

CHAPTER THREEZONE OF INFLUENCE OF SOLAPUR CITY

The present chapter deals with the zone of influence of Solapur city. It is essential to find out the zone of influence of a city because it has a direct bearing in inner and outer fringe of a city. Cities develop because of their location as well as of their relations with the surrounding areas. Towns do not exist only to serve the people living within their area but they are also closely connected with the area surrounding them. Due to this nature of towns, they are called the foci of the surrounding areas. G. Taylor (1964) has defined zone of influence of a town as "the area linked socially, culturally and economically to an urban settlement". R.L. Singh (1955) defines the zone of influence as "an area which supplies raw material, goods and services to the umland of the city". According to Shah Manzoor Alam (1962), "the zone of influence of a city is an area socially, economically and culturally linked with it. According to V.L.S. Prakashrao (1962), "Umland means the area in which the region and city are culturally, economically and politically interrelated". According to Stilgenbaur (1961) "Immediate rural land surrounding the metropolitan city

is the immediate unland of a city".

According to R.L. Singh (1955) "Every city - whether big or small - forms the nucleus of its regions, from which it draws its raw material or supplies the necessities, such region over which a city has a great influence, is called unland, or city region or urban fields". For determining such a region, various factors are taken into account. Under the economic influence, the vegetable supply, milk supply and bus service zones are included under the social and cultural influence, essential services and newspaper circulation is to be considered. Political influence deals with the administrative services of the city.

Methods of Delimiting Zone of Influence

There are various methods for delimiting the zone of influence of a city. Every city has two types of zone of influence: 1) Immediate zone of influence, and 2) Total zone of influence. Zone of influence can be calculated by empirical method as well as by quantitative methods. The empirical methods require extra labour and field work; but the results given by this method are more accurate. C.D. Harris (1940) has delimited the zone of influence of British towns by empirical method. He has taken into

consideration the following aspects:

- 1 Retail trade,
- 2 Wholesale trade,
- 3 Wholesale trade of medicines,
- 4 Distribution of local newspapers,
- 5 Religious impact of towns,
- 6 Telephone connectivity of towns,
- 7 Distribution of food products and essential services.

A.E. Smails (1944) has studied the towns of Ireland where he has considered:

- 1 Retail trade,
- 2 School services,
- 3 Health services of the towns.

F.H.W. Green (1952) has taken into account bus transport services and their frequencies in the surrounding areas as an important indicator of the zone of influence. He has taken the survey of the number of buses leaving the city after 9 P.M. to the nearby places. In India R.L. Singh (1955) has studied the zone of influence of Banaras city in which he has considered:

- 1 Vegetable supply to the city,
- 2 Milk and food supply to the city,
- 3 Retail trade and services of the city,
- 4 Educational services of the city.

Ujagar Singh (1969) has studied the zone of influence of Allahabad city. He has taken into consideration the following aspects:

- 1 Vegetable supply area,
- 2 Milk supply area,
- 3 Higher education zone,
- 4 Retail trade area,
- 5 Wholesale trade area,

R. Dwiwedi (1962) has studied the same towns where he has added the following parameters:

- 6 Bus transport area,
- 7 Newspaper circulation area,
- 8 Health services area, and
- 9 Administrative service area.

In the present study it was essential to delimit the

immediate zone of influence of Solapur city. Therefore, field work has been conducted for collecting data of the following aspects, to delimit the immediate zone of influence:

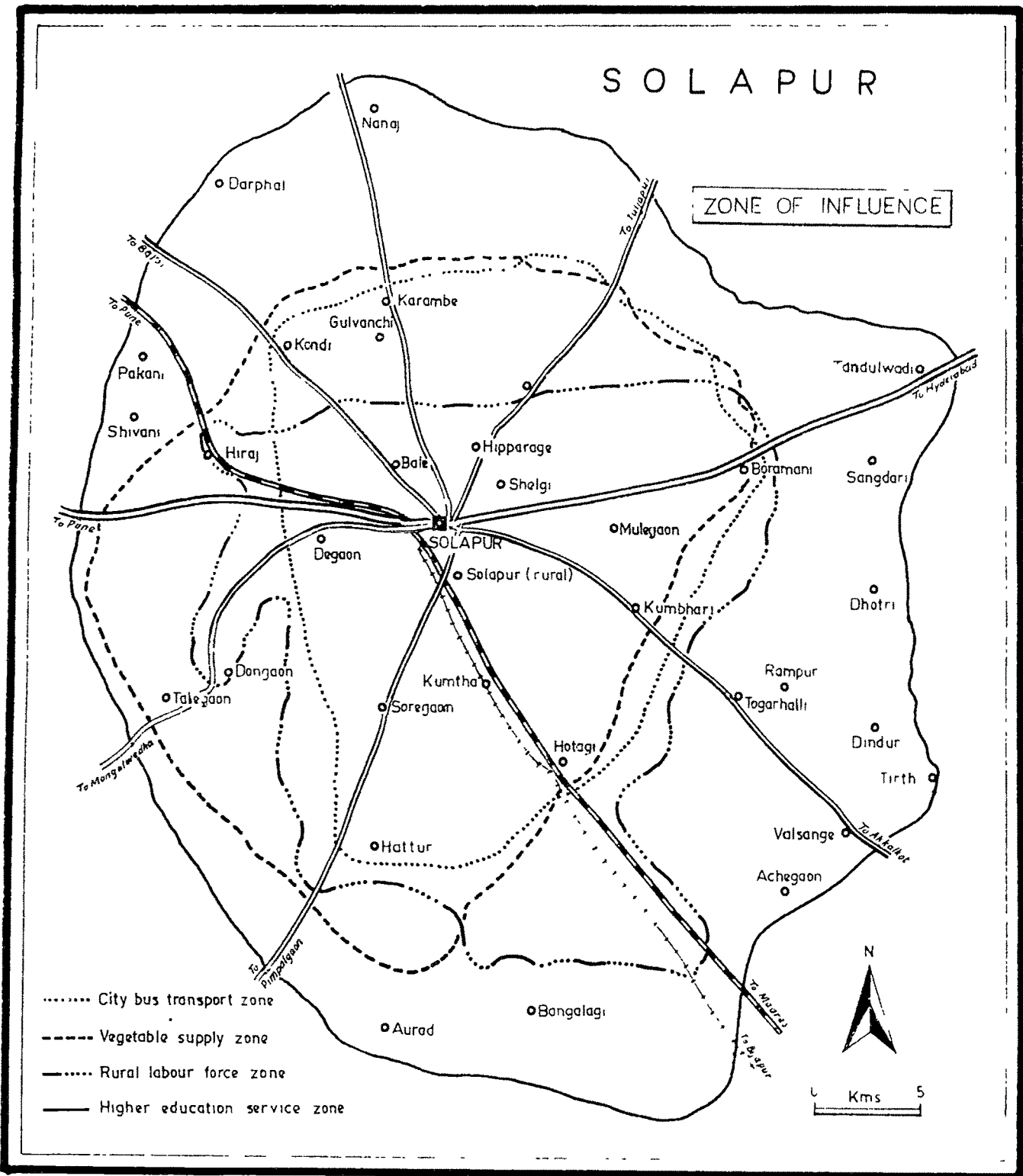
- 1 The data for the vegetable supply to a city,
- 2 Higher education service area,
- 3 Rural labour force area, and
- 4 City bus transport area.

With the help of collected data, the boundaries of the zone of influence for the above mentioned aspects have been demarcated.

Umland of Solapur City

1) Vegetable Supply Zone

The vegetable supply zone of the city covers fiftyone villages and serves an area of 450 sq. kilometers. The area has a population of 82,229 persons. The most of the vegetable supply area of the city lies towards southern and southwestern parts of the city. It has a maximum range of 20 Kilometers (Fig. 3.1).



• Based on field-work

FIG 31

2) Higher Education Service Area

The higher education zone of Solapur city includes 69 villages with a population of 1,35,836 persons. It has a range of approximately 25 Kilometers and covers an area of more than 800 sq. kilometers. The city's higher education catchment area serves more population and villages of the southern and southeastern parts of the city (Fig. 3.1).

3) Rural Labour Zone

The rural labour force which works in the industrial complex of a city comes from a distance of 20 Kilometers and most of the labour force comes from the villages which are connected to the city by City Bus Transport. Major part of the zone lies towards southern and south-eastern parts of the city (Fig. 3.1).

Bus Transport Zone

There are fourteen villages, namely, 1) Boramani, 2) Kumbhari, 3) Shelgi, 4) Dahitane, 5) Hipperga, 6) Haglur, 7) Bale, 8) Hotgi, 9) Kumtha, 10) Soregaon, 11) Degaon, 12) Mulegaon, 13) Doddi, and 14) Hattur,

connected to the city of Solapur by City Bus Transport. The average distance covered by the city bus transport terminus point is about 20 Km. The city bus transport serves nearly 87,432 rural population of the surrounding area. The zone of the city bus transport is an important indicator which shows the close linkage of nearby villages to the city of Solapur. This indicator is very helpful in the demarcation of the fringe zone of a city (Fig. 3.1).

The proper examination of the zone of influence of Solapur city reveals the fact that the boundaries of city bus transport zone and rural labour force zone can very well be used for delimiting the fringe zone of Solapur city. All the above mentioned indices approximately coincide with the fringe zone of Solapur city. The inner fringe of the city is rapidly changing its boundaries because of the rapid growth of the city.

Locational Influence of Solapur on Fringe Zone

Location is a relative term which is closely associated with time and distance. The relative location is more important than absolute location. The villages

nearer to the Solapur city are closely linked with the city by City Bus and other means of transport. The City Bus Services which connect more than 14 villages, exhibit more urbanised way of life and urban characteristics than the other villages. The intensive use of land, small farm holdings, high price of land, dense population are the other characteristics which are found in the immediate fringe of the city. It is a locational influence of a city, which has given these characteristic features to the close unland and inner fringe zone of the city.

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