of the entire Litchi production of the country. The total area under the jurisdiction of Muzaffarpur Municipal Corporation (MMC) is about 26.68 Km2 (2668.44Ha). Thetown is divided into 49 wards. It has a network of railways and roads. Regional Network of Muzaffarpur · Muzaffarpur – Hajipur Highway (NH – 77) · Muzaffarpur – Sitamarhi Highway (NH – 77) · Muzaffarpur – Rewaghat road (NH – 102) · Muzaffarpur – Darbhanga Highway (NH – 57) · Muzaffarpur – Samastipur Highway (NH – 28) · Muzaffarpur – Motihari Highway (NH – 28)



Muzaffarpur City is connected by NH-28, NH-57, NH-77 and NH-102. The total road network of Muzaffarpur city is approximately 72.17 km jointly managed by Muzaffarpur Municipal Corporation (38 km), Public Works Department (17.12 87*km) and the District Council (16.69 km). Approximately 99% of the roads under the jurisdiction of the corporation are pucca roads. The town has two intercity bus stands, one under BSRTC and the other for privately owned Muzaffarpur City is connected by NH-28, NH-57, NH-77 and NH-102. The total road network of Muzaffarpur city is approximately 72.17 km jointly managed by Muzaffarpur Municipal Corporation (38 km), Public Works Department (17.12 km) and the District Council (16.69 km). Approximately 99% of the roads under the jurisdiction of the corporation are pucca roads. The town has two intercity bus stands, one under BSRTC and the other for privately ownedThe type of construction of roads within Muzaffarpur is shown in Table 5. The town has about 26 km long concrete roads and 24.4 km long black top roads, together, which constitutes more than 70% of total road network. In addition, road stretches of 18 km length have been categorised as both concrete / blacktop construction. Nearly 3.7% road length (2.7 km) is kutcha

III. OBJECTIVES

The primary objective of this research paper is to evaluate the transport system of Muzaffarpur city. The second objective of this research paper is to prepare a plan for the development of transport in Muzaffarpur city.

IV. METHODOLOGY

The present research work based on the observational description and observational rational methods in order to decipher the theme of the research. Various statistical and cartographic methods has applied where ever needed. The present research study based on both primary and secondary data. The primary data collected through personal observation, interview, questionnaires schedule etc. while the secondary data collected from concerned district or block headquarters. Map and diagrams, graphs etc. have been widely used in this research papers.

Problems and Issues

There is a lack of garbage collection points in the city. Garbage pits has not been found throughout the city except some places, figure 1,2 &3 describes the scenario of garbage in the city.

No space for pedestrian, Less Carriage way for movements, Cause of traffic congestions, 30% to 40% ROW is occupied by the vendors and the customers, Very difficult to ride non motorized vehicle, Less Carriage way for movements, Cause of traffic congestions, Creates Unhygienic conditions as the animals take their food out of the garbage, Slow traffic as animals sits over the garbage. No pedestrian movement, Difficult to travel NMT modes, Unhygienic condition, Movement of traffic is slow, Foul smell to traveller.

It has een observed that in many place the electrical poles are standing in between carrige way. Without considering the it will craete another king of bottle neck. It has aldo been observed people use space aroud the pole as a garbage dump area , since there is no movement of vehicle near the pole.

Drains of muzaffarpur are not designed and cleaned properly. Most of the area is facing the issue of overflow of drainge. Drains are open in nature and clogged due to non maintance issue. Grey and black water on the road creates trouble to the padestrian and other vehicular movements some of the area like Kedar nath road is facing this Problem

Around the pole area used as a garbage dump area, Suddenly movement of traffic gets slow, Accident prone area, Carriage way is not utilized properly, Difficult to travel NMT modes, Unhygienic condition, Foul smell to traveller, Almost unused lane by travellers, Movement of Public transport is nil. No proper parking space in the town • Intercity bus has not plied on the road • Traffic is not managed properly • No space for pedestrian to move • Minimal carriage way to move motorised 4 wheeler • IPT modes does not have proper route designated • Lack in traffic signals on squares • Zebra crossing is missing from entire city • No speed limit • Mix transport modes • Right of way is shared by Cows in dogs, authority does not take proper care • Garbage collection system is not proper so it is usually dumped on the ROW. • Instead of tricycle electric rickshaw should be promoted • Building norms and byelaws as not been followed proper ly most of the building has illegal construction eating up right of way • Open Drainage system which eats up the pedestrian space. • Improper drainage system due to this 20% of the roads or lane are used seldom for movement • Fly over is used as parking space. • Poor traffic management • Big poth holes, slows the traffic • Speed breakers are not designed properly creates trouble for NMT as well as mechanically driven vehicle. • Big vehicles like MUV's and SUV's are having big share on the roads eating up much of the space of limited carriageway • Squares are not designed properly, so movement from one direction to another is difficult and slows down the traffic • On an average length of roads are 500 mtrs.

V. CONCLUSION AND SOLUTION

It has been identified that most of the issues are related to management of traffic and transport. If the executing body and maintaining authority will work properly many of the issues may be resolved without much expenditure. Issues like open drain, overflow of drain, street vendors, electric pole etc. these issues could be resolved without much hindrance. So If the concern authority look with in and analyze the problems of traffic and transport it can be solved easily.

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