

Re-Structuring of Regional Planning Strategies for the Development of Khargone District (MP)

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Abstract - The regional development strategy is a plan to build on the capacities of our regions for the benefit of all sectors. It is designed to understand the strategy that a mix needs to achieve good regional development results. We move into the next century as we ensure the sustainability of the strategy for economic and social investment and the continuing support of our regional communities. And makes sense that works and builds on the important achievements we have made in recent years. Targeting our regional development efforts and investment through strategies will provide the best results. We are important for economic development. The new and backward regions focus on giving more priority and purpose to new growth and investment. At the regional level, the development of industries and the proper transport facility plays an important role in transforming the socio-economic conditions of the people of a region through a dynamic external, which it does not. It is an important element of both direct and indirect interventions for socio-economic and regional development. Does the industrial growth create more opportunities for the backward region? The current study is an imported strategy for analyzing the role of road transport and developing the industrial sector. The study has identified the current connectivity and accessibility in the form of transport and industrial development related to transport and industrial sector with socio-economic development in the region. CAD software has been used to process spatial data. MS Excel used to analyze quantitative data. Normalization is used in the creation of various indices. It was found in the field of study that the ways of transport and industrial reform really have a positive relationship with regional development. The objective of the study is to ensure the extent of impacts of transport and industrial investment on the sector for development and to discuss the important role of transport and industrialization in promoting regional development for the overall backward region.

Key Words: Industrial Development, Transportation, Socio-Economic Factor, Development Strategies, Backward Region, Infrastructure Development

Need of study -

Overall growth of "region" is the purpose served by regional planning; Planning for integration of rural area and the overall balanced development of the region.

Fulfilling the needs of a backward region and providing higher order services for relatively developed areas. Strategies are formulated carefully to keep the goods and resources available to all the places as per their requirements. In regional level we work for the improvement of industrial and transportation can provide more opportunity for the local regional level creates more scope of work due to which migration will be in controlled manner into the big cities.

Well transportation system at regional level is use full for industrial corridor and create economic development of the region.

1. INTRODUCTION

Regional planning is a sub-sector of urban planning as it relates to land use practices on a large scale. A region is a major division of the country and regional development means economic development of all sectors, increasing their per capita income and living standards and harnessing their natural and human resources in a complete manner. The regional development strategy is a plan to build on the capacities of our regions for the benefit of all sectors. It is designed to understand the strategy that a mix needs to achieve good regional development results. We move into the next century as we ensure the sustainability of the strategy for economic and social investment and the continuing support of our regional communities. Targeting our regional development efforts and investment through strategies will provide the best results. We are important for economic development. The new and backward regions focus on giving more priority and purpose to new growth and investment.

Regional development means the economic development of all sectors, the per capita income and the level of living and its total explosion of natural and human resources, regional development, resolving disparities between regions and it is advocated to raise the level of living at the society level.

1.1 Regional Development Strategy:

Regional development creates vibrant sectors with strong economies through growth of jobs, economic growth, industrial development, infrastructure improvement and

competent ones to drive growth focused on establishing socio-economic foundations for growth and new investment. To establish a growth in transport and industrialization for the strong base of the economy.

1.1.1 Impacts of Transport on Regional Development :

The growing globalization of world trade has resulted in major progress in transport infrastructure. It is often thus that investment of transport infrastructure can improve the productivity of the economy by having significant impacts on regional development and efficient transport system.

The role of transport is to facilitate movement of goods. Efficient transportation is important for the efficiency of industrial supply chains. Efficient transport system is a firm decision about which to explore in the country, which suppliers to buy from, and which can have a significant significance for the consumer market entry. Increase in high transportation costs and reduction in poverty and hampering the competitiveness of the country are the key factors,

1.1.2 Economic Impacts of Transportation:

Transport is an activity which takes place from one place to another in the movement of people and goods. There are many more different components and operations that simultaneously run an effective logistic process. Transportation creates a relationship between time and place utility and fields and economic activities.

Transport impact on development and welfare of nations. It facilitates accessibility to ensure the market, employment, extension services, education, and health care, and the opportunity to participate in the various activities

The transport sector as an economic factor in the production of goods and services is directly related with the economy. It provides more value-added services, facilitates economies of scale, and influences the land value and geographical expertise of the regions. The higher and efficient transport systems offer high levels of economic benefit. Economic effects differ from the purpose of travel, as shown in table

1. Freight, service delivery, and business improvements directly affect economic efficiency and productivity. Improving travel can increase education and employment opportunities, improve the agreement between workers and jobs.

1.1.3 Transport Structure:

Freight, service delivery, and business improvements directly affect economic efficiency and productivity. By

improving commute travel can increase education and employment opportunities, the agreement between workers and jobs could be improved

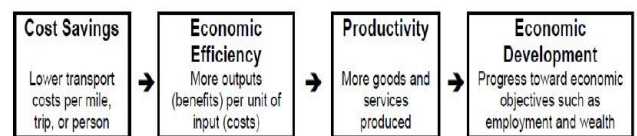
1.1.5 Economic Effects of Transport Investments:

Transport investment can improve economic performance and achieve transportation cost reduction in various ways. Operational efficiency of transport facilities, income generation and linking of sectors and social inclusion.

Transport investments affect the economy through two basic mechanisms:

1. The impacts of spending, the biggest impact of infrastructure spending occur within an economy. Infrastructure and transport investment spending in many facilities to build finance and transportation projects to create jobs in other sectors of the economy;
2. Cost and productivity impacts-public transport services make significant improvements in productivity and provide enhanced time and cost savings. They provide mobility and contribute to economic growth and productivity.

Figure 1: Economic Efficiency and Productivity



Source: Litman, 2010: 7.

1.1.5 Transportation Planning Includes A Number Of Steps:

- Monitor existing conditions.
- Predict future population and employment growth, including assessing estimated land use in the region and identifying key development corridors;
- Identify and analyze existing and estimated future transportation problems and needs, through detailed planning studies, various transportation improvement strategies to address those needs;
- Develop short-distance programs of long-distance plans and alternative capital improvements and operational strategies for carrying people and goods;
- Assess the impact of future improvements recommended for the transportation system on environmental facilities, including air quality;

1.2 Industrialization and Regional Development:-

Industrialization is a means to ensure the continued economic growth of the backward region. The difference

in per capita income between developed and under developed regions is mainly reflected in the disparities in the structure of their economies. Therefore, economic development is synonymous with industrialization as a means of poverty reduction. The process of industrialization includes basic changes such as construction of new industry, opening of new markets and harnessing natural resources. The industry mainly refers to manufacturing activity. Industrialization relates to the organization of manufacturing activity to increase production in trade enterprises. Industrialization is a process of economic development where an increasing proportion of local resources are mobilized to establish a technologically up-to-date and diversified economic processing

1.2.1 Role of Industrial Development in Economic Growth

The following points explain the role of industrial development in economic development.

1. Modernizing the industry
2. Development of Science and technology
3. Capital formation
4. Industrialization and Urbanization
5. Self-reliance in defense production
6. Importance in International trade
7. Use of natural resources
8. Elimination of poverty and unemployment
9. National and per capita incomes rise sharply

1.2.2 Role of Industrial Development in Economic Growth

- Regional policy main challenges for the physical uplift of land
- The uplift of housing and social infrastructure
- Renovation of infrastructure oriented to the requirements of new industries
- Optimizing existing skills and developing new forms of human capital that are not focused on old industries
- Allowing changes in institutional networks and cultural factors, mobilization of local resources and developing new industries instead of retaining old industries for their use

1.2.3 Industrial Planning Includes A Number Of Steps

- To analyses the structure and growth of industries in an area.
- To examine the system of industrial progress in an area.
- The impact of industrialization to measure on the economic development of the region.

- To identify forces that have slowed down the pace of industrialization in an area.

- To suggest suitable measures for improving the performance of large and medium scale industries in an area.

- Identify potential areas for setting up resource and demand-based industries in an area

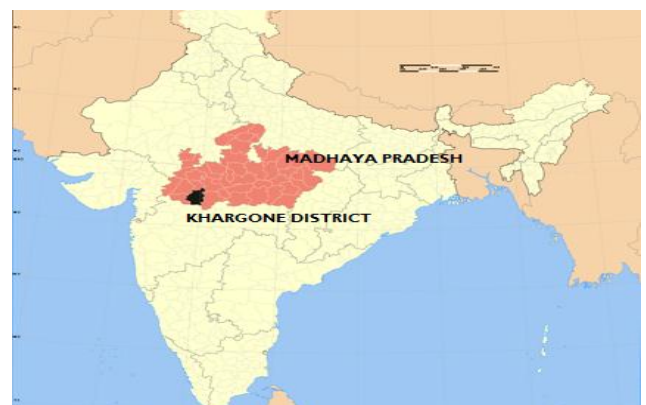
2. .Description Of Study Area:-

2.1 Khargone district - Khargone district, formerly known as West Nimar district, is a district of Madhya Pradesh state in central India. The district lies in Nimar region, and is part of Indore Division. Khargone town is the headquarters of this district. On May 25, 1998 West Nimar district was bifurcated into two districts: Khargone and Barwani. According to the 2011 census Khargone District has a population of 1,872,413. Khargone district covers the 8030 km² area. The district is surrounded by Dhar, Indore and Dewas in the north side, state of Maharashtra state in the south side, Khandwa, Burhanpur in the east side and Barwani in the West side. The district is India's biggest cotton-producing region. There are nine blocks in the district. The red chilly is exported abroad. A famous mandi of chilly at Bedia is located about 50 km from Khargone and the famous Sendhwa cotton hub is just 70 km from district headquarters.

2.2 GEOGRAHY & CLIMATE

Climate	Tropical
Rainfall	Average 1211 Millimeters.
Temperature	45.5 To 25.4°C
Wind Velocity	4.9 Km. /Hr.
Rivers	Narmada , Kunda , Beda

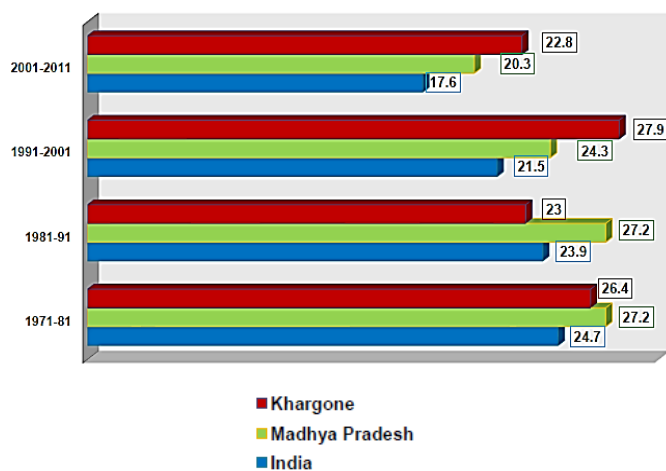
2.3 Location map



Maps of india

2.4 Demography

As per Census 2011, the total population of Khargone is 18,73,046. The percentage of urban population in Khargone 15.96 percent, which is lower than the state average of 27.63 percent. Out of the total population there are 953121 males and 919925 females in the district. This gives a sex ratio of 965 females per 1000 males. The decadal growth rate of population in Madhya Pradesh is 20.3 percent, while Khargone reports a 22.8 percent decadal increase in the population. The district population density is 233 in 2011. The Scheduled Caste population in the district is 11.16 percent while Scheduled Tribe comprises 38.98 per-cent of the population. % Decadal Growth & Density of Population



Population Density – Census 2001 and 2011			
	2001	2011	Change in Population Density
India	325	382	+57
Madhya Pradesh	196	236	+40
Khargone	190	233	+43

The ranking of Khargone district, in M.P., according to the Population size was 31 in 2001 and has moved up to 29 in 2011. It contributes 1.8% of the population to the State population.

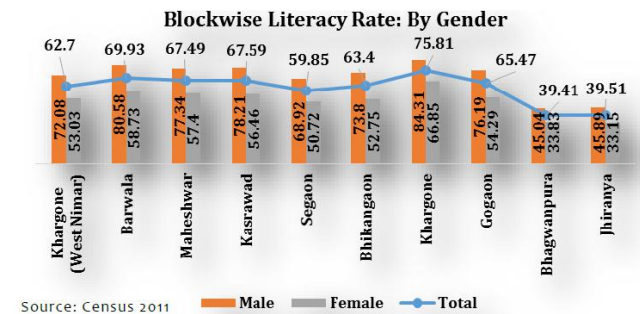
The percent decadal growth rate of Khargone, which was lesser than the National and the State figure in 1981-91, has overtaken both the National and State growth rate in the subsequent two decades.

The per cent decadal growth rate of Khargone has slowed down from 27.9% in 2001 census to 22.8% in 2011 census.

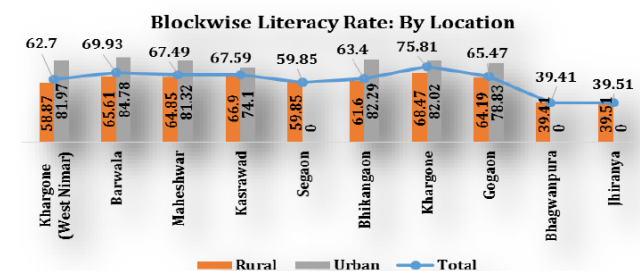
2.5 LITERACY

The overall literacy rate of district is 62.70 percent while the male & female literacy rate is 72.08 and 53.03 percent respectively. At the block level, a considerable variation is noticeable in male-female literacy rate. Jhiranya and Bhagwanpura have the lowest male and female literacy

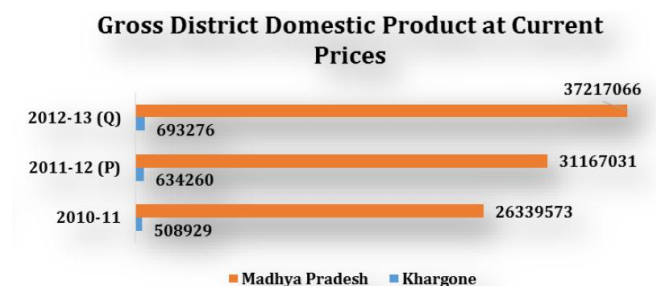
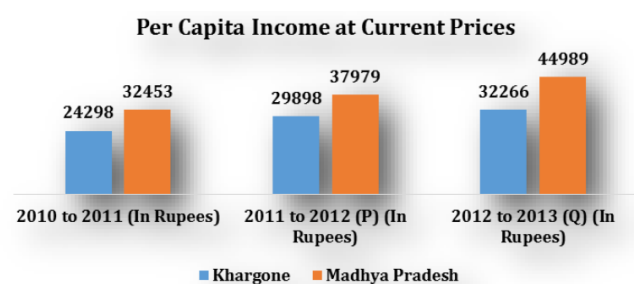
rate of 45 percent and 33 percent respectively. Khargone block has the highest literacy rate, with 84.31 percent male and 66.85 percent of female literacy rate.



A significant difference is notable in the literacy rate of rural and urban Khargone. Rural Khargone has a literacy rate of 58.87 percent while the same in urban areas is 81.97 percent. A closer look at block level data reveals that literacy rate in rural areas lag behind the literacy rate of urban areas. Bhagwanpura and Jhiranya have 39 percent of literacy rate in rural areas. Khargone block has the highest literacy rate in both rural and urban areas which are 68.47 and 82.02 percent respectively.



2.6 Socio-Economic Profile



The chart provides the per capita income at current price for three consecutive years and it appears that the per

capita income (PCI) of Khargone has increased over the years from Rs. 4298 to Rs. 32266, the same has been the case for state whose PCI has increased from Rs. 32453 to Rs. 44989. Gross District Domestic Product (GDDP) at Current Price seems to have increased over the years. In year 2012-13, GDDP of Khargone is Rs. 693276 and the same for Madhya Pradesh is Rs. 37217066.

The percentage of main workers in the total workforce in Khargone is 84.63 percent which is significantly more than the State main workers (71.9 percent) as per Census 2011. Among the four categories, Cultivators form about 34 percent of all workers, while agricultural laborers form 47.61 percent. The catchall category 'Other Workers' form about 16.75 percent of the entire working population of the district. It includes forms of employment in secondary and tertiary sector. It shows that Majority of the workforce are engaged in agricultural labor.



In terms of work participation rate (WPR) in the district, the male WPR is 54.37 percent whereas for female it is 40.86 percent. In Maheshwar percentage of male WPR is highest (57.21 per-cent) while Bhagwanpura reported lowest male WPR (49.56 per-cent). Among female, the highest WPR is reported from Segaoon block (46.98 percent) and lowest from Khargone block (27.51 percent).

2.7 Local Tourist Place

- Maheshwar – 56 km from khargone
- Mandleshwar – 47 Km from Khargone
- Omkareshwar – 124 Km from Khargone
- Nagalwadi - 50 Km from Khargone

2.8 Accessibility

Nearby district i.e barwani is situated 90 kms from the district, burhanpur is 130 kms away from the district, dewas is 150 kms away, indore is 143 kms away & khandwa is 90 kms away.

Khargone is located in the south-west border of Madhya Pradesh 283 metres (928 ft) above sea level. It is spread over an area of 8,030 square kilometres (3,100 sq mi). Towards the north it borders Dhar, Indore and Dewas districts. Towards the south, it borders Maharashtra, in the east, Khandwa and Burhanpur and Barwani in the west.

Khargone is 90 km (56 mi) away from Barwani, 80 km (50 mi) from Khandwa and 140 km (87 mi) from Indore. The district is connected to the cities of Indore, Khandwa, Barwani, Dhar, Jhabua, Jalgaon and Dhulia by road. The Agra-Mumbai National Highway (NH#3) passes through the district. In the eastern part, the district has a metergauge railway line connecting Delhi-Jaipur-Indore-Khandwa-Hyderabad. Important stations on this route include Barwah and Sanawad. The nearest broad gauge line railway station is Khandwa Junction. The nearest airport is located at Indore

A. Flight Route

City	Nearest Airport	Distance
Khargone	Indore Airport (IDR), Indore, Madhya Pradesh	114 km away
Khargone	Jalgaon Airport, Jalgaon, Madhya Pradesh	234 km away

B. Train Route

Khargone does not have any Railway station. Nearest option is Khandwa. Meter gauge railway route from the eastern part of the district is the Delhi - Jaipur - Indore - Khandwa - Hyderabad route. The important railway stations (Narrow gauge) in the district are Barwaha and Sanawad. Khandwa and Indore is the nearest Broad gauge railway station

City	Nearest Railway Station	Distance
Khargone	Khandwa (KNW), Khandwa, Madhya Pradesh	90 km
Khargone	Burhanpur (BAU), Burhanpur, Madhya Pradesh	137 km
Khargone	Bhusawal (BSL), Bhusawal, Madhya Pradesh	201 km

C. Bus Route

Regular bus service is available to Khargone from other major cities of the State

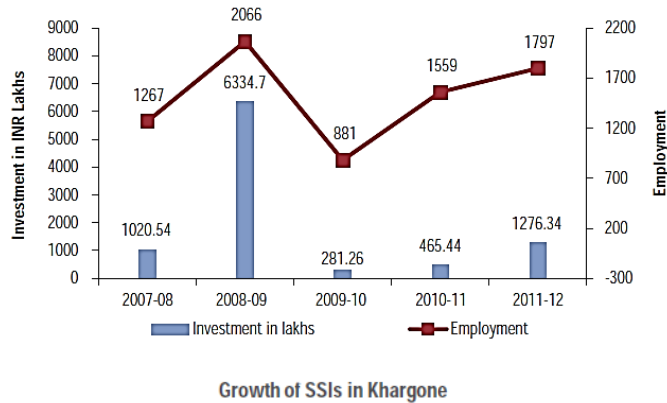
2.9 Industrial Scenario of Khargone

As per 2011 Registered Industrial Unit in khargone is 2639 unit and Medium & Large Unit is 09 unit now here Estimated Avg. Of Daily Worker Employed In Small Scale Industries is 5432 and Employment In Large And Medium Industries is 5045 at present activated Industrial Area in Nimrani, Barwaha & Bhadli.

Large Scale Industries / Public Sector Undertakings Large scale Industries and public sector undertakings are not exist in the district of Khargone Major Exportable Item is Rui, Thread, chilly with the Growth Trend is 2-3% . Existing Clusters of Micro & Small Enterprise:- Maheshwar Handlooms Cluster.

Khargone is primarily an agrarian district with industries typically based on processing of agricultural produce. Secondary sector in the district grew at 14.45 percent CAGR over last five years, and it contributes 23% to

Khargone's GDDP. Only major industries are Agro and Textile based. Agro industries are mainly in grain and pulses processing, where as textile industries are in Cotton ginning. Between 2006-07 and 2011-12, Small Scale Industries category received investments worth INR 94 Crore, generating Incremental employment of 7,570. Food Processing and textile industries alone constitute 63% of the total investment. in SSI segment in 2010-11. Besides these, currently, only ginning part of textile value chain is being captured by industries in Khargone. Given the high cotton production in Khargone, there is potential for expanding the current ginning industries to spinning segment of value chain.



Data received from District Industry Center, Khargone

As per table and chart has been show the industrial character of khargone district in last year it can shows that the industries exist on the district it nor be becomes high nor becomes low its created fluctuated .when investment is high the in 2008-09 the employment becomes increases .and less investment represent less employment in khargone district .this character represent the scope of industrial development in khargone district.

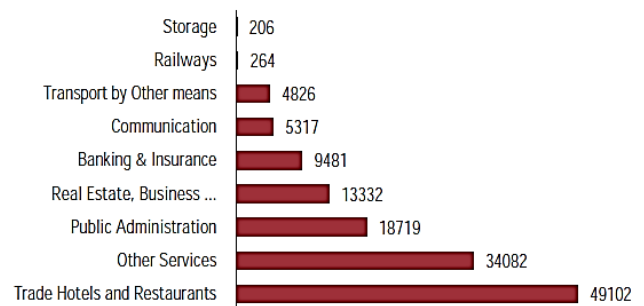
2.10 Agriculture and Allied Sectors-

Total geographical area of Khargone district is 6478 km². Forest area is 26% of total land in the district. Area under cultivation is 63% of total district land. forest and agricultural land together constitutes 89% of the total land of Khargone. Cotton is cultivated on 52.1% of agriculture land. Wheat is cultivated on 28.15% of agriculture land. Soybean is cultivated on 15.9% of total agriculture land. Chilli is another major crop in Khargone and is grown on 17,583 hectares of land. Economy of Khargone to a large extent is dependent on agriculture, as there is very minimal presence of other important sectors like industries and service sector in the district. Although in headquarter city of Khargone agriculture sector may have lost its sway due to steady urbanization, but nonetheless it does have a very sizeable presence. Speaking about its agricultural

production, then we ought to mention the fact that Khargone is one of the highest producer of Cotton and Chilly in entire India. Today Khargone's high quality cotton and chilly are exported all across the world, brining in huge revenue and employment for the district. This fact not only sheds lighton achievement of Khargone's agricultural sector, but also just how important agriculture is for livelihood of this entire region

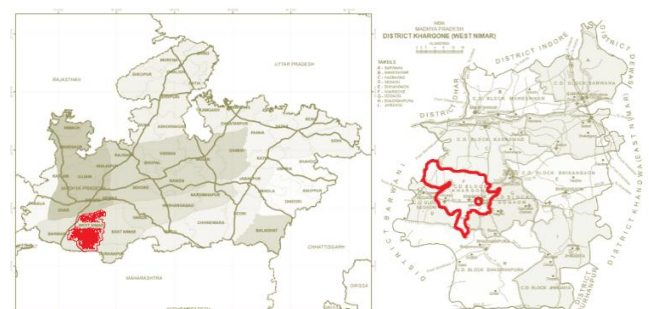
2.11 Services Sector-

Services sector contributes about 40% of the district GDDP. The sector grew at 11% between 2004-05 and2008-09. Hospitality segment constitutes 36.28% of total services product, and has grown at 9.1% percent between 2004-05 and 2008-09. Communication sector saw a healthy growth rate of 18.7% between2004-05 and 2008-09.Transport sector is another fast growing segment in Khargone. Trade and hotels sector is high and also activated due to presence of tourism spot in khargone district.



3 Targating khargone town-

India- Madhya Pradesh



Khargone town



2.6 Demographic Summary

Population -116150 (2011 Census)

Male - 51.44%

Female - 48.56%.

Scheduled Caste -7.59%

Tribal Population - 9.11%

Literacy Rates Of 65.3%

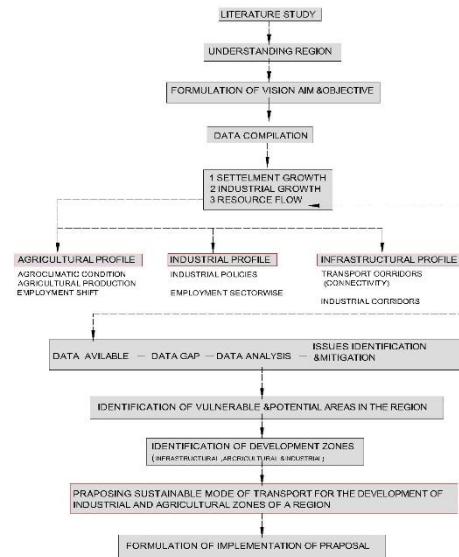
Male & Female Of 57.9% And 42.1%

3.1 Population Growth Rate Of Khargone Town:

year	population	Growth rate
1961	30652	47.64
1971	41316	34.79
1981	52749	27.67
1991	66786	26.61
2001	85890	28.60
2011	116150	35.23

As of 2011’s town decadal growth is increase 35.23 and from 1971 to 2011 decadal growth constantly increase.

3. METHODOLOGY



4. CONCLUSIONS

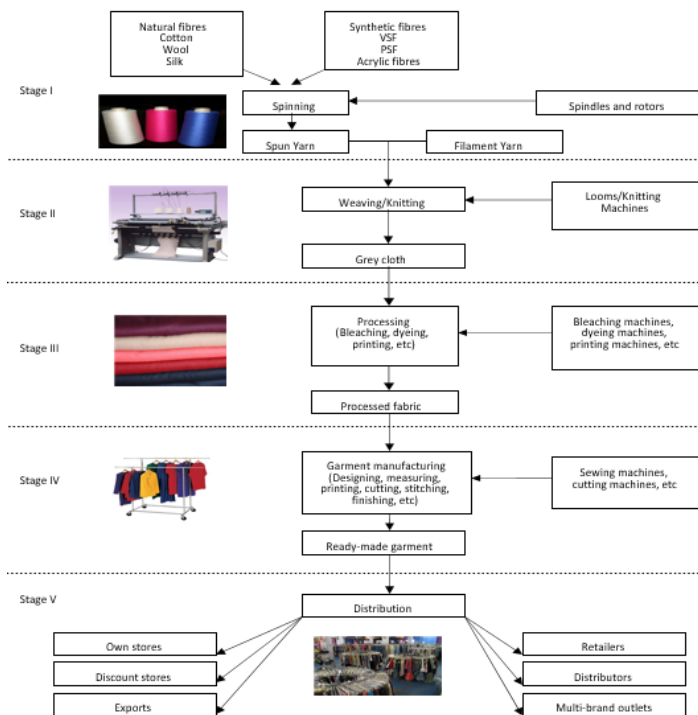
The khargone is a headquarter of other related towns& cities of the district.32% of the working population are main workers having full time employment showing less employment level in town. Out of the total main workers 17.93% are female workers in Khargone town . Category of main workers in any area is an actual representative of the important economic activities of the town and thus the same has been to understand the economic base of the town. The non workers population of district is 52.26%. It can be observed that 4.4% of the main workers are engaged in primary activities mainly agricultural labour and 10.9% are engaged in household industries. It is evident that majority of the main workers are categorized into ‘Other Workers’ category which includes other than agricultural and household industry workers. ‘Other Workers’ includes workers engaged mainly in manufacturing industries, trade and commerce, construction activities, transport and communication and other service activities.

1. CLUSTER DEVELOPMENT (khargone town as a counter magnet) -

Agricultural based corridor developed on the 4 sides face of khargone district –khasrawd- road , segoav- road ,sanawad- road ,Khandwa- road on the outer side of the khargone urban area . Those road have well connected with internal roads & state highway to NH-3. Khargone town consider as a counter magnet and development of industrial corridor in loop system because of khargone is well connected to other towns & city. if khargone is developed it affected regionally .

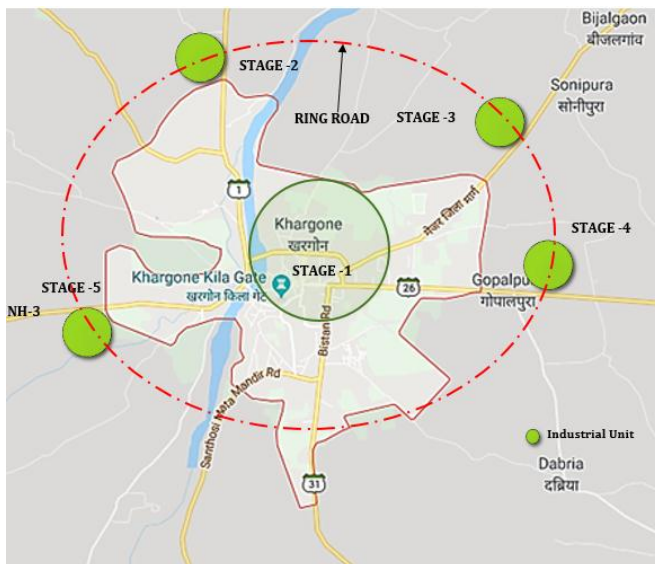
2. Cotton based textile industries.

Cotton base sector is divided into 4 major roads of Khargone where raw material is converted into finishing product. The process is explained in Fig. 1.



3. Outer ring road development

For well successful industrial development the 4 major roads are internally linkage through outer ring road which are directly connected to NH-3.



ACKNOWLEDGEMENT

For the ancestors who paved the path before me upon their

Shoulders I stand. This is also dedicated to my parents supported me on this journey. The first author like to express his deepest gratitude to my professor Dr. Anjali patil for his Unwavering support, collegiality and mentorship.

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BIOGRAPHIES



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