

CHAPTER VII

COMMUNICATIONS

I. Roadways

Old time trade routes :

Even before Pondicherry could emerge as an important town on the land map of India, its name was engraved in the world map of navigation as an important sea port on the Coromandel Coast, having had commercial links with Rome and other Mediterranean ports as early as second century B.C. That the port of Pondicherry must have continued to flourish even upto the XII century is endorsed by the findings of Chinese Celadon wares in Arikamedu. According to Sangam literature, there was a route from Kanchi all the way to Pampuhar. But it is not known whether this route passed through 'Puduvai', although in later years there was close contact between Pondicherry and Tarangambadi, which developed close to the site of ancient Poduca and Kaberi respectively. **Rafail Danibegashvile**, the Georgian merchant and diplomat who arrived in Bondochery (Pondicherry) around 1799 by sea from the town of Mannar, travelled over road from here to the town of 'Trakbar' (Tarangambadi) where, he tells, he arrived in three days.¹ According to **Alfred Grandidier**, there was a cartworthy road even before 1863 between Pondicherry and Kanchipuram.²

It is said that Saint Gnana Sambandar visited Vaduhur (Tiruvandar-kovil in Mannadipattu Commune) in the VII century and sang a *pathigam* of eleven songs in honour of 'Vadukiswarar.' If the order in which the places visited by Saint Sambandar as given by Sekkizhar is accepted, he must have arrived at Vaduhur from Thirupathiripuliyur and proceeded towards Tiruvatigai from here. Anandarangapillai quite often refers to Tiruvatigai as Tiruvadi in his diary. It is possible that there must have been communication between all these places visited by Sambandar in the VII century. St. Francis Xavier who travelled along the east and west coasts of peninsular India by foot or in *cattumarams* is reported to have set foot in Pondicherry during his mission of conversion sometime in 1545, i.e., only 47 years after the arrival of the Portuguese in India in the year 1498.

A map published in 1698 illustrating the voyages of **Dr. Fryer** showed Pondicherry, besides Tuticorin, Nagappattinam, Sadraspatinam, Mylapore and Madras.³ The famous map of **d'Anville**, the first drawn scientifically and brought out in 1752, also showed the city of Pondicherry.⁴ The map of **Rennel James** published in the year 1788 in his "Memoir of a map of Hindostan" also prominently identified Pondicherry on the East Coast. The unknown author of '**Divers Mémoires**' (c. 1766) suggested the following improvement in the route between Mahe and Pondicherry on the map of **Indes Orientales**. "While drawing on a map the route from Mahe to Pondicherry based on the statement of a Brahmin who had travelled on this route a hundred times, I felt that the route as reported to me could be reduced, particularly on the route from Mahe to Taniur or Tanur on account of its several mountains and rivers, than on the rest of the route from Taniur to Pondicherry, because one had to travel on road across a country which was more compact."⁵

François Martin, the founder of modern Pondicherry, has left an interesting account of the road journey he undertook in 1681 from Pondicherry to Surat.⁶ **Anquetil Duperron**, in his introduction to '**Zend Avesta**', gives a detailed account of his extraordinary journey from Bengal to Pondicherry in 1757, via [Burdwan, Balasore, Cuttack, Ganjam and Machilipatnam. He has left also the details of his journey from Mahe to Goa on the West Coast.⁷ Jean Law de Lauriston gives details of his journey from Kasim Bazaar to Delhi performed during the same period with minute details of places of halt...from Kasim Bazaar to Patna, from Patna to Allahabad, from Allahabad to Lucknow, from Allahabad to Delhi, from Chatterpur to Patna and finally from Mirzapur to Pondicherry via Nagpur and Cuddappah.⁸

Interestingly the city of Pondicherry, built within the limits of a rampart surrounding three sides of the town, was provided with four gateways called '**Porte de Goudelour**' facing south, '**Porte de Villenour**' and '**Porte de Valdavour**' facing west and '**Porte de Madras**' facing north. The roads emanating from the gateways were appropriately named as Cuddalore road, Villiyanur road, Valudavur road and Madras road, establishing links with the entire sub-continent.

Roads :

We have very little information about the system of roads in Pondicherry prior to the arrival of the French. In the XVIII century the **Grand Voyer** or the Chief Surveyor was the official responsible for roads. Although the functions of the **Grand Voyer** were defined by the **arrêt de règlement du Conseil Supérieur** of 15 January 1770, its details are not available.⁹ Unlike this regulation which was much restricted in its scope, the **Règlement provisoire pour la voirie, les eaux et forêts de Pondichéry et dépendances** (Provisional regulations on highways, waters and forests in Pondicherry and its dependencies) of 20 June 1778 dealt with all thoroughfares, both highways and other types of roads and covered all the dependencies of Pondicherry.¹⁰ The **Service de la Voirie** (Road Service) was apparently the responsibility of the **Grand Voyer**, functioning under the immediate control of the Administrators (the Governor and the **Ordonnateur**). The **Grand Voyer** who was assisted in his task by two **maitre-maçon** (maistries) and four **pions** was responsible for the proper alignment of streets, their maintenance, water courses, laying of new roads and planting of trees on road sides, etc. He also looked after bridges, canals and sewage works within the limits of the town. He prevented the despoliation of road-side trees and the forest of Kalapet. Neither new constructions nor renovation of old buildings could be carried out by anyone without the consent of the **Grand Voyer**. The **Ingénieur-en-chef**'s concurrence was necessary for carrying out sophisticated items of works. Thus the **Grand Voyer** could not, for example, undertake the construction of new embankments, bridges and canals without the approval of the **Ingénieur-en-chef** as such items of work affected the security of the area in those days.

Although the regulations underwent some minor changes after 1816, they remained essentially the same for some years.¹¹ In 1825 the post of **Grand Voyer** was abolished and all his functions were distributed among three different departments viz., **Service du Domaine**, **Service de Génie** and **Service de Police**.¹² The **Service de Génie** was responsible for repairs and maintenance of thoroughfares in the town, works relating to canals, ponds and embankments, irrigation, road alignments, road-side trees, etc. The functions of rural police and such other matters connected with irrigation, distribution of water, protection of road-side trees and disposal of their usufructs fell within the realm of **Service du Domaine**. The maintenance of order and cleanliness in streets, prevention of trespass by animals as well as demolition of dilapidated buildings fell to the lot of the police.

Already by 1827 we come across a set-up known as **Service des Ponts et Chaussées** (Service of Roads and Bridges) placed under the control of an engineer responsible for the execution of works.¹³ In 1838 an attempt was made to consolidate the various regulations drawn up in the past.¹⁴ As per the **arrêté** of 10 April 1838, **Service des Ponts et Chaussées** came under the control of an **Ingénieur Colonial** who was responsible for all construction works, maintenance and repairs of public buildings and roads.* He dealt with all kinds of encroachments and looked after the maintenance of all tanks, ponds, canals as well as bridges constructed by the administration.

In due course it was felt necessary to determine the mode of execution and maintenance of public works resulting in the **arrêté** of 1866. The following year, the **Service de Ponts et Chaussées** underwent a major reorganisation.¹⁵ Although the **Service** continued under the overall direction of an 'Ingénieur' it was divided into four branches responsible for (1) construction and maintenance of public buildings, quays and bridges, (2) irrigation works, (3) roads including bridges and (4) workshop, each branch placed under the management of one or several '**Conducteurs**' who also functioned as heads of the regional units. Mention must be made here of the **arrêté** of 14 September 1871 which was a significant piece of legislation, in that it sought to regulate urban development, road construction, maintenance of foot-paths, unauthorised constructions, road-side projections, protection of public wells, etc. Sometime in the XIX century a sketch of the road network is understood to have been drawn up under the direction of **Rabourdin** and **Lamaresse**, two engineers.¹⁶

In 1900 the whole set-up was reorganised into **Service des Travaux Publics** and the responsibilities of the personnel at various levels were fixed. As usual, roads remained under its control. This arrangement continued even in 1943 when the **Service des Travaux Publics** was in charge of drinking water supply, roads, distribution of power, radio receivers, construction of embankments, planting of trees on road-sides, major irrigation, construction and maintenance of coastal works, railways, ports, street alignments, mines,

* Roads fell under two categories, viz. **Grand' voirie** and **Petite voirie**. **Petite voirie** was again divided into two groups, viz. **voirie urbaine** and **voirie rurale** (urban and rural). While urban roads were the concern of the Police, rural roads remained under the care of **Service du Domaine**.

airfield, supply of petrol, archaeological excavations, etc., and exercised control over *Ecole des Arts et Métiers*, *Syndicats Agricoles* and *Service météorologique*.¹⁷ The Directorate of Public Works, as successor to *Service des Travaux Publics* is now in charge of roads.

When in the XIX century the road transport system came to be modernised, following the innovation of the motor-car by turning the old transport system into a dynamic organisation, more attention was paid to the improvement of roads and their maintenance.

In the year 1914, the total length of road networks under the control of the government was as follows :^{*18}

(In kilometres.)

Region				Metalled	Simple earth work	Earthen road	Total
Pondicherry	..	..	..	108.216	42.987	32.440	183.643
Chandernagore	..	..	..	5.250	—	—	5.250
Karaikal	..	..	..	38.562	25.235	0.155	63.952
Mahe	..	..	..	2.206	9.350	—	11.556
Yanam	..	..	..	3.769	—	—	3.769
				158.003	77.572	32.595	268.170

In 1932, Bourgoïn, an engineer after travelling around the French settlements in India reported that the roads were drawn up according to a defective plan, with narrow pavements and improper metalling. (*“Les routes qui composent les réseaux routiers des Etablissements français de Pondichéry et de Karikal ont en général, un tracé en plan défectueux des largeurs d'emprise et de chaussées trop étroites et des revêtements en état médiocre sinon mauvais.”*¹⁹ The same year, it appears, due to the persevering endeavour of Senator Doctor Eugène le Moignic,

* It does not cover municipal roads.

the French Government agreed to place at the disposal of the Pondicherry administration the sum of Rs. 4,26,000 being the indemnity paid by the British Government to the French Government as compensation for not manufacturing salt in the French settlements. This enabled the Administration to provide sufficient funds for public works.²⁰ From 1933, for four years, the reconstruction work was undertaken without any interruption at an estimated cost of Rs. 8,00,000. During this period, roads with a minimum width of 5m. made up of calcareous foundation and an asphalt surface replaced all the narrow roads of 3.50 metres width. As part of the works undertaken after 1933, the following roads were improved in Pondicherry region :

1. Boulevard, rue Bussy, rue Dupleix, rue Madras, rue Vaithikuppam.
2. Cuddalore road.
3. Villiyanur road.
4. Valudavur road upto Gudappakkam.
5. Tindivanam road.
6. Gudappakkam—Villiyanur road.
7. Muttiyalupettai road.

The roads covered in all a distance of 59 km.²¹ A study of the road map drawn in 1937 will show that the eastern half of Pondicherry region was provided with asphalted roads during 1933-37. On the other hand, on the western portion there were no metalled roads which could be considered as all-weather roads. Thus the area covering Karaiyamputtur, Nettappakkam, Tirubhuvanai, Sorappattu, Kunichampattu, Aranganur, etc. representing more than 1/3 of the territory remained isolated from Pondicherry. Even the economy of the territory was subjected to a lot of strain. The crops from these villages could not be moved to the market centres in time. It was also found very difficult for the administration to exercise proper control over officials working in these villages in all respects. But the construction of roads in the western part of the region was not found quite feasible as these roads had to cut across British territories. With a view to overcoming these difficulties, the French Government entered into an agreement with the British.²² In accordance with the terms of this agreement, the British Government agreed to pay to

the French administration an amount equal to that which was spent for the maintenance of roads and also to bear half of the expenditure on new works. As a result of this agreement, the following roads were proposed to be constructed :

- (a) Villupuram road (18,300 km.)
- (b) Nettappakkam road (14,600 km.)
- (c) A 23,500 km. long road on the frontiers connecting all the enclaves on the west.

The Villupuram road which started from the Cuddalore road at 5.50 km. passed Odiyambattu to run south of Villianur. Then it crossed Gingee river and passed between Arougour (Ariyur) and Pangur (Panagur) to enter the British territory and then the French territory of Tirubhuvanai to reach the villages of Tiruvandarkovil and Madagadippattu after crossing the railway line at Kandamangalam.

The Nettappakkam road which originated from the above said Villupuram road at its crossing over river Gingee, winded through Mangalam, Pudukkuppam and Embalam, then entered South Arcot territory and then passed through the enclave of Manakuppam, then crossed the Nettappakkam enclave from east to west to terminate at Madukkarai.

The 'frontier road' assured communication among all the enclaves on the west. It started from Kunichampattu in the north, joined Valudavur road about hundred metres away from Tirukkanur, then passed through Sombattu, Mannadippattu and the common territory of Pambai Ar (Vadhanur) where it touched the Villupuram road, then came out of the enclave of Nettappakkam, after crossing the Kuduviayar (Chinna Sellengal)* to run north to south across Nettappakkam enclave from Suramangalam to Pandacholanallur via Nettappakkam and Kariyamanikkam. The road terminated in the enclave of Karaiyamputtur near the bank of Bangara Vaykkal.

* Sellengal is a single channel upto Villupuram—Siruvantadu road and below the bridge it branches off into two channels. The northern bund is known as Chinna Sellengal while the southern bund is known as Periya Sellengal and runs in Tamil Nadu limits. In the lower reaches it is known as Kuduviayar.

While the asphalted pavements in Pondicherry were more or less good for traffic, metalled roads were in a poor state. The inherent sandiness and improper maintenance left the earthen roads unmotorable. However, some attention seems to have been paid for the maintenance of asphalted pavements after 1939.²³ As for the maintenance of roads which passed intermittently between the French and the British territory, an agreement was signed in 1939 between the French and the British. The agreement came into force on 1 April 1939.²⁴

As per the agreement, the South Arcot District Board had to undertake the following works before 31 December 1940 :

- (i) Strengthening of Cuddalore road from Reddichavadi upto the southern limit of Pondicherry territory over a width of 4 m. and 4,729 m. length.
- (ii) Strengthening of Marakkanam road over a width of 4 m. and 4,200 m. length.

In addition, the South Arcot District Board had to maintain—

- (i) Cuddalore road between Reddichavadi and the southern boundary of Pondicherry settlement.
- (ii) Marakkanam road in the French territory of Kalapet,
- (iii) Mailam road in the French territory to the north of Sedarappattu,
- (iv) Papanapeth—Valudavur road near Kodattur and Tirukkanur,
- (v) 3 furlongs of the Pakkam road from the Villupuram—Pondicherry road junction to the southern limit of the French territory.

On the other hand the French had to carry out the following works before the same date :

- (i) Strengthening and asphaltting Cuddalore road over a width of 5 m. and a length of 2,600 m,
- (ii) Strengthening Pondicherry—Villupuram road over a width of 4 m. and a length of 5,600 m,
- (iii) Strengthening and asphaltting Pondicherry—Valudavur road over a width of 5 m. and a length of 1,100 m.

The French had also to maintain the following roads :

- (i) The frontier roads (Karaiyamputtur, Panaiyadikuppam, Sorappur, Pandacholanallur, Nettappakkam, Kariamankkam, Suramangalam, Nallur, Madagadippattu) in the British territories of Sorappur and Kuduvaigar to the south of Nallur.

So far as Karaikal region was concerned the problem was simpler, as it was a compact area. The coastal Nagur—Poraiyar road running north-south linked Tirumalarajanpattinam, Niravi, Karaikal and Kottuchcheri

Communes. This road was metalled during 1933-1936. Four auxiliary roads viz. Nedungadu road, Ambagarattur road, Arasalar road and Tirunallar road took off from this road. The Nedungadu road which started off from Karaikal town was the longest among the auxiliary roads.²⁵ As for Mahe and Yanam, the total length of roads open to traffic was not less than 15 km. prior to merger.²⁶

There were a number of watchmen (*cantonniers*) to maintain the roads properly. In 1933, there were 15 head watchmen and 68 watchmen in Pondicherry; seven head watchmen and 32 watchmen in Karaikal. In 1942, 11 head watchmen, 29 watchmen and 33 road labourers were on the roster in Pondicherry and five head watchmen and 11 watchmen were entertained in Karaikal.²⁷

The administration had also been paying some attention to the growing of trees on road-sides. In 1940 more than 5,000 saplings were planted: 4,520 in Pondicherry and 530 in Karaikal.²⁸ Again in the year 1944 more than 2,000 saplings specially brought from Yercaud were planted along the roads and canals in the Territory.²⁹

Progress since 1954 :

Roads in this Territory fall under two categories viz., Public Works Department roads and Municipal or Commune roads. At the time of merger in November 1954, the territory was provided with a network of 549.85* km. of roads as detailed below :³⁰

(Length in km.)

Types of roads				Government roads	Commune roads	Total
Surfaced roads :						
Cement concrete	..	..	..	1.61	—	1.61
Black top	..	..	..	52.28	—	52.28
Water bound macadam	..	..	..	107.82	—	107.82

* This is said to include 179.25 km. of Municipal roads (82.77 km. in Pondicherry and 96.48 km. in Karaikal) taken over by the Public Works Department from the *Mairies*. Some confusion in the figures must, however, be noted here. While Vol. I of the Third Five Year Plan gives the total length of roads in the Territory as 550 km. Vol. II of III Five Year Plan gives the total in 1960-61 as 524.8 km. which is 25.2 km. less. The same document fixed the target for 1965-66 at 495 km. Thus the target for 1965-66 was even less than the road length which actually existed in 1960-61.

							(Length in km.)					
Type of roads							Government roads	Commune roads	Total			
Unsurfaced roads :												
Soled							..	..	..	—	—	—
Earthen							..	..	..	144.14	244.00	388.14
Total							..	..	..	305.85	244.00	549.85

The total length of Government roads (P.W.D.) as on 31 March 1974 was as shown below :

		(Length in km.)					
Type of roads			Pondicherry	Karaikal	Mahe	Yanam	Total
State Highways	..	C.C.	0.280	—	—	—	0.280
		B.T.	14.030	—	—	—	14.030
		W.B.M.	—	—	—	—	—
Major District roads	..	C.C.	2.270	—	—	—	2.270
		B.T.	56.305	48.031	1.360	—	105.696
		W.B.M.	—	—	—	—	—
Other District roads	..	C.C.	—	—	0.500	—	0.500
		B.T.	127.190	19.818	3.160	13.846	164.014
		W.B.M.	11.602	9.520	—	—	21.122
		Others	0.484	—	—	—	0.484
Village roads	..	Motorable	20.440	10.000	1.450	—	31.890
		Non-motorable	—	—	—	—	—
Total			232.601	87.369	6.470	13.846	340.286

C.C.= Concrete. B.T.= Black topped. W.B.M.= Water Bound Macadam.

It is apparent that the total length of Government roads (P.W.D.) has increased from 305.85 km. to 340.286 km. The length of concrete roads increased from 1.61 km. to 3.05 km. The length of black topped roads increased from 52.28 km. to 283.740 km. The length of water bound macadam roads declined from 107.82 km. to 21.122 km.

The investment for road development from 1954 to 1974 i.e. till the end of the IV Plan was as follows :

(Rs. in lakhs)

Plan period					Actual expenditure
I Plan	..	..	..	..	10.80
II Plan (1956-61)	..	..	..	..	38.03
III Plan (1961-66)	..	..	..	..	52.94
Annual Plans (1966-69)	..	..	..	..	33.01
IV Plan (1969-74)	..	..	..	..	127.81

Thus the total investment towards road development between 1955 and 1974 amounted to Rs. 262.59 lakhs.

The increase in road length was only marginal during the II Plan period the main emphasis having been on converting the unsurfaced roads into surfaced ones. In 1961, the road length worked out to 101 km. per 100 sq.km. of area in the Territory, while it was only 34 km. for Tamil Nadu. But road length in relation to population was 1.2 km. per 1,000 in Pondicherry and 1.9 for Karaikal, while it was 1.3 for Tamil Nadu. During the III Plan period, the conversion of the main fair-weather roads into all-weather roads, the bridging of important rivers and the provision of railway level crossings engaged the attention of the administration. Further, since the financial position of the communes did not permit them to carry out repairs on the roads maintained by them, the Government itself undertook to improve these roads during the III Plan period.

Commune roads :

In 1954, the total length of commune roads was 244. km.* The road length seems to have declined to 206.45 km. in 1965-66.³¹ However according to the Report of the Commission constituted to recommend measures for the augmentation of financial resources of municipalities and for the improvement of service conditions of municipal employees, the total length of roads under local bodies was 244 km. It would mean that the length of municipal roads had not increased in the Territory since 1954. This impression seems to be misleading at least for one reason, because several colonies have sprung up since 1954, around the town where several new roads have been laid out by the municipalities. This should have increased the length of roads under municipalities although precise data are not available.

According to the Directorate of Pilot Research Project in Growth Centres, most rural roads are in a bad condition as the local bodies have no resources to take up road improvement programmes. The Government sanctioned to every municipality or commune panchayat compensation for the abolition of toll on the basis of the average receipt during the three years preceding the introduction of the Motor Vehicles Taxation Act, 1966. There was no scope to revise the compensation being paid to local bodies. With due regard to the limitation of the municipalities, a decision was taken to enable the Public Works Department to take over roads under the local bodies, whenever buses were introduced in any of the municipal roads.

Some roads within the municipal limits of Pondicherry and Karaikal towns were withdrawn from the control of the Municipal Councils under the provisions of the Pondicherry Municipalities Act, 1973 and handed over to the Public Works Department with effect from 2 November 1974.³² The same day, several other roads under the control of the Commune Panchayat Councils also were transferred to the control of the Public Works Department.**³³

* According to the Third Five Year Plan, Vol. I, p. 52.

** The length of roads so taken over by the Public Works Department is not mentioned in the order.

Sugar-cane development cess for road construction :

The sugar industry in Pondicherry had been contributing its share since 1963-64 towards development of roads in Pondicherry region through the sugar-cane development cess meant to be utilised for improving the roads leading to sugar-cane fields, mostly located in Mannadippattu and Nettappakkam Communes. Although the Territory has been in receipt of sugar-cane development cess from the year 1963 onwards, the amount was being collected in the Territory only from 1967 onwards. Between 1963 and 73, a sum of Rs. 56,20,669.61 was credited to the account of Pondicherry. The annual programme for road development is finalised by the Sugar-cane Advisory Committee (first constituted in 1966) and forwarded to the Public Works Department for implementation. Upto 30 September 1975 a total length of 64 km. of roads was improved at an expenditure of Rs. 23,51,462.59. The agency responsible for the maintenance of sugar-cane cess roads in the Territory had not been decided upon.

Classification of roads :

Roads in the Territory are classified as State Highways, Major District Roads, and Other District Roads. Prior to merger all these roads were called '**Routes Coloniales**'. Apart from the above categories there are also village roads under the control of the Public Works Department.

Sl. No.	Name of roads	Length in km.
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PONDICHERRY REGION

I. State Highways

1.	R.C. 2 Cuddalore Road	..	..	..	..	..	10.570
2.	R.C. 10 Ellupillaichavadi Road	..	..	..	..	..	0.640
3.	R.C. 15 Karamanikkuppam Road	..	..	..	..	..	1.080
4.	R.C. 24 Laspettai Road	..	..	..	..	..	2.020

Sl. No.	Name of roads								Length in km.
II. Major District Roads									
1.	R.C. 1	Boulevard	..	..	..	..	..	..	5.259
2.	R.C. 2	Cuddalore Road	..	..	..	..	..	..	2.117
3.	R.C. 3	Villiyannur Road	..	..	..	..	..	..	9.417
4.	R.C. 4	Valudavur Road	..	..	..	..	..	..	16.226
5.	R.C. 5	Mahatma Gandhi Road	..	..	..	..	..	..	3.506
6.	R.C. 6	Tindivanam Road	..	..	..	..	..	..	2.360
7.	R.C. 14	Mill Road	..	..	..	..	..	..	1.259
8.	R.C. 15	Karamanikkuppam Road	..	..	..	..	..	..	0.660
9.	R.C. 16 bis	Villiyannur Round Road	..	..	..	..	..	..	1.086
10.	R.C. 24	Laspettai Road	..	..	..	..	..	..	2.092
11.	R.C. 29	Villupuram Road	..	..	..	..	..	..	14.593

III. Other District Roads

1.	R.C. 7	Suttukanni Road	..	..	..	..	..	7.700
2.	R.C. 8	Puliansalai Road	..	..	..	..	..	0.966
3.	R.C. 9	Kusappalaiyam Road	..	..	..	..	..	0.768
4.	R.C. 10	Ellupillaichavadi Road	..	..	..	..	..	0.604
5.	R.C. 11	Muttirapalaiyam Road	..	..	..	..	..	1.386
6.	R.C. 12	Sanyasikuppam Road	..	..	..	..	..	10.828
7.	R.C. 13	Vadanur Road	..	..	..	..	..	7.885
8.	R.C. 14 bis	Bharathi Mill Road	..	..	..	..	..	0.490
9.	R.C. 16	Gudappakkam Road	..	..	..	..	..	4.488
10.	R.C. 17	Murungappakkam Road	..	..	..	..	..	6.416
11.	R.C. 18	Villiyannur—Bahur Road	..	..	..	..	..	10.421
12.	R.C. 19	Embalam—Madukkarai Road	..	..	..	..	..	18.565
13.	R.C. 20	Abhishekapakkam Road	..	..	..	..	..	7.496
14.	R.C. 21	Frontier Road	..	..	..	..	..	28.993

Sl. No.	Name of roads						Length in km.
15.	R.C. 22	Tuttippattu Road	..	..	..	..	10.270
16.	R.C. 23	Vayittikuppam Road	..	..	..	..	0.922
17.	R.C. 25	Nonanguppam Road	..	..	..	..	0.484
18.	R.C. 26	Virampattinam Road	..	..	..	..	2.005
19.	R.C. 27	Kirumambakkam Road	..	..	..	..	4.600
20.	R.C. 28	Kanniyakovil Road..	..	..	..	..	3.661
21.	R.C. 30	Kilur Road	..	..	..	..	7.094
22.	R.C. 31	Karaimedu Road	..	..	..	..	0.774
23.	R.C. 32	Tirukkanur Road	..	..	..	..	2.460

IV. Village Roads

1.	Tirubhuvanai Road	..	..	..	..	..	0.880
2.	Pillaiyarkuppam Road	..	..	..	..	..	1.000
3.	Kunichampattu Road	..	..	..	..	..	1.200
4.	Siruvantadu Road	..	..	..	..	..	5.200
5.	Kozhipakkam Road	..	..	..	..	..	2.110
6.	T. N. Palayam Road	..	..	..	..	..	3.050
7.	Irulansandi—Sitheri voikal Road	..	..	..	..	..	1.400
8.	Kuruvinnattam Road	..	..	..	..	..	3.600
9.	Sornavur Road	..	..	..	..	..	2.000

KARAIKAL REGION

I. State Highways

1.	Karaikal—Nagore Road	..	..	..	..	..	10.816
2.	Karaikal—Poraiyar Road	..	..	..	..	..	10.698

II. Major District Roads

1.	Karaikal—Ambagarattur Road	..	..	..	..	..	14.559
2.	Karaikal—Nedungadu Road..	..	..	..	..	..	10.130
3.	Annavaasal Road	..	..	..	..	..	1.828

Sl. No.	Name of roads							Length in km.
III. Other District Roads								
1.	Niravi I Road	..	..	..	..	..	..	2.330
2.	Niravi II Road	..	..	..	..	..	..	1.670
3.	Tittachcheri Road	..	..	..	..	..	..	1.260
4.	Lemaire Road	..	..	..	..	..	..	1.098
5.	Seshamulai Road	..	..	..	..	..	..	9.520
6.	Beach Road	..	..	..	..	..	..	1.820
7.	Sorakkudi Road	..	..	..	..	..	..	4.540
8.	Akalanganni Road	..	..	..	..	..	..	2.480
9.	Nallattur Road	..	..	..	..	..	..	4.640

IV. Village Roads

1.	Dharmapuram Road	..	..	..	..	..	..	1.790
2.	Karaikalmedu Road	..	..	..	..	..	..	1.800
3.	Kottuchcheri-Vadamattam Road	..	..	..	..	..	..	4.930
4.	Kottuchcheri Main Road	..	..	..	..	..	..	1.530

MAHE REGION**I. State Highways**

1.	Main Kozhikode Road	..	..	..	..	..	..	1.534
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II. Major District Roads

Nil.

III. Other District Roads

1.	Kallayi-Pandakkal Road	..	..	..	..	..	..	6.885
2.	Paral-Chockly Road	..	..	..	..	..	..	1.480
3.	Vayalam-Pandakkal Road	..	..	..	..	..	..	9.914
4.	Boulevard Road	..	..	..	..	..	..	1.817
5.	Railway Station Road	..	..	..	..	..	..	1.011
6.	Jail Road	..	..	..	..	..	..	0.290

Sl. No.	Name of roads	Length in km.
IV. Village Roads		
1.	Mulakkadavu Gopalam Road	1.747
YANAM REGION		
I. State Highways		
		Nil
II. Major District Roads		
		Nil
III. Other District Roads		
1.	Drakshrama Road	1.361
2.	Thiagaraja Road	0.508
3.	Jail Road	0.737
4.	Vishnalayam Road	0.656
5.	Bacque Road	0.149
6.	Cemetery Road	1.110
7.	Ferry Road	0.500
IV. Village Roads		
1.	Madhumula Road	1.450

Maintenance of roads :

The maintenance and construction of roads in the Territory is being attended to by two agencies viz., the Public Works Department and, Municipalities. So far as the Public Works Department was concerned, the work was attended to by the Roads Subdivision headed by an Assistant Engineer who was assisted by three Junior Engineers. Another subdivision looked after the investigation of all road works in the Territory. A full-fledged Highways division was proposed to be formed in the Public Works Department, during the V Plan to deal with all problems of road, planning, development and construction in the Territory. The maintenance gang consisted of 132 gangmen with road inspectors to supervise the work of gangmen. About a dozen maistries were in charge of road improvement works.

It is gathered that out of a total distance of 22 km. of the Cuddalore double lane road, about 13.8 km. are maintained by this Administration. Out of a total length of 40 km. of the Villupuram double lane road, 24.5 km. are maintained by this Administration. The Tindivanam double lane road for a distance of 5.7 km. is also maintained by this Administration. A length of 3.5 km. of the Marakkanam road is maintained by this Administration.

It is to be noted that the Boulevard around the town of Pondicherry and the three main roads in Pondicherry town viz. rue Dupleix (now Jawaharlal Nehru Street), rue Madras (now Mahatma Gandhi road) and rue Bussy (now Lal Bahadur Shastri Road) are maintained by the Public Works Department.

Road Development Policy :

As a matter of general policy, unsurfaced roads were progressively converted into surfaced roads and water bound macadam roads were converted into bitumen roads. In 1967 the National Council for Applied Economic Research called upon the administration to conduct a road census at the earliest in order to work out the investment for increasing the capacity of individual sections of roads, for only from such data, it said, the investments on specific sections could be worked out. In fact, the Techno-Economic Survey suggested an investment of Re. 1 crore mainly for better surfacing of 110 km. at a cost of Rs. 60 lakhs and Rs. 40 lakhs for giving new links.³⁴

The Planning Commission's approach to road development in the country during the IV Plan was to form regional plans for the four regions in the country. The regional plan proposed for the southern region included Tamil Nadu, Kerala, Karnataka, Andhra Pradesh and the Union Territory of Pondicherry. In 1972 the Road Investigation Wing of the Public Works Department prepared a Road Development Plan estimated to cost Rs. 65.75 lakhs. This included proposals to improve 138.45 km. of village roads (both earthen and soled) as well as 34.2 km. of slum roads (referred to as cherry roads) to fall in line with the Minimum Needs Programme. In fact under the V Plan, the emphasis was on the development of rural roads which constituted the essential infrastructure for rural development, besides removing deficiencies in the existing road systems by improving the surfaces, poor geometrics sub-grades etc. by reconstructing and strengthening weak bridges and culverts and by widening the existing urban roadways. Those roads which are under the control of