

GOLDEN QUADRILATERAL HIGHWAY STRETCH BETWEEN BANGALORE AND TUMKUR CITIES: A STUDY IN HIGHWAY RELATED TERTIARY ACTIVITIES

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Abstract

In the year 1999-2000, Golden Quadrilateral Highway Project was executed, connecting National capital Delhi with Kolkata-Chennai-Bangalore-Pune-Mumbai via Indore-Agra-Delhi. This four lane National Highway was one of the major project conceived by Government of India to promote economic liberalization and globalization. The present study deals with Highway related tertiary activities between Bangalore and Tumkur cities of Golden Quadrilateral Highway stretch. The important objectives of the present study are : To understand the development of different tertiary activities along Golden Quadrilateral stretch in the study area. To understand the role of tertiary activities to providing services to passengers. Present investigation would like to look into the potential changes in development of tertiary activities in year to come owing to increased accessibility by the Golden Quadrilateral highway in Karnataka.

Keywords: Golden quadrilateral highway, Tertiary activity.

Introduction

In the year 1999-2000, Golden Quadrilateral Highway Project was executed, connecting National capital Delhi with Kolkata-Chennai-Bangalore-Pune-Mumbai via Indore-Agra-Delhi. This four lane National Highway was one of the major project conceived by Government of India to promote economic liberalization and globalization. In India, though huge quantity of land was utilized for its development. It is a major transport corridor providing access to not only four metros but also other equally big industrial nodes like Bangalore, Pune and the like, while providing smooth flow transport vehicles. This highway provides impetus for the growth of intermediary small towns, big cities with a host of new functions. There is considerable land use change with in Karnataka along the Golden Quadrilateral stretch. Some of the towns have seen for reaching land use changes and in their hinterlands due to newly found access the nation through the Golden Quadrilateral stretch. However a study of a segment of Golden Quadrilateral Highway through light on not only land use change but also newly initiated tertiary activities.

Study area

The present study deals with Highway related tertiary activities between Bangalore and Tumkur cities of Golden Quadrilateral Highway stretch.

Golden Quadrilateral stretch nothing but National Highway No.4 It connects Mumbai with Chennai via Pune- Bangalore. At national level it connects four metropolitan cities of India like Mumbai- Delhi- Kolkata- Chennai with Mumbai, via Bangalore. It passes through almost in the heart of Karnataka in North Western, South Eastern and East directions. The total length of Golden Quadrilateral Stretch in Karnataka is about 737 kms in the state accounting for (18.5%) of the Golden Quadrilateral highway of entire length where golden quadrilateral highway has a total length of 5952 kms in the country. In Karnataka it starts from Kolar district with first town Mulbagal, runs to west and touches state capital Banalore. It runs

almost North, North Western direction throughout the state. In this stretch it touches Tumkur, Chitradurga, Davanagere, Haveri, Dharwad and Belgaum. These are class one towns in Karnataka. In all there are 105 towns of various sizes in the state along national highway out of which 24 are on the Golden Quadrilateral stretch and they are experiencing rapid urban land use changes related to highways. Nippani is north western most town of Karnataka on Golden Quadrilateral stretch. The total length of study area is about 51 kms. It starts from Hesaraghatta cross, Bangalore side and it touches Nelamangala, Dabaspet, Batavadi it very close to Tumkur city.

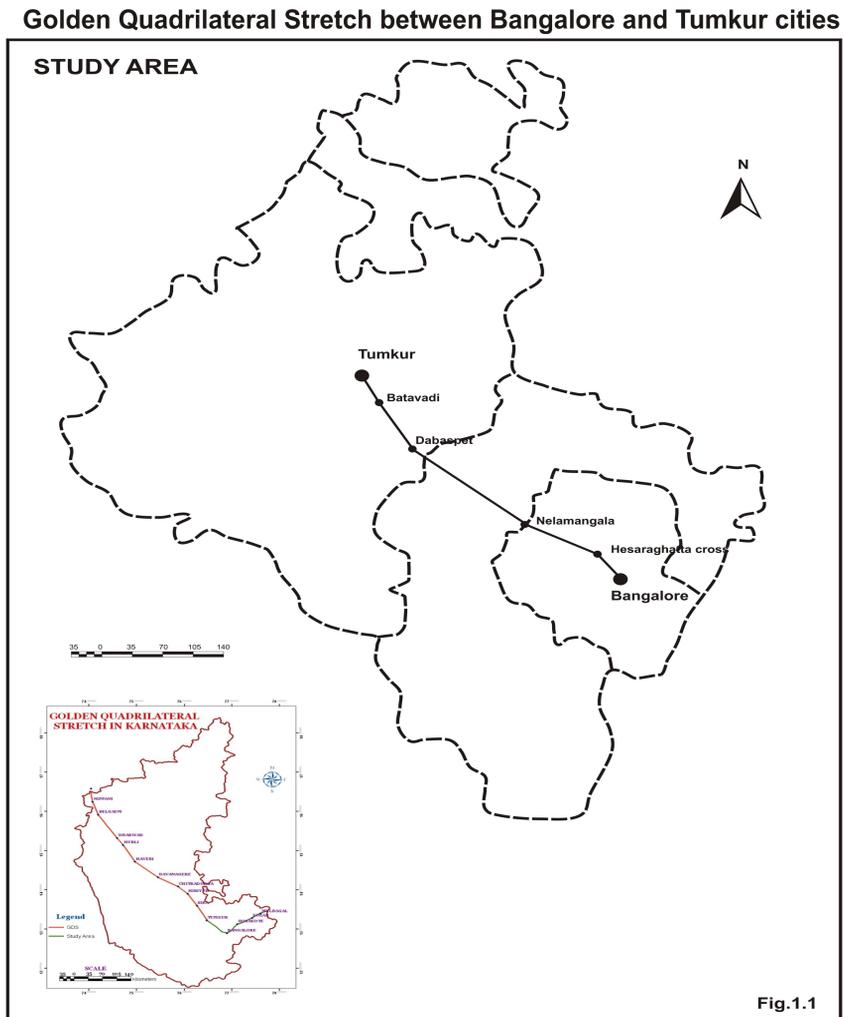


Figure 1. Study area.

Objectives of the study

The important objectives of the present study are : To understand the development of different tertiary activities along Golden Quadrilateral stretch in the study area. To

understand the role of tertiary activities to providing services to passengers. Present investigation would like to look into the potential changes in development of tertiary activities in year to come owing to increased accessibility by the Golden Quadrilateral highway in Karnataka.

Methodology

Present study in highway related tertiary activities between Bangalore and Tumkur cities is based on primary data generated on a traverse along the highway broad features of tertiary activities have been studied both qualitatively and quantitatively, suitable tables and maps have been generated. The field observation and the field work is concentrated between Bangalore and Tumkur cities along the National highway No.-4.

Hypotheses

Present study has following hypotheses: Conversion of National highway-4 into Golden Quadrilateral Stretch has initiated a number of a new functions related to automobiles. The quality of certain functions like motels is of to international standard. Petrol bunks have seen not only their increased establishment but also quality food is been served to increasing customers. Allied functions of transport too have established in greater number. Tertiary functions number and size are increasing along the golden Quadrilateral stretch including present study area.

Tertiary Activities along Golden Quadrilateral Highway

This section forms the core of research topic that is understanding the distribution of tertiary activities in the study area. Tertiary activities related to petrol bunks, motels and dhabas and other eateries and other services like vulcanization centers, godown, motor garage with repair works, showrooms, service stations, and lorry booking offices etc. see Table-1

Table 1. The total number of petrol bunks, motels & Dhabas and other tertiary activities.

Sl. No.	Kilometers	Total Petrol Bunks	Total No. of Motels and Dhabas	Total No. Of Other Services*
1	51 kms stretch	31	138	189

*Others include vulcanizing centers, Godowns, service stations, lorry booking offices, showrooms, motor garages are thickly located from Hesaraghatta cross (8th Mile) to Nelamangala Bypass.

Distribution of Petrol Bunks

An effort has been made study spatial distribution of petrol bunks in the study area which has a stretch of 51 kms and Table-1.1 and Fig. 2 reveal that in the study area. There are 31 petrol bunks which are distributed on either side of the highway. Analysis as shown that there 0.59 number of petrol bunks per km. However careful observation as shown that from Bangalore city, Hesaraghatta cross that is the beginning of the study area, lies at the distance roughly around 13 kms from the city. From this distance almost upto Dabaspeta one can see 71% of petrol bunks of the study area, many company owned international standard. Petrol bunks have been developed after the conversion of National Highway No.-4 into Golden Quadrilateral, vehicles particularly large number of trucks flying from city to various destination. The highway make use of these bunks for their fuel filling before embarking on their long journeys.

From Dabaspet to Batavadi the distance is 18 km or about 35%, which accounts for 29% of the petrol bunks. The field investigation showed that there are good number of company owned big petrol bunks in this stretch also. However there are slightly less in number. Further while going from Bangalore towards Tumkur 20 some petrol bunks which are comparatively more than right side. As already mention vehicles starting from city, particularly big trucks and cars get their fuel enroute which comes towards left from the city added to this near Nelamangala. Bangalore-Mangalore National Highway 47 that also encouraged more number of petrol bunks to the left side. However there number petrol bunks in right side (See Table & Fig. 1.1).

Table 2. Petrol Bunks

Sl. No.	Golden Quadrilateral Stretch between Bangalore and Tumkur cities.	Distance		No. of Petrol Bunks	Percentage
		in Kms	%		
1	Hesaraghatta cross to Dabaspet	33 Kms	64.7	22	70.96
2	Dabaspet to Batavadi	18 Kms	34.6	09	29.03
		51 Kms		31	100

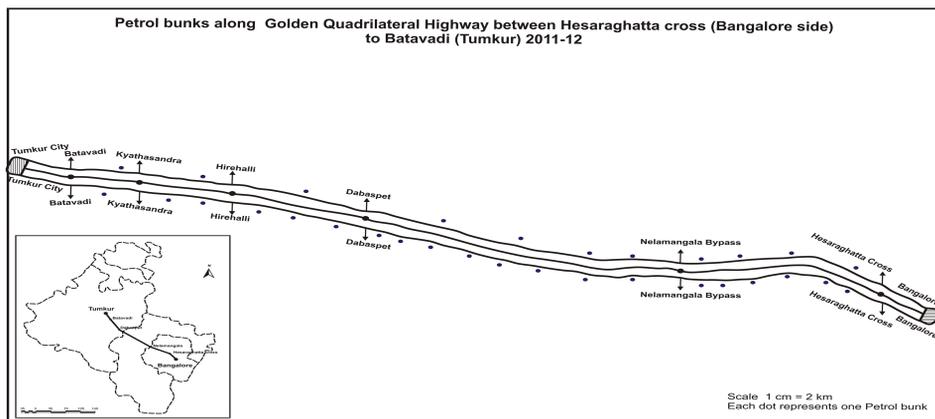


Fig.1.1

Figure 1. Petrol bunks

Hotels and Dhabas

In this stretch of Golden Quadrilateral, after the completion of the highway one can see international standards, motels. Some of them are Kamat Upachar, Coffeeday outlets and others. They often not only food but tidy and healthy toilet facility to the commuters. Buses starting from Bangalore city particularly many private they will stoppage before Tumkur. To meet the food demand of lorry commuters there are plenty of dhabas all along this National Highway even after the completion of the highway though their pushed into little interior. They have comeup in large number to serve the truck drivers and other members. It is quite common to see even car owners often end up into dhabas from cities, weekenders, eveningers end up into these dhabas, which are almost equally developed on either side of National Highway.

There are 138 dhabas and motels accounting roughly 3 per km. Right side has 52% of these facilities and left side has 48% (see the Table & Fig. 1.2).

Table 2. Hotels and Dhabas

Sl. No.	Golden Quadrilateral Stretch between Bangalore and Tumkur cities.	Distance in Kms	No. of Motels & Dhabas	Percentage
1	Hesaraghatta cross to Dabaspet	33 Kms	85	61.59
2	Dabaspet to Batavadi	18 Kms	53	38.40
		51 Kms	138	100

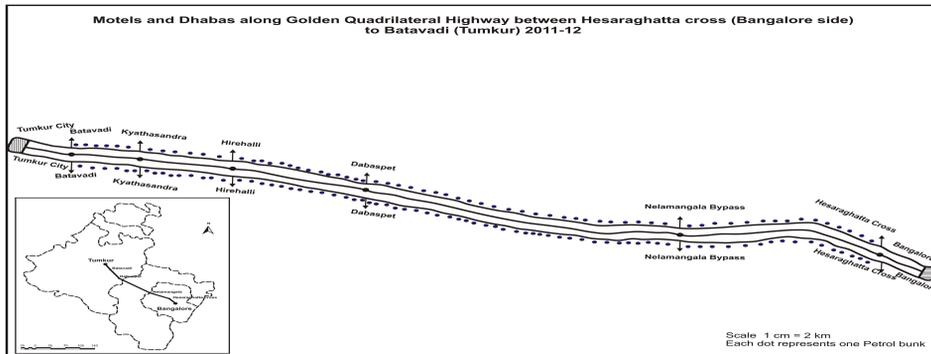


Fig.1.2

Figure 3. Hotels & Dhabas

Other Tertiary Activities

Present investigation places importance to these tertiary activities along Golden Quadrilateral Highway. They constitute transport related functions like tier vulcanizing centers, repair and service garages, exclusive service stations, godowns and store houses, lorry booking offices, vehicle showrooms and the like though. It is one time study certainly field work is revealed that after completion of Golden Quadrilateral Highway. These number is still is increasing from the investigation it is come to light there are 189 these type of other tertiary activities accounting almost per km with different mix. Study is revealed it that towards cities (closer to cities) their number and density increases. Fig.3 gives spatial views of other tertiary activities which are essential for ever increasing population of transport vehicles. This apart Bangalore city one of the fastest growing city in the world with it IT, BT which have contributed to a Dubious distinction of Bangalore having second largest number of transport vehicle in India (over 40 lakhs from 2010-11) increasing interaction of the city with its multiple services towards its short and longer hinterland has necessitated the proliferation of these kind of other services in study area.

Table 3. Other Tertiary Activities

Sl. No.	Golden Quadrilateral Stretch between Bangalore and Tumkur cities.	Distance in Kms	Other services	Percentage
1	Hesaraghatta cross to Dabaspet	33 Kms	153	80.95
2	Dabaspet to Batavadi	18 Kms	36	19.04
		51 Kms	189	100

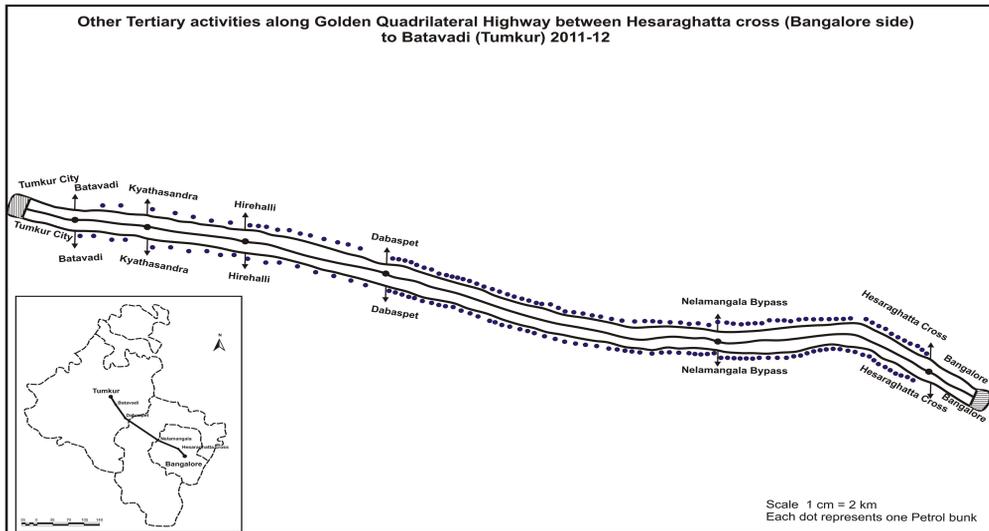


Fig.1.3

Figure 4. Other tertiary activities.

Conclusion

Completed Golden Quadrilateral Highway Stretch in Karnataka is heralding benefits to towns and their hinterlands. It also has initiated development of highway related tertiary activities. It is promoting the land uses and developmental activities related economic liberalization and globalization in India. This highway provides impetus for the growth of intermediary small towns, big cities with development of a host of new functions, like vulcanizing centres, showrooms, motor garages etc. Petrol bunks are distributed on either side of the study area and providing good services to commuters. More number of motels and dhabas (way side eateries) are located from Bangalore city to Tumkur. They are providing quality food to travellers, commuters, lorry drivers etc., present investigation throws sufficient light on the development of transport related functions like vulcanizing centres, repairs and service garages, exclusive service stations, godowns, showrooms etc. Golden Quadrilateral High Way is providing access to way metroes while providing highway related services to customers.

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