

CHAPTER SIX

DEVELOPMENTAL STRATEGIES

INTRODUCTION

In the previous chapter, problems faced by the town under study have been discussed and the factors for stagnation in development are analysed. In this chapter different developmental plans formulated by different agencies in the past have been outlined and reviewed. Examining these plans a new strategy for the development of the town is suggested considering the present problems envisaged by the town and their adjoining areas.

6.1. EARLIER STRATEGIES

The English Bazar town and its neighbourhood have been growing at a very fast rate since 1940's though not in a planned way. The haphazard growth has brought about all the evils of unplanned urbanisation in the town. For the rectification of the situation, the State Government set up Malda Planning Organisation in 1954. The Malda Planning Organisation was entrusted to prepare an interim Development plan by 1955 as well as a Comprehensive Development plan by 1957 to provide a foundation for the organised development of the town and to ensure basic civic services and amenities.

6.1.1. Interim Development Plan

The interim Development Plan of English Bazar was designed for an area of 13.25 Km² leaving a large portion of area covered by Government establishments beyond its boundary. It was decided that the area would be zoned in general manner and the whole area would be called English Bazar IDP area. The initial plan was formed to serve 'mouzas' of English Bazar Police Station. The plan area had 3 broad sectors viz. the existing town and its urban environs, the urbanising area to the south and west and the area proposed for new development to the east of Mahananda river. This division was made with a view to have the phasewise development.

The plan was designed for an estimated population of about 2 lakh persons and design was governed by some growth generators in the area, the most important of which are. (i) The English Bazar town Railway station, (ii) Malda College and Women's College, (iii) Air-drome and urban growth in its adjoining areas and

(iv) the nodal position of English Bazar for road transportation. The plan had the assurance to serve the various purposes : (1) It provides an immediate yardstick against which development decisions can be measured (2) It serves as a Government agencies or private enterprises, (3) It provides the basis for initiating broad landuse controls throughout the planning area, (4) It allows the continuing research programmes to be focused upon plan objectives. (5) It presents in a comprehensive manner, the plan concepts for review and decision to other Government agencies, private enterprises and the general public and (6) It points out the most pressing problems of the area and recommends courses of action for their immediate solution.

The Mahananda forms the physical constraint to the development of the town. The IDP realised the need for the link up of the north-western and western parts with the Malda Town Railway Junction. This would not only make provision of road link, would enhance the economy of the town. Thus the physical constraints might be minimised. It would also permit some radial growth to the east from the nucleus of the town.

The plan gave stress on intensive urban uses of land and proposed much enhancement of land area under residential, commercial and industrial uses. In the plan, some new commercial areas and some new residential areas were proposed. It also suggested some administrative and recreation centres. The plan allocated 93 hect. of land for building of roads and proposed some new ring roads and overpasses. To eliminate the bottlenecks in the road system, some arterial and link roads were proposed. Some roads were recommended for their widening.

In this plan additional 3 reservoirs to be suitably located as per population density and demand for water were recommended. Recommendations for the suitable interconnection of the distribution mains were also made with the hope to maintain the operation at the time of shut down of other sources. The plan had the provision for the gradual replacement of service latrines by community septic tanks in the urban areas. It also suggested stagewise introduction of sewerage and development of underground sewers before commencement of construction of buildings. A sewage disposal site in the east-south-east of old Malda Railway station proposed. An integrated system of open storm water drains was recommended for construction and the Mahananda River was the obvious drainage outfall for the municipal area.

6.1.2. Comprehensive Development Plan

It was intended that the Interim Development Plan should be followed by a Comprehensive Development Plan (CDP) which deal in greater length with the urban area and spell out phased programmes for public utilities and services. The Comprehensive Development Plan prepared by English Bazar Planning Organisation was not a departure from the I.D.P. but only detailed enlargement of its basic features. The plan not only was based upon the expectations of the local population and the physical, social and economic constraints of the local situation, the objective were related to the nation and the region of which it is a part. The main objectives of the plan were (i) to develop an urban environment in English Bazar, (ii) to ensure the maximum utilization of natural and man made resources, (iii) to promote an orderly and dynamic growth of the areas economy, (iv) to develop an efficient and adequate infrastructure, (v) to create a strong machinery for effective plan implementation and sustained development and (iv) to establish and develop public participation and strengthen local self government.

The actions proposed in the CDP were primarily concerned with the investments in the basic facilities. Attention was also given to further stimulate industrial growth in the town. The recommendations of the CDP are (1) Extension of municipal area, (2) new residential area with provision of adequate water, transportation and waste disposal facilities; (3) construction of some new link roads, (4) formation of a new town centre, (5) construction of multistoried buildings to increase the residential density, (6) improvement of roads, drains, level crossing and traffic congestions (7) some secondary recreation centres, parking space for vehicles, unloading and loading and terminus for buses and (8) formation of some industrial zones. The plan also proposed some changes about the physical land content in the I.D.P. and emphasised the provision of new areas to be linked with the old for the expansion of the town.

6.1.2a. Transport

English Bazar or the most important transportation centre for the north-eastern India demands a modern circulation system. The plan in this regard has recommended (1) optimum use of existing transportation system through improved traffic operation and control; (2) for improved existing transportation facilities widening or realignment of roads, provision of parking area for vehicles, footpaths and crossings, bus stops etc. for pedestrians and (3) development of new roads and other transport facilities.

6.1.2b. Central Area Plan

The plan emphasises the need for central area with good transportation linkages. This area is to be enclosed by Mahananda river in the east, Malda town station in the north, English Bazar Jail in the south. The establishment of this centre will act as a strong stimulus for enhancing the town's importance and provide residential facilities to the new entrances to the town in the years to come.

6.1.2c. Housing

The plan recommends immediate action to relieve the acute housing shortage in Malda and to meet the rising needs of it by implementing programmes combining slum improvement, development of low-cost plots, provision of skeletal and other self-help housing and construction of variety of pucca houses. The plan believed that such a combined approach only would be able to solve the housing problem in English Bazar that affects most of the income groups. Some of the principles accepted in the face of the housing problem recommended by the plan were : (i) Government investment should be devoted to basic environmental improvements, (ii) Attention should be concentrated on a rapid expansion in the quality of basic living accommodation, (iii) Governments approach should be use its small available resources in the mobilization of the large pool of resources available of the people themselves, (iv) Government must offer a variety of housing programmes, (v) Effective mobilization of resources for housing and (vi) Housing programmes should be relatively easy to administer.

6.1.2d. Community Facilities

The plan recommended improvement of the existing community services and facilities in the town. As the land within the built up area has become both costly and scarce, the facilities can be combined to effect savings in space. Through such combination of uses optimum use of land can be active. In the field of education the plan suggests an atmosphere of equal opportunity for all children which will ensure every pupil a place in school and the ultimate aim is to provide free and compulsory education to all children in 6-14 age group by 1986. It also recommended a gradual increase in the percentage of enrolments. In case of higher secondary education the target suggested by 1986 is 40%. It was suggested that the number of free government school be increased at a fast pace. At the Higher Secondary level the technical and vocational education are paid utmost importance.

The plan suggested to increase the number of hospitals with additional beds to

provide smooth and free health services to the people inside and outside the town. It also recommended some beds for special type of disuses. It proposed some openspace and recreation centres at the appropriate places.

6.1.2e. Public Utility Services

The public water supply system, drainage arrangement, hygienic disposal of wastes - these three basic public utility services are the most pressing problems in English Bazar. The future of the town will to a great extent be determined by how well and how soon these services are extended. The plan urges prompt consideration of the water supply problem of the town. It suggests that the English Bazar water supply scheme of 1.65 m.g.d. should be taken up immediately for execution and the preparation of comprehensive water scheme (25 m.g.d.) integrating the interim scheme should be commend.

6.1.2f. Drainage

For planning the drainage system the English Bazar has been divided into a number of drainage basins in consideration with the existing topography, the proposed future landuse and facilities for storm water disposal. Those basins are; (1) Central drainage basin (2) North drainage basin, (3) North-eastern (4) South-eastern, (5) western, (6) south-western drainage basins. The plan also recommended a network of open brick and mortar, storm water drains which should be maintained and kept free to carry rain water to suitable outlets. While the overall drainage programme in the town used to be extended in stages, priority should be given to improve the condition of the Buraburitala area.

6.1.3. Outline Development Plan

With effect from 1.4.1980 the West Bengal Town and Country (Planning & Development) Act, 1979 has been extended over all the areas of English Bazar Police Station in the Malda District. Under section 31 of the Act, English Bazar Development Authority was entrusted with the responsibility for the preparation and enforcement of development plan (Outline Development Plan) for the aforesaid areas.

The purpose of the O.D.P is essentially to design a broad frame work for integrated and orderly development of the various functions of the city by a rational allocation of the residential, commercial, industrial, public and semi-public areas and open spaces. The plan may also direct short-term action programme for the physical improvement of the community and its environment based on a careful study of various socio-economic and physical factors. Some

objectives of the plan were : (i) formulation of the policy for the improvement of physical environment, (ii) to express relationship between general proposals for the development and general use of land in neighbouring areas. (iii) to contain matters which may be prescribed or direct by the State Government. The plan will also consider : (a) the broad proposals of the development authority about the uses of plan. (b) allocation of areas for different landuses, (c) provision for better urban facilities, (d) regulations to control the structure.

Since the partition of India, the town experienced tremendous organic expansion and brought vast tracts of rural areas surrounding the township within its urban fold. Owing to the absence of legal control the town has assumed forms of isolated and disorganised landuses. To guide and control this hapazard development, the ODP is introduced.

6.1.3a. Recommendations of O.D.P.

1. The role of ODP area has essentially been one of consumer oriented small and cottage industries scattered over the township though a vague concentration of industries is marked in Mokdampur area. The plan proposed a number of industrial units in the neighbouring areas of the town mainly based on engineering and electricals.
2. The commercial importance of Malda Town of pre partition days has been surged to Bangladesh. To overcome the present situation the plan recommended some new commercial areas in different parts of the town.
3. In the face of increased population also by 1991 and 2001 the plan has suggested for the development of some areas for the residential of the increased population.
4. Similarly the plan also has pleaded for the formation of an administrative complex to accommodate 84 scattered state and central government establishments which are now run at privately rented houses in the town.
5. For augmenting the drinking water supply the plan proposed a comprehensive pipe water supply by P.H.E. Department. It also recommended increase of number of standposts.
6. The existing drainage system of English Bazar is insufficient. Extensive water logging in the entire town becomes a fact even offer a medium shower. The Municipal Engineering Dept. has proposed a comprehensive drainage scheme, implementation of which will help to contain the water logging to a

large extent. As the Pirojpur trenching ground creates pollution the plan has suggested that the present location of the trenching ground be shifted from the urban area to the area near Air Field where the sanitation processing should be done scientifically. It also has recommended for improvements of collection and disposal system of night soil.

7. Proposals have been made in the O.D.P. to develop the low lying areas along river Mahananda to open green and tourist lodge on the higher parts in the middle of the low lying areas. It has also proposed a sports complex in the Mission Road area. The enforcement of the above proposals can be made through enforcement of land use control and of building rules.

6.1.4 Review of Earlier Plans

For an integrated development English Bazar along with its adjoining areas has been offered with three plans so far. But none of them has been accepted by any Government in its total and for the solution of the growing problems of the town no satisfactory measure has been taken. The interim Development plan for English Bazar had so many promises for the development of the town and its adjacent areas but it is really painful that a very few of them were carried out. In addition the English Bazar Planning Organisation failed to do anything in the field of basic plans and master plans. The main emphasis of C.D.P. was to increase the basic facilities and to stimulate agricultural growth in Malda town. It also stressed on housing, recreation centre, public utility services for their proper improvement. But due to various reasons the plan's proposals could not be implemented in the town. Most of the proposals were cost oriented and did not create generation to the public and the Govt. organisation. So the plan could not be succeeded though there were many promises for the development of the town. To compensate and supplement the two earlier plans. The ODP was formulated in view of development of English Bazar town and their adjoining areas. Major thrust of this project was to accommodate more people in future. So it stressed on development of residential, shopping, roads, industries and other civic amenities. But due to various draw backs the plan proposals could not be succeeded for the benefits of the people.

All the plans though made sincere thinking about a much larger area than their nucleus, the town is not paid due gravity. However, some mini programmes for English Bazar are undertaken E.B.D.A. since 1980. The works so far has been made are widening and renovation of some roads within the town, construction of English Bazar Taxi stand at K.J. Syndal Road, construction of burning ghat, construction of private bus stand, some stages for cultural performances and so on.

SCATTERED DIAGRAM SHOWING
RELATIONSHIP BETWEEN AREA AND POPULATION
ENGLISH BAZAR TOWN

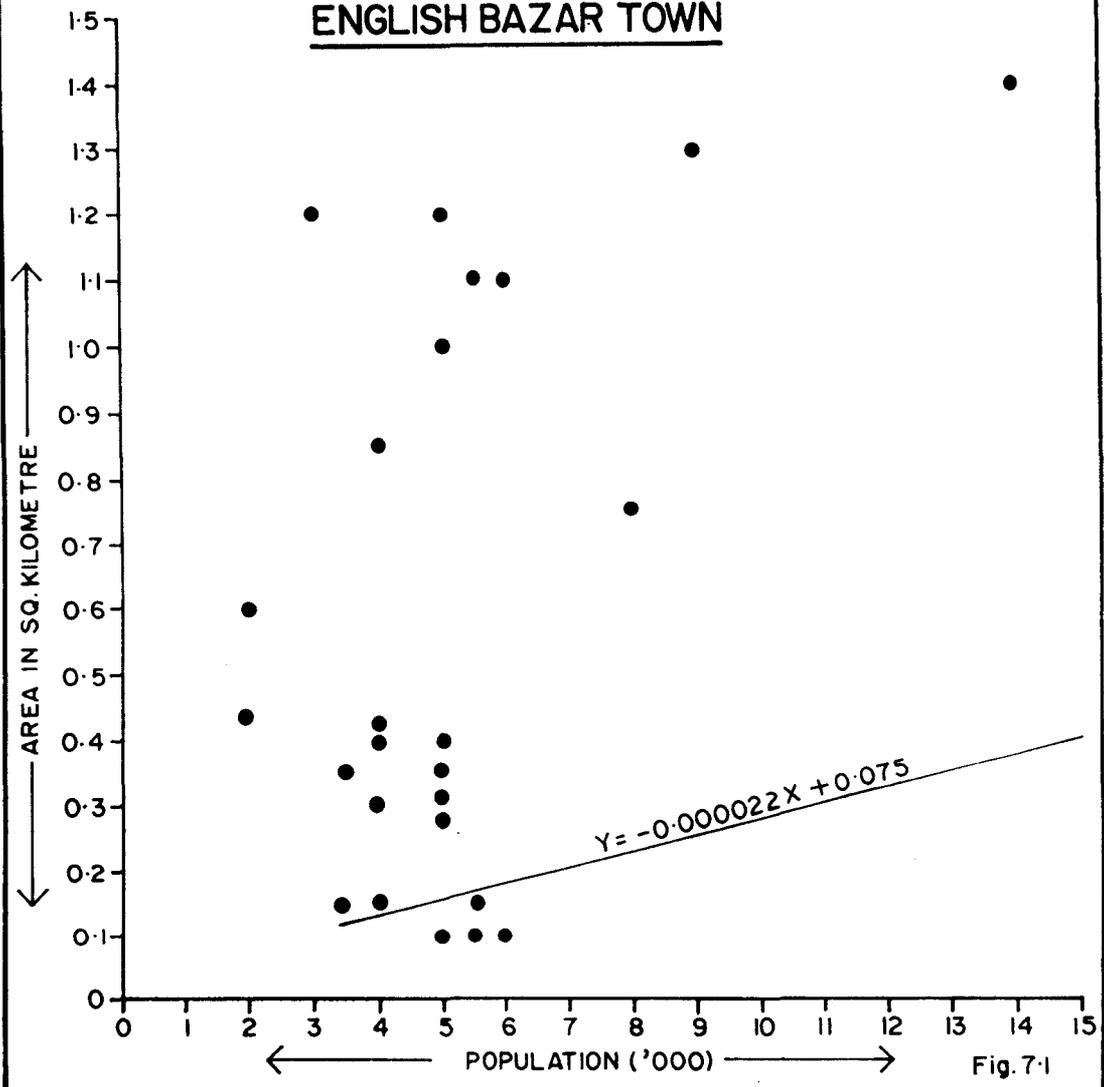


Fig. 7-1

Under these circumstances to dissipate the pressure of the chronic problems in the town of the region. Planned measures should be adopted on an emergency scale. No doubt, more areas are to add to the town in future and some desired strategies are to be followed. Those strategies are appended here after in this chapter.

6.2. DESIRED STRATEGY

It is apparent from the preceding analysis, that the town is confronted with a variety of chronic problems, which can be solved only by evolving suitable strategy in a planned way. Only through planning, an attempt can be made to solve the problems of the town. For the planned growth, an integrated approach for urban development is required. The need arises to prepare a Master plan which may provide the general guidelines for urban development. This will help to provide viable solutions for the different problems confronting the town.

6.2.1. Residential Area

As the residential area happens to be in the largest component of the urban fabric in the town, its problem of obsolete dwelling, congestion, overcrowding and insanitary conditions require urgent consideration. Truly a better living environment with less land per dwelling has become an essential ingredient of town planning, keeping in view the social and economic background of the town the following measures have been proposed for the improvement of their residential areas :

- (i) unplanned construction of dwellings in various sections of the town should be stopped through proper municipal legislation. Obsolete and delapidated buildings, occurring mostly in the older parts of the town specially in makdampur, have to be demolished and modern buildings should be constructed in their place by providing financial assistance, at a reasonable rate of interest, to the house- owners.
- (ii) formation of small town planning unit is suggested so that it could assist the municipality in town development.
- (iii) Urban land ceiling should be implemented without any further delay. In this way, the surplus urban land could be acquired for the development of residential complexes, particularly for people in the middle and lower income groups. The layout plan, allocation of plots, and approval of building plans have to be made by the town development authorities which could also supply building materials at approved rates.

- (iv) Low-lying, marshy and waste lands could be reclaimed for development of residential colonies and other uses. In doing so, due consideration has to be given to the economy of space, provision of public utility services and the expenditure involved and
- (v) It is proposed that the slum dwellers, at present residing under unhygienic conditions in the densely populated parts of the town may be rehabilitated at the alternative sites on the outskirts of the town and the slum-cleared areas can be developed into parks and playgrounds.

One of the urgent problems facing the town is the acute shortage of housing. In planning for achieving self-sufficiency in housing a correct estimation of the housing requirements should form the very first step. The next step for this purpose should be to formulate a national housing policy with fruitful socio-economic objectives. The social attitudes embodied in the social environment must be taken into consideration and proper weightage should be given to the same. It is a fallacy to think that the housing problems will be solved merely by building a few million dwellings. What is needed is to solve suitable housing standards for different income groups and family sizes and to adhere to the standards without housing them. It is also necessary to see that the maximum standards of housing & neighbourhood designs are adequate to ensure healthy living of even the lowest income facilities. Fulfilling the qualitative needs of the housing is as important as fulfilling the quantitative needs. It is also noteworthy that the housing standards should be judged in relative terms rather than absolute ones.

6.2.2. Commercial Centre

The population explosion and increase in the sizes of towns have resulted in the phenomenal growth of commercial activities particularly in the larger town. This has caused an overlapping of the functional landuses. A proposal has been made to shift the residences to other places and the space vacated may be utilized for construction of shops, show-rooms and other commercial establishments. This can be done by persuasion, legislation and provision for financial assistance. The wholesale and retail trade may also be separated so as to ease congestion. Big godowns and warehouses may be established either close to railway station or at entry points of important roads into the towns, where ever ample open space is available which will provide cheap and convenient storage facilities. This congestion in the CBD where some of the

warehouses are at present located, can be relieved. Pavement shops need not function in the commercial core of the town and further encroachments on the roads has to be stopped. Provision for municipal market, selling general merchandises and perishable goods has to be made in each word. This will also contribute to the easing of congestion in the central Business area. There is also on urgent need for developing suburban markets to cater for the needs of the expanding towns. For giving some proposals it is essential to study some urban areas in this country. As for example.

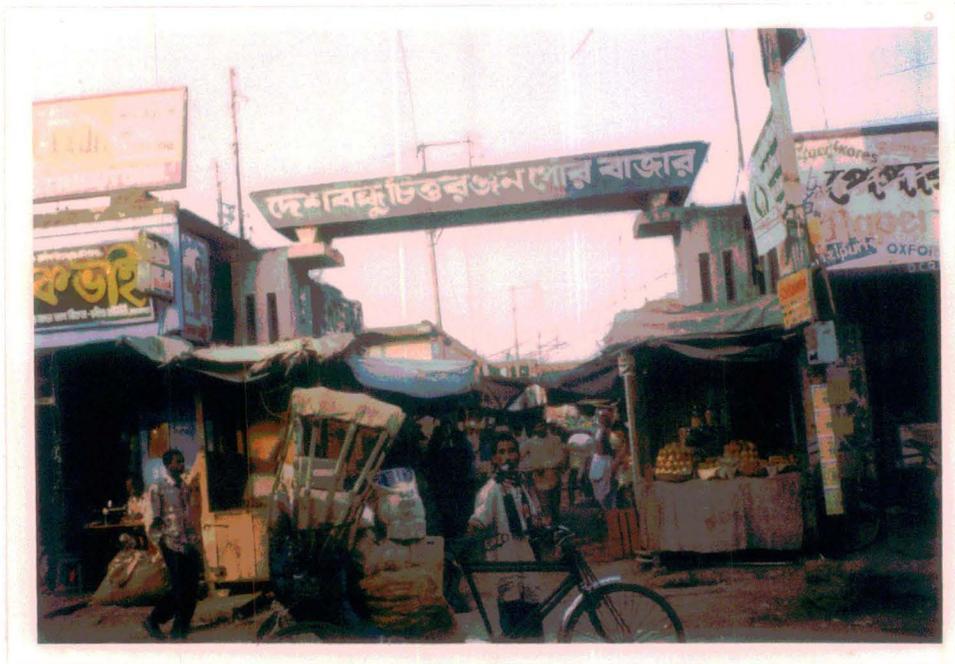
In Delhi, the business structure of Connaught Place has a planned pattern. The location of almost all the shops in the ground floor is the clear testimony of the idea that the shops may have easy access to the customers. Further, the important proportion of the commercial area is mainly given on first and second floors which again speak to the planning oriented construction. The specialised functions on the radial roads, availability of the open spaces in the connaught circus Road, residential occupation on higher floors all the planning oriented aspects.

Similarly Sector 17 of Chandigarh in Haryana has the planned structure of commercial, administrative and recreational establishments. The shops are distributed in the three distinct blocks comprising about 53 shops devoted to a variety of items. The upper floors are used for Govt. offices. The administrative function of the city proper is almost centred in this sector grouped in two localities (Plate-27).

Recently there has been a healthy change in the business structure of Indian cities by establishing super markets (Plate-25). The main aims of the super markets are to enhance the retail sale of commodities, to check the black marketing, the lower down the prices and to cater for the variable needs of average people at one place. The average class of people has been greatly facilitated by such markets. Thus it can be concluded that the chance and whim of business communities, have produced a complicated, hotch-potch and problem passing outlook and situation in this particular aspect of our urban activities. But by the present norm of planning it may look ahead in the future change of the locations, set-up and behaviour of its business from in the city morphology. The present intensified complex CBO may not continue. It is expected that secondary CBDs along the outer rings associated with new townships will surely emerge. Further the role of sectional business centres, isolated stores clusters and planned organised business areas may remain the same, though some modifications and multiplications are bound to occur with



27. A view of District Collectorate of English Bazar



28. A front view of Deshbandhu market

the change in the public taste and technology which are recently coming ahead. It is also expected that the wholesale and specialised markets may be rejuvenated in their spirit and pattern with the changes in their locations and types.

6.2.3. Industrial Structure

Industrial structure has a significant importance in the overall appraisal of the cities. While the business areas tend to be centralised in the CBD, modern industries have started emerging in the outer portions of the city and thus help not only to the balanced development of landuse but also the population and other urban activities. Industries play significant role in the city's economy as they provide the basic export channels for earning money. In reality, most of the prosperous cities, today are industrial.

A land mark change in the industrial setup is marked with the concept of Industrial Estates or organised industrial districts. The main objective for the development of such 'estate' is regarded as a solution form any of the economic ills and urban problems arising out of the inner locations of industries. Further these development are made in order to provide scope for the development of village enterprises and means of rehabilitation for displaced persons. These organised industrial areas, mostly located and developed on the outskirts of cities have produced a significant planned road pattern and similar building designs.

The planned industrial areas in Ludhiana in Punjab and Chandigarh where the ring road patter in the case of former and gird road patter in the later are obvious. Almost all the industrial units have the easy access both of rail and road to suit their necessities of market and the supply of raw materials. The provision of yards and godowns beside the railway line, in ease of Chandigarh, is the additional facility to the developing industrial units. They are also characterised with the industrial and residential colonies and business facilities to accommodate and fulfil the needs of the working class.

The policy of Town and Country Planning if properly executed, will certainly bring forth such industrial & economic bases around the metropolitan centres. The idea of satellite towns, the reservation of rural lands and agricultural belts and the aim of rural-urban integration will surely fulfil the urban-policy of decentralisation, with the result of the differences between village and towns will narrow down and a continuous industrial belt will develop. This has already happened in the Calcutta industrial region. Whatever be the aims and objectives of our industrial policy, one cannot assert with confidence that this policy has

actually brought about decentralisation and diversification of industries leading to deconcentration of population of big cities and the development of small towns.

Barber (1969) has observed that object of industrial planning is to provide suitable space and facilities for industry and to integrate industry into the community in such a manner that it will thrive and result in economic advantages to the community, with minimum adverse effects. Keeping this in view, the household industries may be retained in the residential areas but both the small and large scale noisy and otherwise unsuitably located industries have to be shifted to the areas so allocated for the purpose. Industries emitting objectionable dirt, fumes, odours and noise have to be sited far from the residential areas, so that the pollutants may not endanger the health of the town-dwellers. Establishments of the industrial estates has been suggested for this purpose.

6.2.4. Morphology of Other Functions

Almost other morphological functions. i.e. administrative, educational, medical, recreational and other social & cultural the most significant is the administrative. During British period the civil lines distinctively separated from the old indigenous parts were remarkably laid out most in the outskirts of the city. Age of construction, the prevailing architectural planning models and pattern, and demands as well as needs for planned space utilization have caused differential patterns in the morphology of the administrative units. The size of the administrative area emerged according to the functional hierarchy which ranges from the national capital to the block administrative centres through the state, district and tahsil headquarters, etc. It is true that most of the administrative zone lying in the civil lines present the British pattern. The clustering of the courts and government offices in the unplanned layouts with huge massive building structures asserted by the temporary sheds of lawyers, clerks and others with canteen hutments and small open spaces retain the same old strains of pressure. On the other hand, planned administrative zones with their attractive layouts, symmetrical building designs with planned parks and open spaces differ morphologically from those of the unplanned areas. Some of the general morphological characteristics of National Capital (New Delhi) and State Capitals scattered grand buildings, with sufficient of open space and parts on planned from of roads and buildings produce a magnificent picture of the administrative area of Chandigarh, i.e. sector No. 1. Physically different Bhubaneswar from Chandigarh, has produced the planned administrative units mainly concerned with administrative purposes.

Parks, playground, open spaces and parking places accompanied with wide

metalled roads are the main features of the area. Recently, numerous organised office areas are emerging to accommodate the scattered offices and to avoid the hotch-potch amalgamation of administrative centres. Therefore, some of the cities have developed a separate planned office area in the outer-zone. These areas comprises the planned buildings of new style with open spaces, wide road, parks & playgrounds. The building pattern is sufficient to accommodate the required needs of the particular office. As for example Kanpur has developed an important office area in the west of Pandoonagar. In Delhi, Indraprastha Estate, almost one and half km. South of Delhi Gate has recently been developed as a centre for Government offices (Draft Master plan for Delhi 19). It is suggested that various administrative offices in the town should be located as far as possible, in one area so that these can render better services. The administrative area, in fact, needs planned development so that new attractive structures may be constructed with extensive set-backs and parking facilities and laws. Such an elaborate landscape can be had only on the outskirts of these towns.

6.2.5. Education Institutions

Educational institutions catering to the needs of higher secondary schools and higher level education, occur in various parts of these towns. But more primary and nursery schools are required at suitable locations in the residential areas of both the towns to meet the growing demands. High schools should be located, preferably close to the main road. Special attention has to be given towards the privately engaged high schools which usually suffer from lack of facilities, funds and suitable staff. The poor infrastructure in some of the schools must be developed. Measures have to be taken to improve the academic facilities available in degree colleges which fill the gap between the school and the university education. The location of one college (i.e. Malda College) in the central residential area has been responsible for creating a lot of congestion. A more rational use of the existing space is suggested by shifting the college premises to more spacious area on the periphery of the town. These urban centres have to develop educational zones with distinct morphological structure and their distributional pattern should be caused differentiation of its various parts as well in order to fulfil the social and cultural needs. These have played an important role in determining the mode of city life.

6.2.6. Medical Service

Every city should have a medical zone is insufficient considering the total population and extension of the city. The older medical establishments are situated

in the congested of the cities whereas the newer ones should develop in the open areas preferably in the new extensions of the cities. The morphological difference between the two can be very well assessed with the unplanned and planned aspect. The recent trend of enhancing medical services in the cities are opening a new chapter by establishing specialised services such as sanatoriums, eye clinics, maternity centres etc. in the open surroundings, away from the city proper. These medical units, though small, are sufficient to attract for growth and expansion of the city attracting business and residential establishments and other activities related to medical services. For example in Varanasi a district medical zone is found in B.H.U. which comprises of Sir Sundar Lal Hospital, a Medical College, Nursing School, Anatomy Section, Medical College Library and number of medical shops at lank etc. As such all the needed comforts and necessities of patients are available in a short reach of this zone.

These is an urgent need for having a female hospital, equipped with maternity home, in the town. The size and facilities available in these hospitals should be such as to provide satisfactory services to the population. Care has to be taken in the selection of site for the specialised regional hospital. For example T.B. Hospital, and Veternity Hospital have to be located essentially on the outskirts of the town. Provision for the treatment of Polio, Malaria, Venereal and quarantine diseases etc.. is highly desirable. These units need sensitive, sophisticated and modern instruments. Needless to mention, the ambulance facilities will also enhance their efficiency.

6.2.7. Transport Facilities

Indeed, the efficient mobility within the town is essential for the continued vitality of the multitude of activities that the town must support. It can be possible with the help of a well designed network of roads and streets. As far as possible the widening of the existing roads and streets, removal of encroachments on the pavement of shopkeepers and check on unauthorised parking of rickshaws and other vehicles will go long way towards increase in traffic mobility. There is also need for providing suitable sites for parking of vehicles. The construction of carriage ways with footpaths on both the sides of main roads is urgently needed. At present, this traffic passes through congestion. Observance of traffic rules and restriction on the movement of heavy vehicles during peak business hours will also help in relieving the pressure. The planning of a comprehensive road system will solve the present traffic problems. A Master Plan will make provision for all kinds of road systems.

6.2.8. Parks and Playgrounds

Cities suffer from improper arrangement and insufficient provision of parks, playground and open spaces. The recreational and hobby centres, the entertainment and amusement activities of the urbanities take forms either as commercial or as public and mass entertainment bases. In the unplanned areas of the cities the morphology of the parks and playgrounds is not very charming because of the poor maintenance and lack of aesthetic sense among the public in using them. The artificial lakes developed in some of the newly planned cities or the neighbourhoods have gained much more significance in recreational activities. Parks and playgrounds may be developed for which a suitable vacant land is desirable, with a view to maintaining the physical and mental well-being of town-dwellers. (Goetsch, 1969).

CONCLUSION

English Bazar Town, though did not have any effective urban plan has recently been provided with O.D.P. The ODP area of English Bazar extends over 13.25 km². The plan has focused that the projected population in English Bazar Town in 2001 will be 2,50,000, 71% of which will be total working force. The economic growth of the ODP area cannot substantiate the population growth.

The sectoral employment pattern of the ODP area in English Bazar reveals that the urban areas have primarily tertiary services, people of the peripheral rural areas have not yet adopted non-agricultural pursuits to improve their economic conditions.

English Bazar Municipality has taken many programmes for the development of the town, mostly connected with improving the living conditions of the urban residents, water supply, sanitation, transport, parks and playgrounds.